

From: McMeekin\_Ted-MPP [mailto:tmcMeekin.mpp@liberal.ola.org]  
Sent: Tuesday, June 07, 2011 6:25 PM  
To: Partridge, Judi  
Subject: Re: Mid - Peninsula Highway

Dear Judi,

Just a short note to express my appreciation for your efforts in organizing a very fulsome discussion on the GTA Corridor/mid-Peninsula Study in Carlisle.

I was pleased to be able to attend and to hear the views expressed.

As you no doubt know Councillor Pasuta organized a similar community meeting in Rockton a couple of months ago.

This undertaking has a long and checkered history. A previous provincial government attempted to expedite a 'mid-Pen' SuperHighway some 10 years ago. They were using a 'scoped EA' process inconsistent with the Environmental Assessment requirements. Legal action was threatened and the process slowed.

Upon the election of a new government in 2003 a FULL EA was initiated examining all aspects with a multi-modal transportation focus. This process emphasized community and municipal government input.

The first phase of the EA indicated that while several 'asset enhancements' were clearly necessary (including a new Welland connector) to meet some current and short-term transportation needs, a mid-Pen SuperHighway was not. This is consistent with the resolution of the Niagara Falls City Council and the Hamilton-Wentworth Federation of Agriculture.

**It's worth noting that at your Carlisle meeting none of the presenters favoured a new mega highway across Ancaster/Flamborough and through Halton to the #407. And I understand that subsequent to your Carlisle meeting, Halton Regional Council voted by resolution to ask the province to ensure that no new highway cross the escarpment.**

It was clear at both the Rockton and Carlisle meetings that supporters of a SuperHighway were few and far between. **Indeed I was fascinated to hear the views of former Chamber of Commerce President Richard Korisel who clearly indicated that he did NOT favour a new highway across Flamborough/Halton either. He articulated other options that could be considered.**

Judi, it's clear that some new road improvements and even new road work will be required to meet the need to transport goods and people in the GTA and beyond. **That said I do not believe the answer lies in a major new highway that will significantly alter the Ancaster/Flamborough/Halton landscape and in so doing wreck havoc on precious agricultural and environmentally sensitive lands.** Just because we've made that kind of mistake in the past doesn't mean we should replicate it.

In summary we must move forward with caution cognizant that decisions taken will have tremendous consequences.

I'm open to any thoughtful planning that incorporates enhanced and more efficient public transit coupled with a visionary examination of options related to 'land barging' via rail link opportunities.

Hope this is helpful to you. Please feel free to share this with your colleagues if you deem it appropriate or helpful.

Kindest personal regards.

Respectfully.....ted