

Good transportation planning is not highways

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THE HAMILTON SPECTATOR

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Re: 'Economic agenda on the table' (Aug. 17)

As I read this article I found myself agreeing with some points but also noticed some omissions regarding new realities we face in Hamilton and elsewhere.

The author states that the "expeditious completion of the Niagara-GTA Corridor ... is vital ... " for various reasons.

A hurried and faulty process is what derailed the original mid-peninsula project. Need for the MPH corridor was questionable and, along with many other problems, resulted in the government starting a new process -- the NGTA corridor.

Transportation planning needs to be done right -- not fast. I believe our government must acknowledge the recent forecasts that peak oil production will be reached somewhere between four and 40 years, recognize the economic impact of increasing gasoline prices and give people viable transportation options other than highways. Also, we need to fix what we have by addressing the decaying state of our existing infrastructure (i.e. bridges).

From a business perspective, the rising cost of fuel and the oil supply issue puts the sustainability of the "just in time delivery" warehouse system into question.

We can no longer ignore the impact that transportation choices have on the environment and our health. With this in mind, I believe it's time for our government to prioritize and plan for sustainable transportation, take the time to do it right and remove highways as an option for any new transportation corridor -- including the NGTA corridor project.

-- Sue McMaster, co-chair,

Citizens Opposed to Paving the Escarpment