

# MTO official says widening 401 is 'best approach'

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But now he is saying the MTO consultants "quantified" the impact of a 4-3 highway on community, cultural environment, agricultural, green space, land use planning, economy, transportation, road design and constructability and cost, and have come up with different results.

Last year Wang told councillors that the planning has to look beyond 2031 horizon, but Monday night he told council, after a debate the plans are designed only until 2031. Any strategy after 2031 would require another study when MTO would have more reliable information on traffic patterns generated by increased population.

"We feel that the widening of the 401, plus the north-south connection (a.k.a. 4-2) through Peel is the best balanced approach to 2031 as a result of this additional analysis," said Wang.

"This is a very welcome presentation," said Wards 3&4 Councillor Jane Fogal. "We appreciate that under a lot of pressure we got you to look some of our issues that were not strictly transportation but some of the cultural and agricultural issues and natural heritage features that were of concern to us. I'm glad to see that those things have been more fully studied."

Halton Hills resident Wendy Bruchal, founder of CRASHH, attended the meeting, to thank Halton Hills council for their efforts over the past year.

"Thank you very much for your commitment on this, and for MTO's participation on this (additional study) and the community should really proud of this wonderful group of people that we have elected," said Bruchal.

Negatively, the widening preference would not allow an alternative corridor for minimizing

401 congestion and accident delays and has no capacity to handle more than average traffic demands to 2031 and there is limited flexibility for future expansion.

The planners had also looked at widening the 401 to 14 lanes but it did not measure up to the 12-lane scenario.

The next step after approval of this new strategy (expected in the fall) is to begin study of the exact route of the 4-2 highway (from York Region, through Peel to the 401/407 interchange in Halton Hills).

The study area encompasses lands between Eighth Line and Winston Churchill Blvd. from 10 Sideroad to south of Hwy. 401.



## Teens rescued

Halton Hills Fire Department and Halton EMS teams responded to the wooded path area in the Guelph/Mill Street area Wednesday at 11:15 a.m. to attend to two teens who were in distress. Friends called 911 when one of them reportedly stopped breathing. The pair were taken to hospital. According to police spokesperson Sgt. Dave Cross, there were heavily intoxicated young people in the area and one was initially reported to have vital signs absent. Yesterday was the last day of scheduled classes for Halton secondary school students.

Photo by Ted Brown

### Impact of widening 401 to 12 lanes

- 20 homes
- 20-30 businesses
- 37 water crossings
- 1 provincial wetland
- 2 archaeological sites (minor)
- 140 hectares agricultural land
- 21 farms (sever 10)
- 60-90 hectares of industrial land
- Cost: \$440M (plus \$75-113 M in property acquisition costs)

### Impact of 4-3 highway alternative

- 26-39 homes
- 5 tourist facilities
- 27-32 water crossings
- 1 provincial wetland
- 2-7 archaeological sites
- 1 heritage landscape (Scotch Block)
- 450 hectares agricultural land
- 42-54 farms (sever 13-19)
- 40-50 hectares of industrial land
- Cost: \$510-560M (plus \$100M+ in property acquisition costs)

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