



July 18, 2023

Template letter to municipalities

Submitted via email to: Clerks for Council  
From: [RescueLakeSimcoeCoalition@gmail.com](mailto:RescueLakeSimcoeCoalition@gmail.com)

Dear Mayor and Council,

We are writing to Council to provide an update about the Bradford Bypass project and to ask that X Council stand up for Lake Simcoe as it has in the past, by requesting due diligence from the province on this project.

On June 1st, the Ministry of Transportation (MTO) released its [Draft Environmental Impact Assessment Report](#) for a 30 day comment period. In it we found that many impacts and problems were articulated, but few solutions were offered, and even fewer commitments were made by the province to remediate environmental impacts.

Our full and detailed submission can be read here: <https://rescuelakesimcoe.org/wp-content/uploads/2023/06/RLSC-letter-re-Draft-IA-report.pdf> .

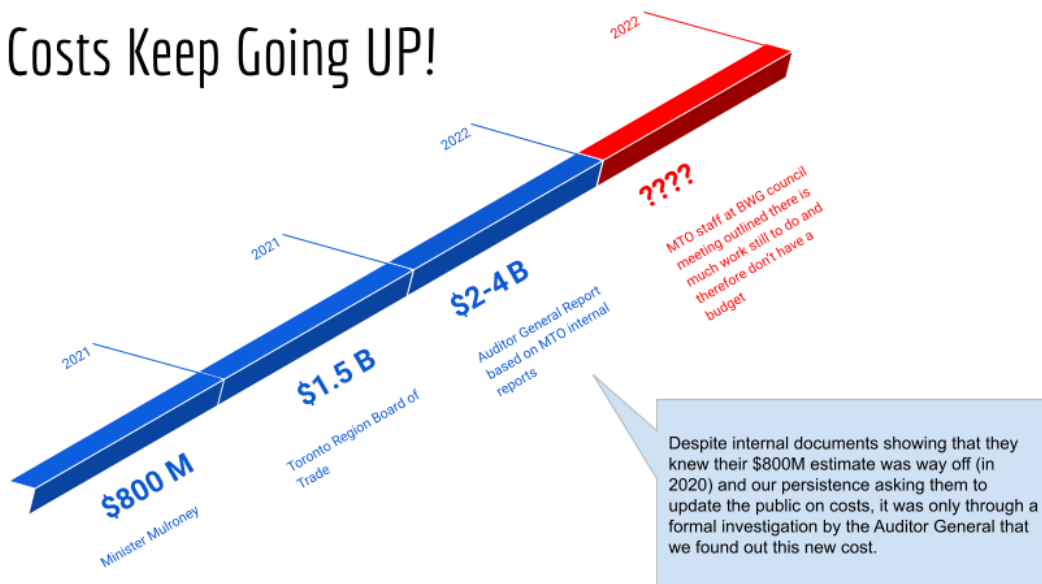
### **Here are some highlights of our observations of the process:**

- The price tag has ballooned to nearly \$4billion according to Ontario's Auditor General;
- **There are no public traffic studies that support MTO's time-saving claims;**
- Traffic analysis that we have seen shows traffic WORSENING on many nearby roads - in particular Highways 400 & 404 - WITH the Bradford Bypass (see following pages for maps);
- Traffic is only marginally improved for Bradford West Gwillimbury;
- The chosen route, with 5 interchanges, is no longer a freeway to freeway connector; it now combines local and long distance travel and promises to improve local traffic, so why is that not a regional road improvement as opposed to a provincial "highway"?

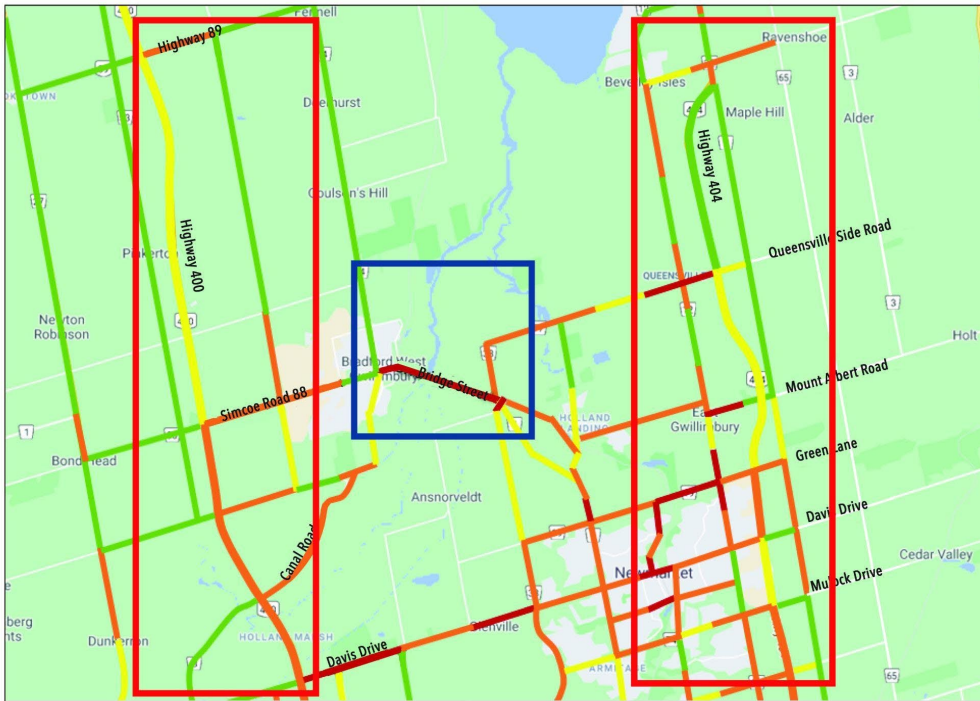
- **The province estimates the project completion at 2032; and the Bradford Bypass will be congested 5 years after it is built;**
- They are not studying impacts to Lake Simcoe;
- **There are no air quality standards that the province has to meet** while bringing a new highway into an existing residential neighbourhood. People affected by elevated levels of air pollution get no notice, explanation, or health warnings from the government of Ontario. There are plans to BUILD a NEW SCDSB school in the affected area;
- There was a regulatory requirement to create a groundwater plan which you can find here: <https://www.bradfordbypass.ca/draft-groundwater-gpwmp/>; it finds there are several inorganic / metal parameters which exceed the provincial water quality objectives in the groundwater of the proposed groundwater taking locations, which would have to be dewatered for construction. This water cannot be released to the natural environment without being treated. There is nowhere nearby to treat it. There is no nearby sanitary sewer. The contractor that makes the bridge piles will have to manage and mitigate these impacts. This is an incomplete plan. This is an identification of serious issues and a dereliction of duty;
- This streamlined Environmental Assessment process is how the province proposes to build another 54 KM of highway connecting Hwy 404 and Hwy 12. We submit that this is not the way to advance a sustainable region, and we are asking for your help to support sustainable planning and development.

**According to Ontario's Auditor General, this highway could cost \$4billion.**

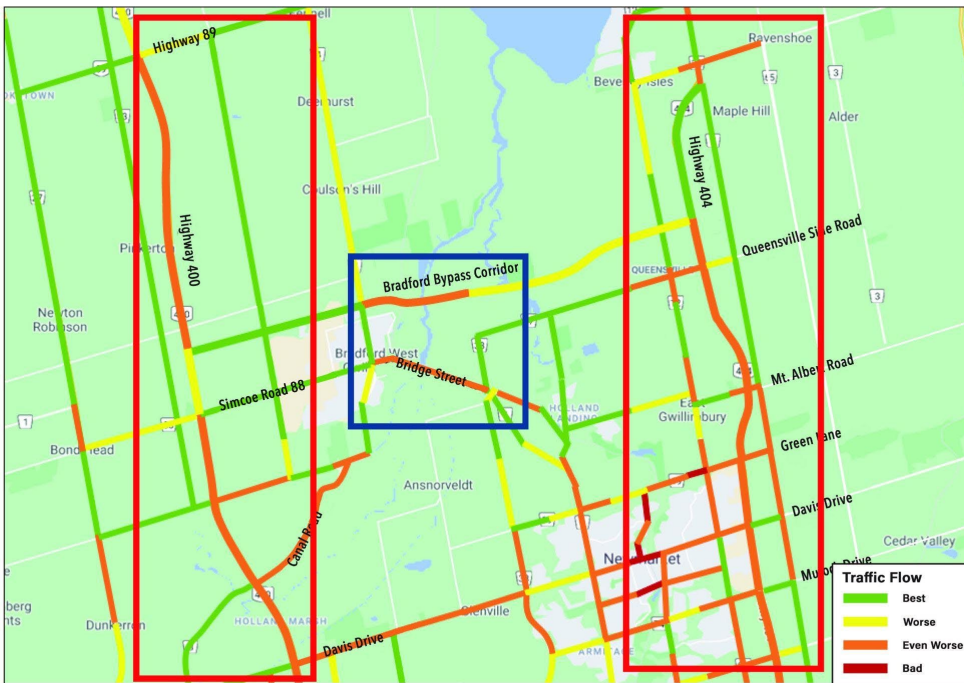
## The Costs Keep Going UP!



Please compare impacts to traffic and in particular to Highways 400 and 404, and ask yourself if this little traffic improvement is worth \$4 billion? These maps are from the MTO's Public Information Centre #1.



2041 Forecasted travel volumes without Bradford Bypass



2041 Forecasted travel volumes with Bradford Bypass



**This is what we are asking the Province for:**

- Real traffic solutions that are quicker to implement and cheaper than a 4-8 lane highway;
- Complete studies that are not being done - impacts to Lake Simcoe, cumulative climate impacts, cumulative health assessments and cumulative water impacts;
- Value for money audit of the Bypass versus other alternatives (which have not been considered in a serious way for decades);
- Provincial policies that encourage development that is affordable, makes use of existing roads and infrastructure, protects farmland, and gives people a range of housing options enabling people to downsize, get a starter home, and options for local workers to live and work in their chosen community.

**We encourage municipalities to continue supporting the protection of Lake Simcoe, human health, and responsible use of tax dollars by passing the following resolution:**

The Town of X has concerns about the streamlined Environmental Assessment process being used by the Ministry of Transportation Ontario for the Bradford Bypass and future highway builds. Therefore,

BIRT that the Town of X is requesting that the Ministry of Transportation Ontario:

- Publicly release the traffic studies, clearly indicating the points of origin and time savings to justify this project;
- Do a value for money audit of this project comparing it to regional road and public transit alternatives;
- If traffic studies and the evaluation of alternatives justify it, pay for regional road improvements;
- Plan for sustainable transportation. Prioritise getting Lake Simcoe watershed area GO stations built: Innisfil Orbit, Barrie Waterfront; and all day two way electrification of the GO line;
- Complete studies that are not being done - impacts to Lake Simcoe, cumulative climate impacts, cumulative health assessments and cumulative water impacts;
- Use a salt alternative on the Bradford Bypass.

On behalf of the concerned residents opposed to the Bradford Bypass, we appreciate Council consideration of the above motion, and would be pleased to discuss, or delegate on the topic should Council want more information about the Bradford Bypass and its impacts.

Sincerely,

Claire Malcolmson, Executive Director, Rescue Lake Simcoe Coalition

Margaret Prophet, Executive Director, Simcoe County Greenbelt Coalition

Bill Foster, Chair, Forbid Roads Over Greenspaces (FROGS)