

**Final Truck Route Changes – Excerpt from Hamilton Truck Route Master Plan Study**

**A. Proposed Additions to City of Hamilton Truck Route System**

<b>Glanbrook/Airport</b>				
A.1	Pritchard Road	Stone Church Road to Rymal Road	Ward 9	Pritchard Road is a superior link compared to Upper Mount Albion Rd., with far less adjacent residential development.

**B. Proposed Upgrades from Part-time or Designated User Status to Full-Time Truck Route Status**

<b>Downtown Core</b>				
B.1	Wentworth Street North (upgrade to Full-Time)	Cannon St to Barton St.	Ward 1	Upgraded in conjunction with removal of Barton St.
<b>Glanbrook/Airport</b>				
B.2	Fiddler's Green Road (upgrade from Designated User)	Garner Road to Carluke Road	Ward 12	Currently 'Specified Users' Classification, parallel to Highway 6 Bypass. Hwy 6. 'New' connects to Hwy. 403, so only local traffic will use it. Required to connect to major local industry.

**C. Proposed Removals from City of Hamilton Truck Route System**

<b>East Flamborough/Waterdown</b>				
C.1	Campbellville Road	Centre Road to Easterly Hamilton limit (Town of Milton border)	Ward 15	Halton Region connection removed. Truck routes should not dead end.
C.2	Millgrove Sideroad	Highway 5 to Highway 6	Ward 15	There are few truck generators on Millgrove Sideroad. Highway 6 is a viable and preferable alternative.
C.3	Millgrove Road (Concession 5 West)	Brock Road to Highway 6	Ward 15	In conjunction with Millgrove Sideroad, Highways 5 and 6 provide the alternative route.
<b>West Hamilton/Dundas</b>				
C.3	York Road	Olympic Drive to Cootes Drive	Ward 13	Olympic Drive is a superior alternative with better geometry, cross-section, fewer residential frontages, and existing truck generators.
<b>West Flamborough</b>				
C.4	Jerseyville Road	Wilson Street to Highway 52	Ward 12/14	Jerseyville Road has challenging geometry, many residential and community frontages, and it serves few truck generators, aside from agriculture near Highway 52. Also parallel to Hwy. 403.
<b>Glanbrook/Airport</b>				
C.5	Airport Road / Butter Road	Fiddlers Green Road to Upper James Street	Ward 11/12	Currently 'Specified Users' Classification, parallel to Highway 6 Bypass

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C.6	Upper Mount Albion Road	Rymal Road to Paramount Drive	Ward 9	Pritchard Road is a superior alternative with fewer residential frontages, and existing truck generators.
C.7	Paramount Drive (Stone Church Rd. E.)	Upper Mount Albion Road to RHVP Ramps	Ward 9	Creates discontinuous network with Upper Mount Albion Road removal.
C.8	Ridge Road	Centennial Parkway to 11th Road East	Ward 11	The geometry and cross-section of Ridge Road west of Tapleystown Road are not suitable for trucks. The removal of Tapleystown Rd. from the truck route network determines the eastern extents of the Ridge Rd. removal.
C.9	Tapleystown Road	Mud Street to Ridge Road	Ward 11	Creates discontinuous network with Ridge Road removal
<b>Stoney Creek</b>				
C.10	Nash Road	King Street to Barton Road	Ward 5	Nash Road is located between the RHVP and Centennial Parkway. Between King Street and Barton Street there are mostly residential frontages and all truck generators could be served by shortest path from King, Queenston Road or Barton.
<b>Parkways Corridor</b>				
C.11	Stone Church Road East	Upper James St. to Upper Gage Ave.	Ward 7	Changing nature of adjacent land uses. LINC provides alternative parallel route.
C.12	Garth Street	Mohawk Rd to Fennell Ave	Ward 8	Residential Area with suitable alternative
C.13	Fennell Avenue West	Upper James St to Garth Street	Ward 8	Residential Area with suitable alternative
<b>East Hamilton/Portlands</b>				
C.14	Parkdale Ave.	King Street to Main Street	Ward 4/5	Extents of removal revised from Alternative 2. Almost exclusively residential land uses south of Main Street.
C.15	Lawrence Road	Gage Ave to King St/RHVP Ramps	Ward 3/4/5	Residential area and proximity to King St. alternative. Few truck generators in area..
C.16	Gage Avenue	Lawrence Road to Beach Road	Ward 3	Restrict north/south links from Port Area.
C.17	Ottawa Street	Lawrence Road to King Street	Ward 3/4	Removed in conjunction with removal of Lawrence Rd.
C.18	Cochrane Road	Lawrence Road to King Street	Ward 3/4	Removed in conjunction with removal of Lawrence Rd.
C.19	Barton Street	Wentworth Street to Queen Street	Ward 1/2/3	Reduce impacts on Barton BIA and residences, while maintaining the link in the easterly area with more truck generators.
C.20	Garfield Avenue	Entire limits.	Ward 3	Short dead end link. Shortest path rules govern.

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<b>Downtown Core</b>				
C.21	King Street West	Bay Street to Queen Street	Ward 2	Request of BIA. Eliminate through trips from King St. in central business district. Extension of current prohibition from Wellington to Bay.
C.22	Hess Street North	Barton St. to Stuart St.	Ward 2	Removed in conjunction with removal of Barton St.
C.23	John Street North	Cannon St. to Barton St.	Ward 2	Removed in conjunction with removal of Barton St.
C.24	Caroline Street South	Barton St. to Stuart St.	Ward 2	Removed in conjunction with removal of Barton St.

<b>D. Proposed Removals from City of Hamilton Truck Route System on an 18 Month Trial Period Basis</b>				
<b>Parkways Corridor</b>				
D.2	Kenilworth Avenue South/Kenilworth Access	Main Street East to Mountain Brow Boulevard	Ward 4/6	Recommended by Truck Route Sub-Committee at its meeting of April 26, 2010 for 18 month trial.
D.3	Upper Ottawa Avenue	Mountain Brow Boulevard to Fennell Avenue East	Ward 6	Recommended by Truck Route Sub-Committee at its meeting of April 26, 2010 for 18 month trial. Required to eliminate a dead-end truck route in conjunction with the Kenilworth removal.
D.4	Mountain Brow Boulevard/Concession Street	Kenilworth Access to Upper Gage Avenue	Ward 6	Recommended by Truck Route Sub-Committee at its meeting of April 26, 2010 for 18 month trial. Required to eliminate a dead-end truck route in conjunction with the Kenilworth removal.
<b>Downtown Core</b>				
D.5	Dundurn Street North	King Street West to York Boulevard	Ward 1	Recommended by Truck Route Sub-Committee at its meeting of April 26, 2010 for 18 month trial.
<b>Stoney Creek</b>				
D.6	Fruitland Road	Barton to Highway 8	Ward 9/10	Council enacted August 12, 2010 changing designation from Full Time to Part Time (7:00am to 7:00pm)