

**From:** Bill Foster

**Sent:** Saturday, May 7, 2022 6:51 PM

**To:** [projectteam@bradfordbypass.ca](mailto:projectteam@bradfordbypass.ca)

**Cc:** [clerks@eastwillimbury.ca](mailto:clerks@eastwillimbury.ca); [info@townofbwg.com](mailto:info@townofbwg.com); Regional Clerk <[ClerkGeneralLine@york.ca](mailto:ClerkGeneralLine@york.ca)>; [clerks@simcoe.ca](mailto:clerks@simcoe.ca); Margaret Prophet <[margaret@simcoecountygreenbelt.ca](mailto:margaret@simcoecountygreenbelt.ca)>; [claire.malcolmson@gmail.com](mailto:claire.malcolmson@gmail.com); Emma McIntosh <[emma.mcintosh@thenarwhal.ca](mailto:emma.mcintosh@thenarwhal.ca)>; Jessica McDiarmid <[jessicamcdiarmid@nationalobserver.com](mailto:jessicamcdiarmid@nationalobserver.com)>; Joel Wittnebel <[joel.wittnebel@thepointer.com](mailto:joel.wittnebel@thepointer.com)>; Media News Simon Martin - York Region <[smartin@yrmg.com](mailto:smartin@yrmg.com)>; Natasha Philpott <[natasha@bradfordtoday.ca](mailto:natasha@bradfordtoday.ca)>; Noor Javed <[njaved@thestar.ca](mailto:njaved@thestar.ca)>; Wang, Sheila <[swang@yrmg.com](mailto:swang@yrmg.com)>

**Subject:** Subject: Comments re Interchange Considerations - 10th Sideroad and 2nd Concession

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**Attention: Regional and Municipal Clerks.** Please include this in the correspondence for the next council meeting dealing with any of the following topics. Transportation Master Plan, Official Plan or Bradford Bypass. Thank you.

Good afternoon.

Project Team:

We respectfully submit our comments concerning the items for consultation posted on your project website for the two week period April 21, 2022 to May 5, 2022.

- 1 We question why the Interchange Considerations were only available for consideration for such a short period. Would a 30 day review period have been that problematic for your team?
- 2 The public has little or no knowledge about the design and implementation of various interchange configurations. This is the only issue you were apparently consulting on. This type of consultation may permit you to “tick” a box on a consultation checklist but it otherwise serves little real purpose.
- 3 The real question you should be consulting on is: Should we add interchanges at 10<sup>th</sup> Sideroad and 2<sup>nd</sup> Concession? And if we do add interchanges there, are there other interchanges, such as Leslie St, where a proposed interchange can or should be removed?

Discussion

We leave it to the consultants to address items 1 and 2 above. With respect to item 3, this is really a major policy question. Originally this freeway was proposed to address MTO’s mandate to provide high speed roadways to serve long distant travel. MTO made it very clear in its December 1997 EA Study Report that it was MTO’s policy to not mix local (including short distance inter-regional) traffic with long distance traffic. That policy was the reason for approving this highway. At that time, there was no direct highway connection between Highways 400 and 404 (or its planned extension to north

of Newmarket as Highway 9 terminated at Davis Drive. The EA Study Report also made it abundantly clear that it did not address local travel requirements and that these were the responsibility of local governments.

Today, as a consequence of the province's recent changes to the Greater Golden Horseshoe Growth Plan, the planned population in the area traversed by the Bradford Bypass will now be 4 times that which was originally anticipated in the 1997 EA Study Report. The new Municipal and Regional Official Plans, which are in the process of final approval, call for extensive expansion into what are known as white belt areas thus producing unsustainable levels of sprawl.

Because these official plans do not focus on transportation centric "missing middle" development, the bulk of this new population will be automobile dependant. If the Bradford Bypass were not built, or it was located in a corridor south of Newmarket, there would be a compelling need for at least one, if not two new inter- region arterial roads. Our fact sheet, REASONS WHY WE NEED A TOTALLY NEW HOLISTIC STUDY NOT RESTRICTED TO MTO'S MANDATE – addresses the need and justification for these types of roads in more detail. <https://frogs.ca/wp-content/uploads/shared-files/Reasons-why-a-totally-new-holistic-study-which-is-not-restricted-to-MTO-is-needed-.pdf>

In light of this significant level of planned local / inter-regional travel demand, and in the absence of these proposed inter-regional arterial roads, the Bradford Bypass will be required to serve long distance high speed as well as local commuter-centered travel demands and local / interregional travel demands. We say this because, due to the major impact on Lake Simcoe caused by salt runoff and other contaminates, there will likely be no ability to expand any inter-regional roads across the Holland River from north of Queensville Sideroad to Lake Simcoe.

Hence the addition of interchanges at both 10<sup>th</sup> Sideroad and 2<sup>nd</sup> Concession will be needed to handle all of this new planned travel demand. (Sprawl development is planned in both areas). The very fact that the highway will be built along this currently planned corridor will cause sprawl and thus increased travel demand. In the absence of these additional interchanges, the impact on existing roads adjacent to the Bypass will be overwhelming.

The Bradford Bypass will have significant negative impacts to our natural environment while costing more per km than most highways due to the added costs of building this highway on structurally unsound substrate. At the end of the day, this highway will also not satisfy MTO's original planned objective of separating local from long distance travel. While our current politicians keep bragging about the travel time savings this highway will provide, this will not be the case during rush hours which is exactly the province's proposed rationale for building this highway. Based on a study undertaken by Simcoe County, it is quite possible that, unless the Bradford Bypass is expanded to 6 lanes, the travel times will be significantly worse than we have today.

We also recommend you eliminate the currently planned interchange on Leslie St. This goes through a rather quaint community which is not expected to be converted into sprawl development. An interchange here will destroy the sense of community in this area drawing more traffic onto Leslie St. from Keswick. This traffic could just as easily travel south on Hwy 404.

As we have repeatedly said in the past, we strongly believe this is the wrong solution in the wrong location. Due to the huge, automobile dependant population planned in the vicinity of the Bradford Bypass corridor it is our strong recommendation that the travel demands to be generated in this area be served by arterial roads connecting existing roads on either side of the Holland River. These would be located to connect Bradford's 8<sup>th</sup> Line with Queensville Sideroad via Hochreiter Rd. and Bathurst St. and immediately south of Cook's Bay connecting Ravenshoe Rd. to Hwy 89 via Line 13 and 20<sup>th</sup> Sideroad.

A controlled access highway to link Highways 400 with 404 would be built south of Newmarket along one of the "Outer Ring Road" routes depicted on MTO's Exhibit E-5 to their 1997 EA Study Report.

Respectfully submitted.

C W D Foster

Chair  
Forbid Roads Over Green Spaces