

Comments	Response
<p>Have as many roundabouts as possible on the new highway.                      Extend highway west past Sebringville (no trucks will be able to get out on Highway 8 easily at Road 125).</p> <ol style="list-style-type: none"> <li>1. Have a centre barrier highway for safety and speed reasons (ice and cross over accidents)</li> <li>2. No stop lights at all interchanges with ramps preferred</li> <li>3. Have farmer operated/activated crossing barriers similar to railway crossings in 2 locations only, at Roads 109 and 104. This would allow safer crossing and only disrupt traffic briefly.</li> <li>4. Need 4 lanes along Lorne Avenue right to Road 127, west past Sebringville</li> </ol>	<p>The cross section of the roadway (e.g. number of lanes and lane separation treatment), the crossing road requirements / treatments and local road connections, including the connection to Highway 8, will be assessed as part of the Preliminary Design Phase of the study. Cross sections and treatments for each crossing will take into consideration factors related to traffic demands, safety and mobility as well as the needs of agricultural operations and emergency service requirements.</p>
<p>The route preference reflects the preferred choice for the majority of affected Perth East residents.                      Thank you for taking the time and doing the job right.                      I look forward to updates.</p>	<p>Your support for the Preferred Route has been noted.</p>
<p>I am very satisfied with the preferred route.                      I strongly feel that this will have the least impact on all involved. This will keep the children and elderly in the village of Shakespeare safe as well as the merging of resident traffic onto the highway.                      Thank you for all your efforts.</p>	<p>Your support for the Preferred Route has been noted.</p>
<p>Please keep me informed of further developments resulting from this PIC #4 and please inform me regarding the date, time and location of PIC #5.                      Too bad you can't make better use of existing ROW without destroying more farmland.                      Treat people fairly and pay them fairly for their property. Do it right the first time.</p>	<p>Compensation for loss of land and business impacts is determined on a case by case basis. Individual property requirements will be confirmed during the Preliminary Design Phase.</p>
<p>Hallelujah!! I believe you got it right with your decision to go with a south by-pass along the railway tracks. In my opinion this is the route which makes the most sense and cause the least upset. It is now time to end the study and stick with the route you have chosen. Congratulations &amp; Thank you!!</p>	<p>Your support for the Preferred Route has been noted.</p>
<p>Are there plans to include a noise barrier for the houses in the south end of town?</p>	<p>A preliminary noise assessment was presented as part of the information in Report H at PIC #4.                      Noise mitigation measures will be defined during the Preliminary Design Phase of the study through a detailed noise assessment for the preferred route. Mitigation measures will be employed where appropriate. The results of the detailed noise assessment will be presented for public review and comment at PIC #6.</p>
<p>I am very pleased that our protests about children and everyone's safety at stake by going through Shakespeare are no longer an issue.                      I still think south of the track before the existing railway bridge east of Shakespeare would be a much better and inexpensive route versus this route with 3 railway bridges. Please keep some access on side roads for agriculture. I know it isn't even an option now but Road 33 from New Hamburg to Stratford makes much more sense.                      Thank you for going around Shakespeare.</p>	<p>Your support for the Preferred Route has been noted.                      During the 'Preliminary Planning' phase, consideration was given to a new corridor south of the existing railway corridor from west of New Hamburg to east of Stratford. This alternative was not preferred through a process of comparative evaluation, as detailed in Report E, so it was not carried forward.                      Based on feedback received from stakeholders and the public, a new corridor south of the existing railway corridor was again reviewed in early 2010. The decision to not carry this alternative forward for further review was reconfirmed.</p>
<p>Just a note to thank you for picking south of Shakespeare as your route for the highway to travel to Stratford.                      Our grandchildren who live [REDACTED] don't want to move. They are the seventh generation in that house and are [REDACTED]. I hope there is no more changes to be made.</p>	<p>The crossing road requirements / treatments and local road connections will be assessed as part of the Preliminary Design Phase of the study. Treatments for each crossing will take into consideration the movement of agricultural equipment and emergency service requirements as well as factors related to traffic demands, safety and mobility.</p>

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New proposed route appears to be very satisfactory. Good use of existing rail allowances etc.	Your support for the Preferred Route has been noted.
Route looks like a good compromise to make the road better and serve the people with the least disruption.	Your support for the Preferred Route has been noted.
Good alternative route.	Your support for the Preferred Route has been noted.
Good explanation from staff.	Thank you for the comments you provided through the PIC #4 consultation process for the above-noted project, specifically your positive feedback regarding the study team and the responses they provided to your questions.
Hard to find someone to answer questions. Concerning intersection of new proposed highway and highway 59 – will lights be installed? If so, what about noise effects for homes on the other side of the tracks for air brakes from trucks and stopping and starting of traffic.	Thank you for your feedback regarding the PIC with respect to the availability of study team members to answer your questions. We appreciate you bringing this to our attention so we can ensure this does not occur at subsequent PICs. We hope you were able to speak with someone and have your questions answered. If not, please do not hesitate to contact the study team at your convenience.
To whom it may concern: The only problem I am concerned with as my property butts up against railway tracks and I am really concerned for the noise this will mean we have to put up with. Is there anything the committee is looking into for this.	A preliminary noise assessment was presented as part of the information in Report H at PIC #4. Noise mitigation measures will be defined during the Preliminary Design Phase of the study through a detailed noise assessment for the preferred route. Mitigation measures will be employed where appropriate. The results of the detailed noise assessment will be presented for public review and comment at PIC #6.  The crossing road requirements / treatments and local road connections will be assessed as part of the Preliminary Design Phase of the study. Treatments for each crossing will take into consideration the needs of agricultural operations and emergency service requirements as well as factors related to traffic demands, safety and mobility.
At a number of the traffic light controlled intersections in Wilmot township along the highway there is a high number of serious and sometimes fatal collisions. These occur as a result of vehicles making left turns on adjacent side streets / roads. In particular turning left onto Bleams Road from west bound 7/8 to go to Morningside Village. The removal of traffic lights at intersections along this stretch of the highway should be considered to lower the accident rate. Alternatives i.e. clover leafs or roundabouts should be considered.	The crossing road requirements / treatments and local road connections will be assessed as part of the Preliminary Design Phase of the study. A range of crossing road treatments will be considered, including at-grade signalized and roundabout intersection configurations as well as grade separated access such as interchanges, as applicable. Treatments for each crossing will take into consideration the needs of agricultural operations and emergency service requirements as well as factors related to traffic demands, safety and mobility.
Love it. Makes sense to run parallel with the train tracks and hook up to Park Road. Good choice. Relieves us of all safety concerns of one family and children crossing the highway to get to school and social activities. Stops all the noise from air brakes, waking the families along the highway at night. Please proceed with this plan.	Your support for the Preferred Route has been noted.

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<p>My family is very happy with the new proposed route to bypass Shakespeare. The new route would leave our beautiful community intact and safe for our children to grow up in. We have children that have to cross hwy 7 and 8 daily to get to school, play soccer, baseball or just to go to the park!!! All of the community features are on the other side of hwy 7 and 8 for our family. We greatly appreciate all the hard work that went into the new proposed route and we hope that you stick with this new route as it keeps Shakespeare intact as a hamlet that is safe for children and families to grow up in. The dangers of having a 4 lane hwy to cross over are horrific for any family to have to live with, not to mention the noise and pollution that go with any large hwy.</p>	
<p>Best plan to date!</p>	<p>Your support for the Preferred Route has been noted.</p>
<p>Get on with the highway expansion through the town! Shakespeare will end up being like a small town near Parry Sound (Nohle) Dec. 5, 2010 article in Toronto Star!! People fought for their town and no highway because of that, a gas station, Wendy's and Tim Horton's in that town have closed down and this small town becomes a ghost town.</p> <p>P.S. I am also a property owner in this town!</p>	<p>The evaluation criteria were applied to each of the route alternatives through a "net effects analysis" to determine net positive or negative environmental effects, with a comparative evaluation undertaken to highlight the relative differences in net effects of each route alternative. Based on these differences, the key trade offs (advantages and disadvantages) of each route alternative were identified allowing for a ranking of most preferred to least preferred to be assigned. Further details on the assessment and evaluation results for the route alternatives can be found in Report H available on the study website <a href="http://www.7and8corridorstudy.ca">www.7and8corridorstudy.ca</a>.</p> <p>The preferred route addresses local and inter-regional transportation capacity and highway safety needs with the least overall environmental impact.</p>
<p>Thank you for considering the Residents' concerns. I have a family who will be much safer. I think it makes sense to run parallel to the track as this provides minimum disruption to farm land. The noise level will be much more tolerable for my home. Please proceed with this plan.</p>	<p>Your support for the Preferred Route has been noted.</p>
<p>I am surprised with proposed route staying south of railway track and going around Shakespeare. It seems that political opposition from Shakespeare residents made a difference.</p> <p>If this is finally chosen, I would think the highway should be south of railway tracks from Shakespeare to New Hamburg.</p> <p>I think there are huge safety concerns on the existing road between Shakespeare and New Hamburg (Waterloo County border) that could be removed. We live in this stretch and the current highway is not safe here. The current highway must be improved before this study proposal will be implemented.</p> <p>I also think that crossings are a big concern no matter what the route is it will impact our livestock farm business.</p> <p>It is important that all crossings be maintained and made safer, perhaps with bridges. This will improve safety for farms and for drivers on the road.</p>	<p>The evaluation criteria were applied to each of the route alternatives through a "net effects analysis" to determine net positive or negative environmental effects, with a comparative evaluation undertaken to highlight the relative differences in net effects of each route alternative. Based on these differences, the key trade offs (advantages and disadvantages) of each route alternative were identified allowing for a ranking of most preferred to least preferred to be assigned. Further details on the assessment and evaluation results for the route alternatives can be found in Report H available on the study website <a href="http://www.7and8corridorstudy.ca">www.7and8corridorstudy.ca</a>.</p> <p>The preferred route addresses local and inter-regional transportation capacity and highway safety needs with the least overall environmental impact.</p> <p>During the 'Preliminary Planning' phase, consideration was given to a new corridor south of the existing railway corridor from west of New Hamburg to east of Stratford. This alternative was not preferred through a process of comparative evaluation, as detailed in Report E, so it was not carried forward.</p> <p>Based on feedback received from stakeholders and the public, a new corridor south of the existing railway corridor was again reviewed in early 2010. The decision to not carry this alternative forward for further review was reconfirmed.</p> <p>For the highway section between Shakespeare and Regional Road 1, 'long-term upgrades' will be reviewed during the Preliminary Design Phase. Potential upgrades could include improvements to the roadway cross section (e.g. number of lanes and shoulder area) and profile. Additional improvements could include implementation of snow drift mitigation measures. In select locations, the study team may also examine</p>

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	<p>opportunities to consolidate and/or realign access / driveway entrances to improve highway operations and the safety performance for this section of the highway for both the highway users and the adjacent landowners.</p> <p>In the interim, MTO's Southern Highways Program has the section of Highway 7&amp;8 from Shakespeare easterly to the Perth County boundary scheduled for pavement rehabilitation between the years 2012 to 2014. The actual year of construction will be determined as funding is made available.</p> <p>The crossing road requirements / treatments and local road connections, including the need for service roads within the Study Area, will be assessed as part of the Preliminary Design Phase of the study. Treatments for each crossing will take into consideration the needs of agricultural operations and emergency service requirements as well as factors related to traffic demands, safety and mobility.</p>
<p>Speaking for myself (as I often commuted via this route between Kitchener and the London area) this alternative is definitely beneficial. I'm pleased that Shakespeare and Stratford will be bypassed and am satisfied that the project team have performed due diligence in the course of this study.</p>	<p>Your support for the Preferred Route has been noted.</p>
<p>It makes no sense to cross the railway tracks twice between New Hamburg and Shakespeare.</p> <p>The limited access road should start at the stop lights at the west end of New Hamburg and stay south of the railway tracks.</p> <p>The farms are already divided by the railway tracks and some farms have been severed with the tracks dividing 2 separate properties.</p> <p>The driveway access problems of the existing roadbed would be solved.</p> <p>Fewer individuals and properties would be impacted.</p> <p>This alternative would provide a safer route.</p> <p>It would most likely be a less expensive alternative.</p>	<p>During the 'Preliminary Planning' phase, consideration was given to a new corridor south of the existing railway corridor from west of New Hamburg to east of Stratford. This alternative was not preferred through a process of comparative evaluation, as detailed in Report E, so it was not carried forward.</p> <p>Based on feedback received from stakeholders and the public, a new corridor south of the existing railway corridor was again reviewed in early 2010. The decision to not carry this alternative forward for further review was reconfirmed.</p>
<p>This new preferred route is a good compromise between safety through Shakespeare and preserving farm land by following the railway ROW.</p>	<p>Your support for the Preferred Route has been noted.</p>
<p>Presentation allows participants to receive quick overview of decisions and process to date.</p> <p>The map shows traffic flow from the preferred route to Perth Line 33 and Road 110. It would appear that a decision has been made to direct traffic flow south on Road 110. In discussion, it was indicated that this was not the case. At this time, Road 110 does not have the traffic flow that Road 111 does.</p>	<p>Thank you for your positive feedback regarding the brief presentation made at the PIC. We're pleased to hear you found it beneficial.</p> <p>The crossing road requirements / treatments and local road connections, including the connections between the Preferred Route and Perth Line 33, Road 110 and Road 111, will be assessed as part of the Preliminary Design Phase of the study. Treatments for each crossing will take into consideration the needs of agricultural operations and emergency service requirements as well as factors related to traffic demands, safety and mobility.</p>
<p>I am pleased that logic has been established by creating a bypass around Shakespeare. It is still a significant concern that you persist in having 4 lanes between Shakespeare and New Hamburg.</p> <p>Your organization continues to ignore that there are residents that live on this stretch of highway. There is also considerable amount of farm equipment that travels on this highway.</p>	<p>Your support for the Preferred Route around Shakespeare has been noted.</p> <p>During the 'Preliminary Planning' phase, consideration was given to a new corridor south of the existing railway corridor from west of New Hamburg to east of Stratford. This alternative was not preferred through a</p>

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<p>Your organization must put the public's safety a priority and make this new highway a non-access route where laneways and farm traffic are not present.</p> <p>I am an area resident that has lived and farmed on this stretch of highway for approximately 30 years.</p> <p>I currently own two farm property's [REDACTED]. As you can note these two properties are on opposing sides of the current preferred route. Currently these two farm properties are utilized for crop production and frequent highway travel is required with large equipment (tractors, combines, sprayers etc.). With the current proposal there will be an increase in daily commuters. With this increase how can you ensure that I will have safe access between these two locations for myself, my family members or individuals that I am working with? This is not only a concern of mine but also other individuals along this stretch of highway. This is a farming community and equipment travel on this stretch of highway is required!</p> <p>Not only is equipment travel a concern but also daily vehicle transportation by myself, my family and individuals visiting the farm. How is it going to be possible that we will have safe access to the highway. This would include when we are leaving the farm as well as when we are returning to the farm and required to cross the two lanes of traffic coming from the opposing direction. All this will be occurring while traffic will be approaching from the rear at a high rate of speed. There is "NOT" a safe solution that can be provided for the person that is entering my farm property or other commuters utilizing the highway.</p> <p>It amazes me that the MTO has taken the public's best interest to heart for a large portion of this project but has neglected the residents on the stretch of highway between west side of New Hamburg and the east side of Shakespeare. SAFETY needs to be priority #1 and the MTO has neglected to fulfill its responsibility in this regard. This type of highway expansion needs to be a route that does not include lane-way traffic that would be leaving or enter the farm property.</p> <p>There is NO safe solution other than creating an isolated route that does not include vehicle access other than through interchanges. This being said the only possible solution would be to designate a route away from the current 7 &amp; 8 highway. For this I would suggest maintaining the existing proposed route west of Shakespeare to Stratford that runs adjacent to the existing railway lines. A similar route running along the tracks should be created between New Hamburg and Shakespeare. This would provide optimal commuter safety with a route that runs in a straight line between New Hamburg and Stratford and does not endanger the existing farm community.</p> <p>I will be expecting to hear from your organization with a plausible solution.</p>	<p>process of comparative evaluation, as detailed in Report E, so it was not carried forward.</p> <p>Based on feedback received from stakeholders and the public, a new corridor south of the existing railway corridor was again reviewed in early 2010. The decision to not carry this alternative forward for further review was reconfirmed.</p> <p>For the highway section between Shakespeare and Regional Road 1, 'long-term upgrades' will be reviewed during the Preliminary Design Phase. Potential upgrades could include improvements to the roadway cross section (e.g. number of lanes and shoulder area) and profile. Additional improvements could include implementation of snow drift mitigation measures. In select locations, the study team may also examine opportunities to consolidate and/or realign access / driveway entrances to improve highway operations and the safety performance for this section of the highway for both the highway users and the adjacent landowners.</p> <p>In the interim, MTO's Southern Highways Program has the section of Highway 7&amp;8 from Shakespeare easterly to the Perth County boundary scheduled for pavement rehabilitation between the years 2012 to 2014. The actual year of construction will be determined as funding is made available.</p> <p>The crossing road requirements / treatments and local road connections will be assessed as part of the Preliminary Design Phase of the study. Treatments for each crossing will take into consideration the needs of agricultural operations and emergency service requirements as well as factors related to traffic demands, safety and mobility.</p>
<p>Where the new road picked up Line 33, will there be service roads for property access along this stretch of road?</p> <p>Will the land purchased 40 years ago for this road be returned to the former properties?</p>	<p>The crossing road requirements / treatments and local road connections, including the need for service roads within the Study Area, will be assessed as part of the Preliminary Design Phase of the study. Treatments for each crossing will take into consideration the needs of agricultural operations and emergency service requirements as well as factors related to traffic demands, safety and mobility.</p> <p>Opportunities for Ministry owned lands west of Shakespeare to be returned to agricultural use will be explored during the Preliminary Design Phase of the study.</p>
<p>Logically speaking, all of the rationale seems reasonable to me in what has been planned to date, particularly after asking for any clarification today. I understand after speaking to one of the representatives today, that although I have no concerns to speak of now after asking questions and I might not have felt a</p>	<p>Your support for the Preferred Route has been noted.</p>

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<p>need to fill out this questionnaire, I was told it may still be useful for you to know that there is now one less person with concerns left to express.</p>	
<p>This preferred route alternative seems more sensible. It preserves the character of Shakespeare. Fryfogel Inn is still a concern if the highway is widened there. Most wetlands have been considered.</p>	<p>Your support for the Preferred Route has been noted.</p> <p>Opportunities to mitigate potential impacts of the Preferred Route on the Fryfogel Inn will be examined during the Preliminary Design phase of the study.</p>
<p>Thanks for listening to the comments from the residents of Shakespeare. Our safety concerns were met. Thanks again for listening.</p>	<p>Your support for the Preferred Route has been noted.</p>
<p>This is a much better solution than going through Shakespeare.</p>	<p>Your support for the Preferred Route has been noted.</p>
<p>The 4 lane highway is going through our front yard. How are we to keep a fourth generation farm going?                      How are the farmers to get their equipment to neighboring farmland?                      What are the safety procedures for a school bus stopping to let children on/off on a 4 lane highway? We have witnessed cars not stopping on the 2 lane highway! Would you want your children or family travelling on a 4 lane highway everyday to go everywhere? Would you want to raise your family on a fourth generation farm with a 4 lane highway in the front yard?                      There are other options:                      1. Paving both roads on either side                      2. Making a truck route (Perth 33) taking trucks off the 7/8 would take a lot of traffic off                      3. Making a right hand turn lane at the lights in Shakespeare to move traffic                      Would you not rather want a highway in your backyard than front yard? People can deal with noise in their back bush better than the traffic in the front yard.                      It is going to ruin a lot of generational farms and property for a 9 minute drive from New Hamburg to Stratford. In summary, pave and upgrade existing roads so farmers don't have to give up part of their livelihood for an unnecessary highway. You can't please everyone, but people can't protest about already existing roads.                      We were told that people would be compensated financially if the highway directly affected them, but what compensation does the property owner get on the other side of the Highway? We still get the 4 lanes in our front yard and we are 'directly' affected!</p>	<p>Your concerns regarding the impacts of the Preferred Route on your property and the surrounding area have been documented.</p> <p>During the 'Transportation Planning' phase of the study, the existing road network in the broader study area was assessed to determine travel patterns, the functional use of the area road network, and current and forecasted capacity deficiencies. The study then tested various network improvement alternatives, including the use of municipal roads to determine if local road improvements would address the identified problems and opportunities.</p> <p>The detailed analysis, utilizing origin destination travel survey information and 103 travel zones developed and refined specifically for the study area, determined that there will be a road capacity deficiency of 1 lane in each direction by 2031 in the area road network. Paving roads adjacent to Highway 7&amp;8; utilizing Perth Line 33 as a truck route and/or alterations to intersections in the Shakespeare area alone, do not address the deficiencies in the study area network (from east of New Hamburg to west of Stratford).</p> <p>The evaluation criteria were applied to each of the route alternatives through a "net effects analysis" to determine net positive or negative environmental effects, with a comparative evaluation undertaken to highlight the relative differences in net effects of each route alternative. Based on these differences, the key trade offs (advantages and disadvantages) of each route alternative were identified allowing for a ranking of most preferred to least preferred to be assigned. Further details on the assessment and evaluation results for the route alternatives can be found in Report H available on the study website <a href="http://www.7and8corridorstudy.ca">www.7and8corridorstudy.ca</a>.</p> <p>The preferred route addresses local and inter-regional transportation capacity and highway safety needs with the least overall environmental impact.</p> <p>For the highway section between Shakespeare and Regional Road 1, 'long-term upgrades' will be reviewed during the Preliminary Design Phase. Potential upgrades could include improvements to the roadway cross section (e.g. number of lanes and shoulder area) and profile. Additional improvements could include implementation of snow drift mitigation measures. In select locations, the study team may also examine opportunities to consolidate and/or realign access / driveway entrances to improve highway operations and the safety performance for this section of the highway for both the highway users and the adjacent landowners.</p> <p>In the interim, MTO's Southern Highways Program has the section of Highway 7&amp;8 from Shakespeare easterly to the Perth County boundary scheduled for pavement rehabilitation between the years 2012 to 2014. The actual year of construction will be determined as funding is made available.</p> <p>The crossing road requirements / treatments and local road connections will be assessed as part of the Preliminary Design Phase of the study. Treatments for each crossing will take into consideration the needs of agricultural operations and emergency service requirements as well as factors related to traffic demands,</p>

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	<p>safety and mobility.</p> <p>A preliminary noise assessment was presented as part of the information in Report H at PIC #4. Noise mitigation measures will be defined during the Preliminary Design Phase of the study through a detailed noise assessment for the preferred route. Mitigation measures will be employed where appropriate. The results of the detailed noise assessment will be presented for public review and comment at PIC #6.</p> <p>Compensation for loss of land and business impacts is determined on a case by case basis. Individual property requirements will be confirmed during the Preliminary Design Phase.</p>
<p>██████████ was instrumental in obtaining highway concern survey responses from thousands of Shakespeare visitors and Stratford Shakespeare Festival guests. There were compiled and electronically scanned and sent to MTO (Oct 2009) to support the major submissions from the Shakespeare Business Community to MTO outlining in detail the concerns of our business community, customers, guests and visitors from countries all around the globe Not for the efforts of ██████████, this project would have been much less successful. ██████████ has been a pillar of our Hamlet now for nearly for half a century, and has been very instrumental in shaping the business community we now have. Through his efforts, Shakespeare has been transformed from a rough and tumble biker haven to an eclectic laid-back walking shopping Antiques Mecca attracting visitors, guests and customers from around the globe. Shakespeare has become an integral part of the annual Stratford Shakespeare Festival experience for guests from everywhere. The laid-back country-quiet slower-paced ambiance of yesteryear is a defining characteristic and a key draw of our Hamlet, we do not expect to lose.</p>	<p>Your feedback regarding the Shakespeare community from a business perspective is appreciated. We look forward to the continued involvement of the Shakespeare Business Association in this study.</p>
<ul style="list-style-type: none"> <li>• Own farm properties fronting on both Perth 33 and 110 ██████████</li> <li>• Currently move equipment and livestock across the proposed control access highway from property ██████████ to property ██████████, and vice versa.</li> <li>• Impacts to farm business of loss of high movement would be considerable. Can't walk cattle along 33 and 110. Need to be able to water cattle ██████████ at a pond located on a part of the same property just north of proposed highway.</li> <li>• Particularly interested in farm underpass for livestock machinery and want to ensure the vertical alignment considers this need. (Currently have an agricultural underpass ██████████)</li> <li>• Want to discuss merits of locating proposed new highway on west versus currently proposed east side of municipal drain (not yet in a position to indicate which is preferred).</li> <li>• Need to know area of land that will be taken.</li> <li>• Devastated by the proposed route and its potential impact and therefore request that these comments be considered preliminary only.</li> <li>• Urgently request meeting to discuss impact of proposed route on ongoing farm business operations, and mitigation for those impacts.</li> <li>• Suggest that a blow up to larger scale aerial photography will be necessary to support these discussions.</li> </ul> <p>Please mail me a photocopy of this comment sheet</p>	<p>Your concerns regarding the preferred route are noted. We would be pleased to meet with you to discuss your concerns in more detail.</p> <p>Opportunities to refine the preferred route in the vicinity of the municipal drain and to provide an agricultural underpass in this location will be explored during the Preliminary Design Phase of the study. Preliminary design involves defining the preferred route in greater detail, including roadway cross section, crossing road treatments and mitigation measures. The study team will consider all input received to date during the preliminary design phase and will continue to work with interested persons to ensure we fully understand their concerns so that all opportunities to mitigate potential impacts are identified and evaluated.</p> <p>Crossing road requirements / treatments and local road connections will be assessed as part of the Preliminary Design Phase of the study. Treatments for each crossing will take into consideration the needs of agricultural operations and emergency service requirements as well as factors related to traffic demands, safety and mobility.</p> <p>Individual property requirements will be confirmed during the Preliminary Design Phase.</p>
<p>I think the road should be starting at the Wilmot Easthope line so you don't have to cross the railway line in two places plus you need limited access roads (keep farm machinery off the road). We have to be thinking</p>	<p>During the 'Preliminary Planning' phase, consideration was given to a new corridor south of the existing railway corridor from west of New Hamburg to east of Stratford. This alternative was not preferred through a</p>

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<p>years down the road.</p> <p>Farm land that is lost will be supplemented by yield increases per acre which has already doubled in the last 40 years.</p> <p>PS – I am still involved in farming.</p>	<p>process of comparative evaluation, as detailed in Report E, so it was not carried forward.</p> <p>Based on feedback received from stakeholders and the public, a new corridor south of the existing railway corridor was again reviewed in early 2010. The decision to not carry this alternative forward for further review was reconfirmed.</p>
<p>I would like the address/name of the person to send a letter to who will confirm that when I sell my property the MTO will honour their 'hardship' policy when the value of my property drops dramatically as a result of 5-lanes of highway outside the door.</p> <p>Perth Line 33 was a township road when we purchased our property. The county took it over and we had to move our house back – now the province wants to take it over – what next?</p> <p>If all the future population estimates are correct are you not concerned that you will need to build a bypass around the proposed bypass? You are not going south of Stratford far enough with your bypass.</p>	<p>Route alternatives using the existing Highway 7&amp;8 alignment west of Shakespeare and the associated lands already owned by MTO were generated and assessed during the Detailed Planning phase.</p> <p>The Preferred Route addresses local and inter-regional transportation capacity and highway safety needs with the least overall environmental impact. Further details on the assessment and evaluation results for the route alternatives can be found in Report H available on the study website <a href="http://www.7and8corridorstudy.ca">www.7and8corridorstudy.ca</a>.</p> <p>The study team recognizes characteristics of agricultural businesses in the area. Crossing road requirements / treatments and local road connections will be assessed as part of the preliminary design phase of the study. Treatments for each crossing will take into consideration the needs of agricultural operations and emergency service requirements as well as factors related to traffic demands, safety and mobility.</p> <p>An implementation strategy will be developed for the recommended improvements that will take into account several factors including areas of greatest need and will identify when and where the safety, operational and capacity improvements should be implemented over the 30-year planning horizon. The actual construction timing will be subject to the availability of funding as the forecasted needs become realized. In the meantime, regular maintenance activities such as replacement of driving surfaces and localized operational improvements may occur throughout the study area as the need is identified.</p> <p>Please direct any specific questions regarding the property acquisition process to Mr. Charles Organ, the MTO Project Manager, at 1-800-265-6072 ext. 4591.</p> <p>Compensation for loss of land and business impacts is determined on a case by case basis. Individual property requirements will be confirmed during the Preliminary Design Phase.</p> <p>The objective of the current study is to obtain environmental approval on a long-term plan that will assist all property owners, including MTO, in making smart investment decisions over the interim until highway expansion is funded and scheduled for construction. Until such time, the MTO will endeavour to assist property owners that demonstrate a hardship as a direct result of the highway planning.</p>
<p>We continue to be <b>very concerned</b> over the proposed route that the MTO is proposing for Highway 7&amp;8 between Shakespeare and Stratford.</p> <p>Anyone who has watched the news or read the newspapers recently is aware of the concerns of rapidly rising food prices. Yet, our government continues to propose putting pavement over our farm land.</p> <p>The latest proposed four-lane bypass cuts a large swath through prime farm land as it bypasses Shakespeare and cuts down towards Pork Street 2 ½ miles east of the city limits. This while the MTO already owns enough land along Hwy 7&amp;8 from Shakespeare to the existing four lanes going into Stratford to add another 2 lanes</p> <p>Not only does this chew up valuable farm land, it creates a nightmare for farm producers needing to move their equipment from farm to farm. Gone are the days when the typical farm was 100 acres and a farmer was able to graze his cattle and produce enough crops to survive. Now the typical farm producer owns or leases many more acres which could be across the road – or across the township! This means that their</p>	<p>Route alternatives using the existing Highway 7&amp;8 alignment west of Shakespeare and the associated lands already owned by MTO were generated and assessed during the Detailed Planning phase.</p> <p>The Preferred Route was identified based on a detailed assessment and evaluation of each route alternative using over 60 criteria from four major factor areas, specifically the natural environment, land use / socio-economic environment (which includes numerous agricultural criteria), cultural environment and transportation factors. The Preferred Route addresses inter-regional transportation capacity and highway safety needs with the least overall environmental impact. Further details on the assessment and evaluation results for the route alternatives can be found in Report H available on the study website <a href="http://www.7and8corridorstudy.ca">www.7and8corridorstudy.ca</a>.</p> <p>The study team recognizes some agricultural businesses in the area are comprised of many integrated business units located both north and south of Highway 7&amp;8. As a result, the ability to transport manure and forage to the integrated units is a concern if access across the proposed route is limited. Crossing road requirements / treatments and local road connections will be assessed as part of the preliminary design</p>

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<p>equipment, which is also much bigger, needs to move along our country roads – roads like Perth Line 33. The existing 7&amp;8 needs improvements now...for safety reasons. That’s where the MTO should concentrate.</p>	<p>phase of the study. Treatments for each crossing will take into consideration the movement of agricultural equipment and emergency service requirements as well as factors related to traffic demands, safety and mobility.</p> <p>An implementation strategy will be developed for the recommended improvements that will take into account several factors including areas of greatest need and will identify when and where the safety, operational and capacity improvements should be implemented over the 30-year planning horizon. It is important to note that the actual construction timing will be subject to the availability of funding as the forecasted needs become realized. In the meantime, regular maintenance activities such as replacement of driving surfaces and localized operational improvements may occur throughout the study area as the need is identified.</p>
<p>Line 33 was a gravel road when we purchased our property. We bought with the intention of living on a quiet road in a rural community.</p> <p>Then years after we built our home we are now forced with living on a 4 lane highway. More and more I am feeling that we (and everyone else living on Line 33 who will be impacted by this 4 lane highway) ended up with this short straw because others had a stronger voice – others being 1. Stratford City, 2. Those living on 7/8 and 3. Shakespeare residents.</p> <p>I sympathise with all of the above involved because everyone has a huge interest in why or why not they support the 4 lane highway. I also understand that MTO has put time and effort into the study. Before making any final decisions please again hear my concerns with a 4 lane highway on Line 33.</p> <p>1. Mr Wilkinson MPP – stated in an article prior to Christmas 2010 that a 4-lane highway will reduce accidents. Again I go back to what was said at an earlier PIC “there are more accidents on the present 4-lane stretch of 7/8 between New Hamburg and Kitchener than on the two lane stretch between New Hamburg and Stratford. I drove twice a day for 5 years between Stratford and New Hamburg and observed minimal highway mishaps.</p> <p>2. Changing Line 33 to a 4 lane highway seriously impacts our lifestyle, ie. Using the roadside for biking/walking. There is no way either forms of recreation can be done on a 4-lane highway.</p> <p>3. A 4-lane highway DEFINITELY changes our lifestyle and enjoyment of the quiet rural community we chose to live in. A higher density of traffic creating more noise/pollution/speed-accidents. Perhaps this is of no value to you – but to us – it is why we decided to live in a rural community – after living for 10 years in Kitchener. Peace, quiet, nature, clean air, and rural community mean a WHOLE lot to us otherwise we would not have attended every PIC, invited MTO to our home, and written at least 3 letters.</p> <p>WE CARE and are very concerned about the loss we and our neighbours will experience if Line 33 changes from 2-lane to a 4-lane highway. There are at least 14 home/families between Rd 110 and Stratford that will be SERIOUSLY impacted by a 4-lane highway- there has to be a better way, please find it!</p>	<p>Your opposition to the Preferred Route has been noted. Your continued involvement in the study since study inception, as well as other land owners along Line 33, is both noted and appreciated.</p> <p>The evaluation criteria were applied to each of the route alternatives through a “net effects analysis” to determine net positive or negative environmental effects, with a comparative evaluation undertaken to highlight the relative differences in net effects of each route alternative. Based on these differences, the key trade offs (advantages and disadvantages) of each route alternative were identified allowing for a ranking of most preferred to least preferred to be assigned. Further details on the assessment and evaluation results for the route alternatives can be found in Report H available on the study website <a href="http://www.7and8corridorstudy.ca">www.7and8corridorstudy.ca</a>.</p> <p>The preferred route addresses local and inter-regional transportation capacity and highway safety needs with the least overall environmental impact.</p> <p>The widening of Highway 7&amp;8 to 3 lanes through Shakespeare did not address the identified transportation problems and opportunities for the 2031 planning horizon. As a result, this alternative was not carried forward as it will have environmental impacts without providing the required transportation benefits.</p> <p>Route alternatives using the existing Highway 7&amp;8 alignment west of Shakespeare and the associated lands already owned by MTO were generated and assessed during the Detailed Planning phase.</p> <p>The study team recognizes characteristics of agricultural businesses in the area. Crossing road requirements / treatments and local road connections will be assessed as part of the preliminary design phase of the study. Treatments for each crossing will take into consideration the needs of agricultural operations and emergency service requirements as well as factors related to traffic demands, safety and mobility.</p>

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<p>Only a government adding nearly 20 billion dollars a year to the provincial debt would ignore the land purchased years ago by the MTO along the present 7&amp;8 corridor. Their most recent plan is to carve out a new route through valuable farmland between Shakespeare and Stratford. Travelling west towards Stratford this proposed new route would then connect with Line 33 (Pork Road) at Road 110 and carry on to Lorne Ave. at Romeo St.</p> <p>The farming operations in this entire area, which will be impacted by the proposed new highway, exceeds 14,000 acres. The days of 100 acre farms operating as a single compact unit are long gone. Today's modern farming operations own or rent multiple farms spread over a large area and are dependent on being able to move large pieces of machinery frequently from one location to another. The proposed new highway will make this difficult and dangerous and in some cases impossible. Even though the MTO Project Managers and Consultants have been given documented facts on this issue, they still don't seem to get it!</p> <p>Most of the homes along Line 33 are presently located very close to the road. The new proposed highway would end up on their front door step. Earlier in the Highway project process it was suggested in the Beacon Herald's own Opinion Pieces, that the entire length of Line 33 be used as an alternative route. In response, the Project Manager, Ms. Brenda Jamieson, stated (February 5, 2011, Beacon Herald ) and we quote in part, "land would have to be acquired from adjacent property owners along the entire length of the road for widening, building setbacks and multiple private entrances would become problems, and traffic, noise and air quality issues would be introduced". So, are the residents along Line 33 between Road 110 and Romeo St. just to be written off? Don't we count?</p> <p>At the last January 2011 PIC sessions held in Shakespeare two Project consultants indicated MTO had not "heard from" land owners along Line 33. Not true. We and our neighbours have most definitely submitted letters of concern and opposition regarding the negative impact of the proposed highway on our farming community, our homes and lifestyle.</p> <p>From the beginning, there has been a sensible, practical and cost effective solution to the 7/8 route between Shakespeare and Stratford:</p> <ul style="list-style-type: none"> <li>• Put 3 lanes through Shakespeare. This doesn't gut the village as the earlier proposed 4/5 lane expansion threatens, nor does it create a ghost town as the latest plan from the Project Managers would ensure. The present plan to bypass Shakespeare is far from unanimous among the residents of the village.</li> <li>• Utilize the land already set aside and owned by the MTO along the present 7/8 corridor for highway expansion.</li> <li>• If the MTO and the City of Stratford want a transit corridor between Highway 7/8 and Lorne Ave., then expropriate land within city limits. There is fallow land running from Ontario St. a good portion of the way to Lorne Ave. Solve city problems within city boundaries and get off the back of the rural community!</li> </ul> <p>This letter is copied to Ministers Wilkinson [Environment], Wynne [Transportation], and Mitchell [Agriculture]. We would like to have a public reply from them stating their position with regard to the route options for Highway 7/8 – that is – using the existing 7/8/ route as outlined above or paving over farmland and jeopardizing the viability of dozens of farm operations that generate millions of dollars of commercial activity? I'm sure the rural community at large would appreciate knowing the Ministers' positions so that they can make an informed decision in the October election.</p>	<p>Your opposition to the Preferred Route has been noted.</p> <p>The widening of Highway 7&amp;8 to 3 lanes through Shakespeare did not address the identified transportation problems and opportunities for the 2031 planning horizon. As a result, this alternative was not carried forward as it will have environmental impacts without providing the required transportation benefits.</p> <p>Route alternatives using the existing Highway 7&amp;8 alignment west of Shakespeare and the associated lands already owned by MTO were generated and assessed during the Detailed Planning phase.</p> <p>The Preferred Route was identified based on a detailed assessment and evaluation of each route alternative using over 60 criteria from four major factor areas, specifically the natural environment, land use / socio-economic environment (which includes numerous agricultural criteria), cultural environment and transportation factors. The Preferred Route addresses inter-regional transportation capacity and highway safety needs with the least overall environmental impact. Further details on the assessment and evaluation results for the route alternatives can be found in Report H available on the study website <a href="http://www.7and8corridorstudy.ca">www.7and8corridorstudy.ca</a>.</p> <p>The study team recognizes some agricultural businesses in the area are comprised of many integrated business units located both north and south of Highway 7&amp;8. As a result, the ability to transport manure and forage to the integrated units is a concern if access across the proposed route is limited. Crossing road requirements / treatments and local road connections will be assessed as part of the preliminary design phase of the study. Treatments for each crossing will take into consideration the movement of agricultural equipment and emergency service requirements as well as factors related to traffic demands, safety and mobility.</p> <p>Your continued involvement in the study since study inception, as well as other land owners along Line 33, is both noted and appreciated.</p> <p>During the preliminary design phase, the study team will consider all input received to date and will continue to work with interested persons to ensure we fully understand their concerns. The study team will also continue to investigate ways to further avoid and/or mitigate impacts wherever possible.</p> <p>Chuck / James: How do you want to respond to the comment requesting a public reply from the three Ministers?</p>
<p>It does not make sense not to go through Shakespeare. The government has bought land on either side of the highway to widen it, the value of land in Shakespeare is less than the agricultural land that will be wasted, and the businesses in Shakespeare will be worth even less because people will not turn off the</p>	<p>The evaluation criteria were applied to each of the route alternatives through a "net effects analysis" to determine net positive or negative environmental effects, with a comparative evaluation undertaken to highlight the relative differences in net effects of each route alternative. Based on these differences, the key</p>

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<p>highway to visit the shops.</p> <p>Agriculture in the area contributes much more to the province than all of the shops on the main street in Shakespeare.</p> <p>Two lanes each way plus a turning lane in both directions would serve traffic needs more. Widening existing roads would make more sense financially.</p>	<p>trade offs (advantages and disadvantages) of each route alternative were identified allowing for a ranking of most preferred to least preferred to be assigned. Further details on the assessment and evaluation results for the route alternatives can be found in Report H available on the study website <a href="http://www.7and8corridorstudy.ca">www.7and8corridorstudy.ca</a>.</p> <p>The preferred route addresses local and inter-regional transportation capacity and highway safety needs with the least overall environmental impact.</p>
<p>The route that has been presented seems to be a fair and reasonable solution for minimising all possible negative impacts on land usage, environment, public safety and meets the overall requirements of movement of people and goods in a sensible manner.</p> <p>It is hoped that this preferred route is the final with minor adjustments.</p> <p>The process to get to this point has been fair in taking into consideration the needs and concerns of those most adversely affected.</p>	<p>Your support for the Preferred Route has been noted.</p>
<p>RE: the work now being done on the highway between New Hamburg and Shakespeare</p> <p>I use the highway with farm equipment. By removing the mailboxes, I no longer have to swing out into traffic to get around them, which makes it much safer.</p> <p>When you finish the work, could you also set back some signs a few feet from the edge of the shoulder.</p> <p>Please forward to whoever is in charge of looking after the work on the highway.</p>	<p>MTO's Southern Highways Program has the section of Highway 7&amp;8 from Shakespeare easterly to the Perth County boundary scheduled for pavement rehabilitation between the years 2012 to 2014. The actual year of construction will be determined as funding is made available.</p> <p>Your comments regarding signage and 'set backs' of other features along the highway have been shared with the relevant staff at MTO for consideration as the above noted improvements are scheduled and will be considered during Preliminary Design for the route identified as part of this study.</p>
<p>I prefer route to the south of the railway tracks starting east of Road 101 / lights at 7/8 through to Stratford. You have shown this route from 106 west to Stratford.</p>	<p>During the 'Preliminary Planning' phase, consideration was given to a new corridor south of the existing railway corridor from west of New Hamburg to east of Stratford. This alternative was not preferred through a process of comparative evaluation, as detailed in Report E, so it was not carried forward.</p> <p>Based on feedback received from stakeholders and the public, a new corridor south of the existing railway corridor was again reviewed in early 2010. The decision to not carry this alternative forward for further review was reconfirmed.</p>
<p>We like the proposed route.</p>	<p>Your support for the Preferred Route has been noted.</p>
<p>Noise reduction for Shakespeare would be my concern, never find current walls all that effective.</p> <p>Would be interested in hearing alternative materials.</p> <p>Maybe a very low grade and sides built up using earth. Keeping road to Tavistock and track at existing height.</p> <p>Could possibly tunnel some portion of it using less costly material than concrete.</p> <p>I would like to see an end to development on farm land.</p> <p>It can't go on and on – what better time to have legislation work on total protection.</p> <p>My concern with the portion of highway cutting through fields is a greater likelihood of development from highway cutover towards Stratford.</p>	<p>A preliminary noise assessment was presented as part of the information in Report H at PIC #4. Noise mitigation measures will be defined during the Preliminary Design Phase of the study through a detailed noise assessment for the preferred route. Mitigation measures will be employed where appropriate, and in accordance with MTO policy. The results of the detailed noise assessment will be presented for public review and comment at PIC #6.</p> <p>Questions regarding land use and zoning for a property outside of the right-of-way for the Preferred Route should be directed to local planning staff. Land use within the study area is under the jurisdiction of the County of Perth and the Region of Waterloo and the constituent local Municipalities.</p>

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<p>I was just reviewing the new preferred route that was presented at the latest info session in Shakespeare. I see that the new alternative is to go south of the railway from Shakespeare to Stratford. That is a great idea. However, the section East of Shakespeare is still using the existing highway. Why? Why not just follow the railway line the entire way? This would result in no laneways coming off the 5 lane highway which would improve safety.</p> <p>I am a property owner in this area. Our property goes from the existing highway [REDACTED] so either way, I will have the 5 lane highway affecting my property. Our property is close to [REDACTED] so it is not that deep so the highway at the back will still give us highway noise, etc. but I would much prefer this as I have no idea how our children are going to safely get on and off the bus or how we are going to be able to safely turn left out of our driveway on a 5 lane highway with traffic travelling at 100 km +. I realize the posted limit will be 80 but that is what it is now and the traffic is travelling much faster than that. Currently however, there are some drivers who do obey the limit and force traffic behind them to slow down. With the 5 lanes, traffic will just be able to switch lanes to pass and continue to travel at excessive speeds.</p> <p>In my opinion, if you are going to spend the extra money to build a new highway along the railway for ¾ of the distance, why not go the entire way so that is safer for all home owners along the existing highway.</p> <p>You are so close to having an ideal plan, this one change is all it would take.</p>	<p>During the 'Preliminary Planning' phase, consideration was given to a new corridor south of the existing railway corridor from west of New Hamburg to east of Stratford. This alternative was not preferred through a process of comparative evaluation, as detailed in Report E, so it was not carried forward.</p> <p>Based on feedback received from stakeholders and the public, a new corridor south of the existing railway corridor was again reviewed in early 2010. The decision to not carry this alternative forward for further review was reconfirmed.</p> <p>For the portion of the preferred route which uses the existing highway between Shakespeare and Regional Road 1, upgrades will be reviewed during the Preliminary Design Phase to address operational and safety concerns. Upgrades could include improvements to the roadway cross section (i.e. number of lanes and shoulder area) and profile. Additional improvements could include implementation of snow drift mitigation measures. In select locations, the study team may also examine opportunities to consolidate and/or realign access / driveway entrances to improve highway operations and the safety performance for this section of the highway for both the highway users and the adjacent landowners.</p>
<p>Our dairy farm is located directly across the road from [REDACTED]. At the last meeting the consultants keep saying they can't move the inn so they will take more land off the north side [REDACTED].</p> <p>The farm house is too close to the highway now. What will happen to a farm that contributes [REDACTED] to the economy [REDACTED]?</p> <p>Use other roads to the north and south of the existing highway and stop cutting through good farmland!</p> <p>How can the province afford the costs of this project?</p> <p>Several points that were brought up at the last PIC meeting in Shakespeare at a table where I was standing with several neighbours:</p> <ol style="list-style-type: none"> <li>1. A point was made that there is the least amount of policing done on Highway 7&amp;8 between Shakespeare and New Hamburg and that stretch of highway also happens to be the farthest away from the nearest OPP detachment. At New Hamburg, the jurisdiction for policing is with the Waterloo Regional Police services in Cambridge and the closest to this stretch of highway in Perth County is Sebringville for OPP assistance. Add to this scenario a much wider and faster highway, making safety a very big issue in respect to policing services. Policing in this short corridor has been noted to be very low.</li> <li>2. Another point was also made that with the new Stratford Rotary Complex on the north end of Stratford, a lot of people coming and going there for hockey, etc. do not go into Stratford via 7&amp;8 and wind their way through the city to get to the north side of the city. They go north of Shakespeare on Road 107 and turn left onto Road 37 (Vivian St) and take that into the city. Road 37 is only paved from County Road 107 and west into the city. It is not paved from County Road 107 and east towards New Hamburg. People do not like taking gravel roads. Likewise, anyone coming from New Hamburg area and wanting to drive to the south side of Stratford, (short cut to St. Mary's, London and Grand Bend, ball diamonds, car dealerships, Sobeyes, Hunter Steel, Scotia Bank Administrative Division, Children's Aid Society and RBC being built for just a few examples of businesses) take 7&amp;8 and turn</li> </ol>	<p>Pork Road and/or Vivian Street will not be further reviewed as potential alternatives for the following reasons:</p> <ul style="list-style-type: none"> <li>• Capacity and safety concerns associated with the existing 2-lane highway would not be addressed for the 2031 planning horizon. As a result, neither the Pork Road nor the Vivian Street alternative would successfully meet EA requirements with respect to addressing study problems and opportunities;</li> <li>• Pork Road and Vivian Street are not constructed to stand the wear and tear associated with the forecast traffic volumes;</li> <li>• It is not appropriate to direct inter-regional traffic from a provincial highway to a local municipal road, and thereby change the role and function of that municipal road without converting/upgrading it to become a provincial highway.</li> </ul> <p>Your comments regarding paving of Vivian Street and Perth Line 33 / Pork Road have been noted and will be shared with Perth County and the constituent municipalities for their consideration.</p> <p>Your concerns regarding patrolling and enforcement of the existing highway in the areas noted have been forwarded to OPP for their consideration.</p> <p>For the portion of the preferred route which uses the existing highway between Shakespeare and Regional Road 1, upgrades will be reviewed during the Preliminary Design Phase to address operational and safety concerns. Upgrades could include improvements to the roadway cross section (i.e. number of lanes and shoulder area) and profile. Additional improvements could include implementation of snow drift mitigation measures. In select locations, the study team may also examine opportunities to consolidate and/or realign</p>

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<p>south at Shakespeare (Road 107) and turn right onto Road 33 (Pork Rd.) and take it into Stratford. Road 33 is paved only from County Road 107 and west into Stratford. East of County Road 107, Road 33 is not paved. Once again, people do not like to travel on unpaved roads.</p> <p>a) I believe that before millions of dollars are spent on widening the existing highway, another look at paving Roads 33 and 37 from County Road 107 and east to New Hamburg. I truly feel that if these roads were paved from New Hamburg to Stratford (one to the north side of Stratford and one to the south side of Stratford) it would alleviate a lot of traffic on the existing Highway 7&amp;8 from New Hamburg to Stratford.</p> <p>b) I've attached a map "A" of the area and have highlighted Roads 33 and 37 (Yellow) showing the traffic flow into Stratford as it is now happening as described above. I have also highlighted (Blue) these same two roads from Road 107 and East towards New Hamburg – the area I believe that should be paved.</p> <p>c) I've attached a map "B" highlighting (Orange) Roads 33 and 37 from New Hamburg to Stratford that I feel a large amount of traffic would utilize, if it was pavement all the way, alleviating the extensive amount of traffic that goes as far as Road 107 and then travels through Shakespeare.</p> <p>3. Another point was made regarding movement of farm machinery on a 4 or 5 lane highway. How can farmers move machinery on such a large highway and keep safety in mind?? Also, many farm and residential laneways will not be safe when having to get on and off a four lane highway not only for personal vehicles, but for farm-related feed trucks, milk trucks, egg trucks and livestock trucks delivering services to the farmers.</p> <p>4. An article in the Stratford Beacon Herald (the week of February 7<sup>th</sup>) Brenda Jamieson indicated a problem with different tiers of government being involved in different roads from Provincial highways, to County Roads and Municipal Roads. If there are issues with what level of government does what and who pays for what, I think this would be a grand opportunity for the different levels of government to PARTNERSHIP and finally start WORKING TOGETHER for the good of all and get rid of the "Silos" they are so used to working in.</p> <p>a) I have attached a hand-drawn map (taken from the Perth County website) to show in different colours the three different levels of government taking care of the roads in the area described above. What a mess of the three different colours!</p> <p>In closing, I would like to reiterate that I believe exploring more cost effective solutions such as my ideas above, needs to be addressed, tried out and then traffic flow and volume assessments several years later can be done to see if in fact flow and volume has improved. If traffic flow and volume has not improved, then consider another plan.</p>	<p>access / driveway entrances to improve highway operations and the safety performance for this section of the highway for both the highway users and the adjacent landowners.</p>
<p>According to your most recent proposal, you are planning to start at Road 106 heading south of the existing railway, all the way into Stratford.</p> <p>With your proposal you are building 2 new railway crossings, and you will have at least 36 private driveways to deal with on the existing 7 and 8 east of Road 106.</p> <p>This is not a very safe proposal for those living and travelling the highway, as this, portion east of Shakespeare has historically been the most deadly section of the whole route.</p> <p>You still have to deal with the Fryfogel Inn, Church and Cemetery.</p> <p>Please consider: Immediately east of the existing railway crossing (bridge), going south of the tracks and</p>	<p>During the 'Preliminary Planning' phase, consideration was given to a new corridor south of the existing railway corridor from west of New Hamburg to east of Stratford. This alternative was not preferred through a process of comparative evaluation, as detailed in Report E, so it was not carried forward.</p> <p>Based on feedback received from stakeholders and the public, a new corridor south of the existing railway corridor was again reviewed in early 2010. The decision to not carry this alternative forward for further review was reconfirmed.</p> <p>The 2031 forecasted traffic volumes have assumed that all reasonable modes of travel and demand</p>

Comments	Response
<p>following south all the way into Stratford.</p> <p>This proposal would have:</p> <ul style="list-style-type: none"> <li>No new railway crossings to build for the new railway.</li> <li>Greatly increased safety for both roads.               <ul style="list-style-type: none"> <li>- A smoother line for the new highway, not having to go so far north then back south</li> <li>- Private drives that would be affected would be 2 ( [REDACTED] )</li> <li>- The railway already makes the division in the farmland</li> <li>- West of Road 106 you have chosen to divide farmland with the proposal of staying west of the tracks so why not choose to do the same east of Road 106</li> <li>- By adding another 60m of land south of the railway, it would be least disruptive for all involved. Why would you not consider this viable option?</li> </ul> </li> </ul> <p>Years ago MTO purchased a swath of farmland west of Shakespeare to Stratford – in the proposal this land could be sold back and the money used to purchase land south of the tracks all the way to Stratford.</p> <p>All of the sideroads affected by our suggestions would have access to other main roads all the way up to Stratford, so there would be no dead ends.</p> <p>We would like to know why you are subjecting the east part of the project (the most congested) to all of the traffic, while on the west part of the project you are taking all of the traffic off of the old highway and directing it to the new highway.</p> <p>Data:</p> <p>East of Road 106 to Wilmot-Easthope Road 1(6.1 km)</p> <p>Private drives that have access onto 7and 8 = 36</p> <p>Obstacles in this same section</p> <p>Overhead Rail bridge, Fryfogel Inn, Church, Cemetery and several homes very close on both sides of the highway</p> <p>West of Rd.106 - 110 (8.6km)</p> <p>Private drives that have access onto 7and 8 = 31</p> <p>Obstacles in this same section</p> <p>None in comparison</p> <p>We would be very interested in knowing why this is not being considered. It appears to be so obvious to those who live here.</p> <p>When Chuck and Brenda came to our farm (summer of 2010) and explained the proposal, at that time, we understood that the route east and west of Shakespeare was already determined. Shakespeare was still being discussed and undetermined.</p> <p>As a family we had decided to sacrifice our security and options for the sake of ‘saving’ farmland but now in this ‘final proposal’ you are choosing to use farmland west of Shakespeare to Stratford anyway. So if you would use the farmland on the East side (the 6.1 km east of Rd.106), you will have a safer, straighter, less costly (rail crossings, private access issues)</p> <p>Please respond and we would certainly be open to discussing further.</p>	<p>management such as ridesharing, telecommuting, optimizing passenger/ freight rail capacity and increased inter-regional transit services are already implemented and operating to their fullest potential.</p> <p>Other alternatives, such as the use of Perth Line 33 and Vivian Street, which did not address the identified transportation problems and opportunities, were not carried forward as they will have environmental impacts without providing the required transportation benefits.</p> <p>For the portion of the preferred route which uses the existing highway between Shakespeare and Regional Road 1, upgrades will be reviewed during the Preliminary Design Phase to address operational and safety concerns. Upgrades could include improvements to the roadway cross section (i.e. number of lanes and shoulder area) and profile. Additional improvements could include implementation of snow drift mitigation measures. In select locations, the study team may also examine opportunities to consolidate and/or realign access / driveway entrances to improve highway operations and the safety performance for this section of the highway for both the highway users and the adjacent landowners.</p>

Comments	Response
<p>Please don't forget about the people who live right on the existing highway and the safety, land values and access problems with a larger highway. Consider using more of the existing roads to help share the traffic load. No one wants this highway in there yard and I don't want it in my FRONT YARD.</p>	
<p><u>Jan 22</u>          Well the Shakespeare people are happy, and so are a few horticulturalists that I know. The farming community seems to be lost for words - at the moment, I can't get [REDACTED] to comment.          Today's Beacon Herald had a letter from a gentleman blessed with the name [REDACTED], who asked why didn't the MTO use Pork Road, build a large roundabout at Road 107, and proceed to Punkeydoodles Corner, rejoining Hwy 7/8 at the old Tama Inn with a large roundabout, instead of at the present traffic lights. He figures that this would lead to minimal disruption to farmland and other locations. This must sound rather familiar to you, certainly it follows some of what the Perth County Historical Foundation still believes would work better. What is amazing is that many people are only now asking what we have long considered a common sense approach - with apologies to Mike Harris, of course.          The plan that has been worked out works better for a lot of people, but there still remains the question of Fryfogel Inn and the West farm directly opposite.          And another is how the new road will work at the junction with Road 107. There's little space there for a clover leaf or even a roundabout. Perhaps the map is showing the new road much closer to the railway than what will be required. At the moment, a traffic light may be the best solution from a safety point of view.          Something that I meant to ask, though I know that this is early days yet, is whether you have had any dealings with the CN regarding the extra tunnelling needed where the current GEX line goes over Hwy 7/8, and the new bridge that is needed when by-passing Shakespeare. How close will the new road be to the tracks is crucial, since it is understood that the CN just might be doubling its line to accommodate more freight traffic, extra VIA trains (VIA wants to double its present six daily trains to twelve) and the distinct possibility of GO Trains to Stratford. This might be a GO Bus service however, and initially that will likely be the case.          That's all for now. Keep on plugging!</p>	<p>The use of existing roadways, such as Perth Line 33 and Vivian Street in their current 2-lane configuration, did not address the identified transportation problems and opportunities for the 2031 planning horizon. As a result, these alternatives were not carried forward as they will have environmental impacts without providing the required transportation benefits.</p> <p>Pork Road and/or Vivian Street as 2-lane or 4-lane facilities will not be further reviewed as potential alternatives for the following reasons:</p> <ul style="list-style-type: none"> <li>• Capacity and safety concerns associated with the existing 2-lane highway would not be addressed for the 2031 planning horizon. As a result, neither the Pork Road nor the Vivian Street alternative would successfully meet EA requirements with respect to addressing study problems and opportunities;</li> <li>• Pork Road and Vivian Street are not constructed to stand the wear and tear associated with the forecast traffic volumes;</li> <li>• It is not appropriate to direct inter-regional traffic from a provincial highway to a local municipal road, and thereby change the role and function of that municipal road without converting/uploading it to become a provincial highway.</li> </ul> <p>The Fryfogel Tavern is recognized as a significant local heritage feature. As the study proceeds, we will continue to work with stakeholders along the preferred route to ensure we fully understand their concerns and we will strive to mitigate potential impacts.</p> <p>The cross section of the roadway (e.g. number of lanes and lane separation treatment), the crossing road requirements / treatments and local road connections, will be assessed as part of the Preliminary Design Phase of the study. The roadway cross section and treatments for each crossing will take into consideration factors related to traffic demands, safety and mobility as well as the needs of agricultural operations and emergency service requirements.</p>
<p><u>Feb 8</u>          I've been busy reading articles in the local papers about Shakespeare and the Lingelbach Church. The purchase was no surprise to us since the selling was frequent gossip, and simply had to be done with the church's disappearing congregation - it made good common sense, like the welcome saving of Shakespeare.          But we still have concerns about the Fryfogel Inn. Do you plan your four lane highway to be divided? If this is so, how can anyone coming from the east access the Inn? All the way to Shakespeare and turn around? The proximity of the new road is of considerable concern, though it always has been.          Then there is Road 107 (the former Hwy 59) where it meets the new four lane highway: a bridge over 107, or a tunnel for the road? Whatever happens, you will have little room if the four lanes are to parallel the railway track. For a roundabout or a clover leaf you will really need to be well south of the tracks, taking up even more farm land. This junction is a necessary expense, but with the very expensive tunnelling under the railway track just west of the County Line, plus the first junction with the old Hwy 7/8, then the bridge over the track this time, and another junction with Lorne Avenue (Line 33), you will have a very expensive highway to build. I'm sure you know all this, but the PCHF feels that it's necessary to put this in writing.          And there are still lots of people in Stratford asking about Pork Street. The article in the Beacon Herald made note of your viewpoint that a four lane road built along Pork Street from the County Road - the PCHF's preference, or New Hamburg - yours, would require closing off driveways. But our preference, and many in</p>	<p>With respect to potential transit improvements for the study area, GO Transit is planning to extend rail service to the Kitchener-Waterloo area, with a layover site for trains located in Baden. VIA Rail has also indicated they have future plans to increase their rail service within the existing railway corridor south of existing Highway 7&amp;8.</p> <p>Representatives of the Goderich-Exeter Railway are involved in the project through the Regulatory Advisory Group. The railway authority has been invited to attend numerous meetings with the study team since the inception of the study and will continue to be consulted during the Preliminary Design Phase. It is anticipated that representatives of the railway authority will provide detailed comments on the study once preliminary design alternatives are generated and available for review.</p> <p>With respect to the planned new culvert east of the Inn, as part of MTO's Southern Highways Program, the section of Highway 7&amp;8 from Shakespeare easterly to the Perth County boundary is scheduled for pavement rehabilitation between the years 2012 to 2014. The actual year of construction will be determined as funding</p>

Comments	Response
<p>Stratford, is for a two lane road to be built instead, ergo, no closing of driveways. This is something that we have mentioned in writing many times, but we have been unacknowledged, except once and very rudely, with our suggestion. Even the Minister has ignored us. There appears to be a belief that four lane roads solve lots of problems.</p> <p>But this two lane road would not be very expensive. This section of Line 33 is only 7.5 km long. I don't think that I have to relate how much less this would cost the taxpayer: the PCHF suggestion (7.5 km of a straight two lane road, with two necessary junctions), versus 15 plus km of four lane highway including two expensive bridges, three junctions, several bends, and a lot of farmland removed from use. There is no comparison about the costs.</p> <p>I'm aware that some "experts" consider a four lane highway safer than two lane highways. There are other "experts" who disagree. We are also very aware that our MPP has promised a four lane highway linking Stratford with Shakespeare and beyond (his election speech) and that he gave the people of Shakespeare "his sympathy" when all seemed lost. The saving of Shakespeare may have saved his seat in the next election. That the well organized farming community is deathly opposed to Pork Street's development must be mentioned.</p> <p>There are no easy answers, even though some Shakespeare residents believe that it's all over bar the engineering. But it's not an easy job that you have. I know that you are doing your best, and I wish you success, eventually.</p>	<p>is made available. This work is being undertaken independently from the current EA study.</p>
<p><u>Feb 9</u></p> <p>I didn't ask, in my last email, if you had queried any of the railways which have close proximity to the road plans so far. Building two bridges will certainly require some co-operation, and I'm not sure how the CN will react to a four lane highway running right alongside the line from east of Shakespeare to just east of Stratford. For a long time now, there has been interest in the CN possibly doubling its track here, especially if VIA doubles the number of trains per day (being negotiated between VIA and the lessee Rail America) and the distinct possibility of GO trains materializing some day. The lease still has a few years to run, but CN just might take its track back. That's the industry's guess.</p> <p>But tonight's Beacon Herald raised another issue. According to editor [REDACTED], the information he got from you folks is that somehow there was a plan to run Pork Street and Vivian Road as one way east and one way west. Now that idea did crop up in one of [REDACTED] editorials, his suggestion, quite some time ago. It certainly never came from the PCHF or the Farming Organization, and though I attended as many of your workshop meetings as I could, it was rarely if ever mentioned. This plan, according to [REDACTED], was cited as one reason that you dropped Pork Street. Strange.</p> <p>Yes, you would have to buy some farmland, but the PCHF's suggestion was for a two way two lane improved highway to be made of Pork Street - just 7.5 km - so the loss of farmland would be far less that what you have to buy for the much longer four lanes highway that you now have planned. I'm sure you must know that: we certainly do. The cost of purchasing farmland is actually cited by [REDACTED] as a reason for not using Pork Street. The cost of building this new two lane road is also cited (from your input) as being unacceptable. So what does building a longer four lane road cost? Not to mention the cost of those bridges and junctions I mentioned previously, that wouldn't be needed on the Pork Street alternative.</p> <p>Really, Brenda, there's still a lot of problems to sort out here. I haven't heard from the Farming people of this area yet, but [REDACTED] somehow thinks that swerving north of Fryfogel Inn is OK, not realizing that an excellent farmhouse directly opposite the Inn will be destroyed. Your problem here is that [REDACTED], apparently your ally, hasn't done his research. C'est la vie!</p> <p>Good luck in sorting this one out. Some progress has been made, but we are still not happy about the situation.</p>	

Comments	Response
<p>I'm sure that if you have been keeping an eye on what is happening in these parts, you will certainly be aware that there is a lot of trouble brewing for the latest "plan" for Hwy 7 and 8 and its relocation. If you are not, I'll be surprised. Nobody in this neck of the woods is happy, certainly not the Agricultural Business Community which has lately bombarded all three of our newspapers with letters of their discontent. The loss of farmland and the uncertainty about how the farmers can plan on what to do with their land is of real concern. The residents of Shakespeare (led by [REDACTED]) are also upset because they simply don't believe that the road that is planned to go around Shakespeare will actually happen because of the clout that the ABC people undoubtedly have, and have strongly shown twice before. And the elections that are likely to happen soon, federal or provincial will surely "queer the do".</p> <p>Of course, the PCHF isn't happy about the plan to zip this four lane highway right past the Fryfogel Inn's doorstep, no matter the verbal assurances that something will be done for us. Yesterday, one of our Board members was phoned by an MTO person (not identified yet, since this has just been learned) requesting a discussion about a planned new culvert to go under the highway just east of the Inn where a small stream passes through. This, he was told, is so the MTO can improve the highway here. So much for the Highway missing the Inn, at the moment anyway, but disturbing. This gentleman was refused the discussion: he'd got our treasurer who leaves such matters to others.</p> <p>I look forward to your next steps. Cheers anyway!</p>	
<p>The 7:30 presentations were excellent explanation of the achievement of design candidates by the elimination of unreasonable ideas.</p> <p>The preferred route alternative presented appears to serve all reasonable. Good work! Hope now that it proceeds to construction quickly.</p>	<p>Thank you for your positive feedback regarding the brief presentation made at the PIC. We're pleased to hear you found it beneficial.</p> <p>Your support for the Preferred Route has been noted.</p>
<p><i>Comments on the "East of Stratford Route Alternatives"</i></p> <p>Regarding the proposed route south of the railway down to the corner of Pork Street and road 110: The study impact to farm buildings was determined to be low, and to have a desirable land use/socio economic impact. This is underestimated since:</p> <ul style="list-style-type: none"> <li>• This route renders useless the chicken barn on road 110. Chicken operations cannot be located in a noisy environment close to a major highway, especially an unpredictably noisy one. Unexpectedly loud sounds, like blaring horns or truck air brakes, cause fright in chickens and results in them heaping up on piles. In one such incident, the former farmer at the corner of Pork St and road 110 lost over 1,000 chickens. Devastating losses can be incurred due to unusual traffic noise.</li> <li>• The highway dissects the farming operation on the north side of Pork Street and along road 110, and has a huge negative impact on that business operation. It also makes it difficult for that farmer to access his buildings and land on both sides of the highway.</li> <li>• The highway would have a huge negative impact on the market value of a new house built at the corner of Pork Street and road 110.</li> </ul> <p>For the above reasons it really doesn't make sense to locate the southerly section of the proposed route south of the railway to (close to) the corner of Pork Street and road 110. It is unclear from the study results why alternative 2 or 3 were not chosen instead of alternative 1.</p>	<p>The relative construction cost of each route alternative was considered in the evaluation of Route Alternatives as documented in Report H.</p> <p>The evaluation criteria were applied to each of the route alternatives through a "net effects analysis" to determine net positive or negative environmental effects, with a comparative evaluation undertaken to highlight the relative differences in net effects of each route alternative. Based on these differences, the key trade offs (advantages and disadvantages) of each route alternative were identified allowing for a ranking of most preferred to least preferred to be assigned. Further details on the assessment and evaluation results for the route alternatives can be found in Report H available on the study website <a href="http://www.7and8corridorstudy.ca">www.7and8corridorstudy.ca</a>.</p> <p>Crossing road requirements / treatments and local road connections will be assessed as part of the preliminary design phase of the study. Treatments for each crossing will take into consideration the needs of agricultural operations and emergency service requirements as well as factors related to traffic demands, safety and mobility.</p> <p>Compensation for loss of land and business impacts is determined on a case by case basis.</p> <p>Extensive consultation with impacted property owners, representatives of the MTO, and OMAFRA where</p>

Comments	Response
<p>The preferred route shows new linkage from the south side of Pork Street to side road 110. It is recommended that the study costs include the cost of paving this side road since the new linkage could result in significant increases in traffic. This side road is currently a gravel road, and one that produces excessive dust during dry periods in the summer. Increasing this would not be tolerable for residents.</p> <p><i>Comments on the "south bypass alternative that remains south of the railway corridor west of Shakespeare"</i></p> <ul style="list-style-type: none"> <li>• No consideration was found in the study results on the potential negative future impact of constraining railway expansion options by locating a highway directly beside a railway corridor. Are you leaving room for a potential double track? Are you leaving enough room for a future high-speed rail line? Most people would agree that more emphasis needs to be placed on rail transit.</li> </ul> <p><i>General comment:</i>                      There seems to be a disturbing lack of cost-benefit analysis in favour of bowing to the 'not in my back yard' voices of the many. At least that is how it appears to the general public. In the decision to move the new route south of Shakespeare, the estimated cost of residential, business, cultural and other impacts should have been weighed against estimated costs of the proposed alternative. The costs should include initial construction costs plus ongoing maintenance, like that of maintaining a four-lane highway within 0.5 km of an existing two lane highway. When examining the numbers, it may become clear that buying out properties in Shakespeare, along with some improvements to that small village, would be preferable. The villagers may even prefer this. They moved to a village whose heritage is based on the highway. They knew of the risk of widening of the highway. It's extremely unfortunate that improvement options for that village were not even discussed with those residents as the outcome could have been dramatically different.</p>	<p>necessary, will occur during the acquisition process and land owners will be fully informed and involved in this process. Lands associated with nutrient management plans will be compensated for in consultation with the landowner and OMAFRA's Nutrient Management and Environmental Branch to ensure that the implications to nutrient management are properly considered and addressed.</p> <p>Individual property requirements will be confirmed during the Preliminary Design Phase.</p> <p>The current objective is to obtain environmental approval on a long-term plan that will assist all property owners, including MTO, in making smart investment decisions over the interim until highway expansion is funded and scheduled for construction. Until such time, the MTO will endeavour to assist property owners that demonstrate a hardship as a direct result of the highway planning.</p> <p>With respect to potential transit improvements for the study area, GO Transit is planning to extend rail service to the Kitchener-Waterloo area, with a layover site for trains located in Baden. VIA Rail has also indicated they have future plans to increase their rail service within the existing railway corridor south of existing Highway 7&amp;8. The existing railway right-of-way is sufficient to accommodate a second track. The design of the Preferred Route will not preclude the potential for a second track.</p> <p>Representatives of the Goderich-Exeter Railway are involved in the project through the Regulatory Advisory Group. The railway authority has been invited to attend numerous meetings with the study team since the inception of the study and will continue to be consulted during the Preliminary Design Phase. It is anticipated that representatives of the railway authority will provide detailed comments on the study once preliminary design alternatives are generated and available for review.</p>
<p>I am very pleased that you are by-passing Shakespeare.</p> <p>I am pleased with the preferred route alternative that you are pursuing.</p>	<p>Your support of the Preferred Route has been noted.</p>
<p>I attended the 4th PIC session at the Shakespeare community Center and had some issues I would like to raise. I currently live on hwy7/8 at [REDACTED]. I have commuted daily to Kitchener for 20 years and feel I know about this highway.</p> <p>My understanding is that this plan is being developed for various reasons, safety being one of them. I have witnessed several accidents and even fatal collisions and would agree that some people do not drive responsibly on this highway. I would like to point out that the level of patrol seems to be minimal. I recognize that there are staffing issues and the OPP have a very large area to cover with limited resources but to periodically have a strict enforcement or radar enforcement may let people see they are out there. As part of your research you may or may not have noted the patrol boundaries of the Sebringville OPP (coverage to the Perth / Waterloo boundary). This is the end of their patrol zone and they may not get out that far very often.</p> <p>I am certain the issue of paving Pork Road and Vivian Street has come up many times and I have heard the reasoning about why this is not a suitable fix. My experience of driving from Shakespeare to the Stratford [REDACTED] 2-3 times a week allows me to notice the expansion in Stratford in the North end off Vivian Street and further on McCarthy. Has your study included the future expansion of Stratford. In my opinion I would doubt these people building homes in the north end will travel down Romeo to Ontario Street. Anyone building in this area who will commute to the East will no doubt travel out Vivian Street and join up at Road 107 where the pavement ends and turn southbound into Shakespeare. When I mentioned this to the person who was pointed out as the "Traffic" person he stated "Not if they want to get gas and their Timmies." I find it</p>	<p>Your concerns regarding patrolling and enforcement of the existing highway in the areas noted have been forwarded to OPP for their consideration.</p> <p>During the 'Transportation Planning' phase of the study, the existing road network in the broader study area was assessed to determine travel patterns, the functional use of the area road network, and current and forecasted capacity deficiencies. The study then tested various network improvement alternatives, including the use of municipal roads to determine if local road improvements would address the identified problems and opportunities.</p> <p>The detailed analysis, utilizing origin destination travel survey information and 103 travel zones developed and refined specifically for the study area, determined that there will be a road capacity deficiency of 1 lane in each direction by 2031 in the area road network. Paving roads adjacent to Highway 7&amp;8 alone, do not address the deficiencies in the study area network (from east of New Hamburg to west of Stratford).</p> <p>During the 'Preliminary Planning' phase, consideration was given to a new corridor south of the existing railway corridor from west of New Hamburg to east of Stratford. This alternative was not preferred through a process of comparative evaluation, as detailed in Report E, so it was not carried forward.</p>

Comments	Response
<p>hard to believe a gas station and coffee shop will be far behind a new subdivision or two in the north end of the city.</p> <p>My question is, has a study been done to see just how much traffic travels east on Vivian to Road 107 then turns into Shakespeare to hook up with the highway. The same question applies for Pork Road for people from the South end of the City.</p> <p>In the proposed plan it shows the highway cutting south to Pork Street at Road 110. If Road 110 can handle the traffic and the deal can be made with the township for the section from 110 to the city why can it not be extended to New Hamburg?</p> <p>While I understand there needs to be a plan in place for the future my suggestion would be to pave these roads through to the New Hamburg area to alleviate some of the highway traffic and extend the date provided at the PIC of 2031.</p> <p>With the information provided that the traffic on the highway will double by 2031 I would think that moving some of the traffic off of the highway would move this date back by a significant amount.</p> <p>A quick google search shows that gas was \$1.10 / gallon in 1990 and I cannot imagine it slowing down. Can the studies forecast the cost of fuel in 2031 or what mode of transportation we will be using?</p> <p>The extension of the two roads listed above may be an economical fix that solves the problem if we move to other means of transportation.</p> <p>My final comment (for now I promise) is that the proposed route now will turn south just past road 106 and run parallel to the railroad tracks. I fail to understand the logic of going under the tracks at New Hamburg then crossing them again between road 106 and 107. The logical approach to me would be to cut south at New Hamburg and follow the tracks the entire route.</p> <p>I appreciate being able to offer my opinions and would be happy to have the opportunity to discuss it in person.</p>	<p>Based on feedback received from stakeholders and the public, a new corridor south of the existing railway corridor was again reviewed in early 2010. The decision to not carry this alternative forward for further review was reconfirmed.</p> <p>MTO recognizes that increases in fuel prices can influence motorists travel choices, however, this is not expected to reduce the need to plan for new transportation infrastructure over the longer term. Increases in travel demands will continue to be driven primarily by population and employment growth.</p> <p>Land use forecasts associated with the Places to Grow Growth Plan already assume a changing land use pattern to support more mixed used communities and improved live-work relationships which should reduce longer distance commuting to some degree. Over the longer term it is expected that increases in transportation costs, is one of the factors that will encourage residents to use alternative modes of transportation – the forecasts already assume this shift will occur.</p> <p>Changes in fuel prices specifically, will also likely result in drivers choosing more efficient vehicles, similar to what happened during the fuel crisis in the 1970s when four cylinder cars first entered the market. Finally, the government will continue to prioritize its investment in new infrastructure at a pace that matches demand. Thus, if a continued increase in fuel costs over time resulted in a lower rate of traffic growth than is forecast, the government would likely implement the ultimate improvements over a longer period of time.</p>
<p><u>Feb 1, 2011</u></p> <p>My husband and I were not able to make the meeting on January 17 and 18. I have a few questions I was hoping you could answer. They are regarding the preferred route, in particular the section that is slated for just south of the railway tracks going through Shakespeare. When the Highway 7 &amp; 8 veers off its current route I noticed that it crosses the railway tracks again. What are the plans for this crossing? Will there be a bridge like the other crossing of the tracks just west of New Hamburg?</p> <p>My next question is about the cross roads being old Highway 59 to Tavistock and Roads 108 and 109. At these intersections one will be expected to cross 4 lanes of traffic and a set of railway tracks. What is planned for these intersections? When I mentioned these intersections I meant when the above mentioned roads crossed the planned new route for Highway 7 &amp; 8. I noticed that the preferred route of Highway 7 &amp; 8 eventually merges with Perth 33 Line, can you explain to me why it does not join up with Perth 33 Line just after New Hamburg? I see this as a much safer and cost efficient route.</p> <p>I would like to make a comment. I have visited the site suggested (<a href="http://www.7and8corridorstudy.ca">www.7and8corridorstudy.ca</a>) but I am not sure where to comment. Could you give me information as to where I should send my comments.</p> <p>We would like to be put on the mailing list for this study, could you do this for us?</p> <p><u>Feb 5, 2011</u></p> <p>I wrote you an email on February 1 and I am a little disappointed that I have not heard from you</p>	<p><u>Feb 8, 2011 Email Response</u></p> <p>Thank you for your emails regarding the Highway 7&amp;8 Transportation Corridor Planning Study. As requested, we've added your name to the study mailing list.</p> <p>Additional comments / concerns can be submitted to the study team via the following options:</p> <ul style="list-style-type: none"> <li>• E-mail directly to me or to the study team e-mail at <a href="mailto:projectteam@7and8corridorstudy.ca">projectteam@7and8corridorstudy.ca</a></li> <li>• Mail to Highway 7&amp;8 Corridor Study, c/o AECOM, 300 Water Street, Whitby, ON L1N 9J2</li> <li>• Fax to 905-668-0221</li> </ul> <p>All comments are requested by March 25, 2011.</p> <p>With regards to your specific comments to-date:</p> <ul style="list-style-type: none"> <li>• A bridge is proposed where the preferred route for Highway 7&amp;8 crosses the railway corridor.</li> <li>• Crossing road connections will be defined during the preliminary design phase of the study. The proposed treatment for each crossing road will take into consideration traffic demands, safety and mobility as well as the movement of agricultural equipment and emergency service requirements.</li> </ul> <p>The attached handout details why the Perth Line 33 (Pork Road) alternative was not carried forward for further review beyond the Transportation Planning phase.</p>

Comments	Response
<p>I did read the article in the Beacon Herald February 5 "Why can't Pork Rd. be the bypass?". It was informative, but I read that if Pork Road was used, new problems of traffic, noise and air quality would be introduced. What about all the houses in Shakespeare that back onto or are quite close to the railway tracks. What about the traffic, noise and air quality. It will effect us also.</p> <p>The train tracks are different as the trains are occasional not constant.</p> <p>You mentioned that private entrances would become a problem, what about the three cross roads that would have to cross 4 lanes of traffic and a set of railway tracks (I had mentioned this in my email below). The article also mentions the excuse that you would have to buy the land to widen Pork Road. Do you not have to buy the land for the current preferred route, which would be for all 4 lanes not an addition of only 2 lanes.</p> <p>I had not mentioned this before, the south west side of Shakespeare has been subjected to the addition of the water treatment facility and the transfer and storage bins of Shakespeare Mills. Now we are to accept a four lane highway in our backyard. I think we have had to accept enough, maybe you could consider another route. I still believe widening and strengthening Pork Road would be the safest, the most cost efficient, most direct route and would have the least negative impact.</p> <p>As mentioned below I would like to know where I can make my comments so they can be considered. Should I be writing to the Beacon Herald?</p> <p><u>March 9, 2011</u></p> <p>To whom it may concern:</p> <p>We are homeowners at [REDACTED] Shakespeare, Ontario. For the following reasons we would like to see a different preferred route of 7/8:</p> <p>New traffic, noise, air quality and safety problems would be introduced by the current preferred 7/8 route.</p> <p>The school (Sprucedale Public), soccer fields, ball diamonds, the community centre and playground back onto the current preferred 7/8. The safety of our children could be at risk and the reduction in air quality around these recreational facilities is not good for the participants, children or adult.</p> <p>Motorist's safety at the 3 north/south roads that would cross 4 lanes of highway traffic and a set of railway tracks combined. Farmers safety crossing the same. The 3 roads mentioned are Roads 107, 108, and 109.</p> <p>Private entrances will become a safety problem between New Hamburg and just east of Shakespeare at Road 106 where the preferred route of 7/8 is the existing 7/8 highway.</p> <p>The destruction of one or more of Fryfogel Inn, Lingelbach United Church and the Lingelbach Cemetery. These have historical value and they should be protected.</p> <p>The expense to expand the current railway bridge west of New Hamburg and to create an overpass over the railway tracks just east of Shakespeare.</p> <p>Now for my personal situation. We own a beautiful piece of property in Shakespeare, we have called home for [REDACTED]. In those [REDACTED] years we have been forced to accept the Shakespeare Mills feed storage bins north of the railway tracks at the south end of Sackville Street, Shakespeare and the Wastewater Treatment Centre in Shakespeare. Now the preferred route of the 7/8 is almost in our back yard. I think this is too much for the land owners in this section of Shakespeare to accept.</p>	<p>Your concerns regarding potential impacts of the preferred route on your property and the surrounding area will be reviewed and carefully considered along with other comments received during the review period (which ends on March 25, 2011). As the study proceeds, we will continue to work with landowners along the preferred route to ensure we fully understand their concerns and we will strive to mitigate potential impacts.</p> <p><u>May 27, 2011 Written Response (to February 5 and March 9 emails)</u>          Your opposition to the Preferred Route has been noted.</p> <p>During the 'Preliminary Planning' phase, consideration was given to new corridors north and south of existing Highway 7&amp;8 from west of New Hamburg to the Stratford area. These alternatives were not preferred through a process of comparative evaluation, as detailed in Report E, so they were not carried forward.</p> <p>The Preferred Route addresses local and inter-regional transportation capacity and highway safety needs with the least overall environmental impact. Further details on the assessment and evaluation results for the route alternatives can be found in Report H available on the study website <a href="http://www.7and8corridorstudy.ca">www.7and8corridorstudy.ca</a>.</p> <p>Crossing road requirements / treatments and local road connections will be assessed as part of the preliminary design phase of the study. Treatments for each crossing will take into consideration the needs of agricultural operations and emergency service requirements as well as factors related to traffic demands, safety and mobility.</p> <p>For the portion of the Preferred Route which uses the existing highway from Shakespeare to Regional Road 1, upgrades will be reviewed during the Preliminary Design Phase to address operational and safety concerns. Upgrades could include improvements to the roadway cross section (i.e. number of lanes and shoulder area) and profile. Additional improvements could include implementation of snow drift mitigation measures. In select locations, the study team may also examine opportunities to consolidate and/or realign access / driveway entrances to improve highway operations and the safety performance for this section of the highway for both the highway users and the adjacent landowners.</p>

Comments	Response
<p>All the above issues could be avoided if the route of 7/8 went south or north, just west of New Hamburg in the vicinity of Wilmot-Easthope Road.</p>	
<p>I think it would make more sense to use land already expropriated on the west side of Shakespeare this five to seven mi. needs to be used</p>	<p>Route alternatives using the existing Highway 7&amp;8 alignment west of Shakespeare and the associated lands already owned by MTO were generated and assessed during the Detailed Planning phase.</p> <p>The Preferred Route addresses local and inter-regional transportation capacity and highway safety needs with the least overall environmental impact. Further details on the assessment and evaluation results for the route alternatives can be found in Report H available on the study website <a href="http://www.7and8corridorstudy.ca">www.7and8corridorstudy.ca</a>.</p>
<p>This e mail is respectfully directed to Charles Organ - CET regarding the Hwy 7/8 Expansion.</p> <p>I currently live in Shakespeare and live by the RR tracks for 10 years now and I love it there. I [REDACTED] [REDACTED] border the RR tracks that run parallel with the latest proposed routing of the 4 lane expansion.</p> <p>Many of the residents who live in Shakespeare are aware of the ongoing issues that a small hand full of self elected people have raised with regards to the potential expansion of 7/8 .....it's a small town and sometimes many of the newer home owners feel that it's better not to get involved in town affairs as these people can be very militant and threatening to our homes and families. But at this point we as a group, who up now have been very quiet.... must speak ...</p> <p>I along with many other people along the 7/8 corridor from New Hamburg to Stratford are appalled that a few folks .. many who do not even live on the hwy, can have such an impact on so many other people's lives. From an environmental stand point this is a disaster, from cost perspective this is will an unrealistic burden to the tax payer funding base.... but to do all of this cost and heart ache just to move a currently well established Hwy 500m from the original 32 residential main st homes, to the backyards of 24 alternate south end residential properties (and a school) that border the RR tracks .... is just bad planning... no offense .. I realise you are just trying to appease the small group of self serving locals.</p> <p>Anyone who purchases any home ... along rr tracks, a river and yes a highway... knows that on the initial purchase of a property you sign off on certain items .... such as a road expansion. Highway 7/8 has been in existence since 1925 so this should not be a surprise to anyone who lives on that stretch of pavement that a expansion was imminent. There are countless examples of 4 lane rds working with residential properties. For example on high way 7/8 just before Stratford at the Little Lakes corner, there are 30 residential homes on a 4 lane 80 km rt ... no one has issues with this. How about people who live on Ontario and Huron sts in Stratford .. all 4 lane rds .. no issues there...from Kitchener to past New Hamburg the rd follows the original path with no issues ... why is it in the Shakespeare circumstance common sense does not apply.</p> <p>While I applaud your efforts trying to inform and work with people .. the 7/8 expansion was decided years ago. The proof can be seen while on any Sunday afternoon drive from New Hamburg to Stratford in that the fence line, bordering the current highway 7/8, has already been set back years ago. Was this all a waste of tax payer money too .... ??</p>	<p><u>March 29<sup>th</sup> Response Sent</u></p> <p>Good Morning [REDACTED],</p> <p>Thank you for your e-mails of February 15, 2011 and March 25, 2011, including the associated petition. Your comments and concerns are being carefully reviewed and considered by the study team.</p> <p>We are currently developing individual responses to stakeholders that consider input received from all stakeholders so a comprehensive response can be provided to issues and concerns that have been raised. If you have any further questions or concerns in the meantime, please do not hesitate to contact me directly or the MTO Project Manager, Mr. Charles Organ, at 1-800-265-6072 ext. 4591.</p> <p><u>May 27, 2011 Written Response</u></p> <p>Your opposition to the Preferred Route is noted.</p> <p>The Preferred Route addresses local and inter-regional transportation capacity and highway safety needs with the least overall environmental impact. Further details on the assessment and evaluation results for the route alternatives can be found in Report H available on the study website <a href="http://www.7and8corridorstudy.ca">www.7and8corridorstudy.ca</a>.</p> <p>Noise mitigation measures will be defined during the Preliminary Design Phase of the study through a detailed noise assessment for the preferred route. Mitigation measures will be employed where appropriate. The results of the detailed noise assessment will be presented for public review and comment at PIC #6. Compensation for loss of land and business impacts is determined on a case by case basis. Individual property requirements will be confirmed during the Preliminary Design Phase.</p> <p>Please note that individuals can provide comments or questions to the study team at any time during the study. The project team operates with an open door policy and all interested stakeholders are encouraged to contact us at any time with any concerns or questions they have regarding the study. We would be pleased to meet with you to discuss your comments and concerns in greater detail.</p>

Comments	Response
<p>As home owners who bought property that wasn't along a Hwy and now potentially will be along a Hwy there are concerns that have been voiced by many of my neighbors. . Many home owners that I have talked to just plain do not want it there ... I am sure I can find significant support from the farming community and from organizations such as National Farmers Union , the Sierra Club and the Canadian Tax Payers Association that will agree that this latest proposal is a poor idea for a host of reasons.</p> <p>Other questions came up such as litigation for loss of property value ...many of the now affected residents know that this will have a negative impact on both current and future property values . Many stated that they are counting on their home sales as a important component of their retirement plans ... if they can't sell their homes .. their future retirement planning is in peril. Will they be compensated for this ??</p> <p>Again I thank you for your time and impress upon you again that we seriously oppose this latest routing plan. Is there a time or place that we can meet ... what should we as a group do now ?? Should we go to local media... consult a legal venue .... I am seeking your advice.</p>	
<p>I have e mailed your study group several times expressing disbelief in the last hwy 7/8 routing proposal. As with a majority of Shakespeare property owners (not renters or a few self elected radicals ) I / we are all appalled at this latest proposal as presented by your study group.</p> <p>From the perspective of the environment, tax payer cost and the entire disruption and upheaval of real lives .... this latest idea is completely unacceptable.</p> <p>Attached above is a petition from my residence group which consists solely of actual people who live in Shakespeare along the RR tracks on the south side. Unlike the petition create by the self elected " go around the town" group this only contains names of those people who actually live in Shakespeare and are property owners, not renters , not tourists, not pets or children. All of these folks who have signed this petition own their respective properties .... and pay taxes . All of these people as listed will be seeking a class action lawsuit for damages occurred ( loss of property value ) if this latest proposal is followed through. There are many more who will sign on in the event of ... but I kept the list only to those directly impacted nearest to the tracks. We will take it to the next level in a future date if needed.</p> <p>Please comprehend that the residence of Shakespeare are not united in this whole ... go around the town thing ... most real taxpaying, go to work people want the main through road widened straight through the middle of town .. Where it always has been since 1925... Enough of the studies ... enough of the cost ... let's be realistic for once.</p> <p>On a positive side most people also see the value and the benefit of the revitalization of the down town via a new 3 - 4 lane road going through the down town. A few stand alone light standards, some nice interlock pave stones a few shrubs and the town would stop looking as derelict as it does today.</p> <p>With the right local leadership this can be sold. I am more than happy to be a driver of this direction if needed.</p> <p>I have and will be keeping all correspondence on file for future reference..... to date ..... I have not received any response from any member of the study group.</p>	

Comments	Response
<p>Enclosed is a document of questions from the members of the Agriculture Business Community of Perth East, Perth South and Wilmot West. ABC is quite concerned that our members have too many unanswered questions to respond to PIC 4.</p> <p>In spite of the intent of the EA and the process, this has not supplied answers to many of these high level questions and yet our community and members are being asked to comment by March 25th 2011.</p> <p>It is our opinion that this is not an informed or responsive methodology. We believe the timeline to be illogical when demanding definitive answers on key community questions before anyone is made aware of the answers to their questions.</p> <p>We are asking for answers to the many questions our community has submitted in Volume 6 before this community can respond to PIC 4. An immediate response to the first set of questions is necessary. We are asking for this no later than March 15th, 2011.</p> <p>A follow-up response to the other 2 sets of questions can happen over a slightly longer time frame, but an early reply would be appreciated.</p>	
<p>1) How much land- in acres or hectares- is it estimated will be taken out of class 1, 2 and 3 agricultural uses if the newly proposed route is the final choice?</p> <p>2) How much additional land is estimated to be taken out for all the required north-south underpasses or bypasses?</p> <p>3) What traffic counts will trigger:</p> <p>i) The development of the proposed southern bypass around Shakespeare</p> <p>ii) The development of the proposed highway west of Erie Street and</p> <p>iii) Any redevelopment of the highway from New Hamburg to Shakespeare?</p> <p>4) What specific information or formulas does MTO use to assess the cost to individual owners of land for loss of business associated with the taking of farm-land for highway development?</p> <p>5) What formulas or processes does MTO use to address the costs to business from the loss of land to highway development associated with existing nutrient management plans?</p>	<p>The footprint of the entire route from west of Stratford to east of New Hamburg requires a total of approximately 500 acres of land. Of the 500 acre total, approximately 140 acres consists of the currently paved sections of Highway 7&amp;8 and Perth Line 33/Lorne Avenue. Furthermore, additional acreage is associated with these roads for shoulders, side clearance areas, ditches, etc.</p> <p>The portion of the route on 'new' alignment from east of Stratford to east of Shakespeare requires approximately 150 acres of land. All of the lands outside of the urban areas of New Hamburg and Stratford are classed and designated as agricultural lands (CLI Class 1, 2 or 3). However, not all of these lands are currently being used for agricultural purposes.</p> <p>The crossing road requirements / treatments and associated land requirements will be defined during the Preliminary Design Phase of the study which will be initiated later this month. The proposed treatment for each crossing road will take into consideration the movement of agricultural equipment and emergency service requirements as well as traffic demands, safety and mobility.</p> <p>The triggers for implementation of the bypass around Shakespeare, highway improvements west of Erie Street and highway improvements from Shakespeare to New Hamburg will be dependent on a number of factors, including traffic demands, safety and operational considerations, and network connectivity as well as provincial priorities and the availability of funding. There is not an absolute traffic volume threshold which will dictate the implementation of the recommended design for the various sections of highway.</p> <p>Compensation for loss of land and loss of business associated with the acquisition of land for the highway is determined on a case by case basis. Property negotiations are carried out on a market value basis and market value is determined based on an appraisal report.</p> <p>Extensive consultation with impacted property owners, representatives of the MTO, and OMAFRA where necessary, will occur during the acquisition process and land owners will be fully informed and involved in this process. Lands associated with nutrient management plans will be compensated for in consultation with the landowner and OMAFRA's Nutrient Management and Environmental Branch to ensure that the implications to nutrient management are properly considered and addressed.</p> <p>Individual property requirements will be confirmed during the Preliminary Design Phase.</p> <p>The current objective is to obtain environmental approval on a long-term plan that will assist all property owners, including MTO, in making smart investment decisions over the interim until highway expansion is funded and scheduled for construction. Until such time, the MTO will endeavor to assist property owners</p>

Comments	Response
6) What role do the owners of the railway (Goderich/Exeter) have in planning for this project?	that can demonstrate a hardship as a direct result of the highway planning.
7) Did the consultants do a detailed inventory of agricultural producers, their home sites and extended producer sites along the whole proposed corridor to complement their study of traffic flow?	<p>Representatives of the Goderich-Exeter Railway are involved in the project through the Regulatory Agency Group. The railway authority has been invited to attend numerous meetings with the study team since the inception of the study and will continue to be consulted during the Preliminary Design Phase. It is anticipated that representatives of the railway authority will provide detailed comments on the study once preliminary design alternatives are generated and available for review.</p>
7) Did the consultants do a detailed inventory of agricultural producers, their home sites and extended producer sites along the whole proposed corridor to complement their study of traffic flow?	<p>At the outset of the study, agricultural lands and operations for the Analysis Area were documented on the basis of secondary source information. Since study inception, the study team has met with over 100 agricultural producers to learn more about their businesses / operations, including their home sites and extended producer sites. Furthermore, additional information from individual producers was also provided by a number of landowners in response to ABC's distribution of questionnaire materials encouraging producers to provide their information to the study team.</p> <p>The study team appreciates the input received from the agricultural community regarding existing farm businesses within the Analysis Area. As the study proceeds, we will continue to work with landowners along the preferred route to ensure we fully understand their concerns and we will strive to mitigate potential impacts. We will consult with the owners of farm properties impacted by the preferred route and with representatives of OMAFRA's Nutrient Management and Environmental Branch to ensure that the implications to nutrient management can be properly considered and addressed and to support preliminary design activities.</p> <p>During the preliminary design phase, the study team will systematically contact all relevant landowners along the preferred route to identify both public and private drains to support design work in subsequent design phases.</p>
8) Who will lead the preliminary design for the provincial roadway process? Will there be PIC meetings throughout that process? Will individual property owners be invited to the table to give input during this design process before it is issued?	<p>Preliminary Design will be completed as part of the Environmental Assessment and will be undertaken by AECOM on behalf of the Ministry of Transportation. Two Public Information Centres (PICs) are planned during the Preliminary Design process. PIC #5 will present the Preliminary Design alternatives for the corridor, including crossing road requirements / treatments for review and comment. PIC #5 will also present the evaluation methodology to be used to identify the preferred design alternative. PIC #6 will be held to present the preferred Preliminary Design for the corridor.</p> <p>Please note that individuals can provide comments or questions to the study team at any time during the study. Comments for consideration in designing the route can be submitted at any time. It should be noted however, that as the process of preliminary design is just being initiated, detailed responses and specific information regarding the design of the corridor are not yet available.</p> <p>As the study proceeds, we will continue to work with landowners along the preferred route to ensure we fully understand their concerns and we will strive to mitigate potential impacts. We will consult with the owners of farm properties impacted by the preferred route and with representatives of OMAFRA's Nutrient Management and Environmental Branch to ensure that the implications to nutrient management can be properly considered and addressed and to support preliminary design activities. Furthermore, the study team will systematically contact all relevant landowners along the preferred route to identify both public and private drains to support design work in subsequent design phases.</p>
9) How does the MTO plan to allow for the movement of agriculture equipment and vehicles north and south should the newly proposed section of highway south of the rail line go ahead?	<p>Recommendations for crossing roads, including side clearance areas and turning radii, will be made in consideration of the need to provide continuous and balanced access for north-south and east-west travel. Recommendations will be made in consideration of traffic conditions in the area and in consideration of agricultural and emergency services access to and via these connections as well as safety and mobility considerations.</p>
10) Upgrades have been mentioned by MTO staff for the stretch of Hwy 7 & 8 east of Road 106 through to	"Long-term upgrades' will be reviewed during the Preliminary Design Phase. Potential upgrades could

Comments	Response
<p>the railway overpass? What are these upgrades and how will they alleviate the number of accidents and fatalities on this part of the road?</p> <p>11) The newly proposed route goes from a controlled access road (Lorne Ave. to Shakespeare) to a road with limited access (Shakespeare to Nafziger Rd.) and then back again. How will safety issues for these transitions be managed?</p> <p>12) How will noise be managed for those residences and farms adjacent to the roadway around Shakespeare?</p>	<p>include improvements to the roadway cross section (i.e. number of lanes and shoulder area) and profile. Additional improvements could include implementation of snow drift mitigation measures. In select locations, the study team may also examine opportunities to consolidate and/or realign access / driveway entrances to improve highway operations and the safety performance for this section of the highway for both the highway users and the adjacent landowners.</p> <p>In the interim, MTO's Southern Highways Program has the section of Highway 7&amp;8 from Shakespeare west to the Perth County boundary scheduled for pavement rehabilitation between the years 2012 to 2014. Included in this rehabilitation project are 2 culvert replacements and one culvert repair. The actual year of construction will be determined as funding is made available.</p> <p>Operational and safety issues for the transition points along the study corridor will be addressed through the design of the cross section, crossing road treatments in the vicinity of the transition points and via signage.</p> <p>A preliminary noise assessment was presented as part of the information in Report H at PIC #4. Noise mitigation measures will be defined during the Preliminary Design Phase of the study through a detailed noise assessment for the preferred route. Mitigation measures will be employed where appropriate. The results of the detailed noise assessment will be presented for public review and comment at PIC #6.</p>
<p>1) Will any existing north/south roads be closed?</p> <p>2) Is MTO considering service roads along any of the January 2011 proposed route?</p> <p>3) How much land was purchased - in acres or hectares- in the past when the land was taken by MTO from Shakespeare to Stratford for the future highway 7/8?</p> <p>4) We understand that the Study Team has heard our concerns about compensation to agriculture businesses when land is expropriated. But at the January, 2011 PIC we observed that the 'old language' of compensation and expropriation is still being used.</p> <p>How does MTO plan to treat those affected businesses in a just manner for compensation of loss of business and for the extra costs incurred to continue our business activity should this route be chosen?</p>	<p>The study team recognizes some agricultural businesses in the area are comprised of many integrated business units located both north and south of Highway 7&amp;8. As a result, the ability to transport manure and forage to the integrated units is a concern if access across the proposed route is limited. The crossing road requirements / treatments and local road connections, including the need for service roads within the Study Area, will be assessed as part of the Preliminary Design Phase of the study. Treatments for each crossing will take into consideration ABC's comments on the movement of agricultural equipment and municipal comments regarding emergency service requirements as well as factors related to traffic demands, safety and mobility.</p> <p>The Ministry purchased approximately 17 acres of land along the existing Highway 7&amp;8 corridor between Stratford and Shakespeare in the mid 1960s</p> <p>As stated in our March 15, 2011 letter, compensation for loss of land and loss of business associated with the acquisition of land for the highway is determined on a case by case basis. Property negotiations are carried out on a market value basis and market value is determined based on an appraisal report.</p> <p>The valuation is conducted as per provisions under the Expropriation Act which can include loss in market value, disturbance damage, business loss and any special difficulties associated with relocation. The Ministry will make an offer based on these factors.</p> <p>The appraisal process will include consultations with property owners. Quantifiable losses to agricultural businesses on lands associated with nutrient management plans will be compensated for in consultation with the landowner to ensure that the implications to nutrient management are properly considered and addressed.</p> <p>Individual property requirements will be confirmed during the Preliminary Design Phase.</p> <p>The current objective is to obtain environmental approval on a long-term plan that will assist all property owners, including MTO, in making smart investment decisions over the interim until highway expansion is funded and scheduled for construction. Until such time, the MTO will endeavor to assist property owners that can demonstrate a hardship as a direct result of the highway planning. Anyone that is experiencing a demonstrated hardship as a result of the study should contact the Ministry's Property Office at 1-800-265-6072 ext. 4316.</p>

Comments	Response
<p>1) In 2010 we were asked to 'weigh' individual or corporate impacts and ABC asked how can anyone accurately do that? We were assured that reasoned assessment would take precedent over weighting sheets. The tabulated scores and sensitivity analysis is, in our view, questionable. We urge you to remove the false implications from the finished report.</p> <p>2) How can the Study Team decide on weightings and impacts when persons actually living on the highway route were never approached for reactions?</p> <p>3) Our ongoing conviction is that building a major new highway in this corridor is a very backward step in light of the reality of dwindling oil supplies and the need for high density populations to travel via public transit and not private transportation.</p> <p>4) A few producers on the existing corridor have said they didn't mind the highway coming in front of their property if, overall, the objective is for farmland to be saved. They are willing to make that sacrifice. But the new route will use so much agricultural land that now they do not want to pay such a high price and would prefer safety. There are just too many access points identified along the stretch from New Hamburg to Shakespeare.</p> <p>5) Other land owners east of Shakespeare say the route is chosen so let's deal with it and get on with things. They want to know how they will be compensated, how the design of the highway will affect their business, and how long this is going to take.</p> <p>6) On our property a 60 m strip will be taken the full length of the farm and we will lose about 10% of 120 acres and more than 10% of our workable 100 acres. To continue our grass-fed beef operations we will need to scale back our herd and will lose agricultural production. What options does MTO offer landowners in this</p>	<p>The Reasoned Argument method was the primary tool used to identify the preferred route alternative. The Reasoned Argument (trade-off) evaluation component, documented in Report H, provides a clear presentation to stakeholders of the key trade-offs (impacts) between the various evaluation factors and the reasons why one alternative is preferred over another. The impacts were documented by the multi-disciplinary study team, taking into consideration input received from the community and stakeholders.</p> <p>The Arithmetic (weighting-scoring) method was the secondary tool, with the results compared to the results of the trade-off method. The Arithmetic evaluation provided a means to compare the alternative methods based on a numerical scaling with weights assigned by the multi-disciplinary study team. The numerical approach was a good sensitivity analysis tool to determine if the conclusions of the reasoned argument approach were valid and appropriate. Weightings provided by stakeholders and the public through the consultation process were considered when conducting the sensitivity analysis.</p> <p>While we do understand that ABC has concerns with the arithmetic evaluation method, the arithmetic evaluation method was one of the tools utilized to confirm the preferred route alternative. Thus, the arithmetic evaluation results will not be removed from Report H. We will, however, ensure that the report text clearly states the Reasoned Argument method was the primary tool used to identify the preferred route alternative</p> <p>MTO recognizes that increases in fuel prices can influence motorists travel choices, however, this is not expected to reduce the need to plan for new transportation infrastructure over the longer term.</p> <p>Increases in travel demands will continue to be driven primarily by population and employment growth. Land use forecasts associated with the Places to Grow Growth Plan already assume a changing land use pattern to support more mixed used communities and improved live-work relationships which should reduce longer distance commuting to some degree. Over the longer term it is expected that increases in transportation costs, is one of the factors that will encourage residents to use alternative modes of transportation – the forecasts already assume this shift will occur.</p> <p>Changes in fuel prices specifically, will also likely result in drivers choosing more efficient vehicles, similar to what happened during the fuel crisis in the 1970s when four cylinder cars first entered the market. Finally, the government will continue to prioritize its investment in new infrastructure at a pace that matches demand. Thus, if a continued increase in fuel costs over time resulted in a lower rate of traffic growth than is forecast, the government would likely implement the ultimate improvements over a longer period of time.</p> <p>One of the objectives the study set out to address is safety concerns in the study area. For the highway section between Shakespeare and Regional Road 1, 'long-term upgrades' will be reviewed during the Preliminary Design Phase. Potential upgrades could include improvements to the roadway cross section (e.g. number of lanes and shoulder area) and profile. Additional improvements could include implementation of snow drift mitigation measures. In select locations, the study team may also examine opportunities to consolidate and/or realign access / driveway entrances to improve highway operations and the safety performance for this section of the highway for both the highway users and the adjacent landowners.</p> <p>In the interim, MTO's Southern Highways Program has the section of Highway 7&amp;8 from Shakespeare easterly to the Perth County boundary scheduled for pavement rehabilitation between the years 2012 to 2014. The actual year of construction will be determined as funding is made available.</p> <p>As noted in the response to Question #4 on page 2 of this letter, compensation for loss of land and loss of business associated with the acquisition of lands for the highway is determined on a case by case basis with land owners fully informed and involved in this process.</p> <p>The current objective is to obtain environmental approval on a long-term plan that will assist all property owners, including MTO, in making smart investment decisions over the interim until highway expansion is</p>

Comments	Response
<p>type of situation?</p> <p>7) We would like also to suggest that we push Perth East council to get more involved. They should be putting on public meetings to help get this important issue right.</p> <p>8) We are concerned about interruptions to systematic drainage</p> <p>9) Why is the Study Team afraid to host open question and answer meetings? The PIC format is not working! People can't learn from one another; we get different answers and it's not transparent for everyone. Even the media can't get the true picture of what is happening.</p> <p>10) Why doesn't MTO let the community decide and present a plan to the government?</p> <p>11) How can the MTO use a plan that goes against the study mandate as identified in report <i>B sections 3.3.1- 3.3.2</i>?</p>	<p>funded and scheduled for construction. Until such time, the MTO will endeavor to assist property owners that can demonstrate a hardship as a direct result of the highway planning.</p> <p>Members of the study team present to Perth East Council at key milestones during the course of the study. In addition, Township of Perth East staff are involved in the study through the Regulatory Advisory Group (RAG).</p> <p>If you have specific concerns or suggestions regarding Perth East Council's involvement in the study, MTO recommends you contact them directly to discuss this.</p> <p>MTO recognizes that a number of farmers have concerns about agricultural tile drainage and has actively been gathering data on tile drainage since the outset of the study. During the preliminary design phase, the study team will systematically contact all relevant landowners along the preferred route to identify both public and private drains to support design work in subsequent design phases.</p> <p>The issue of potential impacts and associated mitigation to/for agricultural tile drainage in specific farm fields will be addressed during detail design, which will be part of subsequent MTO studies.</p> <p>Public Information Centres for the study are offered over several days and with extended hours to accommodate the daily schedules of a diverse public. Recently, presentations have been added to the PIC format that provide an overview of the information being presented and the study process. Key members of the study team are available at the PICs to speak directly to all questions. Key members of the team are also available in other organized settings and at anytime during the study to respond to questions. The MTO finds that this approach supports an environment where all interested persons are encouraged to participate and speak directly with the study team or provide comments in writing.</p> <p>The responsibility and accountability for the selection of the preferred route rests with the Ministry.</p> <p>Nonetheless, community and stakeholder input is an important part of the study. For example, through forums such as the two workshops held in early 2010, stakeholders were invited to provide suggestions for route alternatives in the Shakespeare area. Route alternatives that were technically feasible were carried forward to the route alternative evaluation process.</p> <p>Community and stakeholder input can be submitted to the study team at any time for consideration. As the study proceeds, we will continue to work with landowners along the preferred route to ensure we fully understand their concerns and we will strive to mitigate potential impacts.</p> <p>Report B was prepared to discuss the area transportation system needs and provide an overview of the transportation, land use and economic conditions in the study area. Chapter 3 of Report B, including section 3.3.1 and 3.3.2, provides an overview of the various policies in effect that influence growth and infrastructure development.</p> <p>The Highway 7&amp;8 Study is consistent with and supports the transportation objectives of the directions of the Provincial Policy Statement (section 3.3.1) and the Growth Plan for the Greater Golden Horseshoe (section 3.3.2). Both the PPS and the Growth Plan for the GGH advocate the planning and protection of corridors and right-of-ways for transportation and / or transit infrastructure to meet existing and forecasted needs for the efficient movement of people and goods.</p>
<p>I am opposed to the most recent plan of expansion of highway 7&amp;8 for the following reasons.</p> <p>The highway is presently right at the edge of the house on the north side of the road which means they would need to take the full width off our side. This would greatly devalue our property.</p> <p>There are more than 30 driveways accessing this stretch of the highway. With several school buses picking up children in the morning &amp; dropping them off in the afternoon it makes for a very unsafe road.</p>	<p>Your opposition to the Preferred Route has been noted.</p> <p>Based on feedback received from stakeholders and the public, a new corridor south of the existing railway corridor was again reviewed in early 2010. The decision to not carry this alternative forward for further review was reconfirmed.</p> <p>During the preliminary design phase, the study team will consider all input received to date and will continue</p>

Comments	Response
<p>This plan requires the building of two railway bridges. I think it would be more feasible to stay south of the railway.</p>	<p>to work with interested persons to ensure we fully understand their concerns. The study team will also continue to investigate ways to further avoid and/or mitigate impacts wherever possible.</p> <p>Individual property requirements will be confirmed during the Preliminary Design Phase. 'Upgrades' to improve highway operations and the safety performance will be reviewed during the Preliminary Design Phase. Potential upgrades could include improvements to the roadway cross section (i.e. number of lanes and shoulder area) and profile. Additional improvements could include implementation of snow drift mitigation measures. In select locations, the study team may also examine opportunities to consolidate and/or realign access / driveway entrances for this section of the highway for both the highway users and the adjacent landowners.</p>
<p>I do not believe this to be a good choice of route. In an age where we have to think green as much as possible and even our govt. is moving in that direction, you choose to hack your way through class 1 farmland (food land) when you already own land on hwy 7&amp;8 between Shakespeare and Stratford. It's obvious that you caved to the noise that some Shakespeare residents made and a certain radio personality. It's too bad that the majority of Shakespeare residents didn't say how they really felt. You have chosen the most expensive way to build another unwanted/unneeded road. Shame on you!</p>	<p>Your opposition to the Preferred Route has been noted.</p> <p>The Preferred Route addresses local and inter-regional transportation capacity and highway safety needs with the least overall environmental impact. Further details on the assessment and evaluation results for the route alternatives can be found in Report H available on the study website <a href="http://www.7and8corridorstudy.ca">www.7and8corridorstudy.ca</a>.</p>
<p>Are you saying that you hadn't had that much response from the public and that you hadn't heard from that many people? So you think the people in this area are apathetic to the proposed changes?</p> <p>If the adjacent gravel roads were improved and the proposed Go-train station was moved from Baden to Stratford where there already is a train yard, this whole project could be avoided until we find an alternative to 1950's era "improvements".</p>	<p>The 2031 forecasted traffic volumes have assumed that all reasonable modes of travel and demand management such as ridesharing, telecommuting, optimizing passenger/ freight rail capacity and increased inter-regional transit services are already implemented and operating to their fullest potential.</p> <p>Other alternatives, such as the use of Perth Line 33 and Vivian Street, which did not address the identified transportation problems and opportunities, were not carried forward as they will have environmental impacts without providing the required transportation benefits.</p> <p>With respect to potential transit improvements for the study area, GO Transit is planning to extend rail service to the Kitchener-Waterloo area, with a layover site for trains located in Baden. VIA Rail has also indicated they have future plans to increase their rail service within the existing railway corridor south of existing Highway 7&amp;8.</p>
<p>I cannot understand wanting to build more roads. Highway 7/8 was originally built with thoughts of future widening. Lands have already been appropriated with that in mind. Why now do you want to appropriate more land to build another highway. The real disconnect here is that we are all worried about Global warming, yet we want to build more highways to accommodate more and more vehicle. We take away prime farm land to build these roads when already the price of food is going through the roof. Farmers are promoted to grow crops to produce Bio Fuels to feed all these vehicles that will be needed to fill these new highways while people pay exorbitant prices for food. This is all utterly crazy, common sense has to prevail. Please review your decisions. Have some ideas regarding using high-speed trains and or public transport. Would appreciate a reply to this letter.</p>	<p>Your opposition to the Preferred Route has been noted.</p> <p>The Preferred Route addresses local and inter-regional transportation capacity and highway safety needs with the least overall environmental impact. Further details on the assessment and evaluation results for the route alternatives can be found in Report H available on the study website <a href="http://www.7and8corridorstudy.ca">www.7and8corridorstudy.ca</a>.</p> <p>The 2031 forecasted traffic volumes have assumed that all reasonable modes of travel and demand management such as ridesharing, telecommuting, optimizing passenger/ freight rail capacity and increased inter-regional transit services are already implemented and operating to their fullest potential.</p> <p>With respect to potential transit improvements for the study area, GO Transit is planning to extend rail</p>

Comments	Response
	service to the Kitchener-Waterloo area, with a layover site for trains located in Baden. VIA Rail has also indicated they have future plans to increase their rail service within the existing railway corridor south of existing Highway 7&8.
<p>I am happy to see that Shakespeare will be bypassed. The safety risk and damage to the community caused by expanding the road through Shakespeare would have been severe.</p> <p>Thank you for listening to the concerns of Shakespeare residents.</p>	Your support for the Preferred Route has been noted.
<p>I just wanted to mention that I am happy with the latest plan to bypass Shakespeare with the highway proposal. However, good tourist signage is vital for my business as well as other to re-direct tourists into Shakespeare and on to Stratford.</p>	<p>Your support for the Preferred Route has been noted.</p> <p>Signage for areas of interest along the Preferred Route will be considered during the Preliminary Design phase and future phases of work associated with the highway.</p>
<p>I did not leave comments at the Jan/2011 meeting where you announced the final route choice. I have spent considerable time reviewing your choice given the limits of your study I agree that you made the best choice.</p> <p>However I believe a better short term route would be the improvement of Pork Street from 107 east to new Hamburg.</p> <p>I would also like to express my opinion that there must be some improvements to the current highway through Shakespeare to provide safety and traffic flow until the new route is done. These improvements are a centre turning lane for a kilometre through Shakespeare instead of the paved shoulders we now have which serve no purpose. An immediate eastbound turn lane at the corner of 107, moving the sidewalk several feet for room.</p>	<p>Your support for the Preferred Route has been noted.</p> <p>In addition, your preference for Pork Road to be improved, in the short term, has been noted and will be shared with Perth County and the constituent municipalities for their consideration.</p> <p>An implementation strategy will be developed for the recommended improvements that will take into account several factors including areas of greatest need and will identify when and where the safety, operational and capacity improvements should be implemented over the 30-year planning horizon. The actual construction timing will be subject to the availability of funding as the forecasted needs become realized. In the meantime, regular maintenance activities such as replacement of driving surfaces and localized operational improvements may occur throughout the study area as the need is identified.</p>
<p>I saw the Kitchener CKCO News tonight and the interview of [REDACTED] and another citizen in regards to the highway going around Shakespeare. I am very happy that you have chosen not to come through Shakespeare for many reasons - safety, taking people's houses, and all the other reasons that have been written on the reams of paper you have collected. Taking farm land isn't the best either. I tend to agree with the last lady interviewed on the news who said why don't they put the highway over Shakespeare. That was suggested by [REDACTED] in the very beginning. The MTO has a very big decision to make. I work for one of the businesses in Shakespeare and hope that there will be good clear signs on the highway telling motorists what they can find in Shakespeare, so we don't lose a lot of business. Thank you again for preserving Shakespeare.</p>	<p>Your support for the Preferred Route has been noted.</p> <p>Signage for areas of interest along the Preferred Route will be considered during the Preliminary Design phase and future phases of work associated with the highway.</p>
<p>As residents of Shakespeare, I wish to comment on your latest route around the hamlet. I approve of this alternative and thank you for trying to meet the majority of residents' requests that a bypass be another option.</p> <p>Further to this, I would suggest that the highway follow this route with the beginning to start at New Hamburg and follow the railway all the way to Stratford. This would eliminate the need for widening the railway overpass at New Hamburg plus another new overpass east of Shakespeare. In my opinion, this is much more cost efficient. Thanks for taking my thoughts into consideration.</p>	<p>Your support for the Preferred Route has been noted.</p> <p>During the 'Preliminary Planning' phase, consideration was given to a new corridor south of the existing railway corridor from west of New Hamburg to east of Stratford. This alternative was not preferred through a process of comparative evaluation, as detailed in Report E, so it was not carried forward.</p> <p>Based on feedback received from stakeholders and the public, a new corridor south of the existing railway corridor was again reviewed in early 2010. The decision to not carry this alternative forward for further review was reconfirmed.</p>

Comments	Response
<p>I am a Shakespeare resident and I was thrilled to hear that the highway expansion through Shakespeare has been moved to the south of the town! I live very near to the current 7&amp;8. We have a 5 year-old and already worry of the safety near the highway. I am glad that it will not be getting any worse for the safety of our family. I have friends and family on the main road and I'm glad for them that they will NOT lose their houses. Shakespeare is a village worth saving and a wonderful part of history to see. Thank you for listening to our community.</p>	<p>Your support for the Preferred Route has been noted.</p>
<p>I wanted to let you know how happy my family and our neighbours are that the expansion is bypassing Shakespeare. Our community is a unique community that is very family oriented. My greatest fear was for the children and if you expanded through Shakespeare. It would not be safe for them to have to cross five lanes of traffic to get to school and to the optimist park for baseball and soccer. Also our village is a tourist area and the tourists wouldn't have been able to cross 5 lanes to enjoy what our village has to offer. I know this new route will impact some farmers but by going along the train tracks I feel you have limited the impact as much as you can. Thank you for listening to the people of Shakespeare and saving our village.</p>	<p>Your support for the Preferred Route has been noted.</p>
<p>Are you planning to build a "Highway" or a "Freeway" or a "Major Road"?</p>	<p>The objective of the current study is to obtain environmental approval on a long-term plan which addressed the identified problems and opportunities. On the basis of the detailed transportation assessment work conducted during earlier phases of the study, a highway facility is planned as it appropriately addresses the identified problems and opportunities.</p>
<p>Thank you for hosting PIC #4 in Shakespeare on January 17 and 18 of this year. I appreciate the time and effort that you and your team have invested in this process over the past few months. It is very apparent that you have been working hard to find a route for the expanded Highway 7&amp;8 that will satisfy the concerns of the majority of stakeholders in the area. We are very pleased that our voices have been heard and that significant efforts have been made to address our concerns.</p> <p>After consulting with the SARA team I am offering the following comments on the new preferred route:</p> <p><b>East of Stratford to East of Perth Line 109</b></p> <p>There were several challenges to address in this area due to the presence of a significant wet land area to the west, prime agricultural land in the middle and a large bush lot to the east. We feel that the route chosen was the best for the area since it:</p> <ul style="list-style-type: none"> <li>• avoids the wet lands on the west side</li> <li>• spares a significant portion of the prime agricultural land in the area.</li> <li>• avoids private wells as much as possible</li> <li>• has a minimal impact on farm infrastructure and on individual farming operations in the area.</li> <li>• minimizes the number of access points to the new highway by avoiding private entrances.</li> </ul> <p><b>East of Line 109, Past Shakespeare, to East of Road 106</b></p> <p>We feel that the chosen route is the best path through this area because it:</p> <ul style="list-style-type: none"> <li>• has a minimal impact on individual farming operations and on farm infrastructure between Line 109 and Shakespeare.</li> <li>• does not sever farms on the north side of Shakespeare nor does it adversely effect farming infrastructure and individual farming operations on the north side.</li> <li>• allows for the expansion of Shakespeare to the north and this is where there are current expansion plans and where future expansion efforts will likely be focused.</li> <li>• does not adversely impact the cultural environment in Shakespeare</li> </ul>	<p>Your support for the Preferred Route has been noted.</p> <p>Crossing road requirements / treatments and local road connections will be assessed as part of the preliminary design phase of the study. Treatments for each crossing will take into consideration the needs of agricultural operations and emergency service requirements as well as factors related to traffic demands, safety and mobility.</p>

Comments	Response
<ul style="list-style-type: none"> <li>• does not create unsafe conditions in Shakespeare where drivers would have had to navigate past many intersections, entrances and pedestrians in the village as well as cope with traffic congestion caused by the traffic light and reduced speed limit.</li> <li>• avoids the impact on private wells and on the municipal well and water distribution system that exists on the north side.</li> <li>• avoids the wetland area to the east of Shakespeare.</li> </ul> <p>In conclusion I must say that we are very happy with the new preferred route as it addresses our two primary concerns. The new route will ensure that the safety of area residents and of motorists traveling through the area has been protected to the fullest extent possible. We are also confident that the new route will offer motorists an efficient route in terms of both traffic flow and fuel consumption.</p> <p>We will however be asking for your assistance in protecting the future viability of the businesses in the village by working with us and the Shakespeare Business Association to ensure that regional tourism traffic continues to flow through Shakespeare.</p> <p>Thank you for your dedication to providing the best possible path for this new highway and for the thorough way in which you involved area stakeholders in the process.</p> <p>We look forward to working with you and your team as we enter the next phase of this project, the preliminary design phase.</p>	
<p>I would like to once again thank the Study Team for listening to the residents of the Village of Shakespeare. At this time I do feel that this is the best choice for a route which addresses safety and the preservation of the Village. I would ask for access to be allowed for all sideroads etc. to facilitate the emergency services and to allow the traffic to move through the town on the way to and from Stratford to Kitchener. We know that someone gets hurt with any and all routes chosen and feel badly for anyone losing land. We would expect that noise reduction would be a factor to be taken care of for the south side of the village.</p>	<p>Your support for the Preferred Route has been noted.</p> <p>Crossing road requirements / treatments and local road connections will be assessed as part of the preliminary design phase of the study. Treatments for each crossing will take into consideration the needs of agricultural operations and emergency service requirements as well as factors related to traffic demands, safety and mobility.</p> <p>A preliminary noise assessment was presented as part of the information in Report H at PIC #4. Noise mitigation measures will be defined during the Preliminary Design Phase of the study through a detailed noise assessment for the preferred route. Mitigation measures will be employed where appropriate. The results of the detailed noise assessment will be presented for public review and comment at PIC #6.</p>
<p>The Shakespeare Business Association, on behalf of the 40 active businesses in the town of Shakespeare, would like to thank the Ministry of Transport and the AECOM for hearing the many concerns of the businesses and residents of Shakespeare and others when making the decision on the proposed route for the highway. The route not only saves business and residential areas of Shakespeare it provides for a safe and functional route while maintaining the long established character of Shakespeare. The route minimizes the overall impact of the expansion of the highway while allowing for traffic growth in the area. We feel that the proposed route is a very balanced decision. When combined with ongoing co-operative planning and activities by the Shakespeare Business Association, the Ministry of Transport and our local municipality of Perth East to continue and grow the flow of the Regional Tourism traffic through Shakespeare, we can confidently look forward to the continued significance of Shakespeare as a regional destination for the economically important tourist trade.</p> <p>The overall economic importance of the multifaceted tourist trade to the region that includes Stratford, Shakespeare and other small towns is extremely significant. The tourist traffic flow is comprised of various sectors that are promoted and encouraged by a variety of organizations and programs including: Gateway to Perth County, Stratford Tourism Association, Buy Local Buy Fresh Perth Huron, Shakespeare to the Shoreline, amongst others. In order to keep the present traffic flows through Shakespeare and promote</p>	<p>Your support for the Preferred Route has been noted.</p> <p>Crossing road requirements / treatments and local road connections will be assessed as part of the preliminary design phase of the study. Treatments for each crossing will take into consideration the needs of agricultural operations and emergency service requirements as well as factors related to traffic demands, safety and mobility.</p> <p>Signage for areas of interest along the Preferred Route will be considered during the Preliminary Design phase and future phases of work associated with the highway.</p> <p>An implementation strategy will be developed for the recommended improvements that will take into account several factors including areas of greatest need and will identify when and where the safety, operational and capacity improvements should be implemented over the 30-year planning horizon. The actual construction timing will be subject to the availability of funding as the forecasted needs become realized. In the meantime, regular maintenance activities such as replacement of driving surfaces and localized operational improvements may occur throughout the study area as the need is identified.</p>

Comments	Response
<p>future growth it is critical that access and egress, signage and visitor routing at the East End (Hwy 7&amp;8 diversion), South End (Hwy 59) and the West End all facilitate the flow of tourist traffic through Shakespeare. Although the highway work will not be undertaken for at least several years, it is important that planning and activities begin now to ensure a smooth transition from the present infrastructure to the proposed new highway. In the interim, planned surface upgrades to the existing highway, planned upgrades to the street scaping in Shakespeare, and any other activities related to the flow of traffic through Shakespeare must be done with an overall plan to ensure that Shakespeare becomes not only a tourist traffic route but becomes a tourist destination in its own right.</p> <p>The Shakespeare Business Association is very aware of the importance of co-ordinated, co-operative and comprehensive planning for the future of our town. Over the past couple of years, the Shakespeare Business Association has presented to our local municipality of Perth East concept ideas for improved street scaping, etc. We are relieved to have the decision about the routing of the new highway finally decided. We realize there are now new planning considerations to make sure that the new route works for the long term growth and prosperity for Shakespeare and the region. We need to work with all our partners to make that a reality. We look forward to working with the Ministry of Transport, our local municipality of Perth East and others to make that happen.</p>	
<p>██████████. I fully support the current preferred corridor in that it is halfway there. More specifically, ideally the proposed highway should parallel the railway tracks the entire length from New Hamburg to Stratford. My reasoning for this comment is as follows</p> <ol style="list-style-type: none"> <li>1. During the construction phase there will be little or no impact to traffic and daily operations in the area, build it, cut the ribbon and go.</li> <li>2. The final limited access route would be most efficient with North/South connections at Shakespeare only.</li> <li>3. Throughout this process certain special interest groups have picked through vague and broad provincial policy statement, provided bias, misleading comments and data choosing what suits their needs on that day. Special interest groups have held this study as a political hostage and the result could have been a potentially inefficient and inadequate road system.</li> <li>4. I am concerned with any route that crosses the rail line and this should be avoided. Care must be taken in the detailed planning of these crossings.</li> </ol> <p>I am pleased to see that the study team has successfully worked through all the viewpoints and developed this current preferred route to strike a balance in that it has not affected one group too much using some farmland and some existing corridor. For that reason the current preferred corridor is the route that should be carried forward to the design phase. The decision not to go through the village of Shakespeare should be considered as a positive step and a precedent for other projects in Ontario. Small communities must be protected. Our children's safety must be protected. In these small communities live our doctors, nurses, factory workers, teachers, financial planners, retirees and young families who only want a safe environment free from traffic related noise, pollution and volumes. Their interests are not related to business or politics but quality of life. In conclusion, my personal opinion is that I fully support the current preferred corridor and wish to see the study continue to the design phase to bring some closure to this decade's long journey.</p>	<p>Your support for the Preferred Route has been noted.</p> <p>During the 'Preliminary Planning' phase, consideration was given to a new corridor south of the existing railway corridor from west of New Hamburg to east of Stratford. This alternative was not preferred through a process of comparative evaluation, as detailed in Report E, so it was not carried forward.</p> <p>Based on feedback received from stakeholders and the public, a new corridor south of the existing railway corridor was again reviewed in early 2010. The decision to not carry this alternative forward for further review was reconfirmed.</p> <p>During the preliminary design phase, the study team will consider all input received to date and will continue to work with interested persons to ensure we fully understand their concerns. The study team will also continue to investigate ways to further avoid and/or mitigate impacts wherever possible.</p> <p>Crossing road requirements / treatments and local road connections will be assessed as part of the preliminary design phase of the study. Treatments for each crossing will take into consideration the needs of agricultural operations and emergency service requirements as well as factors related to traffic demands, safety and mobility.</p>
<p>The importance of agriculture seems to continue to be lost in the presentation of preferred routes for the expansion of Hwy. 7/8. As valued businesses in Ontario, and with prime farmland at stake, we urge you to reconsider the route presented. The productive and fertile farmland of Perth County is a precious resource that can never be recovered if paved. We question the need for such a route and would much prefer to see the existing Hwy 7/8 expanded using the land already purchased years ago. Please consider saving our precious farmland!!</p>	<p>Route alternatives using the existing Highway 7&amp;8 alignment west of Shakespeare and the associated lands already owned by MTO were generated and assessed during the Detailed Planning phase.</p> <p>The Preferred Route addresses local and inter-regional transportation capacity and highway safety needs with the least overall environmental impact. Further details on the assessment and evaluation results for the route alternatives can be found in Report H available on the study website <a href="http://www.7and8corridorstudy.ca">www.7and8corridorstudy.ca</a>.</p>

Comments	Response
<p>I think this by-pass is ridiculous, and a waste of good farm land and tax money, this land is vital to keep growing crops. Is a roadway more important than food?. Think about it!!.</p>	<p>Your opposition to the Preferred Route has been noted.</p> <p>The Preferred Route addresses local and inter-regional transportation capacity and highway safety needs with the least overall environmental impact. Further details on the assessment and evaluation results for the route alternatives can be found in Report H available on the study website <a href="http://www.7and8corridorstudy.ca">www.7and8corridorstudy.ca</a>.</p>
<p>It is a shame that the MTO wants to use more farmland, and not the land they already own for the last 30 years. Using more farmland makes the food supply even worse than it is already.</p>	<p>Your opposition to the Preferred Route has been noted.</p> <p>Route alternatives using the existing Highway 7&amp;8 alignment west of Shakespeare and the associated lands already owned by MTO were generated and assessed during the Detailed Planning phase.</p> <p>The Preferred Route addresses local and inter-regional transportation capacity and highway safety needs with the least overall environmental impact. Further details on the assessment and evaluation results for the route alternatives can be found in Report H available on the study website <a href="http://www.7and8corridorstudy.ca">www.7and8corridorstudy.ca</a>.</p>
<p>We feel the teams selected route to bi pass Shakespeare will have a devastating effect on Businesses in Shakespeare. It will become a ghost town. I feel the route through town would be more effective as it would make use of existing roads, and it may well be a chance for Shakespeare to be a more beautiful tourist destination if shops, store fronts were improved and upgraded.</p> <p>To bi pass Shakespeare would encourage more urban sprawl. To have 3 roadways (hwy 7-8, bypass and line 33) is excessive for the amount of traffic in this area even for future projections.</p> <p>To unnecessarily destroy our precious farmland is unthinkable. This is some of the best agricultural land in Canada. Once it is gone, it is gone! It's irreplaceable!</p> <p>Please reconsider your original route through the Hamlet of Shakespeare.</p>	<p>Your opposition to the Preferred Route has been noted.</p> <p>Route alternatives using the existing Highway 7&amp;8 alignment west of Shakespeare and the associated lands already owned by MTO were generated and assessed during the Detailed Planning phase.</p> <p>The Preferred Route addresses local and inter-regional transportation capacity and highway safety needs with the least overall environmental impact. Further details on the assessment and evaluation results for the route alternatives can be found in Report H available on the study website <a href="http://www.7and8corridorstudy.ca">www.7and8corridorstudy.ca</a>.</p>
<p>We are writing in response to our conversation at the Shakespeare Hall on January 18, 2011 We were shocked to learn that the proposed route for the Hwy 7 &amp; 8 corridor would run directly south of our property, Alpaca Acres (lot #25 concession 1 Perth East). The impact of this proposal would be devastating to our business and would shatter our dreams for our retirement and our plans of building a business that could be passed onto our son.</p> <p>Even if the road was not built for many years it would negatively impact our business, hindering opportunities to expand to our full potential. Plans for expanding our herd, building new facilities for housing the alpacas and hay storage, as well as creating new pastures would be a very uncertain investment of time and money.</p> <p>The potential for great profit loss over two generations of alpaca farming would be substantially high for our alpaca farm, as alpaca farming is still in its infancy in Ontario.</p> <p>We are on the leading edge of this diverse farming opportunity. Being sandwiched between 2 highways and cutting off access to [REDACTED] would negatively effect our already established <i>business</i> [REDACTED] and substantially hinder our livestock, crop &amp; feed maintenance expenses and income.</p> <p>The impact from the excessive water, snow, wind, salt and noise pollution from another highway surrounding</p>	<p>The use of existing roadways, such as Perth Line 33 and Vivian Street in their current 2-lane configuration, and/or the widening of Highway 7&amp;8 to 3 lanes through Shakespeare did not address the identified transportation problems and opportunities for the 2031 planning horizon. As a result, these alternatives were not carried forward as they will have environmental impacts without providing the required transportation benefits.</p> <p>Route alternatives using the existing Highway 7&amp;8 alignment west of Shakespeare and the associated lands already owned by MTO were generated and assessed during the Detailed Planning phase.</p> <p>The Preferred Route addresses local and inter-regional transportation capacity and highway safety needs with the least overall environmental impact. Further details on the assessment and evaluation results for the route alternatives can be found in Report H available on the study website <a href="http://www.7and8corridorstudy.ca">www.7and8corridorstudy.ca</a>.</p> <p>Crossing road requirements / treatments and local road connections will be assessed as part of the preliminary design phase of the study. Treatments for each crossing will take into consideration the needs of agricultural operations and emergency service requirements as well as factors related to traffic demands,</p>

Comments	Response
<p>our farm will negatively impact our crops health. The excessive water and snow will cause crop damage in our fields also we have health concerns with the run off water sitting in ditches, higher amounts of salt in the water table. This is our front yard.</p> <p>We choose this location primarily for the picturesque setting.</p> <p>We invite you all to visit our farm to visually see the negative impact and devastation you have placed on us.</p> <p>Our home would face this proposed highway from the front, we will see it every day multiple times every time we look out our living room window, bedroom windows, garage, front lawn, side yards and every time we enter and leave our house. ( ) Over the years we have spent a lot of time, energy and expense to groom this wonderful property with a terrific frontal view. This is our little piece of Heaven. You will be also serving us excessive noise pollution in building and placing a highway in front of our house.</p> <p>We are not currently planning on selling this farm but sometimes unexpected life situations happen, should this happen you will be placing our family in a major financial disadvantage with our devalued property by putting this highway in our front door.</p> <p>We urge you to consider the devastating impact that this route would have on our farm and others. our land is unique and represents diversity in agriculture in this area. It also represents our hopes and dreams for our family and our future.</p> <p>We strongly encourage you to consider less damaging &amp; costly alternatives than the proposal presented. Such as improving existing roads and rerouting traffic. Utilize the land MTO purchased years ago along hwy 7&amp;8 and put 3 lanes though Shakespeare.</p>	<p>safety and mobility.</p> <p>A preliminary noise assessment was presented as part of the information in Report H at PIC #4. Noise mitigation measures will be defined during the Preliminary Design Phase of the study through a detailed noise assessment for the preferred route. Mitigation measures will be employed where appropriate. The results of the detailed noise assessment will be presented for public review and comment at PIC #6.</p> <p>Compensation for loss of land and business impacts is determined on a case by case basis. Individual property requirements will be confirmed during the Preliminary Design Phase.</p>
<p>What a dilemma. No one is happy with the “preferred routes,” the first tearing up farmland, the second demolishing Shakespeare and the third again destroying farmland.</p> <p>Why not improve the current road? So it slows down through Shakespeare. Are we in that much of a hurry?</p> <p>For all the money spent over four decades producing study after study and buying up the north side of the current road and recently Lingelbach Church, we could pay for 24-hour-a-day, seven day-a-week police presence on the current road, keeping traffic moving at a good, safe pace for decades to come.</p> <p>Or we could have been ahead of our time and kept the old rail line for light rail transit.</p> <p>No matter which way we cut this, we can’t bury Shakespeare or the best farmland in the world under concrete.</p>	<p>The widening of Highway 7&amp;8 to 3 lanes through Shakespeare did not address the identified transportation problems and opportunities for the 2031 planning horizon. As a result, this alternative was not carried forward as it will have environmental impacts without providing the required transportation benefits.</p>
<p>As long-time residents on Perth Line 33 we are not in favour of the preferred route alternative.</p> <p>Ours and our neighbours property on Perth Line 33 will be greatly impacted by the 4 lane proposed route. The loss of significant frontage from our property will increase the proximity of the proposed new highway to our residence. Naturally, the increased threat of terrible collisions, noise and pollution will be most damaging to our home and health. Road construction and runoff will undoubtedly have some effects on our well and pond area. Hopefully our environmental concerns will receive the same considerations as other regions in the area.</p> <p>Additional residents concerns are water flow, drainage, safe access to properties and grade levels.</p> <p>Have sent our comments following the PIC #3 meeting, we are now restating that the additional land acquired many years ago by the MTO along the present Hwy 7&amp;8 be used for the new highway expansion between Stratford and Shakespeare. Some residents of Shakespeare seem willing to accept a 3 lane highway to preserve economic stability for their village’s future.</p>	<p>The widening of Highway 7&amp;8 to 3 lanes through Shakespeare did not address the identified transportation problems and opportunities for the 2031 planning horizon. As a result, this alternative was not carried forward as it will have environmental impacts without providing the required transportation benefits.</p> <p>Route alternatives using the existing Highway 7&amp;8 alignment west of Shakespeare and the associated lands already owned by MTO were generated and assessed during the Detailed Planning phase.</p> <p>The Preferred Route addresses local and inter-regional transportation capacity and highway safety needs with the least overall environmental impact. Further details on the assessment and evaluation results for the route alternatives can be found in Report H available on the study website <a href="http://www.7and8corridorstudy.ca">www.7and8corridorstudy.ca</a>.</p> <p>Compensation for loss of land and business impacts is determined on a case by case basis. Property valuation is conducted as per provisions under the Expropriation Act which can include loss in market value,</p>

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<p>The projected traffic increase in 30 years is not likely to materialize since our country of 33,100,000 with a declining population and economic woes does not warrant destroying valuable land, homes and lives for a costly unnecessary route.</p> <p>Perth Line 33 residents are equally as important as the other groups who were to be impacted by formerly considered routes. If the proposed new highway were to be approved, then a 3 lane road on Perth Line 33 should be considered with construction only on the north side of the roadway because a majority of the residences are located on the south side. That would lessen the impact on everyone who is affected.</p> <p>In conclusion, the new proposed route is most unpopular with residents on Perth Line 33 and farmers.</p>	<p>disturbance damage, business loss and any special difficulties associated with relocation.</p> <p>Individual property requirements will be confirmed during the Preliminary Design Phase.</p>
<p>This project looks at the land where the road will be as unused property rather than valuable agricultural land owned by businesses that produce food. I can't think of any business in Shakespeare that contributes such a value or as a gross income comparable to any of the businesses you plan to interfere with by your route choice.</p>	<p>The assessment and evaluation of route alternatives did explicitly consider agricultural lands and businesses under a number of agricultural criteria. Further details on the assessment and evaluation results for the route alternatives can be found in Report H available on the study website <a href="http://www.7and8corridorstudy.ca">www.7and8corridorstudy.ca</a>.</p>
<p>To Whom It May Concern: The new proposed highway would severely impact my farming operation. We rent sections of land near the town of Shakespeare and use highway 7&amp;8 for access to these parcels of land. My operation needs this land for manure management and are part of my nutrient management plan. Replacing land that would be displaced by the new proposal would be very costly and almost impossible to find. This proposal would also be very costly to the government to purchase the land necessary to construct it. Land already bought between Shakespeare and Stratford would be the more economical route. The proposed new highway will make machinery travel difficult and dangerous and in some cases impossible. The cost of doing business for my operation will definitely increase, due to increased custom work expenses, since most custom manure applicators charge by the hour, longer travel times and wait periods at crossings will have a significant impact on that. There are better alternatives, use existing roadways, land already bought for this purpose, do NOT pave over our valuable farm land.</p>	<p>Route alternatives using the existing Highway 7&amp;8 alignment west of Shakespeare and the associated lands already owned by MTO were generated and assessed during the Detailed Planning phase of the study.</p> <p>The Preferred Route addresses local and inter-regional transportation capacity and highway safety needs with the least overall environmental impact. Further details on the assessment and evaluation results for the route alternatives can be found in Report H available on the study website <a href="http://www.7and8corridorstudy.ca">www.7and8corridorstudy.ca</a>.</p> <p>The study team recognizes characteristics of agricultural businesses in the area. Crossing road requirements / treatments and local road connections will be assessed as part of the Preliminary Design Phase of the study. Treatments for each crossing will take into consideration the needs of agricultural operations and emergency service requirements as well as factors related to traffic demands, safety and mobility.</p> <p>Compensation for loss of land and business impacts is determined on a case by case basis. Property valuation is conducted as per provisions under the Expropriation Act which can include loss in market value, disturbance damage, business loss and any special difficulties associated with relocation.</p> <p>The appraisal process will include consultations with property owners. Quantifiable losses to agricultural businesses on lands associated with nutrient management plans will be compensated for in consultation with the landowner to ensure that the implications to nutrient management are properly considered and addressed.</p> <p>Individual property requirements will be confirmed during the Preliminary Design Phase.</p>
<p>First off we are not impressed with your lack of response to an earlier question. I believe it took your team 6 weeks to get back to me by email. Emails should be answered within days due to today's technology. This is very unprofessional, especially when one's livelihood is at stake.</p> <p>We are land / business owners on [REDACTED] just east of Stratford. Pic 4 will have a detrimental effect on our family dairy farm which we have owned and operated for twenty years. We are proud, second generation farmers and our children have high aspirations for a third generation operation. We own and rent land on both sides of the road and are very concerned with a major 4-5 lane highway interrupting our daily tasks of</p>	<p>The 2031 forecasted traffic volumes have assumed that all reasonable modes of travel and demand management such as ridesharing, telecommuting, optimizing passenger/ freight rail capacity and increased inter-regional transit services are already implemented and operating to their fullest potential.</p> <p>The widening of Highway 7&amp;8 to 3 lanes through Shakespeare did not address the identified transportation problems and opportunities for the 2031 planning horizon. As a result, this alternative was not carried forward as it will have environmental impacts without providing the required transportation benefits.</p>

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<p>ensuring our viable operation is run smoothly and safely. Can you even begin to imagine what it would be like for our [REDACTED] son to take a tractor across a 4-5 lane highway to feed our 50 head of young stock in the barn? This occurs at least twice a day. Would you want your son to be placed in that position? Can you imagine, as an adult, trying to manoeuvre a 9-tonne wagon full of corn silage from a rental property which is 2 miles away to safely land at the home farm if it needs to travel down the route that you are proposing? Can you imagine the difficulty our milk truck driver will have trying to access our farm on a limited-access highway (he comes every other day), in order to meet the deadlines at the milk factory, in order for you to have milk served at your table? I trust you have truly placed yourselves in our 'work boots' when trying to decipher a plan for such an unnecessary road around Shakespeare! Do you have any idea how the many farmers along this route will safely function day-to-day and be able to viably run their farm businesses? It will be a complete invasion of prime agricultural land! We are living in an age of "save the earth", "conserve water and land", "do what we can for the children who are our future". What future do they have if you place a road right in the middle of our business? Our house would be levelled with the construction of the major road. Due to [REDACTED] adjacent land uses we cannot build a new house west of us OR build south [REDACTED] OR build east of the barn [REDACTED]. We have no option but staying in front of the barn where the original and current owners saw fit to do. We are not sure what you are going to do about our house situation.</p> <p>We are very concerned that the study team truly has not done their 'homework' on the agriculture side of this preferred route. You claim in your Report B to have guidelines in which you are mandated to follow. We too, as responsible farmers have guidelines in our business. We, by government law, must have a considerable land base in order to support all nutrient management laws. This is why we need to travel to get to other parcels of land in this area that you plan to dice-up with a major highway. We have no choice but to abide by these mandates. Let me perhaps list the guidelines in which I read in your Report B and how you have failed to meet them.</p> <p># 1 Efficient use shall be made of existing and planned infrastructure – (not making efficient use of existing hwy 7&amp;8, and pre-purchased adjacent land).</p> <p>#2 Encourage more compact communities with services, shops, and businesses. – (Shakespeare will become a ghost town by bringing traffic around the town).</p> <p>#3 Curb urban sprawl as best possible – (you are encouraging urban sprawl with a new 7&amp;8).</p> <p>#4 Preserve green space and agriculture lands-(you are doing anything but with this new route).</p> <p>#5 Cut down on car dependency –(you are encouraging more commuters).</p> <p>#6 Contribute to better air quality-(encouraging more cars at a higher rate of speed, this goes totally against the government's Kyoto accord agreement.).</p> <p>#7. Spur transit investment –(the highway discourages transit investment).</p> <p>#8 Promote a culture of conservation – (you are failing by promoting commuters to go further).</p> <p>#9 Reduce reliance on any single mode of transportation –(again, encouraging more car use).</p> <p>#10 Revitalize downtowns – (neither Shakespeare nor the city of Stratford's downtowns will be revitalized with the new preferred route).</p> <p>You have other viable options for addresses the needs of the analysis area which will better suit your guidelines. We truly feel that the existing highway 7&amp;8 should be the path taken for this road that you are proposing. I suggest a levelled out 4-lane highway from New Hamburg to Shakespeare, down to a 3-lane highway through Shakespeare, back to a 4-lane to Stratford. This will more than address the needs for today and well past the 2031 projection target. There is no real advantage to your current preferred route</p>	<p>With respect to potential transit improvements for the study area, GO Transit is planning to extend rail service to the Kitchener-Waterloo area, with a layover site for trains located in Baden. VIA Rail has also indicated they have future plans to increase their rail service within the existing railway corridor south of existing Highway 7&amp;8.</p> <p>Route alternatives using the existing Highway 7&amp;8 alignment west of Shakespeare and the associated lands already owned by MTO were generated and assessed during the Detailed Planning phase.</p> <p>The Preferred Route addresses local and inter-regional transportation capacity and highway safety needs with the least overall environmental impact. Further details on the assessment and evaluation results for the route alternatives can be found in Report H available on the study website <a href="http://www.7and8corridorstudy.ca">www.7and8corridorstudy.ca</a>.</p> <p>Report B was prepared to discuss the area transportation system needs and provide an overview of the transportation, land use and economic conditions in the study area. Chapter 3 of Report B, including section 3.3.1 and 3.3.2, provides an overview of the various policies in effect that influence growth and infrastructure development.</p> <p>The Highway 7&amp;8 Study is consistent with and supports the transportation objectives of the directions of the Provincial Policy Statement (section 3.3.1) and the Growth Plan for the Greater Golden Horseshoe (section 3.3.2). Both the PPS and the Growth Plan for the GGH advocate the planning and protection of corridors and right-of-ways for transportation and / or transit infrastructure to meet existing and forecasted needs for the efficient movement of people and goods.</p> <p>Compensation for loss of land and business impacts is determined on a case by case basis. Property valuation is conducted as per provisions under the Expropriation Act which can include loss in market value, disturbance damage, business loss and any special difficulties associated with relocation. Individual property requirements will be confirmed during the Preliminary Design Phase.</p>

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<p>over our suggested route, except, our suggested route will have the least negative impact on the agriculture business and the communities along this corridor. In fact, our suggested route will enhance all neighbouring communities.</p>	
<p>The Perth County Federation of Agriculture (PCFA) works in an advocacy role on behalf of the 1700 farm business members who live in Perth County.</p> <p>We have reviewed responses to our last two submissions and have reviewed information presented at the PIC #4 held January 2011, and wish to submit the following comments and questions:</p> <p>Study Process, Commitment and Past Experience:</p> <p>In previous responses, you suggest an understanding of the importance of agriculture within the study area. We have raised concerns around various farm business infrastructure issues (e.g. Nutrient Management, Drainage, land access across the study area etc). Responses to these issues have, for the most part, been met with comments that these issues will be dealt with on an individual basis with the affected landowners. These parameters are not solely a factor of the farms directly on the preferred route. Farm businesses within the whole area are impacted and we feel there has not been a true recognition of this in the materials presented to date by the Ministry and/or consultants.</p> <p>Agriculture in the province is a prime economic sector, and is the major land use within the study area. To lump agriculture into the 60 criteria from the four major factor areas (natural environment, land use I socio-economic environment, cultural environment and transportation factors) does not do justice to the agriculture industry. Parameters for Transportation Planning Studies in areas that will have such an impact on the agricultural resources of the province, needs to have Agriculture as a separate factor area.</p> <p>At PIC #4 in a one on one conversation with MTO/Consultant reps, it was indicated that there is no money designated to build this highway and that once approved, the plan may sit on file for years. This is a scenario that agricultural businesses cannot have hanging over their heads for an uncertain amount of time. Once a final route is determined and approved, all landowners impacted by the highway must be approached about compensation.</p> <p>The proposed route does not use land on the north side of the existing highway between Shakespeare and Stratford that was taken over thirty years ago from agriculture for the specific purpose of future highway expansion. Previous conversations at PIC's, and documentation, outlines certain triggers are required to initiate highway construction. The traffic trigger provided is 30,000. Presently the highway west of Shakespeare MTO figure is 10,000. With the previous land acquisition between Stratford and Shakespeare not being acted upon, there seems to be no guaranteeing that when a proposed route is finally chosen, that a highway will ever come to fruition. This scenario is not acceptable, people and their businesses need to be able to plan and develop. The past example of land acquisition for highway expansion in this corridor does not provide confidence in the process being used. Why was land currently owned for the purpose of an expanded highway not used in the proposed route corridor?</p> <p>Loss of Agricultural Land and Agricultural Business Disruption:</p> <p>The proposed route takes hundreds of acres out of agriculture from the backs of farms running parallel to the rail road and running diagonally across some lots severing several farm businesses until it meets Lorne Avenue.</p> <p>One section of the proposed route is being designated as a four lane controlled access highway with no farm lanes allowed. This will eliminate access to farm properties severed by this road. It will also sever internal lanes on farms that presently have rail crossing frequently used to connect with their other business infrastructure.</p> <p>North south access across concession roads 110,109, 108 and 106 is not confirmed.</p>	<p>As you know, during the planning phase of the study we modified our evaluation process by giving agriculture its own evaluation factor (rather than being a sub-factor under "land use resources"). In addition, the study team further enhanced the process by consolidating elements of other evaluation factors/sub-factors under agriculture, which provided it with four evaluation criteria (and associated indicators).</p> <p>While this expansion of agriculture evaluation criteria resulted in a minor degree of duplication relative to some issues, we believe it also resulted in agriculture (and "the business of agriculture") being given a more appropriate level of consideration in the evaluation of corridor and route alternatives.</p> <p>The above clearly indicates that the study recognizes the importance of agriculture, agricultural land, agricultural operations, and the associated provincial policies. However, it must also be recognized that the transportation policies of the province require corridors to be identified and protected to meet current and projected needs for various travel modes. We suggest that the evaluation process provides recognition and transparency relative to both of the above.</p> <p>Route alternatives using the existing Highway 7&amp;8 alignment west of Shakespeare and the associated lands already owned by MTO were generated and assessed during the Detailed Planning phase.</p> <p>The Preferred Route addresses local and inter-regional transportation capacity and highway safety needs with the least overall environmental impact. Further details on the assessment and evaluation results for the route alternatives can be found in Report H available on the study website <a href="http://www.7and8corridorstudy.ca">www.7and8corridorstudy.ca</a>.</p> <p>An implementation strategy will be developed for the recommended improvements that will take into account several factors including areas of greatest need and will identify when and where the safety, operational and capacity improvements should be implemented over the 30-year planning horizon. The actual construction timing will be subject to the availability of funding as the forecasted needs become realized. In the meantime, regular maintenance activities such as replacement of driving surfaces and localized operational improvements may occur throughout the study area as the need is identified.</p> <p>Compensation for loss of land and business impacts is determined on a case by case basis. Property valuation is conducted as per provisions under the Expropriation Act which can include loss in market value, disturbance damage, business loss and any special difficulties associated with relocation.</p> <p>The appraisal process will include consultations with property owners. Quantifiable losses to agricultural businesses on lands associated with nutrient management plans will be compensated for in consultation with the landowner to ensure that the implications to nutrient management are properly considered and addressed.</p> <p>Individual property requirements will be confirmed during the Preliminary Design Phase.</p> <p>The current objective is to obtain environmental approval on a long-term plan that will assist all property owners, including MTO, in making smart investment decisions over the interim until highway expansion is funded and scheduled for construction. Until such time, the MTO will endeavor to assist property owners</p>

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<p>The north south concession roads provide agricultural transportation routes VITAL for farm operation and business stability to not only the producers in the line of the proposed highway but also those located south in Oxford County and those producers in North Easthope.</p> <p>If the MTO is maintaining all of the north - south access roads, how much more land will that take out of agriculture?</p> <p>The proposed route places many producers in non- compliance with the Nutrient Management Act. What process is used between Ministries to determine Regulatory compliance precedence? Nutrient Management Plans have been developed by agricultural businesses according to Provincial Regulation. These producers have developed these plans as part of their businesses and commitment to environmental integrity. We have not received any indication how the MTO will deal with being responsible for putting agricultural businesses in non-compliance of the Nutrient Management Act.</p> <p>When (IF) the highway is constructed, who will protect or ensure ongoing access to farm properties across the highway, to maintain their business viability?</p> <p>Who is going to take the responsibility to protect the value of all the impacted agricultural producers businesses once the route has been determined? The value, in this case not simply being “x” acres of land, as there needs to be recognition and compensation for the loss of business efficiencies as well.</p> <p>Future Transport Infrastructure Changes:</p> <p>If high-speed rail transport comes along the existing rail line, either a new rail bed will need to be constructed or the existing rail bed replaced. Can the MTO confirm that the rail line will not require a greater separation between the rail corridor and the proposed highway and will not take MORE land out of agriculture?</p> <p>In closing, we feel the issues/questions raised need to be fully explored and answered, since the route presented at PIC #4 still has too many unresolved issues.</p>	<p>that demonstrate a hardship as a direct result of the highway planning. Anyone that is experiencing a demonstrated hardship as a result of the study should contact the Ministry’s Property Office at 1-800-265-6072 ext. 4316.</p> <p>As the study proceeds, we will continue to consult with agricultural businesses along the preferred route, interested stakeholders and representatives of the broader agricultural community to ensure we fully understand their concerns and we will strive to mitigate potential impacts. We will consult with the owners of farm properties impacted by the preferred route to ensure that the implications to nutrient management can be properly considered and addressed and to support preliminary design activities. Furthermore, the study team will systematically contact all relevant landowners along the preferred route to identify both public and private drains to support design work in subsequent design phases.</p> <p>Crossing road requirements / treatments and local road connections will be assessed as part of the preliminary design phase of the study. Treatments for each crossing will take into consideration the needs of agricultural operations and emergency service requirements as well as factors related to traffic demands, safety and mobility. Recommendations for crossing roads, including side clearance areas and turning radii, will be made in consideration of the need to provide continuous and balanced access for north-south and east-west travel.</p> <p>GO Transit is planning to extend rail service to the Kitchener-Waterloo area, with a layover site for trains located in Baden. VIA Rail has also indicated they have future plans to increase their rail service within the existing railway corridor south of existing Highway 7&amp;8. The existing railway right-of-way is sufficient to accommodate a second track. Furthermore, the design of the Preferred Route will not preclude the potential for a second track.</p> <p>The railway corridor and the highway corridor can abut each other. Separation requirements will apply if at-grade intersections are proposed in close proximity to the railway corridor.</p> <p>Representatives of the Goderich-Exeter Railway are involved in the project through the Regulatory Advisory Group. The railway authority has been invited to attend numerous meetings with the study team since the inception of the study and will continue to be consulted during the Preliminary Design Phase. It is anticipated that representatives of the railway authority will provide detailed comments on the study once preliminary design alternatives are generated and available for review</p>
<p>The following comments have been identified as the underlying Issues and Discussion items provided by ABC in their “Volume 7” submission in response to the materials presented at PIC #4.</p> <p><u>Land Removed From Agricultural Use</u></p> <ul style="list-style-type: none"> <li>- Why has it taken so long to get these figures on the table?</li> <li>- Tradeoffs can’t be evaluated effectively without this information.</li> <li>- The Province has to publicly declare its footprints.</li> <li>- The estimates provided so far do not include extra lands for accesses, flyovers, underpasses and other features needed for the road.</li> </ul>	<p>Comparative estimates of land requirements were considered in the analysis of corridor and route alternatives.</p> <p>As noted at PIC #4, design alternatives and the associated land requirements for crossing road requirements / treatments and local road connections will be identified during the preliminary design phase of the study and presented for review and comment at PIC #5.</p> <p>Opportunities for Ministry owned lands west of Shakespeare to be returned to agricultural use will be explored during the Preliminary Design Phase of the study.</p>

Comments	Response
<p>- An additional 27.5 acres of land will be required for each interchange (per Region of Waterloo estimates of the Baden and Phillipsburg exits).</p> <p>What will happen with the land that was acquired by MTO from the front of some producers over 30 years ago?</p> <p>Regarding the railway:</p> <ol style="list-style-type: none"> <li>1. Is there not a requirement for a separation distance between the railway and the highway?</li> <li>2. Has the need for a second rail bed been considered? Is this included in the land taking estimates?</li> </ol> <p><u>Mapping the Business of Agriculture</u></p> <p>ABC continues to have concerns with the information used by the study team regarding agricultural operations / businesses in the study area and how impacts to nutrient management and tile drainage will be dealt with.</p> <p>Additional concerns are related to agricultural access across and along the proposed highway route for agricultural machinery access throughout the study area.</p> <p><u>ABCs Recommendations to MTO and all municipal councils:</u></p> <ol style="list-style-type: none"> <li>1 – That the final recommended corridor and route utilize the property previously taken out of agriculture that MTO owns and has fenced west of Shakespeare on the north side of the highway.</li> <li>2 – That the study team abandon any plans for restricting access to farms, side-roads and land parcels through ‘closed’ controlled access measures for any stretch of the highway.</li> <li>3 – That MTO recognise and finally capitulate to the fact that traffic numbers and population numbers in any plausible future scenario will never require a four lane controlled access route such as highway 402.</li> <li>4 – That the consultants develop a design appropriate to our circumstances and that MTO start immediately with land acquisitions and rehabilitation measures on the finalised route with particular attention to the most accident prone sections.</li> </ol>	<p>The railway corridor and the highway corridor can abut each other. Separation requirements will apply if at-grade intersections are proposed in close proximity to the railway corridor.</p> <p>GO Transit is planning to extend rail service to the Kitchener-Waterloo area, with a layover site for trains located in Baden. VIA Rail has also indicated they have future plans to increase their rail service within the existing railway corridor south of existing Highway 7&amp;8. The existing railway right-of-way is sufficient to accommodate a second track. The design of the Preferred Route will not preclude the potential for a second track.</p> <p>As the study proceeds, we will continue to consult with the owners of farm properties impacted by the preferred route to ensure that the implications to nutrient management are properly considered and addressed and to support preliminary design activities. Furthermore, the study team will systematically contact all relevant landowners along the preferred route to identify both public and private drains to support design work in subsequent design phases.</p> <p>Crossing road requirements / treatments and local road connections, including the need for service roads within the Study Area, will be assessed as part of the Preliminary Design Phase of the study. Treatments for each crossing will take into consideration ABC’s comments on the movement of agricultural equipment and municipal comments regarding emergency service requirements as well as factors related to traffic demands, safety and mobility. Recommendations for crossing roads, including side clearance areas and turning radii, will be made in consideration of the need to provide continuous and balanced access for north-south and east-west travel.</p> <p>Route alternatives using the existing Highway 7&amp;8 alignment west of Shakespeare and the associated lands already owned by MTO were generated and assessed during the Detailed Planning phase.</p> <p>The Preferred Route addresses local and inter-regional transportation capacity and highway safety needs with the least overall environmental impact. Further details on the assessment and evaluation results for the route alternatives can be found in Report H available on the study website <a href="http://www.7and8corridorstudy.ca">www.7and8corridorstudy.ca</a>.</p> <p>On the basis of the detailed transportation assessment work conducted during earlier phases of the study, a 400 series highway with fully controlled access is not warranted west of Regional Road 1. A multi-lane (arterial) highway facility is planned as it appropriately addresses the identified problems and opportunities. The cross section of the roadway (e.g. number of lanes and lane separation treatment), the crossing road requirements / treatments, local road connections and property access, will be assessed as part of the Preliminary Design Phase of the study. The roadway cross section and treatments for each crossing will take into consideration factors related to traffic demands, safety and mobility as well as the needs of agricultural operations and emergency service requirements.</p> <p>An implementation strategy will be developed for the recommended improvements that will take into account several factors including areas of greatest need and will identify when and where the safety, operational and capacity improvements should be implemented over the 30-year planning horizon. The actual construction timing will be subject to the availability of funding as the forecasted needs become realized. In the</p>

Comments	Response
	<p>meantime, regular maintenance activities such as replacement of driving surfaces and localized operational improvements may occur throughout the study area as the need is identified.</p> <p>As stated in our April 21, 2011 letter, compensation for loss of land and business impacts is determined on a case by case basis. Property valuation is conducted as per provisions under the Expropriation Act which can include loss in market value, disturbance damage, business loss and any special difficulties associated with relocation.</p> <p>Individual property requirements will be confirmed during the Preliminary Design Phase.</p> <p>The current objective is to obtain environmental approval on a long-term plan that will assist all property owners, including MTO, in making smart investment decisions over the interim until highway expansion is funded and scheduled for construction. Until such time, the MTO will endeavor to assist property owners that demonstrate a hardship as a direct result of the highway planning. Anyone that is experiencing a demonstrated hardship as a result of the study should contact the Ministry's Property Office at 1-800-265-6072 ext. 4316.</p>