

Residents raise concerns about transportation study

The North Halton Transportation Study is on track, but has taken a few wrong turns say local residents.

The year-long study, prepared by consultants McCormick Rankin Corporation (MRC), was presented to Halton Hills council recently to mixed reviews.

Representing the Maple Ave. Residents Association, Dr. Deborah Zeni asked, "Is there anything in this report which increases the safety of our citizens in the next 15 years? No."

She said the widening of Guelph St. will only exacerbate the problems and the conflicts between traffic and homeowners will increase.

While Zeni is delighted about the proposed Norval/Georgetown bypass, she said no construction funding is planned until 2016.

"Some of us might be dead, many of us will be in our rocking chairs at the Bennett waiting for this come through," she said.

Zeni pointed out the disparity of money being spent on roads in Halton Hills compared to other Halton municipalities. Road improvement in Halton Hills should be a regional priority because it's a priority for the people who live here,

she said.

Zeni asked that council protest the relegation of Halton Hills to the bottom of the region's road priority list and put the bypass at the top of the list.

Town Engineer Bob Austin said the timing of funding for the bypass is triggered by population and industrial growth and moving the timing forward would have to be a political decision. MRC consultant Jack Thompson said the bypass has been given priority in the sense the study recommends that environmental assessment begin immediately.

Ho Wong, Halton Region's manager of planning services, noted that even if the region had the money for the bypass

right now, it would take at least five years to build.

Janet Allison, a 15 Sideroad resident, requested the minor arterial designation on her road be changed. This label is sending out a mixed message to drivers, she said. The road, is currently signed as not being suitable for large trucks, but could be used for truck traffic under the arterial designation. There are no funds to upgrade the road to this status, she noted.

"We have the fear that it (the level and type of traffic) could change," she said, if the arterial designation sticks.

Ian Pember, representing the newly-formed Glen Williams Community Association, said the group was generally supportive

of the study, but requested changes in road designations as well. He said the minor arterial designations to Eighth Line, Wildwood Road, Confederation St., Main St./Prince St., 20 Sideroad and Tenth Line do not meet more than 50 per cent of the study's stated criteria. He said they would be more properly defined as collector or local roads.

An arterial designation, he said, could impact on the already heavy flow of traffic past more than 200 homes. The roads in Glen Williams have no sidewalks or shoulders, have major curves and little possibility of widening or receiving improvements and any change would impact on the heritage nature of the hamlet, he said.

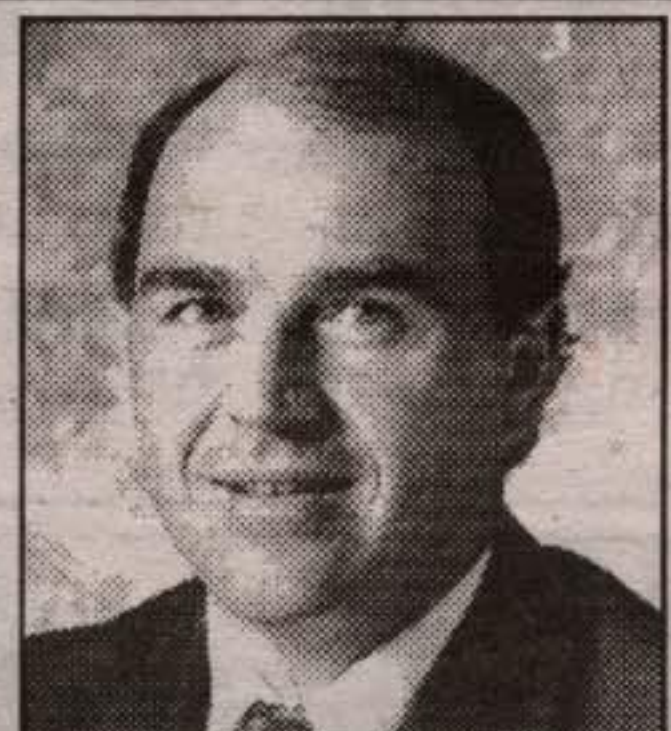
When Councillor Rick Bonnette learned the consultants had not contacted the Acton BIA before recommending a parking ban on part of Mill St. in Acton, suggested this study be sent to the group immediately.

Comments on the report must be received before April 26, by Nick Zervos, Region of Halton, 1151 Bronte Rd., Oakville, L6M 3L1. Phone: (905) 825-6161 ext. 7632. Fax: (905) 825-8822 or e-mail: zervos@region.halton.on.ca.

The report will then be finalized and presented, with staff recommendations, to Halton Region's Planning and Public Works Committee on May 26.

—By Cynthia Gamble, staff writer

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