

From: Bill Foster

Sent: Tuesday, March 16, 2021 5:05 PM

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Cc: Clark, Carol <Carol.Clark@york.ca>

Subject: Bradford Bypass Deputation March 18 Special Council Meeting

Good afternoon Members of Council.

I had planned on making a deputation pointing out serious problems with the province's proposed fast track construction of the Bradford Bypass. I had expected deputations would be completed in the morning as set out in the meeting Agenda. I have since been advised by Ms. Carol Clark, Committee Coordinator, Office of the Regional Clerk, that this may not happen. "Unfortunately I am unable to guarantee timing for tomorrow's meeting, as there are many items on the agenda and it is difficult to predict the order in which the Chairman may call forward the items".

I unfortunately am unavailable in the afternoon. I am also concerned that if I were to simply submit correspondence to council, it may never receive council's attention prior to addressing agenda item F.4.1 Bradford Bypass Project – Regional Response to the Impact Assessment Agency of Canada.

Under the circumstances, I beg your indulgence.

I have prepared a five minute video of my presentation which can be seen at the following URL: <https://drive.google.com/file/d/18gt9BzMCOsK6pUg88kffY-LToUSJHDB3/view?usp=sharing>

I honestly believe you will find it to be of both interest and concern.

Also attached, for your files, is a print-out of the presentation slides together with my presentation comments.

I will be pleased to answer any questions you may have.

Respectfully submitted.

Bill Foster
East Gwillimbury

BRADFORD BYPASS

OBSOLETE SOLUTION FOR OBSOLETE PROBLEMS



Bill Foster
Forbid Roads Over Green Spaces

Good morning members of Council

My name is Bill Foster

I have been a resident of East Gwillimbury since 1989

I have actively followed the Bradford Bypass saga since MTO's first public information meeting in 1993. I was a founding director of Forbid Roads Over Green Spaces, a now defunct community group opposed to the Bradford Bypass.

Thank you for allowing me to make this deputation to you today.

ROADMAP

- History
- Current Status
- Deficiencies in current study
- Transportation problems have changed
- Recommendations
- Route Maps
- Requested action
- Questions

This slide provides an overview of the items I will touch on in this deputation. For brevity, I will refer to Environmental Assessment Study as EAS

This presentation will show you that:

The key transportation problem this EAS was intended to address is already being resolved.

The scope of the current Class EAS is grossly inadequate by today's standards.

Constructing a 4 lane freeway based on 28 year old facts and environmental safeguards is unconscionable!

HISTORY

PRIOR STUDIES

- Highway 89. Highway 400 to Highway 12 Route Location Study (1979)
- Highway 89 Extension Environmental Assessment Study (1984)
- Highway 404 / 89 Overview Study (1989)- Cole Sherman –
 - Most demand is commuter traffic from Barrie to the GTA
 - The east/west corridor should minimize out of way travel in an east/west direction
 - The corridor should be located as close to Cooks Bay as possible
- MTO /Municipal Liaison (1986)

MTO has tried to build a short cut between Hwy 89 and Hwy 12 since the early 70's

Except at the river crossing south of Cooks Bay, the 1994 Highway 89 Extension EAS route, was approved by the Environmental Assessment Board. Further study was required for the river crossing. MTO was in the process of submitting this further information but, at the last minute, aborted the application due to public pressure and fear of rejection by the board.

Public pressure is no longer a problem. The EA Act was amended, the EA Board eliminated and EA approval authority vested in the Minister of Environment.

The 1989 Highway 404 / 89 Overview Study confirmed the rationale, justification and desirability of additional transportation facilities in the Highway 89 and Highway 404 corridors.

The study's key findings are shown in yellow type on this slide

HISTORY CONTINUED

PROBLEMS STATED IN BRADFORD BYPASS EAS

1. Resolve the problem of "out-of-the-way" travel for both local and long distance traffic
2. Improve the existing problems associated with the congestion of:
 - a) the intersection of Highway 88 and Highway 11 in the centre of Bradford [substantially unchanged since 1993]
 - b) along Davis Drive in the Town of Newmarket [resolved]

Every Environmental Assessment Study starts off with a Problem Statement.

Out-of-the-way travel has been the central problem in all studies to date.

Please note the emphasis on both **local and long distance traffic**

MTO's oft stated policy is to not mix local and long distance traffic because local traffic generally impairs the free movement of high speed long distance traffic.

The Bradford Bypass will mix local with long distance traffic.

In the Bradford Bypass EA study MTO, stressed it would only address solutions within its mandate of building highways. MTO acknowledged there may be other solutions, such as local road improvements, but stated these were the responsibility of other parties.

CURRENT STATUS

- Bradford Bypass EA approval terminated because MTO failed to comply with the Conditions of EA Approval.
- MTO's Class EAS, invalid – must be based on an existing EA Approval.
- As this Class EAS has no legal standing, Government is changing the law to “streamline” the EA process by eliminating the need for any further EA Studies for the Bradford Bypass
- Current study relies on 28 year problems, facts and possible alternative courses of action. **Original EAS only considered alternative solutions within MTO's jurisdiction – rural and local road improvements were ignored.**

A key condition of the 2002 EA approval required MTO to report the status and scheduling of the overall undertaking to MOE every two years.

This and other conditions, such as completion of a comprehensive stage 3 archaeological investigation of the Historic First Nations Lower Landing, are now being removed by retroactive legislation.

The government is changing the law so it can build this highway without having to comply with, scientifically based, statutory environmental protections

As with MZO's, the Ford government's method of complying with the Rule of Law is to retroactively change any law that stands in its way.

ITEMS NOT ADDRESSED BY CURRENT STUDY

- Subsequent Legislation:
 - Lake Simcoe Protection Act, 2008 – Plan issued 2009,
 - Oak Ridges Moraine Conservation Plan, 2002,
 - Greenbelt Plan, 2005,
 - Places to Grow Act, 2005 / Growth Plan - Greater Golden Horseshoe, 2006.
- Barrie GO Train: 2,343 person average daily traffic for stations in South Lake Simcoe area – December 2019. Planned 2-way, all day, service coming soon.

None of the safeguards incorporated into these statutes nor the significant reduction in travel demand brought about by the Barrie GO Train will be considered by the Class EAS now being conducted by MTO

This study is grossly inadequate as it only addresses the previously approved route and infrastructure design – Alternative solutions and these protective environmental statutes will not be addressed.

TRANSPORTATION PROBLEMS - TODAY

- "out-of-the-way" travel for **local** and **east / west long distance traffic**
- Congestion of the intersection of Highway 88 and Highway 11 in the centre of Bradford

As noted earlier, Cole Sherman found that most of the travel demand in the area was for north – south commuter travel to the GTA.

The Barrie GO Train is now addressing the bulk of this demand with all day 2-way service planned for the near future.

Most residual **long distance** travel demand is now in an east-west direction along Hwy 89.

Local and inter-regional traffic (between Bradford and Newmarket), however continues to be a problem.

RECOMMENDATIONS

- Double the capacity of roads in Bradford to address Hwy 88 and Hwy 11 intersection problems .
- Request the Federal government conduct a fresh / totally unbiased EAS of the entire South Lake Simcoe area.
- Revisit previous Highway 89 / Ravenshoe Rd. Route – 2 lane highway now likely sufficient.

Local / inter-regional traffic can be addressed by doubling the current capacity of the main roadway through Bradford as shown on the next slide.

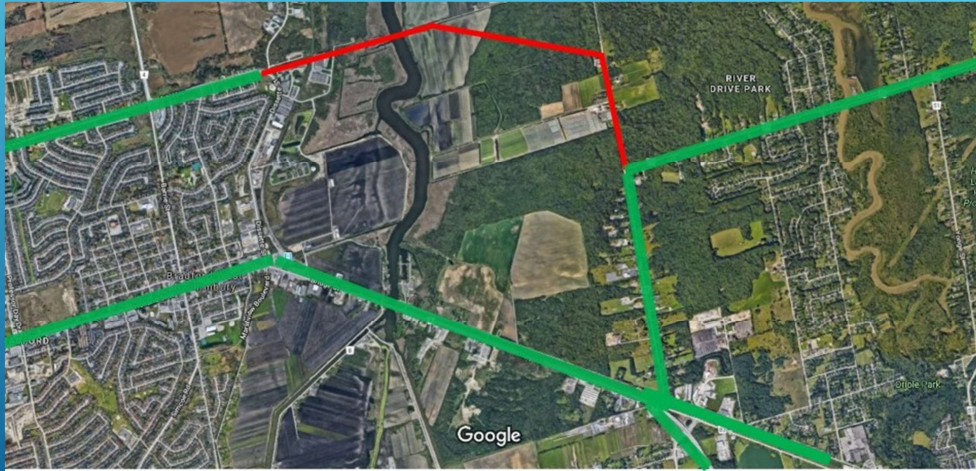
If warranted, residual east – west travel demand could be addressed by revisiting the 1994 Highway 89 Extension route.

These solutions will be significantly less environmentally intrusive and dramatically less expensive.

I ask each of you, how you can, in good conscience, rely on MTO and the Ford government to be good environmental and fiscal stewards in this matter.

Please change your proposed response to the Impact Assessment Agency of Canada. Any review of the Bradford Bypass they undertake will be both eminently competent and unbiased.

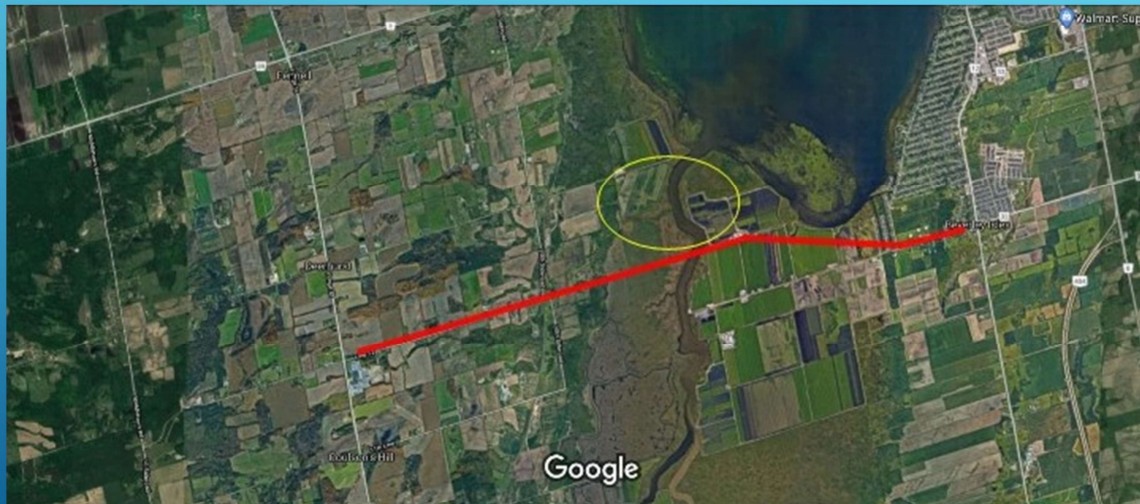
SOLVE LOCAL BRADFORD CONGESTION DUPLICATE CAPACITY



Extend Queensville Sideroad to 8th Line which connects to Hwy.88 at 10th Sideroad)

This solution eliminates the requirement for 8 overpasses or interchanges and 2 4 lane bridges over the Holland River

HIGHWAY 89 EXTENSION ROUTE – 2 LANE HWY



Human encroachment over the last 25 years has reduced the size of the wetlands in this area. The area within the yellow eclipse might now be a preferable river crossing location.



Assuming I succeeded in joining you via ZOOM, I will be pleased to answer any questions you may have.