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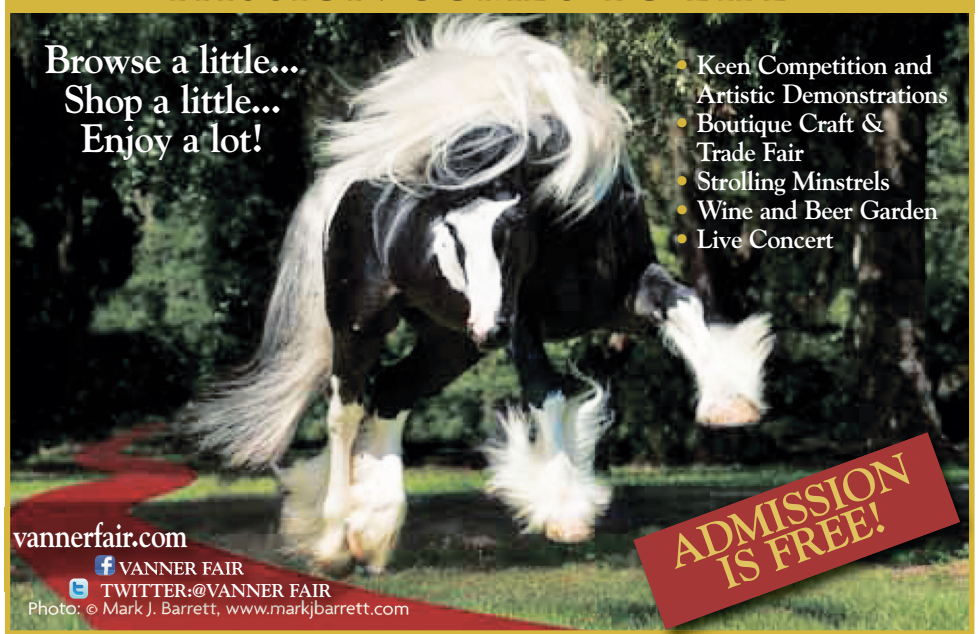

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Residents urged to fight highway plan

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"We can be successful," said Carr. "We need to focus on the Provincial government, to remain united, and not point the finger at the Region or the Town."

Ian Thompson of Milton Heights expressed his feelings how the fight was not only a Halton Hills fight, but also included Milton.

As a member of the Coalition of the Milton Heights Group, he has been trying to stop development of 1,500 houses around the small community. He told the group how Milton Heights residents lost their hamlet status, which would have given them some protection, but they won't allow the 4-3 corridor to go through without a fight.

"The highway would be 'terminal' for Milton Heights," said Thompson. "We are already fighting development and then this highway comes along wants to cut us in half— we were caught sleeping once when we lost our hamlet status. We won't let it happen again."

Peter Belshaw, a Halton Hills resident living in the study area, said he grew up in Georgetown, but after university, worked south of the border, and returned in 2009 to live in his 'dream home for the rest of my life.'

Belshaw told how he found his Milton neighbours were not even aware of the fact the proposed corridor was going through Milton as well as Halton Hills.

He also suggested it was paramount that the residents maintain the pressure on the provincial government. He also had a solution to the whole project.

"I think it's a no-brainer. Upgrade the 401 and make it work. It would create jobs, boost the economy and is the most logical choice there is," he said. "We're all concerned about jobs and the economy— that's how we do it.".

Belshaw also made a suggestion about the use of the 407 toll highway.

"Why not give companies who send their trucks on the 407 a tax break, the opportunity to claim their toll fees as expenses?" said Belshaw. "There are few trucks using the 407, and that incentive would certainly take some pressure off the 401."

He spoke in defense of preserving farmland and how growing locally should be given more and more precedence, as the rising cost of fuel will make local agriculture more feasible.

"Speak to your friends, neighbours and family," said Belshaw. "We need to get the message out there and keep the pressure on the Provincial government, no matter who is in power after the election. We can't let down our guard on fighting this project."

Bruchal told the group that CRASHH now has a website, www.crashh.org, and there will be updates online as they develop. She expected there will be another meeting in the late fall or early spring, and it will be posted on the website.

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