

IBI GROUP REPORT

DOWNTOWN TRAFFIC STUDY
PROJECT FILE REPORT
SCHEDULE B MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

Submitted to The Corporation of the City of Sault Ste. Marie

Appendix 5 – Detailed Scoring Guide and Evaluation of Alternatives

Scoring Guide for Alternatives Evaluation
Sault Ste. Marie Downtown Traffic Study

Evaluation Framework	1 2 3 4 5				
	Least Preferred				Most Preferred
Vehicular Transportation					
Traffic Level of Service	One or more locations in network over capacity (V/C > 1.0)	One or more locations in network approaching capacity (0.8 < V/C < 1.0)	Base Scenario Conditions - All streets in network have V/C < 0.8	n/a - Additional capacity not needed	n/a - Additional capacity not needed
Potential to reduce traffic speed	n/a - No increase in vehicle speeds expected	n/a - No increase in vehicle speeds expected	Base Scenario Conditions - No change	Two-way traffic may reduce traffic speed on one or two east-west streets	Two-way traffic throughout network may reduce traffic speeds
Ease of Routing for Residents and Visitors	n/a - No conversion to one-way operation expected	n/a - No conversion to one-way operation expected	Base Scenario Conditions - No change	Conversion of one street to two-way operation improves ease of routing with more directional choice	Conversion of two or more streets to two-way operation improves routing with more directional choice
Active Transportation					
Pedestrian Space (sidewalks, MUP, etc)	Reduced pedestrian space on one or more streets	No change to pedestrian space from existing conditions	Base Scenario Conditions - Increased pedestrian space on one street	Increased pedestrian space on two streets	Increased pedestrian space on three or more streets
Cycling Facilities	n/a - No cycling facilities will be removed	n/a - No cycling facilities will be removed	Base Scenario Conditions - Addition of one cycling facility	Addition of two to three cycling facilities	Addition of cycling facilities to match City's bicycle network plan
Accessibility for Persons with Disabilities	n/a - No accessible crossings will be removed	n/a - No accessible crossings will be removed	Base Scenario Conditions - No improvements to accessibility	Potential accesibility improvements on one street	Potential accessibility improvements on two or more streets
Socioeconomic					
Access to Parking	Removes on-street parking near to intersections on two or more streets	Removes on-street parking near to intersections on one street	Base scenario Conditions - No change	n/a - No additional parking currently planned	n/a - No additional parking currently planned
Access to Transit	n/a - No negative impacts expected	n/a - No negative impacts expected	Base Scenario Conditions - No change	Opportunity for two-way transit on one street	Opportunity for two-way transit on two or more streets
Business Visibility	n/a - No reduction in visibility proposed	n/a - No reduction in visibility proposed	Base Scenario Conditions - No change	Improved visibility on one street	Improved visibility on two or more streets
Construction Impacts	Construction on three streets	Construction on two streets	Base Scenario Conditions - Construction on one street	Localized/minor improvements	Avoid construction
Natural					
Landscape and Vegetation	n/a - Impact to/removal of vegetation or landscaping on one or more streets	n/a - No change to landscaping or vegetation from existing conditions	Base Scenario Conditions - Improvement to landscaping on one street	Improvements to landscaping on two streets	n/a - Improvements to landscaping on three or more streets
Cost					
Capital Costs (Planning-level)	Cost >\$10,000,000	Cost between \$5,000,000 and \$10,000,000	Cost between \$2,000,000 and \$5,000,000	Cost between \$1,000,000 and \$2,000,000	Cost < \$1,000,000
Maintenance Costs	Lower costs than eisting conditions	Existing Conditions	Base scenario Conditions - Increased cost from existing conditions	Increased costs from Base Scenario	n/a - Major increase from Base Scenario
Property Acquisition	n/a - property acquisition required	n/a - property acquisition required	Base Scenario Conditions - No change	n/a	n/a
Note: Alternatives have been evaluated relative to the Base Scenario, Alternative 1, which is given a neutral score of 3.					

Alternatives Evaluation
Sault Ste. Marie Downtown Traffic Study

Criteria	Alternative 1: Base Scenario - Implement Bay Street EA (3 Lanes One-Way + MUP)	Alternative 1A: Modified Base Scenario - Implement Bay Street EA (2 Lanes One-Way + MUP)	Alternative 3: Convert Bay Street and Queen Street to Two-Way Operation + MUP on Bay Street
Vehicular Transportation			
Traffic Lanes	5 Eastbound 4 Westbound	4 Eastbound 4 Westbound	4 Eastbound 4 Westbound
Traffic Level of Service	- All intersections have Volume/Capacity < 0.8 - All intersections operate well	- All intersections have Volume/Capacity < 0.8 - All intersections operate well	- All intersections have Volume/Capacity < 0.8 - All intersections operate well. - Minor increased delay for eastbound trips; 20 seconds total from Huron to Pim St in afternoon
	3	3	3
Potential to reduce traffic speed	- No change	- Likely to reduce traffic speed	- Likely to reduce traffic speed
	3	4	4
Ease of Routing for Residents and Visitors	-No change	-No change	- Notably improved routing along Bay St and Queen St
	3	3	5
Category Score	3	3	4
Active Transportation			
Pedestrian Space (sidewalks, MUP, etc)	- Improvement on Bay St with MUP	- Improvement on Bay St with MUP	- Improvement on Bay St with MUP - Reduced sidewalk widths near some intersections on Queen St
	3	3	2
Cycling Facilities	- Bay St improved with MUP	- Bay St improved with MUP	- Bay St improved with MUP - Slower speeds and two-way traffic is a minor improvement
	3	3	3
Accessibility for Persons with Disabilities	- Bay Street has minor improvement due to reduced crossing distance (3 lanes) and some signals re-built to AODA	- Bay Street has minor improvement due to further reduced crossing distance (2 lanes) and some signals re-built to AODA	- Bay Street and Queen Street have minor improvement due to some signals re-built to AODA. - Wider crossings at some intersections with turning lanes (up to 4 lanes)
	3	4	3
Category Score	3	3	3
Socioeconomic			
Access to Parking	- no change	- no change	- loss of on-street parking on Queen Street (~20 stalls) to provide loading zones
	3	3	2
Access to Transit	- n/c	- n/c	- opportunity for bi-directional route on Bay St and Queen St
	3	3	4
Business Visibility	- MUP encourages walking and cycling, offering a minor benefit to business exposure	- MUP encourages walking and cycling, offering a minor benefit to business exposure - encourages slower speed offering greater opportunity to observe businesses	- MUP encourages walking and cycling, offering a minor benefit to business exposure - better visibility of corners/side streets, and encourages slower speed offering greater opportunity to observe businesses
	3	4	5
Construction Impacts	- temporary impacts on Bay St	- temporary impacts on Bay St	- temporary impacts on Bay St and Queen St
	3	3	2
Category Score	3	3	3
Natural			
Landscape and Vegetation	- improvements along 1 side of Bay St	- improvements along both sides of Bay St	- improvements along 1 side of Bay St - loss of exiting at some intersections on Queen St - replaced by new plantings
	3	4	3
Category Score	3	4	3
Engineering and Costs			
Capital Costs (Planning-level)	\$ 2,800,000	\$ 2,700,000	\$ 9,200,000
	3	3	1
Maintenance Costs	- maintenance costs higher than existing	- maintenance costs higher than Alternative 1	- maintenance costs similar to Alternative 1
	3	2	3
Property Acquisition	- no property acquisition expected to be required	- no property acquisition expected to be required	- no property acquisition expected to be required
	3	3	3
Category Score	3	3	2
Total Score			
Overall Score	15	17	15