



June 13, 2019

The Honourable Jeff Yurek
Ministry of Transportation
5th Floor
777 Bay St.
Toronto, ON M7A 1Z8

Sent via Email: jeff.yurekco@pc.ola.org

Dear Honourable Yurek,

RE: Highway 6 By-Pass File No: T08MOR

I am writing you today as a follow up too many correspondences received by your Ministry in regards to the Morriston By-pass. I understand the difficulties the Province has in funding projects of this magnitude.

The By-pass is affecting our community on several fronts. Economic Development being one of the most affected. There are numerous properties that have holds on them by the MTO for future widening of the 401 as well as the highway by-pass. These properties are located directly adjacent to the 401/Hanlon Expressway, are ideal for industrial growth which contributes to our local tax base significantly. These lands adjacent to the 401 have been sitting vacant for close to 20 years, all waiting on an announcement of the by-pass/widening construction or a release of the holds on the lands

In conjunction with lands along the 401 corridor, we have lands similarly located along Provincial Route 6 North, that have not been developed due to again the lack of an announcement of the by-pass. These lands located in the area of Maltby Road/Highway 6 north have had multiple offers of purchase not proceed past the due diligence stage. This has occurred due to the fact that the Maltby/Hanlon highway improvements are contingent on an announcement of the by-pass. Investors have purchased land to develop to contribute to the growing economy only to have the deals not survive past the due diligence stage. I have included the correspondence from Marlene Walker from Persian Investments in regards to the property located at the intersection of Maltby Road/Highway 6 North.



The Provincial Government is promoting Ontario as “Open for Business”. However, our roads are closed for business. In the month of May and June there were multiple incidents of the **ONLY** multi lane arterial road that is designed to keep Ontario’s economy moving, doing the exact opposite, the 401 was a parking lot. On May 22/2019 the 401 was brought to a stand still from at a minimum 10 hours straight. I live in Morriston just South of the 401. I attended the Municipal office shortly after 11:00 am, crossing over the 401 at the Highway 6 south overpass. The last time I crossed over that over pass at 9:00 pm the issue had not been resolved. If the traffic jam was only from Guelph line exit (East Bound) west to the Hanlon (which I highly doubt), the traffic jam was 18 km long for 10+ hours. I ask what is the cost to the economy when this is happening several times a month? It isn’t unreasonable for these traffic jams to extend far past the Hanlon exchange making them 25-30 km long. Without a by-pass this traffic does not have an alternative route.

If the province is truly committed to being open for business (facilitating transportation of goods and services), committed to transportation infrastructure and finally economic development, we ask that the Government commit to the Highway 6 by-pass. Having a by-pass in place will allow traffic flow South to the 403 and thus preventing the economic or at least mitigating the economic impact of traffic congestion due to unforeseen events (Emergency response). Having a by-pass may not be in the GTA, however the GTA and GGHS will benefit tremendously, this is not a **LOCAL** issue, rather a regional improvement. Committing to the by-pass will provide excellent economic development along the 401 Corridor as well as the Hanlon corridor, providing new jobs and excellent tax base increase **NOT** on residential properties, all of which would support that Ontario is in fact open for business.

Along with the correspondence from Persian investments I am providing the Morriston by-pass coalition PDF that builds the business case with the support of significant corporate citizens. Thank you for your consideration on this matter.

Mayor James Seeley