

# HIGHWAY 7&8

TRANSPORTATION CORRIDOR PLANNING & CLASS EA STUDY



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## Welcome to Public Information Centre (PIC) #3B

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

Shakespeare and District  
Optimist Hall  
3976 Galt Street, Shakespeare  
July 21, 2010  
5:00 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, etc.
  - Handouts – overview of study process, study newsletter, weighting sheets

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

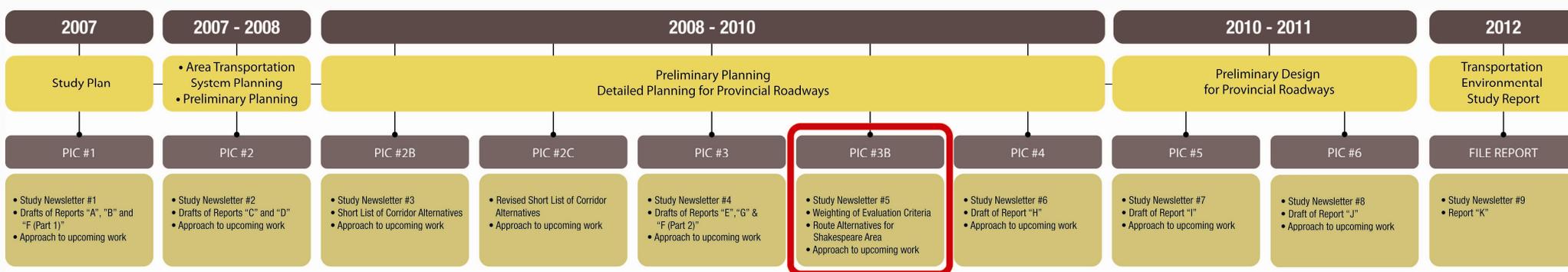
# Purpose of PIC #3B



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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 the following key elements:
  - Results of Shakespeare Community Workshops
  - Proposed highway route alternatives for the Shakespeare area
  - Refined evaluation sub-factors, criteria and indicators for route selection for entire study area
  - Weighting of evaluation factors, sub-factors and criteria for route selection for entire study area
- 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.

# Overview of Study Process



Submission date for comments is September 3, 2010

## 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 – PIC #1 (July/August 2007)



PIC #1

PIC #2

- Study Plan for Technical Work, Outreach and Consultation (Report A)
- Overview of Transportation, Land Use, and Economic Conditions within the Analysis Area (Report B)
- Identification of Area Transportation System Problems and Opportunities (Report C)
- Working Paper - Environmental Conditions and Constraints (Report F-1)



Determine Degree to which Individual Area Transportation System Alternatives address Problems and Opportunities



Determine the Degree to which Combination Alternatives Address the Problems and Opportunities and Select the Preferred Combination(s)

Select the Alternatives that will Proceed to Preliminary Planning

Area Transportation System Planning

## Report A:

- Documents the framework and commitments for conducting the planning and Class EA Study

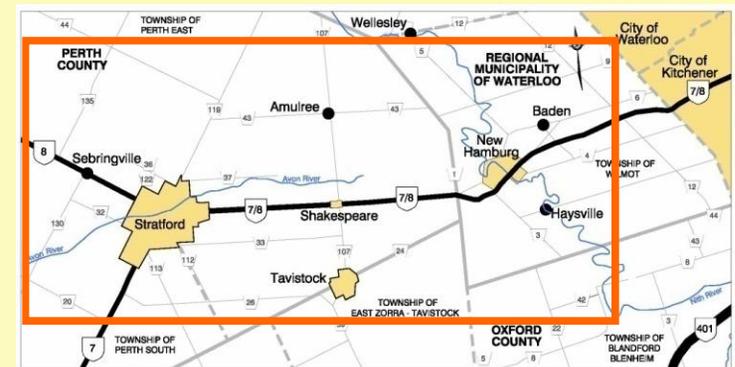
## Report B:

- Provides a comprehensive overview of transportation, land use and economic conditions within the analysis area

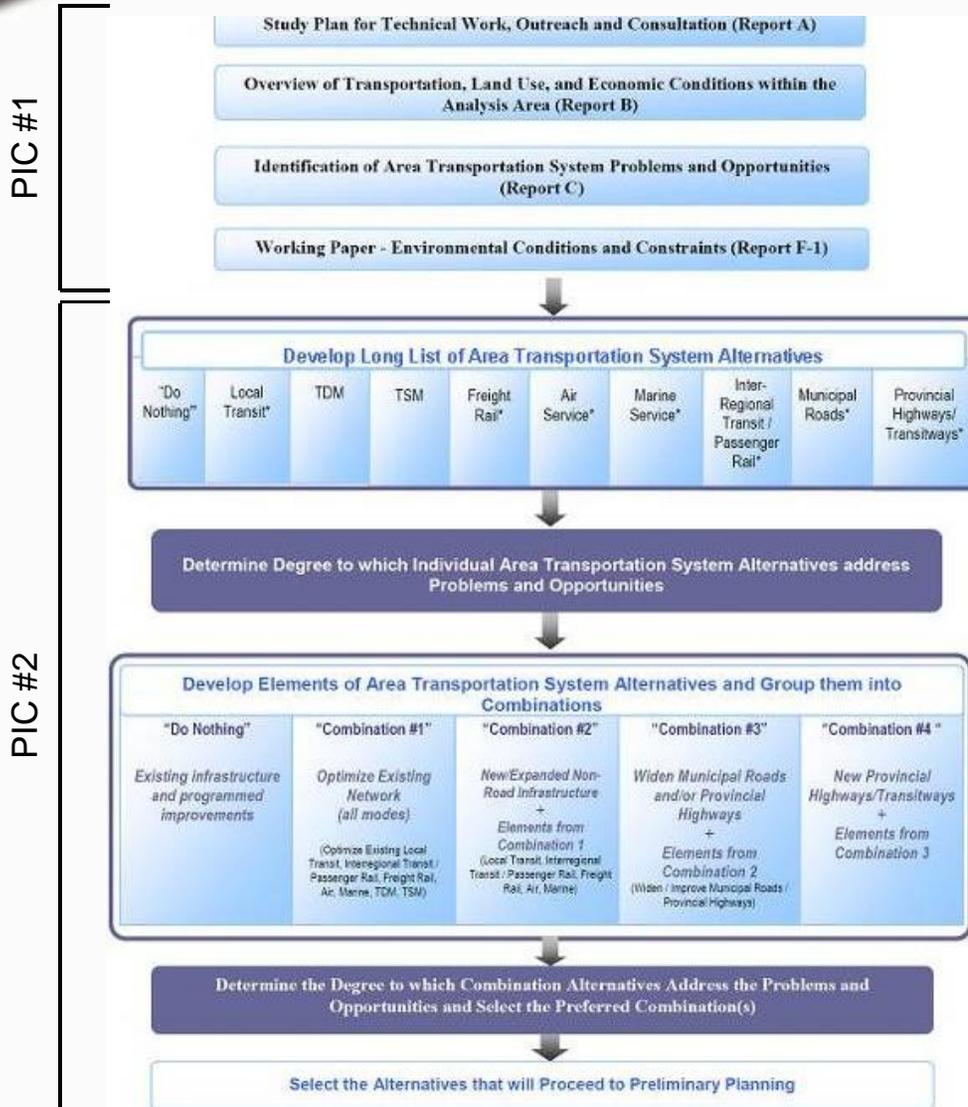
## Report F (Part 1):

- Documents environmental conditions background data (existing/secondary source information – mapping / constraint mapping, data, reports, supplemented by preliminary field reconnaissance)

## Analysis Area



# Study Background – PIC #2 (June 2008)



## 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.

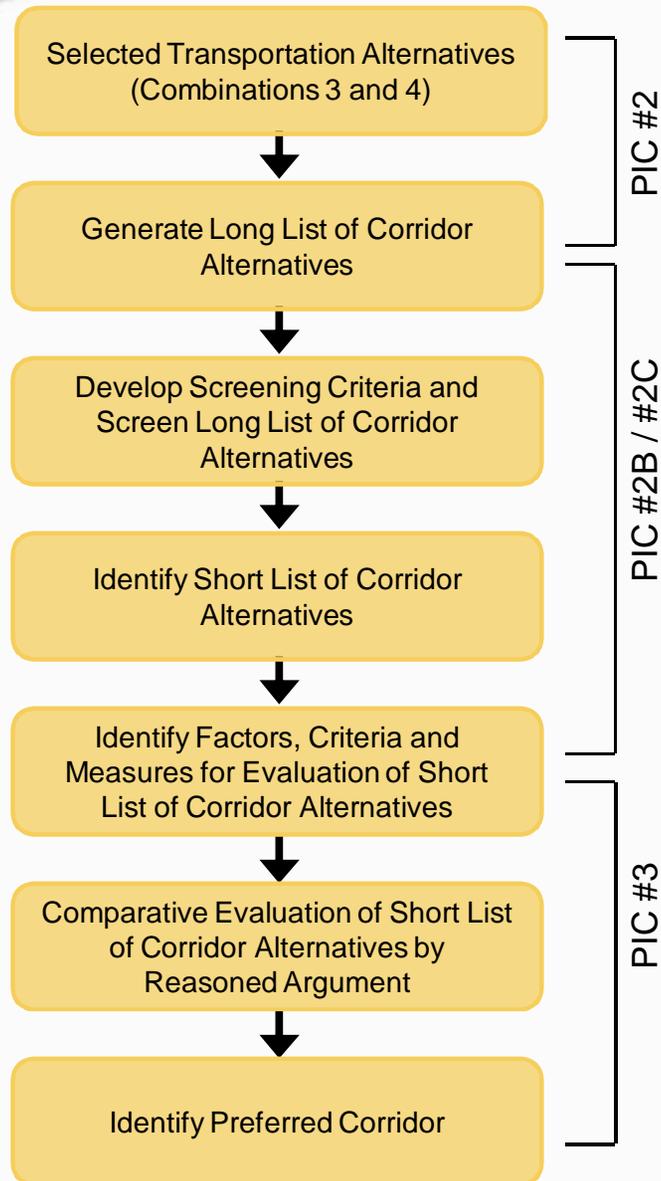
## Combination Alternatives

- 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.

# Study Background – PIC #2B/C (Nov/Dec 2008 / April 2009)



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- Long List of Corridor Alternatives
  - Existing Highway 7&8 Corridor Alternative
  - By-Pass Corridor Alternatives
  - New Corridor Alternatives
- Screening Process
  - Screened out (removed) corridor alternatives from further consideration which were significantly less desirable than other available alternatives
- Short List of Corridor Alternatives
  - Carried forward to evaluation phase to determine preferred corridor

# Study Background – PIC #3 (July / August 2009)



Broad range of factors, sub-factors, criteria and indicators, which were refined based on stakeholder input, were used to evaluate the short list of corridor alternatives.

- Natural Environment Factors
- Land Use / Socio-Economic Environment Factors
- Cultural Environment Factors
- Transportation Factors

## Key Presentation Material

Comparative Evaluation of Short List of Corridor Alternatives by Reasoned Argument (documented in Report E)



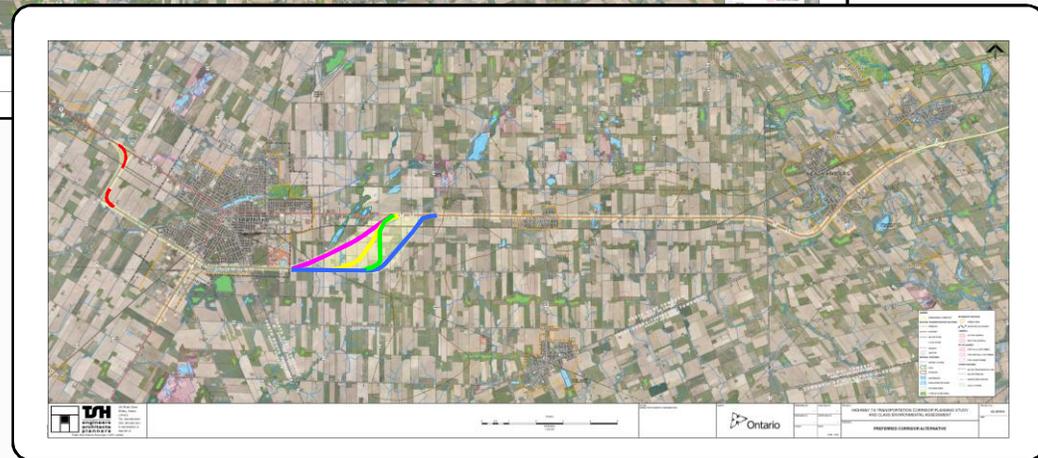
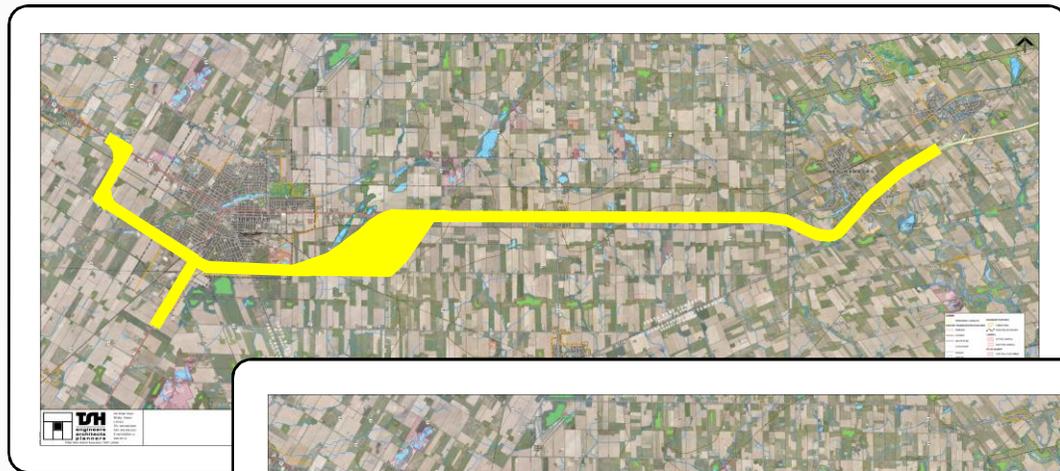
Preferred Corridor (documented in Report E)



Environmental Conditions and Constraints for Preferred Corridor (documented in Report F – Part 2)



Widening / New Route Alternatives Generated for Various Sections of Preferred Corridor (documented in Report G)



# Revisiting Alignment Alternatives in Shakespeare Area



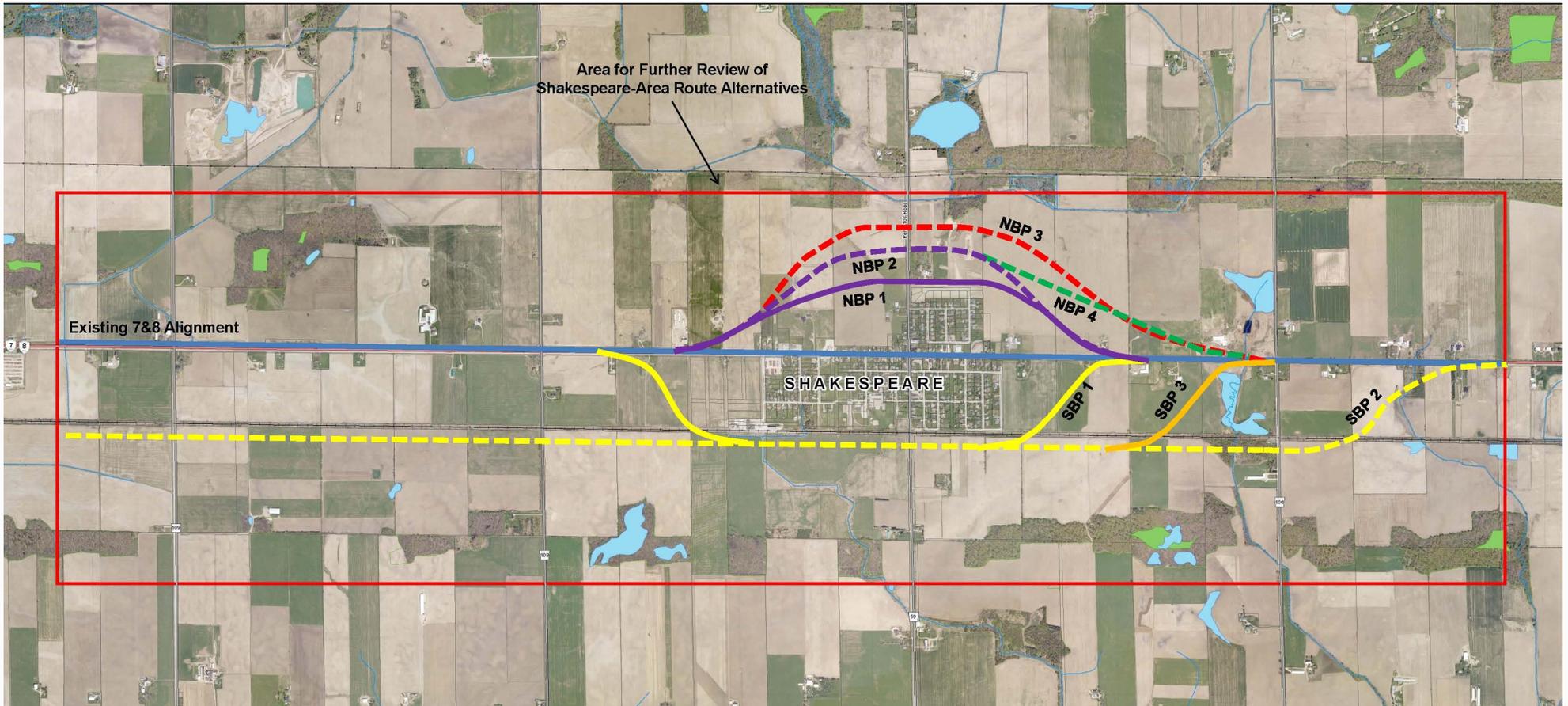
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- A widened Highway 7&8 through Shakespeare was part of the preferred corridor presented for public review in the summer of 2009. In response to comments received, the study team is conducting a more detailed review of route alternatives in the Shakespeare area.
  - Re-examining alignment alternatives on a “route” rather than a “corridor” basis
    - Alignments for routes are “lines” rather than “bands” on a map
    - Evaluation indicators for routes are at a higher level of detail that better addresses concerns expressed
  - Two Shakespeare Community Workshops held in March 2010
    - Results documented in Shakespeare Community Workshops Summary Document which is available at the reference table and is posted on the study website
  - Input received at workshops used to develop a broader range of Shakespeare area highway route alternatives and refined sub-factors, criteria and indicators for their evaluation
  - Additional PIC (today’s PIC) being held to obtain input on proposed highway route alternatives for the Shakespeare area and the evaluation sub-factors, criteria and indicators for their evaluation

# Proposed Highway Route Alternatives for Shakespeare Area



Larger plans detailing the route alignments presented below are available on the tables.



Proposed Route Alternatives for Shakespeare Area

Northern Bypass (NBP)

- 1
- 2
- 3
- 4

Southern Bypass (SBP)

- 1
- 2
- 3

Existing 7&8 Alignment



# Connection Options for Shakespeare By-Pass Alignments



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A range of connection options will be considered for the Shakespeare By-Pass alignments, including:

- Connection at Perth Road 107
- Connection at the tie-in point west of Shakespeare
- Connection at the tie-in point east of Shakespeare
- Combinations of the above as appropriate

Potential connection options are illustrated conceptually on the larger plans on the tables. The connection options will be developed in more detail following the selection of the preferred alignment.

There will be further opportunities for stakeholders to review and comment on the connection options at future Public Information Centres prior to the selection of a preferred connection option.

# Process Overview for Assessment and Evaluation of Widening / Route Alternatives



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Widening / New Route Alternatives  
Generated for Various Sections of  
Preferred Corridor  
(to be presented in revised Report G)



Identify Factors, Sub-Factors, Criteria and  
Indicators for Route Selection  
(to be presented in revised Report G)



Comparative Evaluation of Widening / New  
Route Alternatives using "Reasoned  
Argument Method" augmented by  
"Arithmetic Method" (as appropriate)  
(to be presented in Report H)



Identify Recommended Route  
for entire study area  
(to be presented in Report H)

Widening / route alternatives for the entire study area to be evaluated using a broad range of factors, sub-factors, criteria and indicators (further details provided on next display board and in documentation at reference table):

- Four (4) Factor Groups: Natural Environment, Land Use / Socio-economic Environment, Cultural Environment, Transportation
- Twenty-three (23) Sub-Factors
- Sixty-nine (69) Criteria
- Multiple Indicators for each criterion

Evaluation will be carried out using both the "reasoned argument method" and the "arithmetic method" where appropriate:

- Reasoned Argument Method: Presents a clear and thorough presentation of the trade offs between various evaluation factors, sub-factors, criteria and indicators
- Arithmetic Method: Allows comparison of the alternatives based on a numerical scaling with weights (level of importance) assigned to the evaluation factors, sub-factors and criteria

# Evaluation Factors, Sub-Factors, Criteria and Indicators for Route Selection



Refinements have been made to sub-factors, criteria and indicators since study inception based on stakeholder input. New / modified criteria and indicators have been added for the following sub-factors (highlighted in table):

- Land use / community
- Noise sensitive areas
- Agriculture
- Air quality
- Safety
- Mobility and accessibility

A complete listing of evaluation factors, sub-factors, criteria and indicators is available at the reference table.

Factors/Sub-Factors	Criteria
<b>1. Natural Environmental Factors</b>	
<b>1.1 Fisheries and Aquatic Ecosystems</b>	1.1.1 Fish Habitat 1.1.2 Fish Community
<b>1.2 Terrestrial Ecosystems</b>	1.2.1 Wildlife 1.2.2 Wetlands 1.2.3 Forests 1.2.4 Vegetation 1.2.5 Designated/Special/Natural Areas
<b>1.3 Groundwater</b>	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-Sensitive Ecosystems
<b>1.4 Surface Water</b>	1.4.1 Watershed / Subwatershed Drainage Features/Patterns 1.4.2 Surface Water Quality and Quantity
<b>2. Land Use / Socio-Economic Environmental Factors</b>	
<b>2.1 Land Use Planning Policies, Goals, Objectives</b>	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
<b>2.2 Land Use – Community</b>	2.2.1 First Nations' 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 2.2.8 Downtown Historic Crossroads Function
<b>2.3 Noise Sensitive Areas (NSA's)</b>	2.3.1 Highway Noise 2.3.2 Construction Noise
<b>2.4 Agriculture</b>	2.4.1 Agriculture Canada Land Inventory (CLI) Class 1, 2, 3 Land 2.4.2 Agriculture – Farm Infrastructure 2.4.3 Agriculture – Operations on Individual Farms 2.4.4 Agriculture – Transportation Linkages between Integrated Agricultural Business Units
<b>2.5 Land Use - Resources</b>	2.5.1 First Nations' Treaty Rights or Use of Land and Resources for Traditional Purposes 2.5.2 Parks and Recreational Areas 2.5.3 Aggregate and Mineral Resources
<b>2.6 Major Utility Transmission Corridors</b>	
<b>2.7 Contaminated Property and Waste Management</b>	
<b>2.8 Landscape Composition</b>	2.8.1 Scenic Composition 2.8.2 Sensitive Viewer Groups 2.8.3 Scenic Value of Views/Vistas From the Transportation Facility 2.8.4 Specimen Trees
<b>2.9 Air Quality</b>	2.9.1 Local and Regional Air Quality 2.9.2 Sensitive Receptors to Air Pollutants and Greenhouse Gases

<b>3. Cultural Environmental Factors</b>	
<b>3.1 Cultural Heritage – Built Heritage and Cultural Landscapes</b>	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 19 <sup>th</sup> Century Settlement 3.1.4 Cultural Heritage Landscapes 3.1.5 First Nations' Burial Sites 3.1.6 Cemeteries
<b>3.2 Cultural Heritage – Archaeology</b>	3.2.1 Pre-Historic and Historic First Nations' Archaeological Sites 3.2.2 Historic Euro-Canadian Archaeological Sites
<b>4. Area Economy Factors</b>	
Factor/sub-factors deleted due to duplication of consideration in Transportation System Capacity and Land Use / Community.	
<b>5. Transportation Factors</b>	
<b>5.1 Area Transportation System Capacity and Efficiency</b>	5.1.1 Federal / Provincial / Municipal Transportation Policies / Goals / Objectives (not considered after the Corridor Planning Phase) 5.1.2 Efficient Movement of People 5.1.3 Efficient Movement of Goods
<b>5.2 Area Transportation System Reliability/Redundancy</b>	
<b>5.3 Safety</b>	5.3.1 Traffic Safety (safety of the transportation system user) 5.3.2 Emergency Access 5.3.3 Pedestrian, Cyclist and Snowmobile Safety within the Highway Right-of-Way
<b>5.4 Mobility &amp; Accessibility</b>	5.4.1 Modal Integration, Balance and Efficiency 5.4.2 Linkages to Population and Employment Centres 5.4.3 Recreation and Tourism Travel 5.4.4 Accommodate Mobility of Pedestrians, Cyclists and Snowmobiles
<b>5.5 Network Compatibility</b>	5.5.1 Network Connectivity (within and to/from the analysis area) 5.5.2 Flexibility for Future Expansion
<b>5.6 Engineering</b>	5.6.1 Constructability 5.6.2 Compliance with Design Criteria
<b>5.7 Traffic Operations</b>	
<b>5.8 Cost</b> (including the cost of municipal infrastructure that is an inherent component of inter-regional transportation recommendations, but not including property and engineering costs)	

These criteria will be used to evaluate the widening / new route alternatives for the entire study area. Please provide your input on the evaluation criteria and their relative importance for the evaluation of widening / new route alternatives.

# Weighting of Evaluation Criteria



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- The study team would like your input on the weighting (level of importance) of evaluation factors, sub-factors and criteria for route selection.
  - Weights are requested for the built-up areas (Stratford, Shakespeare and New Hamburg) and the rural areas.
- Please fill out the weighting sheets available at the reference table and drop them in the comment box or return them to the study team via mail or fax by September 3, 2010.
  - Please speak with a study team member if you have any questions about the weighting process and/or how to complete the weighting sheets.
- A reasonable number of sensitivity tests will be run, taking into consideration the range of weights received from stakeholders and the public.

# Weighting of Evaluation Criteria



## Instruction Sheet

## Weighting Sheets

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Greater: Stratford to the New Hamburg Area

### INSTRUCTIONS FOR COMPLETING WEIGHTING SHEETS

The study team would like your input on the weighting (level of importance) of evaluation factors, sub-factors and criteria for route selection. Please follow the step by step instructions below to complete the attached Weighting Sheets. For more information about each criterion, please refer to the attached Evaluation Criteria and Indicators Reference Sheet.

- Section 1: Enter your name and address.
- Section 2: Check the appropriate box for the weighting scenario you are providing. Different weights will be used for the built-up areas (e.g. Stratford, Shakespeare and New Hamburg) and the rural areas. You must submit two copies of the weighting sheets if you want to provide weights for both the built-up areas and the rural areas.
- Section 3: In the "Factor Weights" column, enter a weight (number between 0 and 100) for each factor (i.e. in each non-shaded box in this column). The assigned weights for the four applicable factors must equal 100. For example:
 

Factor	Factor Weight
1. Natural Environmental Factors	25
2. Land Use / Socio-Economic Factors	25
3. Cultural Environmental Factors	25
5. Transportation Factors	25
<b>Total</b>	<b>100</b>

Please ensure you have entered a weight for all factors.

- Optional: If you have provided input on the factor weights, you may also provide input on the sub-factor weights. In the "Sub-Factor Weights" column, enter a weight (number between 0 and 100) for each sub-factor (i.e. in each non-shaded box in this column). The sub-factor weights for each factor must equal 100. For example:
 

1. Natural Environmental Sub-Factors	Sub-Factor Weight
1.1 Fisheries and Aquatic Ecosystems	25
1.2 Terrestrial Ecosystems	25
1.3 Groundwater	25
1.4 Surface Water	25
<b>Total</b>	<b>100</b>

If you wish to breakdown weights to this level of detail, please ensure you have entered a weight for all sub-factors.

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- Optional: If you provided input on the sub-factor weights, you may also provide input on the criteria weights. In the "Criteria Weights" column, enter a weight (number between 0 and 100) for each criterion (i.e. in each non-shaded box in this column). The criteria weights for each sub-factor area must equal 100. For example:
 

1.1 Fisheries and Aquatic Ecosystems Criteria	Criteria Weight
1.1.1 Fish Habitat	50
1.1.2 Fish Community	50
<b>Total</b>	<b>100</b>

If you wish to breakdown weights to this level of detail, please ensure you have entered a weight for all criteria.

- Submit your completed weighting sheets to the study team by **September 3, 2010**, using one of the following methods:
  - Mail to: Highway 788 Corridor Study c/o AECOM, 300 Water Street, Whitby, ON L1N 9J2
  - Fax to: 905-668-0221
  - Put in comment box at PIC #38 on July 21.

The weighting sheets are also available on the study website at [www.7and8corridorstudy.ca](http://www.7and8corridorstudy.ca).

If you have questions about how to complete the weighting sheets, please contact the study team at 1-866-921-9268.

Thank you. Your input is appreciated.

An Evaluation Criteria and Indicators Reference Sheet is also available. It provides more detail about what each criterion considers.

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Greater: Stratford to the New Hamburg Area

### Weighting Sheets for Route Evaluation (see Instruction Sheet)

Section 1: Contact Information  
Name: \_\_\_\_\_  
Address: \_\_\_\_\_

Section 2: Weighting Scenario  
This weighting scenario is for (check only one):  
 Built-up Area  Rural Area

Section 3: Weighting (For each column you complete, please enter a weight in every non-shaded box. Sub-factor weights can only be entered if factor weights have been completed. Criteria weights can only be entered if sub-factor weights are completed.)

Factor	Sub-Factor	Criteria	Factor Weights	Sub-Factor Weights	Criteria Weights	
<b>1. NATURAL ENVIRONMENTAL FACTORS</b>	<b>1.1 Fisheries and Aquatic Ecosystems</b>	1.1.1 Fish Habitat				
		1.1.2 Fish Community				
		<b>Total</b>				
	<b>1.2 Terrestrial Ecosystems</b>	1.2.1 Wetlands				
		1.2.2 Forests (e.g. woodlots, stream banks, woodlots and minor forest patches) and significant valley lands (valley and stream corridors)				
		1.2.3 Forests				
		1.2.4 Vegetation				
	<b>1.3 Groundwater</b>	1.3.1 Areas of Groundwater Recharge and Discharge				
		1.3.2 Groundwater Source Areas and Infiltration Protection Areas				
		1.3.3 Large Volume Wells				
		1.3.4 Small Volume Wells				
		1.3.5 Groundwater-Dependent Commercial Enterprises (e.g. water bottling operations)				
	<b>1.4 Surface Water</b>	1.4.1 Watershed / Sub-Watershed Drainage Features/Patterns				
		1.4.2 Surface Water Quality and Quantity				

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Hey 788 Transportation Corridor Planning and Class EA Study  
Greater: Stratford to the New Hamburg Area

### Weighting Sheets for Route Evaluation (see Instruction Sheet)

Factor	Sub-Factor	Criteria	Factor Weights	Sub-Factor Weights	Criteria Weights	
<b>2. LAND USE / SOCIO-ECONOMIC FACTORS</b>	<b>2.1 Contaminated Property and Waste Management</b> (e.g. Landfills, Hazardous Waste Sites, "Brownfield" Areas, other known contaminated sites, and private contamination areas)	2.1.1 Site Remediation				
		2.1.2 Waste Management				
		2.1.3 Site Remediation				
	<b>2.2 Landscape Composition</b>	2.2.1 Scenic Composition (total aesthetic value of landscape elements)				
		2.2.2 Scenic Viewer Groups				
		2.2.3 Scenic value of views/corridors from the transportation facility				
	<b>2.3 Air Quality</b>	2.3.1 Local and Regional Air Quality (Total contaminant and greenhouse gas emissions)				
		2.3.2 Air Quality				
		2.3.3 Air Quality				
		2.3.4 Air Quality				

Factor	Sub-Factor	Criteria	Factor Weights	Sub-Factor Weights	Criteria Weights	
<b>3. CULTURAL ENVIRONMENTAL FACTORS</b>	<b>3.1 Cultural Heritage - Built Heritage and Cultural Landscapes</b>	3.1.1 Buildings or "Standing" Sites of Architectural or Heritage Significance or Ontario Heritage Foundation Registered Properties				
		3.1.2 Heritage Structures				
		3.1.3 Areas of Historic "10" Century Settlement				
	<b>3.2 Cultural Heritage - Archaeology</b>	3.2.1 Cultural Heritage Landscapes (includes of historical, archaeological, natural, modifying, prehistoric, and historic)				
		3.2.2 First Nations Burial Sites				
		3.2.3 First Nations Burial Sites				
	<b>3.3 Cultural Heritage - Archaeology</b>	3.3.1 First Nations Burial Sites				
		3.3.2 First Nations Burial Sites				
		3.3.3 First Nations Burial Sites				
		3.3.4 First Nations Burial Sites				

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Hey 788 Transportation Corridor Planning and Class EA Study  
Greater: Stratford to the New Hamburg Area

### Weighting Sheets for Route Evaluation (see Instruction Sheet)

Factor	Sub-Factor	Criteria	Factor Weights	Sub-Factor Weights	Criteria Weights	
<b>2. LAND USE / SOCIO-ECONOMIC FACTORS</b>	<b>2.1 Land Use Planning Policies, Goals, Objectives</b>	2.1.1 First Nations Land Claims				
		2.1.2 Provincial/Federal land use planning policies/objectives/indicators				
		2.1.3 Municipal (regional and local) land use planning policies/objectives (Official Plans)				
		2.1.4 Development Objectives of Private Property Owners				
	<b>2.2 Land Use / Community</b>	2.2.1 First Nations Reserves				
		2.2.2 First Nations Settled Grounds				
		2.2.3 Urban and Rural Residential				
		2.2.4 Commercial/Industrial				
	<b>2.3 Noise Sensitive Areas (NSAs)</b> (includes noise and sensitive receptors)	2.3.1 Noise Sensitive Areas (NSAs)				
		2.3.2 Noise Sensitive Areas (NSAs)				
		2.3.3 Noise Sensitive Areas (NSAs)				
		2.3.4 Noise Sensitive Areas (NSAs)				
	<b>2.4 Agriculture</b>	2.4.1 Agriculture - Canada Land Inventory Class 1, 2, 3 Land				
		2.4.2 Agriculture - Farm Infrastructure				
<b>2.5 Land Use / Resources</b>	2.5.1 First Nations Treaty Rights or Use of Land and Resources for Traditional Purposes (e.g. hunting, fishing, harvesting of country foods, harvesting of medicinal plants)					
	2.5.2 Parks and Recreational Areas (e.g. public recreational parks, conservation areas, municipal parks, public spaces, golf courses, trails, greenways and open water linkages)					

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Hey 788 Transportation Corridor Planning and Class EA Study  
Greater: Stratford to the New Hamburg Area

### Weighting Sheets for Route Evaluation (see Instruction Sheet)

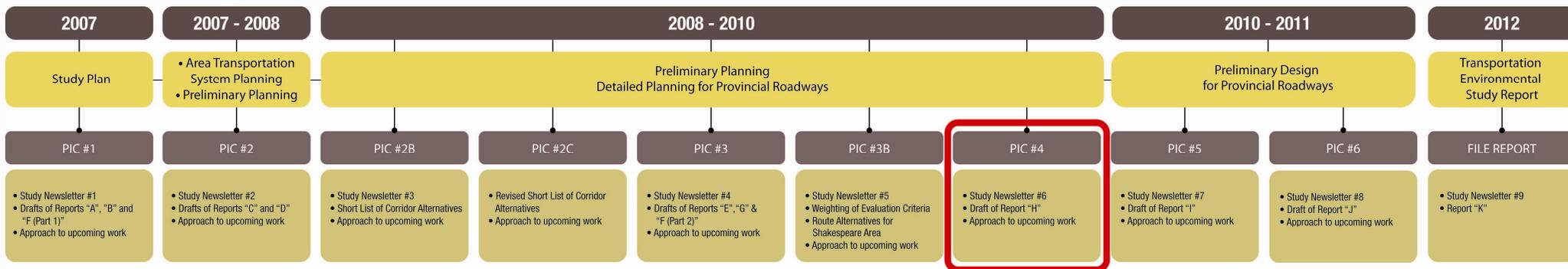
Factor	Sub-Factor	Criteria	Factor Weights	Sub-Factor Weights	Criteria Weights	
<b>5. TRANSPORTATION FACTORS</b>	<b>5.1 Area: Transportation System Capacity and Efficiency</b>	5.1.1 Federal/Provincial/Municipal transportation planning programming objectives				
		5.1.2 Efficient movement of people				
		5.1.3 Efficient movement of goods				
	<b>5.2 Area: Transportation System Reliability / Redundancy</b>	5.2.1 Reliability				
		5.2.2 Reliability				
	<b>5.3 Safety</b>	5.3.1 Traffic Safety				
		5.3.2 Emergency Access				
		5.3.3 Pedestrian, Cyclist and Snowmobile Safety with the highway right-of-way				
		5.3.4 Pedestrian, Cyclist and Snowmobile Safety with the highway right-of-way				
	<b>5.4 Mobility and Accessibility</b>	5.4.1 Roadway Capacity, Volume and Efficiency				
		5.4.2 Linkages to Population and Employment Centres				
		5.4.3 Recreation and Tourism Travel				
		5.4.4 Accessible mobility of pedestrians, cyclists and snowmobilers				
	<b>5.5 Network Compatibility</b>	5.5.1 Network Connectivity				
5.5.2 Feasibility for Future Expansion						
<b>5.6 Engineering</b>	5.6.1 Constructability					
	5.6.2 Compliance with Design Criteria					
<b>5.7 Traffic Operations</b>	5.7.1 Traffic Operations					
	5.7.2 Traffic Operations					

Thank you. Your input is appreciated.

# Next Steps



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Following this PIC, the Study Team will:

- Respond to comments received through the PIC#3B consultation process
- Finalize widening / new route alternatives to be evaluated
- Assess and evaluate widening / new route alternatives
- Prepare Draft Report H to document evaluation of widening / new route alternatives and selection of the Recommended Route for the entire study corridor
- Continue outreach and consultation – PIC #4 (Present Recommended Route), Late Fall 2010

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



AECOM

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 September 3, 2010.
- 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](http://www.7and8corridorstudy.ca)

**All comments are requested by**

**September 3, 2010**