

# FOGAL: SPEND MORE ON RAILWAY TRANSIT, NOT HIGHWAYS

Continued from page 1

intersect east of Trafalgar Road.

But according to Halton Hills Coun. Clark Somerville, one detail that's noticeably absent in the plans is a much-needed Norval bypass.

He pushed the provincial staff on the issue, who told him that the proposed corridor doesn't preclude the local bypass or the proposed Bram West Parkway in neighbouring Brampton.

But the answer didn't sit well with Somerville, who said it implies that the municipality is solely responsible for funding and building a bypass in Norval.

"It's not really a good use of regional tax dollars to build a road that we don't know where it's going to go

because we don't know what the province is doing," he said. "You can sense my frustration on this because it (the plan) shouldn't be precluding, it should be including the Norval bypass."

Fellow Halton Hills Coun. Jane Fogal said she's not in favour of pouring more money into highways, and would rather see the funds spent on increasing railway transit.

"Every time we build a highway, it fills right up," she noted. "I don't see that as the way of the future."

She also expressed concern about the Halton Hills employment lands east of the proposed highway that haven't been developed yet and would become isolated and potentially unusable.

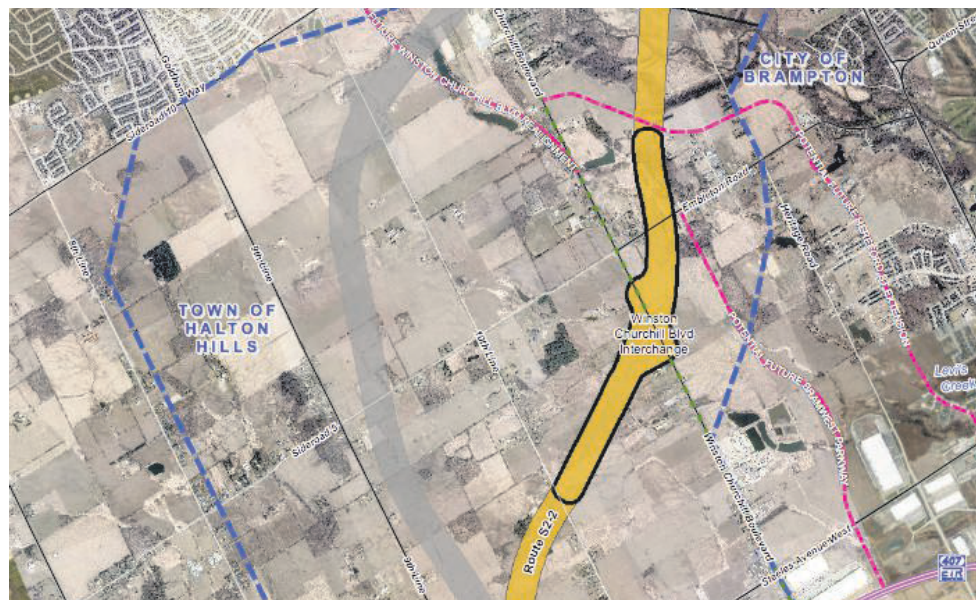
"When there's lands that become undevelop-

able, that's a cost to us. That's a definite concern," she said.

Halton Hills Mayor Rick Bonnette echoed similar sentiments and asked for the regional staff report on the matter to be deferred to the next council meeting, which would give Halton Hills staff time to look at the issue and get their comments back to Halton for submission to the province.

"This (proposed highway) will cause serious damage to Halton Hills and economic growth," he asserted.

The Halton staff report indicated that the GTA West highway could have "significant impacts" on the existing and planned roads in the region, depending on the final route that's selected for the corri-



Province of Ontario graphic

A portion of the technically preferred route (marked in yellow) for the proposed GTA West highway where it would run through Halton Hills, including a potential interchange at Winston Churchill Boulevard.

dor.

"Solutions to address these impacts must be identified in consultation with the Region and Town of Halton Hills," notes the report.

A confirmed preferred

route is expected to be ready in the spring, when the Ministry of Transportation will then commence preliminary design and consult with property owners who are directly impacted.

By fall/winter 2021, the MTO anticipates that it will be able to present the preliminary design of the preferred route at a public information centre.

For more information, visit [gta-west.com](http://gta-west.com).



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