



Citizens Opposed to Paving the Escarpment – NOV 2010

Wake Up Flamborough Once It's Paved - It's Gone

Niagara to GTA Corridor Has Been Downsized. But Plans for a Highway Thru Flamborough and North Burlington Are Very Much Alive.

To learn more about COPE and our efforts to stop the highway see: www.stophighway.com

To learn more about the MTO's transportation plans see: www.niagara-gta.com



[Highway Corridor Study Area](#)

OVERVIEW

The highway is the result of the multi-year Niagara to Greater Toronto Area (NGTA) study completed by the Ministry of Transportation (MTO) and Environmental Consultants. It was previously called the Mid Peninsula Highway. The transportation options recently presented by the MTO in the PIC # 4 sessions are a partial win for sustainable transportation planning.

The leg of highway through the Niagara Region has been deemed unnecessary – COPE said this all along. MTO came up with a better plan for some areas including incorporation of expanded transit and widening existing corridors.

Rail and water transportation systems under federal jurisdiction have been mentioned in the study. Unfortunately the lack of federal government participation rendered the efforts meaningless. Metrolinx was embraced and relatively low cost HOV lanes and other ideas to alleviate traffic congestion have been put in place. There were no new ideas. The initial statements of a “unique approach” for “multi-modal transportation development strategy” and “no pre-defined undertaking” have not been fulfilled.

Our rural area didn't benefit from any of the advancements in transportation planning. The MTO plans to cut the rural fabric of our community by building a highway. The plan is to link the 403 from Ancaster through the heart of Flamborough, skirt Waterdown, cross the escarpment in North Burlington and then join the 407. This highway is planned for a 30 year horizon when we are facing peak oil and climate change issues now.

CONCERNS WITH THE PROCESS

- ❑ The ultimate conclusions for the EA will be based on “reasoned arguments”, which relies on the expert opinions of the study consultants. The decisions will not be made on quantitative data.
- ❑ The omission of an independent peer review for the technical findings and ultimately study recommendations.
- ❑ Disregard for other Provincial Planning documents such as PPS, Ontario's Biodiversity Strategy, the Niagara Escarpment Plan and Greenbelt Plan.
- ❑ Region of Halton ROPA 38. Ministry of Municipal Affairs and Housing (October 27, 2010) state the plan should recognize the ongoing NGTA West EA corridor study and include the corridor on Halton maps.
- ❑ The study is trying to substantiate the need for a new highway based on inflated population and employment growth statistics for Hamilton.
- ❑ To date, MTO have refused to do any sensitivity analysis for reduced growth projections on Hamilton Mountain.
- ❑ Hamilton/Ancaster commuters will not take the 35 km bypass thru Flamborough to access GTA.
- ❑ The exorbitant cost (~8 billion), when faced with global economic turmoil for a highway that isn't needed, is too much.
- ❑ Destruction of life sustaining ecosystem services.

PLEASE USE YOUR VOICE

If you expect sustainable transportation planning and
Don't want a four-lane highway cutting the community

Send a message to Premier McGuinty at dmcguinty.mpp.co@liberal.ola.org

Let Ted McMeekin know we need him on our side to keep the community in tact.
tmcmeekin.mpp.co@liberal.ola.org

You can join COPE through the website or by writing to:

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