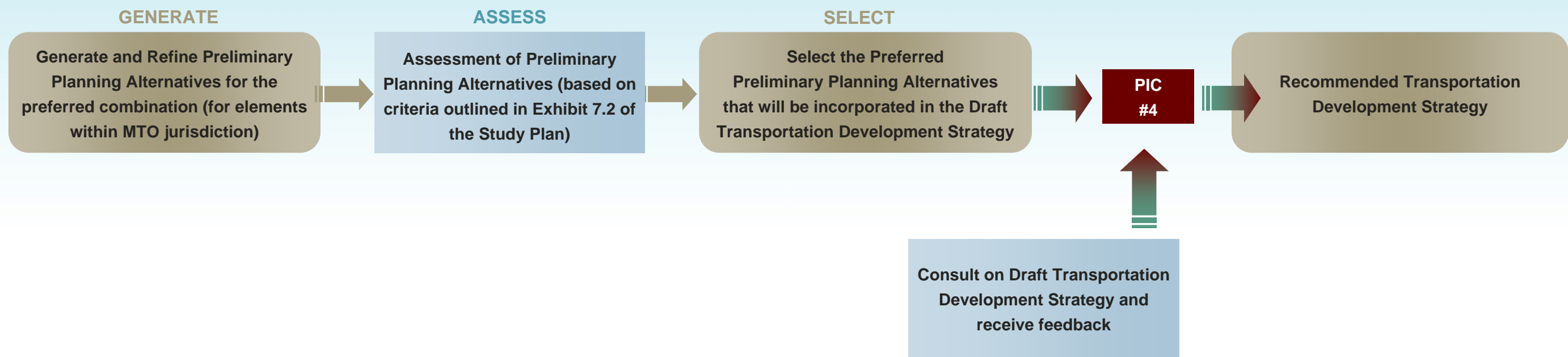


## Following this Public Information Centre, the study team will:

- ◆ review all questions and comments received;
- ◆ draft the *Area Transportation System Alternatives Report* incorporating comments received at PIC #3; and
- ◆ **begin Stage 3 Preliminary Planning, including:**
  - ◆ generation of Preliminary Planning Alternatives;
  - ◆ assessment and evaluation of Preliminary Planning Alternatives; and,
  - ◆ selection of the Preferred Planning Alternative.

- ◆ Generation of Preliminary Planning alternatives will be undertaken at a greater level of detail and assessed on their ability to address the transportation problems and opportunities.
- ◆ Focus: triple bottom line assessment alternatives carried forward.
- ◆ Assessment will include quantitative as well as qualitative measures of potential impacts to systems or functions.



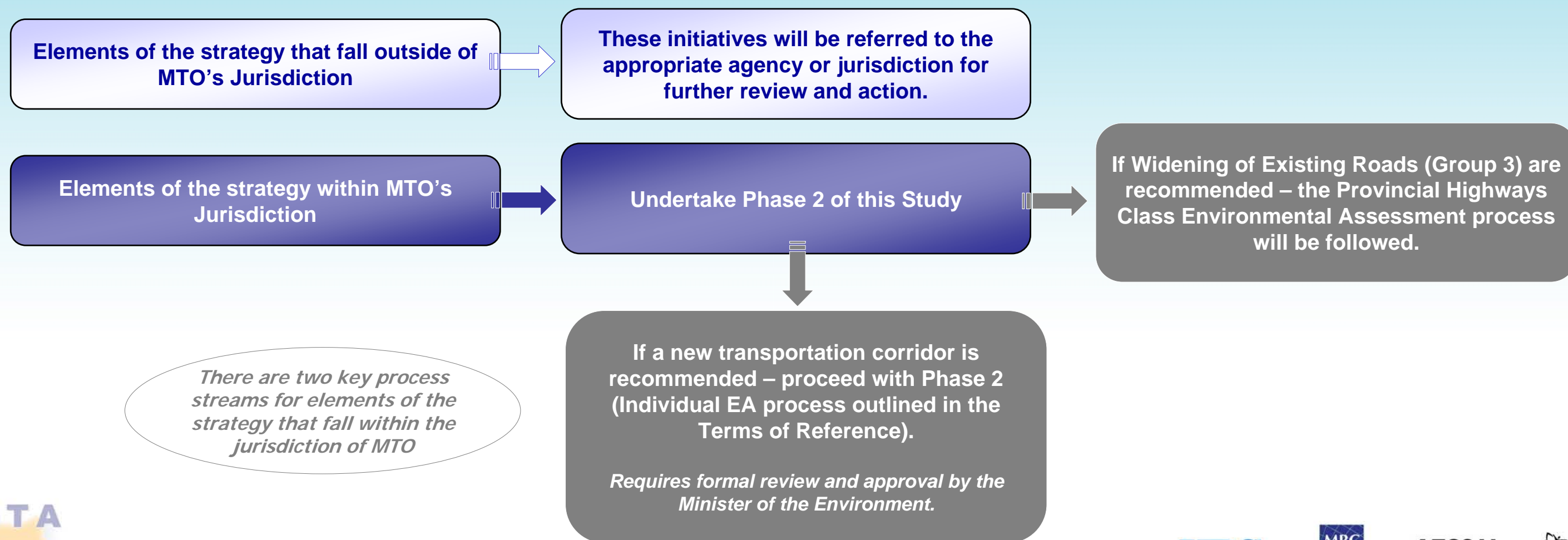
- ◆ The transportation, environmental, economic and community criteria to support the assessment of alternatives is outlined in the table.
- ◆ A “Reasoned Argument” method of evaluation will be used to select the preferred combination alternatives to be carried forward to Stage 3: Preliminary Planning.
- ◆ The “Reasoned Argument” method considers the advantages and disadvantages of each alternative and the relative significance of the potential impacts; resulting in a clear and thorough evaluation of the trade offs between the various categories, factors, and indicators. This method will be explained in detail at the next PIC.

CATEGORY	FACTOR	INDICATOR
Natural Environment	Fish and Fish Habitat	Potential to affect sensitive fish habitat and fish community
	Terrestrial Ecosystems	Potential to affect: Provincially and locally significant wetlands Significant forest and vegetation communities Significant wildlife habitat and wildlife movement opportunities
	Groundwater	Potential to affect: Areas of groundwater recharge and discharge Groundwater source areas and wellhead protection areas
	Surface Water	Potential to affect existing drainage systems associated with permanent watercourses
	Designated Areas	Potential to affect designated areas (as defined through legislation, policies, or approved management plans to have special value)
Socio-Economic Environment	Land Use Planning Policies, Plans, Goals, and Objectives	Potential to affect areas with First Nations outstanding land claims or treaties Potential to support federal/provincial land use policies/plans/goals/objectives, and municipal Official Plans.
	Land Use / Community	Potential to affect: Indian Reserves First Nations Sacred Grounds Urban and residential areas Commercial and industrial areas Tourist areas and attractions Major community facilities and institutions
	Noise	Potential for increased transportation noise in Noise Sensitive Areas (NSAs) (residential areas and sensitive institutional uses)
	Air	Potential for exposure of sensitive receptors to various levels of air pollution (including extent and duration of exposure) Incremental annual amounts of air pollutants emitted into the region for the horizon year Incremental annual amounts of greenhouse gases emitted per annum for the horizon year
	Land Use / Resources	Potential to affect: First Nations Treaty Rights and Interests or use of land and resources for traditional purposes Specialty crop areas and/or areas of Canada Land Inventory Classes 1, 2 and 3 soils Parks and recreational areas Aggregate and mineral resources sites
	Municipal Services	Potential to affect major utility transmission corridors
Cultural Environment	Contaminated Property Identification and Management	Potential to release of existing site contamination from landfills (open and closed), hazardous waste sites and other known contaminated sites
	Cultural Heritage – Built Heritage and Cultural Heritage Landscapes	Potential to affect: Buildings or “standing” sites over 40 years of age including local, provincial or national interest or Ontario Heritage properties Significant heritage bridges Areas of historic 19th century settlement Known cemeteries Known burial sites
Cultural Environment	Cultural Heritage - Archaeology	Potential to affect: Significant pre-historic and historic First Nations archaeological sites of extreme local, provincial or national interest Significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest
	Area Economy	First Nations Industry
Industry and Trade		Potential to support industry and trade by efficient and reliable goods movement
Tourism and Recreation Industry		Potential to support tourism and recreation industry by efficient and reliable movement of people
Agriculture Industry		Potential to support area agriculture industry by efficient movement of goods
Transportation Factors	Federal/Provincial/ Municipal transportation planning policies/ goals/objectives	Potential to support federal/provincial/ municipal transportation planning policies/goals/objectives
	Efficient movement of people	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
	Efficient movement of goods	Potential to support efficient movement of goods between urban growth centres and regional intermodal facilities and communities based on road network performance measures (LOS and travel speed)
	System reliability / redundancy	Potential to support system reliability and redundancy for travel (people and goods) between regions and communities during adverse conditions
	Safety	Potential to improve traffic safety based on opportunity to reduce congestion on area road network (LOS and v/c)
	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
	Linkages to Population and Employment Centres	Potential to improve accessibility to urban growth centres for people and goods movement based on higher order network continuity and connectivity
	Recreation and Tourism Travel	Potential to support recreation and tourism travel within and to/from the Preliminary Study Area by provision of higher order network (roads and transit) continuity and connectivity and through network performance indicators (LOS, v/c, travel speed)
	Constructability	Potential ease of implementation considering feasibility/difficulty of physical, property or environmental constraints and relative cost (where possible to approximate)
	Traffic Operations	Potential impact on traffic operations due to factors such as design features, and transportation network connections

- ◆ Following the selection of the Preferred Preliminary Planning Alternative(s), the Recommended Transportation Development Strategy will be identified.
- ◆ The details of this strategy will be presented for stakeholder review and comment at PIC #4.
- ◆ Subsequent to PIC #4, a Transportation Needs Assessment Report will be prepared to document the body of work leading to the identification of the Recommended Transportation Development Strategy. This document will be made available for stakeholder review at the completion of Phase 1 of this study.

### Process for Pursuing the Strategy

- ◆ Some elements of the strategy will fall within MTO's area of responsibility while others will be the responsibility of other agencies.



## ◆ How to become involved:

- ◆ PIC attendees will be added to the study's mailing list.
- ◆ Other methods to get involved:
  - ✓ Talk to Study Team members here today.
  - ✓ Ask questions and relay your thoughts and opinions.
  - ✓ Submit a comment sheet.
  - ✓ Visit the project website: [www.niagara-gta.com](http://www.niagara-gta.com)
  - ✓ Call the toll free number: 1-866-890-6441
  - ✓ Email: [project\\_team@niagara-gta.com](mailto:project_team@niagara-gta.com)
  - ✓ Site Office: 30 Hannover Drive, Suite 3, St. Catharines (9:00a.m. – 5:00p.m.)

## ◆ Why become involved?

- ◆ Identify new issues ~ share new ideas!
- ◆ Get answers to your questions.
- ◆ Provide local knowledge.
- ◆ Ensure project decisions are properly informed.

Comments and information regarding this study are being collected to assist the Ministry of Transportation (MTO) in meeting the requirements of the *Ontario Environmental Assessment (EA) Act*. This material will be maintained on file for use during the study and may be included in study documentation.

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*, solely for the purpose of conducting this EA. With the exception of personal information, all comments will become part of the public record.

You are encouraged to contact the MTO study team if you have any questions or concerns regarding the above information.