Factor/Criteria	Team Average Weighting	Descriptions/Proposed Measures	Alternative 1 Widen For All Traffic	Alternative 2 Widen For HOV Lanes	Alternative 3 Widen For Dedicated Transit In Curb Lanes	Alternative 4 Widen For Dedicated Transit In The Median
TRANSPORTATION	**50.0%**					
Transit Operations & Capacity						
Total Transit Travel Time & Delay	10.4%	– Travel time through BRT corridor for transit vehicles	2.86	4.00	4.00	3.75
Transit Capacity	8.5%	– Ability to meet current and anticipated transit user demands – Potential to attract users	1.31	2.09	3.22	3.97
Transit System Continuity	7.4%	– Consistency of bus operations along the Highway 2 corridor	3.00	3.06	3.44	1.25
Transit Service Reliability	8.4%	– Traffic congestion and/or delays affecting transit vehicles	1.06	2.06	3.25	3.31
Transit Vehicle Conflict Points	5.8%	– Interaction with general purpose traffic – Conflicts with turning vehicles – Weaving between curb and median lanes	1.31	2.47	3.50	2.09
General Purpose Traffic Operations & Capacity						
Travel Time & Delay	8.1%	– Total travel time through study section for non-transit vehicles	3.43	3.91	3.91	2.31
Traffic Capacity	8.6%	– Impact on Highway 2 non-transit vehicle capacity	3.84	3.03	1.81	1.09
Infiltration	6.7%	– Potential for increased traffic infiltration onto adjacent streets (due to restricted left turns or loss of capacity on Highway 2) – % increase in vehicle km travelled on local roadways (vehicles diverting from Highway 2) – % increase in vehicle km travelled on alternate arterial / collector roadways (i.e., number of vehicles diverting from Highway 2)	2.65	2.58	2.50	1.57
Mid-block Turning Movements	5.5%	– Ability of vehicles to make turns from unsignalized cross streets and/or mid-block driveways – Potential increase in U-turns – Number of locations	3.44	3.44	3.69	1.13
Enforcement of Unauthorized Vehicle Use	3.6%	– Ability of motorists to distinguish dedicated transit lane from mixed use lane – Ease of enforcement	3.63	1.75	2.44	2.97
Overall Transportation System						
Corridor Capacity	7.7%	– Overall person throughput	1.62	1.74	1.62	1.43
Safety	10.6%	– Change in safety characteristics of corridor due to alternative in terms of: – Pedestrians – Cyclists – General traffic – Transit vehicles	2.63	2.56	3.31	2.94
Fire and/or Emergency Medical Service (EMS)	4.1%	– Impacts on emergency service response time – Potential for emergency access issues – Impact on emergency detour route (EDR) performance (ability to accommodate increased traffic volumes in the case of Highway 401 closure, natural/man-made disasters, etc.)	2.22	3.06	3.44	2.28
Accessibility	4.6%	– Impacts on accessibility for persons with disabilities (i.e. provision of dropped curbs, tactile pavement, audible signal crossings)	2.69	2.56	3.38	2.69
TRANSPORTATION WEIGHTED SCORE			**251.97**	**278.82**	**312.19**	**241.26**
SOCIO-ECONOMIC ENVIRONMENT	**23.8%**					
Provincial and/or Municipal Planning Guidelines and Policies	25.5%	– Compatibility with the general intent of provincial / municipal planning goals and objectives including: – Ability to provide for alternative modes of transportation – Ability to improve Highway 2 corridor as a higher order transit and intensification corridor – Regard for the "top transit priority" and transit spine designation along the corridor – Regard for the long term vision of light rail transit along the corridor – Establish a transportation system that compliments and supports the future urban structure and land use pattern	1.00	2.06	3.56	3.63
Property Owner Use Impacts	25.4%	– Potential Impacts to the use of the property	3.56	3.25	3.31	1.63
Business impacts	30.2%	– Impacts to business viability/access – Public view interference – Disruption impacts during construction period	3.13	3.03	3.13	1.31
Air Quality	6.8%	– Potential impacts to air quality and/or greenhouse gas emissions	2.38	2.75	3.19	2.94
Aesthetics / Streetscaping	12.2%	– Roadside obstacles – Impacted landscaped areas – Opportunity for enhancing streetscaping	2.59	2.72	3.28	3.25
SOCIO-ECONOMIC ENVIRONMENT WEIGHTED SCORE			**257.89**	**278.27**	**330.73**	**232.77**
ENGINEERING	**26.2%**					
Implementation Risks	29.3%	– Ability to implement alternative within the Provincial Quick Win funding allocation/schedule (i.e., March 2016 completion) – Ability to implement if property acquisition delayed	2.44	3.00	3.50	1.25
Snow Storage and/or Removal	13.1%	– Complexity of snow storage/removal on corridor (stations, barriers, etc.) – Boulevard space needed / available for snow storage	3.69	3.75	3.63	1.44
Phasing Ability	17.3%	– Ease of transition to ultimate transit vision for the Region (i.e. LRT) – Conversion costs – Traffic impacts during conversion – Maintenance of transit service delivery during construction of ultimate vision	2.06	2.63	3.09	2.69
Costs						
Capital	18.6%	– Total capital cost	1.75	1.75	1.75	1.00
Property	14.7%	– Property requirement	2.74	2.74	2.74	1.00
Operations and Maintenance	6.9%	– Operations and Maintenance costs	3.63	3.44	3.44	2.06
ENGINEERING WEIGHTED SCORE			**253.53**	**279.26**	**300.37**	**149.62**
TOTAL WEIGHTED SCORE			**253.79**	**278.80**	**313.51**	**215.25**
RECOMMENDATION					**RECOMMENDED**	

Factor/Criteria	Team Average Weighting	Descriptions/Proposed Measures	Alternative 1 Widen For All Traffic	Alternative 2 Widen For HOV Lanes	Alternative 3 Widen For Dedicated Transit In Curb Lanes	Alternative 4 Widen For Dedicated Transit In The Median
TRANSPORTATION	**49.1%**					
Transit Operations & Capacity						
Total Transit Travel Time & Delay	10.1%	– Travel time through BRT corridor for transit vehicles	4.00	3.43	3.90	3.00
Transit Capacity	8.2%	– Ability to meet current and anticipated transit user demands – Potential to attract users	1.31	2.13	3.22	3.97
Transit System Continuity	7.4%	– Consistency of bus operations along the Highway 2 corridor	3.00	3.06	3.44	1.25
Transit Service Reliability	8.4%	– Traffic congestion and/or delays affecting transit vehicles	1.06	2.06	3.25	3.31
Transit Vehicle Conflict Points	5.8%	– Interaction with general purpose traffic – Conflicts with turning vehicles – Weaving between curb and median lanes	1.31	2.47	3.50	2.09
General Purpose Traffic Operations & Capacity						
Travel Time & Delay	8.1%	– Total travel time through study section for non-transit vehicles	3.96	3.30	3.74	3.52
Traffic Capacity	8.6%	– Impact on Highway 2 non-transit vehicle capacity	3.88	3.06	1.81	1.09
Infiltration	6.7%	– Potential for increased traffic infiltration onto adjacent streets (due to restricted left turns or loss of capacity on Highway 2) – % increase in vehicle km travelled on local roadways (vehicles diverting from Highway 2) – % increase in vehicle km travelled on alternate arterial / collector roadways (i.e., number of vehicles diverting from Highway 2)	2.77	2.64	2.50	1.72
Mid-block Turning Movements	6.1%	– Ability of vehicles to make turns from unsignalized cross streets and/or mid-block driveways – Potential increase in U-turns – Number of locations	3.44	3.44	3.69	1.06
Enforcement of Unauthorized Vehicle Use	3.6%	– Ability of motorists to distinguish dedicated transit lane from mixed use lane – Ease of enforcement	3.44	1.75	2.44	2.97
Overall Transportation System						
Corridor Capacity	7.7%	– Overall person throughput – Maximum feasible throughput	1.81	1.82	1.56	1.49
Safety	10.6%	– Change in safety characteristics of corridor due to alternative in terms of: – Pedestrians – Cyclists – General traffic – Transit vehicles	2.63	2.56	3.31	2.94
Fire and/or Emergency Medical Service (EMS)	4.1%	– Impacts on emergency service response time – Potential for emergency access issues – Impact on emergency detour route (EDR) performance (ability to accommodate increased traffic volumes in the case of Highway 401 closure, natural/man-made disasters, etc.)	2.22	3.06	3.44	2.28
Accessibility	4.6%	– Impacts on accessibility for persons with disabilities (i.e. provision of dropped curbs, tactile pavement, audible signal crossings)	2.69	2.56	3.38	2.69
TRANSPORTATION WEIGHTED SCORE			**270.44**	**269.91**	**309.39**	**242.90**
SOCIO-ECONOMIC ENVIRONMENT	**26.2%**					
Provincial and/or Municipal Planning Guidelines and Policies	24.9%	– Compatibility with the general intent of provincial / municipal planning goals and objectives including: – Ability to provide for alternative modes of transportation – Ability to improve Highway 2 corridor as a higher order transit and intensification corridor – Regard for the "top transit priority" and transit spine designation along the corridor – Regard for the long term vision of light rail transit along the corridor – Establish a transportation system that compliments and supports the future urban structure and land use pattern	1.00	2.06	3.56	3.63
Property Owner Use Impacts	24.2%	– Potential Impacts to the use of the property	3.44	3.19	3.25	1.63
Business impacts	30.6%	– Impacts to business viability/access – Public view interference – Disruption impacts during construction period	3.13	3.03	3.19	1.38
Air Quality	6.2%	– Potential impacts to air quality and/or greenhouse gas emissions	2.38	2.75	3.19	2.94
Aesthetics / Streetscaping	14.1%	– Roadside obstacles – Impacted landscaped areas – Opportunity for enhancing streetscaping	2.66	2.78	3.34	3.38
SOCIO-ECONOMIC ENVIRONMENT WEIGHTED SCORE			**255.93**	**277.53**	**331.80**	**237.42**
ENGINEERING	**24.7%**					
Implementation Risks	29.3%	– Ability to implement alternative within the Provincial Quick Win funding allocation/schedule (i.e., March 2016 completion) – Ability to implement if property acquisition delayed	2.38	2.94	3.50	1.25
Snow Storage and/or Removal	13.4%	– Complexity of snow storage/removal on corridor (stations, barriers, etc.) – Boulevard space needed / available for snow storage	3.69	3.75	3.63	1.44
Phasing Ability	17.4%	– Ease of transition to ultimate transit vision for the Region (i.e. LRT) – Conversion costs – Traffic impacts during conversion – Maintenance of transit service delivery during construction of ultimate vision	2.00	2.63	3.16	2.69
Costs						
Capital	18.6%	– Total capital cost	1.90	1.90	1.90	1.00
Property	14.4%	– Property requirement	3.05	3.05	3.05	1.00
Operations and Maintenance	6.9%	– Operations and Maintenance costs	3.63	3.44	3.44	2.06
ENGINEERING WEIGHTED SCORE			**258.17**	**285.03**	**309.05**	**149.85**
TOTAL WEIGHTED SCORE			**263.61**	**275.64**	**315.17**	**218.47**
RECOMMENDATION					**RECOMMENDED**	

Factor/Criteria	Team Average Weighting	Descriptions/Proposed Measures	Alternative 1 Widen For All Traffic	Alternative 2 Widen For HOV Lanes	Alternative 3 Widen For Dedicated Transit In Curb Lanes	Alternative 4 Widen For Dedicated Transit In The Median
TRANSPORTATION	**49.7%**					
Transit Operations & Capacity						
Total Transit Travel Time & Delay	10.4%	– Travel time through BRT corridor for transit vehicles	2.50	3.97	4.00	3.97
Transit Capacity	8.5%	– Ability to meet current and anticipated transit user demands – Potential to attract users	1.31	2.13	3.22	3.97
Transit System Continuity	7.4%	– Consistency of bus operations along the Highway 2 corridor	2.94	3.06	3.44	1.31
Transit Service Reliability	8.4%	– Traffic congestion and/or delays affecting transit vehicles	1.06	2.06	3.25	3.31
Transit Vehicle Conflict Points	5.8%	– Interaction with general purpose traffic – Conflicts with turning vehicles – Weaving between curb and median lanes	1.31	2.47	3.50	2.09
General Purpose Traffic Operations & Capacity						
Travel Time & Delay	8.1%	– Total travel time through study section for non-transit vehicles	3.67	3.38	2.93	1.00
Traffic Capacity	8.6%	– Impact on Highway 2 non-transit vehicle capacity	3.88	3.06	1.81	1.09
Infiltration	6.7%	– Potential for increased traffic infiltration onto adjacent streets (due to restricted left turns or loss of capacity on Highway 2) – % increase in vehicle km travelled on local roadways (vehicles diverting from Highway 2) – % increase in vehicle km travelled on alternate arterial / collector roadways (i.e., number of vehicles diverting from Highway 2)	3.18	2.94	2.50	2.26
Mid-block Turning Movements	5.5%	– Ability of vehicles to make turns from unsignalized cross streets and/or mid-block driveways – Potential increase in U-turns – Number of locations	3.44	3.44	3.69	1.25
Enforcement of Unauthorized Vehicle Use	3.6%	– Ability of motorists to distinguish dedicated transit lane from mixed use lane – Ease of enforcement	3.44	1.75	2.44	2.97
Overall Transportation System						
Corridor Capacity	7.7%	– Overall person throughput – Maximum feasible throughput	3.29	3.43	2.31	2.21
Safety	10.6%	– Change in safety characteristics of corridor due to alternative in terms of: – Pedestrians – Cyclists – General traffic – Transit vehicles	2.63	2.56	3.31	2.94
Fire and/or Emergency Medical Service (EMS)	4.1%	– Impacts on emergency service response time – Potential for emergency access issues – Impact on emergency detour route (EDR) performance (ability to accommodate increased traffic volumes in the case of Highway 401 closure, natural/man-made disasters, etc.)	2.22	3.06	3.44	2.28
Accessibility	4.6%	– Impacts on accessibility for persons with disabilities (i.e. provision of dropped curbs, tactile pavement, audible signal crossings)	2.69	2.56	3.38	2.69
TRANSPORTATION WEIGHTED SCORE			**265.72**	**290.20**	**309.60**	**244.78**
SOCIO-ECONOMIC ENVIRONMENT	**24.7%**					
Provincial and/or Municipal Planning Guidelines and Policies	25.5%	– Compatibility with the general intent of provincial / municipal planning goals and objectives including: – Ability to provide for alternative modes of transportation – Ability to improve Highway 2 corridor as a higher order transit and intensification corridor – Regard for the "top transit priority" and transit spine designation along the corridor – Regard for the long term vision of light rail transit along the corridor – Establish a transportation system that compliments and supports the future urban structure and land use pattern	1.00	2.06	3.56	3.69
Property Owner Use Impacts	24.8%	– Potential Impacts to the use of the property	3.63	3.31	3.38	1.81
Business impacts	30.2%	– Impacts to business viability/access – Public view interference – Disruption impacts during construction period	3.06	2.97	3.13	1.31
Air Quality	6.8%	– Potential impacts to air quality and/or greenhouse gas emissions	2.38	2.75	3.19	2.94
Aesthetics / Streetscaping	12.8%	– Roadside obstacles – Impacted landscaped areas – Opportunity for enhancing streetscaping	2.72	2.84	3.41	3.38
SOCIO-ECONOMIC ENVIRONMENT WEIGHTED SCORE			**258.59**	**279.22**	**333.86**	**241.57**
ENGINEERING	**25.6%**					
Implementation Risks	29.3%	– Ability to implement alternative within the Provincial Quick Win funding allocation/schedule (i.e., March 2016 completion) – Ability to implement if property acquisition delayed	2.44	2.88	3.50	1.38
Snow Storage and/or Removal	13.1%	– Complexity of snow storage/removal on corridor (stations, barriers, etc.) – Boulevard space needed / available for snow storage	3.69	3.75	3.63	1.50
Phasing Ability	17.3%	– Ease of transition to ultimate transit vision for the Region (i.e. LRT) – Conversion costs – Traffic impacts during conversion – Maintenance of transit service delivery during construction of ultimate vision	2.00	2.59	3.16	2.75
Costs						
Capital	18.6%	– Total capital cost	2.05	2.05	2.05	1.00
Property	14.7%	– Property requirement	1.78	1.78	1.78	1.00
Operations and Maintenance	6.9%	– Operations and Maintenance costs	3.63	3.44	3.44	2.06
ENGINEERING WEIGHTED SCORE			**243.93**	**266.53**	**292.93**	**155.18**
TOTAL WEIGHTED SCORE			**258.38**	**281.43**	**311.33**	**221.06**
RECOMMENDATION					**RECOMMENDED**	

Alternatives Design Concepts Evaluation - Whites Road Segment Team Weightings

Team Member	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	AVERAGE
TRANSPORTATION	**50**	**50**	**50**	**50**	**60**	**45**	**50**	**70**	**50**	**55**	**60**	**50**	**30**	**40**	**40**	**40**	**60**	**50.0%**
Total Transit Travel Time	12	15	10	10	15	10	10	5	3	20	5	10	12	8	8	9	15	**10.4%**
Transit Capacity	5	15	7	10	10	10	10	5	10	20	0	10	0	8	8	11	5	**8.5%**
Transit System Continuity	10	5	7	5	0	7	7	2	9	20	5	10	10	8	8	7	5	**7.4%**
Transit Service Reliability	5	10	10	5	15	6	6	5	10	20	5	5	6	8	8	9	10	**8.4%**
Transit Vehicle Conflict Points	10	5	6	5	10	5	5	3	2	10	0	5	7	8	8	5	5	**5.8%**
Travel Time	10	15	8	10	5	8	8	10	5	0	10	8	5	7	5	8	15	**8.1%**
Traffic Capacity	10	5	6	10	5	7	7	15	3	0	40	7	3	7	5	7	10	**8.6%**
Infiltration	12	10	5	5	5	5	5	15	10	0	5	5	10	7	5	5	5	**6.7%**
Mid-block Turning Movements	10	5	6	5	5	7	7	5	7	0	5	5	7	7	8	2	3	**5.5%**
Enforcement/Unauthorized	0	0	5	5	5	5	5	5	1	0	0	5	5	7	8	2	3	**3.6%**
System Performance	5	10	7	10	10	10	10	5	15	0	10	10	5	6	5	8	5	**7.7%**
Safety	5	5	10	10	10	10	10	20	15	10	10	10	15	7	8	10	15	**10.6%**
Fire and/or Emergency Medical	1	0	8	5	2	5	5	0	5	0	0	5	10	6	8	7	2	**4.1%**
Accessibility	5	0	5	5	3	5	5	5	5	0	5	5	5	6	8	10	2	**4.6%**
	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	**100.0%**
SOCIO-ECONOMIC	**25**	**20**	**30**	**20**	**10**	**30**	**35**	**10**	**25**	**25**	**20**	**25**	**40**	**25**	**30**	**25**	**10**	**23.8%**
Provincial / Municipal Planning	20	40	35	30	45	30	50	0	20	0	10	35	20	25	20	18	35	**25.5%**
Property Impacts	30	20	30	30	30	27	5	25	30	40	20	25	25	25	20	24	25	**25.4%**
Business impacts	45	20	20	25	20	21	10	75	40	40	50	30	30	25	20	22	20	**30.2%**
Air Quality	0	0	5	5	0	10	5	0	5	10	10	5	10	0	20	20	10	**6.8%**
Aesthetics	5	20	10	10	5	12	30	0	5	10	10	5	15	25	20	16	10	**12.2%**
	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	**100.0%**
ENGINEERING	**25**	**30**	**20**	**30**	**30**	**25**	**15**	**20**	**25**	**20**	**20**	**25**	**30**	**35**	**30**	**35**	**30**	**26.2%**
Implementation Risks	10	50	35	20	80	28	15	10	30	30	25	25	40	30	20	20	30	**29.3%**
Snow Storage and/or Removal	10	5	10	15	5	8	15	20	20	30	10	5	15	20	10	15	10	**13.1%**
Phasing Ability	30	10	30	20	0	24	20	10	20	30	10	5	5	20	30	20	10	**17.3%**
Capital	25	15	10	20	9	15	20	30	10	10	25	30	20	10	20	23	25	**18.6%**
Property	20	15	5	15	5	15	15	20	10	0	20	30	15	10	20	20	15	**14.7%**
Operation & Maintenance	5	5	10	10	1	10	15	10	10	0	10	5	5	10	0	2	10	**6.9%**
	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	**100.0%**
TOTAL	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100.0%**

Alternatives Design Concepts Evaluation - Liverpool Road / Brock Road Segment Team Weightings

Team Member	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	AVERAGE
TRANSPORTATION	**50**	**50**	**50**	**40**	**60**	**50**	**45**	**70**	**50**	**55**	**55**	**50**	**30**	**40**	**40**	**40**	**60**	**49.1%**
Total Transit Travel Time	12	10	10	10	15	10	10	5	3	20	5	10	12	8	8	9	15	**10.1%**
Transit Capacity	5	10	7	10	10	10	10	5	10	20	0	10	0	8	8	11	5	**8.2%**
Transit System Continuity	10	5	7	5	0	7	7	2	9	20	5	10	10	8	8	7	5	**7.4%**
Transit Service Reliability	5	10	10	5	15	6	6	5	10	20	5	5	6	8	8	9	10	**8.4%**
Transit Vehicle Conflict Points	10	5	6	5	10	5	5	3	2	10	0	5	7	8	8	5	5	**5.8%**
Travel Time	10	15	8	10	5	8	8	10	5	0	10	8	5	7	5	8	15	**8.1%**
Traffic Capacity	10	5	6	10	5	7	7	15	3	0	40	7	3	7	5	7	10	**8.6%**
Infiltration	12	10	5	5	5	5	5	15	10	0	5	5	10	7	5	5	5	**6.7%**
Mid-block Turning Movements	10	15	6	5	5	7	7	5	7	0	5	5	7	7	8	2	3	**6.1%**
Enforcement/Unauthorized	0	0	5	5	5	5	5	5	1	0	0	5	5	7	8	2	3	**3.6%**
System Performance	5	10	7	10	10	10	10	5	15	0	10	10	5	6	5	8	5	**7.7%**
Safety	5	5	10	10	10	10	10	20	15	10	10	10	15	7	8	10	15	**10.6%**
Fire and/or Emergency Medical	1	0	8	5	2	5	5	0	5	0	0	5	10	6	8	7	2	**4.1%**
Accessibility	5	0	5	5	3	5	5	5	5	0	5	5	5	6	8	10	2	**4.6%**
	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	**100.0%**
SOCIO-ECONOMIC	**25**	**20**	**30**	**30**	**10**	**40**	**45**	**15**	**25**	**25**	**25**	**25**	**40**	**25**	**30**	**25**	**10**	**26.2%**
Provincial / Municipal Planning	20	40	35	30	45	35	35	0	20	0	10	35	20	25	20	18	35	**24.9%**
Property Impacts	30	20	30	30	30	17	5	25	30	40	10	25	25	25	20	24	25	**24.2%**
Business impacts	45	20	20	25	20	24	5	75	40	40	60	30	30	25	20	22	20	**30.6%**
Air Quality	0	0	5	5	0	10	5	0	5	10	0	5	10	0	20	20	10	**6.2%**
Aesthetics	5	20	10	10	5	14	50	0	5	10	20	5	15	25	20	16	10	**14.1%**
	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	**100.0%**
ENGINEERING	**25**	**30**	**20**	**30**	**30**	**10**	**10**	**15**	**25**	**20**	**20**	**25**	**30**	**35**	**30**	**35**	**30**	**24.7%**
Implementation Risks	10	50	35	20	80	28	15	10	30	30	25	25	40	30	20	20	30	**29.3%**
Snow Storage and/or Removal	10	5	10	15	5	13	15	20	20	30	10	5	15	20	10	15	10	**13.4%**
Phasing Ability	30	10	30	20	0	25	20	10	20	30	10	5	5	20	30	20	10	**17.4%**
Capital	25	15	10	20	9	14	20	30	10	10	25	30	20	10	20	23	25	**18.6%**
Property	20	15	5	15	5	10	15	20	10	0	20	30	15	10	20	20	15	**14.4%**
Operation & Maintenance	5	5	10	10	1	10	15	10	10	0	10	5	5	10	0	2	10	**6.9%**
	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	**100.0%**
TOTAL	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100.0%**

Alternatives Design Concepts Evaluation - Westney Road / Hardwood Avenue / Salem Road Segment Team Weightings

Team Member	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	AVERAGE
TRANSPORTATION	**50**	**50**	**50**	**40**	**60**	**50**	**50**	**70**	**50**	**55**	**60**	**50**	**30**	**40**	**40**	**40**	**60**	**49.7%**
Total Transit Travel Time	12	15	10	10	15	10	10	5	3	20	5	10	12	8	8	9	15	**10.4%**
Transit Capacity	5	15	7	10	10	10	10	5	10	20	0	10	0	8	8	11	5	**8.5%**
Transit System Continuity	10	5	7	5	0	7	7	2	9	20	5	10	10	8	8	7	5	**7.4%**
Transit Service Reliability	5	10	10	5	15	6	6	5	10	20	5	5	6	8	8	9	10	**8.4%**
Transit Vehicle Conflict Points	10	5	6	5	10	5	5	3	2	10	0	5	7	8	8	5	5	**5.8%**
Travel Time	10	15	8	10	5	8	8	10	5	0	10	8	5	7	5	8	15	**8.1%**
Traffic Capacity	10	5	6	10	5	7	7	15	3	0	40	7	3	7	5	7	10	**8.6%**
Infiltration	12	10	5	5	5	5	5	15	10	0	5	5	10	7	5	5	5	**6.7%**
Mid-block Turning Movements	10	5	6	5	5	7	7	5	7	0	5	5	7	7	8	2	3	**5.5%**
Enforcement/Unauthorized	0	0	5	5	5	5	5	5	1	0	0	5	5	7	8	2	3	**3.6%**
System Performance	5	10	7	10	10	10	10	5	15	0	10	10	5	6	5	8	5	**7.7%**
Safety	5	5	10	10	10	10	10	20	15	10	10	10	15	7	8	10	15	**10.6%**
Fire and/or Emergency Medical	1	0	8	5	2	5	5	0	5	0	0	5	10	6	8	7	2	**4.1%**
Accessibility	5	0	5	5	3	5	5	5	5	0	5	5	5	6	8	10	2	**4.6%**
	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	**100.0%**
SOCIO-ECONOMIC	**25**	**20**	**30**	**30**	**10**	**35**	**35**	**10**	**25**	**25**	**20**	**25**	**40**	**25**	**30**	**25**	**10**	**24.7%**
Provincial / Municipal Planning	20	40	35	30	45	30	50	0	20	0	10	35	20	25	20	18	35	**25.5%**
Property Impacts	30	20	30	30	30	17	5	25	30	40	20	25	25	25	20	24	25	**24.8%**
Business impacts	40	20	20	25	20	26	10	75	40	40	50	30	30	25	20	22	20	**30.2%**
Air Quality	0	0	5	5	0	10	5	0	5	10	10	5	10	0	20	20	10	**6.8%**
Aesthetics	10	20	10	10	5	17	30	0	5	10	10	5	15	25	20	16	10	**12.8%**
	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	**100.0%**
ENGINEERING	**25**	**30**	**20**	**30**	**30**	**15**	**15**	**20**	**25**	**20**	**20**	**25**	**30**	**35**	**30**	**35**	**30**	**25.6%**
Implementation Risks	10	50	35	20	80	28	15	10	30	30	25	25	40	30	20	20	30	**29.3%**
Snow Storage and/or Removal	10	5	10	15	5	8	15	20	20	30	10	5	15	20	10	15	10	**13.1%**
Phasing Ability	30	10	30	20	0	24	20	10	20	30	10	5	5	20	30	20	10	**17.3%**
Capital	25	15	10	20	9	15	20	30	10	10	25	30	20	10	20	23	25	**18.6%**
Property	20	15	5	15	5	15	15	20	10	0	20	30	15	10	20	20	15	**14.7%**
Operation & Maintenance	5	5	10	10	1	10	15	10	10	0	10	5	5	10	0	2	10	**6.9%**
	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	**100.0%**
TOTAL	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100.0%**

Alternative 1 Whites Road Team Scoring

Team Member	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	AVERAGE
TRANSPORTATION																		
Total Transit Travel Time																		**2.86**
Transit Capacity	1	1	1	2	1	1	1	1	1	1	2	4	1	1	1	1		**1.31**
Transit System Continuity	4	2	3	2	1	4	4	4	1	2	4	4	2	4	3	4		**3.00**
Transit Service Reliability	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1		**1.06**
Transit Vehicle Conflict Points	1	1	1	2	1	1	1	2	3	2	1	1	1	1	1	1		**1.31**
Travel Time																		**3.43**
Traffic Capacity	4	3	3	4	4	3.5	4	4	4	4	4	4	4	4	4	4		**3.84**
Infiltration																		**2.65**
Mid-block Turning Movements	4	3	4	2	3	4	4	2	4	3	4	4	2	4	4	4		**3.44**
Enforcement/Unauthorized	4	4	4	3	4	4	4	4	4	2	4	4	4	1	4	4		**3.63**
System Performance																		**1.62**
Safety	3	4	2	3	1	2	4	4	3	2	4	4	2	2	1	1		**2.63**
Fire and/or Emergency Medical	1	1	2	3	1	2.5	2	3	2	1	3	4	2	4	3	1		**2.22**
Accessibility	4	1	3	4	1	2	3	4	3	1	4	4	4	1	2	2		**2.69**
SOCIO-ECONOMIC																		
Provincial / Municipal Planning	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		**1.00**
Property Impacts	4	4	3	4	4	2	3	4	3	3	4	4	4	4	4	3		**3.56**
Business impacts	4	2	3	3	3	2	2	2	4	2	4	4	4	4	3	4		**3.13**
Air Quality	3	1	1	4	1	1	2	4	3	1	4	4	2	1	3	3		**2.38**
Aesthetics	4	2	3	4	1	3.5	1	4	1	1	3	4	1	1	4	4		**2.59**
ENGINEERING																		
Implementation Risks	3	3	4	3	1	4	1	1	2	1	2	1	2	4	4	3		**2.44**
Snow Storage and/or Removal	4	4	4	4	1	3	4	4	3	4	4	4	4	4	4	4		**3.69**
Phasing Ability	2	1	1	1	1	3	3	1	1	3	4	4	2	1	2	3		**2.06**
Capital																		**1.75**
Property																		**2.74**
Operation & Maintenance	4	4	4	3	4	4	2	4	3	2	4	4	4	4	4	4		**3.63**

Alternative 2 Whites Road Team Scoring

Team Member	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	AVERAGE
TRANSPORTATION																		
Total Transit Travel Time																		**4.00**
Transit Capacity	2.5	2	2	2	2	1	2	2	2	2	2	4	2	2	2	2		**2.09**
Transit System Continuity	4	2	3	4	1	3	2	3	3	3	4	4	3	3	4	3		**3.06**
Transit Service Reliability	2	2	1	2	1	2	2	2	3	2	3	3	2	2	2	2		**2.06**
Transit Vehicle Conflict Points	3	3	1	3	1	2.5	2	3	3	3	2	2	3	3	3	2		**2.47**
Travel Time																		**3.91**
Traffic Capacity	3	4	3	3	3	2.5	3	3	3	3	3	3	3	3	3	3		**3.03**
Infiltration																		**2.58**
Mid-block Turning Movements	2	3	4	2	4	4	4	3	4	2	4	4	3	4	4	4		**3.44**
Enforcement/Unauthorized	1	1	3	2	1	2	2	2	1	2	2	2	1	3	2	1		**1.75**
System Performance																		**1.74**
Safety	3	4	2	3	2	2	4	4	3	1	4	2	1	2	2	2		**2.56**
Fire and/or Emergency Medical	3	3	4	4	2	4	4	3	3	2	3	2	3	3	4	2		**3.06**
Accessibility	4	2	3	4	1	2	3	4	2	1	4	3	2	2	2	2		**2.56**
SOCIO-ECONOMIC																		
Provincial / Municipal Planning	2	2	1	2	1	2	2	2	2	2	3	3	3	2	2	2		**2.06**
Property Impacts	4	4	3	3	2	3	3	4	3	3	4	4	3	3	3	3		**3.25**
Business impacts	4	2	3	3	3	3.5	2	3	4	2	4	3	3	3	3	3		**3.03**
Air Quality	4	1	3	4	1	2	2	4	3	2	4	4	3	2	3	2		**2.75**
Aesthetics	4	2	3	4	1	2.5	1	4	2	1	3	4	2	2	4	4		**2.72**
ENGINEERING																		
Implementation Risks	2	4	2	4	3	3	2	3	3	1	4	4	3	3	4	3		**3.00**
Snow Storage and/or Removal	4	4	4	4	4	3	4	4	3	4	4	4	3	3	4	4		**3.75**
Phasing Ability	4	2	3	2	1	2	2	2	1	3	4	4	3	3	3	3		**2.63**
Capital																		**1.75**
Property																		**2.74**
Operation & Maintenance	4	4	4	3	4	3	2	4	3	3	4	4	3	3	4	3		**3.44**

Alternative 3 Whites Road Team Scoring

Team Member	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	AVERAGE
TRANSPORTATION																		
Total Transit Travel Time																		**4.00**
Transit Capacity	3	3	4	3	3	2.5	3	3	3	3	4	4	4	3	3	3		**3.22**
Transit System Continuity	4	4	3	3	4	3	2	3	4	4	4	4	4	3	4	2		**3.44**
Transit Service Reliability	3	3	4	3	3	3	3	3	4	3	4	4	3	3	3	3		**3.25**
Transit Vehicle Conflict Points	4	4	4	3	3	3	2	4	4	4	3	3	4	4	4	3		**3.50**
Travel Time																		**3.91**
Traffic Capacity	2	2	1	2	1	2	2	2	2	2	2	2	2	2	1	2		**1.81**
Infiltration																		**2.50**
Mid-block Turning Movements	3	4	4	3	4	4	4	4	4	2	4	4	4	3	4	4		**3.69**
Enforcement/Unauthorized	2	2	3	2	3	3	3	3	1	1	3	3	2	3	3	2		**2.44**
System Performance																		**1.62**
Safety	4	4	2	3	4	4	4	4	3	3	4	2	4	2	3	3		**3.31**
Fire and/or Emergency Medical	3	4	4	4	4	2	4	4	4	3	4	2	4	2	4	3		**3.44**
Accessibility	4	4	3	4	4	4	3	4	2	3	4	3	3	3	4	2		**3.38**
SOCIO-ECONOMIC																		
Provincial / Municipal Planning	4	3	4	3	3	4	3	4	4	4	3	3	4	3	4	4		**3.56**
Property Impacts	4	4	3	3	4	3	3	4	3	3	4	4	3	2	3	3		**3.31**
Business impacts	3	2	3	3	4	4	2	4	3	4	4	3	2	2	4	3		**3.13**
Air Quality	3	1	3	4	4	3	2	4	3	3	4	4	4	3	4	2		**3.19**
Aesthetics	4	2	3	4	3	2.5	1	4	3	4	3	4	4	3	4	4		**3.28**
ENGINEERING																		
Implementation Risks	3	4	3	4	4	3	3	4	3	4	3	4	4	3	4	3		**3.50**
Snow Storage and/or Removal	4	4	4	4	4	3	4	4	3	3	4	4	2	3	4	4		**3.63**
Phasing Ability	4	3	3	3	3	2.5	2	4	1	3	4	4	4	3	3	3		**3.09**
Capital																		**1.75**
Property																		**2.74**
Operation & Maintenance	4	4	4	3	4	2	2	4	3	3	4	4	3	3	4	4		**3.44**

Alternative 4 Whites Road Team Scoring

Team Member	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	AVERAGE
TRANSPORTATION																		
Total Transit Travel Time																		**3.75**
Transit Capacity	4	4	4	4	4	3.5	4	4	4	4	4	4	4	4	4	4		**3.97**
Transit System Continuity	1	1	1	1	4	2	1	1	1	1	1	1	1	1	1	1		**1.25**
Transit Service Reliability	4	4	4	4	4	4	4	3	1	4	1	1	4	4	4	3		**3.31**
Transit Vehicle Conflict Points	1	1	2	2	4	3.5	4	1	2	1	2	1	2	2	2	3		**2.09**
Travel Time																		**2.31**
Traffic Capacity	1	1	1	1	1	1.5	1	1	2	1	1	1	1	1	1	1		**1.09**
Infiltration																		**1.57**
Mid-block Turning Movements	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	2		**1.13**
Enforcement/Unauthorized	4	4	3	3	4	3.5	3	1	4	3	1	1	3	4	3	3		**2.97**
System Performance																		**1.43**
Safety	3	4	3	3	4	3	4	1	2	4	1	1	3	4	4	3		**2.94**
Fire and/or Emergency Medical	4	3	1	2	4	1.5	3	1	4	4	1	1	1	1	1	4		**2.28**
Accessibility	2	3	3	4	4	3	3	1	4	4	1	2	1	4	1	3		**2.69**
SOCIO-ECONOMIC																		
Provincial / Municipal Planning	4	4	4	3	4	4	4	3	4	3	3	3	4	4	3	4		**3.63**
Property Impacts	2	2	1	2	2	2	3	1	3	1	1	1	1	1	1	2		**1.63**
Business impacts	2	2	1	1	1	1	2	1	3	1	1	1	1	1	1	1		**1.31**
Air Quality	3	1	3	4	4	3	2	3	3	4	2	4	1	4	4	2		**2.94**
Aesthetics	3	4	3	4	4	1	1	4	4	2	4	4	3	4	3	4		**3.25**
ENGINEERING																		
Implementation Risks	1	1	1	1	1	1	3	2	1	2	1	1	1	1	1	1		**1.25**
Snow Storage and/or Removal	2	1	2	2	3	1	3	1	1	1	1	1	1	1	1	1		**1.44**
Phasing Ability	3	4	4	4	4	4	1	3	3	2	1	1	1	3	4	1		**2.69**
Capital																		**1.00**
Property																		**1.00**
Operation & Maintenance	3	2	4	2	4	1	1	1	1	4	1	3	2	1	1	2		**2.06**

Alternative 1 Liverpool Road - Brock Road Team Scoring

Team Member	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	AVERAGE
TRANSPORTATION																		
Total Transit Travel Time																		**4.00**
Transit Capacity	1	1	1	2	1	1	1	1	1	1	2	4	1	1	1	1		**1.31**
Transit System Continuity	4	2	3	2	1	4	4	4	1	2	4	4	2	4	3	4		**3.00**
Transit Service Reliability	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1		**1.06**
Transit Vehicle Conflict Points	1	1	1	2	1	1	1	2	3	2	1	1	1	1	1	1		**1.31**
Travel Time																		**3.96**
Traffic Capacity	4	3	3	4	4	4	4	4	4	4	4	4	4	4	4	4		**3.88**
Infiltration																		**2.77**
Mid-block Turning Movements	4	3	4	2	3	4	4	2	4	3	4	4	2	4	4	4		**3.44**
Enforcement/Unauthorized	4	1	4	3	4	4	4	4	4	2	4	4	4	1	4	4		**3.44**
System Performance																		**1.81**
Safety	3	4	2	3	1	2	4	4	3	2	4	4	2	2	1	1		**2.63**
Fire and/or Emergency Medical	1	1	2	3	1	2.5	2	3	2	1	3	4	2	4	3	1		**2.22**
Accessibility	4	1	3	4	1	2	3	4	3	1	4	4	4	1	2	2		**2.69**
SOCIO-ECONOMIC																		
Provincial / Municipal Planning	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		**1.00**
Property Impacts	4	4	3	3	4	2	2	4	3	3	4	4	4	4	4	3		**3.44**
Business impacts	4	2	3	3	3	2	2	2	4	2	4	4	4	4	3	4		**3.13**
Air Quality	3	1	1	4	1	1	2	4	3	1	4	4	2	1	3	3		**2.38**
Aesthetics	4	2	3	4	1	3.5	2	4	1	1	3	4	1	1	4	4		**2.66**
ENGINEERING																		
Implementation Risks	3	3	4	3	1	4	1	1	2	1	2	1	2	4	4	2		**2.38**
Snow Storage and/or Removal	4	4	4	4	1	3	4	4	3	4	4	4	4	4	4	4		**3.69**
Phasing Ability	2	1	1	1	1	3	3	1	1	3	4	4	2	1	2	2		**2.00**
Capital																		**1.90**
Property																		**3.05**
Operation & Maintenance	4	4	4	3	4	4	2	4	3	2	4	4	4	4	4	4		**3.63**

Alternative 2 Liverpool Road - Brock Road Team Scoring

Team Member	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	AVERAGE
TRANSPORTATION																		
Total Transit Travel Time																		**3.43**
Transit Capacity	2.5	2	2	2	2	1.5	2	2	2	2	2	4	2	2	2	2		**2.13**
Transit System Continuity	4	2	3	4	1	3	2	3	3	3	4	4	3	3	4	3		**3.06**
Transit Service Reliability	2	2	1	2	1	2	2	2	3	2	3	3	2	2	2	2		**2.06**
Transit Vehicle Conflict Points	3	3	1	3	1	2.5	2	3	3	3	2	2	3	3	3	2		**2.47**
Travel Time																		**3.30**
Traffic Capacity	3	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3		**3.06**
Infiltration																		**2.64**
Mid-block Turning Movements	2	3	4	2	4	4	4	3	4	2	4	4	3	4	4	4		**3.44**
Enforcement/Unauthorized	1	1	3	2	1	2	2	2	1	2	2	2	1	3	2	1		**1.75**
System Performance																		**1.82**
Safety	3	4	2	3	2	2	4	4	3	1	4	2	1	2	2	2		**2.56**
Fire and/or Emergency Medical	3	3	4	4	2	4	4	3	3	2	3	2	3	3	4	2		**3.06**
Accessibility	4	2	3	4	1	2	3	4	2	1	4	3	2	2	2	2		**2.56**
SOCIO-ECONOMIC																		
Provincial / Municipal Planning	2	2	1	2	1	2	2	2	2	2	3	3	3	2	2	2		**2.06**
Property Impacts	4	4	3	3	2	3	2	4	3	3	4	4	3	3	3	3		**3.19**
Business impacts	4	2	3	3	3	3.5	2	3	4	2	4	3	3	3	3	3		**3.03**
Air Quality	4	1	3	4	1	2	2	4	3	2	4	4	3	2	3	2		**2.75**
Aesthetics	4	2	3	4	1	2.5	2	4	2	1	3	4	2	2	4	4		**2.78**
ENGINEERING																		
Implementation Risks	2	4	2	4	3	3	2	3	3	1	4	4	3	3	4	2		**2.94**
Snow Storage and/or Removal	4	4	4	4	4	3	4	4	3	4	4	4	3	3	4	4		**3.75**
Phasing Ability	4	2	3	2	1	2	2	2	1	3	4	4	3	3	3	3		**2.63**
Capital																		**1.90**
Property																		**3.05**
Operation & Maintenance	4	4	4	3	4	3	2	4	3	3	4	4	3	3	4	3		**3.44**

Alternative 3 Liverpool Road - Brock Road Team Scoring

Team Member	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	AVERAGE
TRANSPORTATION																		
Total Transit Travel Time																		**3.90**
Transit Capacity	3	3	4	3	3	2.5	3	3	3	3	4	4	4	3	3	3		**3.22**
Transit System Continuity	4	4	3	3	4	3	2	3	4	4	4	4	4	3	4	2		**3.44**
Transit Service Reliability	3	3	4	3	3	3	3	3	4	3	4	4	3	3	3	3		**3.25**
Transit Vehicle Conflict Points	4	4	4	3	3	3	2	4	4	4	3	3	4	4	4	3		**3.50**
Travel Time																		**3.74**
Traffic Capacity	2	2	1	2	1	2	2	2	2	2	2	2	2	2	1	2		**1.81**
Infiltration																		**2.50**
Mid-block Turning Movements	3	4	4	3	4	4	4	4	4	2	4	4	4	3	4	4		**3.69**
Enforcement/Unauthorized	2	2	3	2	3	3	3	3	1	1	3	3	2	3	3	2		**2.44**
System Performance																		**1.56**
Safety	4	4	2	3	4	4	4	4	3	3	4	2	4	2	3	3		**3.31**
Fire and/or Emergency Medical	3	4	4	4	4	2	4	4	4	3	4	2	4	2	4	3		**3.44**
Accessibility	4	4	3	4	4	4	3	4	2	3	4	3	3	3	4	2		**3.38**
SOCIO-ECONOMIC																		
Provincial / Municipal Planning	4	3	4	3	3	4	3	4	4	4	3	3	4	3	4	4		**3.56**
Property Impacts	4	4	3	3	4	3	2	4	3	3	4	4	3	2	3	3		**3.25**
Business impacts	4	2	3	3	4	4	2	4	3	4	4	3	2	2	4	3		**3.19**
Air Quality	3	1	3	4	4	3	2	4	3	3	4	4	4	3	4	2		**3.19**
Aesthetics	4	2	3	4	3	2.5	2	4	3	4	3	4	4	3	4	4		**3.34**
ENGINEERING																		
Implementation Risks	3	4	3	4	4	3	3	4	3	4	3	4	4	3	4	3		**3.50**
Snow Storage and/or Removal	4	4	4	4	4	3	4	4	3	3	4	4	2	3	4	4		**3.63**
Phasing Ability	4	3	3	3	3	2.5	2	4	1	3	4	4	4	3	3	4		**3.16**
Capital																		**1.90**
Property																		**3.05**
Operation & Maintenance	4	4	4	3	4	2	2	4	3	3	4	4	3	3	4	4		**3.44**

Alternative 4 Liverpool Road - Brock Road Team Scoring

Team Member	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	AVERAGE
TRANSPORTATION																		
Total Transit Travel Time																		**3.00**
Transit Capacity	4	4	4	4	4	3.5	4	4	4	4	4	4	4	4	4	4		**3.97**
Transit System Continuity	1	1	1	1	4	2	1	1	1	1	1	1	1	1	1	1		**1.25**
Transit Service Reliability	4	4	4	4	4	4	4	3	1	4	1	1	4	4	4	3		**3.31**
Transit Vehicle Conflict Points	1	1	2	2	4	3.5	4	1	2	1	2	1	2	2	2	3		**2.09**
Travel Time																		**3.52**
Traffic Capacity	1	1	1	1	1	1.5	1	1	2	1	1	1	1	1	1	1		**1.09**
Infiltration																		**1.72**
Mid-block Turning Movements	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1		**1.06**
Enforcement/Unauthorized	4	4	3	3	4	3.5	3	1	4	3	1	1	3	4	3	3		**2.97**
System Performance																		**1.49**
Safety	3	4	3	3	4	3	4	1	2	4	1	1	3	4	4	3		**2.94**
Fire and/or Emergency Medical	4	3	1	2	4	1.5	3	1	4	4	1	1	1	1	1	4		**2.28**
Accessibility	2	3	3	4	4	3	3	1	4	4	1	2	1	4	1	3		**2.69**
SOCIO-ECONOMIC																		
Provincial / Municipal Planning	4	4	4	3	4	4	4	3	4	3	3	3	4	4	3	4		**3.63**
Property Impacts	2	4	1	2	2	2	2	1	3	1	1	1	1	1	1	1		**1.63**
Business impacts	2	2	1	1	1	1	2	1	3	1	1	1	1	1	1	2		**1.38**
Air Quality	3	1	3	4	4	3	2	3	3	4	2	4	1	4	4	2		**2.94**
Aesthetics	3	4	4	4	4	1	2	4	4	2	4	4	3	4	3	4		**3.38**
ENGINEERING																		
Implementation Risks	1	1	1	1	1	1	3	2	1	2	1	1	1	1	1	1		**1.25**
Snow Storage and/or Removal	2	1	2	2	3	1	3	1	1	1	1	1	1	1	1	1		**1.44**
Phasing Ability	3	4	4	4	4	4	1	3	3	2	1	1	1	3	4	1		**2.69**
Capital																		**1.00**
Property																		**1.00**
Operation & Maintenance	3	2	4	2	4	1	1	1	1	4	1	3	2	1	1	2		**2.06**

Alternative 1 Westney Road - Harwood Avenue - Salem Road Team Scoring

Team Member	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	AVERAGE
TRANSPORTATION																		
Total Transit Travel Time																		**2.50**
Transit Capacity	1	1	1	2	1	1	1	1	1	1	2	4	1	1	1	1		**1.31**
Transit System Continuity	4	2	3	2	1	4	4	4	1	2	4	4	1	4	3	4		**2.94**
Transit Service Reliability	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1		**1.06**
Transit Vehicle Conflict Points	1	1	1	2	1	1	1	2	3	2	1	1	1	1	1	1		**1.31**
Travel Time																		**3.67**
Traffic Capacity	4	3	3	4	4	4	4	4	4	4	4	4	4	4	4	4		**3.88**
Infiltration																		**3.18**
Mid-block Turning Movements	4	3	4	2	3	4	4	2	4	3	4	4	2	4	4	4		**3.44**
Enforcement/Unauthorized	4	1	4	3	4	4	4	4	4	2	4	4	4	1	4	4		**3.44**
System Performance																		**3.29**
Safety	3	4	2	3	1	2	4	4	3	2	4	4	2	2	1	1		**2.63**
Fire and/or Emergency Medical	1	1	2	3	1	2.5	2	3	2	1	3	4	2	4	3	1		**2.22**
Accessibility	4	1	3	4	1	2	3	4	3	1	4	4	4	1	2	2		**2.69**
SOCIO-ECONOMIC																		
Provincial / Municipal Planning	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		**1.00**
Property Impacts	4	4	3	4	4	2	4	4	3	3	4	4	4	4	4	3		**3.63**
Business impacts	4	2	3	3	3	2	1	2	4	2	4	4	4	4	3	4		**3.06**
Air Quality	3	1	1	4	1	1	2	4	3	1	4	4	2	1	3	3		**2.38**
Aesthetics	4	2	3	4	1	3.5	3	4	1	1	3	4	1	1	4	4		**2.72**
ENGINEERING																		
Implementation Risks	3	3	4	3	1	4	1	1	2	1	2	1	2	4	4	3		**2.44**
Snow Storage and/or Removal	4	4	4	4	1	3	4	4	3	4	4	4	4	4	4	4		**3.69**
Phasing Ability	2	1	1	1	1	3	3	1	1	3	4	4	2	1	2	2		**2.00**
Capital																		**2.05**
Property																		**1.78**
Operation & Maintenance	4	4	4	3	4	4	2	4	3	2	4	4	4	4	4	4		**3.63**

Alternative 2 Westney Road - Harwood Avenue - Salem Road Team Scoring

Team Member	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	AVERAGE
TRANSPORTATION																		
Total Transit Travel Time																		**3.97**
Transit Capacity	2.5	2	2	2	2	1.5	2	2	2	2	2	4	2	2	2	2		**2.13**
Transit System Continuity	4	2	3	4	1	3	2	3	3	3	4	4	3	3	4	3		**3.06**
Transit Service Reliability	2	2	1	2	1	2	2	2	3	2	3	3	2	2	2	2		**2.06**
Transit Vehicle Conflict Points	3	3	1	3	1	2.5	2	3	3	3	2	2	3	3	3	2		**2.47**
Travel Time																		**3.38**
Traffic Capacity	3	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3		**3.06**
Infiltration																		**2.94**
Mid-block Turning Movements	2	3	4	2	4	4	4	3	4	2	4	4	3	4	4	4		**3.44**
Enforcement/Unauthorized	1	1	3	2	1	2	2	2	1	2	2	2	1	3	2	1		**1.75**
System Performance																		**3.43**
Safety	3	4	2	3	2	2	4	4	3	1	4	2	1	2	2	2		**2.56**
Fire and/or Emergency Medical	3	3	4	4	2	4	4	3	3	2	3	2	3	3	4	2		**3.06**
Accessibility	4	2	3	4	1	2	3	4	2	1	4	3	2	2	2	2		**2.56**
SOCIO-ECONOMIC																		
Provincial / Municipal Planning	2	2	1	2	1	2	2	2	2	2	3	3	3	2	2	2		**2.06**
Property Impacts	4	4	3	3	2	3	4	4	3	3	4	4	3	3	3	3		**3.31**
Business impacts	4	2	3	3	3	3.5	1	3	4	2	4	3	3	3	3	3		**2.97**
Air Quality	4	1	3	4	1	2	2	4	3	2	4	4	3	2	3	2		**2.75**
Aesthetics	4	2	3	4	1	2.5	3	4	2	1	3	4	2	2	4	4		**2.84**
ENGINEERING																		
Implementation Risks	2	4	2	4	3	3	2	3	3	1	4	4	1	3	4	3		**2.88**
Snow Storage and/or Removal	4	4	4	4	4	3	4	4	3	4	4	4	3	3	4	4		**3.75**
Phasing Ability	3	2	3	2	1	2.5	2	2	1	3	4	4	3	3	3	3		**2.59**
Capital																		**2.05**
Property																		**1.78**
Operation & Maintenance	4	4	4	3	4	3	2	4	3	3	4	4	3	3	4	3		**3.44**

Alternative 3 Westney Road - Harwood Avenue - Salem Road Team Scoring

Team Member	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	AVERAGE
TRANSPORTATION																		
Total Transit Travel Time																		**4.00**
Transit Capacity	3	3	4	3	3	2.5	3	3	3	3	4	4	4	3	3	3		**3.22**
Transit System Continuity	4	4	3	3	4	3	2	3	4	4	4	4	4	3	4	2		**3.44**
Transit Service Reliability	3	3	4	3	3	3	3	3	4	3	4	4	3	3	3	3		**3.25**
Transit Vehicle Conflict Points	4	4	4	3	3	3	2	4	4	4	3	3	4	4	4	3		**3.50**
Travel Time																		**2.93**
Traffic Capacity	2	2	1	2	1	2	2	2	2	2	2	2	2	2	1	2		**1.81**
Infiltration																		**2.50**
Mid-block Turning Movements	3	4	4	3	4	4	4	4	4	2	4	4	4	3	4	4		**3.69**
Enforcement/Unauthorized	2	2	3	2	3	3	3	3	1	1	3	3	2	3	3	2		**2.44**
System Performance																		**2.31**
Safety	4	4	2	3	4	4	4	4	3	3	4	2	4	2	3	3		**3.31**
Fire and/or Emergency Medical	3	4	4	4	4	2	4	4	4	3	4	2	4	2	4	3		**3.44**
Accessibility	4	4	3	4	4	4	3	4	2	3	4	3	3	3	4	2		**3.38**
SOCIO-ECONOMIC																		
Provincial / Municipal Planning	4	3	4	3	3	4	3	4	4	4	3	3	4	3	4	4		**3.56**
Property Impacts	4	4	3	3	4	3	4	4	3	3	4	4	3	2	3	3		**3.38**
Business impacts	4	2	3	3	4	4	1	4	3	4	4	3	2	2	4	3		**3.13**
Air Quality	3	1	3	4	4	3	2	4	3	3	4	4	4	3	4	2		**3.19**
Aesthetics	4	2	3	4	3	2.5	3	4	3	4	3	4	4	3	4	4		**3.41**
ENGINEERING																		
Implementation Risks	3	4	3	4	4	3	3	4	3	4	3	4	4	3	4	3		**3.50**
Snow Storage and/or Removal	4	4	4	4	4	3	4	4	3	3	4	4	2	3	4	4		**3.63**
Phasing Ability	4	3	3	3	3	2.5	2	4	1	3	4	4	4	3	3	4		**3.16**
Capital																		**2.05**
Property																		**1.78**
Operation & Maintenance	4	4	4	3	4	2	2	4	3	3	4	4	3	3	4	4		**3.44**

Alternative 4 Westney Road - Harwood Avenue - Salem Road Team Scoring

Team Member	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	AVERAGE
TRANSPORTATION																		
Total Transit Travel Time																		**3.97**
Transit Capacity	4	4	4	4	4	3.5	4	4	4	4	4	4	4	4	4	4		**3.97**
Transit System Continuity	1	1	1	1	4	2	1	1	1	1	1	1	2	1	1	1		**1.31**
Transit Service Reliability	4	4	4	4	4	4	4	3	1	4	1	1	4	4	4	3		**3.31**
Transit Vehicle Conflict Points	1	1	2	2	4	3.5	4	1	2	1	2	1	2	2	2	3		**2.09**
Travel Time																		**1.00**
Traffic Capacity	1	1	1	1	1	1.5	1	1	2	1	1	1	1	1	1	1		**1.09**
Infiltration																		**2.26**
Mid-block Turning Movements	1	1	1	2	1	2	2	1	1	1	1	1	1	1	1	2		**1.25**
Enforcement/Unauthorized	4	4	3	3	4	3.5	3	1	4	3	1	1	3	4	3	3		**2.97**
System Performance																		**2.21**
Safety	3	4	3	3	4	3	4	1	2	4	1	1	3	4	4	3		**2.94**
Fire and/or Emergency Medical	4	3	1	2	4	1.5	3	1	4	4	1	1	1	1	1	4		**2.28**
Accessibility	2	3	3	4	4	3	3	1	4	4	1	2	1	4	1	3		**2.69**
SOCIO-ECONOMIC																		
Provincial / Municipal Planning	4	4	4	3	4	4	4	3	4	3	4	3	4	4	3	4		**3.69**
Property Impacts	2	4	1	2	2	2	4	1	3	1	1	1	1	1	1	2		**1.81**
Business impacts	2	2	1	1	1	1	1	1	3	1	1	1	1	1	1	2		**1.31**
Air Quality	3	1	3	4	4	3	2	3	3	4	2	4	1	4	4	2		**2.94**
Aesthetics	3	4	3	4	4	1	3	4	4	2	4	4	3	4	3	4		**3.38**
ENGINEERING																		
Implementation Risks	1	1	1	1	1	1	3	2	1	2	1	1	3	1	1	1		**1.38**
Snow Storage and/or Removal	2	1	2	2	3	2	3	1	1	1	1	1	1	1	1	1		**1.50**
Phasing Ability	4	4	4	4	4	4	1	3	3	2	1	1	1	3	4	1		**2.75**
Capital																		**1.00**
Property																		**1.00**
Operation & Maintenance	3	2	4	2	4	1	1	1	1	4	1	3	2	1	1	2		**2.06**

Sensitivity Testing - Whites Road Segment

Criteria	Weights						
	Original	**Transp. High**	**Transp. Low**	**Social High**	**Social Low**	**Eng. High**	**Eng. Low**
TRANSPORTATION	**50.0%**	**70.0%**	**30.0%**	39.4%	59.1%	44.0%	57.6%
SOCIO-ECONOMIC	**23.8%**	14.3%	33.4%	**40.0%**	**10.0%**	21.0%	27.4%
ENGINEERING	**26.2%**	15.7%	36.6%	20.6%	30.9%	**35.0%**	**15.0%**
TOTAL	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

	Recommendation						
	Original	**Transp. High**	**Transp. Low**	**Social High**	**Social Low**	**Eng. High**	**Eng. Low**
Alternative 1	253.8	253.1	254.5	254.6	253.0	253.8	253.9
Alternative 2	278.8	278.8	278.8	278.6	278.8	278.9	278.8
Alternative 3	**313.5**	**313.0**	**314.0**	**317.1**	**310.3**	**312.0**	**315.6**
Alternative 4	215.2	225.7	204.8	218.9	212.0	207.5	225.2

Alternative 3 is recommended in all scenarios regardless of weight distribution.

Sensitivity Testing - Liverpool Road / Brock Road Segment

Criteria	Weights						
	Original	**Transp. High**	**Transp. Low**	**Social High**	**Social Low**	**Eng. High**	**Eng. Low**
TRANSPORTATION	**49.1%**	**70.0%**	**30.0%**	36.6%	59.9%	42.4%	58.7%
SOCIO-ECONOMIC	**26.2%**	15.4%	36.0%	**45.0%**	**10.0%**	22.6%	31.3%
ENGINEERING	**24.7%**	14.6%	34.0%	18.4%	30.1%	**35.0%**	**10.0%**
TOTAL	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

	Recommendation						
	Original	**Transp. High**	**Transp. Low**	**Social High**	**Social Low**	**Eng. High**	**Eng. Low**
Alternative 1	263.6	266.4	261.0	261.7	265.4	262.9	264.7
Alternative 2	275.6	273.3	277.7	276.2	275.3	276.9	273.8
Alternative 3	**315.2**	**312.8**	**317.3**	**319.5**	**311.6**	**314.3**	**316.3**
Alternative 4	218.5	228.5	209.2	223.3	214.4	209.1	231.9

Alternative 3 is recommended in all scenarios regardless of weight distribution.

Sensitivity Testing - Westney Road / Harwood Avenue / Salem Road Segment

Criteria	Weights						
	Original	Transp. High	Transp. Low	Social High	Social Low	Eng. High	Eng. Low
TRANSPORTATION	**49.7%**	**70.0%**	**30.0%**	39.6%	59.4%	43.4%	56.8%
SOCIO-ECONOMIC	**24.7%**	14.7%	34.4%	**40.0%**	**10.0%**	21.6%	28.2%
ENGINEERING	**25.6%**	15.3%	35.6%	20.4%	30.6%	**35.0%**	**15.0%**
TOTAL	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

	Recommendation						
	Original	Transp. High	Transp. Low	Social High	Social Low	Eng. High	Eng. Low
Alternative 1	258.4	261.3	255.5	258.4	258.3	256.6	260.5
Alternative 2	281.4	285.0	278.0	281.0	281.8	279.6	283.6
Alternative 3	**311.3**	**310.6**	**312.0**	**315.9**	**306.9**	**309.0**	**314.0**
Alternative 4	221.1	230.6	211.7	225.2	217.0	212.8	230.5

Alternative 3 is recommended in all scenarios regardless of weight distribution.