

Niagara to GTA Corridor (Mid-Peninsula Trade Corridor)
(Submitted by the Hamilton Chamber of Commerce)

The Mid Peninsula Trade (or Transportation) Corridor (MPC) (now referred to provincially as the “Niagara to GTA Corridor”) is, in part, a proposed new Provincial highway. The principal goal of the proposed project is the development of an effective trade and transportation corridor between the border crossings on the Niagara Frontier, southwestern Ontario, and the GTA; to link with Continental One and otherwise meets the evolving needs of residents, industry, tourism, transportation, and governments. The need to move ahead with a Mid Peninsula highway is critical and urgent. Ontario’s oldest, largest and most broadly based business organization, the Ontario Chamber of Commerce, representing 59,000 businesses in 140 communities across the Province, strongly supports this project.

The Ontario Chamber of Commerce recommends with respect to the Terms of Reference (ToR) for Environmental Assessment of the proposed Mid Peninsula (Niagara to GTA) Corridor, that the Provincial Government:

1. Split the scoping requirements of the for the Mid Peninsula Corridor so that the Niagara-Hamilton portion of the highway can proceed close to the original timelines; i.e. if an unscoped EA is seen as necessary for Halton portion, that need should be addressed separately.
2. The revised ToR acknowledge the greater urgency that exists in the Niagara-Hamilton areas for immediate transportation capacity relief in keeping with long-term strategic plans for this area
3. Consider other Alternatives to the Undertaking, the operation of a commercial vehicle-only lane(s) (trucks, delivery vehicles, and buses) along a new mid peninsula corridor.
4. The Public Health impact of both operating a new Mid Peninsula Trade Corridor and also not operating such a corridor should also be considered.
5. Broaden the study area to include viable connections from the Niagara-Hamilton highway to the Brantford, Guelph, Kitchener-Waterloo, and Cambridge areas.
6. Rely on accepted scientific principals of urban transportation planning and Human Factors science rather than the “ reasoned argument method”.
7. Implement a stakeholder identification and accreditation process that includes resident and non-resident stakeholders in the consultation process and assigns appropriate weight to stakeholder input.

Effective Date: May 1, 2005

Sunset Date: AGM 2008