

Weekender

# Comment

## Hwy 407 needed

Transportation planning in the southern part of York Region is complicated by a number of factors.

Two main realities dominate. First of all, there is spectacular growth taking place between Steeles Ave. and Major Mackenzie Dr. from the Woodbridge area on the west over to Markham's 9th Line on the east.

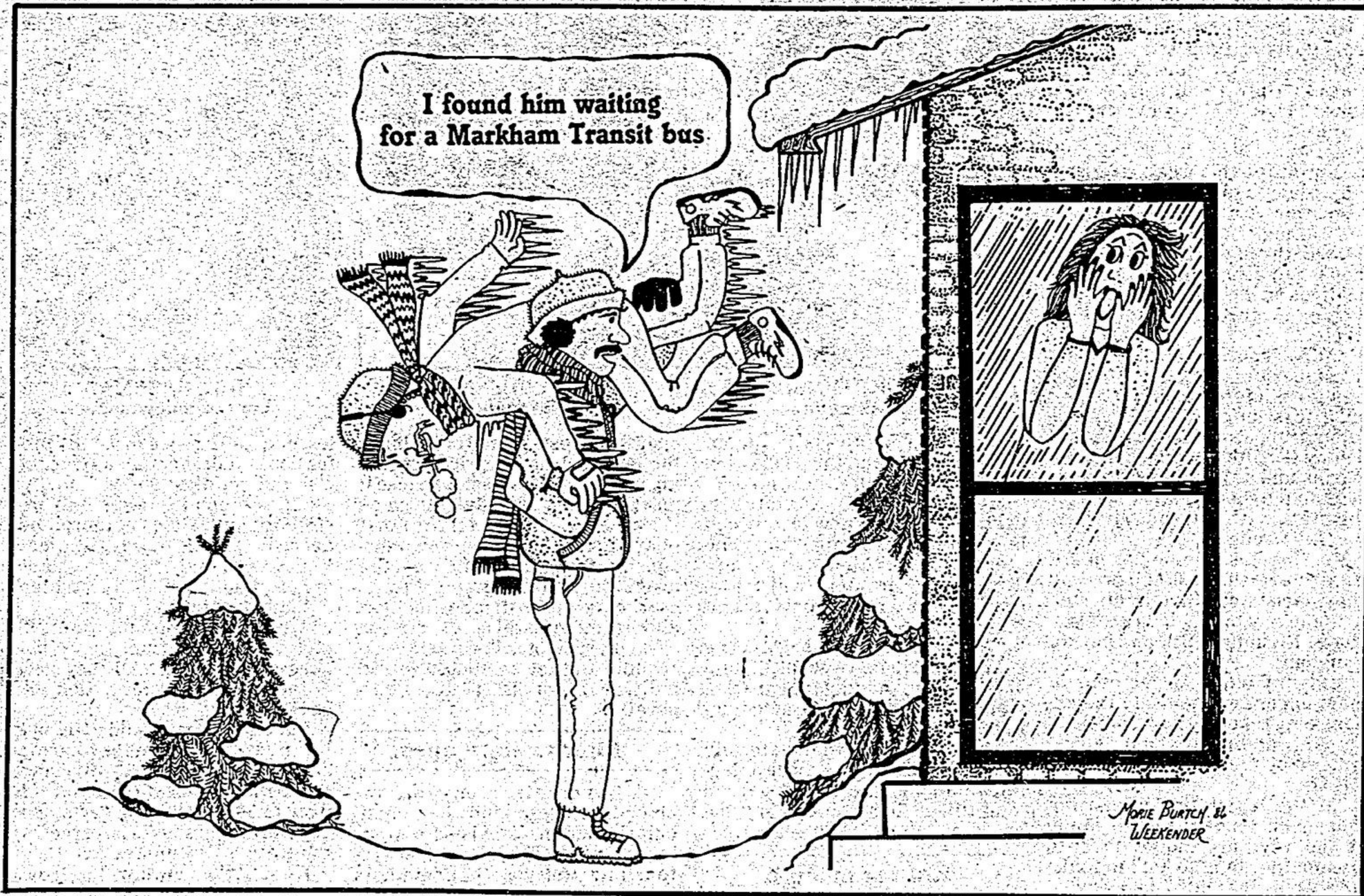
New homes and businesses in this corridor are generating more and more traffic — much of it moving in an east-west direction. And the only through east-west road available is an overloaded Hwy 7.

Secondly, the provincial government's decision to delay construction of Hwy 407 is creating serious traffic problems. Delays in Hwy 407 and spectacular growth will combine to cause severe traffic congestion in the next few years.

In facing the reality of growth in this area — and the traffic-clogged condition of Hwy 401 — the Government of Ontario has no choice but to give Hwy 407 the go-ahead.

Construction of the new super-highway south of the current Hwy 7, makes eminent sense. It would relieve traffic congestion on Steeles Ave., 14th Ave. and Hwy 7 and even Hwy 401. And, it would facilitate growth in Markham, Vaughan and Richmond Hill.

Hwy 7 is definitely a highway whose time has come.



## Editor's Mailbag

# Ratepayers head presents 'facts'

Dear Sir:

The Markham Heritage Area Ratepayers Association feels it is time to present some facts concerning Bullock Dr. The Association has been involved with this matter since the early 1970s. As a result we feel we can present some perspective on this subject.

Contrary to quotations in the Economist and Sun of Dec. 26, 1985 and Jan. 8, 1986; Bullock Drive extension to Main Street has never been part of the official Town Plan.

One of our major concerns that arose in the mid 1970s with the growth of the subdivisions east of Main Street to the 9th Line was the increasing amount of traffic that would occur on Parkway Ave.

Our concern has been justified by every consultant commissioned by the Town to study Bullock Dr. These consultants include M.M. Dillon, R.V. Anderson, and Marshall Macklin Monaghan to name a few.

We are currently aware of the massive problem of trucks on Main Street today. Bullock Dr., rather than relieving the situation, will greatly aggravate it, as explained in the report of the consulting engineers in the early '80s.

According to the Dillon Report (the latest on Bullock Dr.), the cost to the Town, and therefore the taxpayer, would be a minimum \$1.3 million in 1984 dollars. In 1986 dollars it is obviously much higher.

From the association's perspective the opening of Bullock Dr. not only would not alleviate the volume of traffic on Raymerville Dr., but instead would put more traffic into the Raymerville community as well as aggravate the existing Parkway and Main St. problems; at a great expense to all the taxpayers. The only known way to reduce traffic is to close a road not to open one.

On your Jan. 8, 1986 front page story it was stated that 400 houses

face Raymerville Dr., also that industrial lands would be opened and businesses improved on Bullock Dr. We take exception to these statements.

On Raymerville Dr. in the southern section, McCowan to Snider, the number of residences is actually 148 with an additional 20 sideyards for a total of 168, not 400 residences as reported.

There are an additional 11 houses under construction, and on Snider Dr. there are 41 residences and one sideyard, for a total of 42. So the total for both Raymerville and Snider is 210 residences. There are very few vacant lots to be developed.

Further we are not aware of any industrial land to be developed as a result of Bullock Dr. extension unless it is east of 9th Line. And Bullock Dr. businesses would not benefit since the present zoning normally precludes retail sales.

Your editorial in the Jan. 8 editorial states "we cannot be-

lieve that a great deal of outside traffic is attracted to the Raymerville-Snider route." This is directly opposite to the correspondence from Mr. Pasic and Mr. Casha who claim the need for Bullock Drive is to relieve east-west traffic on Raymerville Drive caused by vehicles other than those from the Raymerville subdivision. We agree with you, Mr. Editor.

With the present incomplete road system within the Raymerville community, we must expect a far greater volume of traffic on the completed portions until such

time as the road system is completed. The planned 2,700 residences of Raymerville will create an automotive population of approximately 6,000, based on Markham statistics quoted in The Weekender of January 4, 1986, (article entitled "Extra parking standing empty").

We hope this clarifies the matter.

Roy McCullough  
President  
Markham Heritage  
Area Ratepayers  
Association

## Drop us a line

If you have a beef or want to pat someone on the back, sit down and write a letter to the Weekender.

Deadline is noon Thursday prior to publication. Names may be withheld on request at the discretion of the editor. Under no circumstances will anonymous letters be published. The address is 9 Heritage Rd., Markham, Ontario L3P 1M3.

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