

Welcome to Public Information Centre (PIC) #4

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

Shakespeare and District
Optimist Hall
3976 Galt Street, Shakespeare
January 17 & 18, 2011
4:00 pm to 9:00 pm
(Brief Presentation at 5:30 pm and 7:30 pm)

Welcome!



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- 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
 - Handouts – overview of study process, study newsletter

Public Information Centres (PICs) are held at key stages of the Class Environmental Assessment (EA) Study. PICs are held to provide stakeholders with the opportunity to be engaged in the process through interaction with the study team and the submission of comments.

Purpose of PIC #4



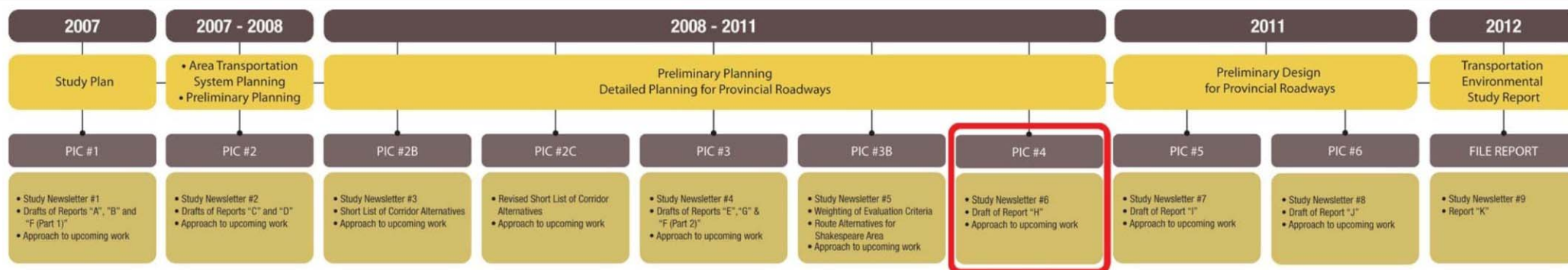
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- Provide update on Highway 7&8 Transportation Corridor Planning Study
- Provide update on Study Process and Schedule
- Present and obtain information and input on:
 - Route alternative assessment and evaluation results in the Shakespeare area
 - Preferred Route Alternative for the entire study area
 - Next steps in the EA process
- The above noted material is draft and subject to change as a result of new information and comments provided by stakeholders. Following the review period, all comments received will be considered in finalizing the draft material.

Overview of Study Process



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Submission date for comments is March 25, 2011

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/Route 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/Route Planning Alternatives for Provincial Roadway
- Report I: Generation of Provincial Roadway Preliminary Design Alternatives

Outreach and Consultation



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Outreach and Consultation are a major component of the Study.

Study Background



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Transportation, Land Use and Economic Conditions in Analysis Area (PIC #1)

- Comprehensive overview of existing conditions
- Identification of transportation problems and opportunities
- Identification of environmental conditions and constraints



Analysis Area

Generation and Assessment of Area Transportation System Alternatives (PIC #2)

- Individual transportation planning alternatives do not address identified problems and opportunities

Individual Alternatives



- Two combination alternatives carried forward for further review
 - Combination Alternative 3 (transportation demand management (ridesharing / telecommuting) plus transit plus widen existing Highway 7&8)
 - Combination Alternative 4 (transportation demand management (ridesharing / telecommuting) plus transit plus local by-passes or new highway corridor)



Combination Alternatives

- Note: With respect to potential transit improvements, GO Transit is planning to extend rail service to the Kitchener-Waterloo area, with a layover site for trains located in Baden. VIA Rail has also indicated they have future plans to increase their rail service within the existing railway corridor south of Highway 7&8.

Study Background Cont'd...



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Corridor Alternatives (PIC #2B / #2C / #3)

- Long List of Corridor Alternatives
- Screening Process (to screen out significantly less desirable corridors)
- Short List of Corridor Alternatives
- Refinements to Factors, Sub-Factors, Criteria and Indicators
- Comparative Evaluation of Short List of Corridor Alternatives
- Preferred Corridor Alternative
- Expanded Corridor in Shakespeare Area (alignment alternatives to be re-examined on a “route” rather than a “corridor” basis)



Preferred Corridor Alternative including area for further review of Shakespeare Route Alternatives

Route Alternatives (PIC #3 / #3B)

- Route Alternatives generated for various sections of Preferred Corridor
- Broader range of Route Alternatives generated for Shakespeare Area
- Refinements to Factors, Sub-Factors, Criteria and Indicators for route selection



Route Alternatives



Route Alternatives



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Section 1:
West of Highway 7 /
Erie Street

Section 2: Lorne Avenue
to East of Stratford

Section 3: East of Stratford to
East of Perth Line 109

Section 4: Shakespeare Area
East of Perth Line 109 to East
of Road 106

Section 5: East of Road 106 to
East of Regional Road 1

Section 6: East of Regional Road 1
to East of Nafziger Road

Single Route
Alternative carried
forward from PIC #3

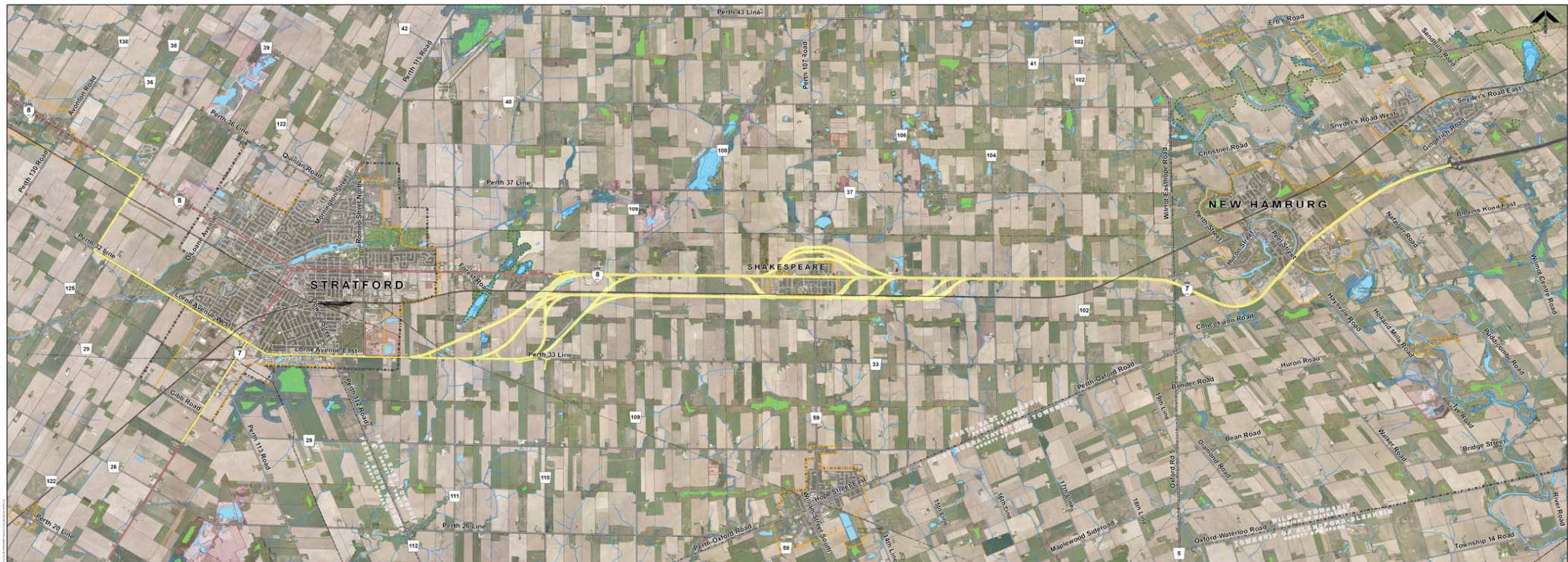
Single Route
Alternative carried
forward from PIC #3

Route Alternatives
carried forward from
PIC #3

Route Alternatives
carried forward from
PIC #3B

Single Route
Alternative carried
forward from PIC #3

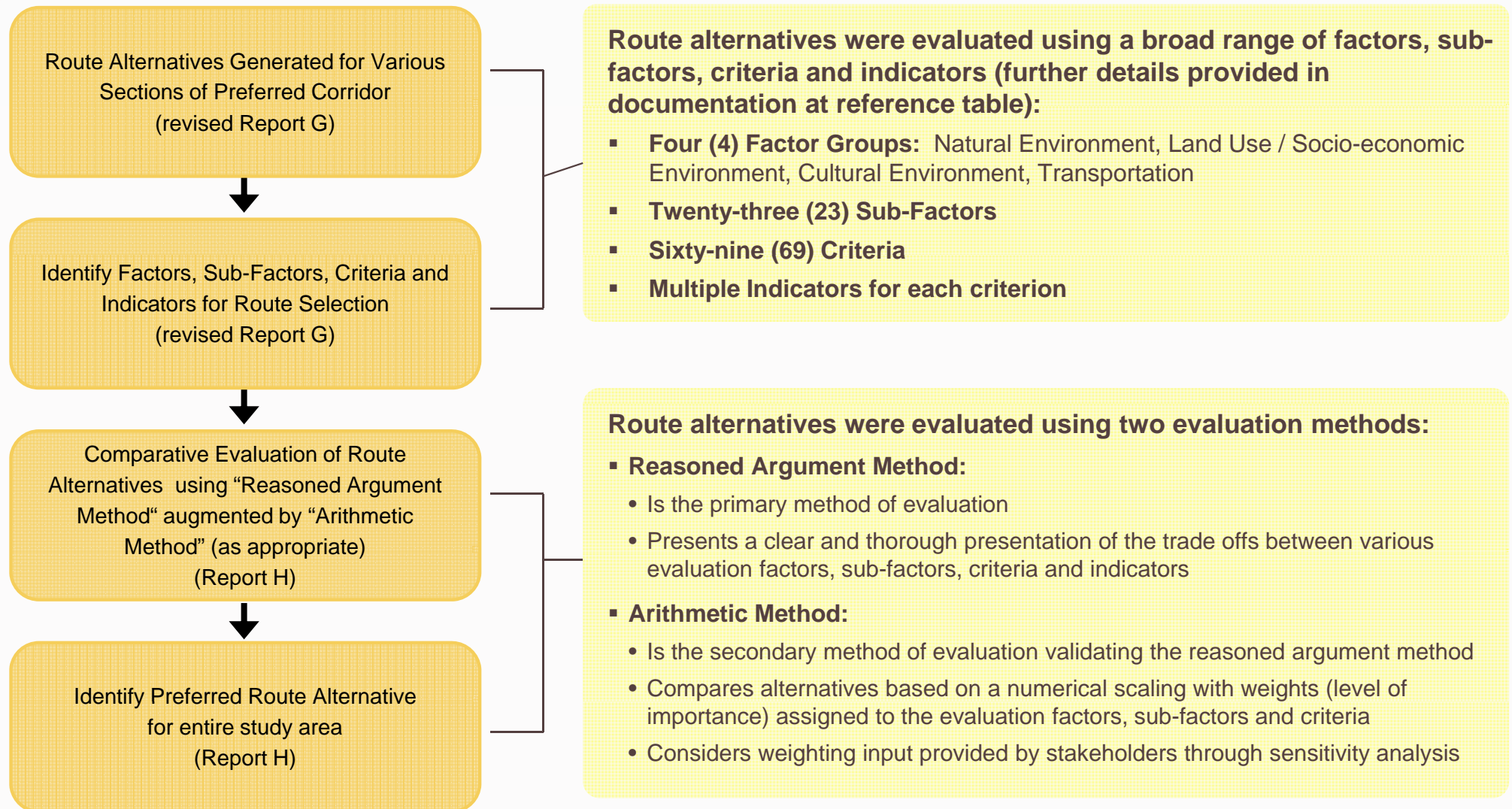
Single Route
Alternative carried
forward from PIC #3



Process Overview for Assessment and Evaluation of Route Alternatives



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Process Overview for Assessment and Evaluation of Route Alternatives



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Study Area divided into six sections for route assessment and evaluation:

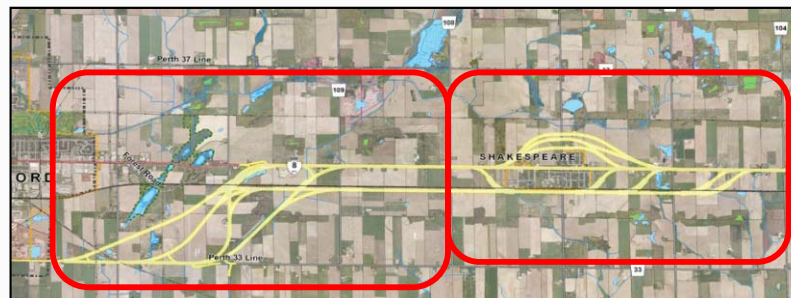
- Single route alternative for four sections (Sections 1, 2, 5 and 6)
 - Note: Widening alternatives for these sections to be developed and evaluated during Preliminary Design phase as evaluation indicators for Preliminary Design alternatives are at a higher level of detail that better addresses concerns expressed
- Multiple route alternatives for two sections (Sections 3 and 4)

Section 3: East of Stratford to East of
Perth Line 109

Section 4: Shakespeare Area East of
Perth Line 109 to East of Road 106

Route alternatives connecting to existing
Highway 7&8

Route alternatives connecting to a new
route alternative south of the railway corridor



North by-pass route alternatives

Route alternative using existing Highway 7&8

South by-pass route alternatives

Process Overview for Assessment and Evaluation of Route Alternatives Cont'd ...



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Route alternative assessment and evaluation was completed in steps:

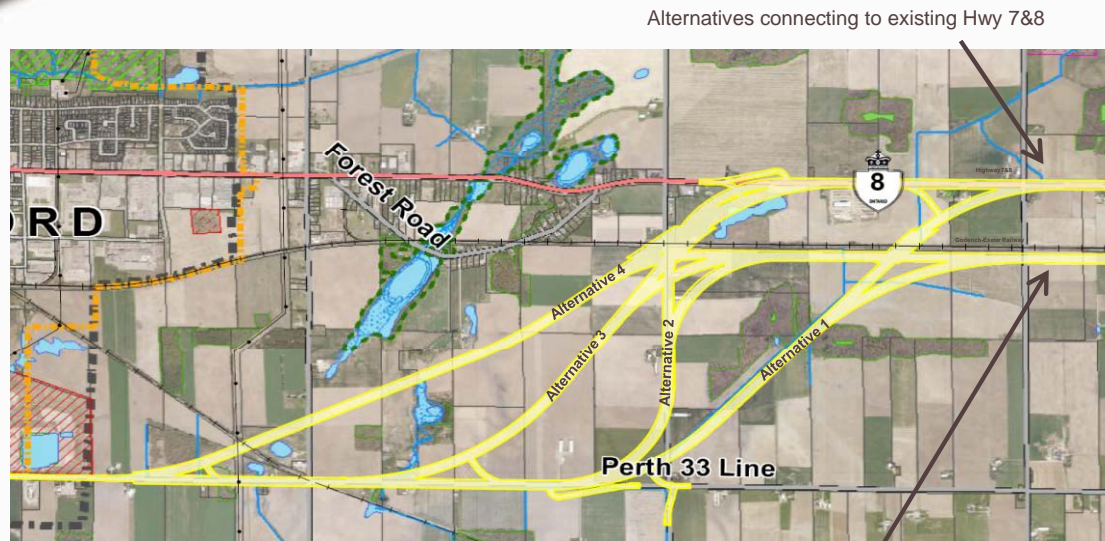
- For Section 3 (east of Stratford):
 - Route alternatives connecting to new route alternative south of railway corridor evaluated to identify preferred alternative
 - Route alternatives connecting to existing Highway 7&8 evaluated to identify preferred alternative
 - Preferred alternative east of Stratford dependent in part on preferred alternative for Shakespeare area
- For Section 4 (Shakespeare area):
 - North by-pass route alternatives evaluated to identify preferred alternative
 - South by-pass route alternatives east of Shakespeare evaluated to identify preferred alternative
 - Preferred north and south by-pass alternatives and the existing Highway 7&8 alternative evaluated to identify preferred route alternative for Shakespeare Area

East of Stratford Route Alternatives and Evaluation Results



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Route Alternatives



Evaluation Summary

Factor Area	Alternative	Alt 1	Alt 2	Alt 3	Alt 4
Natural Environment		●	●	●	●
Land Use / Socio-Economic Environment		●	●	●	●
Cultural Environment		●	●	●	●
Transportation		●	●	●	●

This table is a visual representation of the evaluation results. More detailed information on the reasoned argument and arithmetic evaluation results is available at the resource table.

Grade of Preference

Most Preferred → Least Preferred

Route Alternative 1, connecting to a new route south of the railway corridor, is preferred for the following primary reasons:

- Moderate potential to affect woodlots; low potential to affect other aspects of natural environment
- Low potential to affect urban / rural residential areas and commercial / industrial areas
- Moderate potential to affect agricultural lands / operations; low potential to affect farm buildings
- Low potential to affect cultural environment
- High potential to support efficient movement of people and goods and improve traffic operations, traffic and pedestrian / cyclist safety, system reliability, mobility and accessibility, and network connectivity

Preferred Route Alternative



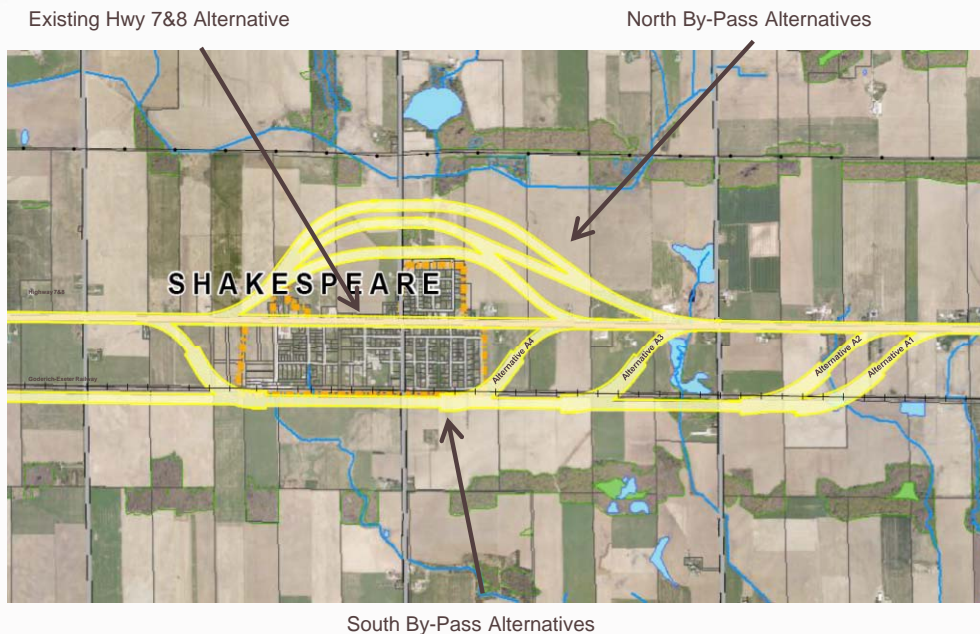
Note: Preferred connection east of Stratford dependent in part on preferred route alternative for Shakespeare area.

Shakespeare Area Route Alternatives and Evaluation Results



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Route Alternatives



South bypass alternative which remains south of railway corridor west of Shakespeare is preferred for the following primary reasons:

- Moderate potential to affect woodlots; low potential to affect other aspects of natural environment
- Lower potential to affect existing and future development in Shakespeare
- Avoids impacts to the Shakespeare downtown function and character
- Moderate potential to affect agricultural lands / operations
- Lower potential to affect cultural environment
- High potential to support efficient movement of people and goods and improve traffic operations, traffic and pedestrian / cyclist safety, system reliability, mobility and accessibility, and network connectivity

Evaluation Summary

Best of North By-Pass, Existing and South By-Pass Alternatives

Factor Area	Alternative	South Bypass along Railway	South Bypass overpassing to Existing Hwy 7&8 west of Shakespeare	North Bypass	Existing Hwy 7&8
Natural Environment		●	●	•	●
Land Use / Socio-Economic Environment		●	●	●	●
Cultural Environment		●	●	●	•
Transportation		●	●	●	●

South By-Pass Alternatives East of Shakespeare

Factor Area	Alternative	Alternative A1	Alternative A2	Alternative A3	Alternative A4
Natural Environment		•	•	●	●
Land Use / Socio-Economic Environment		•	●	●	•
Cultural Environment		●	•	●	●
Transportation		●	●	●	●

These tables are a visual representation of the evaluation results. More detailed information on the reasoned argument and arithmetic evaluation results is available at the resource table.

Grade of Preference



Preferred Route Alternative



Shakespeare Area Route Alternatives and Evaluation Results



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North by-pass of Shakespeare not preferred for the following primary reasons:

- Promotes traffic to/from Woodstock and Highway 401 to travel through Shakespeare to the by-pass
- Encroaches into the Easthope Moraine
- Greater potential to affect the natural environment
- Limits potential for future development contiguous with existing Shakespeare community
- Severs a number of agricultural properties
- Encroaches on an aggregate resource

Existing Highway 7&8 alignment not preferred for the following primary reasons:

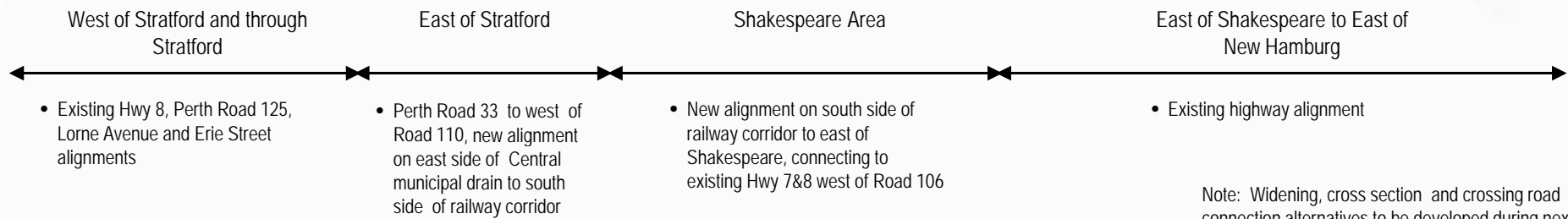
- Higher potential to affect existing and future development in Shakespeare (property impacts, parking, access, community character / cohesion, etc.)
- Higher potential to affect historic downtown function and character
- Higher potential to affect cultural environment
- Lower potential to improve traffic operations, traffic and pedestrian / cyclist mobility and safety

Preferred Route Alternative

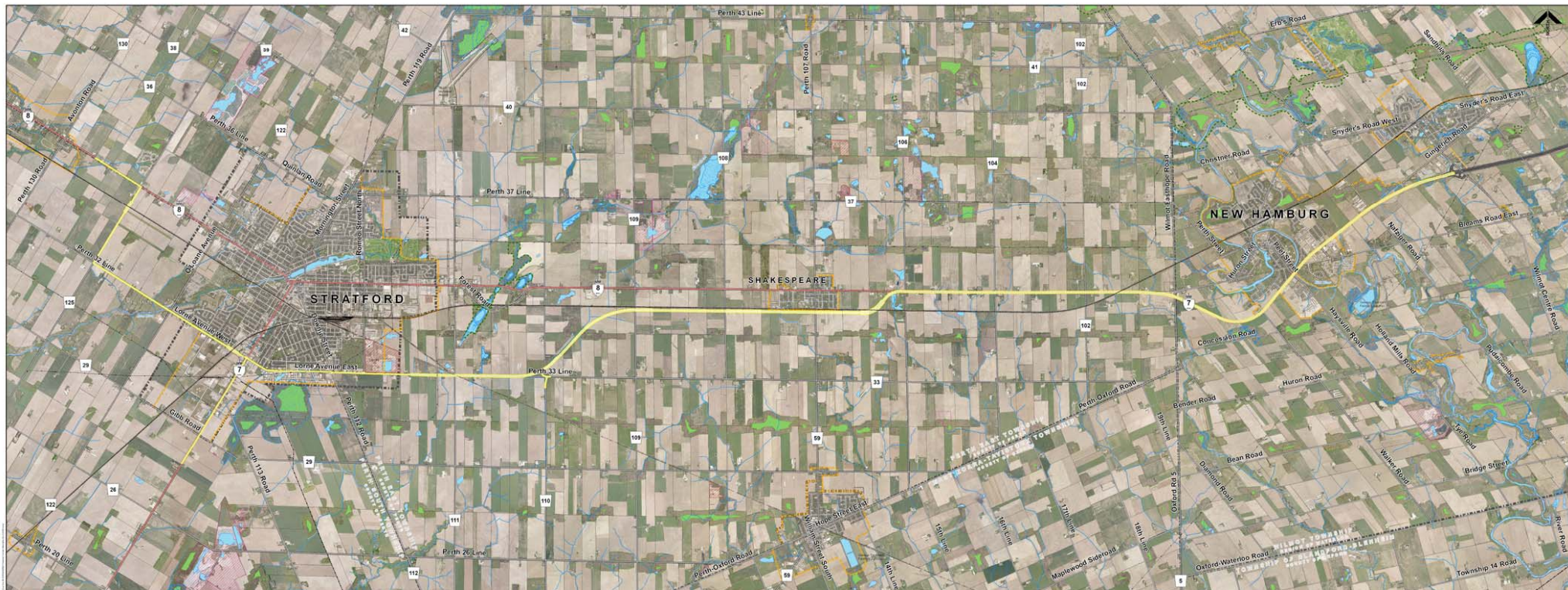
Larger version of plan
available on tables



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Note: Widening, cross section and crossing road connection alternatives to be developed during next phase.



Property Impacts



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- ❑ If you own property that is potentially impacted by the preferred route alternative please:
 - ❑ Make sure you are on our mailing list
 - ❑ To ensure you are properly informed about potential property impacts and MTO's purchase program, please discuss property concerns with a member of the Study Team
- ❑ Individual property requirements will be confirmed during the next phase of the study (Preliminary Design Phase)
- ❑ Follow-up discussions will occur with impacted property owners prior to construction
- ❑ Property negotiations are carried out on a market value basis
- ❑ Market value is determined based on an appraisal report

Preliminary Design



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Preliminary design involves defining the preferred route alternative in greater detail, including:

- ❑ Horizontal and vertical alignments of the preferred route alternative
- ❑ Roadway cross section
- ❑ Right-of-way width / property requirements
- ❑ Crossing road connections (interchanges; grade separations; at-grade intersections)
- ❑ Drainage requirements (watercourse crossings, municipal drainage / tile drainage modifications, and a preliminary stormwater management strategy)
- ❑ Roadway lighting requirements
- ❑ Mitigation measures (e.g. environmental protection)

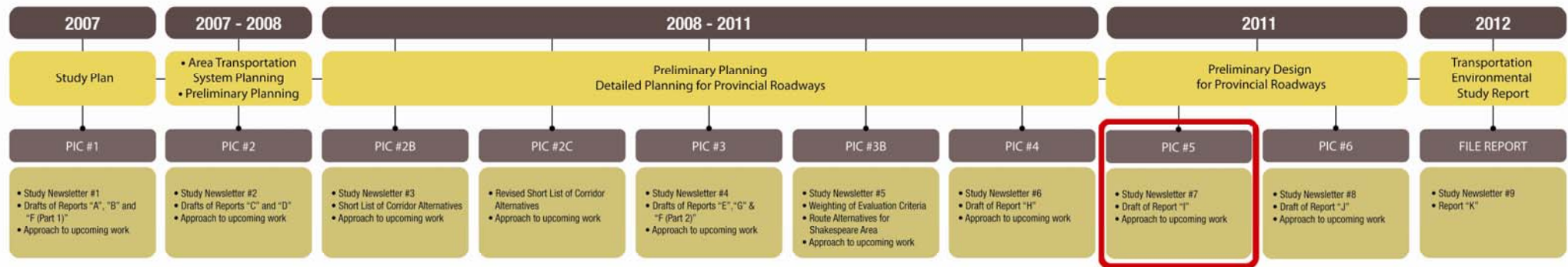
Preliminary Design alternatives will be generated when more than one method of implementing the proposed improvements is available with the objectives of capitalizing on transportation engineering opportunities, avoiding significant environmental features and/or minimizing design-related environmental impacts. Preliminary Design alternatives will be considered at a number of locations along the Preferred Route Alternative.

Preliminary Design alternatives will be presented at PIC #5. The Preliminary Design alternatives will be comparatively evaluated, with the evaluation results and preferred preliminary design alternatives presented at PIC #6.

Next Steps



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Following this PIC, the Study Team will:

- Respond to comments received through the PIC #4 consultation process
- Confirm Preferred Route Alternative for entire study corridor
- Initiate Preliminary Design, including the generation of Preliminary Design Alternatives for presentation at PIC #5 (late Spring 2011)
- Assess and select preferred Preliminary Design Alternatives for presentation at PIC #6 (Winter 2011)
- Prepare the Transportation Environmental Study Report (TESR) for filing in 2012

Get Involved...Be Involved...Stay Involved



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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 March 25, 2011.
- Mail a letter (Highway 7&8 Corridor Study c/o AECOM, 300 Water Street, Whitby, ON L1N 9J2) or send a fax (905-668-0221).
- Phone the Study Team toll free at 1-866-921-9268.
- E-mail the Study Team through the Website at www.7and8corridorstudy.ca

All comments are requested by
March 25, 2011