Exhibit 6.1

Do Nothing, Roadway Capacity and Traffic Management Alternatives

Goals and Objectives	Do Nothing Basic Resurfacing & Reconstruction Refer to ESR Section 5.1		Enhance Roadway Capacity by Widening Sections to 4 Lanes Refer to ESR Section 5.2		Reduce Roadway Capacity of 4 lane Sections to 2/3 Lanes Refer to ESR Section 5.2		Improve Signalized Intersection Operations Refer to ESR Section 5.6		Improve Capacity at Unsignalized Intersections Refer to ESR Section 5.6		Add Intersection Traffic Controls Refer to ESR Section 5.7	
PROTECT AND ENHANCE SOCIAL ENVIRONMENT												
Maximize road user safety for all modes	◔	- safety of cyclists, pedestrians crossing streets, vehicles traveling at excessive speeds and abutting property is not improved	◔	- adding capacity and resulting traffic volumes not compatible with residential sections of the road - driver confusion/frustration	○	- would result in travel delays within the core leading to reduced user safety	●	+ enhanced intersection safety for all users	●	+ warranted addition of turn lanes at unsignalized intersections enhanced road user safety	◑	+/- road user safety is enhanced only where additional stop controls and signals are warranted – will result in unsafe driver behaviour where not warranted
Minimize impacts on abutting private property	◔	- continued potential for property damage due to vehicle collisions	○	- significant property acquisition needed to widen any Riverside Dr. section to 4 lanes	◔	- reduced access capacity to key destinations in the core such as casino Windsor	●	+ no impact expected on abutting property	●	+ no impact on abutting private property where contained within existing road right-of-way	●	+ warranted controls not expected to impact abutting private property
Maintain cultural character of Riverside Dr.	◔	- changes expected in cultural character of the street as traffic volumes and speeds increase in residential areas	○	- significant visual impact of the road character within residential sections east of Strabane	◑	+/- would not affect residential character but would change core area character, including space for Pedestrian Promenade	●	+ has no impact on cultural character of the street	◕	+ little impact on visual character of the street with addition of warranted turn lanes	◑	+/- unwarranted stop controls and signals can change traffic and street character
PROTECT AND ENHANCE NATURAL ENVIRONMENT												
Minimize removal of existing street trees	●	+ no impact on Riverside Drive	○	- significant removal of street trees within existing residential sections east of Strabane	◔	- existing street vegetation may be impacted by Pedestrian Promenade in the core	●	+ has no physical impact beyond road right-of-way	●	+ no removal of existing street trees expected from addition of warranted turn lanes	●	+ not expected to extend direct impacts beyond right-of-way
Minimize impacts on abutting public parkland	●	+ no impact	○	- significant removal of parkland and natural features from any road widening	◔	- provision of space for Pedestrian Promenade expected to impact some existing riverfront park landscaping and trails	●	+ has no physical impact beyond road right-of-way	◑	+/- addition of warranted turn lanes in association with other potentially added cross-section features (sidewalks, bike lanes) may encroach into parkland	●	+ not expected to extend direct impacts beyond right-of-way
ENHANCE AND IMPROVE TRAFFIC CONDITIONS												
Reduce traffic speed	○	- no affect on travel speeds on Riverside Drive	◕	+ increased traffic volume created by capacity enhancement can reduce travel speeds	◑	+/- increased traffic congestion in the core with potential to increase driver frustration with mid-block speeding	●	+ provides for an improved progression of traffic with less mid-block speeding	◕	+ improved traffic progression through key intersections has potential to reduce mid-block speeding	◑	+/- warranted stop controls will slow traffic progression – unwarranted controls with encourage mid-block speeding
Divert traffic volume	○	- no incentive or facilities provided to encourage traffic diversion off Riverside Drive	○	- increased road capacity provides no incentive or measures for traffic diversion, and attracts more volume	◕	+ reduced Riverside Dr. capacity has potential to divert traffic to Wyandotte assuming higher capacity available	◑	+ improves intersection operation for turning movements to alternative through routes - improves through movement at Riverside intersections	●	+ adding dedicated turn lanes at warranted intersections (Walker, Strabane, Florence) enhances the capability of traffic to divert to alternative routes	◔	- warranted stop controls will facilitate good traffic level-of-service and progression with little need for diversion to alternative routes
Improve intersection operations	○	- no improved intersection features such as dedicated turn lanes where warranted	◑	+ some intersection improvements would be required to accommodate increased turning movements	○	- significant reduction in key intersection level-of-service and delays forecast with Riverside Drive capacity reduction in the core	●	+ this is the designed result of signalized intersection operational improvements	●	+ this is the intended result at warranted unsignalized intersections	◑	+/- good intersection operations provided only where signals or stop controls are warranted
MAXIMIZE COST-EFFECTIVENESS												
Minimize property acquisition cost	●	+ no property require on Riverside or Wyandotte	○	- significant property acquisition required in narrow sections of right-of-way to accommodate additional lanes	●	+ within existing road right-of-way with no property acquisition needed	●	+ no property acquisition required	●	+ very minor property for unsignalized intersection improvements (turn lanes) is expected to come from parkland	●	+ no property acquisition required for new stop controls or signals
Minimize capital costs	◑	+/- no capital works required beyond basic resurfacing and reconstruction	○	- high capital costs attributed to widening an existing road =/- $3250/metre including full reconstruction	◑	- capital cost to reconstruct narrower Riverside Drive cross-section in the core	◕	+ relatively minor capital cost required for signal improvements	◑	+/- relatively moderate cost to add turn lanes at 4 warranted intersections	◔	+ relative minor capital cost for stop control and signal installation
OVERALL ASSESSMENT		Does not address the basic project objective to "provide an improved transportation corridor to serve needs over next 20 years" FURTHER INVESTIGATION NOT REQUIRED AS PART OF THIS EA		Adding capacity to Riverside Drive would contravene the principles of a Scenic Drive FURTHER INVESTIGATION NOT REQUIRED AS PART OF THIS EA		Reducing Riverside Drive capacity affects overall roadway level of service, expected to worsen further in the future as volumes grow FURTHER INVESTIGATION NOT REQUIRED AS PART OF THIS EA		Traffic signal improvement and optimization should be conducted at warranted intersections, but does not need to be part of a Schedule C EA FURTHER INVESTIGATION NOT REQUIRED AS PART OF THIS EA	√	Westbound left turn lanes warranted at Strabane and Florence. Eastbound right turn lane warranted at Walker Rd. CARRIED FOREWARD TO DESIGN CONCEPTS		No warrants have been identified for additional stop controls or signals along the entire 16 km length of Riverside Drive, but future needs must be monitored FURTHER INVESTIGATION NOT REQUIRED AS PART OF THIS EA

LEGEND: Least Responsive ○ ◔ ◑ ◕ ● Most Responsive

Exhibit 6.2

Traffic Volume and Speed Alternatives

Goals and Objectives		Passive Diversion Improve Wyandotte St. Refer to ESR Section 5.3.1		Passive Diversion Traffic Calming Refer to ESR Section 5.3.1		Obstructive Diversion Traffic Diverters Refer to ESR Section 5.3.1		Obstructive Diversion Directional / Full Closures Refer to ESR Section 5.3.1		Transportation Demand Management (TDM) Refer to ESR Section 5.3.2		Reduce Posted Speed to 40 km/h Refer to ESR Section 5.4
PROTECT AND ENHANCE SOCIAL ENVIRONMENT												
Maximize road user safety for all modes	◕	+ attract higher speed through traffic to Wyandotte to reduce Riverside volume and related safety issues	◑	+ ability to reduce traffic speed enhances road user safety - more severe traffic calming measures may adversely impact emergency response time	○	- no significant speed reduction impacts road user safety - diversion can cause driver frustration and excessive speeds - emergency vehicle delays	◑	+/- can reduce vehicle speeds and enhance user safety but only in the block(s) in which the closure exists	●	+ appropriate TDM programs are designed to have no affect on road user safety	○	- 40 km/h is applicable to local residential streets, not Riverside Drive, expected to confuse motorists and may raise safety expectations of other users (cyclists and pedestrians)
Minimize impacts on abutting private property	◑	+ no impact on Riverside property - on-street parking restriction at peak period on Wyandotte	◑	+ depending on the traffic calming measures used, no direct impact on abutting property - some calming measures such as modern roundabout can have significant property and access impacts on abutting property	●	+ no impact from diversion measures	◔	- some motorists may deliberately circumvent closure barriers, affecting private property	●	+ appropriate TDM programs are designed to have no affect on abutting private property	◔	- excessive speeding creates noise impacts on private property
Maintain cultural character of Riverside Dr.	●	+ no change on Riverside	◑	+ traffic calming measures can be selected for Riverside Drive that have minimal visual impact on the cultural character of the street - introduction of any new calming features will impact the visual character of Riverside Drive	○	- adding diverters is a major change to cultural character and appearance of Riverside Drive as a continuous route	○	- major change to the continuous character of Riverside Drive	●	+ TDM measures involving travel incentives and disincentives should not change the cultural character of a street or area	●	+ no change to cultural character of the street
PROTECT AND ENHANCE NATURAL ENVIRONMENT												
Minimize removal of existing street trees	●	+ no impact on Riverside	●	+ no tree removal should be required – all trees are outside existing road right-of-way	●	+ within road right-of-way so no street tree impact expected	●	+ contained within road right-of-way with no impact expected on street trees	●	+ TDM measures focus on driver behaviour with no significant changes to road corridors	●	+ no impact of street trees
Minimize impacts on abutting public parkland	●	+ no impact	●	+ no impact beyond existing road right-of-way	●	+ within road right-of-way so no parkland impact expected	◔	- some motorists may deliberately circumvent barriers onto parkland	●	+ TDM measures focus on driver behaviour with no significant impacts on abutting property	●	+ no impact on parkland
ENHANCE AND IMPROVE TRAFFIC CONDITIONS												
Reduce traffic speed	◑	- less volume on Riverside can increase travel speeds	●	+ select calming measures proven to have some degree of impact on reducing traffic speed	◔	- no significant effect on vehicle speeds, but traffic reduction may increase speeds	◑	+ can reduce speed in short blocks that are closed	○	- TDM does not affect traffic speed	◔	- requires regular police enforcement beyond the resources of the Windsor Police Services
Divert traffic volume	●	+ Wyandotte has excess capacity to accommodate more traffic, with Secondary Plan policies to extend Wyandotte and McHugh east.	◑	+ effective calming measures are proven to divert some traffic to alternative routes - with calming Riverside will still attract casual riverside traffic	◔	+ may divert traffic significant volumes to Wyandotte Street	◑	+ effective at forcing traffic diversion with obstructions - diversion to Wyandotte Street would increase volumes on connecting streets	◑	+ TDM efforts to reduce us of Single Occupant Vehicles can result in volume reductions on major streets	○	- proven to have no significant reduction in traffic volumes
Improve intersection operations	◕	+ some intersection improvements need to facilitate diverted turning movements to Wyandotte	◑	- some calming measures are designed to slow traffic flow through intersections	◔	- can complicate uncontrolled intersection operations	◔	- can complicate uncontrolled intersection operations	◑	+ TDM can include transit priority measures at key intersections, but not expected in Riverside corridor	●	+ no impact on intersection operations
MAXIMIZE COST-EFFECTIVENESS												
Minimize property acquisition cost	●	+ no property require on Riverside or Wyandotte	●	+ calming measures contained within existing road right-of-way	●	+ within existing road right-of-way with no property acquisition needed	●	+ in existing road right-of-way with no property acquisition needed	●	+ TDM is not intended to require property acquisition	●	+ no property acquisition required to reduce posted speed
Minimize capital costs	◑	+ minor cost to improve Wyandotte intersection operations - property and capital costs for increased off-street parking supply on Wyandotte	◑	- some calming measures are relatively low cost, but some investment still required	◑	- can increase street maintenance cost	◑	- can increase street maintenance cost	◔	- significant capital costs are required for successful TDM measures and programs	○	- significant operational costs attributed to speed monitoring and limit enforcement
OVERALL ASSESSMENT	√	Should be considered a prerequisite of Riverside Drive improvements FURTHER INVESTIGATION REQUIRED AS PART OF SEPARATE EA STUDY	√	Proven benefits of appropriate traffic calming measures support inclusion on Riverside Drive (see Evaluation Exhibit 6.3) CARRIED FORWARD TO DESIGN CONCEPTS		FURTHER INVESTIGATION NOT REQUIRED AS PART OF THIS EA		FURTHER INVESTIGATION NOT REQUIRED AS PART OF THIS EA		TDM PROGRAMS AND INCENTIVES IN WINDSOR ARE RECOMMENDED IN WALTS. FURTHER INVESTIGATION IN THIS EA NOT REQUIRED		50 km/h is considered a reasonable and enforceable speed for Riverside Drive. FURTHER INVESTIGATION NOT REQUIRED AS PART OF THIS EA

LEGEND: Least Responsive ○◔◑◕● Most Responsive

Exhibit 6.3
Traffic Calming and Bikeway Alternatives

Goals and Objectives	Traffic Calming – Vertical Deflections Refer to ESR Section 5.5		Traffic Calming – Horizontal Deflections Refer to ESR Section 5.5		No Bikeways No On-Road Bikeway Extension Refer to ESR Section 5.8.1		Bikeways On-Road Bike Lanes Extension Refer to ESR Section 5.8.2		Bikeways Off-Road Side Path or Multi-Use Trail Refer to ESR Sections 5.8.3 & 5.8.6		Bikeways Other On-Road Bikeways Refer to ESR Section 5.8.4 & 5.8.5	
PROTECT AND ENHANCE SOCIAL ENVIRONMENT												
Maximize road user safety for all modes	◕	+ can accommodate cycling + markings and colouring enhance visual identification - slightly reduces emergency vehicle response time	◑	+ median refuge reduces pedestrian/vehicle conflicts with no impact in cycling - reduces vehicle speed by visually narrowing travel lanes	○	- as a major cycling attraction, Riverside Drive will not facilitate safe conditions for all users if cycling facilities are not provided	●	+ cycling is include in the flow of traffic, providing best conditions for share-the-road behaviour	○	- sidepath and sidewalk cycling proven to result in highest rate of bicycle accidents and injuries owing to conflicts with driveways and side streets	○	- shared routes and widened curb lanes not appropriate with Riverside Drive traffic volumes and speeds
Minimize impacts on abutting private property	◑	+ contained within road right-of-way - textured surfaces generate noise	●	+ contained within road right-of-way with streetscaping opportunity – must not restrict access	◔	- cycling will continue on sidewalks with possible impact on property	◕	+ Riverside Drive cross-section requires two cases of private property acquisition	◔	- provision of 3.5 m wide sidepath expected to impact south and/or north side property	●	+ less road widening required so less impact on abutting property
Maintain cultural character of Riverside Dr.	◑	+/- visually changes character of the street	●	+ offers opportunity to improve streetscape quality and character	◕	+ existing street character remains unchanged	◑	+/- introduction of bikes changes character of road to multi-mode	◑	+/ some impact on visual character of the street with widened multi-use sidewalk	●	+ little change from existing visual condition
PROTECT AND ENHANCE NATURAL ENVIRONMENT												
Minimize removal of existing street trees	●	+ contained within road right-of-way	◑	+/- may require pavement widening beyond right-of-way that can impact abutting trees	●	+ no impact on street trees	◕	+ minimized to between 8 and 13 street trees removed depending on use of easements	◕	+/- widening for 3.5 m south sidepath may impact same trees as bike lanes	●	+ not expected to extend direct impacts beyond right-of-way
Minimize impacts on abutting public parkland	●	+ contained within road right-of-way	◑	+/- if pavement widening is required abutting parkland, landscaping may be impacted	◑	+/- more cycling attracted to parkland where trails may not be provided	●	+ bike lanes can be located within existing road right-of-way in most cases (parkland encroachment caused by addition of north side sidewalk at parkland)	●	+ sidepath can be located within existing road right-of-way (parkland encroachment caused by addition of north side sidewalk at parkland)	●	+ not expected to extend direct impacts beyond right-of-way
ENHANCE AND IMPROVE TRAFFIC CONDITIONS												
Reduce traffic speed	●	+ effective in reducing travel speed depending on type of deflection used	●	+ effective at reducing vehicle speed due to raised median islands	◔	- no impact on traffic speed	●	+ bike lanes create visual and physical side friction on motorist lanes that tends to slow speed	○	- with bicycles off the road, no impact on auto speeds	◑	+/- bicycles on the road would tend to slow vehicle speed
Divert traffic volume	◕	+ in the case of Riverside Dr., has potential to encourage traffic diversion to alternative routes	◑	+/- can contribute to traffic diversion to alternative streets if used excessively	◔	- no incentives or measures to divert traffic to alternative routes	◑	+/- speed reduction effect of bike lanes can cause some motorists to switch to higher speed alternative routes	○	- with bicycles off the road, vehicle flow is maintained with no incentive to use alternative routes	◑	+/- slowed vehicle speeds would tend to encourage use of higher speed alternative routes
Improve intersection operations	●	+ raised intersections and crosswalks enhance stop control intersections	●	+ no impact on intersection operations	◔	- increased sidewalk cycling adds to driver/cyclists confusion at interferes with stop controlled intersections	●	+ bicycles can be accommodated and mixed with auto traffic at intersections through pavement markings	◔	- intersection operations complicated with addition of sidepath cycling crossings outside the flow of traffic	○	- shared auto-bike movements on moderate volume route such as Riverside Drive complicates intersection operations
MAXIMIZE COST-EFFECTIVENESS												
Minimize property acquisition cost	●	+ contained within road right-of-way	◑	+/- may require property acquisition to widen road right-of-way depending on location	●	+ no property required	◕	+ very minor property acquisition required to include bike lanes outside existing road right-of-way	◕	+ very minor property acquisition required to widen south sidewalk into a multi-use sidepath outside existing road right-of-way	●	+ no property acquisition required for shared routes or widened curb lanes
Minimize capital costs	◑	+/- raised intersection can cost up to $100,000 or more per location depending on size and treatment of raised surface	◑	+/- can cost up to $250,000 per location to install depending on type of feature	●	+ no capital costs	◑	+/- adding bike lanes to street reconstruction estimated to cost $140/metre	◑	+/- adding widened south sidepath estimated to cost $200/metre	◑	+ relative minor capital cost for widened curb lanes
OVERALL ASSESSMENT	√	Appropriate applications can reduce vehicle speed and enhance pedestrian safety CARRIED FOREWARD TO DESIGN CONCEPTS	√	Appropriate applications can reduce vehicle speed, enhance pedestrian safety and add streetscaping opportunities CARRIED FOREWARD TO DESIGN CONCEPTS		Motorist/cycling conflicts expected to increase as both types of traffic volumes grow without the benefits or bikeways FURTHER INVESTIGATION NOT REQUIRED AS PART OF THIS EA	√	Bike lanes on Riverside Drive are considered the safest and most effective method of accommodating cycling CARRIED FOREWARD TO DESIGN CONCEPTS		Sidepaths are proven to contribute to poor cyclist behavior and increased bike/auto conflicts (see Section 5.8.3) FURTHER INVESTIGATION NOT REQUIRED AS PART OF THIS EA		Cannot be recommended owing to traffic volume and speed on Riverside Drive FURTHER INVESTIGATION NOT REQUIRED AS PART OF THIS EA

LEGEND: Least Responsive ○ ◔ ◑ ◕ ● Most Responsive