

cc Amanda
#12a

Brenda Law

From: Martins, Trish <trish.martins@urs.com>
Sent: January-30-13 12:53 PM
To: Undisclosed recipients
Subject: Notice of Public Information Centre #5 for the Niagara to GTA Corridor Planning & EA Study
Attachments: PIC 5 Cover Letter.pdf; NGTA Notice of PIC #5.pdf

Dear Stakeholder,

The Ontario Ministry of Transportation (MTO) has identified the preferred highway expansion options for the entire Niagara to GTA study area. You are invited to attend the fifth round of Public Information Centres (PICs) to review and comment on the highway expansion recommendations. Please see the attached cover letter and "Notice of Public Information Centre #5" for further details.

Thank you on behalf of the NGTA Study Team

Trish Martins
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January 30, 2013

Dear Stakeholder:

**RE: Niagara to GTA Corridor Planning and Environmental Assessment Study – Phase 1
Notice of Public Information Centre #5**

Stakeholders are invited to attend the fifth round of Public Information Centres (PICs) to review and comment on the preferred highway expansion options for the entire Niagara to GTA (NGTA) study area.

Study team members will be available to answer questions and to receive comments at these open house style information centres. PIC #5 will be held on:

Tuesday February 12, 2013

4:00 p.m. to 8:00 p.m.

Holiday Inn Burlington

Halton Hall

3063 South Service Road,
Burlington

Wednesday February 13, 2013

4:00 p.m. to 8:00 p.m.

Royal Canadian Legion

Upstairs Hall

383 Morningstar Avenue, Welland

Tuesday February 19, 2013

4:00 p.m. to 8:00 p.m.

Ancaster Fairgrounds

Marritt Hall

630 Trinity Road, Jerseyville

If you are unable to attend the PIC, the display materials will be available on the study website beginning February 12, 2013. Comments and questions may also be submitted via the study website at: www.niagara-gta.com.

Phase 1 of this Planning and Environmental Assessment (EA) Study was initiated by MTO in support of the transportation objectives of the provincial *Growth Plan for the Greater Golden Horseshoe*. The study is being undertaken in accordance with the *Ontario Environmental Assessment Act* (EA Act) and the Terms of Reference, which was approved by the Minister of the Environment in June 2006.

We encourage you to stay involved in this important study. Come out to the fifth round of Public Information Centres and provide your input on the highway expansion recommendations.

Comments and information regarding this study will be maintained on file for use during the project and may be included in project documentation to meet the requirements of the EA Act. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information (e.g., name and address), all comments will become part of the public record.

Please feel free to visit us at <http://www.niagara-gta.com> to obtain further information and updates regarding this study.

NGTA Study Team

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www.niagara-gta.com

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Thank you for your cooperation and assistance.

Sincerely,



Mr. John Slobodzian
Project Coordinator
Provincial Planning Office
Ontario Ministry of Transportation



Mr. Paul Hudspith, P. Eng.
Consultant Project Manager
URS Canada Inc.

ONTARIO GOVERNMENT NOTICE

NOTICE OF PUBLIC INFORMATION CENTRE #5

Niagara to GTA Corridor Planning and Environmental Assessment Study
Phase 1

HIGHWAY EXPANSION OPTIONS

The Ontario Ministry of Transportation (MTO) has identified the preferred highway expansion options for the entire Niagara to GTA study area. The study area extends from Niagara Region and the U.S. border through the City of Hamilton to Halton Region.

You are invited to attend a Public Information Centre (PIC) to learn more about the highway expansion recommendations. The PICs will feature drop-in style open house sessions to allow members of the public to review display materials and provide comments on the study findings and recommendations. If you are unable to attend the PIC, the display materials will be available on the study website beginning February 12, 2013. Comments and questions may also be submitted via the study website at: www.niagara-gta.com.

The Public Information Centres will be held as follows:

Tuesday February 12, 2013

4:00 p.m. to 8:00 p.m.

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Upstairs Hall

383 Morningstar Avenue, Welland

Tuesday February 19, 2013

4:00 p.m. to 8:00 p.m.

Ancaster Fairgrounds

Marritt Hall

630 Trinity Road, RR #1
Jerseyville

THE STUDY:

Phase 1 of this Planning and Environmental Assessment (EA) Study was initiated by MTO in support of the transportation objectives of the provincial *Growth Plan for the Greater Golden Horseshoe*. The study is being undertaken in accordance with the *Ontario Environmental Assessment Act* (EA Act) and the Terms of Reference, which was approved by the Minister of the Environment in June 2006.

In March 2011, MTO released a draft Transportation Development Strategy that outlined several recommendations including support for enhanced transit, measures to optimize the existing transportation network, additional lanes on existing highways and new highways. Since the release of the draft Strategy, the project team carried out additional analysis of the previous recommendations for highway expansion and new highways. The analysis, findings and recommendations will be provided at the upcoming Public Information Centres for review and discussion.

COMMENTS:

Comments and information regarding this study will be maintained on file for use during the project and may be included in project documentation to meet the requirements of the EA Act. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information (e.g., name and address), all comments will become part of the public record.

For further information, or to be added to the mailing list for this study, please visit the study website or contact:

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Fax: 905-882-4399

If you have any accessibility requirements in order to participate in this project please contact one of the Project Team members listed above.

Visit us on-line at: www.niagara-gta.com
Contact us by e-mail at: project_team@niagara-gta.com





NGTA

*Niagara to GTA Corridor
Planning and EA Study – Phase 1*

**Assessment and Evaluation of Highway Expansion
Alternatives**

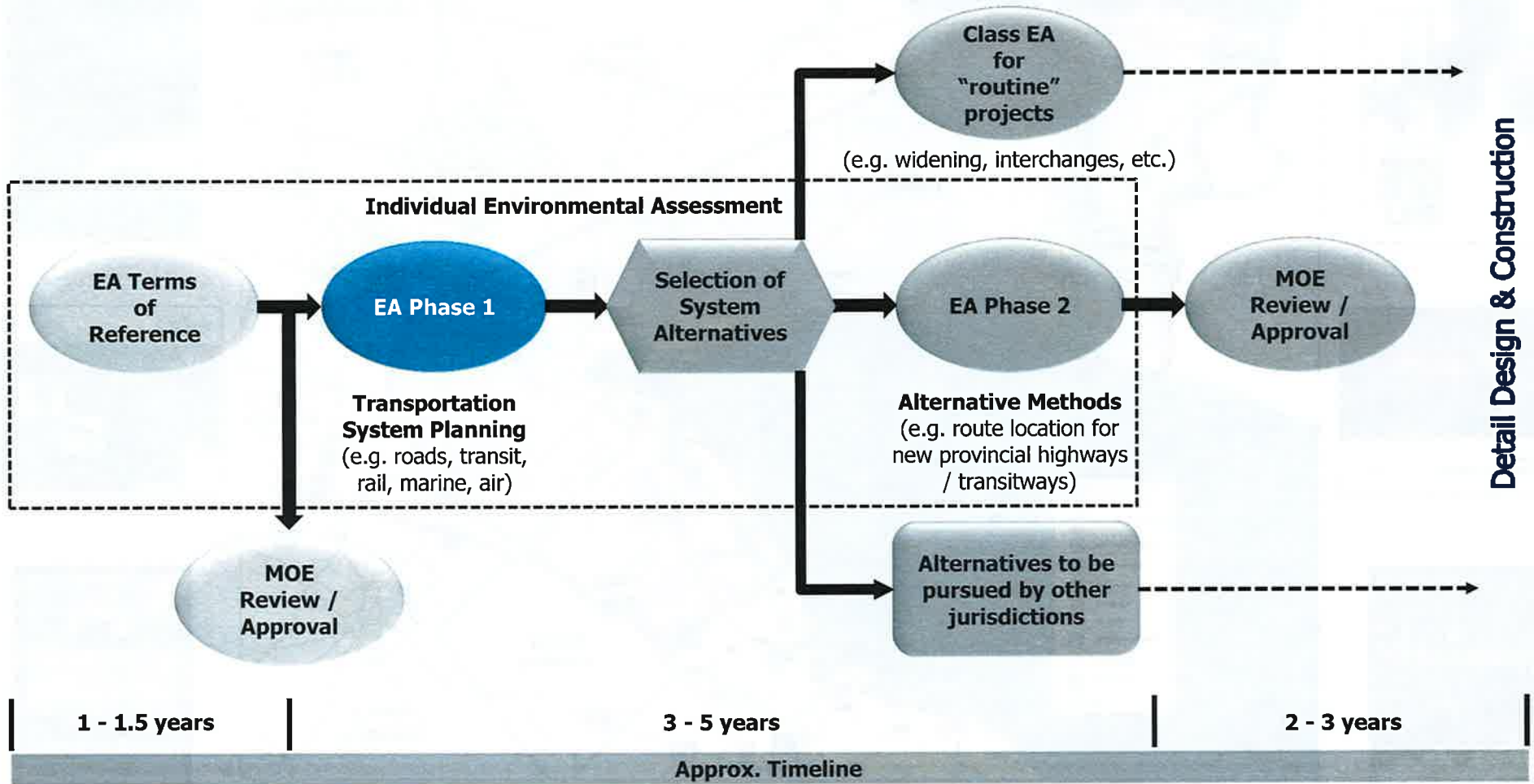
*Municipal Technical Advisory Group /
Regulatory Agency Advisory Group*

January 29, 2013

- Multimodal planning study to develop recommendations for expanding the capacity of the transportation network that connects Niagara Region and the U.S. border to the GTA
 - Prepared as an individual environmental assessment (EA)
- Supports the population and employment forecast in the Growth Plan for the Greater Golden Horseshoe
 - Identified as a future transportation corridor that will facilitate goods movement
 - Builds on Ontario's growth and prosperity objectives
- Results of the completed technical assessment combined with the feedback from consultation will be used to develop the final highway expansion recommendations
- Key deliverable is a Transportation Development Strategy
 - Comprehensive plan that features support for enhanced transit, optimization of current highways and new highway capacity

Overview of EA Study Process

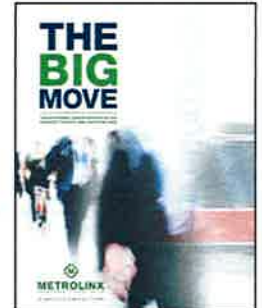
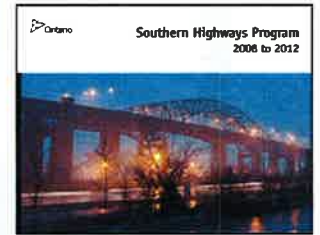
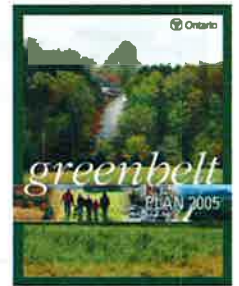
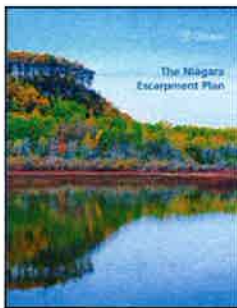
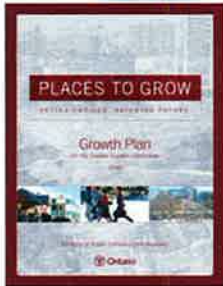
**Niagara to GTA Corridor
Planning and EA Process**



← 5 - 10 years →

Study Area and Policy Context

NGTA



- Substantial Growth in Population and Employment
 - The Greater Golden Horseshoe, including the NGTA study area, is the fastest growing urban region in Canada
 - By 2031 the population in Niagara, Hamilton and Halton will grow by 38% and employment will grow by 40%
 - There will be more than 1.2 million additional passenger and commercial vehicle trips per day in the NGTA study area by 2031
- NGTA is a key economic link strategically located between Toronto and the U.S. border
 - \$58 billion in goods crossed the Niagara border in 2010
 - Current daily value of goods moving through selected highway links:
 - Burlington Skyway - \$480 million
 - QEW through Halton - \$476 million
 - Hwy 403 through Hamilton - \$334 million

- After assuming full implementation of the transit improvements in the Regional Transportation Plan (RTP) by Metrolinx, major congestion (stop and go conditions) occurs in 2031 on highways throughout the NGTA study area
 - Burlington Skyway
 - Hwy 403 through Hamilton
 - QEW through Halton
- Travel times during peak hours will increase significantly if additional highway capacity is not provided
 - Burlington Skyway – 110% increase
 - Hwy 403 through Hamilton – 37% increase
 - QEW through Halton – 33% increase



The Transportation Opportunity

- New / improved access provided by the highway network has benefits for communities and economic development
 - More effective inter-modal travel (i.e., highways connecting to ports and airports)
 - Integration with local transportation services
 - Reduced travel time for commuters, tourists and goods movement
 - More reliable travel times for commuters, tourists and goods movement
 - Better connections to population and employment growth districts and lands
 - Better connections to tourist destinations
 - Support for international trade through better connections to the U.S. border
 - Provides alternate routes (redundancy) in the event of an incident or highway closure

- Major congestion on the highway network has broad implications for the community, environment and economy
 - Longer travel times equal reduced quality of life for commuters and lower quality trip experiences for tourists
 - New business may choose to locate outside areas of congestion
 - Trucks, commuters and tourists use local roads to avoid congestion
 - Reduced economic competitiveness as productivity is lost through extended travel time
 - Tourism expenditures are reduced
 - Increased air and noise emissions and fuel consumption
 - Effectiveness of inter-modal travel is impacted
 - Operators of rail, marine and air modes stressed the importance of linking to a functioning highway network

- The proposed solution builds on the building block philosophy:
 - Optimize the existing highway network (*analysis and recommendations are complete*)
 - Adjustable speed limits (based on congestion)
 - Initiatives that support rail (grade separations at highway crossings)
 - Expansion of real time traffic information
 - Reversible (contra-flow) lanes and moveable barriers
 - Transit improvements (*analysis and recommendations are complete*)
 - Supports and assumes full implementation of the RTP by Metrolinx
 - Transit use of highway shoulders to bypass congestion
 - Future study on the potential for a Hamilton-focused inter-regional transit service (to be co-ordinated with Metrolinx)
 - New highway capacity (*analysis is complete, consulting on results*)
 - Required in addition to the optimization and transit recommendations
 - Achieved through widening existing highways (West and Central Areas) and a new highway (East Area)
 - Located in three sub-areas
 - East (Niagara Region)
 - Central (Welland to Hamilton)
 - West (Hamilton and Halton)

