

# Wynne: Highway plan 'contentious' but 'different' than Niagara roadway

By **LISA TALLYN**  
Staff Writer

Ontario's Liberal government has no plans to pave over the Niagara Escarpment, according to Transportation Minister Kathleen Wynne, who was in Burlington Tuesday to discuss the controversial Niagara to GTA corridor.

But she wouldn't give the same commitment to the GTA West Corridor plan, which could see an east-west highway cut through prime Halton Hills farmland.

Asked at the roundtable meeting about the GTA West corridor, which has garnered criticism from Regional council for cutting through agricultural land in Halton Hills, Wynne said there's a difference between the two proposals.

"That again is a very contentious issue... there's a different sensibility in the communities. What's unique here (Niagara to GTA) is there's a strong

multi-community consensus on what needs to happen in the area."

At press time Wednesday Wynne had not returned a phone call from *The Independent & Free Press* or provided any further comments.

Halton Hills Mayor Rick Bonnette said Tuesday afternoon that Wynne is "very aware" of the strong objections both he and councillors have to the 4-3 option which would run east-west between Five and 10 Sideroads from Halton Hills' east border to Tremaine Road in west Milton.

"She must also be aware that most citizens of Halton Hills are voicing their objections by way of sending close to 7,000 personally-signed postcards directly to her office. She should also be aware that recently Halton Region voted 19-2 to oppose 4-3 highway," said Bonnette.

"Now what she might not be aware of is

that Milton just recently voted also to oppose 4-3. All four communities of Halton Region are singing from the same hymn-book. If this is not a multi-community consensus then I don't what it is."

He added when Wynne gets the news about Milton's vote, "surely she will see that Halton Hills, Milton and Halton Region have a multi-community consensus to fight this damn thing."

Halton Hills Ward 2 Regional Councillor Clark Somerville was disappointed in Wynne's comment.

"It's too bad the minister wouldn't have taken the opportunity to give assurances to the people of Halton Hills and Milton that 4-3 would not be going forward," said Somerville.

Somerville added, along with hearing the minister's position on the proposed 4-3 highway, the community also needs to find out the position of other political parties on the issue.

Somerville said he's contacted Ontario PC leader Tim Hudak and Ontario NDP leader Andrea Horwath numerous times but has had no response. He also contacted Wynne and Premier Dalton McGuinty, and received responses from the Ontario Press Secretariat saying the MTO is looking at all options.

Wellington-Halton Hills MPP Ted Arnot responded to him saying he stands behind the Halton Hills council's opposition to the highway and that he has requested a briefing with the minister on the issue, but so far has had no response.

At the meeting in Burlington, Wynne assured local politicians and citizens' groups that the provincial Liberals aren't moving forward with a 33-km highway that connects Hwy. 403 in Ancaster to north Burlington.

—With files from Christina Commissio,  
Metroland Media Group

*'That (Alternative 4-3) again is a very contentious issue...there's a different sensibility in the communities.'*

**TRANSPORTATION MINISTER  
KATHLEEN WYNNE**



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**Is your CAR ENGINE LIGHT on?**

If your car is running normal- don't sweat it. It's probably a lazy engine sensor. A sensor that may have no more influence on your vehicle's performance than your appendix or gall bladder does to you.

But when that little yellow light icon lights up your dash, just about everyone fears a wallet emptying event. That same light won't tell you if your car is out of oil, overheating or if the alternator has quit, but it must be important- right?

Two fears quickly arise:

1. Am I going to make it home?
2. How much is it going to cost me?

The unknown is the biggest fear. I try to explain it like this. Most cars have 10-15 sensors in and around the vehicle's engine, and they kind of work like the hospital patient with all those round white pads stuck to them with wires attached, feeding information back to a monitor.

Similarly, the vehicle sensors feed information back to the main computer that monitors the information. If a sensor didn't feel like performing to its maximum on any given day, ON comes the unforgiving light.

Don't get me wrong, checking to see why the light is on is a good thing to do, but, if the car is running normal, wait until your next oil change and have it scanned. It shouldn't be any more painful than having a bulb changed.

There are 2 to 4 main sensors that, if defective, will have to be changed, but you'll be ready to deal with them because you either crawled to the repair shop pulling on the steering wheel and leaning forward to get the necessary speed to get there or, worse yet, towed in. All other sensors fit what this article was meant for.

My wife's Saturn Vue has had its light on since I bought it for her 4 years ago. I scanned it then, saw that it had a lazy \$440 EGR valve and left it. It's run 80,000 km since with no problem.

If the light went out, THEN she'd think there was a problem.

So don't sweat it, get it checked and if you'd like to use the repair money elsewhere, put a picture of someone special in front of that daunting little icon.

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