

TRACKING #	COMMENT	RESPONSE	CHANGES TO DOCUMENT
R-001	The Preliminary Study Area should include Cambridge, Kitchener-Waterloo, Guelph, and Brantford.	The focus of this study is to specifically define and address the transportation capacity needs in the corridor that links Niagara to the GTA (as noted in Section 7.4 of the approved ToR). It is not the development of a transportation master plan covering Niagara, Hamilton, Brantford, Wellington, Kitchener-Waterloo, and the GTA. As such, as identification of the NGTA Preliminary Study Area is consistent with Schedule 6 in the <i>Growth Plan</i> as well as the approved EA Terms of Reference.	Not applicable
	There are a number of missed or wrongly designated environmental features.	Data acquisition is ongoing. If you feel that we have missed any key features or should consider other information sources, please contact the Project Team.	Not applicable
	Need more detailed information on the consultation program in order to comment on it.	<p>Consultation with the public and other affected stakeholders is a critical component of this study. Feedback and input received from all stakeholders is essential to determining and understanding the advantages and disadvantages associated with each alternative solution. The consultation program for this study currently consists of a number of key components, including: public notices; presentation to municipal councils; meetings with all stakeholder groups; public information centres; neighbourhood and individual meetings; workshops; a project website; and draft reports.</p> <p>Further details regarding the proposed consultation and outreach program for Phase 1 of this study is documented in the <i>Study Plan</i>, which is now available for review at all main libraries, and local and regional municipal offices within Niagara, Hamilton, and Halton, as well as the project website (www.niagara-gta.com). A CD containing the three reports available for review and comment was also made available at the first round of Public Information Centres. If accessing this information digitally is not possible, please contact us (1-866-890-6441) to make alternate arrangements for obtaining the available study documents.</p>	Not applicable
R-002	Promote the use of alternative transportation methods, such as rail to move goods across the border and reduce the use of trucks.	<p>Various transportation planning alternatives will be given full consideration in this study and in consultation with stakeholders. No decision has yet been made on the type of transportation solution(s) to address capacity needs in the Niagara to GTA corridor. In response to the anticipated transportation pressures due to the increased population and economic growth in the Greater Golden Horseshoe, MTO initiated the Niagara-GTA Corridor Planning and EA Study. To meet the objectives of the province's <i>Growth Plan</i>, MTO is working to provide for the efficient movement of people and goods by adding capacity to the transportation corridor that links Niagara to the GTA. It should also be noted that the need and purpose of this study is outlined in the approved EA Terms of Reference (ToR) document.</p> <p>Projects that are particularly large and complex, with the potential for a wide range of environmental effects, like the Niagara to GTA Corridor EA, are subject to the Individual EA process under the Environmental Assessment Act. Various transportation planning alternatives will be given full consideration in this study and in consultation with stakeholders and a variety of transportation solutions may be required to address the transportation needs in the Niagara to GTA corridor. As outlined in the approved Terms of Reference, all modal options (i.e., rail, road, transit, and marine) and combinations thereof, will be examined in Phase 1 of this study. At the end of Phase 1, a recommended Transportation Development Strategy will be identified.</p>	Not applicable
	Extend GO Rail service and use electric traction to eliminate pollution.	<p>Consideration for environmental issues and environmental protection is a key component of this study. It is important to note that no decision has yet been made on the type of transportation solution(s) to address capacity needs in the Niagara to GTA corridor. It is recognized that a variety of transportation solutions may be required to address the transportation needs in the Niagara to GTA corridor, including improvements to GO rail services. As outlined in the approved Terms of Reference (ToR), all modal options (i.e., rail, road, transit, air and marine) and combinations thereof, will be examined in Phase 1. As such, GO Transit is being actively engaged in this study to identify the need for and opportunities to improve GO services / infrastructure in the Preliminary Study Area.</p> <p>As outlined in the approved EA ToR, environmental effects will be considered on a broad level during the assessment of transportation system alternatives (i.e. Phase 1). Details on the approach for undertaking environmental work and how environmental effects will be considered in Phase 1 of this study are documented in the draft Study Plan available on the study website (www.niagara-gta.com).</p>	Not applicable

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	Eliminate all at grade crossings.	<p>As defined in the approved ToR, the purpose of the study is to assess existing and future anticipated transportation capacity deficiencies and opportunities within the corridor (from the Niagara Frontier to the GTA) and to determine transportation needs from a regional and provincial perspective.</p> <p>The scope of Phase 1 includes a broad examination of transportation system alternatives to determine a multi-modal Transportation Development Strategy for addressing the need for additional capacity in the Niagara to GTA corridor.</p> <p>Phase 1 will not entail the generation and assessment of specific design alternatives. This work will be the product of subsequent studies undertaken for the Recommended Transportation Development Strategy.</p>	Not applicable
R-003	Disappointed with the format of the PICs. They were not designed for open, public input. Hold an open forum with citizens where they can express their views.	<p>The PICs were held as open houses where members of the public could review the study information presented and ask questions of the Project Team.</p> <p>The PIC layout was planned in specialized areas with technical experts available at each station to answer any questions or concerns. Comment sheets were provided to all attendees, who were encouraged to submit any issues, concerns, or comments on the information presented.</p> <p>An open forum / town hall format for the PICs will not be undertaken for this study. However, the Project Team is willing to have meetings on specific issues or with stakeholder groups that include focused discussions and/or a question and answer component. The Public Orientation Sessions held in late April / early May of this year was an excellent example of approaches (other than PICs) that the Project Team will utilize to effectively engage stakeholders and promote two-way communication during this study.</p>	Not applicable
S-002	The Earth Science ANSI <i>B-32 Westover</i> is listed as 54 hectares in Exhibit 3-10 in the Environmental Conditions and Constraints report, but there are many more covering a larger area.	Data acquisition is in progress and the Project Team will consider the environmental feature you identified. The information presented is based on secondary sources obtained from Land Information Ontario, Natural Resource Values Information Systems, as well as from municipalities, government agencies, and other stakeholders.	Not applicable
	Advocating for the Mid-Peninsula Highway to be a tunnel.	<p>It is important to note that no decision has yet been made on the type of transportation solution(s) to address capacity needs in the Niagara to GTA corridor. It is recognized that a variety of transportation solutions may be required to address the transportation needs in the Niagara to GTA corridor. As outlined in the approved Terms of Reference, all modal options (i.e., rail, road, transit, air and marine) and combinations thereof, will be examined in Phase 1 of this study. At the end of Phase 1, a recommended Transportation Development Strategy will be identified.</p> <p>Should a new highway be deemed an element of the solution, MTO would continue with the EA process for route planning (i.e., Phase 2). Should a solution outside of MTO's jurisdiction be recommended, the appropriate agency or jurisdiction will be contacted for further review and action.</p>	Not applicable
S-003	The main issue is how to move goods across the international border to the projected growth areas. The most effective solution would be to develop an inter-modal shipping industry across Lake Ontario.	The purpose of this study is to expand the capacity of the transportation system. Inter-modal/marine shipping for goods movement will be considered (see Section 7.2.1 and 7.2.2 of the <i>Study Plan</i>).	Not applicable
	Hard copies should be available for the public to take home at the PICs.	Hard copies of the three reports presented at the Public Information Centres (PICs) are available for review at all main libraries and local and regional municipal offices within Niagara, Hamilton, and Halton, as well as the project website (www.niagara-gta.com) and the site office located in TSH's St. Catharines office (30 Hannover Drive, Suite 100). A CD containing the three reports was also made available to attendees at the PICs. If accessing this information digitally is not possible, please contact us (1-866-890-6441) to make alternate arrangements for obtaining the available study documents.	Not applicable
S-005	Request for document.	Please find enclosed a copy of the <i>Overview of Environmental Conditions and Constraints</i> . Should you wish to view the other two reports made available at the Public Information Centres, please visit our website (www.niagara-gta.com), our site office located in TSH's St. Catharines office (30 Hannover Drive, Suite 100), or all libraries and local/regional municipal offices within Niagara, Hamilton, and Halton. Please find	Not applicable

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		enclosed a listing of the review locations.	
S-006	Mapping suggestion: No mapping of significant groundwater recharge areas.	<p>Although no mapping is provided, Section 3.3.2 of the <i>Overview of Environmental Conditions and Constraints</i> provides a broad overview of groundwater conditions in the Preliminary Study Area. Relevant background information pertaining to groundwater recharge areas within the Preliminary Study Area is being compiled, reviewed, analyzed and mapped. The information presented is based on secondary sources obtained from Land Information Ontario, Natural Resource Values Information Systems, as well as from municipalities, government agencies, and other stakeholders. Data acquisition is still in progress and more detailed information will be incorporated in subsequent stages of the study. If you feel that we have missed any key features or should consider other information sources, please contact the Project Team.</p> <p>Environmental effects will be considered on a broad level during the assessment of transportation system alternatives (i.e., Phase 1). The environmental factors and sub-factors to be considered are identified in Section 7.3 of the <i>Study Plan</i>. Areas of groundwater recharge and discharge will be considered for identifying the advantages and disadvantages of the preliminary planning alternatives.</p>	Not applicable
	Do not show potential corridors. Concerned with heavy road emphasis. Should consult Niagara Region and Land Care Niagara.	<p>No decision has yet been made on the type of transportation solution(s) to address capacity needs in the Niagara to GTA corridor. It is recognized that a variety of transportation solutions may be required to address the transportation needs in the Niagara to GTA corridor. As outlined in the approved Terms of Reference, all modal options (i.e., rail, road, transit, and marine) and combinations thereof, will be examined in Phase 1 of this study. At the end of Phase 1, a recommended Transportation Development Strategy will be identified.</p> <p>Should a new highway be deemed an element of the solution, MTO would continue with the EA process for route planning (i.e., Phase 2). Should a solution outside of MTO's jurisdiction be recommended, the appropriate agency or jurisdiction will be contacted for further review and action.</p> <p>The Region of Niagara is on the Project Team's Municipal Technical Advisory Group (MTAG) as well as the Municipal Executive Advisory Group and is providing valuable input to this study. Land Care Niagara is on our stakeholder list and has received notification of all study events and activities held to date.</p>	Not applicable
	The Growth Plan shows great potential for sprawl.	<p>The <i>Growth Plan for the Greater Golden Horseshoe</i> (2006) states, "decades of neglect and lack of sufficient investment have resulted in the current infrastructure deficit. Ultimately, better investment in our cities will help to mitigate sprawl. Enhancing infrastructure, integrating and improving transit systems, protecting valuable natural resources and strengthening local government will all go far towards the implementation of the <i>Growth Plan</i>".</p> <p>"The <i>Growth Plan</i> addresses these challenges through policy directions that:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Direct growth to built-up areas where the capacity exists to best accommodate the expected population and employment growth, while providing strict criteria for settlement area boundary expansions <input type="checkbox"/> Promote transit-supportive densities and a healthy mix of residential and employment land uses." <p>It is important to note that this study is being conducted within the context of the <i>Growth Plan</i>, which is approved Provincial Policy.</p>	Not applicable
	Request for study documents.	Revised hard copies of the three reports presented at the Public Information Centres (PICs) are available for review at all main libraries and local and regional municipal offices within Niagara, Hamilton, and Halton, as well as the project website (www.niagara-gta.com) and the site office located in TSH's St. Catharines office (30 Hannover Drive, Suite 100). A CD containing the three reports was also made available to attendees at the PICs. If accessing this information digitally is not possible, please contact us (1-866-890-6441) to make alternate arrangements for obtaining the available study documents.	Not applicable
S-007	Concern over need for this corridor. Promote alternatives to the automobile (e.g. rail, transit).	Various transportation planning alternatives will be given full consideration in this study and in consultation with stakeholders. No decision has yet been made on the type of transportation solution(s) to address capacity needs in the Niagara to GTA corridor. In response to the anticipated transportation pressures due to the	Not applicable

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		<p>increased population and economic growth in the Greater Golden Horseshoe, MTO initiated the Niagara-GTA Corridor Planning and EA Study. To meet the objectives of the province's <i>Growth Plan</i>, MTO is working to provide for the efficient movement of people and goods by adding capacity to the transportation corridor that links Niagara to the GTA. It should also be noted that the need and purpose of this study is outlined in the approved EA Terms of Reference (ToR) document.</p> <p>Projects that are particularly large and complex, with the potential for a wide range of environmental effects, like the Niagara to GTA Corridor EA, are subject to the Individual EA process under the Ontario Environmental Assessment Act. Various transportation planning alternatives will be given full consideration in this study and in consultation with stakeholders and a variety of transportation solutions may be required to address the transportation needs in the Niagara to GTA corridor. As outlined in the approved Terms of Reference, all modal options (i.e., rail, road, transit, and marine) and combinations thereof, will be examined in Phase 1 of this study. At the end of Phase 1, a recommended Transportation Development Strategy will be identified.</p>	
	<p>Concern regarding dated studies used (i.e. 2000-2002).</p>	<p>A significant amount of work has been previously undertaken to identify transportation problems and opportunities in the Preliminary Study Area. This work will be verified and updated based on the most up to date information. Data acquisition is in progress and more detailed information will be reviewed, analysed, and incorporated as this study progresses.</p> <p>Section 4.2 of the <i>Overview of Transportation and Socio-Economic Conditions</i>, and Section 3.1 of the <i>Overview of Environmental Conditions and Constraints</i> outline the data sources for transportation, socio-economic, cultural and natural factors.</p> <p>Revised hard copies of the three reports presented at the Public Information Centres (PICs) are available for review at all main libraries and local and regional municipal offices within Niagara, Hamilton, and Halton, as well as the project website (www.niagara-gta.com) and the site office located in TSH's St. Catharines office (30 Hannover Drive, Suite 100). A CD containing the three reports was also made available to attendees at the PICs. If accessing this information digitally is not possible, please contact us (1-866-890-6441) to make alternate arrangements for obtaining the available study documents.</p>	<p>Not applicable</p>
	<p>Consider global implications (e.g. NAFTA, NAFTA Plus). Facilitate the harmonization of policies.</p>	<p>Existing approved policies (i.e. provincial, federal, regional, and local), as noted in Section 1.4.2 of the <i>Study Plan</i>, will provide the framework for this study. In addition, environmental legislation related to the natural, socio-economic and cultural heritage environmental will be referenced as appropriate throughout the study.</p> <p>The province has expressed its priority transportation policies and objectives for this area through the <i>Growth Plan</i>. Any policies or initiatives that could have a potential interaction with this study will be considered and appropriately coordinated.</p> <p>This study will work within the context of the existing approved policy and changes to approved government policies will not be addressed through this study.</p>	<p>Not applicable</p>
	<p>Concern for the environment and air quality.</p>	<p>Consideration for environmental issues and environmental protection is a key component of this study. To fully identify and describe the existing environmental features and conditions in the Preliminary Study Area, a significant amount of environmental inventory work will be undertaken during Phase 1 of this study.</p> <p>As outlined in the approved Terms of Reference, environmental effects will be considered on a broad level during the assessment of transportation system alternatives (i.e., Phase 1). Details on the approach for undertaking environmental work and how environmental effects (including air quality) will be considered in Phase 1 are documented in the Study Plan available on the study website (www.niagara-gta.com). The environmental factors and sub-factors to be considered are identified in Section 7.3 of the Study Plan.</p>	<p>Not applicable</p>

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	Concern for public health.	Impacts to health will also be addressed in this study by examining such surrogate measures as potential air quality and noise impacts. Potential impacts will be compared to accepted guidelines and criteria of those agencies that have legislative control over these areas (e.g. MOE) at the time of the assessment. The air quality standards and noise limits included in the various legislative documents that apply to such developments are generated and designed to protect human health. MTO is committed to these recognized guidelines, policies, and standards.	Not applicable
S-008	Concern over heavy emphasis on road. Expand transit services. Make transit affordable, frequent, and efficient. Consideration of ferry service from Niagara to Toronto. Rail as key area for expansion.	Transportation solutions within the Niagara-GTA Corridor have yet to be determined and will be examined as part of this study. At the PIC, the Project Team presented an overview of existing conditions on all transportation modes, including roads. Various transportation planning alternatives, including transit-based alternatives such as ferry service and rail, will be given full consideration in this study and in consultation with stakeholders. This study has been initiated to address the need for additional capacity in the transportation network. It is recognized that a variety of transportation solutions may be required to address the transportation needs in the Niagara to GTA corridor. As outlined in the approved Terms of Reference (ToR), available on our website, all modal options (i.e., rail, road, transit, air and marine) and combinations thereof, will be examined in Phase 1 of this study. At the end of Phase 1, a recommended Transportation Development Strategy will be identified.	Not applicable
	Concern for safety on existing highways.	Highway safety issues will be considered over the upcoming months as the Project Team undertakes the analysis of transportation problems and opportunities in the Preliminary Study Area.	Not applicable
	Materials presented are vague. Looking forward to more concrete plans. Support for the CAG.	In terms of your comment regarding study findings, Phase 1 of this study includes the following key steps: 1. PIC 1: Development of a Study Plan (June 2007) 2. PIC 2: Examining transportation problems and opportunities (need for transportation improvements) 3. PIC 2: Identifying and assessing area transportation system alternatives 4. PIC 3: Identifying preferred area transportation system alternative(s) 5. PIC 4: Recommendations for future study in the Niagara to GTA corridor The purpose of the Public Information Centres (PICs) was to present and obtain feedback on the findings of the initial data gathering exercise that has been undertaken to obtain information about existing environmental and transportation conditions within the Preliminary Study Area. In addition, the Project Team presented key aspects of the <i>Study Plan</i> that has been developed to outline the study background and policy context as well as the framework for the transportation needs assessment and consultation program for Phase 1 of this study. The PIC also included an opportunity for attendees to apply for membership on the project CAG. The CAG is a working group comprised of members of the community (representing a diverse range of interests) that will assist the Project Team by providing information and input relative to community interests, perspectives and study issues. As the study proceeds, more detailed information regarding transportation problems, opportunities and potential solutions will become available. Section 8.3 of the <i>Study Plan</i> outlines the information to be presented at each round of PICs.	Not applicable
	Concern regarding pollution.	As noted in the approved EA Terms of Reference (ToR), the Project Team is committed to examining potential air quality and noise impacts at a broad level during the assessment and evaluation of transportation system alternatives (<i>Study Plan</i> Exhibit 7-2, 2.3 and 2.4). Potential impacts will be compared to accepted guidelines and criteria of those agencies that have legislative control over these areas (e.g. MOE) at the time of the assessment. Details on the approach for undertaking environmental work and how environmental effects will be considered in Phase 1 are documented in the <i>Study Plan</i> .	Not applicable

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S-009	<p>Opposed to a specific route (close to #20 Hwy) being used to reduce traffic on the QEW.</p> <p>Suggestion of a separate route for traffic not going to Hamilton, Burlington, or Toronto.</p> <p>Suggestion to improve or widen existing routes (e.g. Hwy #20) to reduce traffic on the QEW but stay close to the present traffic pattern.</p>	<p>No decision has yet been made on the type of transportation solution(s) to address capacity needs in the Niagara to GTA corridor. It is recognized that a variety of transportation solutions may be required to address the transportation needs in the Niagara to GTA corridor. As outlined in the approved Terms of Reference, all modal options (i.e., rail, road, transit, and marine) and combinations thereof, will be examined in Phase 1 of this study. At the end of Phase 1, a recommended Transportation Development Strategy will be identified.</p> <p>Should a new highway be deemed an element of the solution, MTO would continue with the EA process for route planning (i.e., Phase 2). Should a solution outside of MTO's jurisdiction be recommended, the appropriate agency or jurisdiction will be contacted for further review and action.</p> <p>The Region of Niagara is on the Project Team's Municipal Technical Advisory Group (MTAG) as well as the Municipal Executive Advisory Group and is providing valuable input to this study. Land Care Niagara is on our stakeholder list and has received notification of all study events and activities held to date.</p>	Not applicable
B-001	<p>Skepticism as to whether members of the Study Team are not biased toward a highway since they participated in the Mid-Peninsula Corridor Study.</p> <p>Disappointed with lack of emphasis on the Niagara Escarpment.</p>	<p>Our team is comprised of industry leading professionals who are dedicated to undertaking a thorough and objective examination of transportation options to address the need for additional capacity in the transportation network of the Preliminary Study Area.</p> <p>The Project Team has no preconceived notion as to the type of transportation solution(s) to address the need for additional capacity. It is recognized that a variety of transportation solutions may be required to address the transportation needs in the Niagara to GTA corridor. As outlined in the approved Terms of Reference (ToR), all modal options (i.e., rail, road, transit, air and marine) and combinations thereof, will be examined in Phase 1 of this study. At the end of Phase 1, a recommended Transportation Development Strategy will be identified.</p> <p>Our Project Team is a proponent of a process rather than an outcome. Regardless of the study outcome, the Project Team will define the success of this study by the following measures:</p> <ol style="list-style-type: none"> 1. That a thorough study process was undertaken that fully involved all stakeholders; 2. That specific goals and objectives were identified; 3. That technically superior data collection and analysis was undertaken; 4. That transparent, effective and information rich consultation with the broad range of stakeholders was undertaken; and, 5. Those defensible, technical recommendations that fully acknowledge environmental advantages and disadvantages are provided. <p>Development on the escarpment is regulated by the <i>Niagara Escarpment Planning and Development Act</i> and guided by the <i>Niagara Escarpment Plan</i>. This study will consider these policy documents. The <i>Overview of Environmental Conditions and Constraints</i> provides additional details regarding the Niagara Escarpment (refer to Sections 2.5 and 3.6.1) and the Study Plan (Section 6.1.1). We are also using a Regulatory Agency Advisory Group to consult on such matters.</p>	Not applicable
B-002	<p>Promote alternative methods that are not auto-dominated. Suggest rail alternatives on abandoned rail lines or middle of QEW.</p>	<p>It is recognized that a variety of transportation solutions may be required to address the transportation needs in the Niagara to GTA corridor. As outlined in the approved Terms of Reference (ToR), available on our website, all modal options (i.e., rail, road, transit, air and marine) and combinations thereof, will be examined in Phase 1 of this study.</p> <p>In addition to modal options, the Project Team will also examine Transportation Demand Management (TDM) and Transportation Systems Management (TSM). TDM involves managing travel demand without actually expanding or constructing new infrastructure. TSM involves optimizing the use of existing and planned infrastructure. At the end of Phase 1, a recommended Transportation Development Strategy will be identified.</p>	Not applicable

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	Use political pressure to get Transportation Service Providers to participate.	<p>We are in the process of engaging Transportation Service Providers (TSPs) in the NGTA Preliminary Study Area (e.g. rail companies, GO Transit, the Hamilton Port Authority, etc.) regarding the identification of transportation problems, opportunities, future expansion plans, limitations to expansion, and how they may be able to play a role in accommodating the need for additional transportation capacity.</p> <p>We feel this collaborative approach with TSPs will promote the identification of a recommended Transportation Development Strategy that can be carried forward by MTO and other proponents.</p> <p>In addition to group meetings, the Project Team will be meeting directly with key TSPs via face-to-face meetings or through telephone interviews. Questionnaires will also be used to obtain information from TSP organizations.</p> <p>The approach to engaging other transportation service providers for this study has been approved in the ToR (Section 7.4). The ToR commits to working closely with all relevant regulatory agencies and the transportation service providers operating in the corridor. The Study Plan describes in Section 8 how service providers and other stakeholders will be engaged.</p> <p>The preparation of the Transportation Development Strategy (TDS) will be completed in consultation with the TSPs. Every reasonable effort will be made to ensure that the service providers are supportive of the recommendations in the TDS.</p>	Not applicable
	Promote self-sustained communities to avoid surplus of traffic to the GTA.	<p>This study is being undertaken within the context of existing federal, provincial, regional, and local policies. Existing approved policies provide the framework for which transportation problems and opportunities and potential solution will be identified and assessed during this study.</p> <p>The <i>Growth Plan for the Greater Golden Horseshoe</i> outlines Ontario's plan for building stronger, prosperous communities and better managing growth. The Ministry of Public Infrastructure and Renewal (MPIR) released the <i>Growth Plan for the Greater Golden Horseshoe</i> (GGH) in June 2006. It reports that the GGH is estimated to grow by 3.7 million people by 2031. It also identifies the NGTA Corridor as an important transportation/economic link between the GTA and other urban growth centres within the GGH. The focus of the <i>Growth Plan</i> is to:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Revitalize downtowns <input type="checkbox"/> Create complete communities <input type="checkbox"/> Provide better choice in housing types <input type="checkbox"/> Curb sprawl <input type="checkbox"/> Reduce traffic gridlock by improving access to a greater range of transportation options <p>This study is being conducted within the context of the <i>Growth Plan for the Greater Golden Horseshoe</i>, which is approved Provincial Policy. This study will support the transportation objectives of the <i>Growth Plan</i> by providing for the efficient movement of people and goods within the corridor.</p>	Not applicable
	Look at international examples.	Where appropriate, international examples or conditions may be reviewed or referenced where the context is relevant. However, as approved in the ToR, this exercise is being conducted within the approved policy context of Ontario and Canada. The policy context that guides this study may be substantially different from those of other countries. If there are international examples that are appropriate for the policy context of this study, the Project Team will consider them.	Not applicable
B-003	<p>Opposition to a highway solution. Support for rail and inter-modal goods and people movement.</p> <p>Support for HOV lanes.</p>	No decision has yet been made on the type of transportation solution(s) to address capacity needs in the Niagara to GTA corridor. It is recognized that a variety of transportation solutions may be required to address the transportation needs in the Niagara to GTA corridor. As outlined in the approved Terms of Reference, all modal options (i.e., rail, road, transit, air and marine) and combinations thereof, will be examined in Phase 1 of this study. At the end of Phase 1, a recommended Transportation Development Strategy will be identified.	Not applicable

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	Preservation of agricultural lands.	<p>This study will work within the context of the existing approved policy and changes to approved government policies will not be addressed through this study.</p> <p>Potential effects on agricultural lands will also be considered in the evaluation of transportation system alternatives. Criteria, which will be used in the assessment of alternatives, are outlined in Exhibit 7.3 of the <i>Study Plan</i>. These include consideration of socio-economic, natural and cultural factors as well as technical considerations. The potential to affect specialty crop areas and/or areas of Canada Land Inventory Classes 1, 2, and 3 soils are included as evaluation criteria.</p>	Not applicable
B-004	<p>Mapping missed important issues such as air pollution, traffic noise, and public safety.</p> <p>Concern for preservation of environment.</p>	<p>Although consideration to air quality, noise, and safety are reflected in the <i>Study Plan</i> and Overview reports, existing conditions for these factors are not conducive to mapping (or easily represented in map form).</p> <p>The information contained in the Overview Reports and presented at the Public Information Centres is meant to provide an overview of existing conditions in the Preliminary Study Area.</p> <p>As outlined in the Terms of Reference, environmental effects will be considered on a broad level during the assessment of transportation system alternatives (i.e., Phase 1). Details on the approach for undertaking environmental work and how environmental effects will be considered in Phase 1 are documented in the <i>Study Plan</i>. The environmental factors and sub-factors to be considered are identified in Section 7.3 of the <i>Study Plan</i>.</p>	Not applicable
	Concern over emphasis on “growth”. Need more self-sustained communities with population caps (e.g. immigration plan).	<p>This study is being undertaken within the context of existing federal, provincial, regional, and local policies. Existing approved policies provide the framework for which transportation problems and opportunities and potential solution will be identified and assessed during this study.</p> <p>The <i>Growth Plan for the Greater Golden Horseshoe</i> outlines Ontario’s plan for building stronger, prosperous communities and better managing growth. The Provincial Government approved the <i>Growth Plan</i> in June 2006. The focus of the <i>Growth Plan</i> is to:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Revitalize downtowns <input type="checkbox"/> Create complete communities <input type="checkbox"/> Provide better choice in housing types <input type="checkbox"/> Curb sprawl <input type="checkbox"/> Reduce traffic gridlock by improving access to a greater range of transportation options <p>The <i>Growth Plan</i> provides the growth projections that will be used in this study. The <i>Growth Plan</i> states that by 2031, the population of the Greater Golden Horseshoe is forecasted to grow by an additional 3.7 million. This study will support the transportation objectives of the <i>Growth Plan</i> by providing for the efficient movement of people and goods within the corridor. Should you be interested in additional information on the <i>Growth Plan</i>, please visit the link to the <i>Growth Plan</i> on the study website (www.niagara-gta.com).</p>	Not applicable
	<p>Support for multi-modal approach.</p> <p>Reduction of truck traffic is necessary (i.e. separate routes, inter-modal movements).</p>	<p>No decision has yet been made on the type of transportation solution(s) to address capacity needs in the Niagara to GTA corridor. It is recognized that a variety of transportation solutions may be required to address the transportation needs in the Niagara to GTA corridor. As outlined in the approved Terms of Reference (ToR), available on our website, all modal options (i.e., rail, road, transit, air and marine) and combinations thereof, will be examined in Phase 1 of this study. At the end of Phase 1, a recommended Transportation Development Strategy will be identified.</p> <p>In addition to modal options, the Project Team will also examine Transportation Systems Management (TSM), which involves optimizing the use of existing and planned infrastructure. High Occupancy Vehicle (HOV) lanes and Truck Only Lanes are examples of TSM initiatives. Speed limit changes could be considered a TSM initiative. At the end of Phase 1, a recommended Transportation Development Strategy will be identified.</p>	Not applicable

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		Should a new highway be deemed an element of the solution, MTO would continue with the EA process for route planning (i.e., Phase 2). Should a solution outside of MTO's jurisdiction be recommended, the appropriate agency or jurisdiction will be contacted for further review and action.	
	Suggest photo radar.	The purpose of this study is to expand the capacity of the transportation system in the NGTA Corridor. Photo radar is not a reasonable alternative to address transportation capacity / deficiencies.	Not applicable
	Support for PICs. Need to have more PICs in more locations.	PICs will be located throughout the regions of Hamilton, Halton, and Niagara to acknowledge the large Preliminary Study Area. The Project Team will rotate the locations of the PICs and consider holding additional PICs as required and based on the input received from stakeholders.	Not applicable
	The video lacks substance. It should discuss transport routes.	The purpose of the video was to provide the broader context, purpose, background, and need for the undertaking. Details regarding the overview of existing conditions, study process, and policy context were provided in the display boards.	Not applicable
B-005	Suggestions for environmental mapping (should include the impacts of climate change and peak oil).	<p>The travel demand analysis will determine the specific need for any proposed undertaking(s), and will include the consideration of economic fluctuations, including higher fuel prices. However, peak oil is not a recognized policy context for provincial transportation system planning.</p> <p>In the <i>Overview of Environmental Conditions and Constraints</i>, consideration is given under Factor 2.4 Air Quality and Climate Change in Exhibit 1-3 Preliminary Environmental Factors and Sub-Factors for Evaluating the Short-List of Area Transportation System Alternatives.</p> <p>Section 5.1 deals with approved policies regarding transportation problems and opportunities, and potential solutions. Although we will consider greenhouse gases when evaluating alternatives (see Section 7.3, sub-section 2.4) there is no defined policy on reducing greenhouse gases related to transportation planning.</p>	Not applicable
	Less emphasis on economy and accommodating growth. Suggest researching global impacts.	<p>This study is being undertaken within the context of existing federal, provincial, regional, and local policies. Existing approved policies provide the framework for which transportation problems and opportunities and potential solutions will be identified and assessed during this study.</p> <p>With respect to growth and supporting sustainable communities, the <i>Growth Plan for the Greater Golden Horseshoe</i> (GGH) outlines Ontario's plan for building stronger, prosperous communities and better managing growth. The Provincial Government approved the <i>Growth Plan</i> in June 2006. The focus of the <i>Growth Plan</i> is to:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Revitalize downtowns <input type="checkbox"/> Create complete communities <input type="checkbox"/> Provide better choice in housing types <input type="checkbox"/> Curb sprawl <input type="checkbox"/> Reduce traffic gridlock by improving access to a greater range of transportation options <p>The <i>Growth Plan</i> provides the growth projections that will be used in this study. The population and economy of the Greater Golden Horseshoe (GGH) are expected to grow significantly over the next 25 years. The <i>Growth Plan</i> states that by 2031, the population of the GGH is forecasted to grow by an additional 3.7 million. This study will support the transportation objectives of the <i>Growth Plan</i> by providing for the efficient movement of people and goods within the corridor. Should you be interested in additional information on the <i>Growth Plan</i>, please visit the link to the <i>Growth Plan</i> on the study website (www.niagara-gta.com).</p>	Not applicable
B-006	Suggestion for mapping (preservation of interior woodlands).	Relevant background information pertaining to interior woodlands within the Preliminary Study Area is being compiled, reviewed, analyzed and mapped. The information presented is based on secondary sources obtained from Land Information Ontario, Natural Resource Values Information Systems, as well as from municipalities, government agencies, and other stakeholders. Data acquisition is still in progress and more detailed information will be incorporated in subsequent stages of the study. If you feel that we have missed any key features or should consider other information sources, please contact the Project Team.	Not applicable

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		<p>Consideration for environmental issues and environmental protection is a key component of this study. To fully identify and describe the existing environmental features and conditions, a significant amount of environmental inventory work will be undertaken during Phase 1.</p> <p>As outlined in the Terms of Reference, environmental effects will be considered on a broad level during the assessment of transportation system alternatives (i.e., Phase 1). Details on the approach for undertaking environmental work and how environmental effects will be considered in Phase 1 are documented in the <i>Study Plan</i>. The environmental factors and sub-factors to be considered are identified in Section 7.3 of the <i>Study Plan</i>.</p>	
	More information on inter-modal operations.	As stated in Section 3.2.4 of the Growth Plan: "The first priority of highway investment is to facilitate efficient goods movement by linking inter-modal facilities, international gateways, and communities within the GGH". Inter-modal opportunities and issues will be examined as part of this study and will be identified more clearly in the Overview of Transportation and Socio-economic Conditions Report.	Section 3.0 of the Overview of Transportation and Socio-Economic Conditions Report will be revised to identify current inter-modal facilities in the Preliminary Study Area.
	The public will have more opportunities for detailed input when alternatives are considered.	A key principle of the consultation program for this study is to employ custom consultation tools and activities that are reflective of the needs of the study and the needs of stakeholders. The second and third rounds of consultation are dedicated to the examination and evaluation of transportation system alternatives.	Not applicable
B-007	Impressed with environmental mapping, and transportation and socio-economic figures so far.	Acknowledged.	Not applicable
	Mapping suggestion (the new Red Hill Valley Parkway due to open this Fall).	Data acquisition is in progress and the Project Team will address mapping updates as the study progresses. The Red Hill Valley Parkway will be considered when examining the network effect on transportation system alternatives.	Not applicable
	Possibility that road travel between the U.S. and Canada will decrease if Canadian dollar stays strong.	<p>This type of economic assessment is part of this study, as identified in the <i>Overview of Transportation and Socio-Economic Conditions</i> report in section 6. Due to the strengthening of the Canadian dollar against the U.S. dollar, travel patterns to and from Ontario have undergone a shift over the last few years. The stronger Canadian dollar together with solid economic growth in the province has resulted in increased outbound travel to the U.S. by Ontarians, while inbound U.S. visits by tourists to the province has declined. U.S. visitation to Ontario is expected to continually decline at a compounded annual rate of 2.7% until 2010.</p> <p>On the other hand, trucking activity on major highways in the Preliminary Study Area has more than doubled over the past twenty years. Trucks transport approximately 75% by value of U.S. trade, accounting for 7.5 million truck trips at the 4 main Ontario-U.S. border crossings.</p>	Not applicable
	Support for TSM.	<p>Optimizing the use of existing and planned infrastructure can involve such initiatives as High Occupancy Vehicle (HOV) lanes and Truck Only Lanes.</p> <p>It is recognized that a variety of transportation solutions may be required to address the transportation needs in the Niagara to GTA corridor. As outlined in the approved Terms of Reference (ToR), available on our website, all modal options (i.e., rail, road, transit, air and marine) and combinations thereof, will be examined in Phase 1 of this study. At the end of Phase 1, a recommended Transportation Development Strategy will be identified.</p>	Not applicable
	Make the Study Plan as accessible as possible and keep jargon to a minimum.	<p>The Project Team will continue to strive to find balance between providing sufficient technical information while reducing the technical language used in study documents.</p> <p>Hard copies of the Study Plan are available for review at all main libraries (86) and local and regional municipal offices within Niagara, Hamilton, and Halton, as well as the project website (www.niagara-gta.com) and the site office located in TSH's St. Catharines office (located at 36 Hiscott Street, St. Catharines). Effective January 2008, the project office will be relocated to TSH's new office located at: 30 Hannover Drive, Suite 100, St. Catharines.</p>	Not applicable

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		A CD containing the Study Plan was also made available at the first round of Public Information Centres. If accessing this information digitally is not possible, please contact us (1-866-890-6441) to make alternate arrangements for obtaining study documents.	
	Video lacks substance. Display boards are sufficient.	The purpose of the video was to provide the broader context, purpose, background, and need for the undertaking. Details regarding the overview of existing conditions, study process, and policy context were provided in the display boards.	Not applicable
B-008	Support for the PIC format. Video was difficult to hear however.	The purpose of the video was to provide the broader context, purpose, background, and need for the undertaking. Details regarding the overview of existing conditions, study process, and policy context were provided in the display boards. To view the video, please visit the study website at www.niagara-gta.com .	Not applicable
	Suggest a bridge linking Niagara to Hamilton, Burlington, and Halton. Suggest reducing speed limits to entice inter-modal transport. Remove/reduce truck traffic.	No decision has yet been made on the type of transportation solution(s) to address capacity needs in the Niagara to GTA corridor. It is recognized that a variety of transportation solutions may be required to address the transportation needs in the Niagara to GTA corridor. As outlined in the approved Terms of Reference (ToR), available on our website, all modal options (i.e., rail, road, transit, air and marine) and combinations thereof, will be examined in Phase 1 of this study. At the end of Phase 1, a recommended Transportation Development Strategy will be identified. In addition to modal options, the Project Team will also examine Transportation Systems Management (TSM), which involves optimizing the use of existing and planned infrastructure. High Occupancy Vehicle (HOV) lanes and Truck Only Lanes are examples of TSM initiatives. Speed limit changes could be considered a TSM initiative. Should a new highway be deemed an element of the solution, MTO would continue with the EA process for route planning (i.e., Phase 2). Should a solution outside of MTO's jurisdiction be recommended, the appropriate agency or jurisdiction will be contacted for further review and action.	Not applicable
	Promote self-sustained communities.	This study is being undertaken within the context of existing federal, provincial, regional, and local policies. Existing approved policies provide the framework for which transportation problems and opportunities and potential solution will be identified and assessed during this study. The <i>Growth Plan for the Greater Golden Horseshoe</i> outlines Ontario's plan for building stronger, prosperous communities and better managing growth. The Ministry of Public Infrastructure and Renewal (MPIR) released the <i>Growth Plan for the Greater Golden Horseshoe</i> (GGH) in June 2006. It reports that the GGH is estimated to grow by 3.7 million people by 2031. It also identifies the NGTA Corridor as an important transportation/economic link between the GTA and other urban growth centres within the GGH. The focus of the <i>Growth Plan</i> is to: <ul style="list-style-type: none"> <input type="checkbox"/> Revitalize downtowns <input type="checkbox"/> Create complete communities <input type="checkbox"/> Provide better choice in housing types <input type="checkbox"/> Curb sprawl <input type="checkbox"/> Reduce traffic gridlock by improving access to a greater range of transportation options This study is being conducted within the context of the <i>Growth Plan for the Greater Golden Horseshoe</i> , which is approved Provincial Policy. This study will support the transportation objectives of the <i>Growth Plan</i> by providing for the efficient movement of people and goods within the corridor.	Not applicable
	Suggest that industries be consulted to identify how employment and production can be staggered to minimize the intensive use of highways.	The full range of stakeholders are being engaged in this study and include: <ul style="list-style-type: none"> <input type="checkbox"/> General public and community interest groups <input type="checkbox"/> Municipalities <input type="checkbox"/> Business and commercial stakeholders <input type="checkbox"/> Transportation service providers 	Not applicable

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		<ul style="list-style-type: none"> <input type="checkbox"/> First Nations <input type="checkbox"/> Regulatory (provincial/federal) Agencies <p>We are working with Business and Commercial Sector Stakeholders and Transportation Service Providers to identify trends and opportunities for moving people and goods. Summaries of these meetings will be posted on the project website.</p>	
	Better traffic control required at GO Transit stations.	The purpose of this study is to expand the capacity of the transportation network within the NGTA Corridor. GO Transit transportation is being considered in this study. GO Transit is fully engaged in the study process in discussing problems and opportunities. GO Transit will be examined in terms of improving access to stations and increasing services at existing and new stations.	Not applicable
	Concern for increased air pollution. Concern for increased traffic noise.	<p>As noted in the approved EA Terms of Reference (ToR), the Project Team is committed to examining potential air quality and noise impacts at a broad level during the assessment and evaluation of transportation system alternatives (<i>Study Plan Exhibit 7-2, 2.3 and 2.4</i>). Potential impacts will be compared to accepted guidelines and criteria of those agencies that have legislative control over these areas (e.g. MOE) at the time of the assessment.</p> <p>Details on the approach for undertaking environmental work and how environmental effects will be considered in Phase 1 are documented in the <i>Study Plan</i>.</p>	Not applicable
B-009	Confusion regarding the GTA West connection to NGTA.	<p>These studies are separate as the purposes are distinct and unconnected, and are intended to address different sets of transportation problems and opportunities. Accordingly, the direct connection of new transportation facilities within the preliminary study areas is not an objective of either study.</p> <p>Highway 401 is the common boundary between the two studies. As each study generates and examines options to add capacity to the transportation network, it is possible that the transportation development strategies for each area may be connected and/or integrated.</p> <p>There will be a high level of coordination between these two studies, for example:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Both studies will use the same baseline data (land use, GGH networks), assumptions, methodology for demand forecasting; <input type="checkbox"/> Both studies will apply the same process, factors, criteria for the generation, assessment and evaluation of alternatives; <input type="checkbox"/> The GTA West study process allows the incorporation of any particular alternative considered in the Niagara GTA EA, and vice versa; and <input type="checkbox"/> Both studies are managed by the same MTO office and same consultant consortium. 	Not applicable
B-010	Information was well presented and useful. Make use of TVO and other local cable networks to promote the study and inform the public.	The Project Team will continue to examine opportunities to enhance the consultation program, including notification and communication tools.	Section 8.5 of the Study Plan will note that: "As the study progresses, additional notification tools and mediums will be considered based on the study information to be presented and to provide additional opportunities for stakeholders to become aware and get involved in this study".
	Concern regarding the interpretation of the term "Green field" in the Growth Plan. Rather it should be called "Areas for Future Development".	<p>The <i>Growth Plan for the Greater Golden Horseshoe</i> is approved provincial policy and cannot be changed by this study.</p> <p>According to the <i>Growth Plan</i>, "new development taking place in designated greenfield areas will be planned, designated, zoned, and designed in a manner that:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Contributes to creating complete communities 	Not applicable

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		<ul style="list-style-type: none"> ❑ Creates street configurations, densities, and an urban form that support walking, cycling, and the early integration and sustained viability of transit services ❑ Provides a diverse mix of land uses, including residential and employment uses, to support vibrant neighbourhoods ❑ Creates high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling”. <p>To view the <i>Growth Plan</i>, please visit the link provided on the Welcome page of our study website (www.niagara-gta.com).</p>	
	<p>Concern about population growth. Suggest immigration plan similar to Quebec’s.</p> <p>Suggest looking at demographic profile in 20 years in terms of immigration and its impacts.</p>	<p>This study is being undertaken within the context of existing federal, provincial, regional, and local policies. Existing approved policies provide the framework for which transportation problems and opportunities and potential solution will be identified and assessed during this study.</p> <p>With respect to growth, the <i>Growth Plan</i> outlines Ontario’s plan for building stronger, prosperous communities and better managing growth. The Ministry of Public Infrastructure and Renewal (MPIR) released the <i>Growth Plan for the Greater Golden Horseshoe</i> (GGH) in June 2006. It reports that the GGH is estimated to grow by 3.7 million people by 2031 (which is the planning horizon for this study). It also identifies the NGTA Corridor as an important transportation/economic link between the GTA and other urban growth centres within the GGH. The focus of the <i>Growth Plan</i> is to:</p> <ul style="list-style-type: none"> ❑ Revitalize downtowns ❑ Create complete communities ❑ Provide better choice in housing types ❑ Curb sprawl ❑ Reduce traffic gridlock by improving access to a greater range of transportation options <p>This study will support the transportation objectives of the <i>Growth Plan</i> by providing for the efficient movement of people and goods within the corridor. This study will work within the context of the existing approved policy and changes to approved government policies will not be addressed through this study.</p>	Not applicable
	Federal government should be actively engaged in the study.	<p>There are a large number of stakeholder groups that are being engaged in this study, including:</p> <ul style="list-style-type: none"> ❑ General public and community interest groups ❑ Municipalities ❑ Business and commercial stakeholders ❑ Transportation service providers ❑ First Nations ❑ Regulatory (provincial/federal) Agencies <p>A Regulatory Agency Advisory Group (RAAG) has been assembled, which includes potentially affected provincial ministries, agencies, and federal departments (i.e. Canadian Environmental Assessment Agency, Transport Canada, Canadian Transportation Agency, and Environment Canada). This group is providing valuable input related to compliance issues and other areas of concerns within their jurisdiction. The first RAAG meeting was held on April 11th, 2007. A summary of the meeting can be viewed on the study website. Joint meetings of the Municipal Technical Advisory Group (MTAG) and the RAAG were held on June 4th, 2007 and December 13th, 2007, for which summaries are also available on the website.</p>	Not applicable
B-011	Remove truck traffic. Suggest an express truck only highway.	<p>No decision has yet been made on the type of transportation solution(s) to address capacity needs in the Niagara to GTA corridor. It is recognized that a variety of transportation solutions may be required to address the transportation needs in the Niagara to GTA corridor. As outlined in the approved Terms of Reference (ToR), available on our website, all modal options (i.e., rail, road, transit, air and marine) and combinations thereof, will be examined in Phase 1 of this study. At the end of Phase 1, a recommended Transportation Development Strategy will be identified.</p>	Not applicable

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		<p>In addition to modal options, the Project Team will also examine Transportation Systems Management (TSM), which involves optimizing the use of existing and planned infrastructure. High Occupancy Vehicle (HOV) lanes and Truck Only Lanes are examples of TSM initiatives. Speed limit changes could be considered a TSM initiative. At the end of Phase 1, a recommended Transportation Development Strategy will be identified.</p> <p>Should a new highway be deemed an element of the solution, MTO would continue with the EA process for route planning (i.e., Phase 2). Should a solution outside of MTO's jurisdiction be recommended, the appropriate agency or jurisdiction will be contacted for further review and action.</p>	
	Provide easy flow of goods between U.S. and Canada.	The Preliminary Study Area includes the four border crossings at the Niagara Frontier. Border issues will be examined where they relate to analyzing and understanding the long-term transportation needs for the movement of people and goods across the Niagara Frontier and through the Niagara to GTA corridor.	Not applicable
	Materials presented were too general although well presented.	<p>Phase 1 of this study includes the following key steps:</p> <ol style="list-style-type: none"> 1. PIC 1: Development of a Study Plan (June 2007) 2. PIC 2: Examining transportation problems and opportunities (need for transportation improvements) (Winter 2008) 3. PIC 2: Identifying and assessing area transportation system alternatives (Winter 2008) 4. PIC 3: Identifying preferred area transportation system alternative(s) (Spring 2008) 5. PIC 4: Recommendations for future study in the Niagara to GTA corridor (Spring 2009) <p>The purpose of the Public Information Centres (PICs) was to present and obtain feedback on the findings of the initial data gathering exercise that has been undertaken to obtain information about existing environmental and transportation conditions within the Preliminary Study Area. In addition, the Project Team presented key aspects of the <i>Study Plan</i> that has been developed to outline the study background and policy context as well as the framework for the transportation needs assessment and consultation program for Phase 1 of this study.</p> <p>The PIC also included an opportunity for attendees to apply for membership on the project CAG. The CAG is a working group comprised of members of the community (representing a diverse range of interests) that will assist the Project Team by providing information and input relative to community interests, perspectives and study issues.</p> <p>As the study proceeds, more detailed information regarding transportation problems, opportunities and potential solutions will become available. Section 8.3 of the <i>Study Plan</i> outlines the information to be presented at each round of PICs.</p>	Not applicable
B-012	Need to consider the entire Golden Horseshoe – combine this study with study being undertaken by the group overseen by Rob McIsaac.	<p>As illustrated in the approved EA Terms of Reference (ToR), the area under consideration for Phase 1 of the study broadly encompasses the Region of Niagara, the City of Hamilton, and the Region of Halton. It also includes the west end of the GTA and the four Niagara Frontier international border crossings (i.e., Peace, Whirlpool Rapids Rainbow and Queenston-Lewiston). Please refer to Exhibit 1.1 of the <i>Study Plan</i> for a map of the Preliminary Study Area.</p> <p>In addition to the Preliminary Study Area, this study will examine a much broader geographic Area of Influence, which includes most of Southern Ontario. This Area of Influence provides a broad context in terms of the movement of people and goods to/through the Preliminary Study Area and allows for consideration of transportation connectivity to the international borders in Southern Ontario and throughout the GTA.</p> <p>The focus of this study is to specifically define and address the transportation capacity needs in the corridor that links Niagara to the GTA. In regards to your suggestion to link this study with the Greater Toronto Transit Authority (GTTA) study, the GTTA is mandated to develop a transportation plan for the GTA and Hamilton.</p>	Not applicable

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		<p>The GTTA legislation requires the GTTA transportation plan to conform to the <i>Growth Plan</i>, which provides the context for this study. MTO will work with the GTTA to ensure information and findings are appropriately coordinated and that each of these initiatives is considered.</p>	
B-013	<p>Emphasis should be placed on self-sustained communities with local food supply and employment.</p> <p>Concern about population growth. Municipalities should limit their growth.</p>	<p>This study is being undertaken within the context of existing federal, provincial, regional, and local policies. Existing approved policies provide the framework for which transportation problems and opportunities and potential solution will be identified and assessed during this study.</p> <p>The <i>Growth Plan for the Greater Golden Horseshoe</i> outlines Ontario's plan for building stronger, prosperous communities and better managing growth. The Provincial Government approved the <i>Growth Plan</i> in June 2006. The focus of the <i>Growth Plan</i> is to:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Revitalize downtowns <input type="checkbox"/> Create complete communities <input type="checkbox"/> Provide better choice in housing types <input type="checkbox"/> Curb sprawl <input type="checkbox"/> Reduce traffic gridlock by improving access to a greater range of transportation options <p>The <i>Growth Plan</i> provides the growth projections that will be used in this study. The <i>Growth Plan</i> states that by 2031, the population of the Greater Golden Horseshoe is forecasted to grow by an additional 3.7 million. This study will support the transportation objectives of the <i>Growth Plan</i> by providing for the efficient movement of people and goods within the corridor. Should you be interested in additional information on the <i>Growth Plan</i>, please visit the link to the <i>Growth Plan</i> on the study website (www.niagara-gta.com).</p>	Not applicable
	Support for alternatives to roads/highway.	<p>Various transportation planning alternatives will be given full consideration in this study and in consultation with stakeholders. No decision has yet been made on the type of transportation solution(s) to address capacity needs in the Niagara to GTA corridor. In response to the anticipated transportation pressures due to the increased population and economic growth in the Greater Golden Horseshoe, MTO initiated the Niagara-GTA Corridor Planning and EA Study. To meet the objectives of the province's <i>Growth Plan</i>, MTO is working to provide for the efficient movement of people and goods by adding capacity to the transportation corridor that links Niagara to the GTA. It should also be noted that the need and purpose of this study is outlined in the approved EA Terms of Reference (ToR) document, which will be verified during this study.</p> <p>Projects that are particularly large and complex, with the potential for a wide range of environmental effects, like the Niagara to GTA Corridor EA, are subject to the Individual EA process under the Ontario Environmental Assessment Act. Various transportation planning alternatives will be given full consideration in this study and in consultation with stakeholders and a variety of transportation solutions may be required to address the transportation needs in the Niagara to GTA corridor. As outlined in the approved Terms of Reference, all modal options (i.e., rail, road, transit, and marine) and combinations thereof, will be examined in Phase 1 of this study. At the end of Phase 1, a recommended Transportation Development Strategy will be identified.</p>	Not applicable
M-001	<p>Opposed to need for the study.</p> <p>EA cannot be carried out since no clear options have been presented.</p>	<p>MTO initiated the Niagara-GTA Corridor Planning and EA Study. To meet the objectives of the province's <i>Growth Plan</i>, MTO is working to provide for the efficient movement of people and goods by adding capacity to the transportation corridor that links Niagara to the GTA. It should also be noted that the need and purpose for this study is outlined in the approved EA Terms of Reference (ToR) document.</p> <p>All public infrastructure projects in Ontario, including transportation planning projects, are subject to the Ontario Environmental Assessment Act (2002); they are required to undergo a process whereby all potential impacts are considered (i.e. natural, social, cultural and economic).</p> <p>Projects that are particularly large and complex, with the potential for a wide range of environmental effects, like the Niagara to GTA Corridor EA, are subject to the Individual EA process under the Act. Various</p>	Not applicable

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		<p>transportation planning alternatives will be given full consideration in this study and in consultation with stakeholders.</p> <p>It is recognized that a variety of transportation solutions may be required to address the transportation needs in the Niagara to GTA corridor. As outlined in the approved Terms of Reference, all modal options (i.e., rail, road, transit, air and marine) and combinations thereof, will be examined in Phase 1 of this study. At the end of Phase 1, a recommended Transportation Development Strategy will be identified.</p>	
	Growth should be limited in the Preliminary Study Area. Opposed to accommodating growth in lands that are agriculturally valuable.	<p>This study will work within the context of the existing approved policy and changes to approved government policies will not be addressed through this study.</p> <p>Potential effects on agricultural lands will also be considered in the evaluation of transportation system alternatives. Criteria, which will be used in the assessment of alternatives, are outlined in Exhibit 7.3 of the revised <i>Study Plan</i>. These include consideration of socio-economic, natural and cultural factors as well as technical considerations. The potential to affect specialty crop areas and/or areas of Canada Land Inventory Classes 1, 2, and 3 soils are included as evaluation criteria.</p>	Not applicable
	<p>Concern that no route options were identified.</p> <p>Decisions have been made.</p> <p>Concern over emphasis on auto-related alternatives. Should look at other modes and methods of changing behaviours.</p>	<p>No route options were identified because the purpose of the study is to examine alternative options for adding capacity to the transportation network. Those alternatives have not yet been assessed and evaluated.</p> <p>Decisions made to date in this study have focused on the process for completing this study (i.e. the EA Terms of Reference, which provides the framework for completing this study) Remaining decisions are to be reviewed, examined, and determined through the study process.</p> <p>All options for evaluating alternatives will be determined during Phase 1, as identified in Section 7 of the <i>Study Plan</i>.</p>	Not applicable
	Study Plan is too vague, poorly organized, and inaccessible.	<p>This <i>Study Plan</i> is one of the first key deliverables of the Niagara to GTA Corridor Planning and EA Study. The purpose of this plan is to further refine the commitments and the framework documented in the approved EA Terms of Reference document. Specifically, the <i>Study Plan</i> provides further details on the methodology to be used in identifying the transportation problems and opportunities, the assessment and evaluation of area transportation system alternatives, the development of a Transportation Development Strategy and the proposed consultation program.</p> <p>Hard copies of the <i>Study Plan</i> are available for review at all main libraries (86) and local and regional municipal offices within Niagara, Hamilton, and Halton, as well as the project website (www.niagara-gta.com) and the site office located in TSH's St. Catharines office (located at 36 Hiscott Street, St.Catharines). Effective January 2008, the project office will be relocated to TSH's new office located at: 30 Hannover Drive, Suite 100, St. Catharines.</p> <p>A CD containing the Study Plan available for review and comment was also made available at the first round of Public Information Centres. If accessing this information digitally is not possible, please contact us (1-866-890-6441) to make alternate arrangements for obtaining the available study documents.</p>	Not applicable
	Staff should be stationed at the boards to answer questions. Display boards were poorly organized.	<p>The purpose of the PICs was to:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Outline the purpose of this study and provide the policy context <input type="checkbox"/> Present an overview of environmental conditions, transportation trends in the Preliminary Study Area <input type="checkbox"/> Present the draft Study Plan (the guide for how technical work and consultation will be undertaken) <input type="checkbox"/> Provide the opportunity to learn about and submit an application for participation in the Community Advisory Group (CAG) 	Not applicable

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		<p>The PIC layout was planned in specialized areas with technical experts on the subject available at each station to answer any questions or concerns:</p> <ul style="list-style-type: none"> <input type="checkbox"/> The Existing Environment <input type="checkbox"/> Past Trends <input type="checkbox"/> Our Challenge <input type="checkbox"/> The Process <input type="checkbox"/> Community Advisory Group <p>We feel that this setup is an improved approach for presenting information to the public in a clear, logical, and concise manner. Any suggestions on how to enhance how we present information at the PIC would be appreciated.</p>	
	Opposition to public relations staff who lack expertise in the study.	<p>Project Team representatives, which includes professional planners, environmental planners, engineers, independent facilitators and project administrators were available at the PICs to answer any technical questions regarding the study.</p> <p>This is a large planning study that examines potential impacts to all aspects of the environment (social, economic, cultural and natural). The Project team includes numerous experts capable of addressing this broad range of issues. No one person can answer all questions on a study of this magnitude.</p> <p>The Project team also includes a media relations resource to address questions from the media.</p>	Not applicable
EX-0294	Study Plan		
	(pg.10, Land Use Description) Description of Niagara identified as tourism area, but should be identified very strongly as tender fruit and agricultural area as well.	The Study Plan has been updated to identify the Niagara Region as a tender fruit and agricultural area, as well as a tourism area.	Update Section 1.7.1 of the Study Plan
	(pg.11) The trucking industry is really not identified as a specific industry that has got an interest in this project. It seems that the people who actually drive the trucks must have an association and there should be representation from them. Is there a trucking industry that we are missing or working with already?	The Transportation Service Providers stakeholder group includes various trucking associations, including the OTA. Section 8.8.4 of the Study Plan has been updated to identify these members.	Not applicable
	(pg.26) The last paragraph says, "there must be a choice for users". I wonder whether a choice is essential. In view of the limitations of the area, I can see an argument for one multi-modal system, but only one.	<p>The scope of Phase 1 of this study includes a broad examination of transportation system alternatives to determine a multi-modal Transportation Development Strategy for addressing the need for additional capacity in the Niagara to GTA corridor.</p> <p>It is envisioned that the recommended Transportation Development Strategy will include various modes of transportation, thereby providing choice for transportation users.</p>	Not applicable
	(pg.27, Section 5.2B) Refers to mobility and I would like a definition of "mobility". Because you can read it as "wheelchair" accessible, however, it could do with clarifying (i.e. could mean flexibility, etc.).	A clarification of "mobility" has been added to this section of the Study Plan. Examples of mobility include decreased transit delays and congestion.	Update Section 5.2 of the Study Plan.
	(pg.30, final point) It talks about limitations under the act of development after 2015. It doesn't appear to address that fact that there will be presumably developers that will do all they can between now and 2015 – so there will be a lot of change between now and 2015. Those two stages should be addressed separately.	<p>The discussion referred to in Section 5.3.3 under "Demographic Factors" is based on the intensification targets specified in the <i>Growth Plan for the Greater Golden Horseshoe (June 2006)</i>.</p> <p>In the coming months the Project Team will consult with the Municipal Technical Advisory Group and the Municipal Executive Advisory Group to obtain information from the Study Area municipalities as to how future land use will be allocated in accordance with the requirements of the Growth Plan. This information will be incorporated into the traffic modelling exercise and the identification of transportation problems and opportunities.</p>	Not applicable

TRACKING #	COMMENT	RESPONSE	CHANGES TO DOCUMENT
	(pg.31, last paragraph) Doesn't recognize the economic impact of natural heritage features such as the Bruce Trail.	The Bruce Trail will be considered as a "Natural Feature" in the evaluation of transportation system alternatives. While the Project Team recognizes the economic impact of natural heritage features, it is important that features only be considered once under the most appropriate category (to avoid double counting of impacts).	Not applicable
	(pg.36) There is a list of bus and transit – the last item "commuter heavy ferry" should include "light rail".	The Project Team recognizes that light rail is a viable area transportation system alternative and will consider it during the evaluation of alternatives.	Not applicable
	(pg.39) Source Waters and Aquifers should be included.	The Clean Water Act recently came into effect, and the data is extremely limited at this time. The Project Team will continue to obtain watershed reports as they become available. Section 8.8.5 will make reference to source water protection agencies in the examples of local agencies.	Update Section 8.8.5 of the Study Plan
	General Comments		
	A lot of references to looking for data in many different places. No reference to looking at data from other cities and countries.	Where appropriate, international examples or conditions may be reviewed or referenced where the context is relevant. However, as approved in the ToR, this exercise is being conducted within the approved policy context of Ontario and Canada. The policy context that guides this study may be substantially different from those of other countries. If there are international examples that are appropriate for the policy context of this study, the Project Team will consider them.	Not applicable
	No reference to peak oil.	The travel demand analysis will determine the specific need for any proposed undertaking(s), and will include the consideration of economic fluctuations, including higher fuel prices. However, peak oil is not a recognized policy context for provincial transportation system planning.	Not applicable
	It is implicit throughout the Study Plan that if you have a problem and the solution is either transit-oriented or environmental, then it is the transit that will have priority.	No decision has yet been made on the type of transportation solution(s) to address capacity needs in the Niagara to GTA corridor. It is recognized that a variety of transportation solutions may be required to address the transportation needs in the Niagara to GTA corridor. As outlined in the approved Terms of Reference (ToR), available on our website, all modal options (i.e., rail, road, transit, air and marine) and combinations thereof, will be examined in Phase 1 of this study. At the end of Phase 1, a recommended Transportation Development Strategy will be identified.	Not applicable
EX-0362	<p>The purpose of the study is to evaluate the transportation needs of the Study Area over the next 30 years. Therefore, the transportation needs should not be based just on projections of current trends. Consideration must be given to possible economic, environmental, and technological changes that could shape the demands for different types of transportation. (This may require some brainstorming sessions and the development of alternative scenarios).</p> <p>Examples of such changes could include:</p> <ul style="list-style-type: none"> ❑ The price and availability of fossil fuels; gasoline and diesel could be subject to significant price increases and shortages. ❑ Increased fuel efficiency of vehicles through government regulations, technology (plug-in hybrids) and smaller/lighter vehicles (this may somewhat offset the price and availability issues). ❑ Climate change regulations; transportation is a significant generator of greenhouse gases and government regulations to limit such gases will affect transportation. ❑ Land use patterns; the Provincial government through its Growth Plan is encouraging higher density development and discouraging sprawl. At the end of the 30-year plan period, these land use changes should affect transportation demand. 	<p>We appreciate your input and acknowledge that it will be important to explore all factors (e.g. economic, environmental and technological changes) that will shape future transportation demands. Over the coming months, the Project Team will be undertaking the analysis of transportation problems and opportunities in the preliminary study area, for all modes (as noted in Section 5 of the Study Plan). The results of this work will be the focus of the second round of consultation activities. A draft Area Transportation System Problems and Opportunities report will be prepared for consultation with stakeholders.</p> <p>With regard to considering other types of transportation, we are in the process of engaging Transportation Service Providers in the NGTA Preliminary Study Area (e.g. rail companies, GO Transit, the Hamilton Port Authority, etc.) regarding the identification of transportation problems, opportunities, future expansion plans, barriers to expansion, and how they may be able to play a role in accommodating the need for additional transportation capacity.</p> <p>The approach to engaging transportation service providers for this study has been approved in the ToR (Section 7.4). The ToR commits to working closely with all relevant regulatory agencies and the transportation service providers operating in the corridor. The Study Plan describes in Section 8 how service providers and other stakeholders will be engaged.</p> <p>The preparation of the Transportation Development Strategy (TDS) will be completed in consultation with the TSPs. Every reasonable effort will be made to ensure that the service providers are supportive of the recommendations in the TDS.</p>	Not applicable

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	<p>Greater shipment of goods by rail and ship; higher fuel prices and environmental regulations could result in a greater proportion of goods being shipped by rail and water over medium and long distances. However, technological and organizational changes may be necessary to reduce shipping times by rail and water.</p> <p>Road pricing / congestion charges; this may become a common practice in the future.</p> <p>The study, by definition, is focused on the transportation needs between Niagara and the GTA. This reflects the current transportation patterns and I anticipate that travel between Niagara and the GTA will remain the dominant pattern over the 30-year period. However, the study should not fall into the trap of creating a self-fulfilling prophecy. The 401 corridor, especially the Kitchener, Waterloo, Cambridge and Guelph areas, Woodstock and London, are becoming more important growth centres, so the future transportation needs between Niagara and the 401 corridor should be considered.</p>	<p>Regarding future land use, this project is being undertaken within the context of the Growth Plan for the Greater Golden Horseshoe, which provides land use allocation targets to be used by all municipalities within the Greater Golden Horseshoe. The Project Team will consult with the Municipal Technical Advisory Group and the Municipal Executive Advisory Group regarding the process for identifying area transportation system problems and opportunities and the assumptions (including land use assumptions) to be used in the modelling exercise.</p> <p>Regarding climate change, consideration is given under Factor 2.4 Air Quality and Climate Change in Exhibit 7-2 of the Study Plan. Local and regional air quality (total contaminant and greenhouse gas emissions) will be evaluated against the short-list of area transportation system alternatives developed during this phase of the study.</p> <p>As defined in the approved ToR (refer to Section 2.4 – Summary of the Purpose of the Undertaking), the purpose of this study is to address existing and future anticipated transportation capacity deficiencies (transportation problems and opportunities) within the Niagara to GTA corridor by providing additional capacity for a 30 year planning horizon and beyond. As such, the identification of the NGTA Study Area is consistent with Schedule 6 in the Growth Plan. To expand the Preliminary Study Area to include the Kitchener-Waterloo, Guelph and / or Brant County areas is outside of the scope of this study.</p>	
	<p>Study Elements: One approach to measure transportation needs is through “level of service analysis”. I find that “level of service analysis” is an easy concept to understand and I recommend that such analysis be undertaken and presented in future reports. I am especially interested in peak demand periods when congestion is greatest (rush-hour commuting) as the solution may be the diversion of commuters to transit or other forms of transportation demand management techniques.</p> <p>One potential transportation bottleneck is the Burlington Skyway to Guelph Line area. The Red Hill Valley Parkway in Hamilton will be completed shortly and will provide an alternative route for travel from Niagara to Highway 403 west to Cambridge, Woodstock, and London. Therefore, the Expressway could reduce traffic flows on the Burlington Skyway corridor.</p> <p>The environmental information presented in the draft report for the Hamilton area is deficient. The City of Hamilton has completed its new Official Plan for its Rural Area and the City’s documents contain more comprehensive environmental information. The City’s environmental information should be incorporated into the Corridor Study documents.</p>	<p>We appreciate your input with regard to the approach for identifying future transportation needs, and your input with regard to potential transportation problems in the Burlington area. Over the coming months, the Project Team will be undertaking the analysis of transportation problems and opportunities in the preliminary study area, for all modes (as noted in Section 5 of the Study Plan). The results of this work will be the focus of the second round of consultation activities. A draft Area Transportation System Problems and Opportunities report will be prepared for consultation with stakeholders.</p> <p>With respect to incorporating the City of Hamilton’s new Official Plan, the Study Plan, the Overview of Environmental Conditions and Constraints Report, and the Overview of Transportation and Socio-Economic Conditions Report were developed from existing information available and current at the time of writing. Additional/more detailed information will be collected and used as appropriate as the study proceeds.</p>	Not applicable
	<p>Implementation of Non-MTO Alternatives: The recommendations of the Corridor study will provide direction to the MTO for its future projects. However, non-MTO initiatives will probably become more important in addressing future transportation needs. Therefore, the corridor study, in its conclusion, should discuss measures that could facilitate the implementation of non-MTO initiatives; for example, provincial government funding for municipal transit and infrastructure projects.</p>	<p>The preparation of the Transportation Development Strategy (TDS) will be completed in consultation with the TSPs. Every reasonable effort will be made to ensure that the service providers are supportive of the recommendations in the TDS.</p> <p>Issues concerning the implementation of elements of the recommended Transportation Development Strategy will be discussed with the relevant Transportation Service Providers once the recommended strategy has been identified. Details concerning scheduling and funding would not likely be addressed until the details of recommended transportation solutions are identified (through subsequent study).</p>	Not applicable

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EX-0337	<p>Transportation and Socio-Economic Conditions</p>		
	<p>While the material seems to use very old statistical data (1994-2000), I assume that all statistics will be brought up to current date as the study progresses. Some of the materials are based on patterns that were pre-407 ETR – 403 and the widening of 407 ETR and the QEW. This data, traffics patterns, traffic peaks, etc should be based upon the up-to-date usage of the current infrastructure as a starting point plus appropriate projections for the future growth. Since the saying “build it and they will come” is a reality as development tends to form around infrastructure, the team needs to clearly develop a sensitivity analysis for each of the alternatives to ensure that “when they come”, the infrastructure chosen will be appropriate.</p>	<p>A significant amount of work has been previously undertaken to identify transportation problems and opportunities in the Preliminary Study Area. This work will be verified and updated based on the most up to date information. Data acquisition is in progress and more detailed information will be reviewed, analysed, and incorporated as this study progresses.</p>	<p>Not applicable</p>
	<p>Environmental Conditions and Constraints</p> <p>Exhibit 1.1 on page 3 has very fuzzy map boundaries, which gives MTO great flexibility in choosing alternatives. It clearly does not go to GTA and the coordination with GTTA is suspect.</p>	<p>The Preliminary Study Area is the area in which the Project Team will identify transportation problems and opportunities, and will generate and evaluate area transportation system alternatives to address the identified transportation problems and opportunities. In addition to the Preliminary Study Area, this project will consider a larger “Area of Influence”. This is the area that will be modelled and analyzed to understand the long-term transportation needs for the movement of people and goods. This area includes most of Southern Ontario and allows for consideration of transportation connectivity to the international borders and the GTA.</p> <p>With regard to coordination with the GTTA (now referred to as Metrolinx), the Municipal Executive Advisory Group (MEAG) for this study includes a representative from Metrolinx.</p>	<p>Not applicable</p>
	<p>Study Plan</p> <p>Section 1.5.2: In the listing of the associated information sources, the list does not include GTTA who are apparently responsible for Toronto to Hamilton. This is important as their solutions in this area will overlap NGTA work.</p> <p>They should be recognized as a major source of information and coordination and the Advisory Board should understand the relationship.</p>	<p>Section 1.5.2 provides a list of approved planning policies that form the policy context for this study. We acknowledge that consultation and coordination with the GTTA (now referred to as Metrolinx) is an important requirement. A representative from Metrolinx is included on the Municipal Executive Advisory Group (MEAG).</p>	<p>Not applicable</p>
	<p>Section 3.2: The plan indicates that if the chosen alternative(s) has an involvement of other transportation modes (rail, air, marine, transit, or other inter-modal facilities, etc.) that MTO will refer that portion to the appropriate service provider for further action.</p> <p>If the chosen alternative involves others outside of MTO jurisdiction, there needs to be a complete “buy in” by that party. Suppose the chosen alternative involves some road construction – say 4 lanes on the assumption that 50% of the truck traffic now on alternate roads will be carried by a new enhance rail piggyback system and MTO proceed with the 4-lane road construction only to find that the rail line that would have taken 50% of the road truck traffic now says it is uneconomical and will not do it. In hindsight, in this fictitious case the MTO should have built a 6-lane road.</p>	<p>We are in the process of engaging Transportation Service Providers in the NGTA Preliminary Study Area (e.g. rail companies, GO Transit, the Hamilton Port Authority, etc.) regarding the identification of transportation problems, opportunities, future expansion plans, barriers to expansion, and how they may be able to play a role in accommodating the need for additional transportation capacity.</p> <p>The preparation of the Transportation Development Strategy (TDS) will be completed in consultation with the TSPs. Every reasonable effort will be made to ensure that the service providers are supportive of the recommendations in the TDS.</p> <p>Issues concerning the implementation of elements of the recommended Transportation Development Strategy will be discussed with the relevant Transportation Service Providers once the recommended strategy has been identified. Details concerning scheduling and funding would not likely be addressed until the details of recommended transportation solutions are identified (through subsequent study).</p>	<p>Not applicable</p>

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	<p>Some examples:</p> <ul style="list-style-type: none"> ❑ Toronto-Hamilton Airport is now served daily by truck, 1 am to 5 am. Expensive JIT Inventory cannot be moved reliably during other hours due to heavy Toronto-Hamilton Airport traffic. ❑ Utilize USA based private aircraft rather than Canadian commercial aircraft for out of Hamilton shipments to meet night time truck deliveries and pickups. ❑ Toronto-USA truck traffic goes east and crosses east of Lake Ontario in the US rather than through Niagara. ❑ A portion of the business has been permanently moved from Toronto to Montreal for easier truck access to the USA. 		
EX-0360	<p>In the study document, Exhibit 7-3 is a table of evaluation criteria. One obvious criteria is cost of construction – which I think is listed under 5.9 Constructability. I was wondering if we need also have a criteria which estimates future maintenance costs – when comparing alternative modes, one might have a lower construction cost but a larger yearly maintenance cost. I also wonder if we need consider the fact that oil/gas prices might continue to increase, especially if supply dwindles. Some of these are probably hard to measure, but I think they need consideration.</p>	<p>The broad level planning that this phase of the study is proceeding under precludes the possibility of developing estimates of future maintenance costs. During subsequent phases of this study, it will be possible to develop more refined cost estimates for recommended solutions identified in the Transportation Development Strategy.</p> <p>The travel demand analysis will determine the specific need for any proposed undertaking(s), and will include the consideration of economic fluctuations, including higher fuel prices.</p>	Not applicable
	<p>On page 50, I was wondering about TDM. The focus is on auto traffic, but will this also include truck traffic. It would seem that one could also control truck traffic with perhaps tolls as well.</p>	<p>The focus of TDM strategies is to reduce overall demands on the transportation network, including truck traffic.</p>	Not applicable
	<p>During the last CAG meeting it was mentioned that a survey was done at the border with a very good return rate over several days. I was wondering whether the information gathered could be season dependent. If the survey were to be done in a different season, I would expect the travel patterns might be significantly different. I also expect that getting this information for each season might be costly and perhaps prolong the study. Since I am not sure to what extent the survey information will affect the study, I am not sure it would be prudent to survey more. But I offer it for consideration.</p>	<p>We recognize that traffic volumes are seasonal, however the summer (July/August) traffic volumes represent the highest period of the year. In addition, the counts were done in the summer to be consistent with the previous 2000 survey. Summer also presents the optimum weather conditions for surveying in terms of minimizing weather related delays, and safety.</p>	Not applicable
EX-0341	<p>Overview of Environmental Conditions and Constraints</p> <p>No mention anywhere of Karst formations. These are not anywhere mapped or discussed. This is part of a general constraint known as hazardous sites, they include unstable formations. While I am not aware of any lead clay formations in the study area, there are certainly a lot of organic soils and unstable bedrock. One area of organic soils that is quite large is the Wainfleet Bog. Karst formations, in which there are underground sinkholes, trenches, and caverns, are common in both Hamilton and West Lincoln. One stream, Sinkhole Creek, actually disappears in several locations because at some points it goes underground because of Karst formations (see Twenty Mile Creek Watershed Plan).</p>	<p>Comment noted. Karst formations are considered hazardous sites but may be deemed sensitive sites. Phase 1 focuses on Area Transportation System Planning and Preliminary Planning. Detailed information on karst formations will be evaluated and used, as appropriate, as the study progresses.</p>	Not applicable
	<p>Greenbelt Plan in this document is inaccurate. There is no identification of urban boundaries (land outside of Greenbelt) for Grimsby, Lincoln, and Niagara on the Lake. The map in the Overview of Transportation and Socio-Economic Conditions (Exhibit 2.4 pg.14) although smaller is more accurate.</p>	<p>Exhibit 2-1 Designated Policy Areas only shows general designated policy areas, such as the Greenbelt Plan Area and the Niagara Escarpment Plan Area; and is not meant to show more detailed boundaries.</p> <p>Additional information will be added to this section as per the comments submitted by the Niagara Escarpment Commission.</p>	Not applicable

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	<p>It should be mentioned that the entire rural area, outside of the Greenbelt in the study area is subject to the Places to Grow Plan. Indeed it would be helpful to clearly indicate what areas are governed under the Greenbelt and what by Places to Grow.</p>	<p>Exhibit 2-1 Designated Policy Areas in the Overview of Environmental Conditions and Constraints identified which area is governed under the Greenbelt Plan. Section 2.3 identifies the Places to Grow Act as a “significant provincial policy/planning initiatives guiding the growth and development in the region.”</p>	<p>Not applicable</p>
	<p>There is no clear identification of the moraines in the study area. These are of similar importance to the Oak Ridges Moraine, but they are not mapped, identified and discussed. The moraines that I am aware of in the study are the Trafalgar and Niagara Falls moraines, but there are others.</p>	<p>At this stage of the study (Phase 1), alternatives will be assessed at a broad / functional level. The data collection effort for this study is a dynamic process and the Project Team will obtain additional data as the study and the range of alternatives to be examined becomes more focused (i.e. examination of alternative methods during Phase 2 of this study).</p>	<p>Not applicable</p>
	<p>(pg.24) Disagree with statement that bedrock “is not used as an important groundwater supply in the Niagara Region.” What would be correct is saying that bedrock and shallow aquifers in Niagara (or more simply groundwater) is important for rural residents and as a source of base flow for streams used by wildlife but is not used for piped municipal supplies. Rural groundwater is an important concern in Niagara and should be trivialized.</p>	<p>The intent of this sentence was to indicate that Niagara Region does not solely rely on bedrock for its groundwater supply. As well, refer to Section 2.6.3 of the NPCA Groundwater Study Report (2005). Drilling to depth in the bedrock for water supply is uncommon as poor water quality is often encountered.</p>	<p>Not applicable</p>
	<p>(p.25) It seems strange that terms like “may” and “likely occur” are used to describe groundwater discharge areas. Cannot these areas be more precisely mapped? One indication of the reality of this discharge is the spring fed nature of the headwaters of the Twelve Mile Creek and the ponds that come from discharge at the Niagara College Glendale Campus and the Glenridge Landfill Rehabilitation site. Cannot these areas and recharge areas be clearly identified and mapped? Also it is strange to say that recharge may occur in the sandy Fonthill Kame. Isn't it rather obvious that it does? Why can't both recharge and discharge areas be mapped, identified and discussed with more certitude?</p>	<p>The broad level planning that this phase of the study is proceeding under precludes the use of information at a level of detail associated with highly site-specific data on groundwater. During subsequent phases of this study, more detailed site-specific information will be evaluated and used appropriately. As well, with respect to source water protection, the <i>Clean Water Act</i> recently came into effect, and the data is extremely limited at this time. The Project Team will continue to obtain watershed reports as they become available.</p>	<p>Not applicable</p>
	<p>(Watershed areas (pg. 27-31) plus map) There are some errors here. Many of the streams identified in map as Niagara River in fact flow into Lake Ontario. The streams identified as the southern part of the Niagara River drainage should also be broken down here, for example, Black Creek. Part of what is identified as Welland Canal drainage in fact goes into the Twelve Mile Creek. The best example of this is Beaverdams Creek, which can be seen clearly at its intake and out take points under its tunnel beneath the Welland Canal. The engineers that build the canal were careful to minimize drainage impacts but this is not recognized on the map.</p>	<p>The Project Team has noted the errors and has rectified them within Exhibit 3-5 Summary of Watercourse Length by Thermal Classification Based on Land Information Ontario.</p>	<p>Exhibit 3-5 has been revised to address errors regarding watercourse descriptions.</p>
	<p>What areas are there where provincial mapping of wetlands has not been undertaken. From personal experience, I know that this is a problem in the City of Niagara Falls, where likely wetlands have not been identified. Using photographs, this could be done on a laptop basis rather quickly.</p>	<p>A discussion on wetlands is provided in Section 3.6.2 of the Overview of Environmental Conditions and Constraints Working Paper. Exhibit 3-6 Designated Areas shows Provincially Significant and Locally Significant Wetlands within the Niagara to GTA Preliminary Study Area. The information on wetlands are those that have been evaluated and identified from Land Information Ontario (LIO) and Natural Resources Value Information Systems (NRVIS). The broad level planning that this phase of the study is proceeding under precludes the use of information at a level of detail associated with highly site-specific data, such as wetlands within municipalities. During subsequent phases of this study, more detailed site-specific information will be evaluated and used as appropriate.</p>	<p>Not applicable</p>

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	(Niagara Escarpment) It is good that Niagara Escarpment parks and conservation areas are mapped and identified. There should also be an identification however, of all the areas designated Escarpment Protection and Escarpment Natural in the Niagara Escarpment Plan. These are areas which are protected from development via zoning. The Escarpment Parks, in effect, serve as core areas of a broader landscape protected via the Escarpment Plan.	The broad level planning that this phase of the study is proceeding under precludes the use of information at a level of detail associated with highly site-specific data, such as wetlands within municipalities. During subsequent phases of this study, more detailed site-specific information will be evaluated and used as appropriate.	Not applicable
	It would also make sense to have a map of all the protected areas in the study area, not just the Escarpment Parks. A similar approach could be taken of also indicating how these fit into larger environmental protection areas established via zoning.	Exhibit 3-8 Niagara Escarpment Plan Parks illustrate protected areas and NEP Parks under protection within the Niagara to GTA Corridor Preliminary Study Area. During subsequent phases of this study, more detailed site-specific information will be obtained.	Not applicable
	An additional feature should be added to the wooded areas map: naturalization corridors established via municipal official plans.	The Draft Overview of Environmental Conditions and Constraints Working Paper was developed from existing information available and current at the time of writing. Efforts were made to obtain comprehensive data at the planning level of detail. Detailed woodland information will be used as appropriate as the study progresses.	Not applicable
	Nowhere in the report is there any discussion of the Ministry of Natural Resource's Big Picture Project. This is intended to encourage the linkage and expansion of natural areas in the Carolinian zone. It would be helpful if there was a description of this policy in the document and the relevant maps that have been produced for the study area.	As stated in Section 1.5.2, approved Provincial, Federal, Regional and local policy documents (including municipal Official Plans) establish the policy framework within which transportation problems and opportunities and potential solutions will be identified and assessed as part of this EA. As this study proceeds, the Project Team will review and consider any pertinent documents and information from regulatory agencies that would inform the identification of existing conditions, transportation problems and opportunities, and the process for selection of a transportation development strategy.	1.5.2 (p.6) Add bullet for other relevant municipal / provincial / federal approved policies
	(Endangered Species) Most of the remaining Carolinian forest in rural Niagara have some threatened species within them. This is especially true when the Pin Oak is considered, which is a fairly common tree in Niagara Falls and Welland, but rare nationally. A separate point could be made that the 15 Mile Creek watershed in St. Catharines is the only location for the rare tree, the Cherry Birch, in all of Canada.	The broad level planning that this phase of the study is proceeding under precludes the use of information at a level of detail associated with highly site-specific data, such as species of concern. During subsequent phases of this study, more detailed site-specific information will be obtained.	Not applicable
	I disagree with the conclusion on page 74 that we need to get more on-site information from agencies later. The information they have is already accessible via websites. If this is properly utilized it will underscore the significance of all the remaining forests in the study area.	The Draft Overview of Environmental Conditions and Constraints Working Paper was developed from existing information available and current at the time of writing. Efforts were made to obtain comprehensive data at the planning level of detail from various agencies and municipalities. The Project Team has and will continue to collect secondary source environmental data from agencies and municipalities to provide a more complete set.	Not applicable
	(Planning Policies) Regional plans, such as Niagara, have discussion of need to promote naturalization but this is not discussed in this report.	The broad level planning that this phase of the study is proceeding under precludes the use of information at a level of detail associated with highly site-specific data, such as detailed Regional level planning policies. During subsequent phases of this study, more detailed site-specific information will be obtained.	Not applicable
	(Agriculture Maps) Should be more identification of specialty crop lands and unique features. One of these to be considered is the excellent grape lands of the Niagara Bench, the fruit belt and the Fonthill Kame.	Exhibit 4-1 Generalized Land Use has been revised to illustrate the Tender Fruit Lands and Grape Lands. The broad level planning that this phase of the study is proceeding under precludes the use of information at a level of detail associated with highly site-specific data, such as the Niagara Bench. During subsequent phases of this study, more detailed site-specific information will be obtained.	Exhibit 4-1 has been revised to illustrate the Tender Fruit Lands and Grape Lands.
	(List of parks and recreational areas.) Two Mile Creek Conservation area is actually Four Mile Creek. There also appears to be an omission of Rock Point Provincial Park and other provincial Lake Erie Parks. Niagara Shores Conservation Area, while an important site, is now operated by Niagara on the Lake. Charles Daley Park an important park of the Town of Lincoln, is not included. Nor is there mention of Thorold's Mel Swart Lake Gibson Conservation Park. This map needs serious revision.	The Two Mile Creek Conservation Area is located in the Town of Niagara-on-the-Lake on the lower Two Mile Creek. At present this is not a publicly accessed area. We are not aware of a Four Mile Creek Conservation Area however there is the Four Mile Creek Estuary provincially significant wetland (C88 on Exhibit 3-6). This wetland is adjacent to the Niagara Shore Conservation Area. The Project Team noted that the Niagara Peninsula Conservation Authority has transferred ownership of Niagara Shores Conservation Area to Niagara-on-the-Lake. Currently, Niagara Shores Conservation Area is still listed in the provincial database as a Conservation Area. The Project Team used information from Land	Not applicable

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		<p>Information Ontario (LIO) and Natural Resources Value Information System (NRVIS) to compile Exhibit 4-8. During subsequent phases of this study, information will be evaluated and used appropriately.</p> <p>Rock Point Provincial Park is not within the Preliminary Study Area. We assume that the other unidentified provincial Lake Erie Parks mentioned are also not within the Preliminary Study Area. The Project Team obtained information from Land Information Ontario (LIO) and Natural Resources Value Information System (NRVIS) to compile the list of Provincial Parks.</p>	
	Study Plan		
	Section 1.7.1 Description of Hamilton airport as major growth center is problematic. Study notes decline in air travel here since departure of West Jet. Stress on development here also goes against Places to Grow emphasis on intensification within built up area and encourages Greenfield development.	Section 1.7.1 of the Study Plan will be revised to refer to the Hamilton International Airport as a future economic growth area.	Update Section 1.7.1 of the Study Plan
	<p>Section 7.2.1 No identification of greater use of pedestrian and cycling transportation modes.</p> <p>Also no discussion of possible impact of greater intensification goals of Places to Grow area actually realized. This failure is compounded on page 52, when combinations of various alternatives are considered.</p>	<p>The purpose of this study is to address existing and future capacity needs throughout the NGTA corridor by providing additional capacity. Although cycling is recognized as an important method of transportation for local trips, it is not a reasonable alternative to address the long distance and inter-regional movement of people and goods. This being said, walking/cycling will be considered from the perspective of Transportation Demand Management, as discussed in Section 7.2.1 of the Study Plan.</p> <p>This study is being undertaken within the context of the Growth Plan for the Greater Golden Horseshoe. In the coming months the Project Team will consult with the Municipal Technical Advisory Group and the Municipal Executive Advisory Group to obtain information from the Study Area municipalities as to how future land use will be allocated in accordance with the requirements of the Growth Plan. This information will be incorporated into the traffic modelling exercise and the identification of transportation problems and opportunities.</p>	Not applicable
	(p. 56) No discussion of death of wildlife from roads. This is illustrative of a more serious failing in this whole process. There is no effort made to examine how to reduce the environmental impacts of our existing transportation systems. One of the obvious ways in which this could be done is through closing lightly rural roads. A good example of this is the portion of Wilson Road going through the Wainfleet Bog. The opening of the road here was a major factor in the collapse of the now endangered Mississauga Rattlesnake population.	As outlined in the Terms of Reference, environmental effects will be considered on a broad level during the assessment of transportation system alternatives (i.e., Phase 1). More detailed assessment of environmental impacts (e.g. impacts to wildlife) will be considered during Phase 2 of this study.	Not applicable
	(p. 64) No mention here of the permanent protection given via Greenbelt Plan to Niagara speciality crop area.	As outlined in Section 2.5.2 of Exhibit 7-3, specialty crop areas will be considered in the assessment and evaluation of preliminary planning alternatives.	Not applicable
	(p. 65) No mention of how trains can be a positive tourist attraction. Stream train for instance from Toronto to Niagara Falls could be used as a tourism magnet. Similar potential exist in regards to Lake Ontario ferries, especially if significant public investment was made to overcome difficulties experienced by private sector.	<p>We are in the process of engaging Transportation Service Providers in the NGTA Preliminary Study Area (e.g. rail companies, GO Transit, the Hamilton Port Authority, etc.) regarding the identification of transportation problems, opportunities, future expansion plans, barriers to expansion, and how they may be able to play a role in accommodating the need for additional transportation capacity.</p> <p>We feel this collaborative approach with transportation service providers will promote the identification of a recommended Transportation Development Strategy that can be carried forward by MTO and other proponents.</p> <p>The preparation of the Transportation Development Strategy (TDS) will be completed in consultation with the TSPs. Every reasonable effort will be made to ensure that the service providers are supportive of the recommendations in the TDS.</p>	Not applicable

TRACKING #	COMMENT	RESPONSE	CHANGES TO DOCUMENT
	<p>Overview of Transportation and Socio-Economic Conditions</p>		
	<p>(p. 21) Important point here regarding problem on growth in traffic from Burlington Street to Centennial Parkway. Encouraging reduced use of this area should be encouraged by local transportation study, to reduce peak time travel use of this area by local traffic. This could encourage greater use of transit, improved land use planning, and more use of other modes.</p>	<p>The purpose of this study is to address existing and future capacity needs throughout the NGTA corridor by providing additional capacity. As such, this study is focused on the long distance and inter-regional movement of people and goods.</p>	<p>Not applicable</p>
	<p>(p. 29) No discussion of how large investments in expressways may have contributed to decline of rail network.</p>	<p>As defined in the approved ToR (refer to Section 2.4 – Summary of the Purpose of the Undertaking), the purpose of this study is to address existing and future anticipated transportation capacity deficiencies (transportation problems and opportunities) within the corridor by providing additional capacity for a 30 year planning horizon and beyond. As such, the reasons for the decline in rail are not within the scope of this study.</p>	<p>Not applicable</p>
	<p>(p. 45) Decline in border traffic serious questions about the need for this whole review. It certainly shows existing infrastructure for international trade is sufficient since it is substantially less than the level in 2001.</p>	<p>As defined in the approved ToR (refer to Section 2.4 – Summary of the Purpose of the Undertaking), the purpose of this study is to address existing and future anticipated transportation capacity deficiencies (transportation problems and opportunities) within the corridor by providing additional capacity for a 30 year planning horizon and beyond.</p> <p>Over the coming months, the Project Team will be undertaking the analysis of transportation problems and opportunities in the preliminary study area, for all modes (as noted in Section 5 of the Study Plan). The results of this work will be the focus of the second round of consultation activities. A draft Area Transportation System Problems and Opportunities report will be prepared for consultation with stakeholders.</p>	<p>Not applicable</p>
	<p>(p. 18, 19) The decision of international crossings is deficient since it fails to mention the great deficiencies regarding pedestrian and cycling crossings. This is primarily because of the failure to discuss how terrorism concerns have essentially ruined the considerable tourist potential for the Whirlpool Bridge.</p> <p>The report accurately describes the unfortunate limitations on the Whirlpool Bridge, which limit crossings to pre-approved 500 vehicles daily. This policy poses a serious obstacle to the use of the bridge for tourism purposes.</p> <p>The Whirlpool Bridge has considerable potential for tourism. This is because it is the only point where someone can potentially (this is no longer permitted) walk or cycle across the Niagara River, without having to be part of the congestion associated with an expressway. The bridge was quite valued by cyclists for this reason in the past. A strategy of having a bi-national cycling tourism strategy for the Niagara River area, will have to involve some recovery of the past use of this resource.</p>	<p>As defined in the approved ToR, the purpose of the study is to assess existing and future anticipated transportation capacity deficiencies and opportunities within the corridor (from the Niagara Frontier to the GTA) and to determine transportation needs from a regional and provincial perspective. Consideration of effects on pedestrian and bicycling networks, would be addressed during the assessment / evaluation of alternative methods (Phase 2 of this study).</p>	<p>Not applicable</p>
	<p>(pp. 26, 27) No mention is made at all of City of Welland Transit. There should also be mention that St. Catharines and Thorold have a joint transit service. There should also be mention of efforts to develop the Brock Hub as a transit network for Brock University and the Niagara Region's program for medically necessary transportation. That none of this is mentioned in the report, seems to illustrate the terrible bias towards highways. There should also be a discussion of the Niagara Region's plans to develop transit linkages between municipalities.</p>	<p>The City of Welland has been added to the list of municipalities where improved interregional transit is planned in the Overview of Transportation and Socio-Economic Conditions Report. In addition, suggested text provided by the City of Welland regarding Welland Transit has been added to Section 3.4.1.</p>	<p>The following text will be added to Section 3.4.1 of the Overview of Transportation and Socio-Economic Conditions Report: "Welland Transit was established November, 1973 and operated by private contractor Metro (Niagara) Transit with municipal funding. On January 1st, 1977, the Corporation of</p>

TRACKING #	COMMENT	RESPONSE	CHANGES TO DOCUMENT
			the City of Welland assumed full responsibility for the operation of the Welland Transit System. Today, Welland Transit's service extends to various educational institutes, medical facilities, and shopping centers and includes 9 fixed routes, demand responsive, community bus and accessible services. In particular, it includes a well used connecting link to St. Catharines Transit and Niagara Transit services at Brock University."
	There should be an examination of how much pedestrian travel is taking place in the study area and what the various policies of the municipalities are towards it. Is this increasing or decreasing? What is the impact of multi-use trails? Have any municipalities any strategies to help encourage the pedestrian mode of travel? What municipalities have policies for traffic island to help pedestrians?	As defined in the approved ToR, the purpose of the study is to assess existing and future anticipated transportation capacity deficiencies and opportunities within the corridor (from the Niagara Frontier to the GTA) and to determine transportation needs from a regional and provincial perspective. Although pedestrian travel is recognized as an important method of transportation for local trips, it is not a reasonable alternative to address the long distance and inter-regional movement of people and goods.	Not applicable
	(Exhibits 6.1, 6.2, 6.3) These exhibit do have good information about the splits in various between Hamilton, Halton and Niagara. It is unfortunate however, that cycling is combined with walking. It would also be helpful to know what are the reasons why for instance, Niagara's transit record 2% is so low, compared to the other municipalities. There should also be section that examines transportation modal splits in affluent democratic countries that are less automobile dependent. This would certainly help to generate an informed public debate i.e. why can't we reach the modal splits of the Netherlands, Denmark or Japan?	Where appropriate, international examples or conditions may be reviewed or referenced where the context is relevant. However, as approved in the approved ToR, this exercise is being conducted within the approved policy context of Ontario and Canada. The policy context that guides this study may be substantially different from those of other countries. If there are international examples that are appropriate for the policy context of this study, the Project Team will consider them.	Not applicable
	(p. 40) There is no discussion here that it is planned to widen the QEW in St. Catharines from 4 to 6 lanes. Nowhere in the report is there a mention that this is planned to be finished by 2011.	The widening of the QEW through St. Catharines is mentioned in Section 7.1.4 of the report. The text will be updated in this section as follows: "Even with the planned widening to 6 lanes through St. Catharines..."	Update Section 7.1.4 of the Overview of Transportation and Socio-Economic Conditions Report
	(pp. 60-64) There is no attempt here to estimate the impact of cycling on tourism. This should be done especially in the view of the fact that significant trails have been created for tourism and that in some centers, notably Niagara on the Lake, bicycle tourism is helped by the possibility of renting bicycles. It is also discouraging that there is not discussion of a possible Niagara brand. Factors such as branding are important. How could tourism in Niagara be more effectively marketed? One answer is doing what other places have done-encouraging environmentally friendly methods such as steam trains and cycling, which are integral to a celebration of the beauty of the landscape.	The purpose of this study is to address existing and future capacity needs throughout the NGTA corridor by providing additional capacity. Although cycling is recognized as an important tourism consideration, it is not a reasonable alternative to address the long distance and inter-regional movement of people and goods. The use of branding to encourage tourism in Niagara is not within the scope of this study.	Not applicable
	(pp. 68, 69) As in the rest of the report there is no description of walking or cycling here. This is a serious bias, because encouraging more of this in areas near congested parts of the QEW could relieve	The purpose of this study is to address existing and future capacity needs throughout the NGTA corridor by providing additional capacity. Although cycling is recognized as an important method of transportation for local trips, it is not a reasonable alternative to address the long distance and inter-regional movement of people and goods.	Not applicable

TRACKING #	COMMENT	RESPONSE	CHANGES TO DOCUMENT
	<p>one of the problems cited here that “Congestion levels on the freeway system impede overall trucking efficiency.”</p> <p>(p. 69) The last paragraph here shows considerable bias in favour of a new expressway to compliment the QEW. This comes from suggesting that the widening of the QEW has already taken place and that this expressway is the only trade link across the border.</p> <p>It is stated that, “Even with the widening to 6-lanes through St. Catharines, capacity problems on the QEW are experienced at various time periods through the years.” This is quite an outrageous error, since the widening is only in its construction phase now. A more accurate phrase would be that in the future, after 2011, the six lane widened QEW through ST. Catharines will continue to pose capacity problems, if the city does not move away from its current 85% automotive dependency, and shift trip levels to transit, cycling and walking to some degree.</p> <p>The QEW is described as the “only provincial facility that links the international bridges to the GTA”. This ignores the fact that three of these bridges are rail bridges and that all of them are not even connected to the QEW.</p>	<p>As discussed in response to a previous comment, the text in Section 7.1.4 will be updated as follows: “Even with the planned widening to 6 lanes through St. Catharines...”</p> <p>The text of this section will be updated to specify the international crossings that are linked via the QEW to the GTA (i.e. the Rainbow Bridge, Queenston-Lewiston Bridge, and Whirlpool Rapids Bridge).</p>	<p>Update Section 7.1.4 of the Overview of Transportation and Socio-Economic Conditions Report.</p>
	<p>OTHER COMMENTS</p> <p>Concerned that a pre-determined assumption to have a second expressway to compliment the QEW as a link between the GTA and the international bridges on the Niagara River. I also realized that through the determination of the study area, such a highway or combined highway/transit link, would involve <u>a new crossing of the Niagara Escarpment.</u></p>	<p>It is important to note that no decision has yet been made on the type of transportation solution(s) to address capacity needs in the Niagara to GTA corridor. It is recognized that a variety of transportation solutions may be required to address the transportation needs in the Niagara to GTA corridor, including improvements to other modes of transportation (e.g. transit, rail, marine, etc.).</p>	<p>Not applicable</p>
	<p>A number of significant protected areas, most notably one provincial park-Rock Point provincial park just inside Haldimand County on Lake Erie, were not mentioned. While I originally believed that this was simply a serious omission, I soon learned that it was not, but was created out of the exclusion of this area from the assessment study area.</p> <p>Haldimand County is entirely outside the study area. Highway 401 is entirely excluded from the study area. The arbitrary nature of this decision is underscored by the fact that it appears that Highway 401 in both the County of Wellington and Halton Region, is only a few miles from the study area boundaries.</p> <p>Unless the study area is expanded, any decision to build a new 400 series highway to improve transportation between the GTA and the Niagara international bridges will result in the degradation of the Niagara Escarpment. This would occur through either a massive widening of Highway 403 where it crosses the Niagara Escarpment, or</p>	<p>As defined in the approved ToR (refer to Section 2.4 – Summary of the Purpose of the Undertaking), the purpose of this study is to address existing and future anticipated transportation capacity deficiencies (transportation problems and opportunities) within the corridor by providing additional capacity for a 30 year planning horizon and beyond. As such, the identification of the NGTA Preliminary Study Area is consistent with Schedule 6 in the Growth Plan. To expand the Preliminary Study Area to include areas Haldimand County is outside of the scope of this study.</p> <p>The study area may be modified as the study proceeds based on the identified transportation problems and alternatives to be examined to address the identified problems.</p>	<p>Not applicable</p>

TRACKING #	COMMENT	RESPONSE	CHANGES TO DOCUMENT
	<p>through the construction of a new expressway, comparable to what in the past was referred to as the “mid-peninsula expressway.” This would involve a new crossing of the Niagara Escarpment by a series 400 expressway in either Oakville or Burlington.</p> <p>The study area should be extended northwards to the 401 as far west as the Woodstock interchange with Highway 403 in Woodstock. This would prevent the need for an expressway that degrades the Niagara Escarpment in two ways.</p> <p>This could be as follows:</p> <ol style="list-style-type: none"> The possibility of widening Highway 403 from Brantford to Woodstock. The need for improved transportation to the international border crossings by road transportation could be widening Highway 403 between Woodstock and some easterly point where it could connect to a mid-peninsula expressway that did not cross the Escarpment. Traffic to and from Toronto via Niagara could also go from 401 to such a road to avoid the congestion of the Queen Elizabeth Highway. Construction of New Expressway from 403 to 401 that does not cross Niagara Escarpment. The mid-peninsula expressway could where it crosses Highway 403 also be connected to the Highway 401. This could be done by a route both east, west or straight north from Brantford. <p>It is not necessary from a transportation perspective aimed at reducing congestion that for instance, impedes international trade, to construct a new expressway that crosses the Niagara Escarpment. What a Niagara Escarpment crossing seeks to facilitate is the use of the John Munro air port as a growth center.</p> <p>Having the Hamilton airport be the key factor in shaping of a future expressway is wrong for several reasons. One is that the airport is not treated as a growth center under the Places to Grow Plan. Secondly, development here would be green field growth that is contrary to the intensification objectives of the growth plan. Also, the decline in air port use here since the departure of West Jet shows there is little empirical evidence to support such a growth strategy. There should also be study of a possible rail link perhaps in a separate study in this process.</p>		
	<p>Another problem with the study boundaries, is that it excludes the possibility of establishing a ferry and / or passenger service between the GTA and Niagara across Lake Ontario. This area, which would extend to the Lake Ontario shore line from Oakville to Toronto and the lake in between, is not part of the current study.</p> <p>A ferry service would have several advantages. One of the most important is that it could ease the peak tourist time demand on the QEW in the summer months. A ferry service could be designed to</p>	<p>We are in the process of engaging Transportation Service Providers in the NGTA Preliminary Study Area (e.g. the Hamilton Port Authority, rail companies, GO Transit, etc.) regarding the identification of transportation problems, opportunities, future expansion plans, barriers to expansion, and how they may be able to play a role in accommodating the need for additional transportation capacity. The preliminary study area may be refined as the study proceeds to reflect the identified transportation problems and the alternatives under consideration.</p> <p>The approach to engaging other transportation service providers for this study has been approved in the ToR (Section 7.4). The ToR commits to working closely with all relevant regulatory agencies and the transportation</p>	<p>Not applicable</p>

TRACKING #	COMMENT	RESPONSE	CHANGES TO DOCUMENT
	<p>compliment the cycling infrastructure of the Welland Canal trail and on the Niagara Parkway to Niagara Falls. I could also be complimented by a transit way, which would facilitate high speed bus service through the provision of a separate lane to Niagara Falls from such points.</p> <p>In the past efforts by the private sector to have passenger service across Lake Ontario have failed. A different pattern could be achieved through a public venture, especially if subsidies were made in recognition that this would be more economical and efficient than construction of a new mid-peninsula expressway and have fewer negative environmental impacts.</p>	<p>service providers operating in the corridor. The Study Plan describes in Section 8 how service providers and other stakeholders will be engaged.</p> <p>We feel this collaborative approach with transportation service providers will promote the identification of a recommended Transportation Development Strategy that can be carried forward by MTO and other proponents.</p> <p>The preparation of the Transportation Development Strategy (TDS) will be completed in consultation with the TSPs. Every reasonable effort will be made to ensure that the service providers are supportive of the recommendations in the TDS.</p>	
	<p>The provincial government has made a commitment to establish a rail link to the Lester Pearson Airport. Since this area is outside of the study area, the potential benefits of this new rail link, and possibilities for connection for Niagara are not discussed.</p> <p>There is a heavy travel from the Lester Pearson International Airport to Niagara Falls. The GTA/Niagara Corridor Study should undertake to compliment this with rail service to Niagara. This could be done in exciting ways that could add considerably to the tourist draw of Niagara, for instance, through the provision of stream rail service. To have such a possibility be investigated, the study needs to be expanded to include the Lester Pearson Airport.</p>	<p>While the Study Area for the rail link is outside of the Preliminary Study Area for the Niagara to GTA Corridor, any potential issues or interactions with other studies and / or initiatives will be considered in a coordinated manner.</p>	Not applicable
	<p>Concern regarding a determination that the QEW was “at capacity.” Such arguments are disturbing in several regards, but most importantly, that such thinking pre-supposes the construction of a new mid-peninsula expressway.</p> <p>The 1994 Trans Focus 20/20 report noted that the highway could be expanded to eight lanes within the existing right of way. This possibility moreover, was nowhere mentioned in the text of the “Overview of Transportation, or in any of the public material generated for this study.</p>	<p>Over the coming months, the Project Team will be undertaking the analysis of transportation problems and opportunities in the preliminary study area, for all modes (as noted in Section 5 of the Study Plan). The results of this work will be the focus of the second round of consultation activities. A draft Area Transportation System Problems and Opportunities report will be prepared for consultation with stakeholders. The Overview of Transportation and Socio-economic Conditions Report was intended to provide a broad overview of exiting conditions in the preliminary study area, not to address transportation problems or solutions. The identification of transportation problems and the examination of alternatives will be the focus of subsequent study stages.</p>	Not applicable
	<p>The “Overview of Transportation and Socio-Economic Conditions”, did not propose looking at encouraging cycling and pedestrian transportation.</p> <p>Increasing pedestrian travel and cycling in Hamilton and Burlington would reduce the congestion on the Queen Elizabeth Highway between Burlington Street and the Centennial Parkway. This comes from the heavy local use of the QEW here, which causes delays for tourist travel and trucking.</p> <p>Concern that comments provided at the CAG meeting were not recorded.</p>	<p>The purpose of this study is to address existing and future capacity needs throughout the NGTA corridor by providing additional capacity. Although cycling is recognized as an important method of transportation for local trips, it is not a reasonable alternative to address the long distance and inter-regional movement of people and goods. This being said, walking/cycling will be considered from the perspective of Transportation Demand Management, as discussed in Section 7.2.1.</p> <p>The facilitators at the CAG meetings endeavour to record all comments provided during the meeting, including the breakout discussions. At the CAG meetings, there is the opportunity for CAG members to clarify comments provided or address any omissions. If you feel your comments are not being accurately or approximately acknowledged in the breakout session summaries or documented in the CAG meeting minutes, please bring these concerns forward to the Project Team and / or CAG facilitator during the meeting.</p>	Not applicable