HIGHWAY 7&8 TRANSPORTATION CORRIDOR & CLASS EA STUDY

Ontario MTH

Welcome
to Public Information Centre (PIC) #2C

Highway 7&8 Transportation Corridor Planning and Class Environmental Assessment Study

Festival Inn
Shakespeare Room
1144 Ontario Street, Stratford
April 22, 2009
4:00pm to 8:00pm

Welcome!

- Please sign in.
  - Please indicate if you would like your name to be added to the study mailing list to receive updates and information regarding the study and invitations to future public involvement events in your area.
- Comment sheets are available to record your comments and suggestions.
- Materials available tonight:
  - PIC reference materials – study reports / plans, background materials, etc.
  - Handouts – overview of study process, copies of study newsletters

Public Information Centres (PICs) are held at key stages of the Class Environmental Assessment (EA) Study. The PICs provide the first opportunity to review and comment on the material presented.

Purpose of PIC #2C

- Provide Update on Highway 7&8 Transportation Corridor Planning Study
- Provide Update on Study Process and Schedule
- Present and obtain information and input on the following key elements:
  - New Lorne Avenue Corridor Alternatives
  - Revised Long List and Short List of Corridor Alternatives
  - Screening process and criteria used to generate the Revised Short List of Corridor Alternatives
  - Process and criteria for the assessment and evaluation of short-listed alternatives and selection of the preferred corridor
  - Approach to upcoming work
- The above noted material is draft and subject to change as a result of information and comments provided by stakeholders. Following the review period, all comments received will be considered in finalizing the draft material.

Study Purpose / Objectives

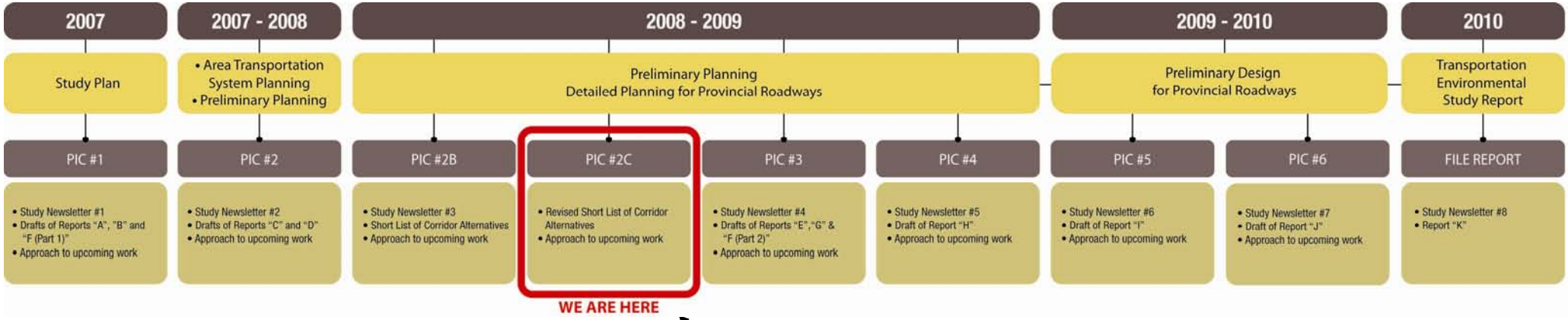
Purpose of Study:

- Develop a plan that addresses:
  - Capacity, operation and safety needs for the 2-lane and 4-lane sections of Highway 7&8 between Stratford and New Hamburg and through the urban centres of Stratford, Shakespeare and New Hamburg for the movement of people and goods; and
  - Linkage needs within the analysis area to transportation connections serving other regions in the Province.
- Prepare a preliminary design for the provincial roadway components of the recommended plan

Study Objectives:

- To identify and assess the factors that are driving 'Area Transportation System' needs
- To consider those needs in the development of 'Area Transportation System' strategies to address long-term multi-year needs for the movement of people and goods
- To undertake the planning and design of the provincial roadway components (provincial highways and provincial transitways) of those strategies
- To conduct the planning and design of provincial roadways with an inherent approach of avoiding or minimizing overall environmental impacts
- To identify highway access management measures for growth management and highway protection

Overview of Study Process



Additional PIC added (PIC #2C); Submission date for comments is May 22, 2009

Minimum Review Periods for Study Reports

60-day Review Period for Milestone Reports

- Report A: Study Plan for Technical Work, Outreach and Consultation
- Report D: Area Transportation System Alternatives
- Report E: Transportation Corridor Needs Assessment
- Report H: Selection of Detailed Planning Alternatives for Provincial Roadway
- Report J: Selection of Preliminary/Concept Design Alternatives for Provincial Roadway
- Report K: Transportation Environmental Study Report

30-day Review Period for Working Papers

- Report B: Overview of Transportation, Land Use and Economic Conditions within Analysis Area
- Report C: Area Transportation System Problems and Opportunities
- Report F: Environmental Conditions and Constraints
- Report G: Generation of Detailed Planning Alternatives for Provincial Roadway
- Report I: Generation of Provincial Roadway Preliminary Design Alternatives

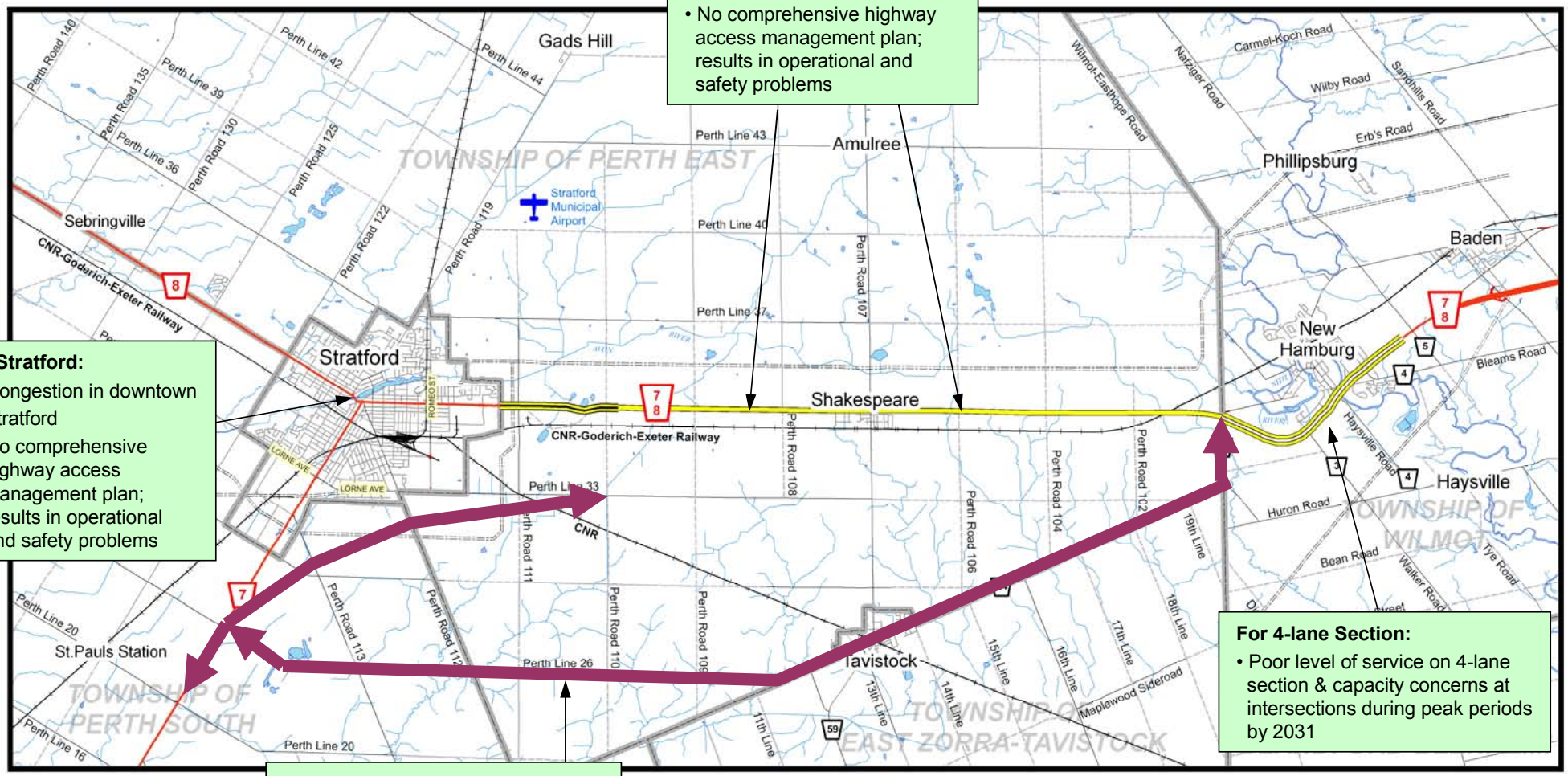
Transportation Problems

Ontario

TSH

For 2-lane Section:

- Inadequate capacity to meet current and projected travel demands (to 2031)
- No comprehensive highway access management plan; results in operational and safety problems



In Stratford:

- Congestion in downtown Stratford
- No comprehensive highway access management plan; results in operational and safety problems

For 4-lane Section:

- Poor level of service on 4-lane section & capacity concerns at intersections during peak periods by 2031

Diversion of through traffic to local road network; routes generally not designed to accommodate high traffic volumes; results in operational and safety problems on local roads

- Connection of Analysis Area to transportation corridors serving other regions in province is inadequate for long-term transportation & economic development needs
- Limited inter-city transit service
- Limited route choice for truck trips

Transportation Opportunities

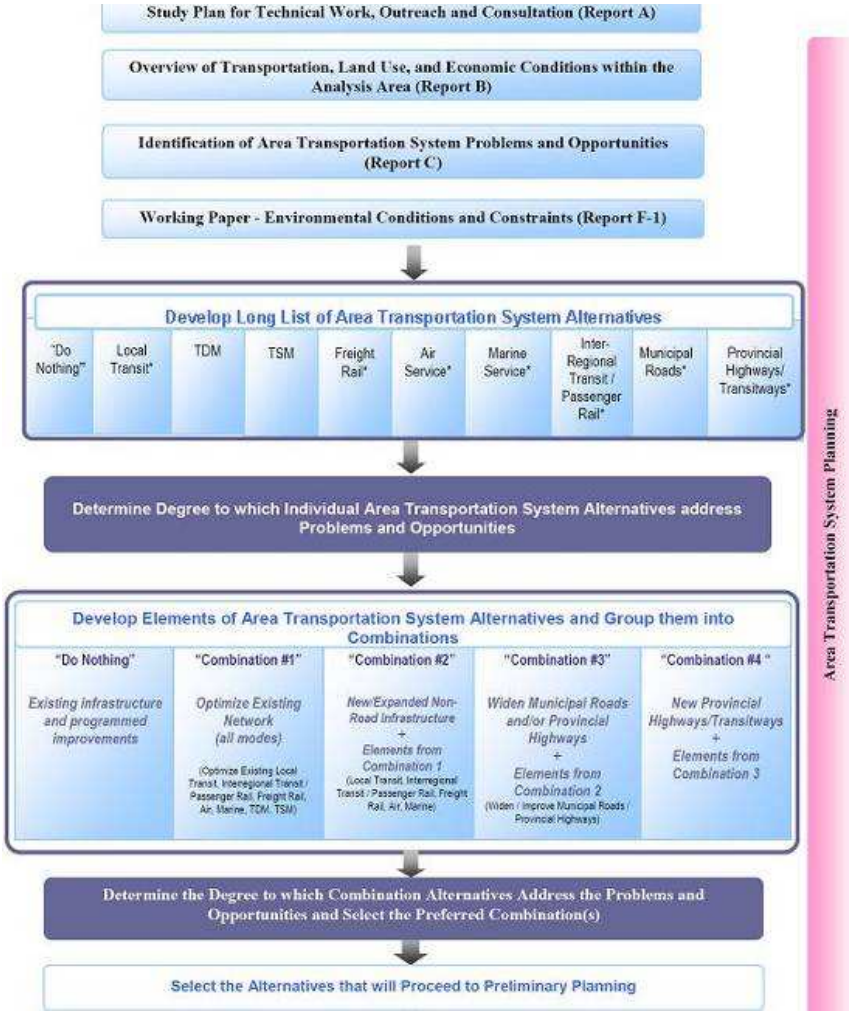
1. Policies and objectives of the Provincial Growth Plan promote opportunities to:
   - Provide for “transit-first” initiatives that support the provision of transit service between urban growth centres; and
   - Recognize the importance of balanced investment in the road and highway system, to better serve goods movement and the needs of the travelling public.
2. Area transportation system planning and local land use planning in the analysis area need to be co-ordinated, in order to ensure new/intensified development associated with forecasted population and employment growth in the Analysis Area does not negatively affect or even preclude alternatives to address transportation problems and opportunities.
3. The local transportation network is an integral part of the overall transportation network within the Analysis Area. The planned road programs of the area municipalities as identified in the Official Plans and Transportation Master Plans aim to preserve, improve and maximize use of the existing infrastructure.
4. Implementation of alternative mobility strategies will assist in managing growth and congestion, provide a framework for increased transit use, provide opportunities to consider car pool, HOV and other transportation options, and optimize the current system through continued and necessary infrastructure investment.
5. The provision of regular transit service between communities would provide an alternative to the auto in the Highway 7&8 corridor which could reduce auto demands in the corridor.
6. Opportunities for use of the rail corridor to improve passenger travel connections between the Analysis Area and urban centres to the east could reduce auto demands in the corridor.
7. A new/improved transportation corridor has the potential to avoid overloading existing urban arterials and parallel rural roadways.
8. A new/improved transportation corridor linking Greater Stratford and the New Hamburg area would improve reliability and redundancy in the area transportation system.

Area Transportation System Alternatives

Ontario

TSH

Process Overview for the Development, Assessment and Evaluation of Area Transportation System Alternatives



Individual Alternatives

- Individual alternatives do not address the identified problems and opportunities.
- Transportation Demand Management (TDM), Transit, Municipal Road and Provincial Highway/ Transitway alternatives carried forward as supporting elements of Combination Transportation System Alternatives.

Combination Alternatives

- Combination 3 (TDM/Transit plus widen Hwy 7&8) and Combination 4 (TDM/Transit plus local by-passes or new highway corridor) carried forward for further review.

Preliminary Planning Alternatives

- Stakeholder input received on information presented at PIC #2B has:
  - Resulted in revisions to the Long List of Corridor Alternatives
    - Lorne Avenue Corridor Alternatives added
  - Facilitated the development of a Revised Short List of Corridor Alternatives
- The next series of display boards presents preliminary planning alternatives for the following:
  - Revised Long List of Corridor Alternatives
    - Existing Corridor Alternative, By-Pass Corridor Alternatives and New Corridor Alternatives
  - Screening Process, Criteria and Results
  - Revised Short List of Corridor Alternatives
  - Detailed Planning Alternatives (at a conceptual level) for existing corridor alternatives through the built-up areas of Shakespeare and New Hamburg

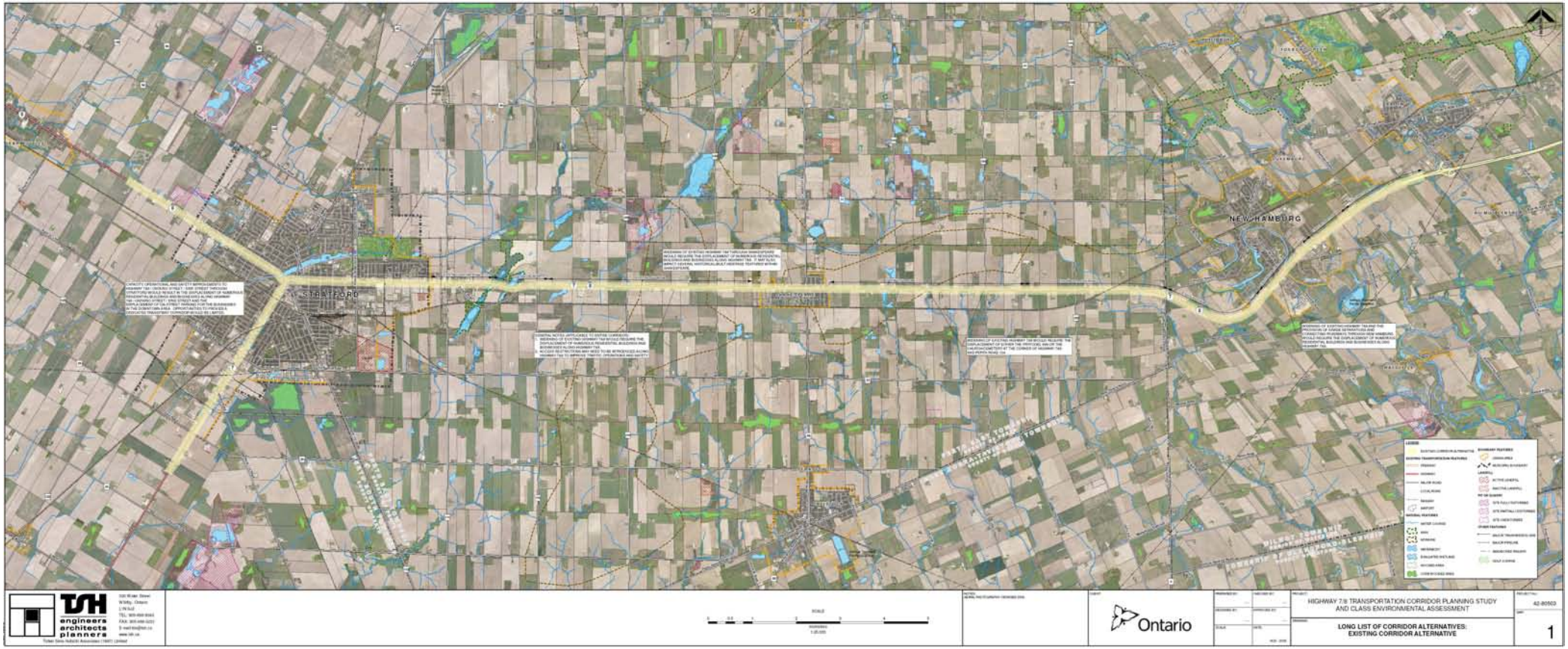
Existing Corridor Alternative

Section 1: West of Stratford to Highway 7

Section 2: Highway 7 to East of Stratford

Section 3: East of Stratford to West of New Hamburg

Section 4: West of New Hamburg to East of New Hamburg



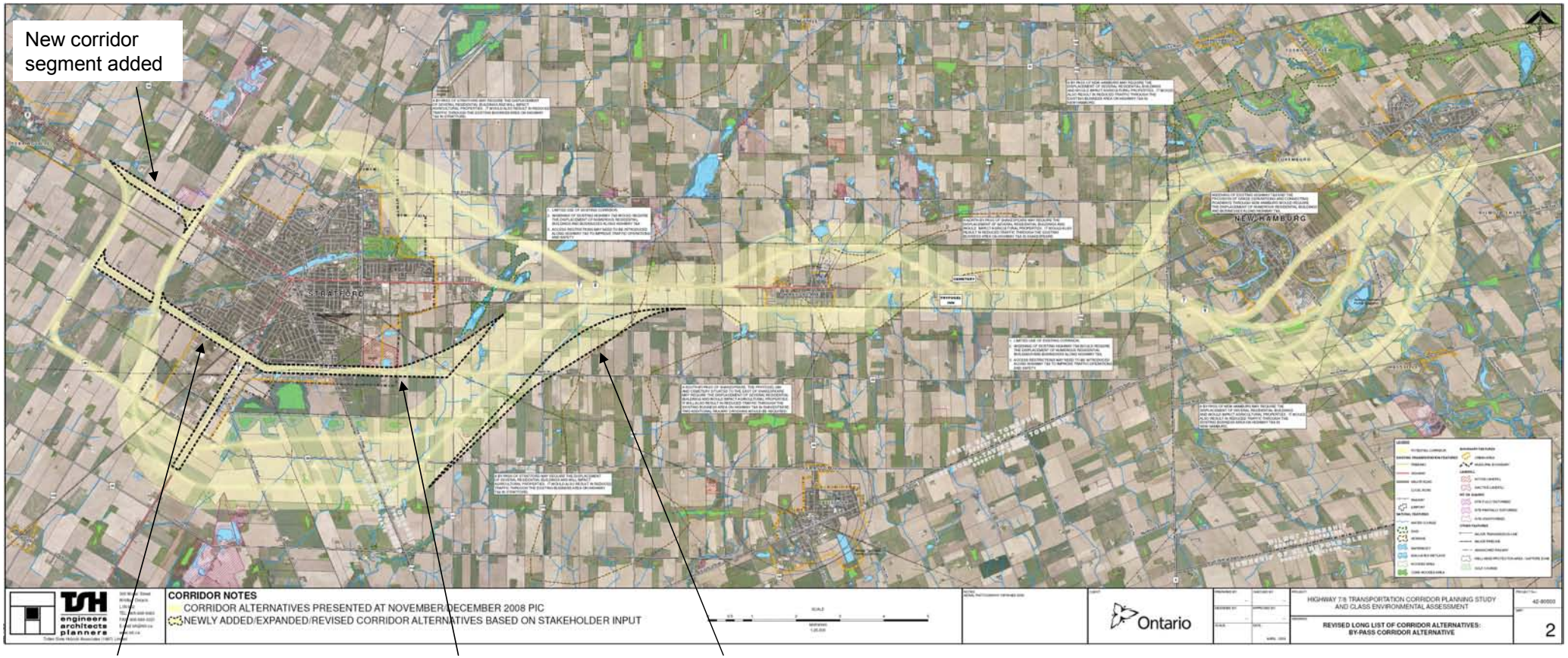
By-Pass Corridor Alternatives

Section 1: West of Stratford to Highway 7

Section 2: Highway 7 to East of Stratford

Section 3: East of Stratford to West of New Hamburg

Section 4: West of New Hamburg to East of New Hamburg



Lorne Avenue corridor alternative added

Lorne Avenue corridor alternative added

Corridor expanded

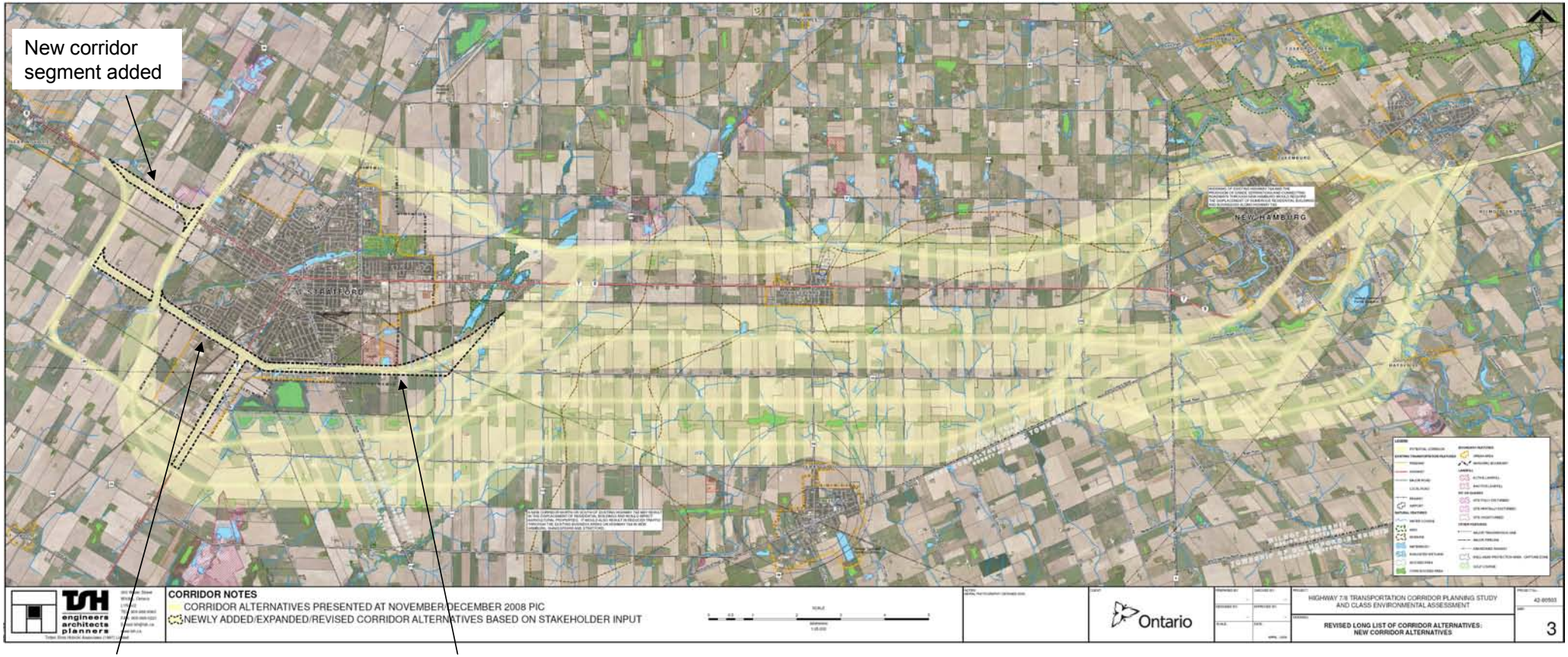
New Corridor Alternatives

Section 1: West of Stratford to Highway 7

Section 2: Highway 7 to East of Stratford

Section 3: East of Stratford to West of New Hamburg

Section 4: West of New Hamburg to East of New Hamburg

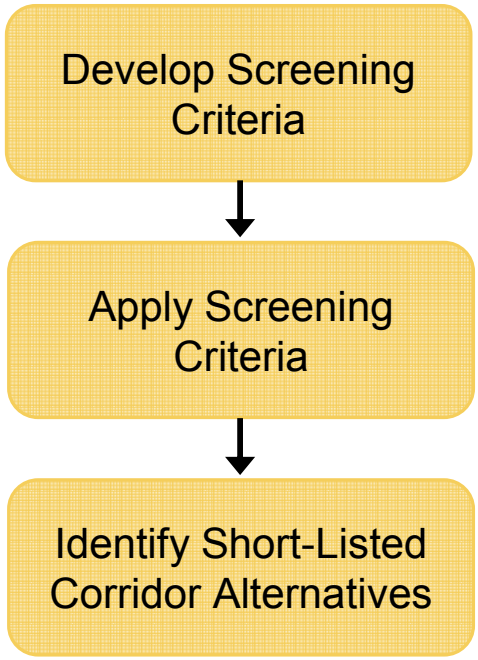


Lorne Avenue corridor alternative added

Lorne Avenue corridor alternative added

Screening Process and Criteria

Screening Process



Objective of Screening Process

- To screen out (remove) corridor alternatives from further consideration which are significantly less desirable than other available alternatives

Screening Criteria

- **Natural Environmental Factors**
  - Terrestrial Ecosystems: Minimize loss of Provincially Significant Wetlands (PSWs), Areas of Natural and Scientific Interest (ANSIs), Environmentally Sensitive Areas (ESAs) and core woodlots
  - Fisheries and Aquatic Ecosystems, Surface Water: Minimize number of stream crossings
- **Land Use and Socio-Economic Factors**
  - Land Use – Resources: Minimize loss of Canada Land Inventory Class 1,2,3 agricultural land
  - Land Use Planning Policies, Goals, Objectives: Minimize loss of approved development lands
  - Land Use – Community, Industry: Minimize removal of existing development
- **Cultural Environmental Factors**
  - Built Heritage: Minimize loss of heritage buildings
  - Cultural Heritage Landscapes: Minimize loss of amenities in heritage downtown areas
- **Transportation Factors**
  - Network Connectivity: Minimize out of way travel
  - Mobility & Accessibility: Proximity of corridor to population centres

Screening Results

Section 1: Long List of Alternatives from West of Stratford to Highway 7

			CORRIDOR SCREENING			CORRIDOR SCREENING	
Corridor Description		Corridor Description	Existing Corridor	North By-Pass Corridor	South By-Pass Corridor 1	South By-Pass Corridor 3 (New Alternative)	South By-Pass Corridor 4 (New Alternative)
		Corridor Length	10.4 km	7.3 km	10.0 km	10.0 km	10.0 km
		Key Map					
Screening Criteria	Natural Environment Factors	Terrestrial Ecosystems: Minimize direct loss of PSWs, ANSIs, ESAs and core woodlots	• No corridor segments within PSWs, ANSIs, ESAs • No corridor segments within core woodlots	• No corridor segments within PSWs, ANSIs, ESAs • No corridor segments within core woodlot	• No corridor segments within PSWs, ANSIs, ESAs • No corridor segments within core woodlot	• No corridor segments within PSWs, ANSIs, ESAs • No corridor segments within core woodlot	• No corridor segments within PSWs, ANSIs, ESAs • No corridor segments within core woodlot
		Fisheries and Aquatic Ecosystems, Surface Water: Minimize number of stream crossings	• 5 stream crossings at existing crossing locations	• 5 stream crossings	• 3 stream crossings	• 3 stream crossings	• 3 stream crossings
	Land Use and Socio-Economic Factors	Land Use - Resources: Minimize loss of Canada Land Inventory Class 1,2,3 agricultural land	• Least loss of agricultural lands; primarily utilizes existing corridor	• Majority of corridor within agricultural lands	• Relatively minor loss of agricultural lands; primarily utilizes existing local road corridors	• Relatively minor loss of agricultural lands; primarily utilizes existing local road corridors	• Moderate loss of agricultural lands; primarily utilizes existing local road corridors
		Land Use Planning Policies, Goals, Objectives: Minimize loss of approved development lands	• Majority of corridor within planned development areas but primarily utilizes existing corridor	• Moderate portion of corridor within planned development area	• No corridor segment within planned development area	• Minor portion of corridor within planned development area but primarily utilizes existing corridor	• Minor portion of corridor within planned development area but primarily utilizes existing corridor
		Land Use - Community, Industry: Minimize removal of existing development	• Majority of corridor within existing development areas; utilizes existing corridor but will require removal of some existing development adjacent to existing corridor	• Moderate portion of corridor within existing development areas	• Minor portion of corridor within existing development areas	• Portion of corridor within existing development areas	• Portion of corridor within existing development areas
	Cultural Environmental Factors	Built Heritage: Minimize loss of heritage buildings	• Numerous heritage buildings potentially displaced	• Several heritage buildings potentially displaced	• Several heritage buildings potentially displaced	• Several heritage buildings potentially displaced	• Several heritage buildings potentially displaced
		Cultural Heritage Landscapes: Minimize loss of amenities in heritage downtown areas	• Significant loss of amenities in heritage downtown areas (e.g. on-street parking; sidewalks; etc.)	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas
	Transportation Factors	Network Connectivity: Minimize out of way travel	• Direct corridor, with no out of way travel	• Relatively direct corridor, with some out of way travel	• Relatively direct corridor, with some out of way travel	• Direct corridor, with limited out of way travel	• Direct corridor, with limited out of way travel
		Mobility and Accessibility: Proximity of corridor to population centres	• Corridor situated close to population centres	• Corridor situated relatively close to population centres	• Corridor situated farther from population centres	• Corridor situated close to population centres	• Corridor situated close to population centres
Screening Results		Recommendation	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD	CARRY FORWARD	CARRY FORWARD	CARRY FORWARD
		Rationale	• Higher number of stream crossings • Higher potential effects on existing development (i.e. along existing corridor) • Numerous heritage buildings potentially displaced • Significant loss of amenities in heritage downtown areas	• Higher number of stream crossings • Moderate potential effects on existing and planned development areas • Requires eastern section of north by-pass corridor and associated impacts (see next table)	• Fewer stream crossings • Fewer potential effects on existing and planned development areas • No loss of amenities in heritage downtown areas • Maximizes use of existing infrastructure • Relatively direct corridor	• Fewer stream crossings • Fewer potential effects on existing and planned development areas • No loss of amenities in heritage downtown areas • Maximizes use of existing infrastructure • Direct corridor	• Fewer stream crossings • Fewer potential effects on existing and planned development areas • No loss of amenities in heritage downtown areas • Primarily utilizes existing infrastructure • Direct corridor

Screening Results

Section 2: Long List of Alternatives from Highway 7 to East of Stratford

			CORRIDOR SCREENING			
Corridor Description		Corridor Description	Existing Corridor	North By-Pass Corridor 1	North By-Pass Corridor 2	South By-Pass Corridor 1
		Corridor Length	7.2 km	6.2 km	6.7 km	10.1 km
		Key Map				
Screening Criteria	Natural Environment Factors	Terrestrial Ecosystems: Minimize direct loss of PSWs, ANSIs, ESAs and core woodlots	• Two corridor segments within PSWs, ANSIs (Little Lakes) • No corridor segments within ESAs • No corridor segments within core woodlots	• Two corridor segments within PSWs, ANSIs (Little Lakes) • No corridor segments within ESAs • No corridor segments within core woodlots	• Two corridor segments within PSWs, ANSIs (Little Lakes) • No corridor segments within ESAs • No corridor segments within core woodlots	• One corridor segment within ESA (Stratford Wetland Complex) • No corridor segments within PSWs, ANSIs • No corridor segments within core woodlots
		Fisheries and Aquatic Ecosystems, Surface Water: Minimize number of stream crossings	• 3 stream crossings at existing crossing locations	• 5 stream crossings	• 5 stream crossings, 3 at existing crossing locations	• 4 stream crossings, 1 at existing crossing location
	Land Use and Socio-Economic Factors	Land Use - Resources: Minimize loss of Canada Land Inventory Class 1,2,3 agricultural land	• Least loss of agricultural lands; primarily utilizes existing corridor	• Majority of corridor within agricultural lands; greater loss of Class 1 agricultural lands	• Majority of corridor within agricultural lands; greater loss of Class 1 agricultural lands	• Majority of corridor within agricultural lands; moderate loss of Class 1 agricultural lands
		Land Use Planning Policies, Goals, Objectives: Minimize loss of approved development lands	• Majority of corridor within planned development areas but primarily utilizes existing corridor	• No corridor segments within planned development areas	• Moderate portion of corridor within planned development areas	• No corridor segments within planned development areas; buffer between urban area and corridor
		Land Use - Community, Industry: Minimize removal of existing development	• Majority of corridor within existing development areas; utilizes existing corridor but will require removal of some existing development adjacent to existing corridor	• Minor portion of corridor within existing development areas	• Moderate portion of corridor within existing development areas	• Minor portion of corridor within existing development areas
	Cultural Environmental Factors	Built Heritage: Minimize loss of heritage buildings	• Numerous heritage buildings potentially displaced	• Minimal impact to heritage buildings	• Minimal impact to heritage buildings	• Minimal impact to heritage buildings
		Cultural Heritage Landscapes: Minimize loss of amenities in heritage downtown areas	• Significant loss of amenities in heritage downtown areas (e.g. on-street parking; sidewalks; etc.)	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas
	Transportation Factors	Network Connectivity: Minimize out of way travel	• Direct corridor, with no out of way travel	• Relatively direct corridor, with some out of way travel	• Relatively direct corridor, with some out of way travel	• Relatively direct corridor, with some out of way travel
		Mobility and Accessibility: Proximity of corridor to population centres	• Corridor situated close to population centres	• Corridor situated farther from population centres	• Corridor situated relatively close to population centres	• Corridor situated relatively close to population centres
Screening Results		Recommendation	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD	CARRY FORWARD
		Rationale	• Two corridor segments within PSWs, ANSIs • Higher potential effects on existing development (i.e. along existing corridor) • Numerous heritage buildings potentially displaced • Significant loss of amenities in heritage downtown areas	• Two corridor segments within PSWs, ANSIs • Higher number of stream crossings • Greater loss of Class 1 agricultural lands • Situated farther from population centres	• Two corridor segments within PSWs, ANSIs • Higher number of stream crossings • Greater loss of Class 1 agricultural lands • Moderate potential effects on existing and planned development areas • Situated farther from population centres	• No corridor segments within PSWs, ANSIs; one corridor segment within ESA • Fewer stream crossings • Fewer potential effects on existing and planned development areas; buffer between urban area and corridor • Minimal impact to heritage buildings • No loss of amenities in heritage downtown areas • Situated relatively close to population centres

Screening Results

Section 2: Long List of Alternatives from Highway 7 to East of Stratford

			CORRIDOR SCREENING				CORRIDOR SCREENING	
Corridor Description		Corridor Description	South By-Pass Corridor 2	South By-Pass Corridor 3	South By-Pass Corridor 4	South By-Pass Corridor 5	South By-Pass Corridor 6 (New Alternative)	South By-Pass Corridor 7 (New Alternative)
		Corridor Length	10.0 km	11.6 km	10.6 km	10.7 km	9.0 km	9.0 km
		Key Map						
Screening Criteria	Natural Environment Factors	Terrestrial Ecosystems: Minimize direct loss of PSWs, ANSIs, ESAs and core woodlots	• One corridor segment within ESA (Stratford Wetland Complex) • No corridor segments within PSWs, ANSIs • No corridor segments within core woodlots	• No corridor segments within PSWs, ANSIs, ESAs • No corridor segment within core woodlots	• No corridor segments within PSWs, ANSIs, ESAs • No corridor segments within core woodlot	• No corridor segments within PSWs, ANSIs, ESAs • No corridor segments within core woodlot	• No corridor segments within PSWs, ANSIs, ESAs • No corridor segments within core woodlots	• No corridor segments within PSWs, ANSIs, ESAs • No corridor segment within core woodlots
		Fisheries and Aquatic Ecosystems, Surface Water: Minimize number of stream crossings	• 4 stream crossings	• 6 stream crossings	• 5 stream crossings	• 7 stream crossings	• 2 stream crossings	• 2 stream crossings
	Land Use and Socio-Economic Factors	Land Use - Resources: Minimize loss of Canada Land Inventory Class 1,2,3 agricultural land	• Majority of corridor within agricultural lands; moderate loss of Class 1 agricultural lands	• Majority of corridor within agricultural lands; greater loss of Class 1 agricultural lands	• Majority of corridor within agricultural lands; greater loss of Class 1 agricultural lands	• Majority of corridor within agricultural lands; greater loss of Class 1 agricultural lands	• Portion of corridor within agricultural lands; moderate loss of Class 1 agricultural lands	• Portion of corridor within agricultural lands; moderate loss of Class 1 agricultural lands
		Land Use Planning Policies, Goals, Objectives: Minimize loss of approved development lands	• No corridor segments within planned development areas; buffer between urban area and corridor	• No corridor segments within planned development areas	• No corridor segments within planned development areas	• No corridor segments within planned development areas	• Majority of corridor within planned development areas but primarily utilizes existing corridors	• Majority of corridor within planned development areas but primarily utilizes existing corridors
		Land Use - Community, Industry: Minimize removal of existing development	• Minor portion of corridor within existing development areas	• Moderate portion of corridor within existing development areas	• Moderate portion of corridor within existing development areas	• Moderate portion of corridor within existing development areas	• Majority of corridor within existing development areas; primarily utilizes existing corridors but will require removal of some existing development adjacent to existing corridor	• Majority of corridor within existing development areas; primarily utilizes existing corridors but will require removal of some existing development adjacent to existing corridor
	Cultural Environmental Factors	Built Heritage: Minimize loss of heritage buildings	• Minimal impact to heritage buildings	• Minimal impact to heritage buildings	• Minimal impact to heritage buildings	• Minimal impact to heritage buildings	• Minimal impact to heritage buildings	• Minimal impact to heritage buildings
		Cultural Heritage Landscapes: Minimize loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas
	Transportation Factors	Network Connectivity: Minimize out of way travel	• Relatively direct corridor, with some out of way travel	• Relatively direct corridor, with some out of way travel	• Relatively direct corridor, with some out of way travel	• Relatively direct corridor, with some out of way travel	• Direct corridor, with limited out of way travel	• Direct corridor, with limited out of way travel
		Mobility and Accessibility: Proximity of corridor to population centres	• Corridor situated relatively close to population centres	• Corridor situated farther from population centres	• Corridor situated farther from population centres	• Corridor situated farther from population centres	• Corridor situated close to population centres	• Corridor situated close to population centres
Screening Results		Recommendation	CARRY FORWARD	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD	CARRY FORWARD	CARRY FORWARD
		Rationale	• No corridor segments within PSWs, ANSIs; one corridor segment within ESA • Fewer stream crossings • Fewer potential effects on existing and planned development areas; buffer between urban area and corridor • Minimal impact to heritage buildings • No loss of amenities in heritage downtown areas • Situated relatively close to population centres	• Higher number of stream crossings • Greater loss of Class 1 agricultural lands • Moderate potential effects on existing development areas • Situated farther from population centres	• Higher number of stream crossings • Greater loss of Class 1 agricultural lands • Moderate potential effects on existing development areas • Situated farther from population centres	• Higher number of stream crossings • Greater loss of Class 1 agricultural lands • Moderate potential effects on existing development areas • Situated farther from population centres	• No corridor segments within PSWs, ANSIs, ESAs • Fewer stream crossings • Moderate loss of Class 1 agricultural lands • Moderate potential effects on existing and planned development areas • Minimal impact to heritage buildings • No loss of amenities in heritage downtown areas • Direct corridor • Situated close to population centres	• No corridor segments within PSWs, ANSIs, ESAs • Fewer stream crossings • Moderate loss of Class 1 agricultural lands • Moderate potential effects on existing and planned development areas • Minimal impact to heritage buildings • No loss of amenities in heritage downtown areas • Direct corridor • Situated close to population centres

Screening Results

Section 3: Long List of Alternatives from East of Stratford to West of New Hamburg

		CORRIDOR SCREENING			CORRIDOR SCREENING			
Corridor Description	Corridor Description	Existing Corridor	North By-Pass Corridor	South By-Pass Corridor	North Corridor	South Corridor 1	South Corridor 2	South Corridor 3
	Corridor Length	12.3 km	13.0 km	12.5 km	12.3 km	12.3 km	12.5 km	12.7 km
	Key Map							
Screening Criteria – Natural Environment Factors	Terrestrial Ecosystems: Minimize direct loss of PSWs, ANSIs, ESAs and core woodlots	• No corridor segments within PSWs, ANSIs, ESAs • No corridor segments within core woodlots	• No corridor segments within PSWs, ANSIs, ESAs • No corridor segments within core woodlots	• No corridor segments within PSWs, ANSIs, ESAs • No corridor segments within core woodlots	• No corridor segments within PSWs, ANSIs, ESAs • No corridor segments within core woodlots	• No corridor segments within PSWs, ANSIs, ESAs • Two corridor segments within core woodlots	• No corridor segments within PSWs, ANSIs, ESAs • Five corridor segments within core woodlots	• No corridor segments within PSWs, ANSIs, ESAs • Five corridor segments within core woodlots
	Fisheries and Aquatic Ecosystems, Surface Water: Minimize number of stream crossings	• 7 stream crossings at existing crossing locations	• 9 stream crossings, 4 at existing crossing locations	• 8 stream crossings, 3 at existing crossing locations	• 6 stream crossings	• 6 stream crossings	• 12 stream crossings	• 14 stream crossings
Screening Criteria – Land Use and Socio-Economic Factors	Land Use - Resources: Minimize loss of Canada Land Inventory Class 1,2,3 agricultural land	• Least loss of agricultural lands; primarily utilizes existing corridor	• Portion of corridor within agricultural lands	• Portion of corridor within agricultural lands; utilizes lands previously disturbed adjacent to railway corridor	• Majority of corridor within agricultural lands	• Majority of corridor within agricultural lands; utilizes lands previously disturbed adjacent to railway corridor	• Majority of corridor within agricultural lands	• Majority of corridor within agricultural lands
	Land Use Planning Policies, Goals, Objectives: Minimize loss of approved development lands	• Portion of corridor within planned development areas but primarily utilizes existing corridor	• Portion of corridor within planned development areas	• No corridor segment within planned development areas	• No corridor segment within planned development area	• No corridor segment within planned development area	• No corridor segment within planned development area	• No corridor segment within planned development area
	Land Use - Community, Industry: Minimize removal of existing development	• Portion of corridor within existing development area (Shakespeare); utilizes existing corridor but will require removal of some existing development adjacent to existing corridor	• Portion of corridor within existing development area (Shakespeare); outside Shakespeare, utilizes existing corridor but will require removal of some existing development adjacent to existing corridor	• Primarily utilizes existing corridor but will require removal of some existing development adjacent to existing corridor	• No corridor segment within existing development area but may displace individual residential buildings and farm buildings	• No corridor segment within existing development area but may displace individual residential buildings and farm buildings	• No corridor segment within existing development area but may displace individual residential buildings and farm buildings	• No corridor segment within existing development area but may displace individual residential buildings and farm buildings
Screening Criteria – Cultural Environmental Factors	Built Heritage: Minimize loss of heritage buildings	• Several heritage buildings potentially impacted, including Frytogel Inn	• Several heritage buildings potentially impacted	• Several heritage buildings potentially impacted, including Frytogel Inn	• Minimal impact to heritage buildings	• Minimal impact to heritage buildings	• Minimal impact to heritage buildings	• Minimal impact to heritage buildings
	Cultural Heritage Landscapes: Minimize loss of amenities in heritage downtown areas	• Significant loss of amenities in heritage downtown areas (e.g. on-street parking; sidewalks; etc.)	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas
Screening Criteria – Transportation Factors	Network Connectivity: Minimize out of way travel	• Direct corridor, with no out of way travel	• Relatively direct corridor, with limited out of way travel	• Relatively direct corridor, with limited out of way travel	• Relatively direct corridor, with some out of way travel depending upon destination	• Relatively direct corridor, with limited out of way travel	• Relatively direct corridor, with some out of way travel depending upon destination	• Relatively direct corridor, with some out of way travel depending upon destination
	Mobility and Accessibility: Proximity of corridor to population centres	• Corridor situated close to population centres	• Corridor situated relatively close to population centres	• Corridor situated relatively close to population centres	• Corridor situated relatively close to population centres	• Corridor situated relatively close to population centres	• Corridor situated farther from population centres	• Corridor situated farther from population centres
Screening Results	Recommendation	CARRY FORWARD	DO NOT CARRY FORWARD	CARRY FORWARD	DO NOT CARRY FORWARD	CARRY FORWARD	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD
	Rationale	• No corridor segments within PSWs, ANSIs, ESAs, core woodlots • Fewer stream crossings, utilizes existing crossing locations • Least loss of agricultural lands • No out of way travel • Situated close to population centres	• Higher number of stream crossings • Moderate loss of agricultural lands • Higher potential effects on existing and planned development areas	• Fewer stream crossings; utilizes several existing crossing locations • Minor loss of agricultural lands; utilizes lands previously disturbed adjacent to railway corridor • Lower potential effects on existing development; no effects on planned development • Limited out of way travel • Situated close to population centres	• Greater loss of agricultural lands • Higher potential effects on existing and planned development areas	• Fewer stream crossings • Moderate loss of agricultural lands; utilizes lands previously disturbed adjacent to railway corridor • Lower potential effects on existing development; no effects on planned development • Minimal impact to heritage buildings • Limited out of way travel; situated close to population centres	• Five corridor segments within core woodlots • Higher number of stream crossings • Greater loss of agricultural lands • Some out of way travel • Situated farther from population centres	• Five corridor segments within core woodlots • Higher number of stream crossings • Greater loss of agricultural lands • Some out of way travel • Situated farther from population centres

Screening Results

Section 4: Long List of Alternatives from West of New Hamburg to East of New Hamburg

		CORRIDOR SCREENING				CORRIDOR SCREENING			
Corridor Description	Corridor Description	Existing Corridor	North By-Pass Corridor 1	North By-Pass Corridor 2	South By-Pass Corridor 1	South By-Pass Corridor 2	South By-Pass Corridor 3	South By-Pass Corridor 4	South By-Pass Corridor 5
	Corridor Length	8.5 km	8.5 km	8.0 km	8.5 km	10.5 km	9.0 km	9.0 km	10.5 km
	Key Map								
Screening Criteria – Natural Environment Factors	Terrestrial Ecosystems: Minimize direct loss of PSWs, ANSIs, ESAs and core woodlots	• No corridor segments within PSWs, ANSIs, ESAs • No corridor segment within core woodlots	• Potential effects on New Hamburg Oxbow PSW • No corridor segments within ANSIs, ESAs • One corridor segment within core woodlot	• Potential effects on New Hamburg Oxbow PSW • No corridor segments within ANSIs, ESAs • One corridor segment within core woodlot	• Potential effects on New Hamburg Oxbow PSW • No corridor segments within ANSIs, ESAs • Two corridor segments within core woodlots	• Potential impacts to New Hamburg Oxbow and Hayesville PSWs • No corridor segments within ANSIs, ESAs • One corridor segment within core woodlot	• Potential impacts to New Hamburg Oxbow PSW • No corridor segments within ANSIs, ESAs • One corridor segment within core woodlot	• Potential impacts to New Hamburg Oxbow PSW • No corridor segments within ANSIs, ESAs • No corridor segments within core woodlots	• Potential impacts to Hayesville PSW • No corridor segments within ANSIs, ESAs • No corridor segment within core woodlots
	Fisheries and Aquatic Ecosystems, Surface Water: Minimize number of stream crossings	• 5 stream crossings at existing crossing locations	• 7 stream crossings	• 6 stream crossings	• 6 stream crossings	• 7 stream crossings	• 6 stream crossings	• 6 stream crossings	• 7 stream crossings
Screening Criteria – Land Use and Socio-Economic Factors	Land Use - Resources: Minimize loss of Canada Land Inventory Class 1,2,3 agricultural land	• Least loss of agricultural lands; primarily utilizes existing corridor	• Majority of corridor within agricultural lands	• Majority of corridor within agricultural lands	• Portion of corridor within agricultural lands	• Entire corridor within agricultural lands	• Majority of corridor within agricultural lands	• Majority of corridor within agricultural lands	• Entire corridor within agricultural lands
	Land Use Planning Policies, Goals, Objectives: Minimize loss of approved development lands	• Majority of corridor within planned development areas but does utilize existing corridor	• Portion of corridor within planned development area	• Portion of corridor within planned development area	• No corridor segment within planned development area	• No corridor segment within planned development area	• No corridor segment within planned development area	• No corridor segment within planned development area	• No corridor segment within planned development area
	Land Use - Community, Industry: Minimize removal of existing development	• Majority of corridor within existing development areas but does utilize existing corridor; may displace numerous residential buildings and businesses • Corridor serves existing business community	• Portion of corridor within existing development area; may also displace individual residential buildings and farm buildings	• Portion of corridor within existing development area; may also displace individual residential buildings and farm buildings	• Portion of corridor segment within existing development area; may also displace individual residential buildings and farm buildings	• No corridor segment within existing development area but may displace individual residential buildings and farm buildings	• Portion of corridor segment within existing development area; may also displace individual residential buildings and farm buildings	• Portion of corridor within existing development area but may displace individual residential buildings and farm buildings	• No corridor segment within existing development area but may displace individual residential buildings and farm buildings
Screening Criteria – Cultural Environmental Factors	Built Heritage: Minimize loss of heritage buildings	• Minimal impact to heritage buildings	• Minimal impact to heritage buildings	• Minimal impact to heritage buildings	• Several heritage buildings potentially impacted	• Several heritage buildings potentially impacted	• Several heritage buildings potentially impacted	• Several heritage buildings potentially impacted	• Several heritage buildings potentially impacted
	Cultural Heritage Landscapes: Minimize loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas
Screening Criteria – Transportation Factors	Network Connectivity: Minimize out of way travel	• Relatively short and direct corridor	• Relatively short and direct corridor, with some out of way travel	• Relatively short and direct corridor, with some out of way travel	• Relatively short and direct corridor, with some out of way travel	• Relatively long and indirect corridor, with significant out of way travel	• Relatively long and indirect corridor, with moderate out of way travel	• Relatively long and indirect corridor, with moderate out of way travel	• Relatively long and indirect corridor, with significant out of way travel
	Mobility and Accessibility: Proximity of corridor to population centres	• Corridor situated close to population centres	• Corridor situated relatively close to population centres	• Corridor relatively close to population centres	• Corridor situated relatively close population centres	• Corridor situated farther from population centres	• Corridor situated farther from population centres	• Corridor situated farther from population centres	• Corridor situated farther from population centres
Screening Results	Recommendation	CARRY FORWARD	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD	CARRY FORWARD	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD
	Rationale	• No corridor segments within PSWs, ANSIs, ESAs, core woodlots • Fewer stream crossings; utilizes existing crossing locations • Least loss of agricultural lands • Moderate potential effects on existing and planned development areas; corridor serves existing business community • Relatively short and direct corridor • Situated close to population centres	• Potential impacts to wetland complex • One corridor segment within core woodlot • Moderate number of stream crossings • Greater loss of agricultural lands • Higher potential effects on existing and planned development areas	• Potential impacts to wetland complex • One corridor segment within core woodlot • Moderate number of stream crossings • Greater loss of agricultural lands • Higher potential effects on existing and planned development areas	• Potential impacts to wetland complex • Two corridor segments within core woodlots • Moderate number of stream crossings • Moderate loss of agricultural lands • Moderate potential effects on existing development areas; minor potential effects on planned development areas • Relatively short and direct route • Situated relatively close to population centres	• Potential impacts to wetland complexes • One corridor segment within core woodlot • Higher number of stream crossings • Greater loss of agricultural lands • Relatively long and indirect route • Situated farther from population centres	• Potential impacts to wetland complex • One corridor segment within core woodlot • Moderate number of stream crossings • Greater loss of agricultural lands • Relatively long and indirect route • Situated farther from population centres	• Potential impacts to wetland complex • No corridor segments within core woodlot • Moderate number of stream crossings • Greater loss of agricultural lands • Relatively long and indirect route • Situated farther from population centres	• Potential impacts to wetland complex • No corridor segments within core woodlot • Higher number of stream crossings • Greater loss of agricultural lands • Relatively long and indirect route • Situated farther from population centres

Revised Short List of Corridor Alternatives
Map Showing Screening Results

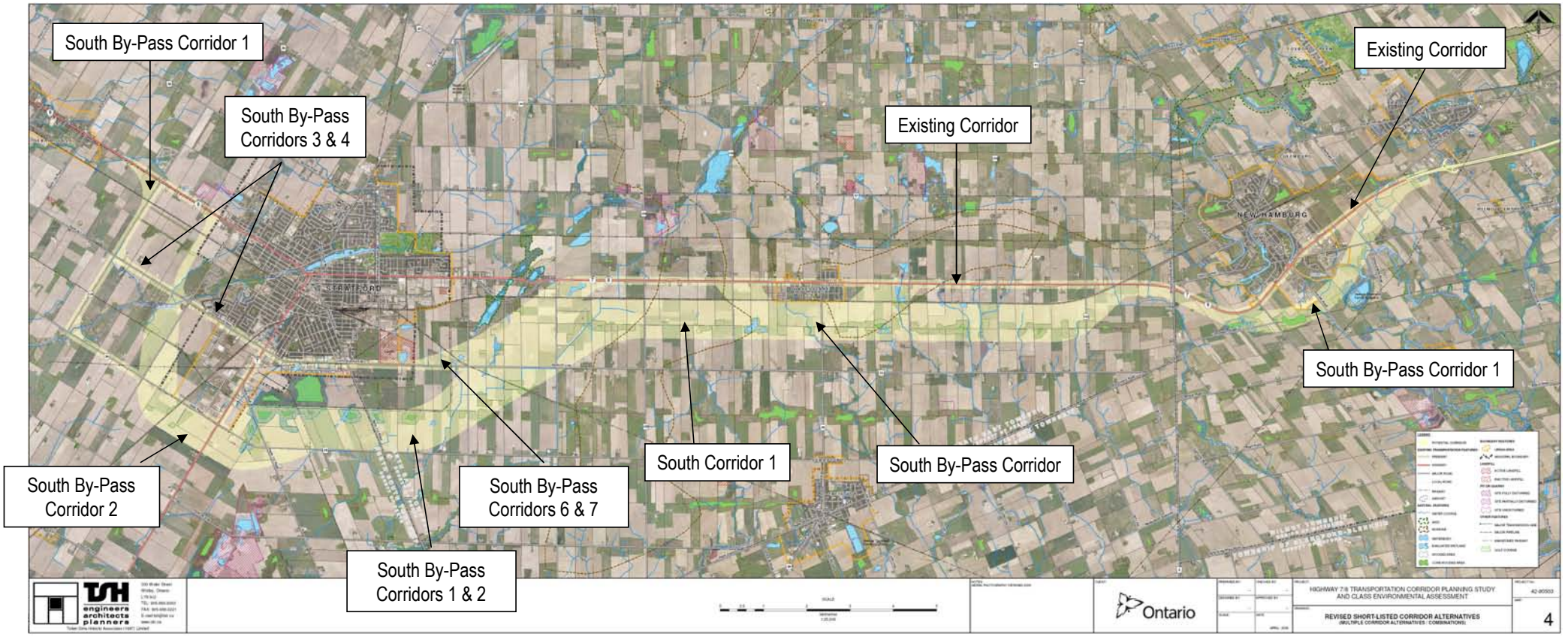
Larger version of plan available on table

Section 1: West of Stratford to Highway 7

Section 2: Highway 7 to East of Stratford

Section 3: East of Stratford to West of New Hamburg

Section 4: West of New Hamburg to East of New Hamburg



Note: Development of Detailed Planning Alternatives advanced for existing corridor alternatives through built-up areas of New Hamburg and Shakespeare to better define the range of access management and/or cross-section alternatives being considered.

Detailed Planning Alternatives for Existing Corridor: New Hamburg Area

Larger version of plans available on table

Alternative 1: At-Grade Intersections (short-to-medium term only)

(Since a median barrier will be required between opposing directions of travel, the study must recommend either Alternative 2 or Alternative 3 for the existing corridor)

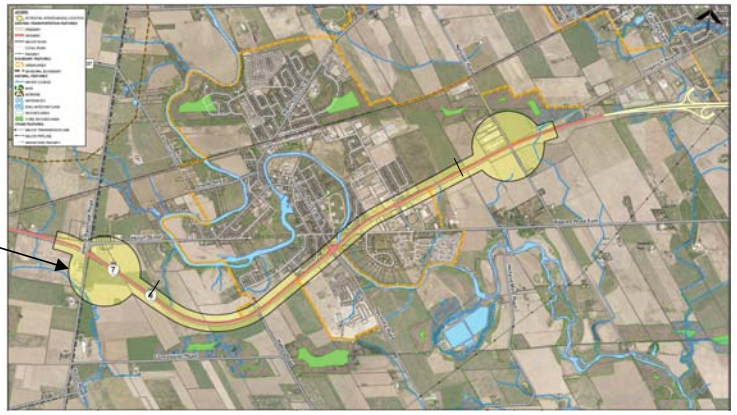
Alternative 2: Interchanges at Select Intersection Locations

(At-grade intersections to be closed or restricted to right turns)

Interchanges could be shifted to east or west within identified limits

Alternative 3: Gateway Access, including Continuous Service Road (north and/or south of Highway 7&8)

(At-grade intersections to be closed or restricted to right turns)



Detailed Planning Alternatives for Existing Corridor: Shakespeare Area

5-lane Cross-Section

Larger version of plan illustrating the entire section of Highway 7&8 through the built-up area of Shakespeare is available on the table.

Access Management

- The goal of Access Management is to maintain a sustainable provincial highway transportation network by balancing the need to provide efficient, safe, and timely travel with the desired ability to allow access to adjacent development.
- Range of access management alternatives to be considered:
  - Access Management for Existing Corridors
    - Remove / consolidate existing access points, where feasible
    - Provide service roads where appropriate / feasible
    - Retain some at-grade access points, where appropriate
    - Provide grade separations and interchanges, where appropriate
  - Access Management for New Corridors
    - Fully controlled access proposed via interchanges, where appropriate
    - Identify locations where cross-highway linkages (grade separations) may be required
  - No pre-determined solutions for the above

Preliminary Assessment and Evaluation Factors, Sub-Factors and Criteria

Ontario

TSH

Factors/Sub-Factors	Criteria
1. Natural Environmental Factors	
1.1 Fisheries and Aquatic Ecosystems	1.1.1 Fish Habitat
	1.1.2 Fish Community
1.2 Terrestrial Ecosystems	1.2.1 Wildlife
	1.2.2 Wetlands
	1.2.3 Forests
	1.2.4 Vegetation
	1.2.5 Designated/Special Areas
1.3 Groundwater	1.3.1 Areas of Groundwater Recharge and Discharge
	1.3.2 Groundwater Source Areas and Wellhead Protection Areas
	1.3.3 Large Volume Wells
	1.3.4 Private Wells
	1.3.5 Groundwater-Dependent Commercial Enterprises
	1.3.6 Groundwater-Sensitive Ecosystems
1.4 Surface Water	1.4.1 Watershed / Subwatershed Drainage Features/Patterns
	1.4.2 Surface Water Quality and Quantity
1.5 Air Quality	1.5.1 Local and Regional Air Quality
	1.5.2 Sensitive Receptors to Air Pollutants and Greenhouse Gases
2. Land Use / Socio-Economic Environmental Factors	
2.1 Land Use Planning Policies, Goals, Objectives	2.1.1 First Nations' Land Claims
	2.1.2 Provincial / Federal Land Use Planning Policies/Goals/Objectives
	2.1.3 Municipal (local and regional) Land Use Planning Policies / Goals / Objectives
	2.1.4 Development Objectives of Private Property Owners
2.2 Land Use – Community	2.2.1 Indian Reserves
	2.2.2 First Nations' Sacred Grounds
	2.2.3 Urban and Rural Residential
	2.2.3 Commercial/Industrial
	2.2.5 Tourist Areas and Attractions
	2.2.6 Community Facilities / Institutions
	2.2.7 Municipal Infrastructure and Public Service Facilities
2.3 Noise Sensitive Areas (NSA's)	2.3.1 Highway Noise
	2.3.2 Construction Noise
2.4 Land Use - Resources	2.4.1 First Nations' Treaty Rights or Use of Land and Resources for Traditional Purposes
	2.4.2 Agriculture
	2.4.3 Parks and Recreational Areas
	2.4.4 Aggregate and Mineral Resources
2.5 Major Utility Transmission Corridors	
2.6 Contaminated Property and Waste Management	
2.7 Landscape Composition	2.7.1 Scenic Composition
	2.7.2 Sensitive Viewer Groups
	2.7.3 Scenic Value of Views/Vistas From the Transportation Facility
	2.7.4 Specimen Trees

Factors/Sub-Factors	Criteria
3. Cultural Environmental Factors	
3.1 Cultural Heritage – Built Heritage and Cultural Landscapes	3.1.1 Buildings or "Standing" Sites of Architectural or Heritage Significance, or Ontario Heritage Easement Properties
	3.1.2 Heritage Bridges
	3.1.3 Areas of Historic 19th Century Settlement
	3.1.4 Cultural Heritage Landscapes
	3.1.5 First Nations' Burial Sites
	3.1.6 Cemeteries
3.2 Cultural Heritage – Archaeology	3.2.1 Pre-Historic and Historic First Nations' Archaeological Sites
	3.2.2 Historic Euro-Canadian Archaeological Sites
4. Area Economy Factors	
4.1 First Nations' Industry	
4.2 Heavy Industry and Trade	
4.3 Tourism and Recreation Industry	
4.4 Agriculture Industry	
5. Transportation Factors	
5.1 Federal/Provincial/Municipal transportation planning policies/goals/objectives	
5.2 Efficient movement of people	
5.3 Efficient movement of goods	
5.4 System reliability / redundancy	
5.5 Safety	
5.6 Modal integration, balance and efficiency	
5.7 Linkages to population and employment centres	
5.8 Recreation and tourism travel	
5.9 Accommodation for pedestrians, cyclists and snowmobiles	
5.10 Constructability	
5.11 Construction cost (excludes property costs and engineering costs)	
5.12 Traffic Operations	

These criteria will be used to evaluate the short list of preliminary planning alternatives (corridors). Please provide your input on the evaluation criteria and their relative importance for the evaluation of corridor alternatives.

Principles for Generating Route Alternatives
(After a Preferred Corridor is Selected)

Ontario
TSH

Principle 1: Minimize impacts to significant natural features, functions, systems and communities

- Avoid where possible, or minimize encroachment on or loss of water bodies and associated riparian zones;
- Avoid where possible, or minimize encroachment on or loss of critical fish habitat features;
- Avoid where possible, or minimize encroachment on or loss of species of conservation concern (vegetation, fish and wildlife);
- Avoid where possible, or minimize encroachment on or loss of critical habitat of Species at Risk;
- Avoid where possible, or minimize encroachment on or loss of encroachment into ecologically functional areas;
- Avoid where possible, or minimize encroachment on or loss of important wildlife areas and travel corridors. Other areas to be considered are any identified wildlife management, rehabilitation and research program sites;
- Avoid where possible, or minimize encroachment on or loss of Provincially Significant Wetlands (PSWs) and avoid impairment to wetland functions, including ecological function;
- Avoid where possible, or minimize encroachment on or loss of all other evaluated and unevaluated wetlands;
- Avoid where possible, or minimize encroachment on or loss of designated significant woodlands;
- Avoid where possible, or minimize encroachment on or loss of other important woodlands;
- Avoid where possible, or minimize encroachment on known groundwater recharge and discharge areas; as well as identified wellhead and source protection areas and areas susceptible to groundwater contamination;
- Avoid where possible or minimize encroachment on, loss of, or impairment of ecological function to environmentally significant features, and where appropriate associated functions, including Significant Valleylands, ESAs, ANSIs, or other areas of provincial, regional or local significance; and
- Avoid where possible, or minimize encroachment on loss of, or impairment of ecological function to special spaces (including recreational activity zones).

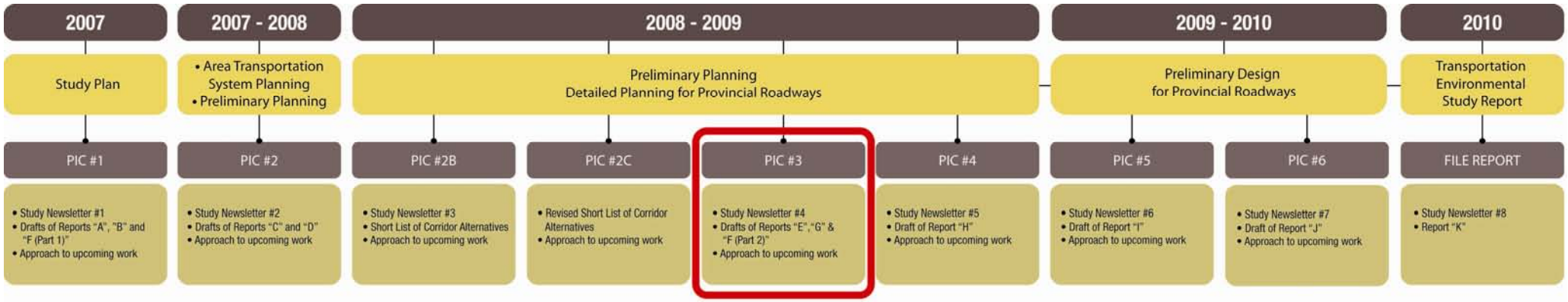
Principle 2: Minimize impacts to existing and planned (approved under the Planning Act) population and employment areas

- Maximize separation distance from sensitive receptor locations;
- Avoid where possible or minimize encroachment on, or loss of developed properties;
- Minimize access impacts;
- Maximize the access provided to major generators of economic activity;
- Avoid where possible, or minimize encroachment on, or loss of prime agricultural areas and agricultural infrastructure;
- Avoid where possible, or minimize encroachment on, or loss of mineral, petroleum and mineral aggregate resources;
- Avoid operating and "non-operating" waste disposal sites; and
- Avoid where possible, minimize encroachment on, or loss of known archaeological sites/built heritage features/cultural heritage landscape areas of extreme significance.

Principle 3: Transportation service criteria

- Generate alternatives that are efficient and direct, while meeting standards for design; and
- Select alternatives that address the transportation problems and transportation opportunities.

Next Steps



Following this PIC, the Study Team will:

- Consider comments received.
  - Finalize Short List of Corridor Alternatives to be evaluated
  - Refine approach to upcoming work
- Prepare Draft Reports E, F (Part 2) and G.
  - Assess and evaluate Short-Listed Corridor Alternatives and select a Preferred Corridor
  - Generate Route Alternatives within the Preferred Corridor
- Continue outreach and consultation.
  - Hold Workshops / Special Meetings to address specific study issues if sufficient interest

Get Involved…Be Involved…Stay Involved

Ontario

TSH

Thank you for participating in tonight's PIC.

Your comments are important to us. The following options are available:

- Place your Comment Sheet in the box provided tonight or submit to the Study Team by May 22, 2009.
- Mail a letter (Highway 7&8 Corridor Study c/o TSH, 2000 Argentia Road, Plaza II, Suite 220, Mississauga, ON L5N 1V8) or send a fax (905-858-0016).
- Phone the Study Team toll free at 1-866-921-9268.
- E-mail the Study Team through the Website at www.7and8corridorstudy.ca

Workshops / Special Meetings:

- If you're interested in participating in workshops or special meetings to address specific study issues, please indicate this on a comment sheet.

All comments are requested by
May 22, 2009