



---

Highway 7&8 Transportation Corridor Planning  
and Class EA Study  
Greater Stratford to the New Hamburg Area

---

## **Shakespeare Community Workshops**

### **Summary Report**

Date: April 2010





## 1.0 Introduction

The Ministry of Transportation (MTO) is undertaking the Highway 7&8 Transportation Corridor Planning and Class Environmental Assessment (Class EA) Study, from Greater Stratford to the New Hamburg Area. The study purpose is to identify and address the long-term transportation needs for the area and prepare a preliminary design for the provincial roadway components of the recommended plan.

A widened Highway 7&8 through Shakespeare was part of the preferred corridor presented for public review and comment 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. This included two Shakespeare community workshops as described in **Sections 2.0 and 3.0** of this report. An additional Public Information Centre is planned for the summer of 2010.

## 2.0 March 8, 2010 Shakespeare Community Workshop

The first workshop was held on March 8, 2010 from 7:00 pm to 8:30 pm at the Shakespeare and District Optimist Hall. A total of 180 people signed the attendance register.

The workshop was facilitated by Glenn Pothier of GLPi. Study team participants included:

- Charles Organ, MTO Project Manager
- James Corcoran, MTO Environmental Planner
- Brenda Jamieson, AECOM Project Manager
- Fred Leech, AECOM Environmental Planner

### 2.1 Purpose of the Workshop

The purpose of the workshop was to provide an opportunity for participants to:

- Share Shakespeare-area issues to be considered in the planning for future Highway 7&8 capacity and safety needs;
- Identify additional criteria to consider for the evaluation of Shakespeare-area route alternatives; and
- Identify potential additional highway route alternatives in the Shakespeare area, including route alternatives north and south of existing Highway 7&8 and within the existing and/or expanded Highway 7&8 corridor.

This workshop also invited participants to express their interest in attending a future, full day workshop to further discuss the route evaluation criteria and route alternatives for the Shakespeare area.

### 2.2 Session Overview / Agenda

A copy of the workshop agenda is provided in **Appendix A** of this report.

The workshop consisted of two components, specifically a brief presentation by the study team at the outset of the workshop and a participant working session. The participant working session provided an opportunity for all workshop participants to identify additional and/or refined criteria to be considered for

the assessment and evaluation of route alternatives as well as the route they believe is best for the Shakespeare area and the rationale for it.

A copy of the study team presentation for the March 8, 2010 workshop is included in **Appendix A** of this report.

## 2.3 Participant Input and Comments

### 2.3.1 General Comments

Comments on the general nature of the Study and the material presented were submitted in writing through comments sheets. These comments are detailed in **Table 1** below.

**Table 1: General Comments / Questions**

<ul style="list-style-type: none"><li>• My husband and I attended Monday night's workshop, but were totally disappointed. You have had over four years of planning going into this with experts in geography, environment etc. and with all this you expected the average citizen to mark out our preferred route adhering to all the criteria outlined in 45 minutes or less. Why is it not possible for all your EXPERTS to set out the three best routes that meet all the criteria that have the least impact for the majority of citizens and in the next municipal election have a vote on these routes?</li></ul>
<ul style="list-style-type: none"><li>• The first big mistake tonight is inviting people to pick a favoured route, as opposed to corridor. No one really understands the difference. It is your job to pick the route. To ask the community to do that is going to divide the community for years to come. This is criminal.</li></ul>
<ul style="list-style-type: none"><li>• At one point Fred Leech referred to encroaching on residential envelopes. That is someone's house! Call it that, don't fudge it.</li></ul>
<ul style="list-style-type: none"><li>• You talk about pedestrian crossings but you do not mention if these are going to be accessible e.g. wheelchairs.</li></ul>
<ul style="list-style-type: none"><li>• Under Area Transportation System Alternatives only two things have been considered. There should have been a third – improved rail transport. Continuing to build more and faster highways leads to more cars. This is not a green option. Improved rail links on the rail corridor from Toronto through Kitchener to London is the green option.</li></ul>
<ul style="list-style-type: none"><li>• I refuse to pick a route. That is what all people should do – you have tricked them into it.</li></ul>

In addition, one individual suggested that the “win-win” scenario for the community is the implementation of a bypass of the Shakespeare community with the bypass and existing highway altered to a one-way system.

### 2.3.2 Route Evaluation Criteria Input and Comments

Comments and input on the Route Evaluation Criteria are provided in **Table 2**. Generally, the comments relate to future weighting scenarios and the need to ensure that people, safety and long term impacts are appropriately addressed by the criteria.

There was also some concern relating to the fact the revised criteria, as presented by the study team in the March 8 workshop presentation, were all focused specifically on the village of Shakespeare. It is important to note that the assessment and evaluation of route alternatives will be undertaken using the full set of factors, sub-factors, criteria and indicators specified under the detailed / route planning column of the table provided in **Appendix E**, including further refinements that reflect subsequent stakeholder input. The workshop presentation focused on the new / modified criteria subsequent to the last round of public consultation. It was not in any way intended to minimize the importance of the previous changes.

**Table 2: Route Evaluation Criteria Workshop Comments**

<ul style="list-style-type: none"> <li>• Impact to people (community)</li> <li>• Long term effect of 30,000+ vehicles going through the small community of Shakespeare</li> <li>• Health issues – vibration, noise, pollution, allergies</li> <li>• Atmosphere of small community and quality of life would be lost forever</li> <li>• Use the same criteria that resulted in the bypass of Petersburg, Baden, New Hamburg and Stratford. As well as many other communities that have been bypassed all over Canada. Why on earth would MTO bypass all those other communities and not Shakespeare? Please answer me why – do our lives not matter to you?</li> </ul>
<ul style="list-style-type: none"> <li>• It would be appropriate to give more weight to some criteria.</li> <li>• Still concerned that some important indicators will be diluted over the whole set of criteria and indicators (such as public safety and noise/vibration).</li> </ul>
<ul style="list-style-type: none"> <li>• An important but missing criterion is: What will the long term impact of a widened / expanded highway be on the growth of fossil fuel dependent private vehicle transportation (a public transportation system backed by a serious Ministry commitment would/could gradually resolve current traffic congestion and steer more transportation growth away from highway and toward rail).</li> </ul>
<ul style="list-style-type: none"> <li>• No highway through Shakespeare</li> <li>• When evaluating results of EA studies provide “weight” of each finding i.e., does wetland preservation have the same weighting as safety of human life? I believe society has become ‘green’ to save the environment but safety should be given higher priority.</li> <li>• I’ve heard that underground tunnels or highway overpasses may be proposed for pedestrian traffic. If this is the case, I would like to remind the decision makes that children (I have 2 young boys) do not obey the current crosswalk in Shakespeare... they cross wherever it is easiest. You can build tunnels etc but you can’t make our children use it.</li> <li>• Ministry of Transportation mission should be to build and evaluate the SAFEST highway possible.</li> </ul>
<ul style="list-style-type: none"> <li>• I am concerned that all of the new criteria are village focused, seemingly at the expense of those criteria already established.</li> <li>• It seems to me that many of the noise, vibration, safety issues are applicable no matter where the highway goes; e.g. our children crossing four lane highways to ride a school bus are at great risk due to the speed of highway travel.</li> </ul>
<ul style="list-style-type: none"> <li>• Residential water/well use and requirements should be considered.</li> <li>• I mention this as a resident whose well would be severely affected by the ‘preferred’ corridor.</li> </ul>

**Table 2: Route Evaluation Criteria Workshop Comments**

<ul style="list-style-type: none"><li>• Very disappointed in the missing agricultural criteria as we are the most heavily impacted by ANY other route.</li><li>• Agricultural land not only supports our business enterprises but it also protects critical source water and provides landscapes and habitats for species of interest. Our practices in crop, livestock and food production as well as our implementation of nutrient management benefit all of society.</li></ul>
<ul style="list-style-type: none"><li>• Criteria as presented at this meeting feel like they pertain to Shakespeare area only.</li><li>• Compensation – most any route would be acceptable as long as proper compensation is paid to affected landowners and business including farm businesses with associated properties.</li><li>• I believe Shakespeare could ‘rebuild’ the store fronts with enough money and walking overpasses should be built for safety.</li></ul>
<ul style="list-style-type: none"><li>• The new criteria, Downtown Historic Crossroads Function, should be added under Cultural Environment Factors. Since this criteria is intended to protect the historic downtown area it would be much more appropriate to include it with similar criteria dealing with historic buildings, bridges, settlements, etc. rather than under Land Use.</li><li>• Criteria 1.3.4. Private Wells needs to be considered now. An expanded highway through Shakespeare would definitely impact several private wells that now sit within meters of the current highway and so this criteria must be considered now.</li><li>• Another criteria that needs to be considered now is 3.1.4. Cultural Heritage Landscapes. This too was deferred until the detailed planning phase and so, since we are there now, it must be considered now.</li><li>• There should also be many more criteria that address the safety of people since several people are killed on Canadian highways every day. Consideration is needed, not just for the many drivers who will someday travel this expanded highway, but for the people who must live, shop or cycle along side it.</li><li>• One safety criteria within a study of 65 total criteria is unacceptable. We now have one within 66 with the addition of Downtown Historic Crossroads Function.</li></ul>

### 2.3.3 Participant Identified Route Alternatives for the Shakespeare Area

Workshop participants were given the opportunity to draw the route they believe is best for the Shakespeare area on a plan and to provide the rationale for the route they identified. In total, 70 alignments were drawn within the “Area for Further Review of Shakespeare-Area Route Alternatives”. A number of the alignments drawn were very similar resulting in 11 route options overall as detailed below and illustrated conceptually on **Figure 1**.

#### Make Use of Existing Corridors:

1. Make use of/convert/twin or run adjacent to existing rail corridor – drawn 14 times
2. Use the existing Highway 7&8 right-of-way – drawn 28 times

#### Bypass to the South of Shakespeare:

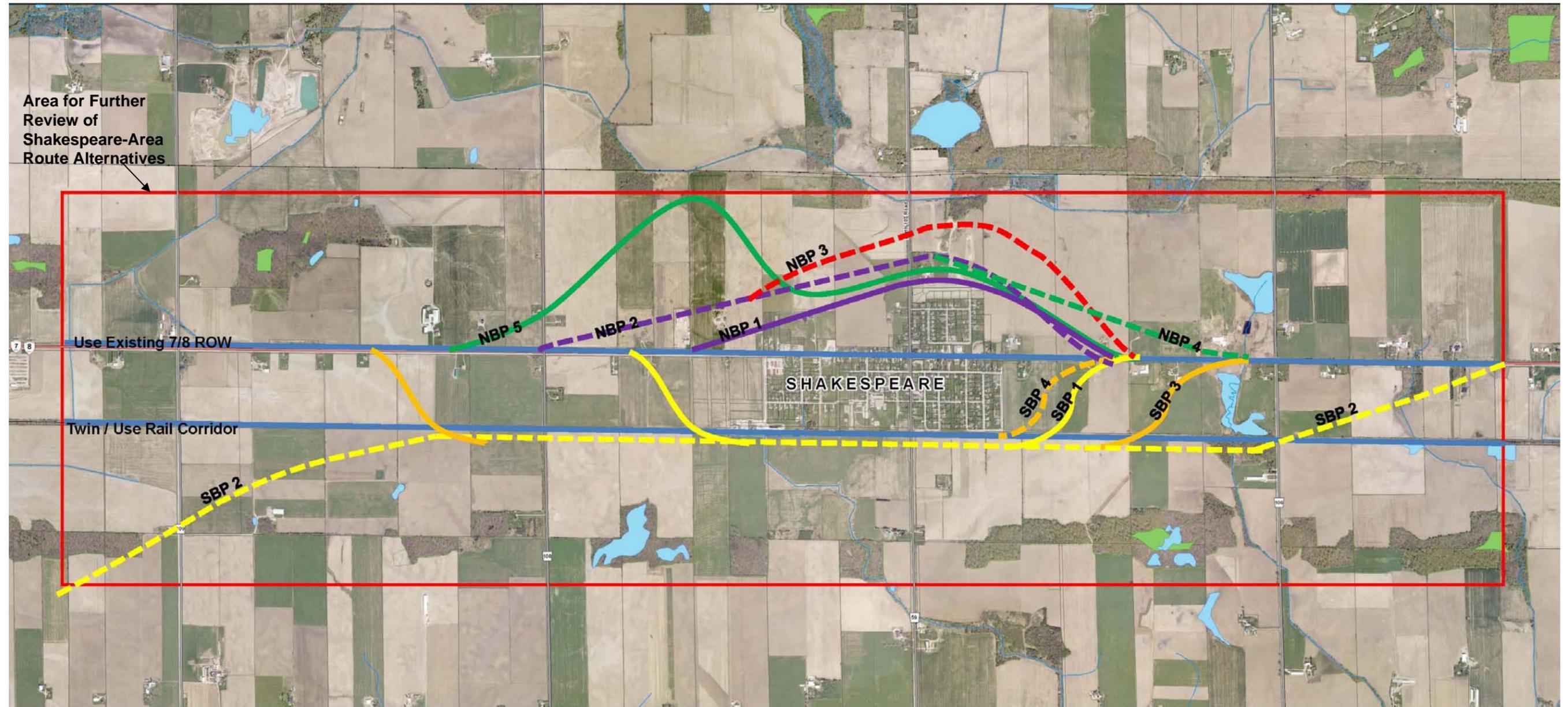
3. Alternative 1 (SBP 1) – drawn 7 times
4. Alternative 2 (SBP 2) – drawn 4 times
5. Alternative 3 (SBP 3) – drawn 1 time
6. Alternative 4 (SBP 4) – drawn 4 times

#### Bypass to the North of Shakespeare:

7. Alternative 1 (NBP 1) – drawn 7 times
8. Alternative 2 (NBP 2) – drawn 1 time
9. Alternative 3 (NBP 3) – drawn 1 time
10. Alternative 4 (NBP 4) – drawn 2 times
11. Alternative 5 (NBP 5) – drawn 1 time

In addition, several route alternatives were suggested that were outside the area for further review. A total of 17 individuals recommended using Pork Road (south of the existing Highway 7&8 right-of-way) and 9 individuals recommended using Vivian Street (north of the existing Highway 7&8 right-of-way). The rationales for the routes identified by participants at the March 8, 2010 workshop are provided in **Appendix B** of this report.

Figure 1: Route Alternatives Generated at March 8th Shakespeare Workshop



Route Alternatives Generated at  
 March 8<sup>th</sup> Shakespeare Workshop

Northern Bypass (NBP)

- 1
- 2
- 3
- 4
- 5

Southern Bypass (SBP)

- 1
- 2
- 3
- 4

Use, Convert, Twin or align  
 next to Existing ROWs

### 3.0 March 27, 2010 Shakespeare Community Workshop

The second workshop was held on March 27, 2010 from 9:30 am to 3:30 pm at the North Easthope Community Hall. All individuals who expressed interest in attending the workshop were invited to attend.

A total of 35 people attended the workshop. Workshop participants included representatives from local stakeholder groups, the local municipalities, emergency services and the general public.

The workshop was facilitated by Glenn Pothier of GLPi. Study team participants included:

- Charles Organ, MTO Project Manager
- James Corcoran, MTO Environmental Planner
- Brenda Jamieson, AECOM Project Manager
- Fred Leech, AECOM Environmental Planner

### 3.1 Purpose of the Workshop

The purpose of the workshop was to review the evaluation criteria to be used for the assessment and evaluation of route alternatives in the Shakespeare area, the strengths and weaknesses of each route alternative and potential measures to enhance each route alternative and/or mitigate potential effects. The workshop did not include selection of a preferred route.

### 3.2 Session Overview / Agenda

A copy of the workshop agenda is provided in **Appendix C** of this report.

The objective of the workshop was to solicit input from the workshop participants on the evaluation criteria and indicators for route selection as well as the proposed route alternatives for the Shakespeare area. It is important to note that the workshop did not include nor was it intended to include selection of a preferred route. The assessment and evaluation of the route alternatives to select a preferred route will be undertaken by the study team following the next round of public consultation, taking into consideration input received through the Shakespeare Community Workshops and other related consultation activities.

The workshop consisted of two components, specifically a review of the proposed new/modified route evaluation criteria and indicators to be used for route selection and a review of the route alternatives in the Shakespeare area. Brief presentations were made throughout the course of the day to support the various workshop components. A copy of the study team presentation for the March 27, 2010 workshop is included in **Appendix C** of this report.

The POWER tool was used to review each of the proposed route alternatives for the Shakespeare area (see Figure 2). The facilitator led the group through a detailed review and discussion of each route alternative to identify the:

- P – Positives
- O – Objections
- W – What Else
- E – Enhancements
- R – Remedies

An overview of the Next Steps for the study was provided, highlighting the study team would review the workshop input to develop a final list of route alternatives for the Shakespeare area and a final list of route evaluation criteria and indicators. An additional Public Information Centre (PIC #3B) will be held in early Summer 2010 to present these materials for public review and comment. PIC #4 will be held in late Fall 2010 to present the results of the evaluation and a preferred corridor for the entire study area.

The questions and comments raised during the workshop and following the workshop are documented in **Sections 3 and 4** of this report. Where possible and necessary to advance the workshop discussion, the study team provided responses to comments and questions raised throughout the day. However, it is important to note that the focus of the workshop was to solicit input from participants not to debate the input received. As a result, the comments presented in **Sections 3 and 4** have been recorded as they were received; they may not be accurate or true statements regarding provincial processes, operations or study results generated to-date.

### 3.3 Evaluation Criteria and Indicators

The revisions and additions to the evaluation criteria which have been made by the study team in response to previously submitted comments were presented. The revisions to the evaluation criteria and indicators include new / modified criteria and indicators for following sub-factors:

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

For complete details of the revisions and additions within the sub-factor areas, please refer to **Appendix D** and **Appendix E** of this report. It was also noted that the assessment and evaluation of route alternatives will be undertaken using the full set of factors, sub-factors, criteria and indicators specified under the detailed / route planning column of the table provided in **Appendix E**, including further refinements that reflect subsequent stakeholder input.

#### 3.3.1 Participant Questions and Comments

Participant questions and comments on the evaluation criteria and indicators were provided via two presentations made by local stakeholder groups as well as through an open forum discussion. The questions and comments are summarized in the following subsections.

##### 3.3.1.1 *Agriculture Business Community Group*

Paula Niece made a presentation on behalf of the Agriculture Business Community (ABC) Group with respect to the agriculture evaluation criteria and indicators. Highlights of Paula's presentation include:

- CLI (Canada Land Inventory) Classification for the Study Area is predominantly Class 1. The loss of this land cannot be mitigated.

- A majority of the study team’s data is outdated by at least 10 years and the study team must ensure they work with all available resources to obtain accurate data.
- Use of the term ‘nuisance’ does not adequately capture the impacts to agricultural businesses who may have barns, silos, drainage systems, etc. displaced by the highway.
- There must be consideration for agricultural businesses that are legislated under the Nutrient Management Act (and other similar Acts) to maintain a certain acreage – if an agricultural business has land removed from operation by the highway, how will the requirements of the Act be addressed?
- Independent lots (referred to previously as multiple farm operations) form part of a larger agricultural business operation in the area; Integrated Agricultural Business Units (IABU’s).

Paula also presented additional data the ABC group had generated through meetings with local producers emphasizing the reliance of the agricultural businesses on transportation routes in the area. Lastly, Paula reiterated the importance of the Nutrient Management Act and the Drainage Act as well as the concerns of the group with respect to access displacement/relocation and impacts to IABU’s rather than single parcels of land.

A copy of ABC’s presentation is provided in **Appendix C** of this report.

### 3.3.1.2 *Shakespeare Area Residents Association*

Jeff Workman presented on behalf of the Shakespeare Area Residents Association (SARA). The Association’s primary concerns regarding the evaluation criteria and indicators relate to the safety criteria and its focus on the vehicular (car, trucks) users of the highway. Key concerns of the Association highlighted through Jeff’s presentation include:

1. The 1.5 km stretch of highway passing through Shakespeare contains:
  - The **only** traffic light in the area
  - The **only** 50 km/h speed limit in the area
  - **The** highest concentration of pedestrians in the area
2. With 72 entrances and intersections, Shakespeare has the highest concentration of exits/entrances in the study area.
3. If the existing highway is chosen as the preferred route, it brings homes, children playing in yards and driveways closer to the corridor creating greater safety issues than currently exist.

In summary, SARA highlighted a need for the safety criteria to be expanded and for the safety criteria to be weighted more heavily in the evaluation (than if it was assigned an equal percentage of the total weight divided by the number of criteria).

A copy of SARA’s presentation is provided in **Appendix C** of this report.

### 3.3.1.3 *Workshop Discussion*

Question	The new and modified criteria will be applied with all the other criteria?
Answer	Yes. All the criteria in the larger table (see <b>Appendix E</b> ) will be applied to all route alternatives during the evaluation.

- Question      What is a receptor, e.g. noise and air receptors?  
Answer        Examples include homes, schools, recreational facilities etc. Shopping plazas are not receptors.
- Question      Will there be opportunities later in the Workshop for more questions/answers?  
Answer        Yes. There are some designated periods for questions/answers established in the agenda. Other questions can be raised as we proceed but we'd like to focus on the purpose for today's workshop and get through all those items.
- Comment      Regardless of which route is chosen, there will be impacts to the agricultural routes highlighted in the ABC presentation.
- Question      The MTO Traffic Act supersedes most other acts. Does it allow or contain any policies regarding minor variances? The Drainage Act for example requires agricultural businesses to maintain their operation on a certain acreage – can MTO do anything for those businesses that will lose land and who are under the Drainage Act requirements?  
Answer        Impacts such as those are dealt with on an individual basis when the property is identified as being needed and when the acquisition process begins. Impacts of that nature are dealt with through design alterations, mitigation or, compensation if mitigation is not feasible. Only when design and mitigation options have been considered and ruled out can MTO discuss the matter with OMAFFRA.
- Comment      The ABC presentation did not show any arrows travelling through town.  
Response      The presentation highlighted routes travelled 'as the crow flies' to show the interaction between each 'parcel' and the broader areas associated with IABUs. The arrows weren't the actual routes travelled.  
The key is that everyone needs the transportation system to work for them and the others who use it.
- Comment      ABC has never picked a route. Our concerns are applicable to all routes though obviously some routes are more impacting than others.
- Question      Which criteria is related to the growth potential for the community – is this included?  
Answer        It is included. It is criteria number 2.1.3 regarding conformity with municipal official plans. Development can only occur where the official plan indicates it can and when an official plan has been approved. The study team is in frequent contact with the municipal staff and has discussed receiving updates to data if needed.
- Question      If the criteria says potential to improve safety, that potential should be reached by the route chosen; that shouldn't be an option?  
Answer        You're correct. What we mean by that is which route has the greatest potential to achieve that safety objective. If we used a three level system for example and ranked the routes 'High Potential to Improve, Medium Potential, Low Potential'; then based on that criteria alone, whichever had highest potential to improve safety would be preferred under that category.

- Question      What is weighted most important in the evaluation?  
Answer        We don't know yet. The weighting will be done in the future when we have all the data. An initial weighting scenario will be prepared but the evaluation will take into account a number of different weighting scenarios.  
Members of the public will be given the opportunity to provide their proposed weights for the evaluation factors, sub-factors, criteria and indicators through the public consultation process for PIC #3B.
- Question      Will the study team present the preliminary weighting scenario at PIC 3B?  
Answer        We could. We'll have to discuss it. Typically, when that has been done in the past, the public assumed the weightings were decided / fixed.
- Question      How many homes will be lost if the existing corridor is preferred?  
Answer        We don't know yet. These are the details that will be determined during the evaluation of route alternatives.

### 3.4 Route Alternatives for the Shakespeare Area

An overview of the route alternatives generated by participants at the March 8th workshop was provided (see Figure 1). It was explained that refinements were made to the suggested route alternatives by the study team to ensure the appropriate design for:

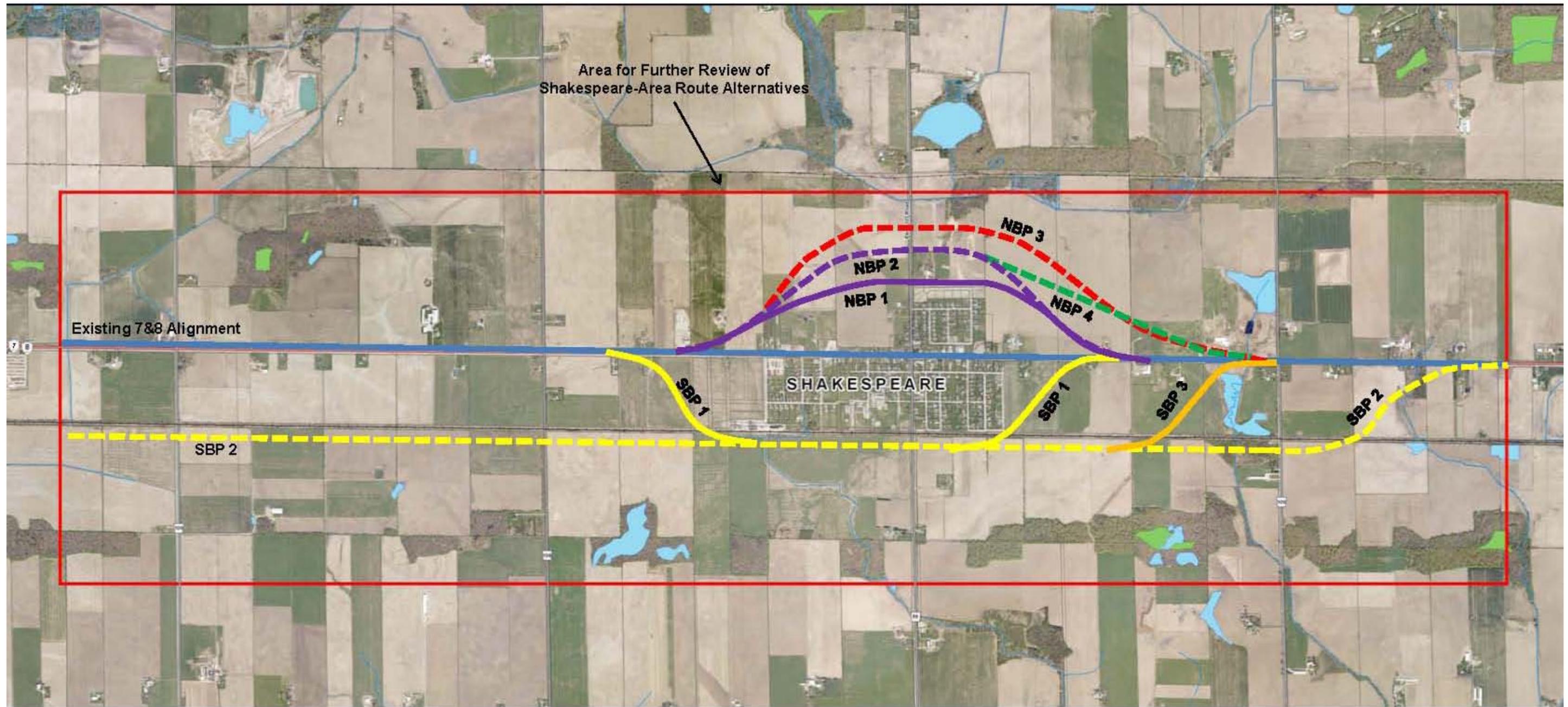
1. Curvature of alignment
2. Sight line requirements for intersections
3. Crossing road considerations
4. Connectivity to the preferred corridor west of Perth Road 109

The refined route alternatives are presented in **Figure 2**.

The study team also explained why route alternatives using existing roads, e.g. Pork Road and Vivian Street, were not being 'carried forward' (considered) as alternatives.

The study team presentation, including an example of a route refinement, is included in **Appendix C** of this report.

Figure 2: Proposed Highway Route Alternatives for Shakespeare Area



Proposed Highway Route Alternatives  
 for Shakespeare Area  
 (Subject to stakeholder feedback at March 27<sup>th</sup>  
 Shakespeare Workshop)

<u>Northern Bypass (NBP)</u>	<u>Southern Bypass (SBP)</u>	<u>Existing 7&amp;8 Alignment</u>
1	1	
2	2	
3	3	
4		

### 3.4.1 Participants Questions and Comments

#### 3.4.1.1 *Route Alternatives Not Carried Forward (Line 33 / Pork Road and Line 37 / Vivian Street)*

Stakeholder comments on Pork Road / Vivian Street alternatives were the following:

- MTO/AECOM is being too narrow/ closed-minded regarding these alternatives.
- What does MTO/AECOM not get about Pork Road / Vivian Street being the only alternatives Shakespeare residents want?
- Stakeholders should go to MPP Wilkinson with the intent of getting him to force MTO/AECOM to select the Pork Road / Vivian Street alternative ... this may have to be a political decision.
- One stakeholder indicated that she is disabled on a very limited income, and if the Pork Road / Vivian Street alternative is not picked, she will lose the only good residence she has ever been able to afford to rent.
- Don't need to construct two additional lanes if we have 2-lane Highway 7&8 supplemented by 2-lane Pork Road or Vivian Street.
- Ordinary stakeholders don't have the resources to ask the MOE Minister to re-designate the EA process from a Class EA to an Individual EA if they feel that the Pork Road / Vivian Street issue has not been adequately considered.

#### 3.4.1.2 *Route Alternatives Carried Forward (refined March 8 Workshop route alternatives)*

No general / preliminary comments about the 'carried forward' route alternatives were made. The majority of the comments/questions were held until the detailed review of route alternatives led by the facilitator and are documented in **Table 3** below.

**Table 3 – POWER Tool Analysis of Refined Route Alternatives**

Route Alternative	Positives	Objections	What Else	Enhancements / Remedies
<b>ALL Bypasses / Routes</b>	<ul style="list-style-type: none"> <li>• Uses existing right-of-way east and west of Shakespeare (except SBP 2)</li> </ul>	<ul style="list-style-type: none"> <li>• Business impacts</li> <li>• Increases route length</li> <li>• What would be 'treatment' for existing highway 7/8 and crossing roads – dead ends?</li> <li>• Object to everything – the terminology, the definitions, the routes</li> <li>• Truck traffic on Highway 59 will not be captured</li> <li>• All bypasses will gut Town</li> </ul>	<ul style="list-style-type: none"> <li>• Nothing identified</li> </ul>	<ul style="list-style-type: none"> <li>• Process should result in MTO developing new criteria for evaluation processes, including acquisition, to ensure fairness for all parties</li> <li>• Compensation must be made in a timely manner</li> <li>• Provide pedestrian and cyclist access through Shakespeare and better the streetscapes (signage, trees, etc)</li> <li>• Significant landscaping (with 50/100 density planting)</li> <li>• Farm access across the highway to maintain use of bisected parcels</li> <li>• Reforest and aesthetic mitigation</li> </ul>
<b>All NBPs</b>	<ul style="list-style-type: none"> <li>• Avoids Shakespeare and the associated negative impacts</li> <li>• Avoids pedestrian conflicts and safety concerns</li> <li>• Less costly as it avoids rail crossings</li> <li>• Better for business</li> <li>• Easier implementation of intersections</li> <li>• More scenic</li> <li>• Avoids heritage buildings in village</li> <li>• Lots of area surrounding the route for snow removal or salt storage</li> <li>• Avoids my home</li> <li>• Noise and mitigations impacts lessened and more opportunities (space) to mitigate</li> <li>• Uses existing right-of-way east and west of Shakespeare</li> <li>• More land for parking available</li> <li>• Encourages growth north to meet the bypass</li> </ul>	<ul style="list-style-type: none"> <li>• All of ABC's objections in the last 4 submissions</li> <li>• More farm land is affected than with a SBP</li> <li>• Removes business from Downtown core</li> <li>• Noise and air pollution carried on westerly winds and because the land is higher there it will settle in Town on the lower lands</li> <li>• Bisects a century pioneer farm</li> <li>• Potential difference in land costs</li> <li>• Removes 40 acres of farmland forever</li> <li>• Limits potential for Shakespeare to grow north (beyond bypass)</li> <li>• Encourages growth to occur up to the bypass</li> <li>• Runoff and potential for groundwater impacts, ponds etc</li> <li>• Pending Official Plan issues in the area – the Province opposed the Perth County Official Plan</li> <li>• Watershed issues, source protection concerns</li> <li>• Harder to implement at grade intersections because of the topography</li> </ul>	<ul style="list-style-type: none"> <li>• Northern bypasses were previously considered – it's interesting they're on the table now</li> <li>• All bypasses give the opportunity for the Town to be the next St. Jacob's</li> <li>• All bypasses could potentially kill the Town</li> <li>• Bypasses benefit the residences</li> <li>• No bypass, just add a turning lane</li> </ul>	<ul style="list-style-type: none"> <li>• Easier access and signage to/for Shakespeare plus improvements to the existing road to make the system work better</li> <li>• Can maintain the north-south connection with Road 107 and force access to the Town from the east and west</li> <li>• Maintains east-west access to Town</li> <li>• Maintains north-south access for emergency services</li> </ul>
<b>NBP 1</b>	<ul style="list-style-type: none"> <li>• Better topography than more northern bypasses</li> </ul>	<ul style="list-style-type: none"> <li>• Is more restrictive of future growth areas</li> <li>• Close to new subdivision with noise and vibration impacts</li> <li>• Less room for mitigation measures to be put to mitigate noise and vibration</li> </ul>	<ul style="list-style-type: none"> <li>• Nothing identified</li> </ul>	<ul style="list-style-type: none"> <li>• Nothing identified</li> </ul>
<b>NBP 2</b>	<ul style="list-style-type: none"> <li>• Potential for bridging 107 (if no interchange)</li> <li>• More space for mitigation measures (trees, etc)</li> <li>• Better for business with east connection nearer to Town</li> </ul>	<ul style="list-style-type: none"> <li>• Too many farms are impacted, frontages, accesses, etc</li> </ul>	<ul style="list-style-type: none"> <li>• Nothing identified</li> </ul>	<ul style="list-style-type: none"> <li>• Nothing identified</li> </ul>
<b>NBP 3</b>	<ul style="list-style-type: none"> <li>• It's in the valley so will have less noise impacts</li> <li>• Allows more growth</li> <li>• Crosses a gravel pit</li> </ul>	<ul style="list-style-type: none"> <li>• Allows more growth</li> <li>• Crosses a gravel pit</li> <li>• Too far in the valley with the topography – no-one will see the Town</li> <li>• Closer to Avon Creek and so increased impacts on water with runoff, salt, etc</li> <li>• Close to the edge of the wetlands</li> <li>• Impacts and crosses more natural and agricultural lands than other northern bypasses</li> <li>• Further from residences so MTO will be less willing to mitigate impacts</li> <li>• Impacts a heritage home</li> </ul>	<ul style="list-style-type: none"> <li>• Nothing identified</li> </ul>	<ul style="list-style-type: none"> <li>• Nothing identified</li> </ul>
<b>NBP 4</b>	<ul style="list-style-type: none"> <li>• Nothing identified</li> </ul>	<ul style="list-style-type: none"> <li>• East connection impacts the cell towers and there's difficult topography</li> <li>• Further from Town so worse for businesses</li> <li>• Impacts a heritage home</li> </ul>	<ul style="list-style-type: none"> <li>• Nothing identified</li> </ul>	<ul style="list-style-type: none"> <li>• Nothing identified</li> </ul>

**Table 3 – POWER Tool Analysis of Refined Route Alternatives**

Route Alternative	Positives	Objections	What Else	Enhancements / Remedies
Existing 7/8	<ul style="list-style-type: none"> <li>West section uses land owned by MTO</li> <li>Reduces impacts on agriculture</li> <li>Sell MTO owned lands to increase agricultural lands</li> <li>Businesses, non-niche markets especially, would benefit from increased traffic</li> <li>Ensures MTO held sufficiently accountable and compensates for enhancements</li> <li>Shortest route</li> <li>No need to up/down load roads</li> <li>Maintains emergency access for all</li> <li>Most scenic route for tourists</li> </ul>	<ul style="list-style-type: none"> <li>Not the shortest route</li> <li>Safety for pedestrians would be compromised (more) and as the densest area this can't be mitigated</li> <li>Increases in speed will increase safety risk</li> <li>Safety concerns with flying rocks</li> <li>Not a long, long term solution</li> <li>Lack of policing already</li> <li>Snow removal pains people already</li> <li>Most impacts to heritage buildings/landscapes</li> <li>Impacts Shakespeare infrastructure (e.g. sewers, etc) and utilities</li> <li>No potential to mitigate noise (no space for measures)</li> <li>Cost</li> <li>Increases congestion</li> <li>Impacts to major buildings will really hurt Town as a destination</li> <li>Hard to load/unload trucks</li> <li>Repeats problems MTO has in other areas e.g. 6 South and 401</li> <li>Town is a school zone – speed should be reduced to 40 km/h during start and finish times for school day</li> <li>Loss of existing parking areas</li> <li>Difficulty entering / exiting fire station</li> <li>Impacts largest number of private wells</li> <li>Bypass is wanted – other Towns have wanted and got a bypass. Why is Shakespeare unique?</li> <li>Homes and buildings on the south side of the highway are lower than on the north side and could be more impacted by water (runoff into basements etc)</li> <li>Village, character and community cohesion will be lost</li> <li>Bypass is more easily constructed</li> <li>Loss of general efficiency in goods movement</li> <li>Counterproductive because village constrains future potential growth areas</li> <li>Air quality concerns</li> <li>Too many driveways will slow down traffic</li> <li>What's left won't be liveable</li> <li>Impacts to property values if nothing done for 20-30 years, further impacts once done</li> </ul>	<ul style="list-style-type: none"> <li>Nothing identified</li> </ul>	<ul style="list-style-type: none"> <li>3 or 4 lanes, not 5</li> <li>Don't change footprint</li> <li>None – problems exist now, widening will only worsen them</li> <li>Sufficient funds to be made available for relocation / compensation</li> <li>Buy all homes and businesses on the stretch for fair market value</li> <li>Purchase property as soon as a preferred route is known</li> <li>Provide adequate time for people to relocate</li> <li>Solve current parking issues</li> <li>Sidewalks and landscaping improvements</li> <li>Provide a controlled crossing for kids and pedestrians (in the interim) and signage for the fire hall</li> </ul>
All SBPs	<ul style="list-style-type: none"> <li>All the positives of the north bypasses</li> <li>Flatter terrain</li> <li>Natural sound barrier in place already with the rail track</li> <li>Rail corridor already exists providing an impact already and a 'natural' path</li> <li>Focuses east-west traffic (rail and road) in one area</li> <li>Intersects with 59 mitigating truck traffic through Town</li> <li>Scenic route; coyote viewing on rails is an experience for drivers</li> <li>Could drive coyotes from Town</li> <li>Doesn't limit/ land lock areas for development/ growth in Shakespeare</li> </ul>	<ul style="list-style-type: none"> <li>All the objections of the north bypasses</li> <li>Longer road means more cost</li> <li>Interferes with more municipal drain infrastructure</li> <li>Rail crossings mean more cost</li> <li>Risk splitting the community</li> <li>Less incidental traffic through Shakespeare</li> <li>Impact south of Town – is not a true bypass</li> <li>Greater areas of land lost and greater number of properties impacted</li> </ul>	<ul style="list-style-type: none"> <li>All the comments on the north bypasses</li> </ul>	<ul style="list-style-type: none"> <li>All the enhancements and remedies for the north bypasses</li> <li>'Swap' the rail and bypass so rail is on the south and no crossings of rail line would be needed (need to remember access to rail line for Shakespeare Mills)</li> <li>Add a train station</li> <li>Provides better visibility of Town and might draw more business from those who see Town</li> </ul>
SBP 1	<ul style="list-style-type: none"> <li>Less farmland impacted</li> <li>Hugs the rail tracks</li> <li>Closest to Town</li> <li>No crossing or connection with 106</li> </ul>	<ul style="list-style-type: none"> <li>Nothing identified</li> </ul>	<ul style="list-style-type: none"> <li>Nothing identified</li> </ul>	<ul style="list-style-type: none"> <li>Nothing identified</li> </ul>

**Table 3 – POWER Tool Analysis of Refined Route Alternatives**

Route Alternative	Positives	Objections	What Else	Enhancements / Remedies
SBP 2	<ul style="list-style-type: none"> <li>• Bypasses / south of Fryfogel Inn</li> <li>• Only 1 rail crossing</li> <li>• No need to provide a connection with 108 and 'could' dead end it</li> </ul>	<ul style="list-style-type: none"> <li>• Must cross / connect with 106</li> <li>• Catastrophic agricultural impact and conflicts with Nutrient Act</li> <li>• Bisects woodlot</li> <li>• Crosses too many watercourses</li> <li>• Too far from Town</li> <li>• Doesn't use existing right-of-way</li> <li>• No western access into Shakespeare and poor eastern access – removes most access traffic and increases business impacts</li> <li>• Doubles the noise by being beside the rail tracks</li> </ul>	<ul style="list-style-type: none"> <li>• Nothing identified</li> </ul>	<ul style="list-style-type: none"> <li>• Nothing identified</li> </ul>
SBP 3	<ul style="list-style-type: none"> <li>• Nothing identified</li> </ul>	<ul style="list-style-type: none"> <li>• Nothing identified</li> </ul>	<ul style="list-style-type: none"> <li>• Nothing identified</li> </ul>	<ul style="list-style-type: none"> <li>• Nothing identified</li> </ul>

### 3.4.1.3 Next Steps

- Comment I've heard the traffic numbers from Road 101 to Stratford are dwindling. If this is true and nothing triggers the need for an expanded 7/8 what happens? We need assurances that we won't be left in limbo.
- Response Capacity, operational and safety considerations will trigger the need for improvements. The timing for implementation of these improvements may vary as it is dependent on a number of factors. An implementation plan will be developed later in the study process.
- Comment A study was completed in 1975 and a route chosen. Nothing was done. There is a need for improvements to address the safety concerns and operational issues but a better solution is needed – the people of Shakespeare's preferred road in the town is 3 lanes.
- Response The traffic analysis done during those times was aggressive and ultimately did not grow as expected. The study recommended a new route that paralleled Highway 7&8 to the south generally through the middle of the concession. Due to opposition, the study was reassessed. Ultimately the designated route was revoked.
- Comment Thanks – I've learnt a lot. What we need though are reassurances that if built, the highway will be built well and in consideration of all things. We also need to address 'in the meantime'; i.e. what if someone can't sell their property because of the study?
- Response Property issues are dealt with on a case by case basis. In cases of hardship, the Ministry (of Transportation) can acquire properties. Anyone with these sort of issues should speak with Chuck.
- Comment The triggers to look for in the report will be valuable. At the next PIC could some information on process and timing beyond the EA be presented so we are clear on who to contact about what in the future?
- Response Yes, we can include that sort of information in the presentation material for the next PIC.

## 4.0 Additional Comments and Questions

### 4.1 General

- Comment I don't want the highway through Shakespeare. This is not our job.
- Comment Is there any consideration of roundabouts? It seems the options for consideration are outdated!
- Response Roundabouts, traffic lights etc each work in different situations. The problem isn't necessarily the intersection, it's the capacity on both sides of the intersection. Traffic lights actually have the least impacting footprint (smallest amount of land needed) when compared to alternatives like roundabouts.
- Question We always have deadlines for comments, etc. When will we get a summary of the workshop?
- Answer By April 16, 2010.
- Question What does 'limited access' mean?
- Answer It means that access on and off the highway is limited to intersections / interchanges. All vehicles can access and travel on a limited access highway (including agricultural machinery) but direct access via driveways is limited.
- Question Would three lanes through Shakespeare be sufficient? We don't want an 80 km/h highway through the town.
- Answer The long term problem (to 2031) indicates that three lanes is insufficient to address the long term capacity requirements. An additional through lane is required in each direction. A 3-lane cross section could address the short term requirements but it does not address the long term capacity requirements. The speed is not the issue and wouldn't change. The issue is capacity and increasing volumes, not speed.
- Question Would three lanes through Shakespeare and a bypass be enough?
- Answer Yes. But this solution would result in more impacts.

### 4.2 Study Process

- Question The community's already experiencing the safety issues. What can be done to fast track this process?
- Answer Unfortunately, nothing; the study must follow the process.
- Comment The final report needs to capture the community's concerns and timelines.
- Response The report will capture the concerns and timelines of the community. When the report is released for review, members of the public will be able to review it and find triggers for when and how things will be done.

### 4.3 Project Need / Alternatives to the Project

- Question When will 4 lanes be needed in this area?
- Answer The need will evolve over time. The need for 4 lanes is dependent on capacity, operational and safety considerations. By 2031, there will be the need for two additional lanes (one in each direction) to address capacity requirements. From a safety and operational perspective, the need for additional lanes may be realized sooner.
- Comment I strongly believe that if all levels of government committed to and initiated more rail projects, road widenings like this project would not be needed.
- Response Greater rail / transit use has been considered with very optimistic levels of diverting car users to transit. However, even with an aggressive level of diversion to transit, there is still a need for two additional lanes of capacity within the area transportation system. Improvements to transit are recommended as part of the 'whole' preferred solution for the movement of people and goods.  
This study is not the method to change provincial policies.

### 4.4 Corridor Design

- Question How will the preferred corridor connect with Shakespeare, what will the intersection look like?
- Answer This will be determined once a preferred corridor is chosen. Depending on the corridor, it could be an at grade intersection, an interchange or a roundabout.
- Question How will crossings of other roads be dealt with if a bypass is chosen?
- Answer Crossing road requirements will be determined once a preferred route is selected. It is likely that the majority of the crossing roads will remain open.
- Question Can agricultural crossings of the highway be considered to maintain access to parcels of land separated by the highway?
- Answer The ministry has implemented these types of crossings before. Typically they are crossings under the highway through expanded culverts.

### 4.5 Impacts

- Comment I have a variety of personal issues and have just moved into a rental apartment that is helping me address these issues. What will be done for me if the existing corridor is chosen as preferred as that home will then be removed?
- Response All property impacts are dealt with on an individual basis when the property is identified as being needed and when the acquisition process begins. MTO has a specific property division who deal with all matters relating to property. As noted previously, impacts are addressed through design refinements, mitigation and compensation if design/mitigation of the impact is not possible.

- Question Who will be responsible for upgrades to ‘other’ roads?  
 Answer If the implementation of the preferred corridor requires those upgrades, MTO will be responsible. If the upgrades are not needed to implement (construct and operate) the preferred corridor, responsibility will be with municipalities.
- Question How many property owners will be impacted?  
 Answer This is the type of information that will be determined during the evaluation; we don’t know these details yet.
- Comment The proposed bypasses will have a negative impact on the property values of businesses.

#### 4.6 Comment Sheets

Participants at the March 27, 2010 Workshop were provided with comment sheets to submit any additional comments they had on the Study, in general or specifically regarding the workshop focus and route alternatives. Commentators could indicate on the comment sheet if they wanted their comments to be included in the summary or not. No one specified not to include their comments in the summary report. Accordingly, the additional comments received via the comments sheets are provided in **Table 4** below.

**Table 4: Additional Comments Provided Via Comment Sheets**

<ul style="list-style-type: none"> <li>I still think 3 lanes will be enough to help flow through Shakespeare. Won't hurt traffic to have to slow a bit. If 4 or 5 lanes speed will be a critical issue for us.</li> </ul>
<ul style="list-style-type: none"> <li>Assurance was given that a route would not be picked from these two workshops (Mar 18/27). I sincerely hope this is true. Fifty people do not have the right to make decisions for the masses!</li> </ul>
<ul style="list-style-type: none"> <li>If/should the highway go through Shakespeare I think MTO needs to get an architect involved to show everyone what a new streetscape could look like. Then the community could be involved in what could be a “face lift” for Shakespeare and make it more viable. It could also get more “buy in” by the town.</li> </ul>
<ul style="list-style-type: none"> <li>Objection: 2 add to all South ByPass routes.</li> <li>Separates Shakespeare from the rest of the rural community of South Easthope. Shakespeare is our community in the rural area and a Southern bypass would be perceived to cut us off from our school and community hall and sports and recreational events.</li> </ul>
<ul style="list-style-type: none"> <li>I still want 3 or 4 lanes will be enough through Shakespeare.</li> </ul>
<ul style="list-style-type: none"> <li>Being told by Fred Leech that this discussion didn't include anything but Shakespeare was un-nerving. This highway plan covers approximately 20km of other problems which weren't covered. Fred's blanket statement that only four lane roads are of interest is 20<sup>th</sup> century thinking. So our suggestion to use Pork Street as a 2-lane road was rejected, but also because (he said) that there are (unspecified) municipal / provincial problems.</li> <li><b>Letter attached to comment sheet - Proposed Highway 7/8 Study</b></li> </ul> <p><u>Question (?)</u>          How could a sophisticated group conducting a study with apparent public input, which took the better part of two years, possibly have selected from eight(?) alternative routes, a preferred route that would destroy several buildings on the main street of a village, require cutting down many mature trees, require moving historic buildings and / or the destruction of several farm buildings along the way, and forever destroy the heart of Shakespeare, that historic village.</p>

**Table 4: Additional Comments Provided Via Comment Sheets**

Answer

The results of the so-called were pre-determined, and the study was an exercise to justify this pre-determined route.

- Strong political pressure and influence pressured this result from the outset.
- High pressure lobbies from individuals of influence swayed the decision regardless of the study's findings.
- All or combinations of all of the above
- b.s. baffles logic

Conclusion

The current suggestions and options as you are continuing to present them appear to be arriving at the same conclusions as before, with the exception of the newly-surfaced "Shakespeare Conundrum".

Solution

The solution is obvious, all anyone need do is look at a map:

A road which services Shakespeare and Stratford, plus an alternate route which bypasses Shakespeare and Stratford. There are numerous logical reasons for the following as a preferred solution.

*Two Routes*

Existing Highway 7/8

A highway into / out of Shakespeare and Stratford (the existing Hwy 7/8) for those living along the route and for travellers whose destinations are specifically Shakespeare and Stratford.

movement of local residents and local agriculture

visitors to the area from New Hamburg to Stratford

people engaged in local business in these areas

tourists who are visiting Stratford during the theatre season or the renowned Shakespeare Antique Centre and the ancillary amenities in both areas.

Highway 7A (alternative route)

South from Hwy 7/8 at New Hamburg to line 33, and on a straight line directly west through the south end of Stratford (the industrial area) to link up with existing Hwy 7 as it heads south from Stratford to St. Marys.

Shakespeare / Stratford Bypass: approaching from the east:

An optional route for those who do not wish to visit Shakespeare or Stratford but whose direct destination is south of Stratford (Hwy 7) to St. Marys and then west towards Lake Huron, or who wish to exit onto Hwy 19 south to Thamesford and London;

or west of Stratford (Hwy 8) and north through Sebringville, Mitchell and other destinations north-westerly to Goderich

- A compulsory route / bypass of Shakespeare and downtown Stratford for all heavy trucks except those on local delivery only, between Shakespeare and Stratford.

Shakespeare / Stratford Bypass: approaching from the west and southwest: The same options as from the east but in the opposite direction.

- An optional route for those who do not wish to go through Stratford but will still have an option further along to turn up to Shakespeare should they wish.
- A compulsory route / by-pass of downtown Stratford and Shakespeare for all trucks, including those on local delivery, which can readily do so from the bypass.

Both of these routes use existing roads, which would likely require upgrading and the possible addition of a third turning lane in some places.

Both of these roads, Highways 7 and 8 beyond Stratford are essentially two-lane roads for their entire

**Table 4: Additional Comments Provided Via Comment Sheets**

<p>distances.</p> <p><u>Background</u></p> <ul style="list-style-type: none"> <li>• Highway 7 is one of the older highways in the province. It was constructed, as earlier routes were, to link widely spaced towns, villages and hamlets throughout the sparsely populated, but expanding, southern parts of the province.</li> <li>• Multi-lane corridors have been built more recently, from the time of the QEW (1938), to facilitate modern high-speed traffic and vehicles of commerce – these massive bulk carriers and tractor trailers which continue to grow in weight, size and length – and by-pass the downtowns and the hearts of those towns and villages.</li> <li>• It's reasonably safe to assume that rail transport will continue to grow and expand, and as in other countries around the world, become a high-speed, high-bulk carrier, and once again become a preferred method for the transportation of people and goods, and diminish the need for the frantic building of more, wider, and hugely expensive roads, exclusively for single vehicle transportation only, rather than the mass movement of people and goods on practical, dedicated rights-of-way.</li> <li>• Governments are already making noises about the privatization of existing roads and building more toll routes as possible ways of managing their miss-managed budgets. God save us from another 407 deal (thanks Mike Harris). The colour of the party doesn't seem to make any difference.</li> <li>• We must be wary of being blind-sided by politicians, both municipal and provincial, whose only concerns apparently are the growth of fickle, primarily U.S. controlled industry, and the windfall of a juicy and immediately expanded tax base. I.e. see comments and quotes in local Stratford newspapers.</li> <li>• Where do these people live, anyway? Certainly not in residential areas adjacent to such high-speed thoroughways, or in the central and older areas of villages and towns which then become impacted by these changes. And evidently, they are unconcerned about disrupting the general environment of these towns, or the resulting increase of pollution which these expanded highways produce, and the destruction of the beauty and historic merits and values of the hearts of these towns and the local businesses which they support.</li> <li>• One cannot have a viable and safe "downtown" with 18, 26, and 38-wheelers rumbling by their storefronts and through their residential areas all day long. Highway 7 should remain a local link and main thoroughfare for local agriculture.</li> <li>• This would seem to be an entirely logical, practical and the most economically viable solution of all, and with the exception of a desperately needed, compulsory truck bypass around Stratford, the status quo may well be good enough for the immediate future.</li> </ul> <p>Why not just hang tight for another ten or twenty years, perhaps the solution is already with us!</p>
<ul style="list-style-type: none"> <li>• As I have said try just try putting me in jail. As I have said to [REDACTED] if I lose my residence I promise as part of this I will be moving into his home! I am not going to do your job and to myself the only route that made most sense Pork Road. It joins both 7/8 to both London then further down/up can join easily to Mitchell and beyond. Already there are discrepancies. First there was discussion of no roundabout after lunch guess what discussions came up roundabout may be used. WOW!!!</li> <li>• One of the life altering experience I am facing is I had the opportunity to rent to buy the home I am in. That is all on hold and even if it takes 10 years for this to happen I am losing this opportunity! The only time, in my life this kind of opportunity has come along. This hwy is ripping my life apart!! How can this ever better my life how????</li> </ul>
<ul style="list-style-type: none"> <li>• Ridicules to go thru Shakespeare in less than 30 years Shakespeare will practically join Stratford</li> <li>• Traffic thru Shakespeare is now terrible how about +30 years. Find a route (A) the shortest and most economical route (B) expropriation is a must if required to build for the majority of the people</li> </ul>

**Table 4: Additional Comments Provided Via Comment Sheets**

<ul style="list-style-type: none"><li>• I will not pick a route as there is no way that you can line up with Lorne Ave, in any way shape or form from existing corridor or red box. This exercise is not going to help anything as we are only fighting over lines on a map. The actual outcome will be for different than a line on a map. Only hurting people, health and welfare.</li><li>• Think outside the “red box”</li></ul>
<ul style="list-style-type: none"><li>• I want to ensure any assurance the group received today about this workshop process not being a numbers game or an attempt to have us choose a route is included in the summary document you are sending to us by April 16<sup>th</sup>.</li></ul>

**Appendix A**

**March 8, 2010 Workshop Agenda and Presentation**

Highway 7&8 Transportation Corridor Planning and Class EA Study

## Shakespeare Community Workshop

Monday March 8, 2010

Shakespeare and District Optimist Hall

### AGENDA

#### **7:00 Opening Remarks**

- i. Welcome
- ii. Session Overview / Objectives and Discussion Principles
- iii. Introductions

#### **7:15 Study Team Presentation**

- i. Study Background / Update
- ii. Comments / Concerns / Issues regarding the Shakespeare Area
- iii. Route Evaluation Criteria and Potential Modified / New Criteria to be Considered
- iv. Considerations for Route Generation
- v. Next Steps

#### **7:45 Participant Working Session**

- i. Route Evaluation Criteria
  - Provide additional or refined criteria to be considered
- ii. Route Alternatives for Shakespeare Area
  - Identify the route you believe is best and the rationale for it

#### **8:30 Adjournment**

## Highway 7&8 Transportation Corridor Planning and Class EA Study

Shakespeare Community Workshop #1

March 8, 2010



## Agenda – Session Overview

- 7:00 Opening Remarks
- 7:15 Study Team Presentation
- 7:45 Participant Working Session
- 8:30 Adjournment

2

## Workshop Objectives

- Provide brief study background / update
- Identify additional / refined criteria to be considered for the evaluation of route alternatives
- Identify potential additional route alternatives in the Shakespeare area

3

## Study Purpose

- Develop a plan that addresses:
  - Capacity, operation and safety needs of Hwy 7&8 between Stratford and the New Hamburg area and on Hwy 7&8 through the urban centres (Stratford, Shakespeare and New Hamburg) for the movement of people and goods
- Prepare a preliminary design for provincial roadway components of recommended plan

4

## Study Process

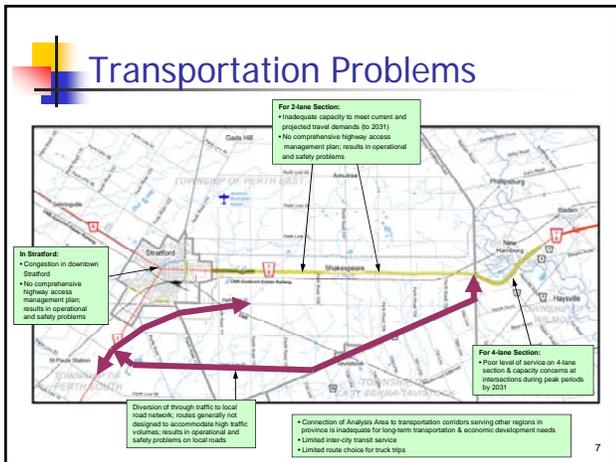
- 6 Study Phases
  - Study Plan
  - Area Transportation System Planning
  - Preliminary Planning
  - Detailed Planning for Provincial Roadways
  - Preliminary Design for Provincial Roadways
  - Transportation Environmental Study Report
- 6 Key Points of Decision-Making
- 6 Rounds of PICs as part of proactive outreach and consultation program
- 11 Reports to support decision-making, outreach and consultation

5

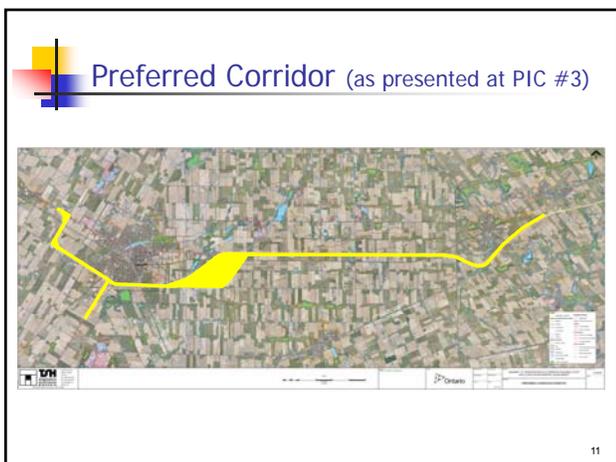
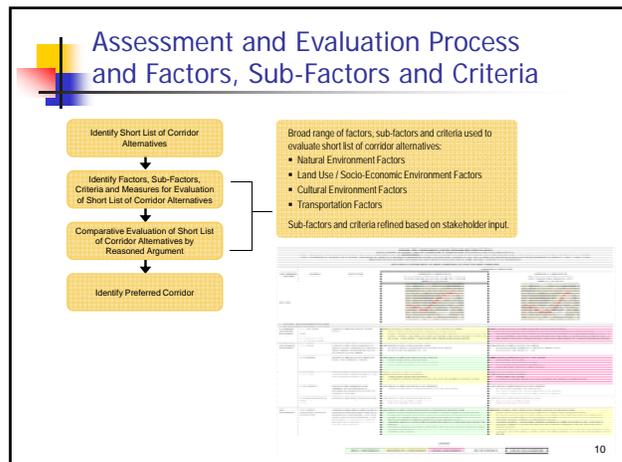
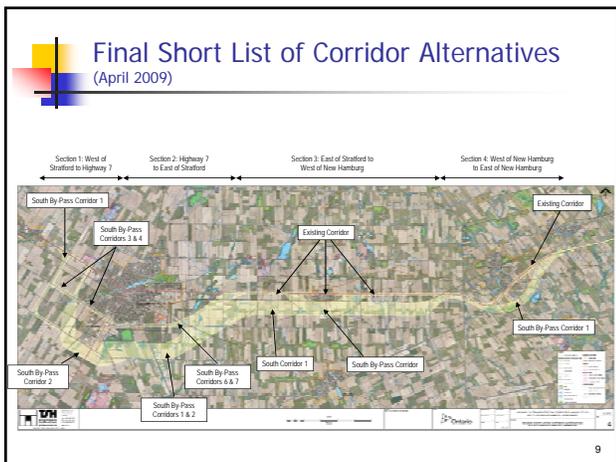
## Area Transportation System Alternatives

- Documented existing conditions
- Identified problems and opportunities
- Developed, assessed and evaluated Area Transportation System Alternatives
  - Two alternatives carried forward for further review
    - Combination 3 (TDM/Transit plus widen Hwy 7&8)
    - Combination 4 (TDM/Transit plus local by-passes or new highway corridor)

6



- ## Corridor Alternatives
- Generated Long List of Corridor Alternatives
    - Existing Highway 7&8 Corridor Alternative
    - By-Pass Corridor Alternatives
    - New Corridor Alternatives
  - Screened Long List of Corridor Alternatives
  - Identified Short List of Corridor Alternatives
- 8



- ## Overview of Comments Received on Preferred Corridor
- Corridor Alternatives / Evaluation Process
    - Specific corridor alternatives suggested
    - Specific feedback provided on assessment and evaluation results (criteria used; data used; qualitative assessment determinations; etc.)
    - Additional evaluation criteria suggested
  - Preferred Corridor / Route Alternatives
    - Stratford to Shakespeare Section
      - Movement of farm equipment
      - Impacts to agricultural lands
      - Property / residential / heritage impacts
      - Alternate routes suggested
- 12

## Overview of Comments Received on Preferred Corridor

- Preferred Corridor / Route Alternatives
  - Shakespeare Section
    - Property impacts
    - Noise, vibration and air quality impacts
    - Pedestrian safety
    - Snow removal
    - Cultural heritage impacts
    - Economic impacts (business area / tourism)
    - Alternate routes suggested
  - Shakespeare to New Hamburg Section
    - Cultural heritage impacts – Fryfogel Inn, Lingelbach Cemetery
    - Property impacts
    - Movement of farm equipment

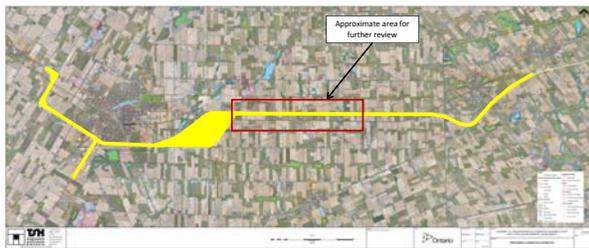
13

## Strategy for Revisiting Alignment Alternatives in Shakespeare Area

- Re-examine alignment alternatives in Shakespeare area 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
- Hold facilitated Shakespeare Community Workshops
- Use input received at workshops to develop broader range of Shakespeare area highway route alternatives and refined criteria for their evaluation
- Hold additional Public Information Centre (PIC #3B) in Shakespeare in early Summer 2010
- Following PIC #3B, refine route alternatives and undertake their evaluation
  - Note: Preferred Shakespeare route alternative and preferred route for entire Highway 7&8 corridor will be presented at PIC #4, scheduled for late Fall 2010

14

## Preferred Corridor (as presented at PIC #3)



15

## Approximate Area for Revisiting of Alignment Alternatives



16

## Feedback on Alignment Evaluation Criteria for Shakespeare Area

- Key things we heard that may legitimately influence route evaluation in Shakespeare include:
  - Community cohesion
  - Community character
  - Downtown function of Shakespeare
  - Pedestrian crossings of highway
  - Critical mass of specialty stores
  - Noise
  - Air Quality

17

## Proposed New / Modified Evaluation Criteria for Route Alternatives

- Under the 'Land Use/Community' evaluation factor
  - 'Downtown Historic Crossroads Function' – added as a new evaluation criterion
    - better addresses one of the problems and opportunities identified at study commencement
    - evaluation indicators are for potential and significance of interference by long-distance through traffic on:
      - "main street" function and structure
      - character /aesthetics
      - pedestrian crossing of highway (difficulty and safety)
  - 'Urban and Rural Residential' evaluation criterion
    - two new evaluation indicators for potential and significance of :
      - interference with residential community cohesion
      - highway operational impacts (e.g. snow storage and highway access visibility)
    - existing criteria for change in area character/aesthetics and change to access will be used to consider loss of trees and frontage (yard/garden/parking), land intrusion of highway into current residential envelope

18

## Proposed New / Modified Evaluation Criteria for Route Alternatives

- Under the 'Land Use/Community' evaluation factor
  - 'Commercial/Industrial' evaluation criterion
    - two new evaluation indicators for potential and significance of:
      - interference with commercial community cohesion
      - highway operation impacts (e.g. customer parking, cargo loading/off-loading)
  - 'Tourist Areas and Attraction' evaluation criterion
    - one new evaluation indicator for potential and significance of:
      - loss of "critical mass" in number of signature business attractions (e.g. antique shops)
  - 'Community Facilities/Institutions' evaluation criterion
    - two new evaluation indicators for potential and significance of:
      - need for special highway crossing provisions to maintain pedestrian access
      - highway operation impacts to current use (e.g. highway noise and vibration interfering with church services)

19

## Proposed New / Modified Evaluation Criteria for Route Alternatives

- Under the 'Noise Sensitive Areas' evaluation factor
  - In addition to evaluation of the potential for significant traffic noise increases in NSAs, will also consider the number of noise-sensitive receivers.
- Under the 'Air Quality' evaluation factor
  - The "presence of potential for impacts to sensitive receivers" will consider the number of receivers immediately adjacent to the highway.
- Under the 'Accommodation for Pedestrians, Cyclists and Snowmobiles' evaluation factor
  - This factor will also consider the potential for high number of pedestrians in built-up areas who need to cross the highway on an ongoing basis.

20

## March 8 Working Session: Considerations for Route Generation

- Gentle curves, avoid right angles
- Gradual rises and declines
- Must bridge over or under the railway corridor
- Must provide connections to highway east and west of Shakespeare
- Features
  - Natural
  - Social / Land Use
  - Economic
  - Cultural

21

## Next Steps

- Review / summarize results from today's Workshop
- Follow-up Shakespeare Workshop on March 27<sup>th</sup>
  - 9:30 am to 3:30 pm
  - Focused stakeholder group (~ 40 to 45 people)
- PIC #3B – Early Summer 2010
  - Shakespeare area route alternatives
  - Refined evaluation approach / criteria
- PIC #4 – Late Fall 2010
  - Preferred widening / route alternative for each section

22

## Participant Working Session

- Input to route evaluation criteria
  - Two tables – self-levelling
  - Use comment sheets to suggest additions/refinements
- Input to routes
  - Multiple tables – self-levelling
  - Large or small map options
  - Representative scale markers – width of the ROW
  - Dots, numbers, sheets and rationales
  - Remember route generation considerations
  - Reference documents/maps available
- Project team members are available to assist
- When you're done, the session is over!

23

**Appendix B**

**Rationale for Routes Identified by Participants  
at March 8, 2010 Workshop**

### Rationale for Routes Identified by Participants at March 8<sup>th</sup> Workshop

(Note: The routes and rationales provided for them are listed in no particular order. Some rationales include minor edits or 'black-out' passages to remove information that might specifically identify an individual and compromise his or her privacy and/or to remove offensive language.)

#### Existing Highway 7&8 Alignment

- Instead of tearing up the village and or countryside use existing roadways to spread traffic over three 2 lane roadways. Traffic needs to have alternative just east of Tama Inn. Encourage truck traffic to come off existing 7&8 to Line 33, even a stop sign at 107 to allow for continuous flow and help them directly to the part of Stratford they want. Extending and paving 37 will take traffic going to university area of Waterloo as well as taking some lake traffic. Improve existing 7&8 to flatter maybe even include passing lanes where space permits.
- They should keep going through Shakespeare only 3 lanes. Reason – I've seen how it went on highway 11 from Barrie to North Bay every little town after 3 or 4 years it just dies.
- After further thought, only 2 alternatives seem reasonable:
  1. Go immediately south of railway tracks all the way from New Hamburg to east of Stratford - keep all north/south roads open with bridges. This will minimize farm land impact by staying close to tracks and it minimizes farm business impact because the tracks are already a barrier and as long as all roads north south remain passable livestock businesses have minimal impact.
  2. Upgrade current road and go through Shakespeare. Pay Shakespeare enough to 'rebuild' town/storefronts and minimize speed through the village. (Ontario Street in Stratford is 5 lanes and it is safe). Should minimize any new entrances onto this highway and pay to reduce entrances onto this upgraded highway. It seems to me this is a '30 year' solution and then a fully divided minimum access highway could be considered if traffic justifies it.
- Having vehicles drive at 50 km/h will not take longer to drive to Stratford than going 100 km/h around town (because the distance will be longer). Oxford Street in London is very busy and I believe it is only 4 lanes.
- 4 lanes would work if residents think 5 is too tight. Shakespeare's appearance will be much improved with a new road through it, many stores and shops can be relocated further down the street and then they will have parking lots. The road needs to remain busy in Shakespeare otherwise Shakespeare will not thrive.
- Second option is a bubble north – looks like the least cost, least impact to agricultural and nature.
- Widen the highway through Shakespeare.
- Put a parking area at each end of the community and Shakespeare merchants run a free shuttle to 2 or 3 drop off zones and use existing streets for shuttles.
- The existing highway should be maintained and improved, but NOT widened before and past Fryfogel's Tavern and the town of Shakespeare.
- The interests of business, farmers and cultural/historic groups must be considered.
- Consider the safety of people exiting their driveways and farms.
- Why do we need a 4 or 5 lane highway?
- Stay on existing route.
- Create passing lanes east and west of Shakespeare.
- Remove most serious hill east of Shakespeare.
- Commit to a massive upgrade of rail, especially public transit, but also freight.
- Most common sense route to be fair to all.
- My idea is not an alternative, it is the only route. Hwy 7&8 needs a lot of money spent on it now, why not repair and update it now as it will have to be repaired anyway? People in Shakespeare who bought those old junky buildings must have known or were ill informed that there would be a new road someday. Most of the buildings in Shakespeare are out of repair anyway.

### Rationale for Routes Identified by Participants at March 8<sup>th</sup> Workshop

(Note: The routes and rationales provided for them are listed in no particular order. Some rationales include minor edits or 'black-out' passages to remove information that might specifically identify an individual and compromise his or her privacy and/or to remove offensive language.)

- Many towns here in the US require traffic to slow and squeeze from 4 to 2 or 3 lanes. This is the best solution – no farmland taken – not much interference in the village either – 2 lanes and a turning lane.
  - There is now NO PARKING allowed in the village on 7&8 – this would not change.
  - The township will lose a LOT of revenue when businesses close in town. The township will gain a pretty village out of MTO's pockets if the hwy stays on the route and the village gets a face lift which it needs and is in NO WAY forthcoming now.
  - As mentioned before, no one living in a little village with 2 major routes and a rail line can or should expect a quiet village – it never has been and never will be.
  - As for snow – it is removed from narrow streets all over Ontario – we have the technology!
  - Route must not take up any farmland. All previous commentary re nutrient management, farms being 'disjointed' etc.
  - Unless and until the MTO buys up whole parcels of farmland, no 'pieces' of farms should be taken. Predetermined acreages are 'required' – see nutrient management – no taking away parts of farms, renders them 'not acceptable' re acreage requirements.
  - So far as the hwy moving N or S of the village the Town will die. Have a look at the old hwy 69 which was by passed by the 400 – nothing but business deaths.
  - Absolutely every effort should be made to maintain the present path of the highway. Farmland once paved over cannot be reclaimed and this farmland is too precious to be forfeited at all.
  - We have lived and ran businesses in Shakespeare. [REDACTED] never once received a complaint from any guest about traffic problems, except for the Firemen's Boot Drive. People from heavily built up areas coming into our area do not think we have 'traffic' at all.
  - The place [REDACTED] works now, [REDACTED] time and again we get new customers who see our sign at the corner and come over to see the store. Now, if the highway were either north or south of the village these much needed customers would not 'find' us at the corner. The businesses of Shakespeare will die quickly if the highway moves north or south of the present path. This is seen wherever highways are used to by-pass business areas. We depend a lot on drive by business.
  - On the other hand the village could benefit greatly by the 'sprucing up' which could be part and parcel of the highway work. New sidewalks and curbs (no more grassy asphalt shoulders), benches, planters, light standards, tress and so on.
  - Traffic slows anyway when entering the village so 3 lanes with centre turn lanes would suffice the congestion at the lights. This situation is not unusual in Ontario. Several of the streets on the south side could be closed to reduce turning because access is available to these homes by proceeding south at the lights. The lights could certainly be timed in a more efficient manner.
  - If there should be a crossing guard on the west end of the village this could be accomplished but the bulk of the children come from the south side of the highway and don't cross the highway at all and the large portion of children at the school are actually bussed in.
  - There is no way for any of us to stop progressively increasing traffic numbers. Co-operating with the MTO on this project could result in Shakespeare becoming a better village with safer access, better traffic flow and offer a more pleasant streetscape.
- My proposed route is as per existing. This is not to denigrate certain upgrades north and south of # 7&8 as it stand. However, the road can really handle traffic now and in the future. What the concept needs is trees. A tree/road scenic route through New Hamburg to 4 lane section outside of Stratford. It would be a calmer drive and make people less stressed and drive more safely. It would block the cross drifting snow and make winter travel safer.
  - Trees would enhance the downtown of Shakespeare (underground service through town would be better than the current low hanging wires).
  - Farmland (Foodland) should not be compromised
  - More transit buses could take a lot of vehicles off the route / even GO Train Stratford to Toronto could be better if tracks could be better shared with freightliners.
  - Mark highway with chevrons and remind people to maintain a safe distance. This is a bigger problem than overall volume of traffic, (a few passing lanes might be possible)
  - This is an area of particularly good farmland, which should not be compromised.
  - There are procedures for extensive tree planting along the highways (Ottawa especially). It would make for a calmer drive, safer, help with the desensitization to speed when people come off the 401 etc.
  - Stratford prides itself in the Communities in Bloom categories and a real community in bloom does not desert its area business, its trees, its farmland, as its cultural heritage. Let's give people a pleasant drive, they will get there alive and more relaxed. Another screaming 4 lane is really not needed at all.
  - The other road already exists to take a lot of truck traffic to the 401 from Stratford and sadly Volvo has left Goderich.
  - Even if Stratford gets a university, a greener approach which would respect a centre of higher learning would be a sound alternative.
- If there is no road going through Shakespeare, Shakespeare will be dead in some years. At least one way should go through, the other way may be north. (no railway)

### Rationale for Routes Identified by Participants at March 8<sup>th</sup> Workshop

(Note: The routes and rationales provided for them are listed in no particular order. Some rationales include minor edits or 'black-out' passages to remove information that might specifically identify an individual and compromise his or her privacy and/or to remove offensive language.)

- Concern – on how long this process will take. We have property on 7&8 hwy and are worried about property values.
- Concern about the house being demolished and who to talk to about the expropriation of the property.
- We really feel that any of the 3 options e.g., 7&8 expansion 4 lanes with 2 lanes plus turning lane through the village, encouraging truck route from industrial end of Stratford to use Pork Street or (Cebastopol Rd) to the south or using Vivian St to the north of Shakespeare. We absolutely are not interested in seeing a bypass to the north of the village which would cut through our farm. We feel destruction and the cost involved with a bypass would not be feasible.
- Using the existing roads makes a lot more sense – spread the traffic options out and nobody gets stuck with undesirable results.
- 1st choice
  - Preferred corridor through Shakespeare
  - 3 lanes only
  - Promise to improve the town of Shakespeare, new wide sidewalks, new shops with parking lots
  - Safe cross walks
- Why the change in decision making after you choose the preferred corridor?
- I have picked 2 routes. One is where it would go through Shakespeare but only 3 lanes with one being a centre turning lane. The other one would be to go south or north of the town but only disrupting very minimal farmland.
- Agriculture land is very important and should be spared! I truly think that the existing hwy would still be the best route because people are already used to the highway and would not disrupt agricultural land by putting a highway straight through a hundred acre farm. The ministry can help Shakespeare with a pedestrian crossing over the highway.
- The highway should be constructed at the current position where we have it now.
- There are several reasons behind this, first of all if you constructed the highway at a new place rather than the present one, I think the town will slowly end up dying because nobody will move through it and all the businesses over here in Shakespeare will be finished off.
- Secondly, in winters people face many problems due to snow on the highway. If another highway is constructed then it will take double the work to clear snow from the highway which may create problems.
- I think you will think on this and make the right decision.
- Shakespeare is a beautiful town but putting a bypass is a very bad idea, a hwy should go through the town. People of Shakespeare do not realize that by putting a bypass is closing a door for better things to happen to the town.
- If a hwy goes through Shakespeare property values go up because the town will be on main hwy with better access to grocery stores etc., then they don't have to drive out of town for little things. At the moment we don't have any facilities, they are killing their own town and I think a hwy should go through Shakespeare.
- I believe that the route named in the fall is the best possible route.
- I believe that there can be modifications to the width of the road that would make it palatable through the village.
- The cost of going onto new routes would be prohibiting.
- The noise safety & vibration concerns are essentially the same for all no matter where the highway goes.
- Re-routing traffic away from Shakespeare will be a death knell for commerce in the village.
- There are heritage buildings along the existing route which merit thoughtful consideration but there is also a rich agricultural heritage that cannot be replaced if it is disrupted or paved over.
- Route recommended is to follow the present 7&8 through Shakespeare with improvements to present highway i.e., levelling hills/sight lines to improve safety.
- Also to include several passing lanes between New Hamburg and Shakespeare and between Shakespeare and Stratford to assist with traffic flow.
- Emphasize improved rail (train) services to lessen traffic on highways.
- By passes north or south will greatly affect farmland/productivity/environment negatively.

### Rationale for Routes Identified by Participants at March 8<sup>th</sup> Workshop

(Note: The routes and rationales provided for them are listed in no particular order. Some rationales include minor edits or 'black-out' passages to remove information that might specifically identify an individual and compromise his or her privacy and/or to remove offensive language.)

- I believe that this is the best solution because it is the most logical for the community especially farming communities. It disrupts the least amount of land since the north side of the hwy from Stratford to Shakespeare is already purchased by the govt. It would improve (hopefully) the safety of the existing residents along the hwy.
- With leaving the route along the current 7/8 it will do the least disruption to both agriculture land and the town of Shakespeare.
- The reason is that the province has already bought the land to the north of the current 7/8 which means less farms will be disturbed. Another reason if a by-pass is put up around Shakespeare NO ONE will stop in town unless they are going there already. Although some houses will have to be taken down if the current highway is widened, most of them are too close to the highway already and need to be taken down for safety reasons anyway. Therefore simply widening the current highway will allow little disruption as possible to everyone's busy lives already.
- It's a big issue regarding highway 7&8 for the people of Shakespeare. In my view the highway should be constructed at present position because it makes a good image of our town. The highway can be widened here itself rather than to construct at any new place. By putting more bends it will make the way longer.
- Another thing I want to mention is that most of the businesses in Shakespeare are situated over this highway which makes a good reason for that.
- So please think on all the facts before making a decision.
- I think the road through Shakespeare on the 7 and 8 highway will still be best.
- I believe that once the highway goes around Shakespeare, business will come almost completely to a stop. Tourists will not be driving through Shakespeare anymore.
- A lot of businesses are existing along the 7/8 highway already, I believe they will also lose customers.
- I am very against the highway north of Shakespeare. We are assisting the stewardship and conservation for years to help plant and protect trees. It would be devastating for all this bush to be cleared along the north corridor.
- Leave the highway on existing highway, deal with safety issues through Shakespeare.

### Adjacent to Rail Corridor

- Twin the rail corridor south of Shakespeare – would have in my opinion the least impact on agricultural lands and local residences. However, the visual distraction driving beside a moving train would probably require berming. My biggest most important issue is to keep express traffic out of our hamlet. The existing route should be labelled at New Hamburg as Historic Huron Road route for tourist and Sunday drives.
- Parallel the tracks on the south side from the overpass in New Hamburg to Stratford – new train overpasses not needed and minimum disruption to farm divisions as farms are already divided by the rail line.
- You save the village of Shakespeare.
- They bypassed St. Mary's years ago and St. Mary's has actually grown in size.
- You have to get off the main road to get to St. Jacobs, Wellesley, St. Mary's Chatham, Orangeville etc.
- This route will use up very little farmland, save our homes in the village, not destroy any buildings in the county.
- Our business will stay, our homes will stay, the tourism will increase, very little land (farms) will be lost (some may become smaller).
- The flow of traffic will be better – there will be no traffic lights to slow it down.
- If it goes to the south at the old Tama Inn, you bypass the train bridge, Lingelbach Church/Cemetery, save our town and hook back up somewhere near Forest Road/Pork Street.
- I've seen it on several maps already – a route on the south side of the tracks running the length of the highway I think would be a possible solution. While it does disrupt farm land, it's not 'severing' it as the route is already present with the tracks. Also, it bypasses the town of Shakespeare.
- There is also Perth Line 33 (not on the map) that is an existing road that doesn't go through any towns, and the highway is going to end up there anyways.
- No matter where the highway goes, unfortunately farmland is going to be affected, it's just a matter of where. I think a route beside the tracks would be safest (no driveways to enter/exit) and to get to the town of Shakespeare a ramp could be built. Also, if followed the entire length (New Hamburg to Stratford) the tracks do not need to be crossed.

### Rationale for Routes Identified by Participants at March 8<sup>th</sup> Workshop

(Note: The routes and rationales provided for them are listed in no particular order. Some rationales include minor edits or 'black-out' passages to remove information that might specifically identify an individual and compromise his or her privacy and/or to remove offensive language.)

- Parallel with tracks on the south side starting at the former Tama Inn and reconnect with 7/8 prior to Little Lakes.
  - Avoids heritage buildings
  - Minor impact to trees (replant along route)
  - Least impact to agricultural land
  - Proper exits to Shakespeare will allow more pedestrian traffic downtown. This should allow more business opportunities.
  - Reconnecting prior to Little Lakes will allow tourists to enter Stratford to the Downtown rather than entering via city landfill.
- It just makes sense.
- There are no right sharp turns, there are gradual rises etc.
- In the future, if this government gets their act together they will make better use of the rail system. How many times in travelling do you see rail and highway together? Rail and highway would complement each other.
- Farmers may have to give up a little land (probably already an easement) there so they could be somewhat compensated.
- I feel that despite crossing the railway twice the least invasive route would be along the south side of the railway line.
- It would provide a natural sound barrier at an already noisy route (i.e. trains).
- It would provide the route that would use up the least amount of rural land which would be cheaper than buying up urban land.
- My suggestion is to put the highway close or right next to the railway tracks. I used to live in [REDACTED] and they always had the train and highway on the same route.
- My rationale is that people living next to the railway/train tracks are already used to the noise. My reason is that I'm going to lose a fair amount of yard and trees and its going to create a lot of noise next to my house. If you were going to go through my house, I mean yard I would prefer that you would go straight through so I can build a new house further back on my property. Also it is going to create problems getting in and out of my house where as there are less houses right next to the train tracks so there are less people going and coming out of driveways.
- I think that my route alternative should be considered because there are less houses next to the trains tracks and less people coming and going out of driveways. Yes people would lose farmland but we are losing farmland and yard. Plus there would be less disturbance from noise because the train already makes a lot of noise.
- However, in reality I don't see that this is our job – I believe it is your job.
- What I wanted was to put an X through Shakespeare and say not here.
- Use south of tracks because wastes less farm land, farmers won't have to cross highway. It also leads into Stratford's industrial part of town if you go through Shakespeare you will for sure ruin a town.
- Stratford doesn't want the trucks through town and neither do we.
- South of the railroad tracks
- The road allowance is already there across the fields.
- Along the railroad – yes some farmland will be taken up but property owners will have safer road access.
- From 4 lane at New Hamburg, 4 lane south of railroad tracks straight to Stratford.
- It will miss Shakespeare and no impact on buildings and land.
- In Stratford the road can branch off in whatever direction.
- Go along the railroad on both sides starting from Tama Inn. Will have to make farm accesses.

### Northern Bypass 1

- Go north of Shakespeare
- Less number of lots of land affected
- [REDACTED]
- [REDACTED]

### Rationale for Routes Identified by Participants at March 8<sup>th</sup> Workshop

(Note: The routes and rationales provided for them are listed in no particular order. Some rationales include minor edits or 'black-out' passages to remove information that might specifically identify an individual and compromise his or her privacy and/or to remove offensive language.)

- Reasons for a North Bypass (with short access roads connecting to the main interchanges in Shakespeare):
  - Does not interfere with existing railway
  - Does not interfere with existing farm service roads which cross the railway
  - Minimizes impact on farm properties
  - Avoids taking highway thru downtown of Shakespeare. Avoids traffic light
  - Allows for room for construction of interchanges
  - Allows for future expansion of the highway if it needs to be widened.
  - Avoids tributaries and water bodies
  - Farms that are bisected should be given opportunity to have input whether they will sell or need service tunnels to access property on the other side of proposed highway
  - Avoids urban envelope.
- This route (as one way system – northern bypass plus existing Highway 7&8) would give everyone a chance to drive through downtown Shakespeare once a day. It would cut traffic volume in downtown Shakespeare by 50%.
  - It would not make it necessary to remove buildings in town.
  - It would not be necessary to go over or under the railroad tracks.
  - It would make it easier for people to cross the highway on foot while shopping and also make it safer for children.
  - A road following the tracks on the south side of town will absolutely Kill all the businesses in town!
  - It will drain the life blood out of it.

#### Northern Bypass 2

- No rationale provided.

#### Northern Bypass 3

- Selection of a northern route was done for the following reasons:
  - a) If this loop is kept in the form of a ring around Shakespeare it would create a very defined growth area for the town over the next several decades. One of the farm properties has already undergone 50% development. As part of this the northern most street running east has been extended for future growth to the east. Two other farm properties west of 59 have been given tentative approval for residential growth.
  - b) With this choice of route it would be possible to bridge over 59 north due to existing land gradient further provide a ramp north onto 59, and a stop access from 59 south onto new loop road (reference "Milton" turn off from 401). This connection would provide exit and access to the new loop. During the winter months a large number of trucks use the 59 route north to reach Goderich for salt. Trucking heading north would no longer have to enter Shakespeare.
  - c) A northern route avoids the need to cross the southern rail corridor at several points. Should the railroad decide to enlarge their corridor for high speed trains at some point, they would have several less construction to deal with.
  - d) The northern route as indicated would pass over land heavily laden with granular deposits exposed at surface which could be put to use for construction of the new road bed.
  - e) The highway department has years ago acquired the right-away west of Shakespeare (north side) which would allow the four lane extensions to proceed west to Stratford and integrate with existing four lanes.

### Rationale for Routes Identified by Participants at March 8<sup>th</sup> Workshop

(Note: The routes and rationales provided for them are listed in no particular order. Some rationales include minor edits or 'black-out' passages to remove information that might specifically identify an individual and compromise his or her privacy and/or to remove offensive language.)

#### Northern Bypass 4

- A northern bypass has the strong potential to:
  1. Severely mitigate safety concerns
  2. Save heritage
  3. Reduce noise pollution affecting residents who are currently not exposed to it
  4. Severely reduce the negative impact to the local business community – will enhance it
- This is provided:
  1. The bypass is gradual strategy far enough East and West of Shakespeare and the speed limit is reduced to 40km/h thru village
  2. The bypass extends far enough north to minimize the vibration impact of the highway
  3. Directly north of the center of the village, the land has a slight downgrade, allowing for a portion of the highway to be unseen thus reducing noise pollution. Further berms and other sound barriers can be constructed – an option not available by going thru town
  4. MTO must clearly sign the village for destination tourists and make local improvements to help enhance the town's image as a destination.
  5. Safety must be heavily weighted.
  6. A good portion of my bypass idea goes thru poor land (a grave looking pit) thus reducing impact to Aggies.
- I believe that safety needs to be weighted heavily in the final selected route. The route I have chosen goes around the village to ensure resident's safety. As Shakespeare has the most dense population in the area – this is the area where safety would be of great concern.
- I also agree that impact to agricultural enterprises should be considered. By selecting a more narrow bypass option, I anticipate that fewer farm operations would be impacted versus a wide bypass using the entire selection area.

#### Northern Bypass 5

- No rationale provided.

#### Southern Bypass 1

- Moving the route too far off main street will impact the economy of Shakespeare; business loss.
- Keeping 5 lanes going through Shakespeare will kill the community and economic status.
- 2 lanes through going one way and 2 lanes circling going the opposite way is probably the best suggestion for Shakespeare but does not solve the problems for the Fryfogel Tavern or the farmers moving machinery.
- Impact on farms is devastating if bypass severs property of farmers.
- Following railway is natural preset division.
- Impacts least on this route, provide over/underpasses for farmers whose properties are divided; at Perth Road 107/59 having stop lights will slow traffic as in New Hamburg.
- Why not maintain road better and provide a 3<sup>rd</sup> passing lane?
- I think the south side of the railroad is best from New Hamburg to Stratford because there would be less interruption for farming if you use the old highway. I would go south of Shakespeare. It would probably cost more because of going over the railroad twice.

### Rationale for Routes Identified by Participants at March 8<sup>th</sup> Workshop

(Note: The routes and rationales provided for them are listed in no particular order. Some rationales include minor edits or 'black-out' passages to remove information that might specifically identify an individual and compromise his or her privacy and/or to remove offensive language.)

- I have picked two routes.
- One is where it would go through Shakespeare but only 3 lanes with one being a centre turning lane.
- The other one would be to go south or north of the town but only disrupting very minimal farm land.
- Agricultural land is very important and should be spared.
- I truly think though that the existing highway would still be the best route because people are already used to the highway and would not disrupt agricultural land by putting a highway straight through a hundred acre farm.
- The Ministry can help Shakespeare out with a pedestrian crossing over the highway.

- No rationale provided.

- I had the new highway going south of Shakespeare starting east of Shakespeare and running parallel with the tracks and then joining up with the existing highway west of Shakespeare.
- I felt fewer farms would be getting interrupted this way and going south of Shakespeare was better than going north because of the landscape and also if Shakespeare is going to expand I assume it would be to the north of the 7/8.

#### **Southern Bypass 2**

- To ensure the safety of our generation now and future generations.
- My house will be one who will disappear if the highway comes through as a 4 or 5 lane highway which is not needed, I do agree there is many safety issues with the way it stands now, passing on the right, congestion galore – unsafe now for casual walks and our children.
- Why not a 3 lane highway – businesses and homes can remain, no farmland lost, safer access all around, less hazard, less cost, less congestion and win-win for all.
- There isn't going to be a huge increase in traffic with a four or five lane, speed might now be an issue though as it is insane right now as stands. I am outside frequently and witness many outrageous things having to do with traffic and pedestrians; somebody will get hurt and have in the past.
- [REDACTED] Why do we have to leave? Just make it safer. I strongly suggest a 3<sup>rd</sup> lane for turning before somebody gets hurt or dies.

- I believe going directly south of the railroad tracks will be the best and most economical for us. Using this route nobody will lose their home and be subject to safety issues everyday of the year. Our school children, seniors and other residents won't be in danger trying to cross four or five lanes. While it's true some farmland will be gone, I don't think you can begin to value it better than a life of a child. If the highway goes south of the tracks there won't be a need to rebuild the crossing over 7/8 or to build a new bridge to the east of Stratford to accommodate trains going over the new highway. I believe farmland isn't as valuable as our heritage buildings and homes. [REDACTED]  
[REDACTED] Our access for travelling to work or anywhere will become very dangerous. We have other grandchildren who would have to cross to go to school, sporting events, banking, mail, visit friends. Save millions by not doing railroad bridges and save a child.

- South of Shakespeare by railroad tracks.
- Safe for our children – should be #1 priority
- Save the heritage in Shakespeare.
- No one would lose their home.
- No bridge construction required west and east of Shakespeare.
- Nobody would lose their business.
- Number of driveways on this route would be much less than going through Shakespeare (safety).
- Nobody would have highway feet from their front door.
- Save the church.

- No bridges to cross.

### Rationale for Routes Identified by Participants at March 8<sup>th</sup> Workshop

(Note: The routes and rationales provided for them are listed in no particular order. Some rationales include minor edits or 'black-out' passages to remove information that might specifically identify an individual and compromise his or her privacy and/or to remove offensive language.)

#### Southern Bypass 3

- I chose a bypass to the south of Shakespeare.
  1. a) A bypass will allow Shakespeare to remain a community for all the reasons that were submitted by the community.
    - b) Will allow Shakespeare the opportunity to build a better community and business with less vehicles per day than today's numbers.
    - c) Will allow 7/8 highway traffic a non stop trip from New Hamburg to Shakespeare (no stoppage or slow down through Shakespeare)
  2. I picked south only that it would allow traffic from Highway 59 (Tavistock) especially trucks to turn on to the bypass and not go through Shakespeare.

#### Southern Bypass 4

- A bypass south of the railway track provides a bypass to Shakespeare and would not divide any more farm lands.
- Shakespeare's future development is to the north because the railway tracks limit development to the south.
- The most logical location for a bypass is south of the railway tracks.
- The land south of the railroad tracks is not future development potential for the village and therefore is the best place to put a bypass.
- Farms are already divided by the railroad tracks and going north of Shakespeare would split additional farms.
- Some farms have historical significance [REDACTED].
- One railroad bypass (planned for Road 110 area) would be moved to the east of Shakespeare and no additional railroad overpasses would be required.
- Bypassing on this route would not destroy the village of Shakespeare. It would cause the least disruption to farmers, as the tracks already bisect these farms and only one new rail bypass is required. It is also a much safer route than anything else and there is ready access to Shakespeare via Road 107 to keep commerce going to the village. However, we are not engineers.

#### Pork Road / Vivian Street

- Use existing infrastructure turn down Rd 110 to 33.
- Not railroad
- Choose Vivian St & Pork St
- These are already truck routes
- Trucks now turn at New Hamburg and continue through Tavistock to bypass Stratford already.
- Accessible from New Hamburg now

### Rationale for Routes Identified by Participants at March 8<sup>th</sup> Workshop

(Note: The routes and rationales provided for them are listed in no particular order. Some rationales include minor edits or 'black-out' passages to remove information that might specifically identify an individual and compromise his or her privacy and/or to remove offensive language.)

- Need a better map!
- Coming east bare left (south) on the County Road, bare on Line 33 which will need paving to a right two lane arterial road and continue to Road 107, continuing on Lorne Avenue.
- Justification to save Shakespeare, Lingelbach Church and cemetery and Fryfogel Inn and there will be no need to build two railway bridges.
- Consideration:
  - Have you studied the geriatric factor – decline in the baby boomers and drivers or increase in rail usage.
  - Why can't you use the common sense we were given? Many people see Pork Road as a great alternative.
  - Cost factor – have you considered the major costs associated with the train overpass changes.
  - How do we know that all options will be made public?
  - Historical factors – The Inn and the cemetery to name two.
  - Where can I find the study that says car usage will double in the next 30 years?
  - What gave the appearance of democracy tonight you just dispersed us to group work and did not have the re-gathering of the group to hear reports.
- I feel that there should not be an expanded highway through Shakespeare.
- Pedestrians would not be safe; children walking to and from school or to the ball park would have to fight with the traffic. Seniors and children walking to the store for mail or to the church would be risking their lives. I don't feel that we should be picking a route when frogs and toads mean more than the children and people having to live next to a 4 lane road; it is a sad situation.
- If a route has to be chosen it should be Line 33 from Punky Doodles up to Lorne Ave. It is in place, would affect the least amount of people, paved shoulder for farm equipment, less money to spend on displacing people and property.
- Extend and pave Pork Road Line 33 to Punky Doodles corner to the New Hamburg lights (two lane highway). This would alleviate much of the truck traffic and many cars from going through Shakespeare. At present a lot of trucks turn down at the lights in Shakespeare and go Pork Road. Extend Pork Road to New Hamburg immediately. Extending Pork Road to New Hamburg eliminates any railway overpasses. We also highly recommend a bypass on the North side of Shakespeare possibly being 4 lane highway. Going around the North avoids the railway.
- The maps were useless because Pork Road wasn't on the map.
- Using these alternative routes would make Shakespeare a much safer hamlet.
- Do not agree with the corridor. Make use of existing roads like Vivian and Pork St. to direct traffic away from Shakespeare and Stratford.
- Industry in Stratford is to the south – Pork St. makes sense.
- Traffic to Goderich follow Vivian connect these roads at New Hamburg.
- Don't agree with corridor
- Should make use of existing roads, Pork Road & Vivian to ease traffic off 7&8, don't expand just fix it up.
- This is the best solution for everyone and every category with the least impact.
- Extend Pork Street right to south of New Hamburg – round about then a light.
- Outside of map area.
- We feel that any corridor through Shakespeare would be detrimental to the hamlet either through loss of business, historical buildings and public safety. It already is hard and a challenge to enter the highway (whether rush hour or not).
- Any route would be better for the town most feasible to us would be south of Shakespeare along side the railroad tracks.
- I feel that improvements to the existing 7/8 highway with a bypass route created along Pork Road would be better for the community.
- You can put up as many controlled crosswalks as you like, it will still be more dangerous than today.
- Come from curve in New Hamburg through farm (not prime farmland) onto Pork Rd continue to Lorne Ave. in Stratford, no railway tracks no cutting through prime farmland simply making the existing road bigger; there already is a culvert for cattle to go across road, have more culverts.
- Get your head out of your [redacted] and look at Line 33 Pork Road.

### Rationale for Routes Identified by Participants at March 8<sup>th</sup> Workshop

(Note: The routes and rationales provided for them are listed in no particular order. Some rationales include minor edits or 'black-out' passages to remove information that might specifically identify an individual and compromise his or her privacy and/or to remove offensive language.)

- The route I have identified involves a change in criteria. I suggest a bypass as an alternative route to between New Hamburg and Stratford and a local traffic route, that being the existing hwy 7&8 route. The bypass would swing down from the New Hamburg stop light which is already used by many trucks to Line 33 and head west all the way to Stratford where it divides into separate hwy 7 and hwy 8 routes.

Beginning at the junction of Wilmot-Easthope Road 101 and Highway 7/8 west of New Hamburg; connecting with the Perth-Oxford Road; joining with Perth Line 33 (also known as Pork Road); travelling west to Stratford; joining Lorne Avenue, Stratford, at Romeo Street South.

Reasons:

- These roads are already in existence with sections of Perth Line 33 having been improved within the past few years.
- The cost re-constructing/re-figuring two railway overpasses would be removed from the overall highway construction cost. The preferred route demands both railway overpasses that presently cross the preferred route be re-constructed/re-figured.
- The village of Shakespeare will be left intact without suffering the wholesale destruction inflicted on it should the preferred route be built. In addition to recognizing and protecting Shakespeare's integrity as a community, many buildings important to the village's history and development would be saved from demolition.
- Other sites of heritage interest and significance to Perth County and southwestern Ontario will not be impacted and/or destroyed as they would be by the proposed route – notably Fryfogel Inn, Lingelbach Church and Cemetery and other sites.
- The route will have less of an immediate negative economic impact on established businesses.
- Congestion in Stratford along the present (and preferred) Highway 7/8 route (Ontario Street) would be reduced.

- Pork Road is already built up to handle trucks, extend to New Hamburg 4 lane now in place, bypass Stratford to south and hook up to road to London.
- 2 lane hwy in Shakespeare is car only if trucks off road decrease in congestion of traffic.

- Why do I think Road 33 should be the preferred route?
  - Eliminate the need for any railway crossings. Big savings.
  - By experience the road is fairly flat with none of the dips and ridges crossed by 7/8. (none of your maps on display show grade)!
  - There are far fewer residences, businesses and farms than on 7/8 (by your map).

- The best opportunity for bypass is Pork St, that road is not even on the map. We don't want to take up farmland, the road is already there, change the designation hwy to County Rd or go north to Vivian St, why take away homes and our small town when there are two roads there already. All they need is to be built up and widened.

- Option A
  - Complete City Rd 33 – East to existing 7/8 expressway – also reverse stop sign direction at Cty Rd 33 and Rd 107, this allows a non stopping truck route from/to Stratford and west/east direction – this eliminates truck traffic on hwy 7/8 – Cty Rd 33 will remain a county road for local traffic.
  - Then re-do the traffic counts for 7/8 related to new traffic load.
- Option B
  - Do not place expanded hwy in Shakespeare, the fire station will be greatly affected.

- Alternative routes to north by improving access to Line 37 (Vivian St) Stratford. Improved two lane hwy.
- Route to Line 33 Pork Rd (Lorne Ave) Stratford. Improvements required to two lane highway.
- Keep access through Shakespeare by new centre turning lane allow goods (trucks) new access routes to north or south (Stratford industry and current truck bypass in place for Lorne Ave) therefore easy access to industry.
- Routing less intrusive to agricultural business and residences. Would anyone on the selection committee want a 4-5 lane highway in their front yard?

- Why the heck did Pork Street get left off the map?
- That is the best route!
- You've already made up your mind!

### Rationale for Routes Identified by Participants at March 8<sup>th</sup> Workshop

(Note: The routes and rationales provided for them are listed in no particular order. Some rationales include minor edits or 'black-out' passages to remove information that might specifically identify an individual and compromise his or her privacy and/or to remove offensive language.)

- The #1 option that makes most sense to me is still to use Pork Road – change the designation and make it a provincial highway!! This route does not need to cross the train tracks at all, the road is level and meets at the south end of Stratford.
  - It's the option that makes the most sense and has the least interference is not possible.
  - Option #2 Would be to make a route just by passing Shakespeare to the north as there are no tracks. If it could be between the town/village and the farms directly to the north
- I don't agree with creating a new highway.
  - If you could improve the roads to the south and the north with paved shoulders for tractor safety more local traffic would use the existing roads, thus taking the burden off 7/8.
- Reasons: Heritage buildings, church, schools, driveways, side roads, pedestrian crossings, truck traffic from all 4 directions.
  - I now have a controlled access hwy from Elmira to Kitchener to New Hamburg, if we do not have controlled hwy to Stratford and we have farm vehicles which take up ½ the road plus the shoulder.
  - Following road 33 or called Pork Road from big curve at New Hamburg one only has to look ½ way around curve going west to see the beginning of road 33.
  - I also question (preferred route) farmers eh.
- My suggestion is not on the map.
    - Pork Road would make most sense as it takes you to truck route in Stratford and you could start just outside New Hamburg – no loss of homes.
    - Safety issues for our children.
    - Minimal loss of farm land.
    - Takes traffic out of downtown Stratford and on to truck route.
- Pork Road to be paved and utilized as a truck route and commuter traffic route.
  - It does not make sense going to the north of Shakespeare due to the topography of the land and the need to access the southern portion of Stratford.
  - Maintain the existing highway for commuter traffic to access the core of Stratford.
  - Pork Road provides direct access for trucks to the main industrial area of Stratford, this area all lies to the southern portion of Stratford.
  - Using the existing route as four lanes will endanger existing residents as well as destroy the town of Shakespeare.
  - Pork Road provides direct access and causes the least amount of disruption to farm land in the community.
  - This plan would provide safety to residents of the community and cause the least amount of damage to farm land.
- 2<sup>nd</sup> choice by pass north
    - Use existing infrastructure
    - Address town of Shakespeare's needs
    - No need for bridges under or over railway corridor
    - Little loss of Agricultural land and nature
- If a 4 lane limited access highway is to be built then line 33 is the preferred reasonable alternative as was proposed 20 years ago. This avoids 2 railway crossings and provides access to the south industrial area of Stratford and could be continued south 7/8 to St. Marys. With the expected traffic volumes a proper limited access road could be built in this area allowing good traffic flow from Stratford to Kitchener.
  - The existing highway 8 has too many problems and will still be needed for more local traffic.
- I think enhancing the roads to the N&S (Line 33&37) with a turning lane thru town. I live on the highway inside the village. It's rare that traffic is so bad that I can't get out of my driveway. Multi lanes would make it difficult every day. Tie them in right at the lights at NH(road101) so the curve would be gradual for trucks.
  - Spread the traffic out among the 3 roads. Travellers going south of Stratford could take 33, to the North could take 37 and straight into Stratford take 34.
  - It would eliminate the need to address the railway, the railway bridge, the arch/storm sewer at the railway bridge, the Fryfogel Inn, the cemetery at Lingelbach church and the countless properties in Shakespeare that would be affected. And it eliminates the need to cut thru prime agricultural land by creating a new highway.
  - Enhance what's already there!

### Rationale for Routes Identified by Participants at March 8<sup>th</sup> Workshop

(Note: The routes and rationales provided for them are listed in no particular order. Some rationales include minor edits or 'black-out' passages to remove information that might specifically identify an individual and compromise his or her privacy and/or to remove offensive language.)

- I'm really not convinced of the need for a widened highway corridor from New Hamburg to Stratford. Other transportation alternatives should have been considered more seriously such as improved rail service (passenger and freight).
- However if a widened highway is needed it clearly should follow the Pork Road (Line 33) route south of Shakespeare. Some means could surely be found to by pass the problems in the Punkey Doodle area.
- The advantages of this route selection would be great. Not the least of which would be in avoiding the cost of a reconstructed rail underpass east of Shakespeare and also the new construction of a rail underpass to Lorne Ave. east of Stratford.
- This route would also ensure the desperately needed truck by pass south of the Stratford core which would proceed on west to Goderich and also south to London.
- Avoids damaging Shakespeare's heritage and community standards. No necessity to cross railway 2<sup>nd</sup> time uses existing roads.
- Proceed south to Line 33 and join up with Lorne Ave. Advertise Shakespeare antique stores at cloverleaf.

### General Comment (No Route Alternative Identified)

- Not through Shakespeare; Reasons:
  - Pedestrian safety, highway access
  - Noise and air quality
  - Property impacts
  - Cultural impacts
  - Community character
  - Pedestrian crossing highway
  - Keep close knit of community
  - Children have to cross highway to get to School
  - Highway crossed on daily basis – Church; School; Bank; Post office; Restaurant; Shopping; Socializing
- My husband and I attended Monday night's workshop, but were totally disappointed. You have had over four years of planning going into this with experts in geography, environment etc. and with all this you expected the average citizen to mark out our preferred route adhering to all the criteria outlined in 45 minutes or less.
- Why is it not possible for all your EXPERTS to set out the three best routes that meet all the criteria that have the least impact for the majority of citizens and in the next municipal election have a vote on these routes?
- The first big mistake tonight is inviting people to pick a favoured route, as opposed to corridor. No one really understands the difference. It is your job to pick the route. To ask the community to do that is going to divide the community for years to come. This is criminal.
- At one point Fred Leech referred to encroaching on residential envelopes. That is someone's house! Call it that, don't fudge it.
- You talk about pedestrian crossings but you do not mention if these are going to be accessible e.g. wheelchairs.
- Under Area Transportation System Alternatives only two things have been considered. There should have been a third – improved rail transport. Continuing to build more and faster highways leads to more cars. This is not a green option. Improved rail links on the rail corridor from Toronto through Kitchener to London is the green option.
- I refuse to pick a route. That is what all people should do – you have tricked them into it.

**Appendix C**

**March 27, 2010 Workshop Agenda and Presentations**

Highway 7&8 Transportation Corridor Planning and Class EA Study

## Shakespeare Community Workshop

Saturday March 27, 2010

North Easthope Community Hall

2198 Line 40 (northeast corner of Perth Road 107 and Line 40)

### AGENDA

**9:30 Opening Remarks**

- iv. Welcome
- v. Session Overview / Objectives and Discussion Principles
- vi. Introductions

**9:45 Review of Proposed New / Modified Route Evaluation Criteria / Indicators**

**10:00 Review of Route Alternatives in Shakespeare Area**

- vi. Strengths
- vii. Weaknesses
- viii. Potential Enhancement Measures
- ix. Measures to Mitigate Potential Effects

**12:00 Lunch**

**12:30 Review of Route Alternatives in Shakespeare Area (continued)**

**2:50 Open Forum / Next Steps**

**3:20 Closing Remarks and Adjournment**

## Highway 7&8 Transportation Corridor Planning and Class EA Study

Shakespeare Community Workshop  
March 27, 2010



## Workshop Objectives

- Review / refine criteria to be considered for the assessment and evaluation of route alternatives
- Review strengths and weaknesses of each route alternative in the Shakespeare Area and potential measures to enhance each alternative and/or mitigate potential effects

2

## Agenda – Session Overview

- 9:30 Opening Remarks
- 9:45 Review of Proposed New / Modified Route Evaluation Criteria / Indicators
- 10:30 Review of Route Alternatives in Shakespeare Area
- 12:00 Lunch
- 12:30 Review of Route Alternatives in Shakespeare Area
- 2:50 Open Forum / Next Steps
- 3:30 Closing Remarks / Adjournment

3

## Getting and Giving the Most

- It's OUR meeting ... participate enthusiastically
- Focus on the future
- Terminology expertise is secondary
- Build, don't duplicate
- Respect (for each other and the process)
- Voices without titles
- Consensus on no consensus
- Informal style, structured approach
- No dissertations (rather, 'rap and roll')

## Evaluation Criteria / Indicators

- Route alternatives to be evaluated using broad range of factors, sub-factors, criteria and indicators
  - 4 Factor Groups
    - Natural environment
    - Land use / socio-economic environment
    - Cultural environment
    - Transportation
  - 23 Sub-Factors
  - 69 Criteria
  - Multiple Indicators for each criterion

5

## Evaluation Criteria / Indicators

- Refinements have been made to criteria and indicators since study inception based on stakeholder input
  - New / modified criteria and indicators for following sub-factors:
    - Agriculture
    - Land use / community
    - Noise sensitive areas
    - Air quality
    - Safety
    - Mobility and accessibility

6

## Evaluation Criteria / Indicators

- Adjustments made based on feedback received at March 8<sup>th</sup> Workshop
  - 'Downtown Historic Crossroads Function' criterion
    - Modified one aspect of indicator: change in ease and safety of pedestrian movements across the highway and within the highway right-of-way
  - 'Community Facilities/Institutions' criterion
    - Modified one aspect of indicator: change in ease and safety of pedestrian movements across the highway and within the highway right-of-way
  - 'Highway Noise' criterion
    - Broadened evaluation indicator beyond "noise-sensitive areas (NSAs)" to also address potential for significant traffic noise increases to noise-sensitive receivers immediately adjacent to highway

7

## Evaluation Criteria / Indicators

- Adjustments made based on feedback received at March 8<sup>th</sup> Workshop
  - New 'Safety' sub-factor
    - 'Pedestrian, Bicycle and Snowmobile Safety within the Highway Right-of-Way' added as new criterion
      - Evaluation indicator: Potential and significance of change to ease and safety of movement across the highway and within the right-of-way
  - 'Accommodate Mobility of Pedestrians, Cyclists and Snowmobiles' criterion
    - Criterion clarified to 'Accommodate Mobility of'
    - In response to input received, previously suggested change to consider number of pedestrians has been deleted in favor of new safety sub-factor identified above

8

## Weighting of Evaluation Factors, Sub-factors, Criteria and Indicators

- 'Reasoned Argument (or Trade-off)' method will be primary tool used to identify preferred alternative
- 'Arithmetic (weighting-scoring)' method will be secondary tool used to verify results of reasoned argument method
  - Weighting method will be applied to route alternatives
  - Opportunity for stakeholders to provide input on weighting of evaluation factors, sub-factors, criteria and indicators through PIC #3B process
- Evaluation results from both methods will be presented for public review and comment at PIC #4

9

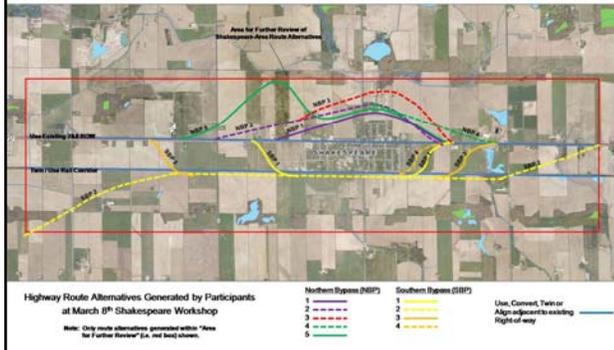
## Agriculture Business Community Presentation Agriculture Evaluation Criteria

## Shakespeare Area Residents Association Presentation Evaluation Criteria

## Open Forum

## Any Further Feedback on Evaluation Criteria

## Re-examining Shakespeare Area Alignment Alternatives



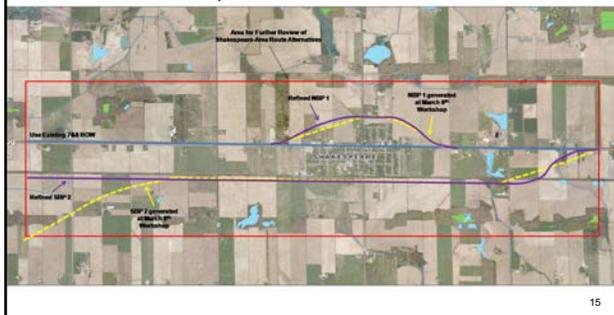
## Re-examining Shakespeare Area Alignment Alternatives

- The route alternatives generated by participants at the March 8<sup>th</sup> Workshop were refined "to make them work" (to address geometric requirements and operational considerations)
  - Curvature of alignment
  - Sight line requirements for intersections
  - Crossing road considerations
  - Connectivity to preferred corridor west of Perth Road 109

14

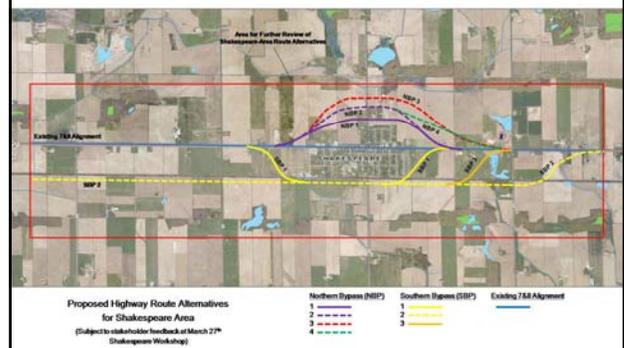
## Re-examining Shakespeare Area Alignment Alternatives

### Sample Route Refinements



15

## Re-examining Shakespeare Area Alignment Alternatives



## Review of Route Alternatives in Shakespeare Area

- Perth Line 33 (Pork Road) and Perth Line 37 (Vivian Street) no longer being considered as alternatives
  - Not being carried forward as "second of two Highway 7&8s" with new highway carrying truck traffic around Shakespeare and current highway carrying car traffic through Shakespeare because two 2-lane bi-directional highways do not address the problems and opportunities the study set out to resolve (e.g. improved passing opportunities are still not provided; 2-lane deficiency in overall provincial/municipal transportation system is not addressed)
  - Not being carried forward as "second of two Highway 7&8s" with one carrying eastbound traffic and the other carrying westbound traffic, because (as noted above) two 2-lane highways do not address the problems and opportunities the study set out to resolve, plus a new set of problems associated with one-way roadways is introduced (e.g. considerable detour required for some short local trips)

17

## Review of Route Alternatives in Shakespeare Area

- Perth Line 33 (Pork Road) and Perth Line 37 (Vivian Street) no longer being considered as alternatives
  - Not carrying forward as signing of Pork Road and/or Vivian Street as municipal road bypass instead of widening Highway 7&8 because:
    - Capacity and safety concerns associated with existing 2-lane highway (as noted above) would not be addressed for 2031 planning horizon
    - Pork Road and Vivian Street not constructed to stand the wear and tear
    - Not appropriate to direct inter-regional traffic from provincial highway to local municipal road, and thereby change the role and function of that municipal road without converting/upgrading it to become a provincial highway

18

## Review of Route Alternatives in Shakespeare Area

- Perth Line 33 (Pork Road) and Perth Line 37 (Vivian Street) no longer being considered as alternatives
  - Not carrying forward an "uploaded" Pork Road as the "new" Highway 7&8 (with current highway being "downloaded" to become municipal road) because it was not preferred through a process of comparative evaluation, for number of reasons including but not restricted to:
    - Right-of-way (ROW) cannot accommodate 4/5-lanes without acquiring lands from adjacent property owners for its full length to accommodate widening; while Hwy 7&8 ROW from Shakespeare westerly can accommodate widening to 4/5 lanes within lands already acquired for this purpose
    - Property fabric (building setbacks, multiple private entrances, etc) on municipal road not established to accommodate highway, while much of property fabric along Highway 7&8 was established fully recognizing presence of the highway
    - Change in impacts to adjacent properties (noise, air quality, access, etc) is collectively less for widening a roadway that is already used as a provincial highway, than it is for widening a municipal road so that it can become a provincial highway
    - Potential is high for businesses that rely on highway exposure to suffer negative impacts if current roadway were to no longer be a provincial highway

19

## Review of Route Alternatives in Shakespeare Area

- Strengths
- Weaknesses
- Potential Enhancement Measures
- Measures to Mitigate Potential Effects

20

## Next Steps

- Review / summarize results from today's workshop
  - Finalize proposed route alternatives for Shakespeare area
  - Finalize proposed evaluation criteria and indicators
- PIC #3B – Early Summer 2010
  - Shakespeare area route alternatives
  - Evaluation criteria and indicators
- PIC #4 – Late Fall 2010
  - Preferred widening / route alternative for entire study area

21

## Open Forum

Any other comments / questions ?



## Agriculture Business Community

---

Perth East, Perth South, Wilmot  
West



## MTO Evaluation Criteria – Agriculture 2.4

---

1. Canada Land Inventory, Class 1,2,3 Land
2. Farm Infrastructure
3. Operations on Individual Farms
4. Transportation Linkages between Multiple Farm Operations



## MTO Evaluation Criteria-Agriculture

---

- #1. Canada Land Inventory Class 1,2,3 Land
- Shakespeare Study Area predominantly class 1, the best agriculture land in Canada
  - You can't 'mitigate' when it's lost



## MTO Evaluation Criteria- Agriculture

---

- #2. Farm Infrastructure  
Potential and significance of:
- Encroachment, severance, displacement;
  - Long-term alteration/disruption;
  - Nuisance impacts:

*To farm infrastructure (field tile drainage systems/outlets, irrigation systems, barns, silos/structures, etc.)*

- 
- MTO Tile drainage information is a decade out of date therefore difficult to evaluate its 'potential and significance' if disrupted
  - Nuisance is not a useful term to evaluate when it comes to discussions about a business



## MTO Evaluation Criteria-Agriculture

---

- #3. Operations on Individual Farms  
Potential and significance of:
- Encroachment, severance, displacement;
  - Long-term alteration/disruption;
  - Nuisance impacts;

*To in-farm field operations (planting, harvesting, grazing, nutrient management, etc.)*

- 
- 
- Agriculture is a business and this Study needs to recognize this as a base point when initiating all analysis
  - Disruption of nutrient management plans impacts individual farm business viability

- 
- 
- Farms are integrated into agriculture business units
  - Integrated agriculture business units are not 100 acre parcels with one barn



---

#### MTO Evaluation Criteria-Agriculture

##### #4. Transportation Linkages between Multiple Farm Operations

Potential to sever/disrupt transportation linkages between multiple farm operations (movement between linked, multiple farm operations of equipment, materials, workers, etc.)



---

What MTO refers to as “multiple farm operations” are in fact integrated agricultural business units based on formal business arrangements or statutory requirements under the Nutrient Management Act



---

ABC undertook a study of a sampling of producers in the Shakespeare study area.



---

#### ABC defines an Integrated Agriculture Business Unit as:

The land base, owned or leased necessary to operate a viable agricultural business while meeting the current statutory requirements.

Map 1.

### INTEGRATED AGRICULTURAL BUSINESS UNITS



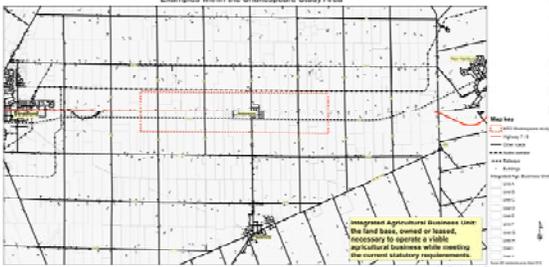
- The sample 10 business units include 107 parcels of land.

*\* source Land registry data*

- Total area:  
3613.72 ha  
8929.70 acres

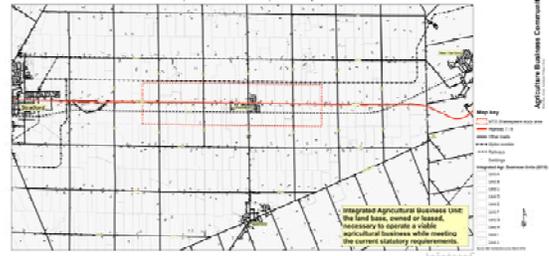
Map 2. Equipment Movement Forage

### INTEGRATED AGRICULTURAL BUSINESS UNITS



Map 3. Equipment Movement - Manure

### INTEGRATED AGRICULTURAL BUSINESS UNITS



Map 4. Equipment Movement-Manure & Forage

### INTEGRATED AGRICULTURAL BUSINESS UNITS

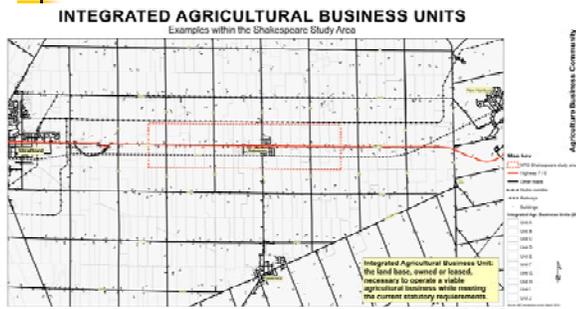


Map 5. Equipment Movement – Forage Units C & H

### INTEGRATED AGRICULTURAL BUSINESS UNITS



Map 6. Equipment Movement- Manure Units A & G



## Sample trips for the movement of manure & forage

One of these business units makes 780 trips per year for the movement of manure.

Another business unit makes 447 trips per year for forage.

## MTO Process - Missing Factor

MTO Rationale for  
Factor & Sub factor Evaluation for  
agriculture:

- The Nutrient Management Act is missing
- Drainage Act is missing

## Nutrient Management Act, 2002

- The Nutrient Management Act *provides for the management of nutrients to enhance protection of the natural environment and provide a sustainable future for agricultural operations and rural development.*
- *This act determines the amount of land a producer needs*

## Missing Criteria within Agriculture

- *Potential and significance of Change to access/travel time/business viability*

## Conclusion

- In this study you are working with integrated agriculture business units
- Disruption of one parcel of land impacts the viability of an agricultural business
- The term 'nuisance' needs to be replaced with business viability
- Decisions should not be made on decade old information
- Nutrient Management Act dictates the actions of farmers
- Potential and significance of 'change of access' needs to be assessed in relation to business viability

## Highway 7/8 Corridor Study

## Safety

### EA Study used in 2009

- Comprised of **65** criteria
- **1** criteria concerned with safety 1.538% of Study

5.3.1. Traffic Safety defines a safe highway as one that has the potential to improve traffic safety based on the opportunity to reduce congestion on area road network and reduce the frequency of intersections and entrances in the highway 7&8 corridor.

### Updated/Modified Data for EA Study 2010

- Comprised of **66** criteria
- **1** criteria concerned with safety 1.515% of Study

5.3.1. Traffic Safety defines a safe highway as one that has the potential to improve traffic safety based on the opportunity to reduce congestion on area road network and reduce the frequency of intersections and entrances in the highway 7&8 corridor.

## Shakespeare Hamlet Data

The 1.5 km stretch of highway passing through Shakespeare contains:

- The **only** traffic light in the area
- The **only** 50 k/h. speed limit in the area
- **The** highest concentration of pedestrians in the area

This data illustrates **congestion** will be guaranteed within the village.

- 72 entrances & intersections within Shakespeare, the highest concentration found anywhere in the area.

Studies have shown that half of all collisions occur at **entrances & intersections.**

- Close proximity of residential homes to potential expanded highway.
- Use of front yards by children playing.
- Use of driveways, backing onto major expanded roadway, shortened driveways, ect.

## MTO Data

- Drivers will drive as fast as they perceive the geometry of the road will allow.
- Speed differentials result in a higher risk of injuries/deaths due to collisions.

Considering the area under review contains the highest concentration of people and intersections...

Considering the high concentration of commercial and residential use...

Considering the MTO data relating to speed and speed differentials...

- 1. *Need for Expansion of Safety Criteria***
- 2. *Need for safety to be weighed more heavily in the Study Process***

"By way of background, the Ministry of Transportation is paying for this study to determine the best way to improve road safety on this increasingly busy stretch of provincial highway."

John Wilkinson MPP  
August 31, 2009

**Appendix D**

**Summary of Proposed Changes to Evaluation Subfactors, Criteria  
and Indicators for Route Selection**

**Highway 7&8 Corridor Study**  
**Summary List of Evaluation Factors, Sub-Factors and Criteria for Route Selection**  
**- Draft March 27, 2008 -**

FACTORS / SUB-FACTORS	CRITERIA
<b>1. NATURAL ENVIRONMENT 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 (ESAs, ANSIs, Natural Hazard Lands, etc)
<b>1.3 Groundwater</b>	1.3.1 Areas of Groundwater Recharge or 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
<b>1.4 Surface Water</b>	1.4.1 Watershed/Sub-watershed Drainage Features/Patterns
	1.4.2 Surface Water Quality and Quantity
<b>2. LAND USE / SOCIAL-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 (e.g., economic stimulation/development policies as defined in 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' Sacred Grounds
	2.2.3 Urban and Rural Residential
	2.2.4 Commercial/Industrial
	2.2.5 Tourist Areas and Attractions
	2.2.6 Community Facilities / Institutions (e.g. churches, community centres)
	2.2.7 Municipal Infrastructure and Public Service Facilities (e.g. water mains, firehalls)
	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 (not considered until the Preliminary Design phase)
<b>2.4 Agriculture</b>	2.4.1 Agriculture – Canada Land Inventory 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 Multiple-Farm Operations
<b>2.5 Land Use - Resources</b>	2.5.1 First Nations' Aboriginal Treaty Rights and Interests (Including Use of Land and Resources for Traditional Purposes)
	2.5.2 Parks and Recreation Areas
	2.5.3 Aggregate and Mineral Resources
<b>2.6 Major Utility Transmission Corridors</b> (e.g. railroads, hydro, gas, oil)	
<b>2.7 Contaminated Property and Waste Management</b> (e.g., hazardous waste sites, brownfield areas, know contaminated sites, active/closed waste disposal sites, active waste management facilities)	
<b>2.8 Landscape Composition</b>	2.8.1 Scenic Composition (total aesthetic value of landscape components)
	2.8.2 Sensitive Viewer Groups

**Highway 7&8 Corridor Study**  
**Summary List of Evaluation Factors, Sub-Factors and Criteria for Route Selection**  
**- Draft March 27, 2008 -**

FACTORS / SUB-FACTORS	CRITERIA
	2.8.3 Scenic Value of Views/Vistas From the Transportation Facility
	2.8.4 Specimen Trees (considered in preliminary design only)
<b>2.9 Air Quality</b>	2.9.1 Local and regional air quality - total contaminant and greenhouse gas emissions (not considered after the Corridor Planning Phase)
	2.9.2 Sensitive receptors to air pollutants and greenhouse gas emissions
<b>3. CULTURAL ENVIRONMENT FACTORS</b>	
<b>3.1 Cultural Heritage – Built Heritage and Cultural Heritage Landscapes</b>	3.1.1 Buildings or Standing Sites of Architectural or Heritage Significance or Ontario Heritage Foundation 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 (Collection of man-made features modifying pristine landscape)
	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
4. Area Economy - Factors deleted due to duplication of considerations in Transportation System Capacity and Land Use / Community	
<b>5. TRANSPORTATION FACTORS</b>	
<b>5.1 Area Transportation System Capacity and Efficiency</b>	5.1.2 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
	5.4.3 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> (re impacts due to design features, private access and transportation connections)	
<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)	

**NOTES:**

- Yellow highlighting in table indicates evaluation criteria for which changes have been made to the evaluation indicators that are itemized in the full evaluation table. Detail s of these changes are provided in red font on Pages 3 & 4)
- Red font in table indicates new/changed sub-factors or criteria.

## **SUMMARY OF CHANGES TO EVALUATION INDICATORS**

### **2.2.3 Urban and Rural Residential**

Potential and significance of:

- encroachment, severance, displacement, property acquisition;
- long-term alteration/ disruption (e.g. loss of parking area);
- change in area character/ aesthetics (e.g. loss of trees/garden area);
- nuisance impacts (e.g. intrusion of highway into current residential envelope);
- change to access / travel time;
- change to facilities / utilities / services;
- interference with residential community cohesion;
- change to highway operational impacts (e.g. snow storage and highway access visibility).

to urban and rural residential areas (residents [owners/tenants] and community groups).

### **2.2.4 Commercial / Industrial**

Potential and significance of:

- encroachment, severance, displacement, property acquisition;
- long-term alteration/ disruption;
- change in area character/ aesthetics;
- nuisance impacts;
- change to access / travel time;
- change to facilities / utilities / services;
- interference with commercial community cohesion;
- change to highway operation impacts (e.g. customer parking, cargo loading/off-loading).

to commercial and industrial areas (business owners/tenants and customers).

### **2.2.5 Tourist Areas and Attractions**

Potential and significance of:

- encroachment, severance, displacement, property acquisition;
- long-term alteration/ disruption;
- change in area character/ aesthetics;
- nuisance impacts;
- change to access / travel time;
- change to facilities / utilities / services;
- loss of "critical mass" in number of signature business attractions (e.g. number of antique shops).

to tourist areas and attractions.

### **2.2.6 Community Facilities / Institutions**

Potential and significance of:

- encroachment, severance, displacement, property acquisition;
- long-term alteration/ disruption;
- change in area character/ aesthetics;
- nuisance impacts;
- change to access / travel time;
- change to facilities / utilities / services;
- change to ease and safety of pedestrian movements across the highway and within the highway right-of-way;
- change to highway operation impacts to current use (e.g. highway noise and vibration interfering with church services)

to community facilities and institutions.

## **SUMMARY OF CHANGES TO EVALUATION INDICATORS (continued)**

### **2.2.8 Downtown Historic Crossroads Function**

Potential and significance of interference by long-distance through-traffic on:

- “main street” function and structure;
- character/aesthetics;
- change to **ease and safety of pedestrian movements** across the highway and within the highway right-of-way;
- change to on-street parking in the historic downtown area

### **2.3.1 Highway Noise**

Potential for significant traffic noise increases in NSAs, and for noise-sensitive receivers immediately adjacent to the highway.

### **2.4.2 Agriculture – Farm Infrastructure**

Potential and significance of:

- encroachment, severance, displacement;
  - long-term alteration/ disruption;
  - nuisance impacts;
- to farm infrastructure (field tile drainage systems/outlets, irrigation systems, barns / silos/ structures, etc.)

### **2.4.3 Agriculture – Operations on Individual Farms**

Potential and significance of:

- encroachment, severance, displacement;
  - long-term alteration/ disruption;
  - nuisance impacts;
- to in-farm field operations (planting, harvesting, grazing, nutrient management, etc.)

### **2.4.4 Agriculture – Transportation Linkages Between Multiple Farms**

Potential to sever/disrupt transportation linkages between multiple-farm operations (movement between linked multiple-farm operations of equipment, materials, workers, etc.)

### **2.9.2 Sensitive Receptors to Air Pollutants and Greenhouse Gas Emissions**

Presence and potential for impacts to sensitive receptors to air pollutants and greenhouse gas emissions, including consideration of number of sensitive receptors immediately adjacent to the highway.

### **5.4.3 Pedestrian Cyclist and Snowmobile Safety within the Highway Right-of-Way**

Potential and significance of change to **ease and safety of movement** across the highway and within the right-of-way

### **5.4.4 Accommodate Mobility of Pedestrians, Cyclists and Snowmobiles**

Potential to accommodate mobility of pedestrians, cyclists within critical travel corridors in urbanized areas and snowmobiles in recognized rural trails.

**Appendix E**  
**Revised Evaluation Subfactors, Criteria and Indicators**  
**for Route Selection**

Note: Proposed New / Modified Criteria and Indicators for Evaluation of Route Alternatives and Preliminary Design Alternatives presented in red font within yellow highlighted rows.

REVISED FACTORS, SUB-FACTORS, CRITERIA AND INDICATORS FOR EVALUATION OF AREA TRANSPORTATION SYSTEM PLANNING ALTERNATIVES AND PROVINCIAL ROADWAY ALTERNATIVES – March 19, 2010						
FACTOR / SUB-FACTOR	CRITERIA	PRELIMINARY EVALUATION INDICATORS FOR EACH PHASE				RATIONALE FOR FACTOR AND SUB-FACTOR EVALUATION
		TRANSPORTATION NEEDS ASSESSMENT	PRELIMINARY / CORRIDOR PLANNING	DETAILED / ROUTE PLANNING FOR PROVINCIAL ROADWAYS	PRELIMINARY DESIGN FOR PROVINCIAL ROADWAYS	
<b>1. Natural Environmental Factors</b>						
<b>1.1 Fisheries and Aquatic Ecosystems</b>	1.1.1 Fish Habitat	Potential to affect fish species at risk (vulnerable, threatened or endangered fish species) and their habitat	Potential to affect fish species at risk (vulnerable, threatened or endangered fish species) and their habitat	Potential and significance of: <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/disruption</li> </ul> as applicable to the following: <ul style="list-style-type: none"> <li>critical fish habitat features</li> <li>riparian areas</li> <li>habitat rehabilitation goals</li> </ul>	Potential and significance of: <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/disruption</li> <li>short-term alteration/disruption (construction impacts).</li> </ul> as applicable to the following: <ul style="list-style-type: none"> <li>critical fish habitat features</li> <li>riparian areas</li> <li>habitat rehabilitation goals</li> </ul>	<ul style="list-style-type: none"> <li>The crossing of water bodies by transportation facilities has the potential to affect fish and aquatic habitat features through impediments to fish passage, loss of vegetation, changes to channel geomorphology (channel form and function), substrate and cover, changes to the water quality due to erosion and sedimentation, stormwater discharge and temperature changes.</li> <li>PPS Policy 1.6.6.4 stipulates that when planning for corridors and rights-of-way for significant transportation facilities, consideration will be given to significant natural heritage, water, agricultural, mineral, cultural heritage and archaeological resources. The context is provided in other PPS policy statements_ identified below.</li> <li>PPS Policy 2.1.5 requires that development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements. In addition, policy 2.1.6 restricts development and site alteration on adjacent lands to natural heritage features (e.g. significant - wetlands, woodlands, valleylands etc.) unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.</li> <li>It is an objective of the PPS to protect, improve or restore the quality and quantity of surface water, including headwaters. Surface water features are an important part of the natural, economic and cultural landscape. PPS Policy 2.2.2 restricts development and site alteration in or near sensitive surface water features and groundwater features such that these features and their related hydrologic functions will be protected, improved or restored.</li> <li>The Federal Fisheries Act prohibits the harmful alteration, disruption or destruction of fish habitat, the introduction of deleterious substances to fish habitat and the blockage of fish passage. Where impacts cannot be mitigated, a Fisheries Compensation Plan is prepared in consultation with the CA/DFO to address agency concerns/requirements.</li> <li>Subsection 36(3) of the Fisheries Act prohibits the deposit of a deleterious substance, directly or indirectly, into waters frequented by fish.</li> </ul>
	1.1.2 Fish Community			Potential and significance of: <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption</li> </ul> as applicable to the following: <ul style="list-style-type: none"> <li>fish species at risk (vulnerable, threatened or endangered fish species)</li> <li>fish movement/migration</li> <li>critical fish life stage processes (spawning, rearing, nursery, feeding)</li> <li>long-term fish community management goals</li> </ul>	Potential and significance of: <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption</li> <li>short-term alteration/disruption (construction impacts).</li> </ul> as applicable to the following: <ul style="list-style-type: none"> <li>fish species at risk (vulnerable, threatened or endangered fish species)</li> <li>fish movement/migration</li> <li>critical fish life stage processes (spawning, rearing, nursery, feeding)</li> <li>long-term fish community management goals</li> </ul>	
<b>1.2 Terrestrial Ecosystems</b>	1.2.1 Wildlife	Potential to affect wildlife species at risk (vulnerable, threatened or endangered wildlife species) and their habitat	Potential to affect wildlife species at risk (vulnerable, threatened or endangered wildlife species) and their habitat	Potential and significance of: <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption</li> </ul> as applicable to the following: <ul style="list-style-type: none"> <li>wildlife species at risk (vulnerable, threatened or endangered wildlife species)</li> <li>wildlife of local and regional importance</li> <li>migratory birds</li> </ul>	Potential and significance of: <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption</li> <li>short-term alteration/disruption (construction impacts).</li> </ul> as applicable to the following: <ul style="list-style-type: none"> <li>wildlife species at risk (vulnerable, threatened or endangered wildlife species)</li> <li>wildlife of local and regional importance</li> </ul>	<ul style="list-style-type: none"> <li>PPS Policy 1.6.6.4 stipulates that when planning for corridors and rights-of-way for significant transportation facilities, consideration will be given to significant natural heritage, water, agricultural, mineral, cultural heritage and archaeological resources. The context is provided in other PPS policy statements identified below.</li> <li>The presence of species identified by COSEWIC and COSSARO as vulnerable, threatened or endangered (VTE) requires consideration in the</li> </ul>

Note: Proposed New / Modified Criteria and Indicators for Evaluation of Route Alternatives and Preliminary Design Alternatives presented in red font within yellow highlighted rows.

REVISED FACTORS, SUB-FACTORS, CRITERIA AND INDICATORS FOR EVALUATION OF AREA TRANSPORTATION SYSTEM PLANNING ALTERNATIVES AND PROVINCIAL ROADWAY ALTERNATIVES – March 19, 2010						
FACTOR / SUB-FACTOR	CRITERIA	PRELIMINARY EVALUATION INDICATORS FOR EACH PHASE				RATIONALE FOR FACTOR AND SUB-FACTOR EVALUATION
		TRANSPORTATION NEEDS ASSESSMENT	PRELIMINARY / CORRIDOR PLANNING	DETAILED / ROUTE PLANNING FOR PROVINCIAL ROADWAYS	PRELIMINARY DESIGN FOR PROVINCIAL ROADWAYS	
				<ul style="list-style-type: none"> <li>critical wildlife habitat features</li> <li>ecologically functional areas such as connective corridors or travel ways for movement/migration</li> <li>important wildlife areas such as deeryards, heronries, waterfowl areas, important bird areas</li> <li>wildlife management, rehabilitation/research program sites</li> <li>interference with critical wildlife life stage processes (eg mating/rearing) etc</li> </ul>	<ul style="list-style-type: none"> <li>migratory birds</li> <li>critical wildlife habitat features</li> <li>ecologically functional areas such as connective corridors or travel ways for movement/migration</li> <li>important wildlife areas such as deeryards, heronries, waterfowl areas, important bird areas</li> <li>wildlife management, rehabilitation/research program sites</li> <li>interference with critical wildlife life stage processes (eg mating/rearing) etc</li> </ul>	<p>generation of route alternatives. Species or populations may be under pressure or susceptible to stress as a result of development. Since habitat for these species is often limited, impacts to areas where the presence of species at risk is suspected or confirmed should be avoided or minimized. The assessment should have regard for the PPS objective that development and site alteration will not be permitted in significant portions of the habitat of Threatened and Endangered Species. The reported presence of Species of Conservation Concern (as defined by MNR in the Significant Wildlife Habitat Technical Guides (SWHTG – MNR, 2000) and TRCA species of concern will also be considered.</p> <ul style="list-style-type: none"> <li>The general prohibitions under the Species at Risk Act, which apply to federally protect migratory bird and aquatic species at risk as well as to all endangered and threatened species on federal lands.</li> <li>Section 6 of the Migratory Bird Regulations under the Migratory Birds Convention Act, 1994, which prohibits the incidental take of migratory birds and the disturbance and destruction of taking of the nest of a migratory bird.</li> <li>PPS Policy 2.1.4 prohibits development and site alteration in significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E. The assessment should have regard for this objective. Wetlands serve ecological functions to varying degrees including groundwater recharge/dischage, flood attenuation, wildlife movement corridors, habitat for flora and fauna, and water filtration.</li> <li>The Canadian Federal Policy on Wetland Conservation promotes the goal of no net loss of wetland function in areas where wetland loss has reached critical levels.</li> </ul>
	1.2.2 Wetlands	Potential to affect provincially and locally significant wetlands	Potential to affect provincially and locally significant wetlands	<p>Potential and significance of:</p> <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption</li> </ul> <p>as applicable to the following:</p> <ul style="list-style-type: none"> <li>provincially significant wetlands, their buffer areas, and their wetland function</li> <li>evaluated and un-evaluated wetlands, their wetland buffer areas, and their wetland function</li> <li>wetland management, research and/or wetland conservation programs/areas</li> </ul>	<p>Potential and significance of:</p> <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption</li> <li>short-term alteration/disruption (construction impacts).</li> </ul> <p>as applicable to the following:</p> <ul style="list-style-type: none"> <li>provincially significant wetlands, their buffer areas, and their wetland function</li> <li>evaluated and un-evaluated wetlands, their wetland buffer areas, and their wetland function</li> <li>wetland management, research and/or wetland conservation programs/areas</li> </ul>	<ul style="list-style-type: none"> <li>PPS Policy 1.6.6.4 stipulates that when planning for corridors and rights-of-way for significant transportation facilities, consideration will be given to significant natural heritage, water, agricultural, mineral, cultural heritage and archaeological resources. The context is provided in other PPS policy statements identified below.</li> <li>It is important to recognize identified ecologically functional linkages between factors and sub-factors (within a natural heritage system) that contribute to landscape connectivity. The assessment should have regard for PPS Policy 2.1.2 which states that the diversity and connectivity of natural features in an area, and the long term ecological function and biodiversity of natural heritage systems, should be maintained, restored, or where possible improved, recognizing linkages between and among natural heritage features and areas, surface water features and groundwater features. The avoidance of wildlife corridors minimizes risks of wildlife mortality during operation of the</li> </ul>

Note: Proposed New / Modified Criteria and Indicators for Evaluation of Route Alternatives and Preliminary Design Alternatives presented in red font within yellow highlighted rows.

REVISED FACTORS, SUB-FACTORS, CRITERIA AND INDICATORS FOR EVALUATION OF AREA TRANSPORTATION SYSTEM PLANNING ALTERNATIVES AND PROVINCIAL ROADWAY ALTERNATIVES – March 19, 2010						
FACTOR / SUB-FACTOR	CRITERIA	PRELIMINARY EVALUATION INDICATORS FOR EACH PHASE				RATIONALE FOR FACTOR AND SUB-FACTOR EVALUATION
		TRANSPORTATION NEEDS ASSESSMENT	PRELIMINARY / CORRIDOR PLANNING	DETAILED / ROUTE PLANNING FOR PROVINCIAL ROADWAYS	PRELIMINARY DESIGN FOR PROVINCIAL ROADWAYS	
						facility. Secondary information on ecosystem linkages (aquatic and terrestrial) will be reviewed and supplemented by other available sources (including contacts with specialists, field findings).
	1.2.3 Forests  (e.g. woodlands [forest stands, woodlots and interior forest habitat] and significant valley lands [valley and stream corridors])	Potential to affect significant woodlands/valley lands and areas supporting known populations of vegetation species at risk (vulnerable, threatened or endangered species)	Potential to affect significant woodlands/valley lands and areas supporting known populations of vegetation species at risk (vulnerable, threatened or endangered species)	Potential and significance of: <ul style="list-style-type: none"> <li>• encroachment, severance, displacement;</li> <li>• long-term alteration/ disruption</li> </ul> as applicable to the following: <ul style="list-style-type: none"> <li>• significant woodlands/valley lands</li> <li>• forest management/research program areas</li> </ul>	Potential and significance of: <ul style="list-style-type: none"> <li>• encroachment, severance, displacement;</li> <li>• long-term alteration/ disruption</li> <li>• short-term alteration/disruption (construction impacts).</li> </ul> as applicable to the following: <ul style="list-style-type: none"> <li>• woodlands/valley lands</li> <li>• forest management/research program areas</li> </ul>	<ul style="list-style-type: none"> <li>• PPS Policy 1.6.6.4 stipulates that when planning for corridors and rights-of-way for significant transportation facilities, consideration will be given to significant natural heritage, water, agricultural, mineral, cultural heritage and archaeological resources. The context is provided in other PPS policy statements identified below.</li> <li>• The PPS Policy 2.1.4 only permits development and site alteration in significant woodlands south and east of the Canadian Shield where it can be demonstrated that there will be no negative impacts on the natural features or their ecological function. The assessment should have regard for the PPS protection objectives.</li> <li>• The study area is located within the Carolinian Zone and may have important representations of Carolinian species assemblages. These natural heritage areas require protection.</li> <li>• Small degraded, isolated remnant woodlots and wetlands can have ecological value. Large natural and relatively undisturbed features have high ecological sensitivity and value.</li> </ul>
	1.2.4 Vegetation			Potential and significance of: <ul style="list-style-type: none"> <li>• encroachment, severance, displacement;</li> <li>• long-term alteration/ disruption</li> </ul> as applicable to the following: <ul style="list-style-type: none"> <li>• populations of vegetation species at risk (vulnerable, threatened or endangered species), species of conservation concern and significant regional/local flora/communities</li> <li>• areas/corridors supporting known populations of vegetation species at risk (vulnerable, threatened or endangered species), species of conservation concern and significant flora/communities</li> <li>• vegetation management, rehabilitation/research program sites</li> </ul>	Potential and significance of: <ul style="list-style-type: none"> <li>• encroachment, severance, displacement;</li> <li>• long-term alteration/ disruption</li> <li>• short-term alteration/disruption (construction impacts).</li> </ul> as applicable to the following: <ul style="list-style-type: none"> <li>• populations of vegetation species at risk (vulnerable, threatened or endangered species), species of conservation concern and significant regional/local flora/communities</li> <li>• areas/corridors supporting known populations of vegetation species at risk (vulnerable, threatened or endangered species), species of conservation concern and significant flora/communities</li> <li>• vegetation management, rehabilitation/research program sites</li> </ul>	
	1.2.5 Designated/Special Areas (such as world biosphere reserves, heritage rivers, ESAs, ESPAs, ANSIs, environmental plan areas, conservation reserves; and the designated special areas of national parks, provincial parks, conservation areas, etc)	Potential to affect designated/special areas	Potential to affect designated/special areas	Potential and significance of: <ul style="list-style-type: none"> <li>• encroachment, severance, displacement;</li> <li>• long-term alteration/ disruption;</li> <li>• change in area character/ aesthetics;</li> <li>• nuisance impacts;</li> <li>• change to access / travel time;</li> <li>• change to facilities / utilities / services.</li> </ul> to designated/special areas.	Potential and significance of: <ul style="list-style-type: none"> <li>• encroachment, severance, displacement;</li> <li>• long-term alteration/ disruption;</li> <li>• short-term alteration/disruption (construction impacts);</li> <li>• change in area character/ aesthetics;</li> <li>• nuisance impacts;</li> <li>• change to access / travel time;</li> <li>• change to facilities / utilities / services.</li> </ul> to designated/special areas.	<ul style="list-style-type: none"> <li>• PPS Policy 1.6.6.4 stipulates that when planning for corridors and rights-of-way for significant transportation facilities, consideration will be given to significant natural heritage, water, agricultural, mineral, cultural heritage and archaeological resources. The context is provided in other PPS policy statements identified below.</li> <li>• Important habitat areas, that may not be associated with other features protected by other means (ANSIs, ESAs, PSWs), require consideration during the generation and evaluation of alternatives. These areas may be of local or regional significance to wildlife that is not necessarily at risk. Other areas may be identified as important habitat for wildlife species requiring larger habitat blocks or with specialized habitat requirements. The assessment should have regard for PPS Policy 2.1.4 which states that development and site alteration shall not be permitted in certain listed significant wetlands, woodlands, valleylands, wildlife habitat and areas of natural and scientific interest. Development and site alteration may be permitted in significant</li> </ul>

Note: Proposed New / Modified Criteria and Indicators for Evaluation of Route Alternatives and Preliminary Design Alternatives presented in red font within yellow highlighted rows.

REVISED FACTORS, SUB-FACTORS, CRITERIA AND INDICATORS FOR EVALUATION OF AREA TRANSPORTATION SYSTEM PLANNING ALTERNATIVES AND PROVINCIAL ROADWAY ALTERNATIVES – March 19, 2010						
FACTOR / SUB-FACTOR	CRITERIA	PRELIMINARY EVALUATION INDICATORS FOR EACH PHASE				RATIONALE FOR FACTOR AND SUB-FACTOR EVALUATION
		TRANSPORTATION NEEDS ASSESSMENT	PRELIMINARY / CORRIDOR PLANNING	DETAILED / ROUTE PLANNING FOR PROVINCIAL ROADWAYS	PRELIMINARY DESIGN FOR PROVINCIAL ROADWAYS	
						<p>wildlife habitat if it can be demonstrated that there will be no negative impacts on the natural features or functions for which the area is identified.</p> <ul style="list-style-type: none"> <li>• Areas that have been designated as Environmentally Significant Areas, Areas of Natural and Scientific Interest or Significant Valleylands may have landforms or plant communities associated with the area that are designated locally, regionally or provincially significant, or provide important corridors.</li> <li>• ESAs are not explicitly included in the Provincial Policy Statement, but are often associated with other features subject to the policy statement (e.g. ANSIs, significant woodlands, significant habitat of endangered species or threatened species, significant wetlands, valleylands and wildlife habitat). They are also reflected in the MNR Land Use Guidelines, Conservation Authority Plans and municipal land use plans.</li> <li>• PPS Policy 2.1.6 provides for development and site alteration on adjacent lands to listed natural heritage features and areas, only where the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological function.</li> <li>• Policy 4.2.1.2 of the Greenbelt Plan 2005 states that the location and construction of infrastructure and expansions, extensions, operations and maintenance of infrastructure in the Protected Countryside are subject to specified criteria.</li> </ul>
<b>1.3 Groundwater</b>	1.3.1 Areas of Ground water Recharge and Discharge	Potential to affect areas of groundwater recharge and discharge	Potential to affect areas of groundwater recharge and discharge	Potential and significance of alteration to areas of groundwater recharge and discharge due to physical intrusion or groundwater interception, draw-down, impoundment, obstruction, or soil compaction impacting groundwater base-flow and quality	Potential and significance of alteration to areas of groundwater recharge and discharge due to physical intrusion or groundwater interception, draw-down, impoundment, obstruction, or soil compaction impacting groundwater base-flow and quality	<ul style="list-style-type: none"> <li>• PPS Policy 1.6.6.4 stipulates that when planning for corridors and rights-of-way for significant transportation facilities, consideration will be given to significant natural heritage, water, agricultural, mineral, cultural heritage and archaeological resources. The context is provided in other PPS policy statements identified below.</li> <li>• Section 2.2 of the PPS identifies that the quality and quantity of water (including groundwater) should be protected improved or restored. The assessment should have regard for this objective. Transportation facilities have the potential to impact groundwater resources through removal of recharge areas, interference with discharge areas/shallow groundwater zones, and introduction of contaminated runoff. Consequently, impacts to areas identified as being susceptible to groundwater contamination and/or interference should be avoided/minimized to the extent possible.</li> </ul>
	1.3.2 Groundwater Source Areas and Wellhead Protection Areas	Potential to affect groundwater source areas and wellhead protection areas	Potential to affect groundwater source areas and wellhead protection areas	Potential and significance of alteration to groundwater source areas and wellhead protection areas due to physical intrusion, or groundwater interception, draw-down, impoundment, obstruction and by soil compaction	Potential and significance of alteration to groundwater source areas and wellhead protection areas due to physical intrusion, or groundwater interception, draw-down, impoundment, obstruction and by soil compaction	
	1.3.3 Large Volume Wells	Potential to affect large volume wells	Potential to affect large volume wells	Potential and significance of alteration to large volume wells due to physical intrusion or groundwater interception, draw-down, impoundment, obstruction and by soil compaction	Potential and significance of alteration to large volume wells due to physical intrusion or groundwater interception, draw-down, impoundment, obstruction and by soil compaction	
	1.3.4 Private Wells	Not considered in this phase.	Not considered in this phase.	Potential and significance of alteration to private well use due to physical intrusion, or	Potential and significance of alteration to private well use due to physical intrusion, or	

Note: Proposed New / Modified Criteria and Indicators for Evaluation of Route Alternatives and Preliminary Design Alternatives presented in red font within yellow highlighted rows.

REVISED FACTORS, SUB-FACTORS, CRITERIA AND INDICATORS FOR EVALUATION OF AREA TRANSPORTATION SYSTEM PLANNING ALTERNATIVES AND PROVINCIAL ROADWAY ALTERNATIVES – March 19, 2010						
FACTOR / SUB-FACTOR	CRITERIA	PRELIMINARY EVALUATION INDICATORS FOR EACH PHASE				RATIONALE FOR FACTOR AND SUB-FACTOR EVALUATION
		TRANSPORTATION NEEDS ASSESSMENT	PRELIMINARY / CORRIDOR PLANNING	DETAILED / ROUTE PLANNING FOR PROVINCIAL ROADWAYS	PRELIMINARY DESIGN FOR PROVINCIAL ROADWAYS	
				groundwater interception, draw-down, impoundment, obstruction and by soil compaction	groundwater interception, draw-down, impoundment, obstruction and by soil compaction	
	1.3.5 Groundwater-Dependent Commercial Enterprises  (e.g. water bottling operations)	Not considered in this phase.	Not considered in this phase.	Potential and significance of alteration to groundwater use by groundwater-dependent commercial enterprises due to physical intrusion, or groundwater interception, draw-down, impoundment, obstruction and by soil compaction	Potential and significance of alteration to groundwater use by groundwater-dependent commercial enterprises due to physical intrusion, or groundwater interception, draw-down, impoundment, obstruction and by soil compaction	
	1.3.6 Groundwater-Sensitive Ecosystems  (e.g. groundwater fed wetlands, coldwater streams)	Not considered in this phase.	Not considered in this phase.	Potential and significance of alteration to groundwater-sensitive ecosystems due to physical intrusion, or groundwater interception, draw-down, impoundment, obstruction and by soil compaction	Potential and significance of alteration to groundwater-sensitive ecosystems due to physical intrusion, or groundwater interception, draw-down, impoundment, obstruction and by soil compaction	
<b>1.4 Surface Water</b>	1.4.1 Watershed / Sub-Watershed Drainage Features/Patterns	Potential to affect permanent watercourses	Potential to affect permanent watercourses	Potential and significance of: <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption.</li> </ul> as applicable to the following: <ul style="list-style-type: none"> <li>watercourse crossings (permanent, intermittent and ephemeral)</li> <li>floodplain or meander belts</li> <li>riparian areas</li> <li>sensitive headwater areas</li> <li>watershed and subwatershed management plans</li> </ul>	Potential and significance of: <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption.</li> </ul> as applicable to the following: <ul style="list-style-type: none"> <li>watercourse crossings (permanent, intermittent and ephemeral)</li> <li>floodplain or meander belts</li> <li>riparian areas</li> <li>sensitive headwater areas</li> <li>watershed and subwatershed management plans</li> </ul>	<ul style="list-style-type: none"> <li>Surface water features are an important part of the natural landscape in the Analysis Area. There are a number of permanent and intermittent watercourses flowing through the Analysis Area as well as a number of provincially and locally significant wetlands and various unnamed tributaries and agricultural swales present in the analysis area. Consequently, surface water quantity and quality could be negatively affected by the undertaking (e.g., reduction in surface water quantity, degradation of surface water quality, etc.) and therefore the ability to protect surface water quality, including the function of headwaters, need to be considered in the evaluation.</li> </ul>
	1.4.2 Surface Water Quality and Quantity	Not considered in this phase	Not considered in this phase	Potential and significance of impacts on quality through direct and indirect discharges of contaminated and sediment-laden run-off  Potential and significance of impacts on hydrology due to changes in ground permeability, modifications to surface drainage patterns and alterations of water bodies	Potential and significance of impacts on quality through direct and indirect discharges of contaminated and sediment-laden run-off  Potential and significance of impacts on hydrology due to changes in ground permeability, modifications to surface drainage patterns and alterations of water bodies	
<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	Potential to affect areas for which there are First Nations outstanding land claims	Potential to affect areas for which there are First Nations outstanding land claims	Potential and significance of encroachment, severance, displacement to areas for which there are First Nations outstanding land claims	Potential and significance of encroachment, severance, displacement to areas for which there are First Nations outstanding land claims	<ul style="list-style-type: none"> <li>It is important that First Nations's land claims within the Analysis Area are documented</li> <li>The Ontario Provincial Policy Statement notes that long-term prosperity and social well-being of Ontarians depends on maintaining strong communities, a clean and healthy environment and a strong economy. Transportation facilities play a key role in achieving these objectives.</li> <li>There is a need to co-ordinate transportation planning with municipal land planning as established through Official Plans, Secondary</li> </ul>
	2.1.2 Provincial/Federal land use planning policies/goals/objectives	Potential to support federal/provincial land use policies/goals/objectives	Potential to support federal/provincial land use policies/goals/objectives	Degree of compatibility with federal/provincial land use policies/goals/objectives	Not considered in this phase.	
	2.1.3 Municipal (regional and local)	Potential to support municipal Official Plans	Potential to support municipal Official Plans	Degree of compatibility with municipal	Not considered in this phase.	

Note: Proposed New / Modified Criteria and Indicators for Evaluation of Route Alternatives and Preliminary Design Alternatives presented in red font within yellow highlighted rows.

REVISED FACTORS, SUB-FACTORS, CRITERIA AND INDICATORS FOR EVALUATION OF AREA TRANSPORTATION SYSTEM PLANNING ALTERNATIVES AND PROVINCIAL ROADWAY ALTERNATIVES – March 19, 2010						
FACTOR / SUB-FACTOR	CRITERIA	PRELIMINARY EVALUATION INDICATORS FOR EACH PHASE				RATIONALE FOR FACTOR AND SUB-FACTOR EVALUATION
		TRANSPORTATION NEEDS ASSESSMENT	PRELIMINARY / CORRIDOR PLANNING	DETAILED / ROUTE PLANNING FOR PROVINCIAL ROADWAYS	PRELIMINARY DESIGN FOR PROVINCIAL ROADWAYS	
	land use planning policies/ goals/objectives (Official Plans)			Official Plans		<p>Plans and Zoning by-laws as these specify land uses supported by residents, municipalities and the province.</p> <ul style="list-style-type: none"> <li>The Greenbelt Plan notes that infrastructure is important to economic well-being, human health and quality of life in southern Ontario and the Greenbelt.</li> <li>Policy 4.2.1 of the Greenbelt Plan states that, for lands within the protected countryside, as defined by the Greenbelt Plan, 2005, infrastructure must meet one of the following policies; it supports agriculture, recreation and tourism, rural settlement areas, resource use or the rural economic activity that exists and is permitted within the Greenbelt; or it serves the significant growth and economic development expected in southern Ontario beyond the Greenbelt by providing for the appropriate infrastructure connections among urban growth centers and between these centers and Ontario's borders.</li> </ul>
	2.1.4 Development Objectives of Private Property Owners	Not considered in this phase	Not considered in this phase	<p><b>Potential to isolate property from current/future urban envelope</b></p> <p><b>Impact on future land use</b></p>	Not considered in this phase.	
<b>2.2 Land Use / Community</b>	2.2.1 First Nation Reserves	Potential to affect First Nation Reserves	Potential to affect First Nation Reserves	<p>Potential and significance of:</p> <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption;</li> <li>change in area character / aesthetics;</li> <li>nuisance impacts;</li> <li>change to access / travel time.</li> </ul> <p>to First Nation Reserves</p>	<p>Potential and significance of:</p> <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption;</li> <li>short-term alteration/disruption (construction impacts);</li> <li>change in area character / aesthetics;</li> <li>nuisance impacts;</li> <li>change to access / travel time.</li> </ul> <p>to First Nation Reserves</p>	<ul style="list-style-type: none"> <li>It is important that potential and significance of impacts to Indian Reservations and sacred grounds be recognized and addressed in accordance with Ontario's New Approach to Aboriginal Affairs (Spring 2005) and the Grand River Notification Agreement</li> <li>Property takings / displacements and changes / effects on local access have a significant impact on owners and tenants as well as the broader community.</li> <li>Property takings / displacements and changes / effects on local access have a significant impact on owners and tenants as well as the broader community and customer/client base.</li> <li>Disruption or displacement of institutional features may adversely affect the users of these features / facilities and the broader community.</li> <li><b>The preliminary statement of problems and opportunities provided at the commencement of this study identified "provincial / inter-regional traffic through the urban centres (Stratford and Shakespeare) interferes with their downtown / historic crossroads function."</b></li> </ul>
	2.2.2 First Nations' Sacred Grounds	Not considered in this phase	Potential to affect First Nations' Sacred Grounds	<p>Potential and significance of:</p> <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption;</li> <li>change in area character / aesthetics;</li> <li>nuisance impacts;</li> <li>change to access / travel time.</li> </ul> <p>To First Nations' sacred grounds</p>	<p>Potential and significance of:</p> <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption;</li> <li>short-term alteration/disruption (construction impacts);</li> <li>change in area character / aesthetics;</li> <li>nuisance impacts;</li> <li>change to access / travel time.</li> </ul> <p>To First Nations' sacred grounds</p>	
	2.2.3 Urban and Rural Residential	Potential to affect urban and residential areas	Potential to affect urban and residential areas	<p>Potential and significance of:</p> <ul style="list-style-type: none"> <li>encroachment, severance, displacement, property acquisition;</li> <li>long-term alteration/ disruption (e.g. loss of parking area);</li> <li>change in area character/ aesthetics (e.g.</li> </ul>	<p>Potential and significance of:</p> <ul style="list-style-type: none"> <li>encroachment, severance, displacement, property acquisition;</li> <li>long-term alteration/ disruption (e.g. loss of parking area);</li> <li>change in area character/ aesthetics (e.g.</li> </ul>	

Note: Proposed New / Modified Criteria and Indicators for Evaluation of Route Alternatives and Preliminary Design Alternatives presented in red font within yellow highlighted rows.

REVISED FACTORS, SUB-FACTORS, CRITERIA AND INDICATORS FOR EVALUATION OF AREA TRANSPORTATION SYSTEM PLANNING ALTERNATIVES AND PROVINCIAL ROADWAY ALTERNATIVES – March 19, 2010						
FACTOR / SUB-FACTOR	CRITERIA	PRELIMINARY EVALUATION INDICATORS FOR EACH PHASE				RATIONALE FOR FACTOR AND SUB-FACTOR EVALUATION
		TRANSPORTATION NEEDS ASSESSMENT	PRELIMINARY / CORRIDOR PLANNING	DETAILED / ROUTE PLANNING FOR PROVINCIAL ROADWAYS	PRELIMINARY DESIGN FOR PROVINCIAL ROADWAYS	
				<ul style="list-style-type: none"> <li>loss of trees/garden area);</li> <li>• nuisance impacts (e.g. intrusion of highway into current residential envelope);</li> <li>• change to access / travel time;</li> <li>• change to facilities / utilities / services;</li> <li>• interference with residential community cohesion;</li> <li>• change to highway operational impacts (e.g. snow storage and highway access visibility).</li> </ul> <p>to urban and rural residential areas (residents [owners/tenants] and community groups).</p>	<ul style="list-style-type: none"> <li>loss of trees/garden area);</li> <li>• nuisance impacts (e.g. intrusion of highway into current residential envelope);</li> <li>• change to access / travel time;</li> <li>• change to facilities / utilities / services;</li> <li>• interference with residential community cohesion;</li> <li>• change to highway operational impacts (e.g. snow storage and highway access visibility).</li> </ul> <p>to urban and rural residential areas (residents [owners/tenants] and community groups).</p>	
	2.2.4 Commercial/Industrial	Not considered in this phase	Potential to affect commercial and industrial areas	Potential and significance of: <ul style="list-style-type: none"> <li>• encroachment, severance, displacement, property acquisition;</li> <li>• long-term alteration/ disruption;</li> <li>• change in area character/ aesthetics;</li> <li>• nuisance impacts;</li> <li>• change to access / travel time;</li> <li>• change to facilities / utilities / services;</li> <li>• interference with commercial community cohesion;</li> <li>• change to highway operation impacts (e.g. customer parking, cargo loading/off-loading).</li> </ul> <p>to commercial and industrial areas (business owners/tenants and customers).</p>	Potential and significance of: <ul style="list-style-type: none"> <li>• encroachment, severance, displacement, property acquisition;</li> <li>• long-term alteration/ disruption;</li> <li>• short-term alteration/disruption (construction impacts);</li> <li>• change in area character/ aesthetics;</li> <li>• nuisance impacts;</li> <li>• change to access / travel time;</li> <li>• change to facilities / utilities / services;</li> <li>• interference with commercial community cohesion;</li> <li>• change to highway operation impacts (e.g. customer parking, cargo loading/off-loading).</li> </ul> <p>to commercial and industrial areas (business owners/tenants and customers).</p>	
	2.2.5 Tourist Areas and Attractions (e.g. museums, theatres, etc.)	Not considered in this phase	Potential to affect tourist areas and attractions	Potential and significance of: <ul style="list-style-type: none"> <li>• encroachment, severance, displacement, property acquisition;</li> <li>• long-term alteration/ disruption;</li> <li>• change in area character/ aesthetics;</li> <li>• nuisance impacts;</li> <li>• change to access / travel time;</li> <li>• change to facilities / utilities / services;</li> <li>• loss of "critical mass" in number of signature business attractions (e.g. number of antique shops).</li> </ul> <p>to tourist areas and attractions.</p>	Potential and significance of: <ul style="list-style-type: none"> <li>• encroachment, severance, displacement, property acquisition;</li> <li>• long-term alteration/ disruption;</li> <li>• short-term alteration/disruption (construction impacts);</li> <li>• change in area character/ aesthetics;</li> <li>• nuisance impacts;</li> <li>• change to access / travel time;</li> <li>• change to facilities / utilities / services;</li> <li>• loss of "critical mass" in number of signature business attractions (e.g. number of antique shops).</li> </ul> <p>to tourist areas and attractions.</p>	
	2.2.6 Community Facilities / Institutions (e.g. hospitals, schools, places of worship, unique community	Not considered in this phase	Potential to affect community facilities and institutions	Potential and significance of: <ul style="list-style-type: none"> <li>• encroachment, severance, displacement, property acquisition;</li> <li>• long-term alteration/ disruption;</li> <li>• change in area character/ aesthetics;</li> <li>• nuisance impacts;</li> <li>• change to access / travel time;</li> </ul>	Potential and significance of: <ul style="list-style-type: none"> <li>• encroachment, severance, displacement, property acquisition;</li> <li>• long-term alteration/ disruption;</li> <li>• short-term alteration/disruption (construction impacts);</li> <li>• change in area character/ aesthetics;</li> </ul>	

Note: Proposed New / Modified Criteria and Indicators for Evaluation of Route Alternatives and Preliminary Design Alternatives presented in red font within yellow highlighted rows.

REVISED FACTORS, SUB-FACTORS, CRITERIA AND INDICATORS FOR EVALUATION OF AREA TRANSPORTATION SYSTEM PLANNING ALTERNATIVES AND PROVINCIAL ROADWAY ALTERNATIVES – March 19, 2010						
FACTOR / SUB-FACTOR	CRITERIA	PRELIMINARY EVALUATION INDICATORS FOR EACH PHASE				RATIONALE FOR FACTOR AND SUB-FACTOR EVALUATION
		TRANSPORTATION NEEDS ASSESSMENT	PRELIMINARY / CORRIDOR PLANNING	DETAILED / ROUTE PLANNING FOR PROVINCIAL ROADWAYS	PRELIMINARY DESIGN FOR PROVINCIAL ROADWAYS	
	features)			<ul style="list-style-type: none"> <li>change to facilities / utilities / services</li> <li>change to ease and safety of pedestrian movements across the highway and within the highway right-of-way;</li> <li>change to highway operation impacts to current use (e.g. highway noise and vibration interfering with church services).</li> </ul> <p>To community facilities and institutions.</p>	<ul style="list-style-type: none"> <li>nuisance impacts;</li> <li>change to access / travel time;</li> <li>change to facilities / utilities / services;</li> <li>change to ease and safety of pedestrian movements across the highway and within the highway right-of-way;</li> <li>change to highway operation impacts to current use (e.g. highway noise and vibration interfering with church services).</li> </ul> <p>to community facilities and institutions.</p>	
	2.2.7 Municipal Infrastructure and Public Service Facilities  (e.g. sewage and water services, police/emergency services, local utilities)	Not considered in this phase	Not considered in this phase	<p>Potential and significance of:</p> <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption;</li> <li>change to access / travel time;</li> <li>change to facilities / utilities / services.</li> </ul> <p>to municipal infrastructure and public service facilities.</p>	<p>Potential and significance of:</p> <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption;</li> <li>short-term alteration/disruption (construction impacts);</li> <li>change to access / travel time;</li> <li>change to facilities / utilities / services.</li> </ul> <p>to municipal infrastructure and public service facilities.</p>	
	2.2.8 Downtown Historic Crossroads Function	Not considered in this phase	Not considered in this phase	<p>Potential and significance of interference by long-distance through-traffic on:</p> <ul style="list-style-type: none"> <li>"main street" function and structure;</li> <li>character/aesthetics;</li> <li>change to ease and safety of pedestrian movements across the highway and within the highway right-of-way;</li> <li>change to on-street parking</li> </ul> <p>in the historic downtown area</p>	<p>Potential and significance of interference by long-distance through-traffic on:</p> <ul style="list-style-type: none"> <li>"main street" function and structure;</li> <li>character/aesthetics;</li> <li>change to ease and safety of pedestrian movements across the highway and within the highway right-of-way;</li> <li>change to on-street parking</li> </ul> <p>in the historic downtown area</p>	
2.3 Noise Sensitive Areas (NSAs)  (residential areas and sensitive institutional uses)	2.3.1 Highway Noise	Potential for increased traffic noise in NSAs	Potential for increased traffic noise in NSAs	<ul style="list-style-type: none"> <li>Potential for significant traffic noise increases in NSAs and for noise-sensitive receivers immediately adjacent to the highway.</li> </ul>	<ul style="list-style-type: none"> <li>Potential for increase of traffic noise in NSAs and for noise-sensitive receivers immediately adjacent to the highway by 5 dBA, or to above a 45 dBA ambient within 10 years of project construction</li> </ul>	<ul style="list-style-type: none"> <li>The Ontario Ministry of the Environment (MOE) has published Noise Pollution Control (NPC) and Land Use (LU) planning guidelines. These MOE documents establish ambient noise criteria, based on one-hour average sound pressure levels (Leq), and evaluate ambient vibration levels based on either Peak or RMS velocity, as applicable. Noise levels generally rise with increased traffic volumes.</li> <li>MOE/MTO Noise Protocol requires that highway noise be considered in all Provincial (MTO) Transportation projects</li> </ul>
	2.3.2 Construction Noise	Not considered in this phase	Not considered in this phase	Not considered in this phase	Potential and significance of increase in construction noise to NSAs	<ul style="list-style-type: none"> <li>The MOE/MTO Noise Protocol requires that construction noise be addressed on MTO construction projects</li> <li>Construction noise may be subject to municipal (i.e., local) noise by-law</li> </ul>
2.4 Agriculture	2.4.1 Agriculture - Canada Land Inventory Class 1,2,3 Land	<p>Potential and significance of:</p> <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption;</li> </ul> <p>to Canada Land Inventory Class 1,2,3 Land</p>	<p>Potential and significance of:</p> <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption;</li> </ul> <p>to Canada Land Inventory Class 1,2,3 Land</p>	<p>Potential and significance of:</p> <ul style="list-style-type: none"> <li>encroachment, severance, displacement, property acquisition;</li> <li>long-term alteration/ disruption;</li> <li>change in area character/ aesthetics;</li> <li>nuisance impacts;</li> <li>change to access / travel time;</li> </ul>	<p>Potential and significance of:</p> <ul style="list-style-type: none"> <li>encroachment, severance, displacement, property acquisition;</li> <li>long-term alteration/ disruption;</li> <li>short-term alteration/disruption (construction impacts);</li> <li>change in area character/ aesthetics;</li> </ul>	<ul style="list-style-type: none"> <li>PPS Policy 1.6.6.4 stipulates that when planning for corridors and rights-of-way for significant transportation facilities, consideration will be given to significant natural heritage, water, agricultural, mineral, cultural heritage and archaeological resources. The context is provided in other PPS policy statements</li> </ul>

Note: Proposed New / Modified Criteria and Indicators for Evaluation of Route Alternatives and Preliminary Design Alternatives presented in red font within yellow highlighted rows.

REVISED FACTORS, SUB-FACTORS, CRITERIA AND INDICATORS FOR EVALUATION OF AREA TRANSPORTATION SYSTEM PLANNING ALTERNATIVES AND PROVINCIAL ROADWAY ALTERNATIVES – March 19, 2010						
FACTOR / SUB-FACTOR	CRITERIA	PRELIMINARY EVALUATION INDICATORS FOR EACH PHASE				RATIONALE FOR FACTOR AND SUB-FACTOR EVALUATION
		TRANSPORTATION NEEDS ASSESSMENT	PRELIMINARY / CORRIDOR PLANNING	DETAILED / ROUTE PLANNING FOR PROVINCIAL ROADWAYS	PRELIMINARY DESIGN FOR PROVINCIAL ROADWAYS	
				<ul style="list-style-type: none"> <li>change to facilities / utilities / services.</li> </ul> <p>as applicable to the following:</p> <ul style="list-style-type: none"> <li>Canada Land Inventory Classes 1, 2 and 3 soils</li> <li>Specialty crops/cropland</li> <li>Diary/livestock operations</li> <li>Field crop operations</li> <li>High investment agricultural operations</li> <li>Established agricultural farm communities</li> </ul>	<ul style="list-style-type: none"> <li>nuisance impacts;</li> <li>change to access / travel time;</li> <li>change to facilities / utilities / services.</li> </ul> <p>as applicable to the following:</p> <ul style="list-style-type: none"> <li>Canada Land Inventory Classes 1, 2 and 3 soils</li> <li>Specialty crops/cropland</li> <li>Diary/livestock operations</li> <li>Field crop operations</li> <li>High investment agricultural operations</li> <li>Established agricultural farm communities</li> </ul>	<ul style="list-style-type: none"> <li>identified below.</li> <li>Section 2.3 of the Provincial Policy Statement requires prime agricultural areas be protected for long-term use for agriculture. Prime agricultural areas include specialty crop areas and Classes 1, 2 and 3 soils in this order of priority.</li> <li>Ontario Ministry of Agriculture and Food (OMAF) has provincial guidelines for protection of prime agricultural lands as well as agricultural structures or infrastructure</li> </ul>
	2.4.2 Agricultural – Farm Infrastructure	Not considered in this phase	<p>Potential and significance of:</p> <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption;</li> <li>nuisance impacts;</li> </ul> <p>to farm infrastructure (field tile drainage systems/outlets, irrigation systems, barns / silos/ structures, etc.)</p>	<p>Potential and significance of:</p> <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption;</li> <li>nuisance impacts;</li> </ul> <p>to farm infrastructure (field tile drainage systems/outlets, irrigation systems, barns / silos/ structures, etc.)</p>	<p>Potential and significance of:</p> <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption;</li> <li>nuisance impacts;</li> </ul> <p>to farm infrastructure (field tile drainage systems/outlets, irrigation systems, barns / silos/ structures, etc.)</p>	
	2.4.3 Agriculture – Operations on Individual Farms	Not considered in this phase	<p>Potential and significance of:</p> <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption;</li> <li>nuisance impacts;</li> </ul> <p>to in-farm field operations (planting, harvesting, grazing, nutrient management, etc.)</p>	<p>Potential and significance of:</p> <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption;</li> <li>nuisance impacts;</li> </ul> <p>to in-farm field operations (planting, harvesting, grazing, nutrient management, etc.)</p>	<p>Potential and significance of:</p> <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption;</li> <li>nuisance impacts;</li> </ul> <p>to in-farm field operations (planting, harvesting, grazing, nutrient management, etc.)</p>	
	2.4.4 Agriculture – Transportation Linkages between Multiple-Farm Operations	Not considered in this phase	Potential to sever/disrupt transportation linkages between multiple-farm operations (movement between linked multiple-farm operations of equipment, materials, workers, etc.)	Potential to sever/disrupt transportation linkages between multiple-farm operations (movement between linked multiple-farm operations of equipment, materials, workers, etc.)	Potential to sever/disrupt transportation linkages between multiple-farm operations (movement between linked multiple-farm operations of equipment, materials, workers, etc.)	
2.5 Land Use / Resources	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)	Potential to affect First Nations' Treaty Rights or use of land and resources for traditional purposes	Potential to affect First Nations' Treaty Rights or use of land and resources for traditional purposes	<p>Potential and significance of:</p> <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption;</li> <li>nuisance impacts;</li> <li>change to access / travel time.</li> </ul> <p>to First Nations' treaty rights or use of land and resources for traditional purposes</p>	<p>Potential and significance of:</p> <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption;</li> <li>short-term alteration/disruption (construction impacts);</li> <li>nuisance impacts;</li> <li>change to access / travel time.</li> </ul> <p>to First Nations' treaty rights or use of land and resources for traditional purposes</p>	<ul style="list-style-type: none"> <li>It is important that potential and significance of impacts to Indian Reservations and sacred grounds be recognized and addressed in accordance with Ontario's New Approach to Aboriginal Affairs (Spring 2005) and the Grand River Notification Agreement</li> <li>Planning of transportation facilities must address First Nations' treaty rights, and be conducted in accordance with Ontario's New Approach to Aboriginal Affairs (Spring 2005) and the Grand River Notification Agreement</li> </ul>
	2.5.2 Parks and Recreational Areas  (e.g. national/provincial parks, conservation areas, municipal parks, public spaces, golf courses, trails,	Potential to affect parks and recreational areas	Potential to affect parks and recreational areas.	<p>Potential and significance of:</p> <ul style="list-style-type: none"> <li>encroachment, severance, displacement, property acquisition;</li> <li>long-term alteration/ disruption;</li> <li>change in area character/ aesthetics;</li> <li>nuisance impacts;</li> <li>change to access / travel time;</li> </ul>	<p>Potential and significance of:</p> <ul style="list-style-type: none"> <li>encroachment, severance, displacement, property acquisition;</li> <li>long-term alteration/ disruption;</li> <li>short-term alteration/disruption (construction impacts);</li> <li>change in area character/ aesthetics;</li> </ul>	<ul style="list-style-type: none"> <li>Disruption or displacement of recreational / community features may adversely affect the users of the facility/feature. Parks are generally lands in public ownership aimed at preserving significant and sometimes unique components of the environment, and providing recreational opportunities. These areas should be avoided to</li> </ul>

Note: Proposed New / Modified Criteria and Indicators for Evaluation of Route Alternatives and Preliminary Design Alternatives presented in red font within yellow highlighted rows.

REVISED FACTORS, SUB-FACTORS, CRITERIA AND INDICATORS FOR EVALUATION OF AREA TRANSPORTATION SYSTEM PLANNING ALTERNATIVES AND PROVINCIAL ROADWAY ALTERNATIVES – March 19, 2010						
FACTOR / SUB-FACTOR	CRITERIA	PRELIMINARY EVALUATION INDICATORS FOR EACH PHASE				RATIONALE FOR FACTOR AND SUB-FACTOR EVALUATION
		TRANSPORTATION NEEDS ASSESSMENT	PRELIMINARY / CORRIDOR PLANNING	DETAILED / ROUTE PLANNING FOR PROVINCIAL ROADWAYS	PRELIMINARY DESIGN FOR PROVINCIAL ROADWAYS	
	greenways and open space linkages)			<ul style="list-style-type: none"> <li>change to facilities / utilities / services.</li> </ul> <p>To parks and recreational areas.</p>	<ul style="list-style-type: none"> <li>nuisance impacts;</li> <li>change to access / travel time;</li> <li>change to facilities / utilities / services.</li> </ul> <p>to parks and recreational areas.</p>	the extent possible however, in some cases, transportation facilities can be situated along park boundaries without adversely affecting the park. Frequently, parts are isolated islands surrounded by development and as such they can function as wildlife refuge areas or may facilitate wildlife movement opportunities. PPS, 2005, Policy 1.5.1 states that healthy active communities shall be promoted by (d) considering the impacts of planning decisions on provincial parks, conservation reserves and conservation areas.
	2.5.3 Aggregates, Mineral Resources	Potential to affect aggregate and mineral resources sites	Potential to affect aggregate and mineral resources sites	Potential and significance of: <ul style="list-style-type: none"> <li>encroachment, severance, displacement, property acquisition;</li> <li>long-term alteration/ disruption;</li> <li>change to access / travel time;</li> <li>change to facilities / utilities / services.</li> </ul> <p>to current/future extraction of aggregate and mineral resources.</p>	Potential and significance of: <ul style="list-style-type: none"> <li>encroachment, severance, displacement, property acquisition;</li> <li>long-term alteration/ disruption;</li> <li>short-term alteration/disruption (construction impacts);</li> <li>change to access / travel time;</li> <li>change to facilities / utilities / services.</li> </ul> <p>to current/future extraction of aggregate and mineral resources.</p>	<ul style="list-style-type: none"> <li>PPS Policy 1.6.6.4 stipulates that when planning for corridors and rights-of-way for significant transportation facilities, consideration will be given to significant natural heritage, water, agricultural, mineral, cultural heritage and archaeological resources. The context is provided in other PPS policy statements identified below.</li> <li>Sections 2.4 and 2.5 of the Provincial Policy Statement have the objective of protecting mineral and aggregate resources for the long term. The policy statement makes provisions for the protection of both known deposits and areas of potential.</li> <li>MTO adheres to requirements of the Aggregates Act to protect aggregate resources while minimizing sterilization of mineral aggregate resources as much as possible.</li> </ul>
<b>2.6 Major Utility Transmission Corridors</b>  (e.g. railroads, hydro, gas, oil)		Potential to affect major utility transmission corridors	Potential to affect major utility transmission corridors	Potential and significance of: <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption;</li> <li>change to access / travel time;</li> <li>change to facilities / utilities / services.</li> </ul> <p>To major utility transmission corridors.</p>	Potential and significance of: <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption;</li> <li>short-term alteration/disruption (construction impacts);</li> <li>change to access / travel time;</li> <li>change to facilities / utilities / services.</li> </ul> <p>to major utility transmission corridors.</p>	<ul style="list-style-type: none"> <li>Utility corridors are subject to regulations from owners and governing authorities for operation of utilities including National Energy Board, Ontario Energy Board, Transport Canada, Railway Safety Act, etc.</li> </ul>
<b>2.7 Contaminated Property and Waste Management</b>  (e.g. Landfills, Hazardous Waste Sites, "Brownfield" Areas, other known contaminated sites, and high-risk contamination areas)		Potential to affect landfills (open and closed), hazardous waste sites "brownfield" areas, and other known contaminated sites, and high-risk contamination areas	Potential to affect landfills (open and closed), hazardous waste sites "brownfield" areas, and other known contaminated sites, and high-risk contamination areas	Potential and significance of: <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/disruption;</li> <li>change to access / travel time;</li> <li>change to facilities / utilities / services.</li> </ul> <p>to contaminated property and waste management.</p>	Potential and significance of: <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/disruption;</li> <li>short-term alteration/disruption (construction impacts);</li> <li>change to access / travel time;</li> <li>change to facilities / utilities / services.</li> </ul> <p>to contaminated property and waste management.</p>	<ul style="list-style-type: none"> <li>Localized significant sources of property contamination can be associated with operating and closed waste disposal sites, the latter being of more significance due to their difficulty in accurately locating them. Consideration should be given to avoiding/ minimizing effects in the "area of influence" of waste disposal sites.</li> <li>There is the potential that some of the lands in the project area may be contaminated due to the nature of existing and historical land use especially in older commercial/industrial areas and in areas with heavy industrial activity. Sources of potential property contamination in rural areas are most commonly associated with service stations; isolated pockets of commercial/industrial areas; unknown fill areas; scrap yards and other high-risk land uses. Impacts to these areas should be avoided / minimized to the extent possible.</li> </ul>

Note: Proposed New / Modified Criteria and Indicators for Evaluation of Route Alternatives and Preliminary Design Alternatives presented in red font within yellow highlighted rows.

REVISED FACTORS, SUB-FACTORS, CRITERIA AND INDICATORS FOR EVALUATION OF AREA TRANSPORTATION SYSTEM PLANNING ALTERNATIVES AND PROVINCIAL ROADWAY ALTERNATIVES – March 19, 2010						
FACTOR / SUB-FACTOR	CRITERIA	PRELIMINARY EVALUATION INDICATORS FOR EACH PHASE				RATIONALE FOR FACTOR AND SUB-FACTOR EVALUATION
		TRANSPORTATION NEEDS ASSESSMENT	PRELIMINARY / CORRIDOR PLANNING	DETAILED / ROUTE PLANNING FOR PROVINCIAL ROADWAYS	PRELIMINARY DESIGN FOR PROVINCIAL ROADWAYS	
						<ul style="list-style-type: none"> <li>Appropriate assessments will be carried on these sites and the project will comply with the appropriate.</li> </ul>
<b>2.8 Landscape Composition</b>	2.8.1 Scenic Composition (total aesthetic value of landscape components)	Not considered in this phase	Not considered in this phase	Potential and significance of change to scenic composition (total aesthetic value of landscape components).	Potential and significance of destruction / disturbance of specimen trees.	<ul style="list-style-type: none"> <li>Visual impacts on adjacent land use and effects on the visual experiences for users of the facility will be considered.</li> </ul>
	2.8.2 Sensitive Viewer Groups	Not considered in this phase	Not considered in this phase	Potential and significance of change vistas/outlooks for sensitive viewer groups.	Potential and significance of change to scenic composition (total aesthetic value of landscape components).	
	2.8.3 Scenic value of views/vistas from the transportation facility	Not considered in this phase	Not considered in this phase	Potential and significance of views/vistas from the transportation facility.	Potential and significance of views/vistas from the transportation facility.	
	2.8.4 Specimen Trees	Not considered in this phase	Not considered in this phase	Not considered in this phase	Potential and significance of change vistas/outlooks for sensitive viewer groups.	
<b>2.9 Air Quality</b>	2.9.1 Local and Regional Air Quality (Total contaminant and greenhouse gas emissions)	Potential to reduce the air quality consequences of traffic congestion	Potential to reduce the air quality consequences of traffic congestion	Not considered in this phase. See item below	Not considered in this phase. See item below.	<ul style="list-style-type: none"> <li>Air Quality impacts have the potential to affect human health.</li> <li>Alternatives through or near urban areas create the potential for increased contaminant levels.</li> <li>Dust emissions associated with construction related activities could cause temporary air quality issues.</li> <li>Greenhouse gases contribute to global warming.</li> </ul>
	2.9.2 Sensitive receptors to air pollutants and greenhouse gas emissions	Not considered in this phase.	Not considered in this phase.	Presence and potential for impacts to sensitive receptors to air pollutants and greenhouse gas emissions, including consideration of number of sensitive receptors immediately adjacent to the highway.	Presence and potential for impacts to sensitive receptors to air pollutants and greenhouse gas emissions, including consideration of number of sensitive receptors immediately adjacent to the highway.	
<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 Easement Properties	Potential to affect buildings or “standing” sites of extreme local, provincial or national interest or Ontario Heritage Foundation easements properties	Potential to affect buildings or “standing” sites of extreme local, provincial or national interest or Ontario Heritage Foundation easements properties	Potential and significance of: <ul style="list-style-type: none"> <li>encroachment, severance, displacement, property acquisition;</li> <li>long-term alteration/ disruption;</li> <li>change in area character/ aesthetics;</li> <li>nuisance impacts;</li> <li>change to access / travel time;</li> <li>change to facilities / utilities / services.</li> </ul>	Potential and significance of: <ul style="list-style-type: none"> <li>encroachment, severance, displacement, property acquisition;</li> <li>long-term alteration/ disruption;</li> <li>change in area character/ aesthetics;</li> <li>nuisance impacts;</li> <li>change to access / travel time;</li> <li>change to facilities / utilities / services.</li> </ul>	<ul style="list-style-type: none"> <li>A new transportation facility may result in the loss of built heritage features resulting in a depletion of the cultural heritage resources / heritage character in the area.</li> <li>Impacts to built heritage features should be avoided to the extent possible, or as a secondary alternative relocation rather than demolition could be considered.</li> <li>MTO is required to operate in accordance with Cemeteries Act</li> <li>MTO is required to operate in accordance with Ontario Heritage Act</li> </ul>
	3.1.2 Heritage Bridges	Potential to affect heritage bridges	Potential to affect heritage bridges	Potential for destruction or significant alteration of heritage bridges	Potential for destruction or significant alteration of heritage bridges	
	3.1.3 Areas of Historic 19 <sup>th</sup> Century Settlement	Potential to affect areas of historic 19 <sup>th</sup> century settlement	Potential to affect areas of historic 19 <sup>th</sup> century settlement	Potential and significance of: <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption;</li> <li>change in area character/ aesthetics;</li> <li>nuisance impacts;</li> <li>change to access / travel time;</li> <li>change to facilities / utilities / services.</li> </ul>	Potential and significance of: <ul style="list-style-type: none"> <li>encroachment, severance, displacement;</li> <li>long-term alteration/ disruption;</li> <li>change in area character/ aesthetics;</li> <li>nuisance impacts;</li> <li>change to access / travel time;</li> <li>change to facilities / utilities / services.</li> </ul>	

Note: Proposed New / Modified Criteria and Indicators for Evaluation of Route Alternatives and Preliminary Design Alternatives presented in red font within yellow highlighted rows.

REVISED FACTORS, SUB-FACTORS, CRITERIA AND INDICATORS FOR EVALUATION OF AREA TRANSPORTATION SYSTEM PLANNING ALTERNATIVES AND PROVINCIAL ROADWAY ALTERNATIVES – March 19, 2010						
FACTOR / SUB-FACTOR	CRITERIA	PRELIMINARY EVALUATION INDICATORS FOR EACH PHASE				RATIONALE FOR FACTOR AND SUB-FACTOR EVALUATION
		TRANSPORTATION NEEDS ASSESSMENT	PRELIMINARY / CORRIDOR PLANNING	DETAILED / ROUTE PLANNING FOR PROVINCIAL ROADWAYS	PRELIMINARY DESIGN FOR PROVINCIAL ROADWAYS	
				to areas of historic 19 <sup>th</sup> century settlement.	to areas of historic 19 <sup>th</sup> century settlement.	
	3.1.4 Cultural Heritage Landscapes  (collection of individual man-made features modifying pristine landscape)	Not considered in this phase	Not considered in this phase	Potential and significance of change to composition of cultural landscapes.	Potential and significance of change to composition of cultural landscapes.	
	3.1.5 First Nations' Burial Sites	Not considered in this phase	Not considered in this phase	Potential and significance of: • encroachment, severance, displacement; • long-term alteration/ disruption; • change in area character / aesthetics; • nuisance impacts; • change to access / travel time.  to First Nations' burial sites.	Potential and significance of: • encroachment, severance, displacement; • long-term alteration/ disruption; • change in area character / aesthetics; • nuisance impacts; • change to access / travel time.  to First Nations' burial sites.	
	3.1.6 Cemeteries	Potential to affect cemeteries	Potential to affect cemeteries	Potential and significance of: • encroachment, severance, displacement; • long-term alteration/ disruption; • change in area character/ aesthetics; • nuisance impacts; • change to access / travel time; • change to facilities / utilities / services.  to cemeteries.	Potential and significance of: • encroachment, severance, displacement; • long-term alteration/ disruption; • short-term alteration/disruption (construction impacts); • change in area character/ aesthetics; • nuisance impacts; • change to access / travel time; • change to facilities / utilities / services.  to cemeteries.	
<b>3.2 Cultural Heritage - Archaeology</b>	3.2.1 Pre-Historic and Historic First Nations Sites	Potential to affect significant pre-historic and historic First Nations archaeological sites of extreme local, provincial or national interest	Potential to affect significant pre-historic and historic First Nations archaeological sites of extreme local, provincial or national interest	Potential for destruction or disturbance of pre-historic and historic First Nations archaeological sites of extreme local, provincial or national interest	Potential for destruction or disturbance of pre-historic and historic First Nations archaeological sites of extreme local, provincial or national interest	<ul style="list-style-type: none"> <li>Disturbance or destruction of certain archaeological sites of extreme local, provincial or national interest represents a significant cultural loss.</li> <li>Impacts to archaeological resources/sites should be avoided or minimized to the extent possible.</li> <li>Significant archaeological sites shall be preserved and avoided in accordance with Ontario Ministry of Culture (OMC), and Aboriginal People's policies and procedures, and all others shall be excavated to OMC standards</li> </ul>
	3.2.2 Historic Euro-Canadian Archaeological Sites	Potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest	Potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest	Potential for destruction or disturbance of historic Euro-Canadian archaeological sites of extreme local, provincial or national interest	Potential for destruction or disturbance of historic Euro-Canadian archaeological sites of extreme local, provincial or national interest	
<b>4. Area Economy</b>						
4.1 First Nations Industry	Potential to support First Nations industry in the area by efficient and reliable movement of people and goods	Deleted due to duplication of considerations addressed in Factors 5.1.2 and 5.1.3 (deletion eliminated double-counting).	Deleted due to duplication of considerations addressed in Factors 5.1.2 and 5.1.3 (deletion eliminated double-counting).	Not considered in this phase	Not considered in this phase	<ul style="list-style-type: none"> <li>Transportation congestion negatively affects existing business, industry and trade, adding significant costs to doing business and is a deterrent to new businesses considering locating or expanding in the Analysis Area.</li> <li>Travel reliability for commercial vehicles is a concern given the impacts of construction, maintenance or collisions on the already congested transportation system.</li> <li>A large proportion of recreational travel is based on longer distance auto based trips, therefore tourism and recreational travel is significantly affected by congestion on the area roadway</li> </ul>
4.2 Heavy Industry and Trade	Potential to support area heavy industry and trade by efficient and reliable goods movement	Deleted due to duplication of considerations addressed in Factors 5.1.2 and 5.1.3 (deletion eliminated double-counting).	Deleted due to duplication of considerations addressed in Factors 5.1.2 and 5.1.3 (deletion eliminated double-counting).	Not considered in this phase	Not considered in this phase	
4.3 Tourism and Recreation Industry	Potential to support area tourism and recreation industry by efficient and reliable movement of people	Deleted due to duplication of considerations addressed in Factors 2.2.5, 5.1.2 and 5.4.3 (deletion eliminated double-counting).	Deleted due to duplication of considerations addressed in Factors 2.2.5, 5.1.2 and 5.4.3 (deletion eliminated double-counting).	Not considered in this phase	Not considered in this phase	

Note: Proposed New / Modified Criteria and Indicators for Evaluation of Route Alternatives and Preliminary Design Alternatives presented in red font within yellow highlighted rows.

REVISED FACTORS, SUB-FACTORS, CRITERIA AND INDICATORS FOR EVALUATION OF AREA TRANSPORTATION SYSTEM PLANNING ALTERNATIVES AND PROVINCIAL ROADWAY ALTERNATIVES – March 19, 2010						
FACTOR / SUB-FACTOR	CRITERIA	PRELIMINARY EVALUATION INDICATORS FOR EACH PHASE				RATIONALE FOR FACTOR AND SUB-FACTOR EVALUATION
		TRANSPORTATION NEEDS ASSESSMENT	PRELIMINARY / CORRIDOR PLANNING	DETAILED / ROUTE PLANNING FOR PROVINCIAL ROADWAYS	PRELIMINARY DESIGN FOR PROVINCIAL ROADWAYS	
4.4 Agriculture Industry		Potential to support area agriculture industry by efficient movement of goods	Deleted due to duplication of considerations addressed in Factors 2.4.4 and 5.1.3 (deletion eliminated double-counting).	Not considered in this phase	Not considered in this phase	
<b>5. Transportation Factors</b>						
5.1 Area Transportation System Capacity and Efficiency	5.1.1 Federal/Provincial/Municipal transportation planning policies/goals/objectives	Potential to support federal/provincial/municipal transportation planning policies/goals/objectives	Potential to support federal/provincial/municipal transportation planning policies/goals/objectives	Not considered in this phase.	Not considered in this phase.	<ul style="list-style-type: none"> <li>The Official Plans of municipalities within the Analysis Area, and the strategic growth policies and targets embodied in the Provincial Growth Plan, suggest that population and employment growth will continue over time and will be important to future economic prosperity. In order for this economic growth to be realized, an efficient transportation system to move both people and goods within and through the Analysis Area is considered fundamental.</li> <li>The effectiveness of each alternative needs to be determined.</li> <li>There is a need to determine how transportation solutions address future needs in relation to existing and proposed future transportation infrastructure.</li> <li>There is a need to determine how well transportation solutions operate during peak periods.</li> <li>Transportation agencies have developed design standards to ensure that safety objectives are reflected in all new/expanded infrastructure. These standards are not subject to modification or compromise to avoid/reduce impacts, costs, etc.</li> <li>Goods movement between economic centres and growth areas incurs out-of-way travel and delay due to congestion through the Analysis Area. Reducing travel times, out-of-way travel and improving travel time reliability would lead to lower transportation costs and benefit the local, provincial and national economy.</li> <li>There is a need to determine how well transportation solutions operate during peak periods.</li> <li>There is a need to determine emergency access and safety issues related to transportation solutions.</li> <li>There is a need to determine the flexibility of transportation solutions to address future needs beyond the forecasted planning horizon.</li> <li>Physical conditions and staging issues can affect the feasibility of implementing transportation solutions.</li> <li>There is the need identify the costs associated with possible transportation solutions. Construction costs can influence the feasibility of a given alternative</li> </ul>
	5.1.2 Efficient movement of people	Potential to support the efficient movement of people between communities and regions based on network, screenline and critical link performance measures including Level of Service (LOS) and volume to capacity (v/c)	Potential to support the efficient movement of people between communities and regions based on Level of Service (LOS) and volume to capacity (v/c) on a network, screenline and critical link basis	Potential to support the efficient movement of people between communities and regions based on Level of Service (LOS) and volume to capacity (v/c) on a network, screenline and critical link basis	Not considered in this phase.	
	5.1.3 Efficient movement of goods	Potential to support efficient movement of goods between urban growth centres and regional intermodal facilities based on road network and Highway 7&8 corridor performance measures (LOS and travel speed)	Potential to support efficient movement of goods between urban growth centres and regional intermodal facilities based on road network and Highway 7&8 corridor performance measures (LOS and travel speed)	Potential to support efficient movement of goods between urban growth centres and regional intermodal facilities based on road network and Highway 7&8 corridor performance measures (LOS and travel speed)	Not considered in this phase.	
5.2 Area Transportation System Reliability / Redundancy		Potential to support system reliability and redundancy for travel (people and goods) between regions and communities during adverse conditions	Potential to support system reliability and redundancy for travel (people and goods) between regions and communities during adverse conditions	Potential to support system reliability and redundancy for travel (people and goods) between regions and communities during adverse conditions	Not considered in this phase	
5.3 Safety	5.3.1 Traffic Safety	Potential to improve traffic safety based on opportunity to reduce congestion on area road network (LOS and v/c) and reduce the frequency of intersections and entrances in the Highway 7&8 corridor	Potential to improve traffic safety based on opportunity to reduce congestion on area road network (LOS and v/c) and reduce the frequency of intersections and entrances in the Highway 7&8 corridor	Potential to improve traffic safety based on opportunity to reduce congestion on area road network (LOS and v/c) and reduce the frequency of intersections and entrances in the Highway 7&8 corridor	Potential for collisions recognizing side road intersections, presence of auxiliary lanes, number/spacing of entrances, available sight distance, storage for disabled vehicles, etc.	<ul style="list-style-type: none"> <li>There is a need to determine how well transportation solutions operate during peak periods.</li> <li>There is a need to determine emergency access and safety issues related to transportation solutions.</li> <li>There is a need to determine the flexibility of transportation solutions to address future needs beyond the forecasted planning horizon.</li> <li>Physical conditions and staging issues can affect the feasibility of implementing transportation solutions.</li> <li>There is the need identify the costs associated with possible transportation solutions. Construction costs can influence the feasibility of a given alternative</li> </ul>
	5.3.2 Emergency Access	Not considered in this phase.	Not considered in this phase.	Potential to support emergency access to/from existing and/or new provincial facilities.	Potential to support emergency access to/from existing and/or new provincial facilities.	
	5.3.3 Pedestrian, Cyclist and Snowmobile Safety within the highway right-of-way	Not considered in this phase.	Not considered in this phase.	Potential and significance of change to ease and safety of movement across the highway and within the right-of-way.	Potential and significance of change to ease and safety of movement across the highway and within the right-of-way.	
5.4 Mobility and Accessibility	5.4.1 Modal integration, balance and efficiency	Potential to improve modal choice and increase mode split for person trips between communities, regions and major transit station areas based on travel performance indicators (LOS, v/c, travel speed) at critical screenlines and on potential to provide higher order transit service in the Highway 7&8 corridor.	Potential to improve modal choice and increase mode split for person trips between communities, regions and major transit station areas based on connection to concentrations of population, travel performance indicators (LOS, v/c, travel speed) at critical screenlines and on potential to provide higher order transit service.	Potential to improve modal choice and increase mode split for person trips between communities, regions and major transit station areas based on connection to concentrations of population, travel performance indicators (LOS, v/c, travel speed) at critical screenlines and on potential to provide higher order transit service.	Not considered in this phase.	

Note: Proposed New / Modified Criteria and Indicators for Evaluation of Route Alternatives and Preliminary Design Alternatives presented in red font within yellow highlighted rows.

REVISED FACTORS, SUB-FACTORS, CRITERIA AND INDICATORS FOR EVALUATION OF AREA TRANSPORTATION SYSTEM PLANNING ALTERNATIVES AND PROVINCIAL ROADWAY ALTERNATIVES – March 19, 2010						
FACTOR / SUB-FACTOR	CRITERIA	PRELIMINARY EVALUATION INDICATORS FOR EACH PHASE				RATIONALE FOR FACTOR AND SUB-FACTOR EVALUATION
		TRANSPORTATION NEEDS ASSESSMENT	PRELIMINARY / CORRIDOR PLANNING	DETAILED / ROUTE PLANNING FOR PROVINCIAL ROADWAYS	PRELIMINARY DESIGN FOR PROVINCIAL ROADWAYS	
	5.4.2 Linkages to Population and Employment Centres	Potential to improve accessibility to urban growth centres for people and goods movement based on higher order network (roads and transit) continuity and connectivity	Potential to improve linkages to population and employment centres for people and goods movement	Potential to improve linkages to population and employment centres for people and goods movement	Not considered in this phase.	
	5.4.3 Recreation and Tourism Travel	Potential to support recreation and tourism travel within and to/from the Analysis Area by provision of higher order network (roads and transit) continuity and connectivity and through network performance indicators (LOS, v/c, travel speed)	Potential to support recreation and tourism travel within and to/from the Analysis Area by provision of higher order network (roads and transit) continuity and connectivity and through network performance indicators (LOS, v/c, travel speed)	Potential to support recreation and tourism travel within and to/from the Analysis Area by provision of higher order network (roads and transit) continuity and connectivity and through network performance indicators (LOS, v/c, travel speed)	Not considered in this phase.	
	5.4.4 Accommodate mobility of pedestrians, cyclists and snowmobiles	Potential to accommodate pedestrians, cyclists within critical travel corridors in urbanized areas and snowmobiles in recognized rural trails	Potential to accommodate pedestrians, cyclists within critical travel corridors in urbanized areas and snowmobiles in recognized rural trails	Potential to accommodate mobility of pedestrians, cyclists within critical travel corridors in urbanized areas and snowmobiles in recognized rural trails	Not considered in this phase.	
5.5 Network Compatibility	5.5.1 Network Connectivity	Not considered in this phase.	Potential to improve transportation system connectivity within and to/from the analysis area.	Potential to improve transportation system connectivity within and to/from the analysis area.	Potential to improve transportation system connectivity within and to/from the analysis area.	
	5.5.2 Flexibility for Future Expansion	Not considered in this phase.	Potential to address future transportation needs beyond the forecasted planning horizons.	Potential to address future transportation needs beyond the forecasted planning horizons.	Potential to address future transportation needs beyond the forecasted planning horizons.	
5.6 Engineering	5.6.1 Constructability	Not considered in this phase.	Potential constructability issues considering physical, property or environmental constraints	Potential ease of implementation considering feasibility/difficulty of physical, property or environmental constraints	Potential ease of implementation considering feasibility/difficulty of physical, property or environmental constraints	
	5.6.2 Compliance with Design Criteria	Not considered in this phase.	Not considered in this phase.	Conformity to applicable provincial safety and design standards.	Conformity to applicable provincial safety and design standards.	
5.7 Traffic Operations		Not considered in this phase.	Potential for negative impact on traffic operations due to factors such as design features, private access, and transportation network connections	Potential for negative impact on traffic operations due to factors such as design features, private access, and transportation network connections	Potential for negative impact on traffic operations due to factors such as design features, private access, and transportation network connections	
5.8 Construction Cost (excludes property costs and engineering costs)		Not considered in this phase.	Not considered in this phase.	Relative road construction cost, excluding property and engineering costs	Relative road construction cost, excluding property and engineering costs	
<b>NOTES:</b>		Notes regarding evaluation criteria for transportation needs assessment and the preliminary planning phases: <ul style="list-style-type: none"> <li>information to support evaluation is drawn from secondary source information and preliminary field reconnaissance (the environmental information is documented in Report "F" – 1<sup>st</sup> Part)</li> </ul>		Notes regarding evaluation criteria for the detailed planning and the preliminary design phases: <ul style="list-style-type: none"> <li>information to support evaluation is enhanced by field investigation work as appropriate (the environmental information is documented in Report "F" – 2<sup>nd</sup> Part)</li> <li>"Measures" for detailed planning evaluation criteria will be developed during preliminary planning</li> <li>"Measures" for preliminary design evaluation criteria will be developed during detailed planning</li> </ul>		