

Ministry of TransportationTransportation Infrastructure
Management Division

Design and Engineering Branch

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107-2023-3492

Fernando Lamanna
Clerk/Deputy CAO
The Corporation of the Township of Brock
1 Cameron Street East, P.O. Box 10
Cannington, Ontario, L0E 1E0

townshipofbrock.ca

Dear Fernando Lamanna:

Thank you for sharing the resolution that was adopted by the Council of the Township of Brock regarding the Bradford Bypass. I have been asked to respond on behalf of the Honourable Minister of Transportation, Prabmeet Sarkaria.

The Bradford Bypass will be a new 16.3-kilometre controlled access freeway, which will improve connectivity in the region and provide capacity to accommodate future demand. Based on the studies completed, even with all currently planned transportation and transit investments, road congestion will continue to increase across the Greater Golden Horseshoe (GGH). Building the Bradford Bypass is necessary to relieve existing congestion on local east-west roads and to address the expected long-term travel demand in the area. It will also provide a northern freeway connection between Highway 400 and Highway 404.

Travel time savings and projections were calculated using the Provincial Greater Golden Horseshoe Model (GGHM) by comparing scenarios with and without the Bradford Bypass corridor in place. This assessment included a variety of key origin and destination locations within the corridor, such as municipal centres in the region. The model accounts for population and employment targets by region.

The development of the analysis and key results from the Traffic Study have been summarized in the Final Environmental Impact Assessment Report which was posted on November 16, 2023. The Draft Environmental Impact Assessment Report (EIAR) was available for public review and comment from June 1, 2023 to June 30, 2023 and July 14, 2023 to August 14, 2023. The information in the Final EIAR includes the origin and destination locations that were reviewed to determine the average travel time savings during the AM and PM peak hours. Similar to the process undertaken for other MTO preliminary design studies, the Traffic Study will be finalized upon study completion and is available upon request.

The planning process for the Bradford Bypass evaluated a broad range of alternatives that would address identified transportation challenges and take advantage of significant opportunities in York Region and Simcoe County. The results of this work, detailed in the final Environmental Assessment and approved in 2002, confirmed that the freeway was needed to support the growing population in York Region and Simcoe County. The technically preferred alignment, approved in 2002, is the best option for several reasons, including the expansion of the provincial highway network, ease of construction and compatibility with provincial and municipal land use planning, as the preferred route is already included in Official and Transportation Master Plans, as well as the *Places to Grow Act*. The preferred route will also have fewer negative impacts to residential and natural areas when compared to other route options considered.

The Project falls within the jurisdiction of the Lake Simcoe Region Conservation Authority (LSRCA), and as required by Ontario Regulation 179/06, the ministry assessed impacts with respect to the *Lake Simcoe Protection Act* and the Lake Simcoe Protection Plan. MTO is committed to the protection of the natural environment, re-establishment of the benefits of rainfall precipitation, and the protection and enhancement of water quality throughout the Bradford Bypass corridor. MTO has completed the drainage and hydrology engineering studies required to comply with standard highway design practice and to satisfy relevant provincial and regulatory legislative requirements. These include Lake Simcoe Region Conservation Authority (LSRCA) requirements, as well as other standards and practices used to develop an efficient and effective drainage system for the highway, while addressing potential impacts relative to runoff and the change in impervious cover. LSRCA will continue to be consulted throughout the study to maintain alignment with currently policies and practices for the watershed.

To address water quantity and quality impacts associated with the highway infrastructure and works, the Stormwater Management (SWM) Plan proposes to treat runoff from the paved areas of the Bradford Bypass corridor through effective methods, such as grassed flat bottom swales, enhanced swales, flow check dams and stormwater management ponds. The SWM Plan is posted on the Project website and the findings were summarized in the Final EIAR.

MTO's maintenance and salt management standards have been developed based on extensive experience and are consistent with the best practices of highway authorities throughout North America and take precautions to prevent salt and treated sand from entering watercourses and salt-sensitive areas. Further consultation with municipalities in the Lower Simcoe watershed will ensure MTO practises align with existing salt management plans.

It is important to note that the Bradford Bypass is only one element of many transportation options being developed by the Ministry of Transportation (MTO) to keep people and goods moving through the region. *Connecting the GGH: a Transportation Plan for the Greater Golden Horseshoe* details the Province's historic investments in the transit system that are underway and are planned to support a more sustainable region. Ontario is investing \$70.5 billion over 10 years for public transit, including Ontario's new subway transit plan for the Greater Toronto Area (GTA) and transforming the GO Transit network into a modern, reliable and fully integrated rapid transit network.

If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. You can reach the Project Team via email at projectteam@bradfordbypass.ca.

Thank you for your continued interest in the Bradford Bypass.

Yours truly,



Alain Beaulieu, P.Eng.
Director

- c. Rescue Lake Simcoe Coalition
- City of Kawartha Lakes
- Township of Scugog
- Township of Uxbridge
- Town of Georgina
- Town of Whitchurch-Stouffville
- Town of Aurora
- Town of Newmarket
- Town of East Gwillimbury
- Township of King
- Town of New Tecumseth
- Town of Bradford-West Gwillimbury
- Town of Innisfil
- City of Barrie
- Township of Oro-Medonte
- City of Orillia
- Township of Ramara
- Region of Durham
- County of Simcoe
- Regional Municipality of York
- Deena Hunt, Clerk's Assistant, The Corporation of the Township of Brock