HIGHWAY 7&8 TRANSPORTATION CORRIDOR & CLASS EA STUDY

Welcome to Public Information Centre (PIC) #2

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

Festival Inn Shakespeare Room 1144 Ontario Street, Stratford June 16, 2008 4:00pm to 8:00pm

New Hamburg Community Centre 251 Jacob Street, New Hamburg June 17, 2008 4:00pm to 8:00pm

Shakespeare and District **Optimist Hall** 3976 Galt Street, Shakespeare June 19, 2008 4:00pm to 8:00pm

Welcome!

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- Please sign in.
 - Please indicate if you would like your name to be added to the project 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 newsletter and overview of study process

This is the second in a series of six PICs to be held at key stages of the Class Environmental Assessment (EA) Study.

Purpose of PIC #2



- 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:
 - Draft Report C: Area Transportation System Problems and Opportunities
 - Draft Report D: Area Transportation System Alternatives
 - Preliminary Planning Alternatives (Corridors)
 - Approach to upcoming work
- The reports and corridor alternatives are draft and subject to change as a result of information and comments provided by stakeholders. The draft reports and corridor alternatives will be finalized based on the comments received prior to the next round of PICs.

Purpose of Study

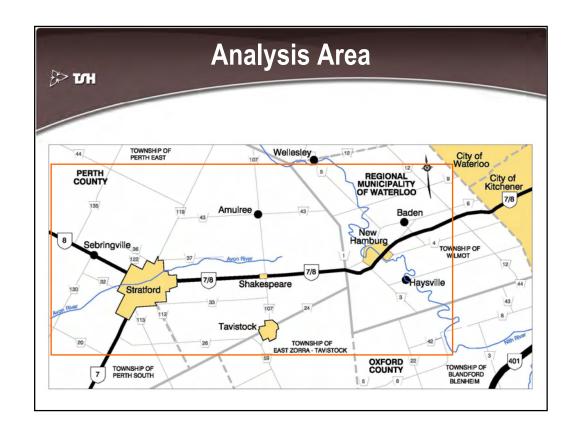


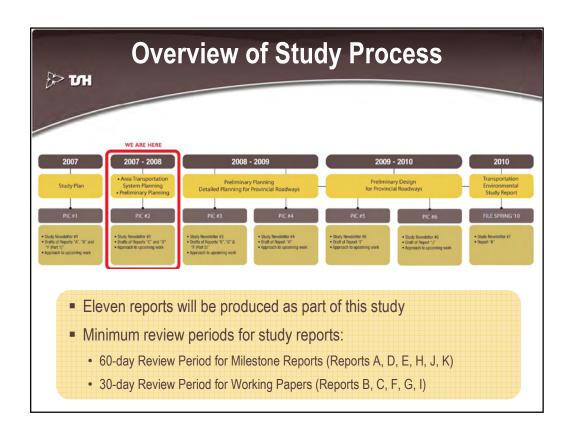
- Develop a long-term plan that addresses:
 - Capacity, operation and safety needs for the 2-lane and 4-lane sections of Highway 7&8
 between Stratford and New Hamburg and through the urban centres of Stratford,
 Shakespeare and New Hamburg for the movement of people and goods; and
 - Linkage needs within 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;
- Build on findings of the Study Design completed in 2006 by MTO;
- Address policies and growth forecasts of the Growth Plan released by the Province on June 16, 2006; and
- Be carried out as a Group 'A' project in accordance with the Class EA for Provincial Transportation Facilities.

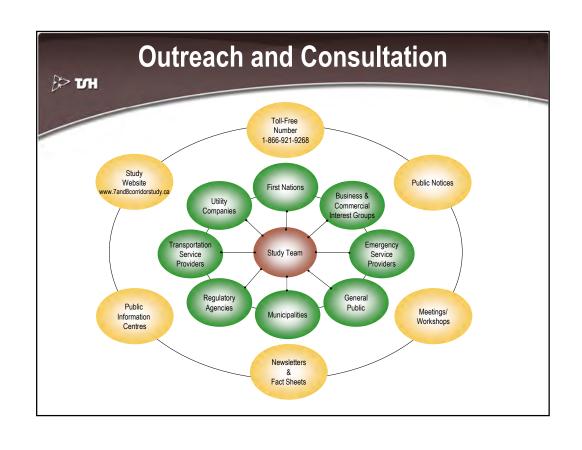
Study Objectives

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- To consult with the public and stakeholders throughout the study process
- To identify and assess the factors that are driving 'Area Transportation System' needs
- To apply those driving factors in developing '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







Role of Stakeholders



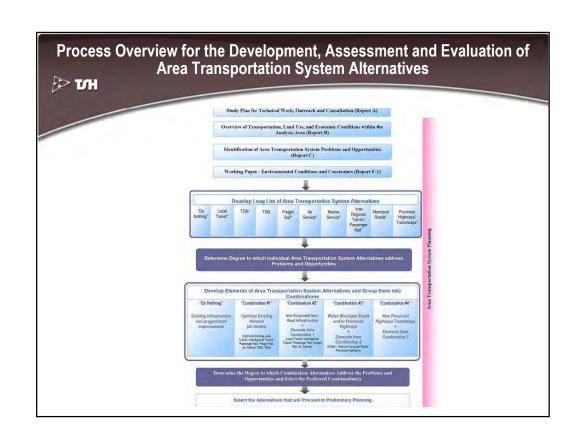
- Get Involved! Be Involved! Stay Involved!
- Provide your contact information (or that of your organization) for placement on the stakeholder contact list, so that you receive letter / email notifications of project activities.
- Utilize the 'Overview of the Study Process' (key tasks, reports, public information centres and information presented, preliminary schedule) as the framework for your participation throughout the study.
- Provide your comments on draft reports within the time period requested, so that your input can be considered in finalizing those documents for use as building blocks for upcoming work.
 - · For the second round of PICs, the draft reports and documentation include:
 - Report "C": Area Transportation System Problems and Opportunities;
 - Report "D": Area Transportation System Alternatives; and
 - Preliminary Planning Alternatives (Corridors).
 - Comments on the draft reports and corridor alternatives presented at the second round of PICs are requested by August 15, 2008.

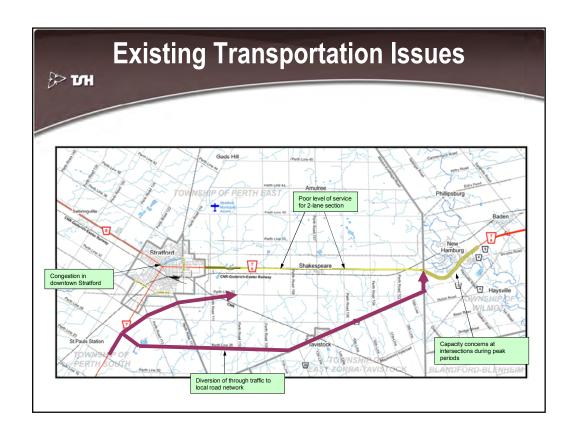
Role of Stakeholders (cont'd)



- Provide the study team with your comments on the proposed approach to upcoming work, within the time period requested, so that your input can be considered before those approaches are applied to upcoming work.
 - For the second round of PICs, the proposed approach to upcoming work includes:
 - Process, Factors and Criteria for Assessing, Evaluating and Selecting Preliminary Planning Alternatives (corridors); and
 - Process, Factors and Criteria for Generating Detailed Planning Alternatives (routes).
 - Comments on the proposed approaches to upcoming work presented at the second round of PICs are requested by August 15, 2008.
- When providing your comments, keep in mind the following:
 - · Study Objectives (See Exhibit 1.2 of the Study Plan);
 - Assumptions of EA proponency and completion of study work (See Exhibit 3.1 of the Study Plan).
- If you have questions or comments, or if you wish to add your name to the study contact list:
 - · Attend Public Information Centres (PICs) and talk to the study team members that staff them;
 - · Complete a comment sheet provided at the PICs;
 - · Contact the study team at:
 - Email: projectteam@7and8corridorstudy.ca
 - Toll Free: 1 (866) 921-9268
 - · Find information on the study web site at http://www.7and8corridorstudy.ca

Report C: Area Transportation System Problems and Opportunities - Report C documents the Area Transportation System needs within the Analysis Area, including: - process overview for the development, assessment and evaluation of Area Transportation System alternatives; - population and employment growth in the analysis area; - existing transportation issues; - transportation problems; and - transportation opportunities.





Transportation Problems

- 1. There is inadequate transportation capacity to meet current and projected needs (to 2031) for the efficient movement of both people and goods along the 2-lane and 4-lane sections of Highway 7&8 between Stratford and the New Hamburg area and on Highway 7&8 through the urban centres (Stratford, Shakespeare and New Hamburg). A capacity deficiency of 1 lane in each direction will be realized in the corridor between Greater Stratford and the New Hamburg area by 2031.
- Capacity constraints result in trip diversion to parallel rural roadways in the Analysis Area. Such routes are generally not designed to accommodate high traffic volumes. These routes also travel through rural communities where through traffic results in safety and operational concerns.
- Provincial / inter-regional traffic through urban centres along Highway 7&8 interferes with their "downtown / historic crossroads" function.
- Geometric and traffic safety characteristics along Highway 7&8 are not appropriate to address forecasted needs in a manner that facilitates their safe and efficient use for the movement of people and goods.
- There is currently no comprehensive highway access management plan for Highway 7&8 from Greater Stratford to New Hamburg to protect highway function/operation/safety, and to discourage inappropriate highway-related land development/growth.
- 6. The connection of the Analysis Area to transportation corridors serving other regions in the province is inadequate for long-term transportation and economic development needs.
- 7. Limited inter-city transit service is available so the majority of trips are auto-based.
- 8. Truck trips in the corridor have limited route choice and are subject to either traffic congestion in Stratford and/or New Hamburg or connecting roadways that are inadequate or not intended for commercial vehicle activity.

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.
- 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.
- 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.
- 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 transportation corridor has the potential to avoid overloading existing urban arterials and parallel rural roadways.
- 8. A new transportation corridor linking Greater Stratford and the New Hamburg area would improve reliability and redundancy in the area transportation system.

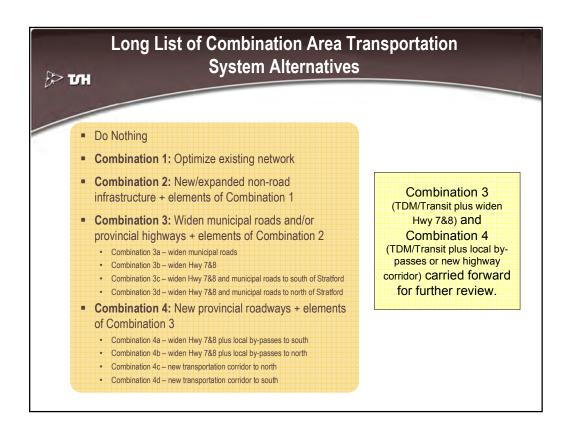
Report D



Report D: Area Transportation System Alternatives

- Report D documents the Area Transportation System alternatives, including:
 - long list of Area Transportation System alternatives and their assessment;
 - combination Area Transportation System alternatives and their assessment;
 - · summary of assessment results; and
 - alternatives that will proceed to Preliminary Planning.

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Assessment Results for Combination Alternatives → איסד

				COMBINATION 62	COMBINATION #3	COMBINATION #4	
FACTOR	CRITERIA	DO NOTHING	COMMINATION #1 OPTIMIZE EXISTING NETWORK	NEW NON-BOAD INFRASTRUCTURE	WIDEN MUNICIPAL BOADS AND/OR PROVINCIAL HIGHWAYS	NEW MUNICIPAL ROADS AND/OR PROVINCIAL HIGHWAYS/ TRANSITWAYS	
				ILEMENTS OF COMBINATION #1	ELEMENTS OF COMMUNATION #2	ELEMENTS OF COMBINATION #3	
. Petential to address transportation problems and opportunities	1.1 Efficient movement of people	Low potential to improve the efficient revenuent of people. Operational particularies of the people	Low potential to improve the efficient movement of people as Combination #1 provides only minor improvement to transportation system congestion.	Low potential to improve the efficient movement of posple. Combination 12 provides mode those for person trips but only above improvement to transportation system configuration.	Moderate potential to improve the efficient movement of people. Concludates #3 movement of people. Concludates #3 example tallow system congestion and approved mode choice for person trips. Constraints to read widoming in the urban areas of Stratined and New Hamburg limit amprovement opportunities and degree of congestion improvement opportunities.	ILLMENTS OF COMBINATION #3: High potential is improve the efficient movement of people. Combination #4C, #4 HJD provide highest potential to improve transportation system congestion and improved mode choice for person trips. Bigh notential to improve the efficient	
	1.2 Difficient movement of goods	of goods. Operational performance of the manaportation system will degrade over time with planned population and employment growth in the Analysis Area.	Low potential to improve the efficient insvennest of goods as Combination #1 provides only minor improvement to transportation system congestion.	Low potential to improve the efficient movement of goods. Combination #2 provides mode choice for goods movement but only minor improvement to transportation system congestion.	movement of goods. Combination #3 provides medicate improvement to transportation system congestion. Opportunities to this goods movement from track to other modes are limited based on lamited viability of new rail, marine or air transport nervices.	movement of goods. Combination 64C & 64D provide highest potential to improve transportation system congotion and improved mode choice for goods movement.	
	1.3 Recrustional / tourist travel	Low potential to facilitate recreational and tourist travel. Operational performance of the transportation system will degrade over time with planned population and employment growth in the Analysis Area.	Low potential to the littate occurational and tourist travel, as Combination #1 provides only minor improvement to transportation system congestion.	Low potential to improve recreation and tourist tuved. Combination #2 provides mode choice for recreational and tourist travel but only minor improvement to transportation system congention.	tourist travel. Combination #3 provides medicate improvement to transportation system congestion and improved mode choice for recreation and tourist travel.	High potential to improve recreation and souriet travel. Combination 64C & 64D provide highest improvement to transportation system congestion and improved mode choice for recreation and touriet travel.	
	1.4 System seliability / redundancy	Low potential to improve system reliability with lower improvement to transportation system congestion. No improvement to system redundancy with no new travel corridors.	Low potential to improve system reliability / redundancy. Combination #1 provides only misor improvement to transportation system congestion and no new travel corridors.	Low potential to improve system reliability / redundancy. Combination #2 provides only minor improvement to transportation system congention, Combination #2 provides improved mode choice but viability of new fleight rail, marine and air services is limited.	Medierate potential to improve system netiability / redundancy. Combination #3 provides moderate improvement to transportation system congestion, improved mode choice and alternate nutes by providing new roads in Analysis Acus.	Highest potential to improve system reliability/ nedundancy. Combination 84C & 84D posside highest improvement to transportation system congestion, improved mode choice and new highway/ transitway for reste choice afternatives.	
	1.5 Safety	Low potential to improve safety. Safety experience generally degrades with increased transportation system congestion	Low potential to improve safety as Combination #1 provides only minor improvement to transportation system congestion.	Low potential to improve safety as Combination #2 provides only minor improvement to transportation system congestion. Low motantial to improve accessibility to	Medierate potential to improve safety. Combination #3 provides moderate improvement to transportation system congestion.	High potential increase in safety. Combination #4C & #4D prox ide highost improvement to inau-portation system congestion and potential to improve geometric design standards on the existing 2- late and 4-lane sections of Highway 748. High potential to increase accessibility to	
	1.6 Accessibility	Law potential to improve accossibility to unhan/work centers or existing provincial highway network with incrassed transportation system engestion	Low potential to impress accessibility to urban / week centers and the provincial highway network as Combination #1 provides only minor improvement to transportation system congestion and no new travel corridors.	Low potential to improve accossibility to unfane / work centern and the provincial highway network. Combination #2 providor improved mode choice but eely misor improvement to transportation system congention and no new road-based stavel coeridors.	Mederate potential to improve accessibility to urbun / work centiers and the provincial highway network. Combination 83 provides improved mode choice and new manicipal noads but only moderate improvement to transportation system congestion.	High potential to increase accessibility to unban / wock centers and the provincial highway network. Combination 64C & 64D provide improved mode choice, now highway transitivacy and highest improvement to transportation system connection.	
	1.7 Modal Opportunities	Low potential to improve modif choice, increase modal split for person trips and agood resovement or address the opportunity for higher order transit within the Analysis Area.	Low potential to imprese modal choice, increase modal qubits for person trips and good encovernment or address the opportunity for higher order transiti within the Analysis Atuse. Opportunities to shift person trips from auto to transit are limited by bases operating in congested mine shall staffic. Opportunities to shift goods movement from tuck to other modes are limited without new infinitestructure for rail, marine or air transport.	Moderate potential to improve modal choice for person trips and groots movement within the Analysis Anna. Opportunities to shift person trips from anote to resurts are finited by bases operating in congested mixed straffic. Opportunities to shift good movement from truck to other modes are limited based on limited wishibity of new rail, marine or air transport services.	Medicate potential to improve modal choice for person tipos and goods movement within the Analysis Area. Opportunities to shift person trips from auto to transit an increased hased on moderate improvement to transportation system congestion. Opportunities to shift goods resevenent from truck to other modes are limited based on lemited viability of new rail, marine or air manpet tarn vive.	High potential to address modal opportunities within the Analysis Ana. Opportunities to shift person trips firem and to be transit are shighest based on highost improvement to transportation system congestion. Opportunities to shift good movement from track to other modes are limited based on lemind or shift good movement and the shift good movement and the shift good movement from track to other modes are limited based on lemind visibility of new rail, marins or air transport services.	
2. Support for provincial and municipal policies	Support for Greater Golden Horseshoe Growth Plan etc.	Low support for efficient transportation connections between population and employment growth centres due to transportation system congestion and no new travel certidors.	Low support for efficient transportation connections between population and employment grawth centres due to transportation system congestion and no new travel corridors.	Low support for efficient transportation connections between population and employment growth centree due to transportation system congestion and no new road-based travel corridors.	connections between population and employment growth centres due to improved transportation system congestion and new much based travel contidors.	High support for efficient transportation connections between population and employment growth centres due to most improved transportation system congestion and now highway/transit corridor.	
 Supports land use and growth objectives of province and municipalities 		Low support for approved population and employment growth in Analysis Area due to transportation system congestion.	Low support for approved population and employment growth in Analysis Area due to transportation system congestion.	Low support for approved population and employment growth in Analysis Arm due to transportation system congestion, but auto- reduction and multi-modal strategies are consistent with provincial and municipal transportation planning policies.	Mederate support for approved population and employment growth in Analysis Area due to improved intemporation system congestion. Auto reduction and multi-modal strategies are consistent with provincial and municipal transportation planning policies.	High support for approved population and employment growth in Analysis Ann due to most improved transportation system congestion. Auto reduction and multi-modal strategies are consistent with provincial and municipal transportation planning policies.	
SUMMARY OF ASSESSMENT		The Do Nothing Alternative provides the low support for transportation and policy objectives as it fails to address transportation system congestion.	Combination #1 provides for support for transportation and policy objectives as it fails to address transportation system congestion.	Combination #2 provides low to moderate support for transportation and policy objectives as it fails to address transportation system congestion.	Combination #3 provides moderate support for transportation and policy objectives but fails to fully address transportation system congestion through built-up areas.	Combination #4 provides high support for transportation and policy objectives and effectively addresses transportation system congestion.	
RECOMMENDATION		Do Not Carry Forward	Do Not Carry Forward	Do Not Carry Forward	Carry Forward to Develop and Assess Preliminary Planning Alternatives	Carry Forward to Develop and Assess Preliminary Planning Alternatives	

Preliminary Planning Alternatives



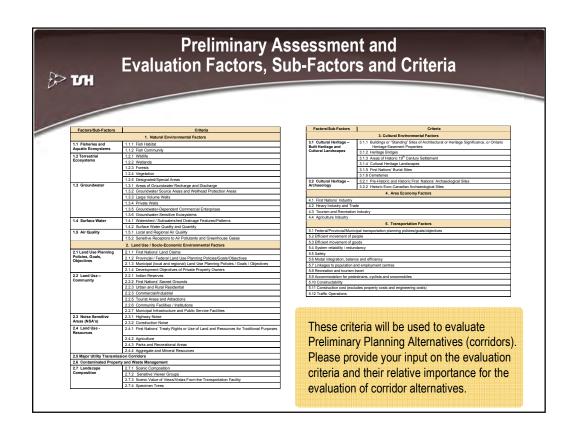
- Existing Corridor Alternative (200 m corridor width)
 - Widening of existing Highway 7&8, particularly through built-up areas, would require the displacement
 of numerous residential buildings and businesses along the Highway 7&8 corridor.
 - Future grade separations may be required in New Hamburg to address identified capacity, operational and safety problems.
 - Access management measures (restrictions) may need to be introduced to improve traffic operations and safety within the Highway 7&8 corridor
- By-Pass Corridor Alternatives (1 km corridor width)
 - Alternatives generated to the north and south of existing Highway 7&8 to by-pass:
 - New Hamburg
 - Shakespeare
 - Stratford
- New Corridor Alternatives (1 km corridor width)
 - Alternatives generated to the north and south of existing Highway 7&8, including connections between north and south side alternatives.

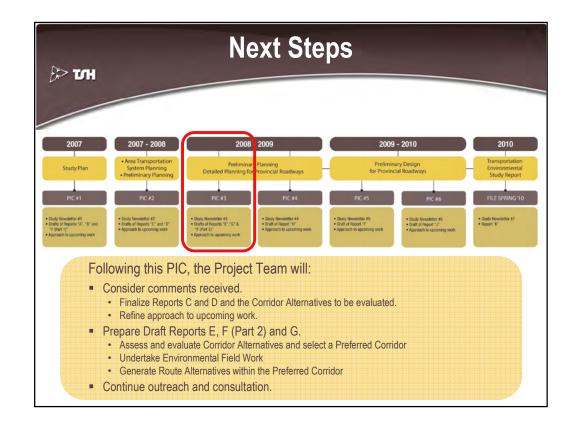
Principles for Generating Corridors and Routes DH S Principle 1: Minimize impacts to significant natural features, functions, systems and communities Avoid where possible, or minimize encroachment on or loss of water bodies and associated riparian zones; Avoid where possible, or minimize encroachment on or loss of critical fish habitat features; Avoid where possible, or minimize encroachment on or loss of 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 Avoid where possible or minimize encroachment on, or loss of developed properties; 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











Environmental Field Work



- Environmental field investigations will be carried out in the planning corridors carried forward for further consideration this summer and fall (2008).
- The work will be carried out by fisheries, terrestrial, wildlife, wetland, built heritage, archaeological and agricultural specialists.
- You will be contacted if access to your property is required to carry out the field work.
- Your co-operation is requested and appreciated.
- Information obtained through environmental field investigations will be used to minimize impacts to sensitive areas and evaluate routes within corridors.

Upcoming Workshops



- We acknowledge the importance of involving local people who live and work in the analysis area in the decisions that are made during the study process.
- Please indicate on the comment sheet if you wish to be invited to upcoming workshops or special meetings that may be held to address specific issues as they arise during the study.

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

Thank you for participating in tonight's PIC.

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

- Place your Comment Sheet tonight in the box provided or submit to the Project Team by August 15, 2008.
- Mail a letter (Highway 7&8 Corridor Study c/o TSH, 300 Water Street, Whitby, ON L1N 9J2) or send a fax (905-668-0221).
- Phone the Project Team toll free at 1-866-921-9268.
- E-mail the Project Team through the Website at www.7and8corridorstudy.ca

All comments are requested by August 15, 2008