



Hamilton Truck Route Master Plan Update Stakeholder Engagement Compendium

Submitted to the City of Hamilton
by IBI Group
in association with David Kriger and GLPi
October 15, 2021

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Truck Route Subcommittee Minutes

Item Discussed	Action By
<p>3. Who is making the value decision concerning the effects and evaluation of impacts of the existing truck routes?</p> <p style="padding-left: 40px;">a. In response to a question from Cllr. Wilson, the speaker stated “value” referred to having trucks cut through the City as opposed to not having them there.</p> <p>4. How can the previous and ongoing data collection by Environment Hamilton be officially incorporated into the study, including truck counts, vibration data and air quality monitoring?</p>	
<p>2. Delegation #2: Heather Ohrt</p> <p>The delegate spoke about the loss of her father, Herman, who was killed by a heavy truck while riding a bike at King/Queen. She stated that removing trucks from Hamilton would create safer streets and would improve the quality of life of residents. She spoke of the need for safety to be placed ahead of economic development.</p>	<p>INFO</p>
<p>3. IBI Group Presentation</p> <p>S. Molloy stated the information presented before the Subcommittee was focused on consultant-led activities, and that City staff are committed to undertaking more meetings/events as needed. The number of consultant-led meetings is fixed, though there is an opportunity now to adjust the meeting purpose or structured based on feedback from the Subcommittee.</p> <p>Following the presentation, the Subcommittee asked R. Stewart and City staff the questions summarized below.</p> <p>Councillor Wilson</p> <ul style="list-style-type: none"> • <i>Q: How will problems be identified, and how will the vision statement be developed?</i> A: IBI Group will make an effort throughout Stage 1 to consult with stakeholders to determine the problems and shape the vision. The vision will leverage the City’s existing vision, and objectives defined by the City policy (TMP, Strategic Plan, OP, etc.) and then apply it to the trucking network. There will be a series of challenges and problems to address (e.g. there are limited routes due to the escarpment and the different interests, which leads to trade-offs.) • <i>Q: Where do the unorganized individuals of the public go if they are not part of the facilitated panel discussion?</i> A: They participate through the Public Information Centre. The moderated facilitated panel focus group is intended for organized stakeholder groups. G. Pothier will facilitate the group, and the purpose is to have people who have spent some time looking at the issue to discuss their views and perspectives. For the facilitated panel, “Other Groups” could include representatives from businesses, BIAs or Chambers of Commerce, who can all be invited. S. Molloy added that a stakeholder working group could be set-up but would take the place of a focus group meeting. City staff will still be available to meet with different groups. Other activities, such as pop-ups, help to engage individuals who may not typically attend other events, such as PICs. 	<p>INFO</p> <p>INFO</p> <p>INFO</p>

Item Discussed	Action By
<p>Cllr. Nann</p> <ul style="list-style-type: none"> • <i>Q: Will the format and questions of the consultation activities be the same? A: R. Stewart clarified that the questions/discussion at the consultation events would differ depending on the audience and format. The feedback will not be weighed differently based on the forum/group.</i> • <i>Q: What is the purpose of the consultation in a box activity? A. S. Molloy indicated that the consultation in a box program is focused on empowering individuals and groups to start having dialogue around the truck route network and act as an education and communication tool. It aims to equip the community to give input within the same consultation framework as other activities.</i> • <i>Q: The Councillor requested that residents that live adjacent to the existing truck routes be included within the list of focus group individuals. A: R. Stewart indicated that IBI would work with staff to identify groups/organizations that can be involved in the discussion.</i> • <i>Q: The councillor discussed that there is a historic systemic impact of the truck route network on the health and economic well-being of residents. The redesign has had an opportunity to right historical wrongs. A: R. Stewart recognized that there are opportunities to engage in discussions with residents and stakeholders about how to objectively develop a new network that can aim to address these issues. He stated that it would be key to understand how changes in one area may have subsequent impacts on others.</i> • <i>Q: Online surveys conducted by the City in recent times have sometimes not had their results accepted by some individuals or groups as they believe the results are skewed. She asked how the survey can be done to make the results meaningful. A: R. Stewart replied that there are options to filter data if there is a belief a few people skewed results. He also discussed that the results of the survey are not meant to be a voting method, but are intended to identify areas of concerns. For instance, if one area receives more votes than another than the outcome will be that there are two hotspots identified that will need to be examined.</i> 	<p>INFO</p> <p>INFO</p> <p>INFO</p> <p>INFO</p> <p>INFO</p>
<p>Cllr. Johnson</p> <ul style="list-style-type: none"> • <i>Q: Many summer events take place across the City that people congregate at. How can they be engaged? A: R. Stewart identified that the pop-ups intend to reach these types of audiences. Due to timing, consultant-led pop-up events are not intended to take place during summer 2020. S. Molloy identified that City staff would take the lead during these outreach events as they have ownership of the project.</i> 	<p>INFO</p>
<p>Cllr. Jackson</p> <ul style="list-style-type: none"> • <i>Q: Recalled the work of East Mountain residents to take the Kenilworth Access off of the truck route network and raised concerns with trucking companies that do not comply. How can enforcement be increased? A: R. Stewart discussed that one way to get a higher level of compliance is to provide routes that are viable to insert a degree of self-enforcement. Then, the next step is to look</i> 	<p>INFO</p>

Item Discussed	Action By
<p>at the characteristics of who is not complying and responding to those attributes, as appropriate (e.g. specific types of truck, independent vs. particular company, etc.).</p> <ul style="list-style-type: none"> • Commitment Made: IBI agreed to message to the goods movement industry representatives to obey the network during stakeholder engagement. • <i>Q: Raised concerns about the dual signage system that Hamilton uses, which is frustrating as other cities only have one type. He asked if this topic was part of the work plan.</i> A: R. Stewart replied that this would be looked at within this study. He stated that the current hybrid system has challenges. • <i>Q: Is this a downtown-centric study?</i> A: R. Stewart replied that this is a city-wide comprehensive study, and there has been no direction from City staff to focus on one specific area over another. • <i>Q: Noted that in the list of advocacy and interest groups listed in the consultation strategy, the phrase “possible groups” was used, and asked what the intent of that meant.</i> A: R. Stewart replied that the purpose was to provide some examples of groups that may be invited, but the intention was not to make it seem like the groups were fixed, or it would be exclusive to only them. • <i>Q: How will Hamilton Police Services be involved because they will be critical to enforcement?</i> A: S. Molloy replied that HPS is vital to this study and for enforcement of the network. They have been involved in the start-up of the project and will continue to be a partner. They were involved in the creation of the Terms of Reference. 	<p></p> <p>INFO</p> <p>INFO</p> <p>INFO</p> <p>INFO</p>
<p>Councillor Farr</p> <ul style="list-style-type: none"> • <i>Q: Stated he was aware of new technologies that trucks may be required to have that might be able to assist in enforcement. He asked what the state of legislation was in Canada.</i> A: R. Stewart noted that the study would include a review of new technologies. There may be a tool to support compliance, but legislation will be required. S. Molloy added that the electronic logging devices are currently used in the US, and Transport Canada is investigating them. There is no legislation in Canada, and it is not on the radar. • <i>Q: Raised a comment from an earlier delegate that the truck industry has the weight of bargaining power, and asked for a response.</i> A: B. Hollingworth stated that no one individual group has a dominant say. It will be up to City Council, based on the advice of this Subcommittee, to make the final decision. The project needs to engage the trucking industry and others to learn from them and use it as an education to help them understand their impacts. 	<p>INFO</p> <p>INFO</p>
<p>4. Motions</p> <p>Cllr. Nann (wording paraphrased) <i>That residents and neighbourhoods along truck routes be identified as a specific group and be invited in the workshops.</i></p>	<p>INFO</p>

Item Discussed	Action By
<p><i>That the data collected by Environment Hamilton be factored into the datasets collected as part of the truck route network study.</i></p> <p>Motion Passed</p> <p>Cllr. Wilson (wording paraphrased) <i>A stakeholder working group be formed to enable stakeholders to learn about the preliminary findings, the different concerns and priorities of each other, and an opportunity to contribute in a way that is equitable and fair.</i></p> <p><i>The stakeholder working group include the business community, industry and interest/advocacy groups.</i></p> <p><i>The working group meet in accordance with the schedule contained in the engagement plan.</i></p> <ul style="list-style-type: none">• Cllr. Wilson identified that the intent is to bring everyone together for one an opportunity to have their say in the discussion. It is not intended to be a long-term group and will be a one-day meeting early in the process. S. Molloy noted that the consultant budget could be reworked to include the stakeholder group, but other activities may be adjusted. <p>Motion Passed</p>	<p>INFO</p>
<p>5. Adjournment</p>	

Consultation-Engagement Strategy

Final

Truck Route Master Plan Review: Consultation/Engagement Strategy



Prepared for City of Hamilton
by IBI Group
In association with GLPi and David Kriger Consultants Inc.
September 9, 2019

Document Control Page

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1 Approach

The project team will identify a comprehensive set of needs and concerns by purposefully engaging various affected communities and facilitating dialogue with City of Hamilton residents, the Council Truck Route Sub-committee, adjacent municipalities/provincial agencies and other stakeholders throughout the study. The vision will be “collaboration, not confrontation”.

This Public Consultation/Engagement Strategy outlines the actions that will be undertaken to provide residents and key stakeholders the opportunity to understand the study scope and purpose, and keep them up to date on study activities and progress. The study requires a balanced assessment of the needs and objectives of the community, the City and its stakeholders.

IBI Group will consult stakeholder groups and members of the public in two phases over the course of the project:

- **Phase 1** will be conducted near the beginning of the study. This phase will adopt a two-fold “Let’s Talk Trucks” approach:
 - a. The first goal will be to provide information to stakeholders on the policies, structure and trade-offs within Hamilton’s Official Plan and strategies, and the existing truck route network. This may include discussion on the difference between types of networks (e.g. permissive vs. hybrid), trade-offs of having a dense versus leaner network, reasons trucks travel within Hamilton and the types of truck (e.g. weights, categories); and,
 - b. The second goal will be to focus on listening to stakeholders, collecting comments and answering questions for all topics related to the truck route network and study. This will include existing issues (e.g. hotspots), direction for the study and lived experiences of residents, travellers and businesses on how the truck route network works or does not work for them.
- **Phase 2** will be conducted further along in the study to present the study’s preliminary findings and recommendations. Members of the public and stakeholders will be given an opportunity to provide feedback, which will be used to refine and finalize the recommended truck route network.

All consultation activity content will be submitted to City Project Staff for review and approval. IBI Group will prepare all notices, advertisements, and display and presentation materials (as required), and provide professional staff to lead discussions. The consultation activity venues are assumed to be secured by City Project Staff, and they are also assumed to arrange for stakeholder and public notification through email blasts, postings on the City’s website, social media advertisements, and/or newspaper advertisements.

2 Work Plan

2.1 Communication Strategy

Task 1: City Website Updates and Social Media

With a view to keeping the public and stakeholders up to date on the study’s progress, communicating public consultation/engagement activities, and providing an alternative method of asking questions providing feedback, IBI Group will prepare materials for the City to post on its

dedicated study website. This will include providing all relevant project materials, including notices, stakeholder meeting materials, PIC boards and handouts, and Pop-Up Engagement handouts in a format that can be posted onto the City of Hamilton website (e.g. PDF file). Development of communication materials will incorporate the recommended practices from the City of Hamilton's *Equity, Diversity and Inclusion Handbook*.

Ongoing maintenance of website content is not assumed to be part of this scope. IBI Group will also create a set of local and social media advertisements introducing the study and providing information about public engagement activities for the City to post.

2.2 Consultation/Engagement Plan

Task 2: City Project Team/Technical Advisory Committee Meetings

Four City Project Team meetings are anticipated at the following key junctures in the study:

- **Study Initiation Meeting (Completed August 2019):** IBI Group will prepare an updated Work Plan, Engagement Plan and Schedule to present at this meeting. This session will set the course for the collection of GIS data and other information and background materials;
- **Phase 1 Completion Meeting:** This will discuss the policy directions and other findings of Phase 1, as well as preliminary findings from Stage 2 review of practices and policies. This meeting will be very important in setting a firm foundation for the remaining technical work. Technical Memorandum #1 will be refined based on the outcomes of this meeting;
- **Recommended Truck Network Meeting:** This meeting will discuss the findings of Stages 2 and 3, including the recommended truck route network and how it was developed. Technical Memorandum #3 will be refined based on the findings of this meeting; and,
- **Draft Final Report Meeting:** This meeting will discuss the contents of, and obtain final feedback for the Draft Final Report, and all supporting documents.

Task 3: Stakeholder Meetings

Key industry stakeholders will be invited to meet with IBI Group and the City Project Team. Throughout the course of the study, the following stakeholder meetings will be conducted:

- One (1) Joint meeting with adjacent municipalities and provincial agencies;
- Three (3) Council Truck Route Sub-committee meetings;
- Two (2) Moderated-facilitated Panel Discussion/Focus Groups;
- Two (2) Goods movement community (port, airport, and trucking association) meetings;
- Four (4) Business Community (BIAs and Chamber of Commerce) meetings;
- Two (2) major phases of broader City-wide engagement meetings/community forums at four locations; and,
- One (1) City Council meeting.

Depending on the meeting's timing and purpose, the stakeholder meetings will consist of an IBI Group led presentation discussing the study's purpose, methodology, analysis, and/or preliminary findings and recommendations. The formal presentation will be followed by some mix of open and structured discussion where attendees will be provided an opportunity to ask

questions and provide feedback. Feedback collected during these meetings will be given due consideration in the further refinement and finalization of the study’s analysis, findings, and recommendations. The stakeholder meetings aim to incorporate the principles and strategies outlined in the City’s *Equity, Diversity and Inclusion Handbook*.

The City Project Team will be responsible for issuing invitations and securing venues for the stakeholder meetings.

Phase 1 Stakeholder Meetings – Fall 2019

Meetings conducted during Phase 1 will follow the ‘Let’s Talk Trucks’ format discussed in Section 1. The objective of the meetings in this phase will be to provide a foundation on what the truck route master plan is and how it works, followed by a listening stage to collect stakeholder feedback, comments, questions, and perspectives on their lived experiences using, interacting or conversing with the network.

Truck Route Sub-committee Meeting #1 – Fall 2019

- Objective
 - Introduce core members of the IBI Group project team to the sub-committee.
 - Present the draft consultation and engagement plan for input from members prior to implementing it.

- Approach
 - Staff report, presentation and Q&A at a subcommittee meeting.

- Outcome
 - Support for the consultation and engagement plan. Feedback from subcommittee on the document will be considered and may be incorporated into the final plan.

Adjacent Municipalities and Provincial Agencies – Fall 2019

- Objective
 - Understand any upcoming or potential changes to truck routes in adjacent municipalities and MTO roadways.
 - Collect feedback on truck-related hotspots.

- Approach
 - Daytime meeting with representatives from municipalities and provincial agencies.
 - Initial presentation outlining the study and existing truck route network and masterplan followed by a structured discussion.

- Outcome
 - Minutes outlining the comments, feedback and ideas discussed in the meeting that document inter-city connections input for Phase 2.

Business Community Meeting #1A (Chamber of Commerce) and 1B (BIAs) – Fall 2019

- Objective
 - Collect feedback from business groups that may rely on goods movement to operate, but are not necessarily be in the business of goods movement
 - Understand hotspots, challenges/opportunities, major origins/destinations and how local businesses rely on goods movements to operate.

- Approach
 - A daytime facilitated workshop to listen to concerns from a cross-section of businesses representatives. The workshop will be held at a central, accessible venue.
 - The session will follow the Let’s Talk Trucks approach: it will start with a brief educational presentation to provide attendees with an understanding of how the network works and is structured. It will be followed by an open workshop discussion among those present.

- Outcome
 - Meeting minutes that summarize the feedback provided by representatives.

Goods Movement Community Meeting #1 – Fall 2019

- Objective
- Collect feedback from existing users on of the truck route network and master plan
 - Understand hotspots, challenges/opportunities, major origins/destinations and how goods movement firms use the network.
-
- Approach
- A daytime facilitated workshop to listen to concerns from a cross-section of goods movement groups/agencies. The workshop will be held at a central, accessible venue.
 - The session will follow the Let's Talk Trucks approach: it will start with a brief educational presentation to provide attendees with an understanding of how the network works and is structured. It will be followed by an open workshop discussion among those present.
-
- Outcome
- Meeting minutes that summarize the feedback provided by representatives.

Moderated-Facilitated Panel Discussion/Focus Group #1 – Fall 2019

- Objective
- Collect feedback from representatives of groups with interests related to the study, including groups that may not typically attend other consultation and engagement events (e.g. equity seeking groups) to ensure their voices are heard.
-
- Approach
- An evening facilitated workshop with representatives from a cross-section of stakeholder groups. The workshop will be held at a central, accessible venue and be led by an independent facilitator (Glenn Pothier).
 - The session will follow the Let's Talk Trucks approach: it will start with a brief educational presentation to provide attendees with an understanding of how the network works and is structured. It will be followed by small-group workshop where facilitators will listen and record feedback.
 - Invite representatives from a cross-section of interest and advocacy groups. Possible sectors that could be invited include:
 - Transportation (e.g. Truck Route Reboot, Environment Hamilton, Cycle Hamilton);
 - Equity (e.g. Hamilton Roundtable for Poverty Reduction, Immigrant Workers Centre, Hamilton Centre for Civic Inclusion);
 - Resident groups (e.g. neighbourhood associations, student associations);
 - Health/accessibility (e.g. Advisory Committee for Persons with Disabilities, Seniors Advisory Committee); and,
 - Other groups as identified, which could include individuals from previous stakeholder meetings who could be a willing and constructive part of the collaborative process.
-
- Outcome
- Meeting minutes that summarize the feedback provided by representatives.

Truck Route Sub-committee Meeting #2 – Winter 2020

- Objective
- Discuss the policy direction and other findings of Phase 1 (e.g. themes and hotspots identified during consultation).
 - Preliminary findings from Phase 2 review of practices and policies.
-
- Approach
- Staff report, presentation and Q&A at a meeting of the subcommittee.
-

-
- Outcome • Direction from subcommittee for Stage 2, if applicable.

Phase 2 Stakeholder Meetings – Winter 2020

The second phase of consultation will take place throughout winter 2020. The objective of this phase is to present the preliminary findings and recommendations to stakeholders and collect their feedback and input on how the plan can be refined.

Goods Movement Community Meeting #2 – Winter 2020

- Objective • Present the preliminary findings and recommendations and collect feedback on them, prior to going to PIC #2.
- Identify potential refinements and improvements to the preliminary findings and recommendations prior to going to PIC #2.

-
- Approach • The session will start with a report back on Phase 1 consultation themes, and introduce preliminary Phase 2 findings and recommendations. The groups could then discuss different aspects (e.g. policy, route network, etc.) in facilitated discussion on specific topics of interest.
- A similar time, venue and format will be used for this meeting.

-
- Outcome • Meeting minutes that summarize the feedback provided by representatives.

Business Community Meeting #2A (Chamber of Commerce) and 2B (BIAs) – Winter 2020

- Objective • Present the preliminary findings and recommendations and collect feedback on them, prior to going to PIC #2.
- Identify potential refinements and improvements to the preliminary findings and recommendations prior to going to PIC #2.

-
- Approach • The session will start with a report back on Phase 1 consultation themes, and introduce preliminary Phase 2 findings and recommendations. The groups could then discuss different aspects (e.g. policy, route network, etc.) in facilitated discussion on specific topics of interest.
- A similar time, venue and format will be used for this meeting.

-
- Outcome • Meeting minutes that summarize the feedback provided by representatives.

Moderated-Facilitated Panel Discussion/Focus Group #2 – Winter 2020

- Objective • Present the preliminary findings and recommendations to attendees and collect feedback on them, prior to going to PIC #2.
- Identify potential refinements and improvements to the preliminary findings and recommendations prior to going to PIC #2.

-
- Approach • An evening facilitated workshop to listen to concerns from a cross-section of stakeholder groups. The workshop will be held at a central, accessible venue. An independent facilitator (Glenn Pothier) will lead the workshop.
- The session will start with a report back on Phase 1 consultation themes, and introduce preliminary Phase 2 findings and recommendations. The groups could then discuss different aspects (e.g. policy, route network, etc.) in facilitated table discussion on specific topics of interest.
-

	<ul style="list-style-type: none">• The same groups will be invited to participate in this session as in Session #1
Outcome	<ul style="list-style-type: none">• Meeting minutes that summarize the feedback provided by representatives.

Truck Route Sub-committee Meeting #3 – Summer/Fall 2020

Objective	<ul style="list-style-type: none">• Present the final findings and recommendations.• Obtain a recommendation from the sub-committee to adopt the Truck Route Master Plan Review by City Council.
Approach	<ul style="list-style-type: none">• Staff report, presentation and Q&A at a meeting of the subcommittee.• Provide an overview of the recommended master plan, policies and network and address comments or questions that members or the community or debutants may have.
Outcome	<ul style="list-style-type: none">• Recommendation to City Council to approve the Truck Route Master Plan Review.

City Council Meeting #1 – Fall 2020

Objective:	<ul style="list-style-type: none">• Present the recommendations of the study to City Council for adoption, including the preferred truck route network.
Approach:	<ul style="list-style-type: none">• Presentation and Q&A at a meeting of City Council.
Outcome:	<ul style="list-style-type: none">• Approved truck route master plan.

Task 4: City-Wide Public Information Centres and Pop-Up Engagement

Two rounds of four Public Information Centres (PICs) will be conducted during the course of the study (eight PICs total). These will be complemented by two rounds of two pop-up events that will occur at approximately the same time (four pop-ups total).

PIC Round #1 – Fall 2019

The first round of PICs would will be held shortly after the project commencement to ensure the public and relevant stakeholders are given an opportunity to provide input in shaping the study. These PICs will adopt the “Let’s Talk Trucks” approach. Handout sheets and display boards will be developed to educate attendees on attributes related to the plan, including:

- Providing information on the Hamilton Official Plan and other strategies that influence the truck route network;
- Providing information on the different types of trucks (e.g. categories of sizes and weights);
- Displaying the current truck route network;
- Explaining what the types of truck route networks (e.g. hybrid vs. permissive); and,
- Discussing the pros and cons of dense versus lean network,

The event attendees will be encouraged to provide feedback on truck route network concerns and issues via comment sheets and maps created by IBI Group. The aim would be to understand what the public likes and doesn’t like about truck route movements, and how they would like the truck route network to perform.

Based on IBI Group’s past experience, a “drop-in” open house format, with boards on display to present existing conditions to help lead discussions, is found to be effective. Alternative event

formats include workshops or a presentation with a questions/answers period. The exact format of the event will be confirmed with City Staff.

PIC Round #2 – Winter 2020

The second round of PICs will be conducted at the end of the technical component to present and discuss the preliminary findings and recommendations. It would follow a similar format to PIC #1 (TBC with City Staff). The content of this PIC will centre on:

- The methodology used to develop alternatives network;
- How network alternatives were evaluated; and,
- The preliminary recommended truck route network.

At a minimum, event attendees will be encouraged to provide feedback via comment sheets created by IBI Group.

Pop-Up Events – Fall 2019 and Winter 2020

In addition to the formal PICs, two rounds of two pop-up community events will be hosted throughout the City that are timed to take place around the same time as the PICs. The objective of these events is to connect with residents who may not typically come out to PIC events, raise awareness of the study, and collect feedback. The timing of the pop-up events will be in line with the PICs.

The pop-up events will consist of two staff members with a banner, small table and handout materials. They will have relevant background information to inform individuals about the studies, collect comments, and provide handout cards that will direct individuals to the survey, website and study contacts. Depending on the specific location, rovers can also disseminate into the crowds to hand out information cards. Possible locations for these pop-up events could include those listed in Exhibit 1. The location of the events will be strategically determined through consultation with City Staff.

Exhibit 1: Potential Events and Venues for Pop-Up Events

FESTIVALS & EVENTS	REGULAR EVENTS	OTHER EVENTS
The Rockton World Fair (Thanksgiving, Oct. 10 to 14)	Art Crawl (second Friday of every month)	Lime Ridge Mall
Fall Garden & Mum Show (Oct. 18 to 27)	Barton Village BIA First Friday (first Friday of every month)	Library Branch
CP Holiday Train (Dec/TBA)	Concession Street VIA	Recreation Centre
Winterfest (Feb/TBA)	Sidewalk Sounds (third Friday of every month)	
March Break Activities (e.g. Westfield Heritage Village Maple Syrup Festival)	Ti-Cat Shuttle pick-up (e.g. Lime Ridge, Eastgate or University Plaza)	

IBI Group can also provide pop-up booth materials to the City should they choose to conduct additional pop-up events outside the scope of this assignment.

Task 5: Online Survey/Questionnaire

An online survey/questionnaire will be completed as part of the public engagement activities during the first phase of engagement near the end of Stage 1. The survey will target both stakeholders and City of Hamilton residents. The online survey can be hosted on a website such

as Survey Monkey, LimeSurvey or on the City’s website, and will be launched at the first PIC/Workshop/Open House and made available for a six-week period.

Draft survey questions will be submitted to the City Project Team for review, and will focus on identifying existing issues, truck route network problem areas, and desired study outcomes. The questions will be finalized based on comments provided by the City.

Task 6: City Council Presentation

The culminating activity of the study is to present the final TRMP Study Review report to City Council and responding to Council questions and comments.

3 Schedule

The workflow of meetings and consultation/engagement activities identified in Section 2 are shown in Exhibit 2. The detailed schedule is shown in Exhibit 3.

Exhibit 2: Engagement and Consultation Activity Work Flow

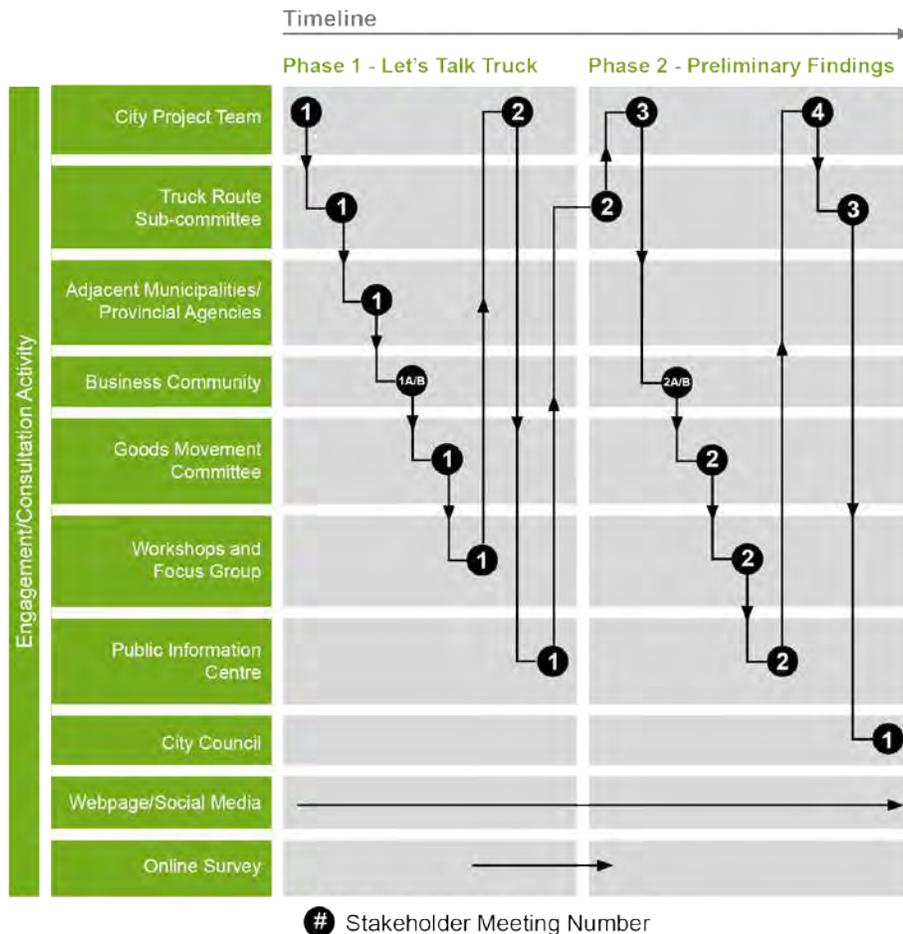


Exhibit 3: Tentative Consultation and Engagement Schedule (Revised from RRFQ)

	2019					2020											
	Q3		Q4			Q1			Q2			Q3			Q4		
	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Public Consultation/Engagement Plan																	
1. City Website Updates and Social Media																	
2. City Project Team/TAC Meetings	■			■			■					■					
3. Stakeholder Meetings				b,c,d,e		d											
4. City-Wide Engagement: PICs/Pop-Up Engagement																	
5. Online Survey/Questionnaire																	
6 Council Presentation																	
Public Review																	

Stakeholder Meetings (No. of Meetings)

- a. Adjacent Municipalities/Provincial Agencies (1)
- b. Council Truck Route Sub-Committee (3)
- c. Panel Discussion/Focus Groups (2)
- d. Goods Movement Community (2)
- e. Business Community (4)

Overall Contact List

Truck Advisory/Focus Group

Representative	Organization
[REDACTED]	Social Planning and Research Council of Hamilton
[REDACTED]	Public Health Equity Institute
[REDACTED]	Active Transportation Community
[REDACTED]	Hamilton District/Catholic/French School Board – Parent Council
[REDACTED]	Hamilton Wentworth District School Board
[REDACTED]	McMaster Institute of Transportation & Logistics
[REDACTED]	Ontario Trucking Association
[REDACTED]	Environmental/Climate Change Community (Environment Hamilton)
[REDACTED]	Truck Route Reboot
[REDACTED]	Ontario Federation of Agriculture (Agriculture Community)
[REDACTED]	Hamilton Chamber of Commerce
[REDACTED]	Hamilton Industrial Environmental Association
[REDACTED]	Hamilton-Oshawa Port Authority
[REDACTED]	Hamilton International Airport
[REDACTED]	Hamilton Health Science/ St. Joe's Hospitals
[REDACTED]	Community at large (Suburban)
[REDACTED]	Community at large (Suburban)
[REDACTED]	Community at large (Rural)
[REDACTED]	Community at large (Rural)
[REDACTED]	Community at large (urban)
[REDACTED]	Community at large (urban)
[REDACTED]	Community at large (urban)

BIA & Business Community
Organization
Ancaster BIA
Barton Village BIA
Concession Street BIA
Downtown Hamilton BIA
Downtown Dundas BIA
International Village BIA
King West BIA
Locke Street BIA
Ottawa Street BIA
Stoney Creek BIA
Waterdown BIA
Main West Esplanade BIA
Flamborough Chamber of Commerce
Stoney Creek Chamber of Commerce
Hamilton Chamber of Commerce
HABIA
Stryker
McMaster Innovation Park
Canada Bread/Bimbo
Maple Leaf
Mandaleze International
Tim Hortons

Goods Movement Community

Organization

7-Star

Agrico Canada

Arcelomittal Dofasco

AWDE Trucking INC.

Biox Corporation

Bunge

Canada Trucking Association

Cargo Jet

Chapel Steel Canada Ltd.

Chris Eagleson Trucking

Cole Integrated

Contrans

DHL

ED smith

Empire Cattle & Trucking Company

Esso oil

Federal Marine Terminals

Fluke

G3 Canada Ltd.

Glanford Avialtion

Grain Farmers of Ontario

GTS Recycling Inc.

Hamilton International Airport

Hamilton Oshawa Port Authority

Handling Specialty Manufacturing

Hooper Engineered Vessels International

Imperial Oil

John C Murno Hamilton Airport

Joseph Haulage

Lafarge

Laidlaw Carriers Bulk LP.

Lake Shore Sand

Maidstone Coffee Canada (Tim Hortons)

Mana Group

Maple Leaf

McAshpalt Industries Limited

Nova Steel

Onatrio/Canada Trucking Association

One for freight

Parkland

Parrish & Heimbecker Ltd.

Pioneer

Purolator

Goods Movement Community

Organization

Revolution Environment

Richardson International Ltd

Rims Transport

Samuel

Seaboard Trans

Shell Canada

Snowbird transportation

Stelco

Stryker Canada

Sucro Can

Sun Canadian Pipeline Co.

Sunrise Metals Inc.

Sylvite

Toronto Tank Lines

Travelers Transportation Service

Tree house foods

UPS

Vivvo Transport Ltd.

Vopak

Windchaser Carrier Logistics

Adjacent Municipalities				
Organization	Job Title	Street Address	City and Province	Postal Code
Brant County	County Clerk	P.O. Box 160	Burford, ON	N0E 1A0
City of Burlington	City Clerk	426 Brant St. P.O. Box 5013	Burlington, ON	L7R 3Z6
City of Cambridge	City Clerk	50 Dickson Street - 2nd Floor P.O. Box 669	Cambridge, ON	N1R 5W8
City of Guelph		29 Waterworks Place	Guelph, ON	N1E 6L9
County of Wellington	County Clerk	74 Woolwich Street	Guelph, ON	N1H 3Z9
Haldimand County	Municipal Clerk Manager, Clerks Division	Haldimand County Administration Building, 53 Thorburn Street South, Cayuga, ON N0A 1E0	Cayuga, ON	N0A 1E0
Niagara Region	Director of Transportation Services (Public Works)	1815 Sir Isaac Brock Way	Thorold, ON	L2V 4T7
Region of Halton	Clerk	1151 Bronte Road	Oakville, ON	L6M 3L1
Regional Municipality of Waterloo	Director, Transportation	150 Frederick Street, 1st Floor	Kitchener, ON	N2G 4J3
Town of Grimsby	Town Clerk	160 Livingston Avenue P.O. Box 159	Grimsby, ON	L3M 4G3
Town of Milton	Manager, Transportation Services	43 Brown Street	Milton, ON	L9T 5H2
Township of North Dumfries	Operations, Supervisor Community Services (Public Works)	2958 Greenfield Road PO Box 1060	Ayr, ON	N0B 1E0
Township of Puslinch	Clerk / Treasurer	7404 Wellington Rd. 34 - Aberfoyle RR #3	Guelph, ON	N1H 6H9
Township of West Lincoln	Regional Clerk	P.O. Box 400 - 318 Canborough St.	Smithville, ON	L0R 2A0

Conservation Authority				
Organization	Job Title	Street Address	City and Province	Postal Code
Conservation Halton	Associate Director, Planning & Regulations	2596 Britannia Rd. W.	Burlington, ON	L7P 0G3
Grand River Conservation Authority	Manager of Watershed Resources	P.O. Box 729 400 Clyde Road	Cambridge, ON	N1R 5W6
Hamilton Conservation Authority	Director, Watershed Planning & Engineering	838 Mineral Springs Road, Box 81067	Ancaster, ON	L9G 4X1
Niagara Escarpment Commission	Manager	232 Guelph Street	Georgetown, ON	L7G 4B1
Niagara Peninsula Conservation Authority	Supervisor, Development Reviews	250 Thorold Rd. W. - 3rd Floor	Welland, ON	L3C 3W2

Provincial Authorities				
Organization	Job Title	Street Address	City and Province	Postal Code
Capital Program Branch Ministry of Education	Director	19th Floor, Mowat Block, 900 Bay Street	Toronto, ON	M7A 1L2
Environment Canada	EA Section	867 Lakeshore Blvd.	Burlington, ON	L7R 4A6
Infrastructure Ontario	Director, Land Use Planning	2000 - 1 Dundas Street West	Toronto, ON	M5G 1Z3
Ministry of Agriculture, Food & Rural Affairs	Manager, Land Use Policy	1 Stone Road West., 2nd Floor	Guelph, ON	N1G 4Y2
Ministry of Economic Development	Manager	7 - 900 Bay Street, Hearst Block	Toronto, ON	M7A 2E1
Ministry of Energy	Manager, Strategic Support Unit	6 - 77 Grenville Street	Toronto, ON	M7A 1B3
Ministry of Heritage Sport, Tourism and Culture Industries	Team Lead - Heritage	1700 - 401 Bay Street	Toronto, ON	M7A 0A7
Ministry of Municipal Affairs & Housing	Manager, Community Planning and Development	13 - 777 Bay Street	Toronto, ON	M5G 2E5
Ministry of Natural Resources	District Planner	1 Stone Road West	Guelph, ON	N1G 4Y2
Ministry of Natural Resources and Forestry	District Business Coordinator, Guelph District Office	1 Stone Road West,	Guelph, ON	N1G 4Y2
Ministry of the Environment, Conservation & Parks (MECP)	Environmental Assessment & Planning Co- ordinator	119 King Street West, 12th Floor	Hamilton, ON	L8P 4Y7
Ministry of Transportation	Manager, Environmental Policy Office	2 - 301 St. Paul Street	St. Catharines ON	L2R 7R4
Ministry of Transportation	Sr. Project Manager, Highway Corridor Management Section – Central Operations	7 - 159 Sir William Hearst Ave	Toronto, ON	M3M 0B7
Ontario Provincial Police, Burlington Detachment		1160 North Shore Boulevard East.	Burlington, ON	L7S1C5

Federal Authorities				
Organization	Job Title	Street Address	City and Province	Postal Code

<i>Organization</i>	<i>Job Title</i>	<i>Street Address</i>	<i>City and Province</i>	<i>Postal Code</i>
Canadian Environmental Assessment Agency	Director, Ontario Region	55 St. Clair Avenue East,- Room 907	Toronto, ON	M4T 1M2
Canadian Environmental Assessment Agency	Director, Ontario Region	600 - 55 York Street	Toronto, ON	M5J 1R7
Canadian Transportation Agency		15 Eddy Street	Hull, QC	K1A 0N9
Department of Fisheries & Oceans		3027 Harvester Road< Suite 304 PO Box 85060	Burlington, ON	L7R 4K3
Environment and Climate Change Canada	COSEWIC - Secretariat c/o Canadian Wildlife Services	351 St. Joseph Blvd, 16th floor	Gatineau QC	K1A 0H3
Environment Canada	Environmental Assessment Projects Officer	867 Lakeshore Blvd.	Burlington, ON	L7R 4A6
Hamilton Oshawa Port Authority	President	605 James Street North.	Hamilton, ON	L8L 1K1
Indigenous and Northern Affairs Canada		300 Sparks Street, Room 205	Ottawa, ON	K1A 0H4
Indigenous and Northern Affairs Canada Land and Environment Department	Director, General Land and Environment Department	10 Wellington Street	Gatineau, QC	K1A 0H4
Industry Canada	Ontario Region	151 Young Street, 4th Floor	Toronto, ON	M5C 2W7
Lands and Trusts Services Env. Unit INAC	Environment Officer- Environment Unit, Ontario Region	25 St. Clair Avenue East, 8th floor	Toronto, ON	M4T 1M2
Ontario Region Environmental and Climate Change Canda	Manager, Environmental Assessment Section	4905 Dufferin Street	Downsview ON	M3H 5T4
Transport Canada	Transport Canada Civil Aviation Regional Office	4 - 4900 Yonge Street	North York, ON	M2N 6A5

Indigenous Communities				
<i>Organization</i>	<i>Job Title</i>	<i>Street Address</i>	<i>City and Province</i>	<i>Postal Code</i>
Haudenosaunee Confederacy Council	Program Coordinator Haudenosaunee Development Institute (HDI) for	16 Sunrise Court, Suite 600 PO Box 714	Oshweken, ON	N0A 1M0
Huron Wendat First Nation at Wendake	Executive Secretary to Grand Chief Konrad Siou	255 Place Chef Michel-Laveau	Wendake, QC	G0A 4V0
Metis Nation of Ontario	Metis Consultation Unit	500 Old St. Patrick Street, Unit #3	Ottawa, ON	K1N 9G4
Ministry of Indigenous Affairs	Ministry of Indigenous Affairs	160 Bloor Street East, 4th Floor	Toronto, ON	M7A 2E6
Mississaugas of the Credit First Nation	Manager, Department of Consultation and Accommodation	2789 Mississauga Road - RR #6	Hagersville, ON	N0A 1H0
Six Nations Eco-Centre	Lands & Resources	1721 Chiefswood Road Iroquois Village Plaza	N0A 1H0	N0A 1M0
Six Nations Land and Resources Department, Land Use Unit for the Six Nations of the Grand River Elected	Archaeology Coordinator Director	2498 Chiefswood Road PO Box 5000	Oshweken, ON	N0A 1M0

Other Related Community Groups-				
<i>Organization</i>	<i>Job Title</i>	<i>Street Address</i>	<i>City and Province</i>	<i>Postal Code</i>
Bay Area Restoration Council		LSB-B130F, McMaster University	Hamilton, ON	L8S 4K1
Bruce Trail Conservancy		PO Box 857	Hamilton, ON	L8N 3N9
Citizens at City Hall (CATCH)				
Citizens for Citizens Ward Three Neighbourhoods		182 St. Clair Boulevard	Hamilton, ON	L8M 2P1
Community Action Program for Children		150 Violet Drive	Hamilton, ON	L8E 6B4
Environment Hamilton		22 Wilson Street, Unit 4	Hamilton, ON	L8R 1G7
Glanbrook Conservation Committee		4251 Trinity Church Rd.	Hamilton, ON	L0R 1C0
Hamilton Community Foundation		120 King Street West, Suite 700	Hamilton, ON	L8P 4V2
Hamilton Waterfront Trust		47 Discovery Drive	Hamilton, ON	L8L 8K4
Hamilton Wentworth Council of Home & School Associations				
Lawson Park Ltd		PO Box 15 R.R.1	Freelton, ON	L0R 1K0
Weaver Community Hub		Cathy Weaver Elementary School, 160 Wentworth St. N.	Hamilton, ON	L8L 5V7

Utilities				
<i>Organization</i>	<i>Job Title</i>	<i>Street Address</i>	<i>City and Province</i>	<i>Postal Code</i>
Alectra Utilities Corporation	Supervisor, Design, Customer Capital	55 John Street North, 3rd Floor	Hamilton, ON	L8R 3M8

<i>Organization</i>	<i>Job Title</i>	<i>Street Address</i>	<i>City and Province</i>	<i>Postal Code</i>
BellCanada	Engineering Project Manager	20 Hunter Street West	Hamilton, ON	L8N 3H2
Canadian Pacific Railway	Manager, Utilities East Engineering Projects	1290 Central Parkway West, Suite 700	Mississauga, ON	L5C 4R3
CN Rail	Manager, Public Works Design & Construction	4 Welding Way off Administration Road	Vaughan, ON	L4K 1B9
Cogeco Cable Inc	Planning Lead Hand Niagara/Hamilton	7170 McLeod Road	Niagara Falls, ON	L2G 3H5
Enbridge Pipelines Inc.	Sr. Advisor, Lands & ROW	50 Keil Drive North	Chatham, ON	N7M 5M1
HCE Energy Inc.	Engineering Manager	79 Bay Street North	Hamilton, ON	L8R 3P8
Hydro One	Hydro One Real Estate Management	185 Clegg Road	Markham, ON	L6G 1B7
Imperial Oil Products & Chemical Division	Land Agent - Eastern Pipeline Operations	100 - 5th Concession Road East	Waterdown, ON	L0R 2H1
Ontario Power Generation	Senior Environmental Specialist	700 University Avenue	Toronto, ON	M5G 1X6
Source Cable	Planner/Designer	1090 Upper Wellington Street	Hamilton, ON	L9A 3S6
Southern Ontario Railway	Regional Director - Marketing	241 Stuart Street West	Hamilton, ON	L8N 3P9
Sun Canadian Pipeline				
TransCanada Pipelines	Land Analyst, Urban Development	450-1st Street West	Calgary, AB	T2P 5H1
Union Gas	Construction Project Manager	918 South Service Road	Stoney Creek, ON	L8E 5M4

Hospitals				
<i>Organization</i>	<i>Job Title</i>	<i>Street Address</i>	<i>City and Province</i>	<i>Postal Code</i>
Hamilton Health Sciences		100 King Street West, Suite 2300 P.O. Box 2000 1200 Main Street West Hamilton,	Hamilton, ON	L8P 1A2
Juravinski Hospital & Cancer Centre		711 Concession Street	Hamilton, ON	L8V 1C3
McMaster University Facility Services		1280 Main Street West Campus Services Building, Room 102	Hamilton, ON	L8S 4M3
St. Joseph's Healthcare Hamilton		Charlton Campus -50 Charlton Avenue East King Campus - 2757 King Street East	Hamilton, ON	L8N 4A6
St. Joseph's Healthcare Hamilton		50 Charlton Avenue East	Hamilton, ON	L8N 4A6

Schools				
<i>Organization</i>	<i>Job Title</i>	<i>Street Address</i>	<i>City and Province</i>	<i>Postal Code</i>
French Catholic School Board		110 Drewry Avenue	North York, ON	M2M 1c8
French Public School Board		116 Cornelius Parkway	Toronto, ON	M6L 2K5
Hamilton-Wentworth Catholic District School Board		90 Mulberry Street - P.O. Box 2012	Hamilton, ON	L8N 3R9
Hamilton-Wentworth District School Board		20 Education Court PO Box 2558 L8N 3L1	Hamilton, ON	L9A 0B9
McMaster University		1280 Main Street West, CUC-102	Hamilton, ON	L8S 4K1
Mohawk College		135 Fennell Avenue West	Hamilton, ON	L9C 0E5

Transportation				
<i>Organization</i>	<i>Job Title</i>	<i>Street Address</i>	<i>City and Province</i>	<i>Postal Code</i>
Blue Line Taxi		Mount Hope ON L0R 1W0	Hamilton, ON	L8N 2C4
Canada Coach		P.O. Box 4017 Station Main	Peterborough, ON	K9J 7B1
CN Rail		1 Administration Road	Concord, ON	L4K 1B9
Community CarShare		175 Longwood Road South, Suite 304A	Hamilton, ON	L8P 0A1
Cycle Hamilton				
Greyhound		36 Hunter Street East	Hamilton, ON	L8N 3W8
Hamilton Cab		430 Cannon Street East	Hamilton, ON	L8L 2C8
Hamilton Cycling Committee				
John C. Munro Hamilton International Airport		9300 Airport Road, Suite 2206	Mount Hope, ON	L0R 1W0

<i>Organization</i>	<i>Job Title</i>	<i>Street Address</i>	<i>City and Province</i>	<i>Postal Code</i>
Metrolinx		97 Front Street West, 4th Floor	Toronto, ON	M5J 1E6
NAV Canada		1601 Tom Roberts Road P.O. Box 3824, Station T	Ottawa	K1G 6R2
Ontario Trucking Association		555 Dixon Road	Toronto, ON	M9W 1H8
Smart Commute Hamilton				
Social Bicycle (SoBi)		126 Catherine Street North	Hamilton, ON	L8R 1J4
Southern Ontario Gateway Council		140 King Street East, Suite 14	Hamilton, ON	L8N 1B2
Zipcar		129 Spadina Avenue	Toronto, ON	M5V 2L3

Other				
<i>Organization</i>	<i>Job Title</i>	<i>Street Address</i>	<i>City and Province</i>	<i>Postal Code</i>
Hamilton-Halton Home Builders Association		1112 Rymal Road East	Hamilton, ON	L8W 3N7
REALTORS Association of Hamilton-Burlington		505 York Blvd.	Hamilton, ON	L8R 3K4
Royal Botanical Gardens		680 Plains Rd. West	Burlington, ON	L7T 4H4

Notice of Commencement

Hamilton Truck Route Master Plan Review

Notice of Commencement & Notice of Virtual Public Information Centre #1

The City of Hamilton is starting the Truck Route Master Plan Review study. The review will explore opportunities to advance the safe and efficient passage of trucks in Hamilton, to support economic activities and the movement of goods while balancing the needs of residents and communities. The final master plan will recommend an updated truck route network and will outline supporting policies and strategies.

We encourage you to visit the project webpage at engage.hamilton.ca/TRMP to learn the latest information about the study. The study will be conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment, which is an approved process under the *Ontario Environmental Assessment Act*.

Invitation to Public Information Centre #1

You are invited to attend Public Information Centre #1 (PIC #1). This event will be held virtually to protect the health and safety of Hamilton residents and our staff. Individuals are invited to participate **online** or **by phone**.



Truck Route Master Plan Review Virtual Public Information Centre #1

Virtual meeting on September 02, 2020 from 6:30 p.m. to 9:00 p.m.

Materials available from Friday, August 7 to Friday, September 11, 2020

The PIC will introduce you to the study, get your input on the draft vision, goals and principles that will shape the study, and will collect your thoughts on the problematic truck areas in your community.

How to Participate

 Review PIC #1 Materials Anytime	 Join the Virtual PIC #1 Meeting
Visit the project website to view the PIC #1 materials from August 7 to September 11. The online comment map and survey will be available until midnight on September 11, 2020. Materials are available 24 hours a day, 7 days a week The project website is engage.hamilton.ca/TRMP .	There will be a live Public Information Centre event held on September 2, 2020 from 6:30 p.m. to 9:00 p.m. The Project Team will provide an overview presentation and will answer your questions. Visit our website to register for PIC #1 and to submit your questions in advance at: engage.hamilton.ca/TRMP

If you have any questions or comments about the study or would like to be added to the project mailing list, please contact the staff listed below.

Omar Shams
Project Manager, Transportation Planning
City of Hamilton
E-mail: Transportation@hamilton.ca

Ron Stewart, P. Eng.
Consultant Project Manager
IBI Group
E-mail: truckrouteplan@ibigroup.com

Do you have any accessibility requirements in order to be able to review the PIC material and comment on the TRMP? Contact Omar Shams as soon as possible

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

This Notice was published in the Hamilton Spectator on: August 7, 2020 and August 26, 2020

Notice to Aboriginal Communities



August 7, 2020

<First Name> <Last Name>

<Indigenous Community>

<Address> <Postal Code>

Dear <Title> <Name>:

HAMILTON TRUCK ROUTE MASTER PLAN REVIEW STUDY: NOTICE OF STUDY COMMENCEMENT AND INVITATION TO PUBLIC INFORMATION CENTRE #1 (VIRTUAL)

The City of Hamilton is undertaking a review of the Truck Route Master Plan (TRMP). The City's Strategic Plan and Transportation Master Plan establishes the overarching principals of the TRMP study. Since the 2010 Truck Route Master Plan was completed, several new planning considerations have emerged. The review and refinement will be based on alignment with:

- The City's strategic plan vision, objectives and desired outcomes
- Health and wellbeing of the community
- Feedback, needs and lived experiences of stakeholders
- Emerging technologies and goods movement policies

The review is following the Municipal Class Environmental Assessment 'Schedule B' master planning process.

Invitation to Public Information Centre #1

We invite you to join us at Public Information Centre #1. This event will be held virtually due to ongoing restrictions on large gatherings due to the COVID-19 pandemic. The Public Information Centre will include a virtual meeting on Wednesday, September 2, that will consist of a presentation, followed by a live question and answer period.



Truck Route Master Plan Review

Virtual Public Information Centre #1

Online meeting on September 2, 2020 from 6:30 to 9:00 p.m.

Information on the study is available 24 hours a day, 7 days a week from Friday, August 7 to Friday, September 11, 2020

See the attached Notice of Commencement and Invitation to Public Information Centre #1 for details. You can also visit the study website at www.hamilton.ca/TRMP.

We would be happy to arrange a meeting to discuss the project and review any issues specific to your community with you. If you have any questions or comments about the Hamilton Truck Route Master Plan Review, please feel free to contact us at your convenience. We appreciate your time and consideration in participating in this important study.

Sincerely,

<insert digital signature here or sign in ink>

Omar Shams

Project Manager, Transportation Planning – New Initiatives
Transportation Planning and Parking
Planning and Economic Development
City of Hamilton

Phone: (905) 546-2424 ext. 7474
omar.shams@hamilton.ca

cc: Ron Stewart, IBI Group, truckrouteplan@ibigroup.com

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Hamilton Truck Route Master Plan Review

Notice of Commencement & Notice of Virtual Public Information Centre #1

The City of Hamilton is starting the Truck Route Master Plan Review study. The review will explore opportunities to advance the safe and efficient passage of trucks in Hamilton, to support economic activities and the movement of goods while balancing the needs of residents and communities. The final master plan will recommend an updated truck route network and will outline supporting policies and strategies.

We encourage you to visit the project webpage at engage.hamilton.ca/TRMP to learn the latest information about the study. The study will be conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment, which is an approved process under the *Ontario Environmental Assessment Act*.

Invitation to Public Information Centre #1

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Truck Route Master Plan Review Virtual Public Information Centre #1

Virtual meeting on September 02, 2020 from 6:30 p.m. to 9:00 p.m.

Materials available from Friday, August 7 to Friday, September 11, 2020

The PIC will introduce you to the study, get your input on the draft vision, goals and principles that will shape the study, and will collect your thoughts on the problematic truck areas in your community.

How to Participate

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Visit the project website to view the PIC #1 materials from August 7 to September 11. The online comment map and survey will be available until midnight on September 11, 2020. Materials are available 24 hours a day, 7 days a week The project website is engage.hamilton.ca/TRMP .	There will be a live Public Information Centre event held on September 2, 2020 from 6:30 p.m. to 9:00 p.m. The Project Team will provide an overview presentation and will answer your questions. Visit our website to register for PIC #1 and to submit your questions in advance at: engage.hamilton.ca/TRMP

If you have any questions or comments about the study or would like to be added to the project mailing list, please contact the staff listed below.

Omar Shams
Project Manager, Transportation Planning
City of Hamilton
E-mail: transportation@hamilton.ca

Ron Stewart, P. Eng.
Consultant Project Manager
IBI Group
E-mail: truckrouteplan@ibigroup.com

Do you have any accessibility requirements in order to be able to review the PIC material and comment on the TRMP? Contact Omar Shams as soon as possible

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

This Notice was first issued on August 7, 2020.

City of Hamilton Website



IBI GROUP
200 East Wing – 360 James Street North
Hamilton ON L8L 1H5 Canada
tel 905 546 1010
ibigroup.com

Memorandum

To/Attention	Omar Shams	Date	January 31, 2020
From	Ron Stewart	Project No	121911
cc	Matt Colwill, Trevor Jenkins		
Subject	Proposed Content for Study Webpage		

The draft content below is the draft content for the Truck Route Master Plan webpage. It is envisioned that this page will evolve throughout the study process once additional materials become available (i.e. PIC boards, consultation summary, “Consultation In a Box”).

The City of Hamilton is recognized as a goods movement gateway between Southern Ontario and the world as a result of the goods movement corridors (e.g. rail lines, highways) and intermodal freight facilities (e.g. airport, port, rail yards) that exist in Hamilton. Locally, nearly everything in the supply chain process reaches the end consumer by trucks. The City of Hamilton operates a designated truck route network that designates where truck traffic can travel in order to:

- Support the safe and timely movement of goods and services;
- Recognize and try to limit the impacts of truck traffic on the interests of the greater community such as safety, congestion, noise, and air quality; and,
- Protect the City’s road infrastructure that cannot bear heavy loads or roads where truck traffic would be unsuitable (e.g. narrow lanes, weight restrictions on bridges).

The most review of the truck route network was completed as part of the Truck Route Master Plan, which was approved by City Council in 2010. Furthermore, the study recommends ways to managing the truck route networking, including maintenance, truck route signage, and a methodology for dealing with truck route network issues in the future.

Issues with the 2010 truck route network, and new policy influences have emerged, that are leading to challenges with the truck route network, including:

- The environment and Hamilton’s climate emergency declaration;
- Public health, social equity, and roadway safety (e.g. Vision Zero);
- Network connectivity and location-specific hot spots;
- Growth in new employment areas (e.g. Airport Employment Growth District, Red Hill Business Park), and rural area issues; and,
- Emerging truck technologies and policies.

Omar Shams – January 31, 2020

About the Study

The City of Hamilton is undertaking a review of the Truck Route Master Plan (TRMP). In consultation with the public, goods movement industry, Business Improvement Areas, and other stakeholder groups, the objectives of the Truck Route Master Plan Review are to:

- Review the existing truck route network, including issues, challenges and opportunities identified by stakeholders and the public;
- Identify the current and projected truck route-related problems that need to be addressed;
- Develop, evaluate, and recommend alternative truck route networks; and,
- Recommend supporting policies and tools that the City can consider to mitigate the current problems and manage the potential future challenges.

Since the 2010 Truck Route Master Plan was completed, a number of new planning considerations have emerged. The review and refinement will be based on alignment with:

- The City's vision, objectives and desired outcomes;
- Health and wellbeing of the community;
- Feedback, needs and lived experiences of stakeholders; and
- Emerging technologies and goods movement policies.

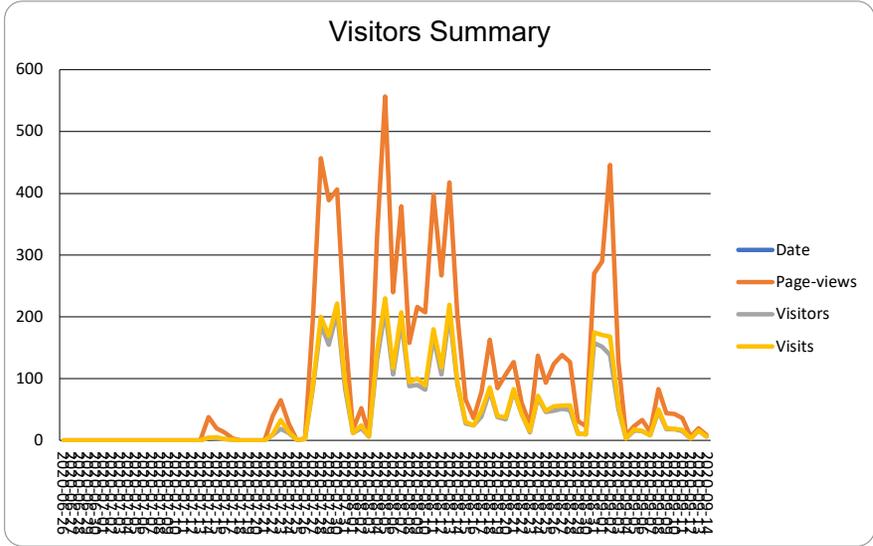
Location: City Wide

Study Status: Active

Classification: Schedule B

<Expandable Area> **2010 Truck Route Master Plan** *Content adapted from current webpage*

The existing [Hamilton Truck Route Master Plan \(PDF, 11 MB\)](#) was approved by Council in 2010. It is intended to recommend a truck route network, and the policies and implementation strategy that will assist the City in managing the truck route network over the next five years. It provides recommendations for future action, policies for truck route signage, and a methodology for dealing with truck route network issues in the future.



Project Highlights

Total Visits	3.95 k
New Registrations	84
Video views	0
Photo Views	0
Document Downloads	41

Admin Notes

ENGAGED PARTICIPANTS	379		
Engaged Actions Performed	Registered	Unverified	Anonymous
Contributed on Forums	0	0	0
Participated in Surveys	14	20	165
Contributed to Newsfeeds	0	0	0
Participated in Quick Polls	0	0	0
Posted on Guestbooks	0	0	0
Contributed to Stories	0	0	0
Asked Questions	7	26	0
Placed Pins on Places	41	131	0
Contributed to Ideas	0	0	0

INFORMED PARTICIPANTS	1,375
Informed Actions Performed	Participants
Viewed a video	0
Viewed a photo	0
Downloaded a document	34
Visited the Key Dates page	85
Visited an FAQ list Page	77
Visited Instagram Page	0
Visited Multiple Project Pages	1,001
Contributed to a tool (engaged 379)	

AWARE PARTICIPANTS	3,081
Aware Actions Performed	Participants

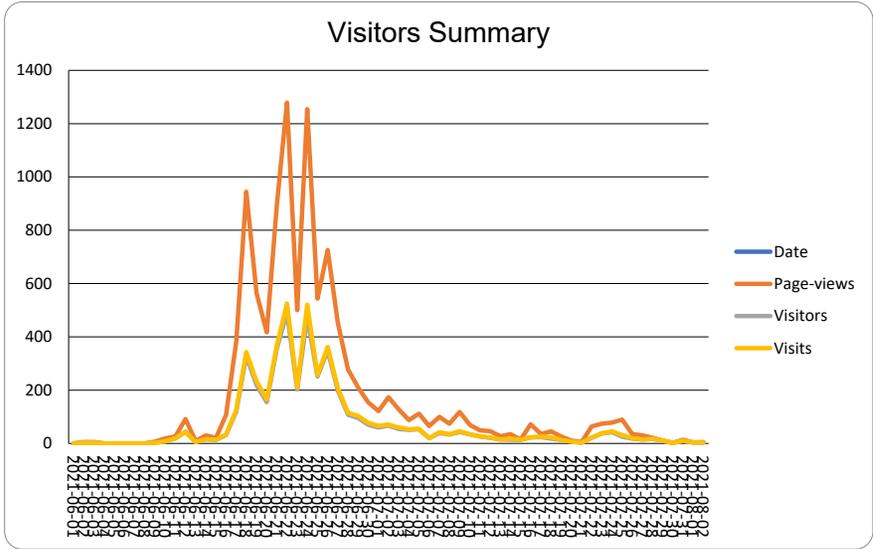
Visited at least one Page 3,081

ENGAGEMENT TOOLS SUMMARY									
Forum Topics	0	Guestbooks	0	Places	1	News Feeds	0	Ideas	0
Qandas	1	Quick Polls	0	Stories	0	Survey Tools	1		

Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Maps	Map your Comments	Archived	1,099	41	131	0
Qanda	Virtual Public Information Centre #1	Published	206	7	26	0
SurveyTools	Let's Talk About Trucks	Archived	380	14	20	165

INFORMATION WIDGET SUMMARY									
DOCUMENTS	2	PHOTOS	0	VIDEOS	0	FAQS	1	KEY DATES	1

Widget Type	Engagement Tool Name	Visitors	Downloads/Views
Document	Existing Truck Route Network Map	26	27
Document	Existing Reduced Load Roads Map	12	14
FAQ	faqs	77	81
Key Dates	Key Date	85	95



Project Highlights

Total Visits	4.65 k
New Registrations	3
Video views	16
Photo Views	0
Document Downloads	58

Admin Notes

ENGAGED PARTICIPANTS	344		
Engaged Actions Performed	Registered	Unverified	Anonymous

Contributed on Forums	0	0	0
Participated in Surveys	12	4	179
Contributed to Newsfeeds	0	0	0
Participated in Quick Polls	0	0	0
Posted on Guestbooks	0	0	0
Contributed to Stories	0	0	0
Asked Questions	30	126	0
Placed Pins on Places	0	0	0

INFORMED PARTICIPANTS	1,326
Informed Actions Performed	Participants

Viewed a video	16
Viewed a photo	0
Downloaded a document	45
Visited the Key Dates page	86
Visited an FAQ list Page	89
Visited Instagram Page	0
Visited Multiple Project Pages	940
Contributed to a tool (engaged 344)	

AWARE PARTICIPANTS	4,065
Aware Actions Performed	Participants

Visited at least one Page 4,065

Contributed to Ideas 0 0 0

ENGAGEMENT TOOLS SUMMARY									
Forum Topics	0	Guestbooks	0	Places	1	News Feeds	0	Ideas	0
Qandas	1	Quick Polls	0	Stories	0	Survey Tools	2		

Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors				
				Registered	Unverified	Anonymous		
Maps	Map your Comments	Archived	120	0	0	0		
SurveyTools	Let's Talk About Trucks	Archived	24	0	0	0		
SurveyTools	PIC#2 Comments	Draft	322	12	4	179	183	
Qanda	Virtual Public Information Centre #2	Published	902	30	126	0	126	

INFORMATION WIDGET SUMMARY									
DOCUMENTS	2	PHOTOS	0	VIDEOS	1	FAQS	1	KEY DATES	1

Widget Type	Engagement Tool Name	Visitors	Downloads/Views
Document	Existing Truck Route Network Map	44	45
Document	Existing Reduced Load Roads Map	12	13
Video	Virtual Public Information Centre #1 Presentation	16	16
FAQ	faqs	89	91
Key Dates	Key Date	86	97

Phase I Engagement

Hamilton Truck Route Master Plan Review Virtual Public Information Centre #1



IBI GROUP
In association with GLPi and
David Kriger Consultants
September 2, 2020

Thank you for joining us at the Truck Route Master Plan Update Virtual Public Information Centre #1

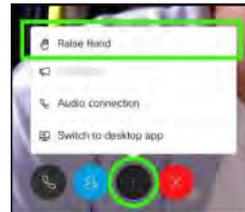
The presentation will start at 6:30 p.m.

Overview of the Open House

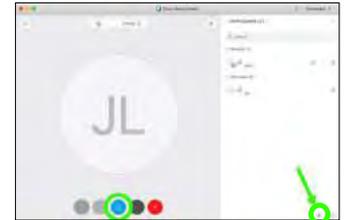
1. Welcome (15 minutes)
2. Open House Presentation (45 minutes)
 - Truck Route Network Overview
 - Study Process
 - Key Issues and Influences
 - Draft Policy Direction
 - Next Steps
3. Live Question and Answer Period (90 minutes)

How to Ask a Question

Internet browser: Click the button with 3 dots. Select 'Raise Hand' from the pop up.



WebEx Application on computer: Click the participants button. At the bottom of the panel, click the hand icon.

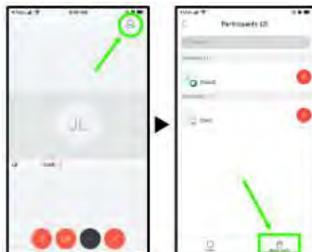


How to Ask a Question

Tablet: Click the participants button. Select 'Raise Hand' from the pop up.



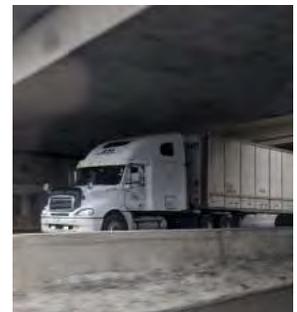
Smartphones: Click the participants button. Select 'Raise Hand' from the pop up.



Purpose of this Public Open House

The purpose of this event is to:

- **Introduce the study** to the public and stakeholders;
- Get your **input on the draft Vision, Goals and Principles** that will shape the Truck Route Master Plan (TRMP) review;
- Understand the **problematic truck areas in your community**;
- Provide an **opportunity to participate in the planning and decision making process**; and,
- **Provide comments** to the City of Hamilton and the consultants, IBI Group.



Why Review the Truck Route Master Plan?



The existing Truck Route Master Plan was approved by City Council in 2010. Since then, a number of new planning considerations have emerged.

The review and refinement of the plan will be based on alignment with:

- The City's vision, objectives and desired outcomes;
- Health and well being of the community;
- Feedback, needs and lived experiences of stakeholders; and,
- Emerging technologies and goods movement policies.

How to Provide Feedback



Review this presentation to learn more about the study.



Complete the Survey and Map your comments on our website at engage.hamilton.ca/TRMP



Join us for the virtual Public Information Centre on **September 2, 2020 6:30 to 9:00 p.m.**
[Register online!](#)

The Vision of the City of Hamilton

The City of Hamilton Strategic Plan: 2016 to 2025

According to the Plan, the Vision means:

"...having an inclusive community, actively engaged in making Hamilton a better place for everyone. It is creating an accessible environment, supporting residents through all of life's stages, and one that encourages positive development of children as they grow towards becoming healthy adults and seniors."

City of Hamilton's Vision

To be the best place to raise a child and age successfully

Truck Route Master Plan (TRMP) Review Objectives

The objectives of the TRMP Review are to:

- Review Hamilton's existing truck route network;
- Identify the current and projected truck route-related problems;
- Develop, evaluate, and recommend practical solutions; and
- Recommend supporting policies and tools that the City can consider to mitigate the current problems and manage the potential future challenges.

City of Hamilton Transportation Master Plan (2018)

The plan provides a comprehensive and attainable transportation blueprint for Hamilton as a whole that balances all modes of transportation to become a healthier city. The success of the plan is based on specific, measurable, achievable, relevant and programmed results and actions.

The TMP identifies three desired outcomes for the future transportation system:

1. A Sustainable and Balanced Transportation System;
2. Healthy and Safe Communities; and,
3. Economic Prosperity and Growth.

The TRMP Review is a direct action of the Transportation Master Plan, and will support the desired outcomes.



What is a Truck Route Network?

The Truck Route Network defines the roadways that trucks are allowed to use in Hamilton.

Any vehicle or trailer which weighs more than 4,500 kg required to use the truck route network.

Trucks are permitted to travel on roads that are not part of the designated truck route network when making a local delivery. They are required to take the most direct path to/from the truck route network to the destination.



Existing Truck Route Network

What is a 'Truck'?

According to the City of Hamilton Traffic By-Law, a 'truck' includes:

"any vehicle or trailer for which the ... load is in excess of 4500 kilograms, excepting however buses, fire fighting equipment, public utility vehicles and authorized emergency vehicles"
- Traffic By-Law 01-215

All of the vehicles shown to the right are considered "trucks" and must use the truck route network, except when making a local delivery.

HEAVY - Tractor Trailer Combinations (5-10 axles)



MEDIUM - Single-Unit Trucks (3-4 axles)



LIGHT - Light Single-Unit Trucks (2 axles)



Types of Truck Route Networks

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There are three truck route signing systems that a municipality can use.

Hamilton Uses a Hybrid System

	Permissive Signing System	Restrictive Signing System	Hybrid Signing System
Description	Approved truck routes are shown using permissive signage.	Roads that trucks cannot use are shown with restrictive signage.	Uses permissive signage along approved routes and restrictive signage at critical junctions.
Benefits	<p>Enforcement: only need to stop trucks not on approved routes.</p> <p>Affordable: less signs are required to be produced and maintained.</p> <p>Urban Realm: less signs along roads, particularly in urban areas.</p>	<p>Flexibility: allows for fine tuning over time to address localized issues (e.g. time-of-day restrictions, divert vehicles away from commercial areas).</p>	Offers the benefit of both the permissive and restrictive systems.
Limitations	Finesse: not well suited to deal with localized issues (e.g. persistent violations).	<p>Costs: requires signs at every restricted intersection.</p> <p>Safety: signs often posted at receiving end of an intersection which can be difficult to see.</p>	Unique: not a common approach in Ontario, which can cause compliance issues among truck operators.



Sample Permissive Signage



Sample Restrictive Signage

Hamilton Truck Route Master Plan
Public Information Centre #1
August 7 to September 11, 2020



The Truck Route Master Plan Review Process

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The TRMP Review will follow a three phase process. Each of these phases is described in more detail in the following slides.

WE ARE HERE



Ongoing engagement with stakeholders and the public is fundamental to the study.



Ongoing Stakeholder & Public Consultation

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Phase 1: Background Review & Problem Identification

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The first phase of the study:

- Reviewed relevant **planning and goods movement documents**.
- Identified **problems and opportunities**.
- Determined **vision, goals, objectives and principles**.
- Defined truck route **attributes and evaluation criteria**.
- Inventoried the **health, technical, social and natural environment**.



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Phase 2: Policy Review & Development

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The second phase of the study will:

- Conduct a goods movement **best practices and policy review** drawing on lessons learned from global cities (e.g. Public Health, Urban Consolidation Centres, new technologies).
- Determine **policy/practice applicability** to different geographies, corridors and environments within Hamilton.
- **Recommend draft policy**.



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Phase 3: Alternative Solutions & Evaluation

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The third phase of the study will:

- Develop **truck route network alternatives** using advanced geographic software.
- **Evaluate** network alternatives.
- **Prepare the Truck Route Master Plan report**, and a draft by-law and schedule for Council's consideration.



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Public Information Centre #1
August 7 to September 11, 2020



Stakeholder and Public Engagement

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Ongoing engagement with stakeholders and the public is fundamental to the study.

The Project Team is engaging with a variety of stakeholders including:

- Residents and community groups;
- Local businesses;
- Business Improvement Areas and Chambers of Commerce/Boards of Trade;
- Adjacent municipalities and the Province;
- Hamilton Airport and the Hamilton-Oshawa Port Authority;
- Goods movement companies; and,
- Indigenous Communities.

Phase 1: Let's Talk Trucks

- ✓ Truck Route Subcommittee (2019-11-01)
- ✓ Meeting with adjacent municipalities (2020-01-08)
- ✓ Truck Advisory Focus Group (2020-03-10)
- ✓ Business Community (BIAs, Chambers) (2020-03-17)
- ✓ Goods Movement Community (2020-07-14)
- **Virtual Public Information Centre**
- **Interactive online mapping survey**

Phase 2: Preliminary Findings

- Truck Route Subcommittee
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Community Group Workshop/Focus Group
- Public Information Centres



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Public Information Centre #1
August 7 to September 11, 2020



Key Issues and Influences

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A number of issues and influences have been identified that will guide the development of the TRMP.

Each of these issues and influences is discussed in greater detail on the following pages.



Key Issues and Influences

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Environment and Climate Change

Hamilton City Council declared a Climate Emergency in March 2019, and directed staff to investigate how to achieve net zero carbon emissions by 2050.

The transportation sector is a major source of emissions, including Goods Movement vehicles. The TRMP will consider the environmental impact that trucks have. It will also explore how the changing freeze-thaw cycles may require changes to how roads are used.

Public Health and Safety

There are a number of public health and safety factors that will influence the TRMP:

- Air quality along truck routes and the city.
- Road safety (Vision Zero).
- Safety/comfort concerns for pedestrians and cyclists along truck routes.
- Routes through urban and rural communities and past sensitive community destination (e.g. schools, hospitals, parks).

Key Issues and Influences

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Network Connectivity

The TRMP Review will need to create a network that manages truck traffic within, to, from and through Hamilton.

The network will need to be consistent with the truck route network of adjacent jurisdictions (e.g. Burlington, Niagara Region, Brant County) and the provincial highway network.

Rural Concerns

Rural areas face unique issues compared to urban areas including:

- Trucks and equipment travelling to quarries.
- Slow moving farm vehicles.
- Routes through residential settlement areas and sensitive locations (e.g. schools, parks).

Key Issues and Influences

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Social Equity

The TRMP Review will consider the impacts that truck traffic has on community liveability. Based on consultation to-date, stakeholders have identified that some communities face more burdens from truck traffic than others.

The impacts of truck traffic can be managed through a number of approaches including policy, design, and other strategies.

New Technologies

The TRMP Review will explore new and emerging technologies to understand how they might be leveraged to manage and/or reduce truck traffic in Hamilton.

These technologies include:

- Urban consolidation centres;
- Low/no-emission last-mile vehicles;
- In-vehicle route management;
- Automated enforcement; and,
- Vehicle platooning.

Key Issues and Influences

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Development in Employment Areas

Trucks make trips to and from employment areas to serve existing businesses, which will grow as new businesses open up. Employment growth is anticipated to occur in:

- Airport Employment Growth District,
- Red Hill Business Park (North & South);
- Downtown Urban Growth Centre; and,
- Existing employment areas (e.g. Bayfront, East Hamilton, Stoney Creek, Ancaster, Flamborough).



Key Issues and Influences

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Problem Areas (Rural)

The City of Hamilton has identified a number of problematic areas based on concerns raised by residents and businesses.

Is there a missing problem area?

Tell us about other location-specific issues by using the 'Map Your Comments' tool on our website at engage.hamilton.ca/TRMP



Key Issues and Influences

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Problem Areas (Urban)

The City of Hamilton has identified a number of problematic areas based on concerns raised by residents and businesses.



Is there a missing problem area?

Tell us about other location-specific issues by using the 'Map Your Comments' tool on our website at engage.hamilton.ca/TRMP



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Background Reports and Data Sources

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- City of Hamilton Strategic Plan: 2016 to 2025
- The Hamilton Urban Official Plan and Hamilton Rural Official Plan
- Hamilton Transportation Master Plan (TMP) Update and its supporting papers:
 - Cycling Master Plan Review Paper
 - Complete-Liveable-Better Streets Policy and Framework Background Paper
 - Road Safety Background Paper
 - Emerging Technologies Background Report
 - Goods Movement Review Background Paper
- Airport Employment Growth District Transportation Master Plan Update
- Truck Route Master Plan
- Hamilton Goods Movement Study
- City of Hamilton Geospatial datasets
- 5-Year Collision data involving trucks
- Telemetry truck data from trucking companies
- City of Hamilton 2018 Airshed Modelling
- Metrolinx Strategic Goods Movement Network
- Statistics Canada 2016 Census Data
- Truck counts from Environment Hamilton
- By-laws, Official Plans and Transportation Master Plans of the twelve jurisdictions that border Hamilton
- Commercial Vehicle Survey

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Data

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Telemetry Truck Data & Truck Trip Density



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Policy Direction – Vision

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DRAFT Vision

The vision statement will influence all aspects of the study from identification of policies to implementation. It will help the study focus on what the truck route network will strive to achieve.

The highlighted key words form the three pillars of the vision, which reflect the essence of the goals defined in the next section.



We Want to Hear From You!

Tell us your thoughts on the DRAFT VISION by completing the online survey.

A sustainable truck route network that supports Hamilton's community liveability and economic aspirations.

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Policy Direction – Goals (1 of 3)

29

DRAFT Goals

The DRAFT Goals are strategic directions that define what a "successful" Vision looks like. They are grouped into three pillars of the Vision Statement.



We Want to Hear From You!

Tell us your thoughts on the DRAFT GOALS by completing the online survey.

Pillar 1: Sustainability

Environmentally Sustainable: Explore how to reduce the impacts of truck operations on local roads and communities to improve environmental, climate change and public health outcomes in the communities through which truck routes operate, and respond to the Climate Emergency. Support the multi-modal aspirations for complete-liveable-better streets. Support the advancement of freight technologies with lower environmental and health impacts.

Adaptable: The TRMP takes steps to anticipate emerging trends and new technologies such as e-commerce, autonomous vehicles and automated manufacturing, and provides a framework for addressing future issues.

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Public Information Centre #1
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Policy Direction – Goals (2 of 3)

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DRAFT Goals

The DRAFT Goals are strategic directions that define what a "successful" Vision looks like. They are grouped into three pillars of the Vision Statement.



We Want to Hear From You!

Tell us your thoughts on the DRAFT GOALS by completing the online survey.

Pillar 2: Community Liveability

Safe: Apply appropriate design standards to allow the safer passage of heavy vehicles on appropriate routes and minimize the harms of heavy vehicles on other road users and on the broader community. Limit conflicts between trucks and vulnerable road users, such as pedestrians and cyclists, in alignment with the City's Vision Zero approach.

Equitable: Minimize and distribute the unavoidable impacts of the truck route network, including emissions, vibration, safety and public health impacts, away from areas that currently experience societal burdens.

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Policy Direction – Goals (3 of 3)

31

DRAFT Goals

The DRAFT Goals are strategic directions that define what a "successful" Vision looks like. They are grouped into three pillars of the Vision Statement.

We Want to Hear From You!

Tell us your thoughts on the DRAFT GOALS by completing the online survey.

Pillar 3: Economic Aspirations

Economic Prosperity: Support the economic aspirations of the City's BIAs, urban growth centre, employment areas and of its key inter-modal hubs – the Port of Hamilton and Hamilton International Airport – through the continued development of these employment centres. Promote freight-friendly land use planning and help ensure access to these employment centres, as appropriate.

Efficiently Connected: Support the development of an efficient truck route network that provides direct connections among goods-generating land uses, the provincial highway network and the City's key inter-modal terminals. Work to ensure that the City is well connected by all freight modes within and beyond Hamilton, including Ontario and the United States.

Reliable: Improve travel reliability by reducing bottlenecks and aim to provide adequate levels of service for the movement of both passengers and goods. Design resilience and redundancy into the transportation system in the event of incidents.

Policy Direction - Principles

32

DRAFT Principles

The DRAFT principles provide guidance on how the TRMP goals will be achieved. They will be incorporated throughout the study process and all recommendations will be considered against them.

The Principles are listed in no particular order.

We Want to Hear From You!

Tell us your thoughts on the DRAFT PRINCIPLES by completing the online survey.

- Create a safer network for all road users, including pedestrians and cyclists.
- Enable goods to be transported economically.
- Have a transparent route selection process.
- Avoid the inequitable distribution of impacts (e.g. public health, emissions, vibrations) on sensitive areas, such as schools, hospitals, parks, residential neighbourhoods, and community destinations.
- Specify routes clearly and intuitively to minimize the need for Police enforcement.
- Enable the plan to adapt to changing conditions.
- Maintain route connectivity and continuity to provide reliable routes.
- Create routes that optimize the use of higher-quality road facilities, and match the relationship of trucks to road category and roadway configuration.

Moving Forward

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Next Steps

- Review all comments and suggestions received before, during and following this Public Open House, including the survey and interactive map;
- Refine and update the Vision, Goals and Principles, to reflect feedback received from stakeholders including residents, the goods movement community and local businesses;
- Create a Truck Route Network Evaluation framework that captures the Vision, Goals and Principles and provides a transparent framework for how the network will be created; and,
- Continue with Stage 2: Policy Review and Development, to explore how other global cities manage trucks and goods movement.

Want to Have Your Say in the Process?

You can leave your feedback and suggestions in the online survey running on the Project Website until September 11, 2020. Your comments are important to the City and will be reviewed by the Project Team.

Project Team Contacts

If you would like more information on the study, the project team can be reached at:

<p>Omar Shams Project Manager, Public Works City of Hamilton 400 – 77 James Street North Hamilton, ON L8R 2K3 omar.shams@hamilton.ca</p>	<p>Ron Stewart Consultant Project Manager IBI Group 700 – 55 St. Clair Ave. W. Toronto, ON M4V 2Y7 truckrouteplan@ibigroup.com</p>
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Question and Answer Period with the Project Team

How to Ask a Question

35

Internet browser: Click the button with 3 dots. Select 'Raise Hand' from the pop up.



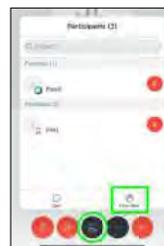
WebEx Application on computer: Click the participants button. At the bottom of the panel, click the hand icon.



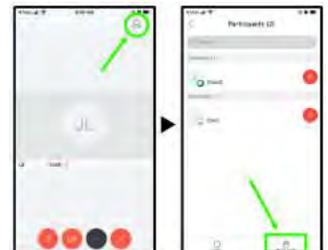
How to Ask a Question

36

Tablet: Click the participants button. Select 'Raise Hand' from the pop up.



Smartphones: Click the participants button. Select 'Raise Hand' from the pop up.



Next Steps & How to Provide Feedback

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Review this presentation to learn more about the study.



Complete the Survey and Map your comments on our website at engage.hamilton.ca/TRMP

Closing Remarks

Thank You for Joining Us

Virtual Public Information Centre #1 has now ended.

Visit our website at Hamilton.ca/TRMP



Hamilton Truck Route Master Plan Review Technical Advisory Committee Meeting #1

 **IBI GROUP**
In association with GLPi and
David Kriger Consultants
February 13, 2020

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TRUCK ROUTE MASTER PLAN

Agenda

1. Introductions
2. Scope and Approach
3. Study Timelines
4. Policy Directions
5. Findings of Background Review and DRAFT Problem Identification
6. Draft Evaluation Framework
7. Discussion
8. Next Steps

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Introductions

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TRUCK ROUTE MASTER PLAN

Objectives of the TRMP Review

- Review the **existing truck route network**;
- Identify the **current and projected truck route-related problems**;
- Develop, evaluate, and **recommend solutions**; and
- Recommend supporting policies and tools that the City can consider to **mitigate the current problems and manage the potential future challenges**.

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TRUCK ROUTE MASTER PLAN

The City of Hamilton's Vision

"To be the best place to raise a child and age successfully"

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TRUCK ROUTE MASTER PLAN

Planning Context: Then Vs. Now

Master Plan (2010)	Master Plan Review (2020)
Create a single, cohesive truck network across the amalgamated city and prepare supporting policies.	Review and refine the truck network and policies based on alignment with: <ul style="list-style-type: none"> • The City's vision, objectives and desired outcomes; • Health and well being of the community; • Feedback, needs and lived experiences of stakeholders; and • Emerging technologies and goods movement policies.

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TRUCK ROUTE MASTER PLAN

- Review relevant **planning and goods movement documents**
- Identify **problems and opportunities**
- Determine **vision, goals, objectives and principles**
- Define truck route **attributes and evaluation criteria**
- Inventory of **health, technical, social and natural environment**

Timeline: Fall 2019 to Winter 2020

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TRUCK ROUTE MASTER PLAN

- Conduct a goods movement **best practices and policy review** drawing on lessons learned from global cities (e.g. Public Health, Climate Change, Urban Consolidation Centres, emerging technologies)
- Determine **policy/practice applicability** to different geographies, corridors and environments within Hamilton
- Recommend draft policy

Timeline: Winter 2020

11

TRUCK ROUTE MASTER PLAN

- Develop network alternatives using a parametric geographic information system
- Evaluate** network alternatives
- Prepare the Truck Route Master Plan report, and a draft by-law and schedule for Council's consideration

Timeline: Winter to Summer 2020

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TRUCK ROUTE MASTER PLAN

Public & Stakeholder Consultation

Phase 1: Let's Talk Trucks

- ✓ Truck Route Subcommittee (2019-11-01)
- ✓ Meeting with adjacent municipalities and provincial Agencies (2020-01-08)
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Community Group Workshop/Focus Group
- Public Information Centres (4 events) & pop-ups
- Interactive online mapping survey
- Educational sheets for events and project webpage
- Conversation kit

Phase 2: Preliminary Findings

- Truck Route Subcommittee
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Community Group Workshop/Focus Group
- Public Information Centres (4 events) & pop-ups

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Timelines

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TRUCK ROUTE MASTER PLAN

Planned Study Timelines

2019			2020											
Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1. Background Review & Problem Identification														
			2. Policy Review & Development											
			3. Alternatives Solutions & Evaluation and Documentation											
			Consultation: Let's Talk Trucks			Consultation: Preliminary Findings			Council			Public Review		

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Policy Direction

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TRUCK ROUTE MASTER PLAN

DRAFT Vision Statement

A truck route network that promotes the *safe, efficient, reliable, economical and sustainable* movement of goods, while being *equitable* to all citizens and *adaptable* to emerging trends and changing conditions.

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TRUCK ROUTE MASTER PLAN

DRAFT Goals

Safe: Apply appropriate design standards to allow the safe passage of heavy vehicles on appropriate routes. Limit conflicts between trucks and vulnerable road users, such as pedestrians and cyclists, in alignment with the City's Vision Zero approach.

Efficiently Connected: Support the development of an efficient truck route network that provides direct connections among goods-generating land uses, the provincial highway network and the City's key inter-modal terminals – the Port and Hamilton International Airport and significant rail terminals. Work to ensure that the City is well connected by all freight modes with markets beyond Hamilton in Ontario and the United States.

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TRUCK ROUTE MASTER PLAN

DRAFT Goals (continued)

Reliable: Remove bottlenecks and aim to provide adequate levels of service for the movement of both passengers and goods. Design resilience and redundancy into the transportation system in the event of incidents.

Economical: Support the economic aspirations of the City's industrial areas and of its key inter-modal hubs – the Port of Hamilton and Hamilton International Airport – through the continued development of these employment centres. Promote freight-friendly land use planning and help ensure access to these employment centres.

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TRUCK ROUTE MASTER PLAN

DRAFT Goals (continued)

Equitable: Ensure that residents, the private-sector goods movement community, government agencies and other stakeholders are engaged throughout the planning and policy development processes, so that their needs can be met and so that they also can contribute meaningfully to the development and implementation of solutions.

Sustainable: Explore how to reduce the impacts of truck operations on local roads and communities to improve environmental and social equity outcomes in the communities through which truck routes operate. Support the multi-modal aspirations for complete-liveable-better streets, and the advancement of freight technologies with lower environmental and health impacts.

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TRUCK ROUTE MASTER PLAN

DRAFT Study Objectives

Objective 1: Identify the vision and goals of the truck route system to achieve the objectives of the truck route network.

Objective 2: Establish an evaluation process to develop the truck route network which incorporates the City's equity, mobility, sustainability, and economic aspirations.

Objective 3: Satisfy Phases 1 and 2 of the Municipal Class EA process dealing with transportation system problems or opportunities, and alternative planning strategies respectively.

Objective 4: Undertake a City-wide approach to consultation, which will be guided by the Council-approved Consultation and Engagement Strategy.

Objective 5: Prepare an updated by-law and schedule that summarizes the recommended truck route network, for consideration by Council.

Objective 6: Recommend policies to prepare for emerging technologies and new design approaches, such as autonomous vehicles, roundabouts, and complete-better-liveable streets.

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TRUCK ROUTE MASTER PLAN

DRAFT Principles

1. Create a safe network that allows goods to be transported economically.
2. Maintain route consistency.
3. Avoid the inequitable distribution of impacts on sensitive receptors and neighbourhoods.
4. Minimize the demand for Police enforcement.
5. Enable the plan to adapt to changing conditions.
6. Maintain route connectivity and continuity to provide safe and reliable routes.
7. Create efficient routes that optimize the use of higher-quality road facilities, and match the relationship of trucks to road category and roadway configuration.

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Background Review & Problem Identification

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TRUCK ROUTE MASTER PLAN

Background Documents Review

- City of Hamilton Strategic Plan: 2016 to 2025 (2016)
- Urban and Rural Official Plans (both consolidated Dec. 2018)
 - Goods Movement Network policies
 - Roadway Classification policies
- Transportation Master Plan Update
 - Main Report (2018)
 - Goods Movement Review Background Paper (2015)
- Airport Economic Growth District Transportation Master Plan Update (2016)
- Hamilton Truck Route Master Plan Study (2010)
- Hamilton Goods Movement Study (2005)
- Metrolinx GTHA Strategic Goods Movement Network (2015)

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TRUCK ROUTE MASTER PLAN	
Highlights of Review	
Document	Key Takeaways
Strategic Plan (2015)	<ul style="list-style-type: none"> Need to incorporate the strategic priorities into the TRMP process.
Official Plans (Consolidated Dec. 2018)	<ul style="list-style-type: none"> The ideal location for a "goods movement gateway" and identifies major generators that form it (e.g. airport, port, provincial highways, roadways). Identifies that the City should designate/maintain a goods movement network, and limit trucks, as appropriate, to reduce negative impacts on local roads. Identifies functional road classification and truck restrictions: <ul style="list-style-type: none"> Urban: Not restricted on 'parkways', 'major arterials' or 'minor arterials'; Urban: Generally restricted on 'collector' roads except in Employment Area, and, from 'local' roads except for deliveries and in Employment Areas; and, Rural: No explicit restrictions. The existing truck route network aligns with roadways identified as "arterial."

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TRUCK ROUTE MASTER PLAN	
Highlights of Review	
Document	Key Takeaways
Transportation Master Plan (TMP); Main Report (2018)	<ul style="list-style-type: none"> The Vision "provide[s] a comprehensive and attainable transportation blueprint for Hamilton as a whole that balances all modes of transportation to become a healthier city." Adopts a "Complete-Liveable-Better" streets approach to right-of-way design. 90% of goods movement stakeholders indicate that the current networks accommodates trips "well" or "good with some issues." 37% of respondents indicated that "safe and efficient" was the top factor when choosing a route. Consultation with the public and BIAs indicates that "there are difficulties balancing the goods movement need of business stakeholders."
TMP: Goods Movement Review (2015)	<ul style="list-style-type: none"> Recommended a vision for goods movement, and supporting goals. Identifies network specific-issues that should be explored as part of the TRMP update.

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TRUCK ROUTE MASTER PLAN	
Highlights of Review	
Document	Key Takeaways
Airport Economic Growth District TMP Update (2016)	<ul style="list-style-type: none"> Proposes a truck route network for the growth area to accommodate the expected increase in truck traffic. Many links are on the existing network, but some (e.g. White Church Rd., Dickenson Rd.) are not.
TRMP Study (2010)	<ul style="list-style-type: none"> Documents the development of the previously proposed network, and recommends a number of operational and capital improvements to manage it.
Goods Movement Study (2005)	<ul style="list-style-type: none"> Identifies a number of policy and operational improvements to increase Hamilton as a goods movement hub (e.g. labour force education, land use policies, feasibility of the year-round lift bridge improvements) Recommends road improvements, though most relate to provincial freeways.

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TRUCK ROUTE MASTER PLAN	
Highlights of Review	
Document	Key Takeaways
Metrolinx GTHA: Strategic Goods Movement (2015)	<ul style="list-style-type: none"> Identifies a GTHA road/rail goods network, and freight clusters. Municipal links include parts of: <ul style="list-style-type: none"> Burlington St/Nikola Tesla Blvd.; Centennial Pkwy. Barton St. E.; Fruitland Rd. Fifty Rd. Rymal/Garner Rd.; Upper James St.; Nebo Rd.; Wilson St. (Ancaster); and, Highway 52.

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TRUCK ROUTE MASTER PLAN

Key Influences and Issues

Environment & Climate Emergency Public Health and Safety Network Connectivity Rural Issues
 Social Equity Emerging Technologies and Policies Development in Employment Areas Hot Spots

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TRUCK ROUTE MASTER PLAN

Environment and Climate Change

- Council-declared Climate Emergency.
- Transportation sector is a major source of emissions.
- Changing freeze-thaw cycles may require changes to reduced load restrictions.

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TRUCK ROUTE MASTER PLAN

Public Health and Safety

- Air quality along truck route corridors and across the city.
- Roadway Safety:
 - Council-approved Vision Zero policy.
 - Safety/comfort concerns for pedestrians and cyclists along truck routes.
 - Routes through urban and rural communities, and past sensitive receptors.



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TRUCK ROUTE MASTER PLAN

Truck-Involved Collisions

Collision Type	Year					Total
	2014	2015	2016	2017	2018	
Property Damage Only	284	302	277	297	289	1,455
Minor Road Injury	189	77	101	77	53	597
Pedestrian	6	4	0	4	2	26
Cyclist	1	1	0	0	1	3
Vehicle ¹	88	72	84	73	60	377
Other	1	0	2	1	4	10
Pedestrian	1	1	1	1	2	6
Cyclist	0	0	0	0	1	1
Vehicle ¹	2	1	1	1	1	6
Total	564	382	277	297	289	1,455

Note: Includes vehicles classified as car, van, truck, transportation equipment, shared truck, semi-trailer, parked truck, open truck, other farm vehicles, boat maintenance, amphibious, boat dock, tow truck, motor truck and truck other. Excludes collisions involving other vehicles or self-administered (e.g., crash).

- Reviewed five years of data (2014 to 2018) for collisions reported to police at the scene (18,282 collisions; does not include 24,584 self-reported collisions with no injuries and <\$2,000 total damage)
- 1,453 collisions involving trucks (7.9%), including 13 fatalities and 401 injuries.
 - Incidents are generally trending downwards, except fatalities; and
 - Over-represented in fatal collisions and property damage only collisions.
- Collisions tend to involve rear-ends, sideswiping and hitting stationary objects.
 - Collisions involving left and right turns are over-represented in the data set.
- Compromised road surface conditions do not appear to be overrepresented in collisions.
- Collisions primarily take place along the truck route network at locations classified as 'non-intersection' and 'at intersections.'

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TRUCK ROUTE MASTER PLAN

Connectivity

- Address demand within, to, from and thru Hamilton.
- Consistency with the truck route network of adjacent jurisdictions and MTO.
- GPS trace analysis of a large trucking company.



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Truck Trip Density: City of Hamilton January 2019

Only includes trips that travel within City of Hamilton boundaries at some point.



Network Connectivity

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TRUCK ROUTE MASTER PLAN

Truck Trip Density: Central Hamilton January 2019

Only includes trips that travel within City of Hamilton boundaries at some point.



Network Connectivity

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TRUCK ROUTE MASTER PLAN

Truck Route Network

Truck Route Network
Business Classification
Business & Road Name



Regional Connections

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Rural Concerns

- Trucks/equipment travelling to aggregate facilities.
- Slow moving agricultural vehicles.
- Routes through residential settlement areas and sensitive receptors.



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Social Equity

- Avoiding the disproportionate impacts of truck route network effects on some areas of the City versus others.
- Mitigate impacts through policy, design considerations, and other strategies.



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Emerging Technologies and Policies

- Growth of e-commerce and deliveries in residential areas using various sized vehicles.
- New models to first and last-mile deliveries such as urban consolidation centres using low or no-emission last-mile vehicles.
- Emerging technologies for enforcement, improving load factors, and others that may impact the social and economic environment.



Development in Employment Areas

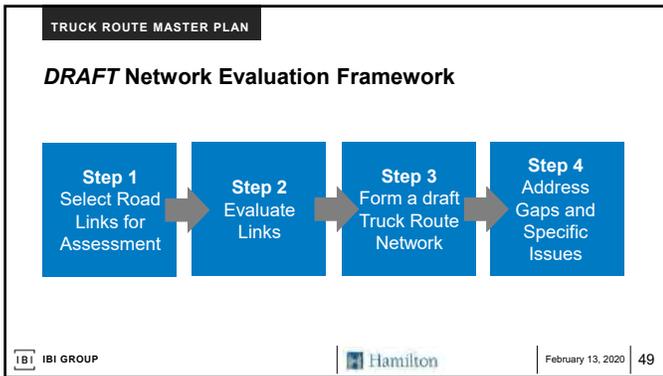
- Construction vehicles followed by truck traffic to serve business and industry in existing and planned employment areas.
- Major employment forecasted in:
 - Airport Economic Growth District,
 - Red Hill North and South;
 - Downtown Urban Growth Centre; and,
 - Existing employment areas (e.g. Bayfront, East Hamilton, Stoney Creek, Ancaster, Flamborough)



Hot Spots

- Specific locations where truck-related concerns have been raised. For instance,
 - Heavy volumes on a designated route;
 - Using a non-designated roadway; and,
 - Conflicts between trucks and other uses (e.g. major cycling/pedestrian routes, sensitive receptors, Hamilton General Area)





TRUCK ROUTE MASTER PLAN

Step 1: Select Road Links for Assessment

Determine the roadway links that should be carried forward for assessment.

Criteria adapted from the Urban and Rural Hamilton Official Plans road classification policies.

Classification/Policy Reference	Description	Indicator
1. Include all higher-quality roadways. Include roads that are classified in the LINCIP or SINCIP as a primary, local arterial road or a major local arterial (Class 2, 3 and EXHIBIT 2.1).		Truck Use, Trucking, Criteria 1
2. Include selected minor urban arterials and urban collectors that serve as significant road corridors. Include roads classified in the LINCIP as a minor urban arterial and roads of the following purposes: <ul style="list-style-type: none"> • Crosses a significant natural barrier (e.g. the Niagara River) • Serves as a direct link between a local arterial road and a major route arterial link <ul style="list-style-type: none"> o The Financial District, Toronto o An signed perimeter truck route in an existing neighbourhood • A through-arterial/collector route as per the SINCIP • A major institutional generator • An Airport, a rail node or port facility • The Downtown, Sub-Regional Service Node and Community Nodes as per the Official Plan • Serves as a link between the Downtown, Sub-Regional Service Node and Community Nodes as per the Official Plan • Is within within a designated Employment Area 	Truck Use, Trucking, Criteria 4	
3. Include selected local roads serving employment purposes. Include local road segments that are within a designated Employment Area or that connect with the nearest higher-level roadway. Carried Forward for assessment.		Truck Use, Trucking, Criteria 4
4. Exclude roads with major operational issues for trucks. Do not carry forward road segments with road closures or with a low clearance bridge.		Truck Use

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TRUCK ROUTE MASTER PLAN

Step 2: Evaluate Links

- Links carried forward will be evaluated against indicators representing criteria.
- Each link will be assessed using the indicators.
- The indicator scores will be summed for each criterion to determine an overall score, up to a maximum of '5'.
- The criterion scores will be combined to determine the overall desirability of having each link as part of the truck route network.
 - At first, each criterion will be weighted equally. However, the weighting can be adjusted to see how the network changes based on different priorities.

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TRUCK ROUTE MASTER PLAN

Step 2: Evaluate Links

Criterion 1: Efficient Connectivity

Indicator	Description	Indicator Score
Key Connector	Part of the fastest-time route between Port, Airport, and Major Industry and Airport and the Provincial Highway Network along assessed links.	5
	Part of second fastest-time alternative route between the above	3
Barrier Crossing	Major barrier crossing (e.g. Niagara escarpment)	5
	Medium barrier crossing	3
Truck Volumes	"Very High" or "High" truck volumes	5
	"Medium-High" truck volumes	4
	"Medium" truck volumes	3
	"Medium-Low" truck volumes	2
Road Class	Other major arterial	3
	Other minor arterial or collector	2

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Step 2: Evaluate Links

Criterion 2: Reliability

Indicator	Description	Indicator Score
Congestion	Speed or congestion measure, TBD	Range: 5 – high speed/low delays 0 – very delayed
Reduced Load	If a road is a reduced load link (i.e. seasonal weight restrictions).	-2

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Step 2: Evaluate Links

Criterion 3: Safety

Indicator	Description	Indicator Score
Past Collisions with Pedestrian/ Cyclists	Location of collisions involving trucks and pedestrian/cyclist with fatality	-5
	Location of collisions involving trucks and pedestrian/cyclist with injuries	-3
	Arena within 200 m	-2
Misalignment with Adjacent Land Uses	One or more City library branches, places of worship, City and non-City recreation and community centres (e.g. YMCA) fronts onto route	-1
	One or more City parks adjacent fronts onto route	-2
	Land use fronting the link is primarily residential.	-3
Misalignment with Other Road Uses	Route passes through Business Improvement Area boundary	-2
	Route is on BLAST network corridors.	-2
	Segment is part of existing and planned on-street bike lanes	-3
	Segment is part of bikeway with paved shoulders, existing or planned	-1
	Segment is part of signed bike route, existing or planned	-2

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Step 2: Evaluate Links
Criterion 4: Sustainability and Public Health

Indicator	Description	Indicator Score
Proximity to Significant Community Facilities	One or more elementary, middle, or high schools is adjacent to link OR One or more of above schools within 200 m of link	-3
	Post-secondary school is adjacent to link OR Post-secondary school is within 200 m of link	-2
	Hospital is adjacent to route OR Hospital is within 200 m of link	-2
	Long-term care facility is adjacent to link OR Long-term care facility is within 200 m or link	-1

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TRUCK ROUTE MASTER PLAN

Step 2: Evaluate Links
Criterion 5: Equity

Indicator	Description	Indicator Score
Food Banks	One or more food banks fronts onto link	-1
Shelters	One or more shelters fronts onto link	-1
Low-Income Household Prevalence	Proportion of households below the federal low-income threshold in the adjacent census tract is 50% higher than Hamilton average	-2

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TRUCK ROUTE MASTER PLAN

Step 3: Form a Draft Truck Route Network

Links that pass a minimum score (TBD) will form the base truck route network. Additional links may also be carried forward to ensure that the network has the following key connections, using the higher-scoring alternative links:

- Access between the nearest provincial freeway and the Hamilton Port as well as the Hamilton International Airport;
- Sufficient connectivity for designated employment areas;
- Sufficient connectivity for aggregate facilities; and/or
- Direct connection with intra-city and inter-regional routes and adjacent truck route systems.

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TRUCK ROUTE MASTER PLAN

Step 4: Address Gaps and Specific Issues

The preliminary network from Step 3 will be compared against the following considerations and gaps/issues identified through consultation:

- Maintaining route system connectivity, including between key nodes and hubs of the directness and connections of links;
- The efficiency of the system (e.g. connections to highways and major generators);
- Impact on sensitive receptors (e.g. community facilities, planned land uses);
- Roadway geometry (e.g. sightlines, turning radii);
- Adverse impacts on the economic, social and/or environmental factors;
- Network density within employment areas; and
- A two-tiered network based on the size of a vehicle.

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TRUCK ROUTE MASTER PLAN

What concerns does your division have related to the existing or future truck route network?

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What hot spots are you aware that are not currently captured?

Are there any issues, projects, studies, or initiatives that the study should be aware of?

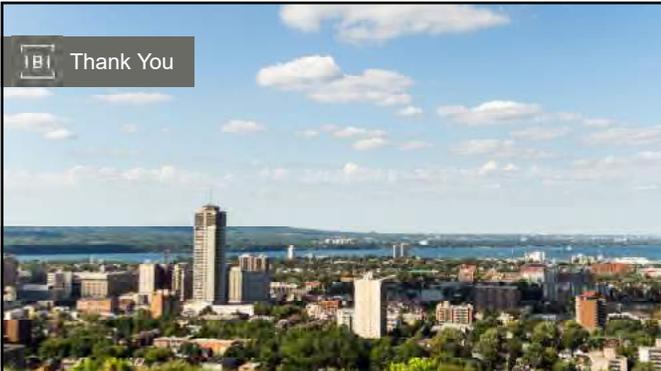
Next Steps



Next Steps

- Continue with Phase 1 stakeholder and public consultation.
- Revise the draft strategic direction and draft evaluation framework based on feedback from the City, stakeholders, and the public

IBI Thank You





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Minutes

To/Attention Notes to File **Date** August 18, 2020
From IBI Group **Project No** 121911

Subject Truck Route Master Plan ("**TRMP**") Review - Technical Advisory Committee - City Meeting
Lister Block, 28 James Street North, Hamilton, ON L8R 1A5 – Basement, Meeting room B05 and B06.

Attachments PowerPoint Presentation: Truck Route Master Plan Review Technical Advisory Committee ("**TAC**") – Meeting #1

Present

City of Hamilton

Ana Carias, Health & Safe Communities EW & CDC

Aneta Zaskowska, Project Manager, Parking

Bryan Purins, Project Manager, Transportation Operation, Roadway Safety

Chris King, Senior Project Manager, Transportation Systems, Traffic Signals & Systems

Dan Milovanovic, Hamilton Fire Department (H & SC)

Daryl Bender, Project Manager, Transportation Planning

Erika Waite, Manager, Asset Management, Public Works, Engineering Services / Asset Management

Joel McCormick, Manager, Waste Collection, Public Works / Environmental Services

Matt Lawson, Program Manager, Healthy & Safe Communities, Public Health

Melanie Anderton, Project Manager, Infrastructure Planning, Planning & Economic Development, Growth Management,

Mushfiquar Rahman, Senior Project Manager, Transportation Services, Transportation Engineering / TOM

Omar Shams, Project Manager, Transportation Planning

Rafael Sandoval, Public Works, Engineering Services / Asset Management

Ryan Krantz, Roadway Safety

Sgt. David LeClair, Hamilton Police

Sgt. Fred Cooper, Hamilton Police

Sharon Mackinnon, Health & Safe Communities - Healthy Environments

Jocelyn Strutt, Project Manager, Neighbourhood Action Strategy

Peter Topalovic, Program Manager, Sustainable Mobility

IBI Group

Ron Stewart, Project Manager

Anna Mori

Carmela Agro

Item Discussed	Action By
<p>Introductions</p> <p>1. O. Shams welcomed meeting attendees. Meeting attendees introduced themselves. R. Stewart provided an overview of the IBI Group team and their respective roles and the purpose of the meeting.</p>	
<p>Scope, Approach, Timelines</p> <p>2. For this section and the remainder of the meeting, R. Stewart took the TAC through the presentation (attached) and encouraged TAC participants to raise issues and generate discussion throughout the meeting.</p> <p>3. Draft Stage 1 report has been submitted for review. Public consultation will be underway shortly and the first phase of consultation will have a "Let's Talk Trucks Theme".</p>	
<p>Policy Direction</p> <p>4. Draft Vision Statement</p> <p style="padding-left: 40px;">a) Consider including Vision Zero and Public Health within the statement.</p> <p style="padding-left: 40px;">b) (From later in the discussion:) Hamilton Police: Another word for the vision could be "Harmony". Different users need to be able to share the road with civility.</p> <p>5. Draft Goals</p> <p style="padding-left: 40px;">a) Comment: Vision Zero is an important under the Safety objective</p> <p>6. Draft Objectives</p> <p style="padding-left: 40px;">a) Comment: Public Health should be one of the objectives</p> <p style="padding-left: 40px;">b) Roundabouts need to be considered.</p> <p>7. Draft Principles</p> <p style="padding-left: 40px;">a) What are sensitive receptors?</p> <p style="padding-left: 80px;">i. Examples include noise vibration impacts on sensitive uses such as, schools and day cares. O. Shams noted that this term is a broad umbrella and covers impacts on senior residences, nursing homes, hospitals, schools, etc.</p>	
<p>Background Review; Challenges and Constraints</p> <p>8. The following documents should be considered as part of the background document review:</p> <p style="padding-left: 40px;">a) Hamilton Cycling Master Plan (within TMP)</p>	

Item Discussed	Action By
<ul style="list-style-type: none"> b) Parking Master Plan (latest is 2010 and current update is very preliminary) c) Overweight Guideline and vehicle permit application: this will be sent to O. Shams to pass on to IBI Group <p>9. Connectivity</p> <ul style="list-style-type: none"> a) When major highways are congested, trucks divert to other routes that may not be part of truck routes b) There are also internal connectivity concerns and a need for route redundancy when major truck routes within the city are closed (due to fire, construction, etc.). Redundant routes need to be logical otherwise drivers will determine their own routes from GPS. Note that a commercial GPS is available for about \$800 that has truck routes coded in it. a) D. Milovanovic: There are also internal connectivity concerns and a need for route redundancy when major truck routes within the city are closed (due to fire, construction, etc.) b) There are limited number of escarpment crossings and there is the challenge of crossing the escarpment on steep roads <p>10. Rural Concerns</p> <ul style="list-style-type: none"> a) Reduced-load rural roads are not able to hold higher truck loads in spring time although essential services like potable water still need to be delivered during the spring thaw <p>11. Road Geometry, Emerging Technologies and Policies</p> <ul style="list-style-type: none"> a) D. Bender: Does Hamilton have control over the size of trucks on its routes, given the need to redesign of intersections with major turning radii. <ul style="list-style-type: none"> i. R. Stewart: Yes, being mindful of provincial legislation and regulations for consistency. A 2-tier truck route system is also possible for different sizes of trucks. ii. Example provided by A. Mori: Haldimand County has put in place turning restrictions for trucks so that not all intersections need to be made large b) Intersection of Cannon Street West and Wellington Street North is a good example of accommodating different uses. c) Sgt. LeClair: regarding enforcement of truck weights: <ul style="list-style-type: none"> i. Trucks in question are taken to transfer stations, which have the equipment to weigh smaller trucks like dump trucks and landscaping trucks. ii. Truck drivers will claim they did not see relevant truck route signage if they are pulled over d) Trucks are avoiding the required truck inspection station on QEW at Vineland in Niagara and entering Hamilton on other routes claiming ignorance <ul style="list-style-type: none"> i. 15-20 min of vehicle inspection 	<p>Permitting office/Asset Management</p>

Item Discussed	Action By
<ul style="list-style-type: none"> ii. Companies encourage drivers to avoid these inspection areas iii. The difference between City and MTO permit fees for overweight vehicles encourage trucks to deviate from provincial highways. <p>12. Missing issue: Infrastructure sustainability, e.g. overweight vehicles impact on infrastructure, such as Nikola Tesla asphalt damage due to high truck volumes.</p> <ul style="list-style-type: none"> a) O. Shams. This is part of the selection of roadways; sustainability considerations. b) R. Stewart: understanding that climate change is a consideration in maintaining infrastructure, e.g. increased freeze-thaw cycles. <p>13. Adaptability: Do we think we need more links to anticipate future truck traffic?</p> <ul style="list-style-type: none"> a) City of Hamilton is implementing 1-way to 2-way conversion, specifically in the downtown area – how do we consider these? b) O. Shams has passed the list of 1-way to 2-way conversions to consultant, but participants will need to share any new plans as of 2020. (Queen St: only sections that are being converted are included in the EA.) 	<p>All participants</p>
<p>Hot Spots</p> <p>14. Additional hot spot list brought forward by O. Shams just before the meeting will be added to review of the TRMP</p> <p>Discussion of Hot Spots:</p> <p>15. <u>Hamilton Port area access on Burlington, Victoria Street North and Wellington Street North</u></p> <ul style="list-style-type: none"> a) Queueing of trucks in one or two lanes of road to access port through card access, which takes time b) Hamilton is working with the Port of Hamilton to resolve queues <p>16. <u>Parkdale Avenue</u></p> <ul style="list-style-type: none"> a) Trucks blocking lanes and idling while visiting Tim Hortons <p>17. <u>"Super Hot Spot": Fifty Road up to the Mountain Access</u></p> <ul style="list-style-type: none"> a) Sgt. Cooper: construction sites in Toronto hire dump trucks to move refuse to other sites in Hamilton (clean fill) – using Fifty Road mountain access; wrecking the escarpment trying to make the trips down the mountain <ul style="list-style-type: none"> i. Trucks will show up for a week, truck after truck non-stop for a short period of time ii. Avoiding the scale and destroying non-designated truck routes because it's the earliest route <p>18. <u>Concession 8 West</u></p> <ul style="list-style-type: none"> a) Trucks carrying fill blocking non designated truck route roads 	

Item Discussed	Action By
<p>b) Stipulates on how to abide by the rules of the reduced loads routes</p> <p>19. <u>Nebo Road and Rymal</u></p> <p>a) Aggregate trucks use these routes a lot</p> <p>20. <u>Upper James</u></p> <p>a) Tim Hortons</p> <p>b) Cyclist fatality location</p> <p>21. <u>On ramp to the 403</u></p> <p>a) Safety concerns for cyclists</p> <p>22. <u>Aberdeen from Queen to 403</u></p> <p>a) Cutting down to two-way traffic</p> <p>23. <u>Longwood to Queen</u></p> <p>a) Not a truck route, causes issues for connection to the 403</p> <p>24. <u>Centennial Parkway:</u></p> <p>a) Public complaints that road should be removed from the TRMP and replaced with the Red Hill Valley Parkway ("RHVP")</p> <p>b) Discussion that having the two parallel links provides redundancy in case of an incident on the RHVP</p> <p>c) Discussions that Centennial Parkway should continue to be an alternative route</p> <p>i. The need to establish truck routes for roads that can be maintained and can be used as alternative routes when the main route is closed or under construction</p> <p>25. <u>Cannon Street West and Wellington Street North</u></p> <p>a) there is already a cycle track but it is conflicting with proper truck turning radii</p> <p>b) Cannon Street is a connection to the Highway and one-way street moves traffic through the City efficiently</p> <p>26. <u>Fruitland Road in Stoney Creek</u></p> <p>a) Controversial road because of its connections to the QEW and other arterial roads (Barton Street, Highway 8)</p> <p>b) Sensitive low-density residential uses</p> <p>27. <u>Wellington Street to Sherman Street</u></p> <p>a) Neighbours concerns with truck routes in their neighbourhoods</p> <p>b) Concern that trucks park for long periods while idling, also engine brakes, late-hour deliveries etc.</p> <p>28. <u>Keith Neighbourhood – North Central Community Park</u></p> <p>a) Park adjacent to a scrap yard and along Wentworth Street North; the concern is the queuing of trucks along the road in front of the park</p>	

Item Discussed	Action By
29. <u>Rymal Road / Garner Road and from Nebo Road to Dartnall Road</u> a) Establish alternative routes for construction areas 30. <u>Mud Street</u> a) scheduled for resurfacing, need alternative truck route 31. <u>Sydenham Road in Dundas:</u> a) A consultant is looking at potentially removing this from the truck route. This should be deferred to see what the TRMP update comes up with first.	

DRAFT Network Evaluation Framework

- 32. Emphasis on this being DRAFT; goal is for the framework to be explainable to others without transportation engineering experience. Emphasis on highlighting the biggest issues – all concerns cannot be met in route selection. Some mitigating measures will also be needed.
- 33. Note: Queen St. cyclist injury took place not where the cycling network was, the cyclist was there because the cycling route wasn't quite complete yet, so would Queen St. have a negative scoring because of this past collision, and be precluded from the future truck network?
- 34. Where will this master plan be in the hierarchy e.g. do we remove bike routes from truck routes or remove truck routes from bike routes? Design standards? IBI note that Stage 2 will explore this to learn from the approaches that other municipalities have taken.
- 35. "Pedestrians" and should be added. Population densities could be used as a proxy for pedestrian volumes. Note that we may only use pedestrian count data for some locations where we want more detail on pedestrian counts, we may not use all of the pedestrian count data.
- 36. An indicator of air quality or noise would be helpful. Air quality data is available. Another option is to apply a buffer distance to the truck route and make assumptions about what the air quality or noise impacts would be.
- 37. Starting from ground zero for TRMP; analytics perspectives but not anticipating major changes, decisions regarding marginal issues in a consistent methodology. Need to also make sure that the resulting network is workable.
- 38. O. Shams: "adaptable" in vision statement – the evaluation process could be applied again later as conditions change to determine changes needed to the truck route network. Similarly, if a route is looking to be removed, could delay until an alternative is available to ensure criteria are still met.
- 39. Consideration of special permits for certain trucks going back and forth on a segment instead of making a segment a truck route. Hamilton is unusual in that it has named exceptions in its bylaws. City explanation: sometimes the named bylaw exceptions are due to

Item Discussed	Action By
<p>cost-sharing agreements with Dofasco etc. about cost-sharing for damages to infrastructure.</p> <p>40. Discussions regarding inconsistent truck route connections from adjacent municipalities</p> <p>41. Employment Areas</p> <ul style="list-style-type: none"> a) Benefits of truck routes that connect directly to employment areas, arterial roads within close proximity and providing clear connections b) Tight geometry, roundabouts, ability of trucks to turn, how smaller vehicles interact with these roundabouts in relation to trucks <p>42. Comment made regarding adding a point for infrastructure sustainability</p> <p>43. Questions regarding one-way to two-way road conversions, and how this will affect truck routes</p> <ul style="list-style-type: none"> a) Discussion regarding what is equitable, should more be established or maintain the existing b) What is the different ways to manage that, more than one tier, what size truck should be expected on smaller roads vs larger roads c) Discussion regarding what is the best; two way vs one way, is there infrastructure to maintain for each d) Question asked – Whether Queen Street, North of King Street, will ever be converted? – O. Shams answered no, there is no consideration for this conversion, in the capital program, for near future. <p>44. Select road links for assessment</p> <ul style="list-style-type: none"> a) High quality road ways, connected to freeways, land use compatibility, etc. <p>45. Data collection and test 'what if' scenarios with mapping</p> <ul style="list-style-type: none"> a) Areas can become truck route areas based on collection of new data b) Scoring of various considerations <p>46. D. Bender: assigning the values of fatalities: does Queen Street get assigned a negative value if there isn't a truck route on it, and there was an injury or fatality to a cyclists or pedestrian?</p> <ul style="list-style-type: none"> a) Assign values to the networks b) Evidence based information in order to present appropriate truck routes c) Sgt. Cooper: To find balance and best accommodations for all - Harmony with all forms of transportation d) Transportation: establish a hierarchy of what is the most important category vs not as important <ul style="list-style-type: none"> i. O. Shams – should all cyclists be taken away from truck routes or vice versa? ii. R. Stewart – are there specific categories of trucks that create challenges for cyclists 	

Item Discussed	Action By
<ul style="list-style-type: none"> i. Cyclists safety; how should cyclists be trained better, or should these areas be removed from Truck routes? 47. Public Health: Considerations for Pedestrians along truck routes <ul style="list-style-type: none"> a) Public consultation to establish items (land uses, compatibility, infrastructure) to be considered b) Public Health: <ul style="list-style-type: none"> i. Truck routes adjacent to public parks ii. Air or noise consideration: air quality information is available; another potential option is to apply a buffer distance to the truck route and make assumptions about what the air quality or noise impacts of a truck route would be iii. Dundas (Spencer Creek area): O. Shams – this is a light industrial, commercial and trucking area (access to this area and providing balance) c) Don't have pedestrian data for all locations <ul style="list-style-type: none"> i. Where signalized intersection counts are available, they include pedestrian count data ii. Data processing exercise – based on land use and where it is located, hot spot areas instead of every intersection 48. Parametric design – click on and off interfaces so there is impact and analysis for different scenarios 49. Provide a broader sense of evaluation, parametric design, analytics perspective 50. Require additional data from the City 51. Trucks potentially to be managed as a special permit <ul style="list-style-type: none"> a) Discussions regarding implementation b) Exceptions within the by-law for emergency vehicles c) How to manage hundreds of permits to be applied for 	
<p>Next Steps</p> <ul style="list-style-type: none"> 52. Complete Phase 1 stakeholder engagement 53. Revise Stage 1 documentation 	
<p><i>What concerns does your division have relate to the existing or future truck route network</i></p> <ul style="list-style-type: none"> 54. On-street parking, loading area, specific to core area, downtown master plan, availability of data 55. Turning radii's vs pedestrian safety and cyclist area, new master plan impact on local roads 56. Transit concerns: BLAST network areas and connections with Truck Routes – are transit routes best for truck routes? 57. Future considerations – 15-20 years from now. <ul style="list-style-type: none"> a) Autonomous vehicles a challenge and an ongoing debate; programming trucks so that they can only travel on specific roads, similar to how Uber restricts specific areas 	

Item Discussed	Action By
<p>b) Example: road-side technology that provides guidance to where trucks should and shouldn't be based on truck route designation</p> <p>58. M. Lawson: Concerns with slow-moving city vehicles; forestry, agriculture, garbage pick-up</p> <p>59. Design criteria, standards, considerations are an important part of the truck route network, but they are beyond the scope of this study. The study could point to the need to develop these.</p> <p>60. O. Shams: The public generally has issues with large-scale industrial and fuel tanker trucks. Normally public is okay with large delivery trucks.</p> <p>61. D. Bender: truck networks that have time-of-day restrictions – will these be retained?</p> <p>a) This can be part of public consultation.</p> <p>b) Discussions regarding the different types of trucks, which ones are bothering people, depends on where it is or what time it is delivery</p> <p>i. What is more desirable for the public: would they be happier that trucks are there during the day rather than at night when people are sleeping? However, there is the trade-off that night time deliveries reduce truck traffic on the road.</p> <p>62. Would the study consider alternative routes for construction, collisions, etc.?</p> <p>a) Alternate routes for when major freeways are restricted, e.g. Red Hill Valley is closed for resurfacing.</p> <p>ii. Road redundancies and planning for alternative routes specifically for trucks</p> <p>b) Specific key corridors are very critical and should be mentioned in this and given special consideration especially with respect to alternatives routes;</p> <p>63. Lower City of Hamilton neighbourhoods where there is a heavy industrial component</p> <p>a) Incompatibility of sensitive uses to industrial areas (noting residential pockets are in industrial areas because of their historical context and this situation will not be repeated in the future)</p> <p>b) Safety issues, routing of trucks through their neighbourhoods</p> <p>c) Keith Neighbourhood (key neighbourhood that is very engaged and concerned)</p> <p>i. Safety vs. where they live and the stigmatization of their neighbourhood</p> <p>ii. Want to be part of these conversations and consultation process</p> <p>d) Wellington to Sherman and Burlington Street area</p> <p>i. Concern is not that no trucks be in this area, concern is safety</p>	

Item Discussed	Action By
<ul style="list-style-type: none"> e) Recognize that there are trucks – what are the concerns with this? <ul style="list-style-type: none"> ii. is the issue time of day? Is it the noise? Is the safety? Trucks stacked next to a park? iii. Determine main concerns f) Truck route areas become affordable housing opportunities for lower income homes g) Parking's comments: Port authority <ul style="list-style-type: none"> i. Trucks idling in front of homes located close to the road h) Question concerning public transit <ul style="list-style-type: none"> ii. BLAST network has been considered in evaluation process. iii. Note that if a route is worthy of a bus route, it likely is worthy of a truck route ... or it could be considered that transit routes are not the best routes for trucks. iv. Safety for pedestrians getting on and off transit services on truck routes is the concern. 	
<p><i>Are there any issues, projections, studies, or initiatives that the study should be aware of?</i></p> <ul style="list-style-type: none"> 64. Police: if there was a closing eastbound by Sherman, what is the alternative? Recurring and non-recurring incidents. <ul style="list-style-type: none"> a) O. Shams: Message to the media for long term closures but not short term and emergencies to communication strategy is established b) Working with the Ontario Trucking Association 65. Recurring vs. non-recurring traffic conditions <ul style="list-style-type: none"> a) Is the general impression in Hamilton that the issues are with the reoccurring, or non-reoccurring conditions? <ul style="list-style-type: none"> a. Hot spots are the everyday (reoccurring) b. Special events (sports, concerts) are non-recurring c. No rules needed for these types of issues, no laws being broken d. Road to Hope marathon (once a year) - the Red Hill is closed – what do trucks do for this individual event? b) What happens when Aberdeen, etc. are closed for collisions, etc.? How do we communicate this? What is the mechanism? O. Shams noted that a communication strategy is established for for long-term closures, it would be good to develop a strategy for non-reoccurring short-term closures. Developed alongside this study. Education will be a separate piece, e.g. the City is working with the Ontario Trucking Association toward this. 	

Item Discussed	Action By
<p><i>Anything we didn't comment on?</i></p> <ul style="list-style-type: none"> i) Political input to the process? <ul style="list-style-type: none"> a. Need to understand the political realm, focus is on process and use of measurable data/inputs – establish balance j) How many PIC's? <ul style="list-style-type: none"> a. 2 rounds of 4 formal PIC's b. Stakeholder meetings c. Results of the engagement will be shared with the TAC d. The TAC is being provided with more detailed information than will be presented to external stakeholders e. O. Shams can send the consultation plan to participants if they are interested. k) M. Anderton – anything specific with Stoney Creek Urban Boundary Expansion ("SCUBE") <ul style="list-style-type: none"> a. Fruitland to 50 Road b. All considering roundabouts in the local areas l) Inventory of EAs will be provided by Melanie m) Scheduling for construction areas and re-routing areas n) Concessions regarding removing Burlington Street bridges <ul style="list-style-type: none"> a. Not being removed b. Rehab strategy 	



Hamilton Truck Route Master Plan Review Technical Advisory Committee Meeting #2

 **IBI GROUP**
In association with GLPi and
David Kriger Consultants
October 20, 2020

Agenda

1. Introductions
2. Study Recap: Overall Scope and Major Activities
3. Stage 1: Vision, Goals, Objectives, Principles
4. Stage 2: State of Practice and Policy Directions
5. Stage 3: Development of Alternative Networks
6. Discussion
7. Next Steps

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Introductions

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The objectives of the TRMP Review are to:

- Review Hamilton's **existing truck route network**;
- Identify the **current and projected truck route-related problems**;
- Develop, evaluate, and **recommend practical solutions**; and
- Recommend supporting policies and tools that the City can consider to **mitigate the current problems and manage the potential future challenges**.

City of Hamilton Transportation Master Plan (2018)

The plan provides a comprehensive and attainable transportation blueprint for Hamilton as a whole that balances all modes of transportation to become a healthier city. The success of the plan is based on specific, measurable, achievable, relevant and programmed results and actions.

The TMP identifies three desired outcomes for the future transportation system:

1. A Sustainable and Balanced Transportation System;
2. Healthy and Safe Communities; and,
3. Economic Prosperity and Growth.

The **TRMP Review is a direct action of the Transportation Master Plan**, and will support the desired outcomes.



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The Truck Route Network defines the roadways that trucks are allowed to use in Hamilton.

Any vehicle or trailer which weighs more than 4,500 kg required to use the truck route network.

Trucks are permitted to travel on roads that are not part of the designated truck route network when making a local delivery. They are required to take the most direct path to/from the truck route network to the destination.



Existing Truck Route Network

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According to the City of Hamilton Traffic By-Law, a 'truck' includes:

"any vehicle or trailer for which the ... load is in excess of 4500 kilograms, excepting however buses, fire fighting equipment, public utility vehicles and authorized emergency vehicles"
- Traffic By-Law 01-215

HEAVY - Tractor Trailer Combinations (5-10 axles)



MEDIUM - Single-Unit Trucks (3-4 axles)



LIGHT - Light Single-Unit Trucks (2 axles)



All of the vehicles shown to the right are considered "trucks" and must use the truck route network, except when making a local delivery.

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There are three truck route signing systems that a municipality can use.

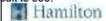
	Permissive Signing System	Restrictive Signing System	Hamilton Uses a Hybrid System
Description	Approved truck routes are shown using permissive signage.	Roads that trucks cannot use are shown with restrictive signage.	Uses permissive signage along approved routes and restrictive signage at critical junctions.
Benefits	<p>Enforcement: only need to stop trucks not on approved routes.</p> <p>Affordable: less signs are required to be produced and maintained.</p> <p>Urban Realm: less signs along roads, particularly in urban areas.</p>	<p>Flexibility: allows for fine tuning over time to address localized issues (e.g. time-of-day restrictions, divert vehicles away from commercial areas).</p>	Offers the benefit of both the permissive and restrictive systems.
Limitations	Finesse: not well suited to deal with localized issues (e.g. persistent violations).	<p>Costs: requires signs at every restricted intersection.</p> <p>Safety: signs often posted at receiving end of an intersection which can be difficult to see.</p>	Unique: not a common approach in Ontario, which can cause compliance issues among truck operators.



Sample Permissive Signage



Sample Restrictive Signage

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- Review relevant **planning and goods movement documents**
- Identify **problems and opportunities**
- Determine **vision, goals, objectives and principles**
- Define truck route **attributes and evaluation criteria**
- Inventory of **health, technical, social and natural environment**

Timeline: Fall 2019 to Winter 2020

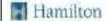



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- Conduct a goods movement **best practices and policy review** drawing on lessons learned from global cities (e.g. Public Health, Climate Change, Urban Consolidation Centres, emerging technologies)
- Determine **policy/practice applicability** to different geographies, corridors and environments within Hamilton
- Recommend draft policy

Timeline: Summer 2020

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- Develop network alternatives using a parametric geographic information system
- Evaluate** network alternatives
- Prepare the Truck Route Master Plan report, and a draft by-law and schedule for Council's consideration

Timeline: Fall 2020




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Public & Stakeholder Consultation

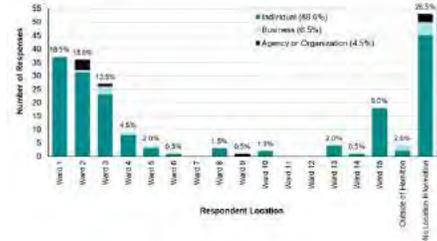
Phase 1: Let's Talk Trucks

- Truck Route Subcommittee
- Technical Advisory Committee
- Meeting with adjacent municipalities and provincial Agencies
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Community Group Workshop/Focus Group
- Virtual Public Information Centre
- Website with interactive online survey

Phase 2: Preliminary Findings

- Technical Advisory Committee
- Truck Route Subcommittee
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Community Group Workshop/Focus Group
- Public Information Centre

Let's Talk About Trucks Survey: Participation



- 200 responses
- Wards 1, 2 and 3 represent fully half of responses to the survey
- Also significant response rate from Ward 15 (Carlisle)
- This indicates a high degree of interest in changing the current truck route situation in these areas
- 35-44 year-olds had highest participation rate

Let's Talk About Trucks Survey: Key Themes

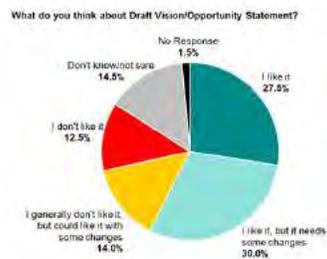
- Enforcement: Essential to have a truck route network, but meaningless without enforcement.
- Separate: Should better separate trucks and vulnerable road users.
- Matching: More concerned about matching truck types to impact on adjoining sensitive land uses (schools, hospitals, homes).
- Ring roads: Better suited for heavy trucks compared to downtown arterial roads with street-facing housing.
- Truck size matters: Primary heavy ("industrial") truck route would make sense, as well as a larger truck route network that is more permissive for medium and light trucks.
- Time of Day: Impacts of heavy trucks in a neighbourhood include noise and vibrations at all hours of the day that impact work and sleep.
- Social equity is important.

DRAFT Vision Statement

A *sustainable* truck route network that supports Hamilton's *community liveability* and *economic aspirations*.

Feedback Received on the Vision:

- Increase emphasis/priority of community liveability. (32)
- Clarify the meaning of a "sustainable" truck route network. (20)
- Community liveability" is good to include (first). (15)
- The vision addresses the balance needed between economic and community needs. (10)
- Clarify "economic aspirations". (9)
- Specify safety. (9)
- Trucks are not compatible with community liveability. (9)
- Clarify/modify "supports community liveability". (4)



Recommended Revised DRAFT Vision Statement

A truck route network that supports Hamilton and regional *economic prosperity*, coexisting with a *high quality of life for communities* as well as *environmental and public health*.



Draft Goals (feedback was not requested in Let's Talk About Trucks) REORDER

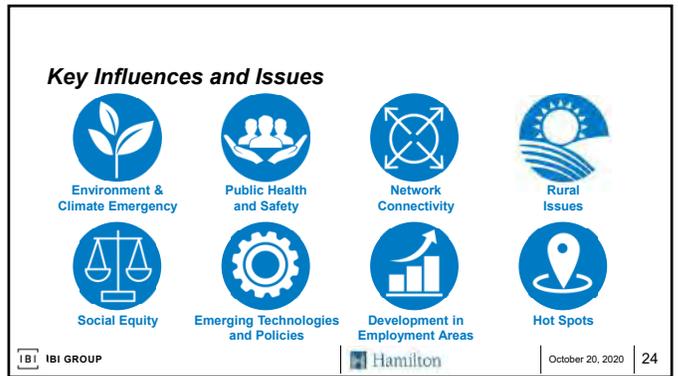
PILLAR	GOAL
Economic Prosperity	Economic Aspirations: Develop employment centres, promote freight-friendly land use planning, help ensure direct access to these centres
	Efficiently Connected: Develop an efficient truck route network that provides direct connections among goods-generating land uses and regionally
	Reliable: Improve travel reliability; design resilience and redundancy into the transportation system in the event of incidents
Community Liveability	Safe: Apply appropriate design standards, limit conflicts
	Equitable: Minimize and distribute impacts of the truck route network away from areas that currently experience societal burdens
Environmental and Public Health	Environmentally Sustainable: Reduce impacts of truck operations to improve environmental, climate change and public health outcomes
	Adaptable: Anticipates emerging trends and new technologies, provides framework for addressing future issues

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- ### DRAFT Principles
- The DRAFT principles provide guidance on how the TRMP goals will be achieved. They will be incorporated throughout the study process and all recommendations will be considered against them.
- The Principles are listed in no particular order.
- Create a safer network for all road users, including pedestrians and cyclists.
 - Enable goods to be transported economically.
 - Have a transparent route selection process.
 - Avoid the inequitable distribution of impacts (e.g. public health, emissions, vibrations) on sensitive areas, such as schools, hospitals, parks, residential neighbourhoods, and community destinations.
 - Specify routes clearly and intuitively to minimize the need for Police enforcement.
 - Enable the plan to adapt to changing conditions.
 - Maintain route connectivity and continuity to provide reliable routes.
 - Create routes that optimize the use of higher-quality road facilities, and match the relationship of trucks to road category and roadway configuration.
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- ### DRAFT Study Objectives
- Objective 1:** Identify the vision and goals of the truck route system to achieve the objectives of the truck route network.
 - Objective 2:** Establish an evaluation process to develop the truck route network which incorporates the City's equity, mobility, sustainability, and economic aspirations.
 - Objective 3:** Satisfy Phases 1 and 2 of the Municipal Class EA process dealing with transportation system problems or opportunities, and alternative planning strategies respectively.
 - Objective 4:** Undertake a City-wide approach to consultation, which will be guided by the Council-approved Consultation and Engagement Strategy.
 - Objective 5:** Prepare an updated by-law and schedule that summarizes the recommended truck route network, for consideration by Council.
 - Objective 6:** Recommend policies to prepare for emerging technologies and new design approaches, such as autonomous vehicles, roundabouts, and complete-better-liveable streets.
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Key Directions								
Draft Key Direction	Goals to Which Key Direction Applies							
	ECONOMIC PROSPERITY			COMMUNITY LIVEABILITY		ENVIRONMENTAL & PUBLIC HEALTH		
	Economic Prosperity	Efficiently Connected	Reliable	Safe	Equitable	Environmentally Sustainable	Adaptable	
1. Support Economic Prosperity: Provide safe, direct and congestion-free access to freight generators	✓	✓	✓					
2. Promote Neighbourhood Integrity: Manage and disperse truck route impacts on adjoining neighbourhoods				✓	✓	✓		
3. Implement Truck Route Network and Related Regulations: Direct truck traffic to routes and times, maintaining connectivity between truck generators as well as redundancy	✓	✓	✓	✓	✓			
3.1 Consider a Multi-Tiered Truck Route Network Explore the feasibility of a network that is distinguished and enforced by vehicle size		✓				✓	✓	

Draft Objectives/ Policy Directions (cont'd)								
Draft Key Direction	Goals to Which Key Direction Applies							
	ECONOMIC PROSPERITY			COMMUNITY LIVEABILITY		ENVIRONMENTAL & PUBLIC HEALTH		
	Economic Prosperity	Efficiently Connected	Reliable	Safe	Equitable	Environmentally Sustainable	Adaptable	
4. Mitigate Truck Traffic Impacts: Reduce impacts of truck traffic such as safety risks, noise, vibration				✓	✓	✓		
5. Integrate Truck routes with Complete Liveable Better Streets Ensure CLB guidelines account for the presence of trucks while ensuring a safe environment for all road users.	✓	✓	✓	✓	✓	✓	✓	
6. Strengthen Enforcement: Self-enforce through a pragmatic, efficient, clearly-defined network; enforce by design and technology, and strengthen police enforcement				✓			✓	

Draft Objectives/ Policy Directions (cont'd)								
Draft Key Direction	Goals to Which Key Direction Applies							
	ECONOMIC PROSPERITY			COMMUNITY LIVEABILITY		ENVIRONMENTAL & PUBLIC HEALTH		
	Economic Prosperity	Efficiently Connected	Reliable	Safe	Equitable	Environmentally Sustainable	Adaptable	
7. Maintain State of Good Repair: Review design and maintenance practices to better manage heavy truck impacts, e.g. pavement strength, intersection design, signage	✓	✓	✓	✓		✓	✓	
8. Provide Truck Storage and Queuing: Create off-street truck marshalling (and rest) areas to reduce urban area impacts				✓	✓	✓		
9. Implement Freight-Friendly Land Use Planning: Integrate land use planning with truck routes, transportation terminals and freight infrastructure	✓	✓	✓	✓	✓	✓	✓	

Draft Objectives/ Policy Directions (cont'd)								
Draft Key Direction	Goals to Which Key Direction Applies							
	ECONOMIC PROSPERITY			COMMUNITY LIVEABILITY		ENVIRONMENTAL & PUBLIC HEALTH		
	Economic Prosperity	Efficiently Connected	Reliable	Safe	Equitable	Environmentally Sustainable	Adaptable	
10. Leverage Information: Collect and analyze truck travel origin-destination data and traffic data to inform the plan and adapt to changing conditions	✓						✓	

Economic Prosperity Policy Directions

GOAL: ECONOMIC PROSPERITY **Rank: 1**

Port of Hamilton

Critical Policies

- Work towards reliable road access between the Port of Hamilton's Piers / related industries and provincial highway connections (new)

Complementary Policies

- Identify opportunities for off-street staging to avoid on-street truck queues awaiting port access
- Work with businesses/ports to encourage combined loads, reduce heavy truck volumes
- Develop a regular CV data collection program near the Port
- Deploy technology to minimize wait time at points of entry, consider access fees

Opportunity: Growth at the Port of Hamilton demonstrates the demand for marine goods movement. It is a major regional freight generator of provincial and federal interest.
Issue: The most direct access for heavy trucks to the west Port area from Southwestern Ontario involves travel along downtown streets and residential areas

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Economic Prosperity Policy Directions (cont'd)
GOAL: ECONOMIC PROSPERITY Rank: 2

Hamilton International Airport & Airport Employment Growth District

Critical Policies

- Ensure reliable road access between the airport/AEGD and provincial highways, the Port of Hamilton and major employment centres in Hamilton and vicinity

Complementary Policies

- Ensure that development policies in the vicinity of the airport and beneath the flight paths do not impede HIA's use as a 24/7 cargo/courier hub
- Ensure direct, unimpeded (and secure) access between the AEGD and other end-of-runway industries and HIA's cargo/courier handling facilities.
- Consider the need for truck storage/staging areas near the AEGD
- Support the development of alternative fuel infrastructure in the vicinity of HIA

Opportunity: The growth plans for the Hamilton International Airport area will make the area a major employment and cargo hub, and preplanning for truck movement can proactively deal with anticipated issues.

Issue: Safe and reliable access is needed to the airport (e.g. Hwy 6 streetlighting)

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Economic Prosperity Policy Directions (cont'd)
GOAL: RELIABLE Rank: 1

Multi-Tiered Truck Route Networks

Critical Policies

- Investigate the feasibility of introducing a two-tiered truck route network in Hamilton, based on ensuring connectivity for key generators of heavy truck activity

Complementary Policies

- Ensure that the City's CLB policies account explicitly for ways to manage the movement of large vehicles, in ways that are appropriate to the context and to the volumes of large vehicles on candidate corridors.
See Community Liveability: Complete-Liveable-Better Streets

Opportunity: Multi-Tiered Truck Route Networks may be a Hamilton-specific solution to managing high volumes of heavy trucks, especially those travelling to the Port area.

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Economic Prosperity Policy Directions (cont'd)
GOAL: RELIABLE Rank: 1

Redundancy

Critical Policies

- Ensure redundancy in the truck route network to allow for access or use by emergency vehicles, as well as by trucks generally.

Complementary Policies

- Continue to deploy small- / medium-sized emergency vehicles to allow more flexibility in circulating on narrower urban streets.
- Consider the deployment of traffic signals and other traffic control devices that give priority to emergency vehicles throughout the City's network.

Opportunity: Planning for redundancy in the truck route network can proactively manage truck flows in case issues arise.

Issue: Redundancy can lead to more routes being approved adjacent to sensitive receptors.

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Community Liveability Policy Directions
GOAL: SAFE Rank: 1

Complete-Liveable-Better (CLB) Streets (previously noted under *Environment & Public Health*)

Critical Policies

- Ensure that CLB guidelines account for truck mobility appropriately to different environments and truck contexts (e.g. Major route, Minor route), always with safety for all road users as the top priority.

Complementary Policies

- Consider developing a freight network that allows various streets to be designated according to their use by trucks (e.g. Major Route for Trucks, Minor Route for Trucks). Accordingly, it can be used to inform the CLB treatment that is appropriate for a given designation.

Opportunity: The City's new CLB policy calls for roads to support all road users, including goods vehicles, cyclists and pedestrians

Issue: Hamilton's current CLB guidelines do not provide the specific guidance for heavy truck volumes that would be needed for trucks and other road users to coexist more safely

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Community Liveability Policy Directions (cont'd)
GOAL: EQUITABLE Rank: 1

Disadvantaged Neighbourhoods

Critical Policies

See Community Liveability: CLB Streets

See Environmental & Public Health: Noise and Vibrations

See Economic Prosperity: Redundant Routes

Complementary Policies

- Introduce a standard Truck Operation Monitoring Framework as part of the development application approval process for industries that:
 - a) are major freight generators that rely on trucking; and
 - b) may adversely impact the nearby residential community or sensitive lands.
 The Framework would require criteria, thresholds or guidelines to establish what types of industries would be subject to the requirement.

Opportunity: Use of high-vision truck cabs can increase the field of view for truck operators and increase safety for all road users.

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Environmental & Public Health Policy Directions
GOAL: ENVIRONMENTALLY SUSTAINABLE Rank: 1

Public Health: Air Quality

Critical Policies

- Develop a structured system to assess and quantify the extent of air quality problems in Hamilton
- Examine the feasibility of alternative control measures, restrictions, etc. in all or parts of the city.

Complementary Policies

- Encourage adoption of EV trucks; explore EV charging stations (new)
- Together with provincial and federal governments and other municipalities, consider working towards the development of more stringent air quality emission standards for urban areas

Issue: The emissions produced by diesel trucks are hurting public health and the environment.

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Environmental & Public Health Policy Directions
GOAL: ENVIRONMENTALLY SUSTAINABLE Rank: 1

Public Health: Noise and Vibrations

Critical Policies

- Implement overnight restrictions for heavy trucks on routes facing residential or mixed-use area, where alternative connecting heavy truck routes are available.
- Lower speed limits of truck network roads adjacent to residential areas and sensitive land uses to reduce noise and vibrations.
- Maintain truck route roads to higher standards.

Complementary Policies

- Explore ways to reduce use of engine brakes by truck drivers (new)
- Consider requiring a detailed noise impact assessment for developments generating significant volumes of truck traffic when the site is not adjacent to a truck route, according to pre-defined thresholds, criteria and guidelines.

Issue: There are air quality impacts with trucks idling in the community.

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Environmental & Public Health Policy Directions
GOAL: ENVIRONMENTALLY SUSTAINABLE Rank: 1

Excessive Idling

Critical Policies

- Reduce Hamilton's idling bylaw from a limit of 3 minutes to a limit of 1 minute (as in Toronto) (new)
- Strengthen enforcement of excessive idling (new)
- Provide convenient off-road rest areas for heavy trucks along major truck routes (new)

Issue: The noise and vibration produced by trucks is having negative impacts on residents working and living along truck routes.

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Environmental & Public Health Policy Directions
GOAL: ENVIRONMENTALLY SUSTAINABLE Rank: 1

Climate Change Resiliency

Critical Policies

- As part of the City's Climate Emergency, actively consider the necessary policies, etc., to ensure that truck route infrastructure is protected and/or is otherwise adapted to mitigate climate change impacts.

Issue: Climate change poses significant risks to infrastructure, particularly truck routes. Climate-related events to truck routes will have an impact on the movement of goods in Hamilton.

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Environmental & Public Health Policy Directions
GOAL: ADAPTABLE Rank: 1

Road Design Guidelines

Critical Policies

- City road design guidelines should design for safe truck movements along the truck route network, including ascending and descending grades, speed limits, lane restrictions - distinguishing between design vehicles and control vehicles.

See *Community Liveability: CLB Streets*
See *Economic Prosperity: Multi-Tier Network*
See *Environmental & Public Health: Noise and Vibrations*

Opportunity: There is an opportunity to review the City's road design guidelines to better accommodate other modes of transportation, while not precluding trucks.

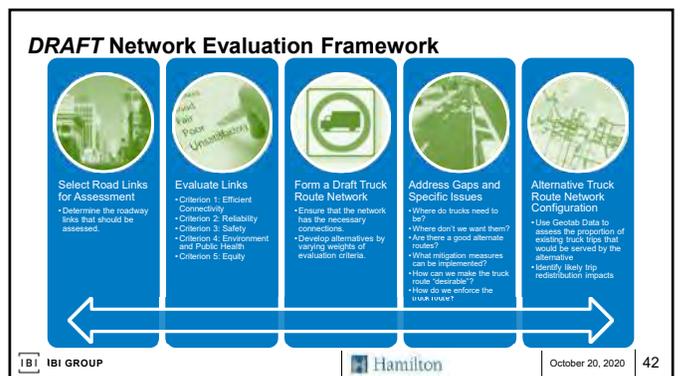
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Stage 3

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DRAFT Network Evaluation Framework



Select Road Links for Assessment

- Determine the roadway links that should be assessed.

Evaluate Links

- Criterion 1: Efficient Connectivity
- Criterion 2: Reliability
- Criterion 3: Safety
- Criterion 4: Environment and Public Health
- Criterion 5: Equity

Form a Draft Truck Route Network

- Ensure that the network has the necessary connections.
- Develop alternatives by varying weights of evaluation criteria.

Address Gaps and Specific Issues

- Where do trucks need to go?
- Where don't we want them?
- Are there a good alternate routes?
- What mitigation measures can be implemented?
- How can we make the truck route "resilient"?
- How do we enforce the truck route?

Alternative Truck Route Network Configuration

- Use Geotab Data to assess the proportion of existing truck links that would be served by the alternative.
- Identify truck trip redistribution impacts.

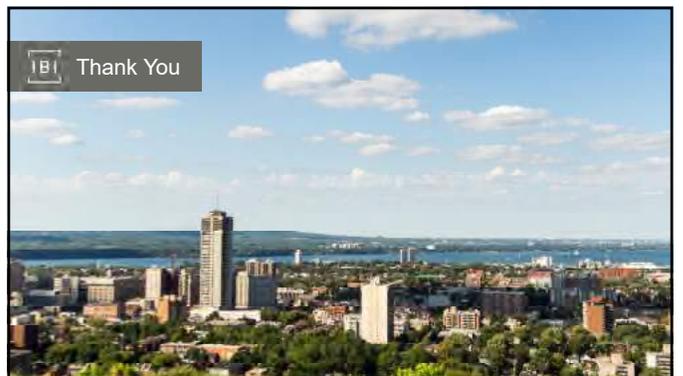
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Next Steps

- Review all comments and suggestions from stakeholders from Phase 1;
- Refine and update the Vision, Goals and Principles from Stage 1;
- Complete Stage 2: Policy Review and Development;
- Proceed with Stage 3: Development of Alternative Solutions and Evaluations; and
- Phase 2 Stakeholder Engagement.

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Economic Prosperity Policy Directions (cont'd)
GOAL: ECONOMIC PROSPERITY Rank: 3

Curbside Space for Loading/Unloading

Complementary Policies

- Review curbside management policies, especially in areas that have high volumes of deliveries.

Opportunity: The demand for curbside space for loading/unloading is growing. Opportunities exist to address these issues and find solutions to support all curbside users.
Issue: Trucks park in appropriate locations to load/unload, e.g. in bike lanes

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Economic Prosperity Policy Directions (cont'd)
GOAL: ECONOMIC PROSPERITY Rank: 3

Off-Street Loading

Complementary Policies

- Review off-street parking policies for short- and long-term delivery requirements to account for evolving needs.

Opportunity: There are opportunities to review how off-street loading is managed to reduce the demand for curbside space.

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Economic Prosperity Policy Directions (cont'd)
GOAL: ECONOMIC PROSPERITY **Rank: 1**

Public Awareness of the Benefits of Goods Movement

Complementary Policies

- Develop a profile of the economic importance of goods movement in Hamilton.
- Establish awareness and education programs on the importance of goods movement as part of a broad, ongoing outreach program.
- Establish a citizen – industry committee, managed by City staff, to jointly identify problems and seek resolution or, at least, an understanding.

Issue: The trucking industry generally has a poor public perception in spite of the purposes it serves.

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Economic Prosperity Policy Directions (cont'd)
GOAL: EFFICIENTLY CONNECTED **Rank: 2**

Long Combination Vehicles (LCVs)

Complementary Policies

- Ensure facilities are available for LCVs to transfer trailers within 2 (5) km of the QEW and Hwy 403, with appropriately designed and maintained access routes (new).
- Ensure that policies to enable LCVs in Hamilton are in place, consistent with MTO's requirements while meeting local needs.
- For future planning, LCV-generating industries should be located close to the 400-series highways.

Opportunity: LCVs offer an opportunity to move goods more efficiently, including reduced emissions, reduced vehicles, and decreased costs
Issue: LCVs are difficult to accommodate on roads outside of 400-series highways.

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Economic Prosperity Policy Directions (cont'd)
GOAL: RELIABLE **Rank: 3**

Truck-Only Lanes and Roadways

Complementary Policies

- Consider investigating the feasibility of truck-only lanes or truck-only roads as one means of managing truck traffic in critical locations.

Opportunity: Truck-only lanes and roadways may be another Hamilton-specific solution to managing high volumes of heavy trucks

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Economic Prosperity Policy Directions (cont'd)
GOAL: RELIABLE **Rank: 2**

Route Clarity

Complementary Policies

- Consider developing a wayfinding app, perhaps linked to other applications (MTO, Peel), and perhaps developed jointly with adjacent municipalities, using TransLink's current app as a basis.
- Consider reviewing the existing directional signs for effectiveness, placement, legibility and so on.

Issue: Determining which roads are allowable truck routes is not always clear to truck drivers or to community members.

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Economic Prosperity Policy Directions (cont'd)
GOAL: RELIABLE **Rank: 3**

Oversize and Overweight Vehicles / Dangerous Goods

Complementary Policies

- Subject to need, consider investigating ways to streamline the over-dimension vehicle permitting process, alone or with adjoining municipalities.
- Subject to need, consider revisiting the City's policies for designating dangerous goods routes.

Issue: Oversize/Overweight Vehicles and those carrying dangerous goods require special consideration and permits.

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Economic Prosperity Policy Directions (cont'd)
GOAL: RELIABLE **Rank: 2**

Ongoing Regional Connectivity

Complementary Policies

- Consider the need for and feasibility of a Regional Goods Movement Committee or possibly a Hamilton-specific Committee. Either way, any initiative should be considered under the leadership of the City, i.e., the regional network would be central to the City's interests.

Opportunity: A forum for ongoing conversations about regional truck route networks can help the network adapt as needs change in adjacent municipalities, etc.

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Community Liveability Policy Directions
GOAL: SAFE Rank: 1

Vulnerable Road Users

Critical Policies
See *Community Liveability: CLB Streets*

Complementary Policies

- Initiate a safety and awareness campaign on how to travel safely around large vehicles. Work with industry on new technologies that can help reduce risks to all travellers.

Issue: Collisions involving trucks tend to result in more serious injuries, posing risks to vulnerable road users.

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Community Liveability Policy Directions (cont'd)
GOAL: SAFE Rank: 2

Roundabouts

Complementary Policies

- Consider reviewing the City's design policies for roundabouts, especially with respect to the safe accommodation of large vehicles

Opportunity: Roundabouts are an effective and safe intersection design option but need to take in consideration larger vehicles.
Issue: Concerns about trucks in roundabouts encroaching into other lanes, and need to manage the truck path.

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Community Liveability Policy Directions (cont'd)
GOAL: SAFE Rank: 2

Independent Operators

Complementary Policies

- In consultation with the HPS and OPP, the City should investigate the existence/extent of the problem and the need for further enforcement and driver education.

Issue: Some independent operators may be less prone to maintain their vehicle during economic downturns.

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Community Liveability Policy Directions (cont'd)
GOAL: SAFE Rank: 3

High-Vision Truck Cabs

Complementary Policies

- Consider a policy that mandates the use of high-vision cabs and other safety equipment on City-owned vehicles.

Opportunity: Use of high-vision truck cabs can increase the field of view for truck operators and increase safety for all road users.

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Environmental & Public Health Policy Directions
GOAL: ADAPTABLE Rank: 1

Implications of Varying Truck Sizes

See *Community Liveability: CLB Streets*
See *Economic Prosperity: Multi-Tier Network*
See *Environmental & Public Health: Noise and Vibrations*

Opportunity: Roadway policy design can be leveraged to influence the truck's size that can comfortably use a specific route.
Issue: There are implications of varying truck sizes and types on the local (street) environment.

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Minutes

To/Attention Notes to File **Date** October 28, 2020
From IBI Group **Project No** 121911

Subject Truck Route Master Plan ("**TRMP**") Review - Technical Advisory Committee - City Meeting #2
Microsoft Teams Meeting
October 20, 2020 from 1 p.m. to 4 p.m.

Attachments PowerPoint Presentation: Truck Route Master Plan Review
Technical Advisory Committee ("**TAC**") – Meeting #2

Present

City of Hamilton

Andy McLaughlin, Senior Project Manager, Transit Planning
Binu Korah, Manager, Development Engineering, Planning & Economic Development
Bryan Purins, Project Manager, Transportation Operation, Roadway Safety
Chris King, Senior Project Manager, Transportation Systems, Traffic Signals & Systems
Chris McCafferty, Senior Project Manager, Engineering Services
Christina Mastrangelo, Project Manager - Advanced Traffic Management Systems
Daryl Bender, Project Manager, Transportation Planning
David Ferguson, Superintendent of Traffic Engineering
David Lamont, Manager, Geomatics and Corridor Management
Eric Misinski, Traffic Design Technologist
Erika Waite, Manager, Asset Management, Public Works, Engineering Services / Asset Management
Gavin Norman, Manager, Waterfront Development Office, Public Works
Jeffrey Ng, Traffic Technologist, Corridor Management
Jennifer Roth, Planner I, Community Planning & GIS
Joanne Starr, Senior Project Manager, Parking Planning
Joel McCormick, Manager, Waste Collection, Public Works / Environmental Services
Ken Wheaton, Landscape Architect, Public Works
Margaret Fazio, Senior Project Manager, Infrastructure Planning
Melanie Anderton, Project Manager, Infrastructure Planning, Planning & Economic Development, Growth Management,
Michael Becke, Senior Project Manager, Design Services
Mike Field, Manager of Transportation Operations
Mushfiquar Rahman, Senior Project Manager, Transportation Services, Transportation Engineering / TOM

Item Discussed	Action By
Peter Topalovic, Program Manager, Sustainable Mobility Rafael Sandoval, Public Works, Engineering Services / Asset Management Rich Shebib, Project Manager, Corridor Management, Ryan Krantz, Roadway Safety Sgt. David LeClair, Hamilton Police Steve Molloy, Manager, Transportation Planning - Transportation Planning & Parking Division Susan Jacob, Manager of Design, Public Works Sue Rimac, Business Development Consultant, Economic Development Division Tiffany Singh, Planner, Community Planning and Design Trevor Imhoff, Senior Project Manager, Air Quality & Climate Change	
IBI Group	
Anna Mori	
Matt Colwill	
Ron Stewart, Project Manager	
Regrets	
City of Hamilton	
Al R. Fletcher, Manager, Neighbourhood Development	
Amanda McIlveen, Manager, Parking Operations	
Ana Carias, Health & Safe Communities EW & CDC	
Aneta Zaskowska, Project Manager, Parking	
Anita Fabac, Manager of Development Planning, Heritage and Design	
Bob Paul, Manager of Roads and Maintenance	
Brian Hollingworth, Director, Transportation Planning and Parking	
Carla MacDonald, Hamilton Fire Department	
Carlo Ammendolia, Manager - Construction, Planning & Economic Development	
Christine Newbold, Manager, Community Planning & GIS	
Dan Milovanovic, Hamilton Fire Department (H & SC)	
Gina Delle Rose-Ash, Business Development, Hamilton-Oshawa Port Authority	
Ken Leedertse, Director, Licensing and By-law Services	
Kim Coombs, Manager Municipal Law Enforcement	
Mark Hodge, Hamilton Fire Department	
Matt Lawson, Program Manager, Healthy & Safe Communities, Public Health	
Omar Shams, Project Manager, Transportation Planning	
Peter Locs, Senior Project Manager, Transportation Planning and Parking	
Sgt. Fred Cooper, Hamilton Police	
Sharon Mackinnon, Health & Safe Communities - Healthy Environments	
Shawn DeJager, Hamilton Fire Department	
Jocelyn Strutt, Project Manager, Neighbourhood Action Strategy	
IBI Group	
Trevor Jenkins	

Item Discussed	Action By
<p>Introductions</p> <p>O. Shams welcomed meeting attendees. Meeting attendees introduced themselves. R. Stewart provided an overview of the IBI Group team and their respective roles and the purpose of the meeting.</p>	
<p>Presentation</p> <p>The IBI Group team gave a presentation that summarized:</p> <ul style="list-style-type: none"> • Study Recap; • Stage 1: Vision, Goals, Objectives, Principles • Stage 2: State of Practice and Policy Directions • Stage 3: Development of Alternative Networks <p>The presentation was distributed to the participants after the meeting.</p>	
<p>Discussion</p> <p>The presentation was used to primarily discuss the potential policy directions. A summary of the discussion is attached to these minutes.</p>	
<p>Next Steps</p> <p>O. Shams requested that the participants provide feedback on the material presented within 2 weeks of the presentation (November 3, 2020).</p> <p>IBI Group team to proceed with Stage 3 tasks.</p>	<p>TAC</p> <p>IBI</p>



Hamilton Truck Route Master Plan Review MTO & Adjacent Municipalities Stakeholder Meeting

 **IBI GROUP**
In association with GLPi and
David Kriger Consultants
January 8, 2020

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TRUCK ROUTE MASTER PLAN

Agenda

1. Welcome
2. Objectives
3. Scope and Approach
4. Discussion
5. Next Steps

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Welcome

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Objectives

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TRUCK ROUTE MASTER PLAN

Objectives of the TRMP Review

- Review the **existing truck route network**;
- Identify the **current and projected truck route-related problems**;
- Develop, evaluate, and **recommend solutions**; and
- Recommend supporting policies and tools that the City can consider **to mitigate the current problems and manage the potential future challenges**.

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TRUCK ROUTE MASTER PLAN

Planning Context: Then Vs. Now

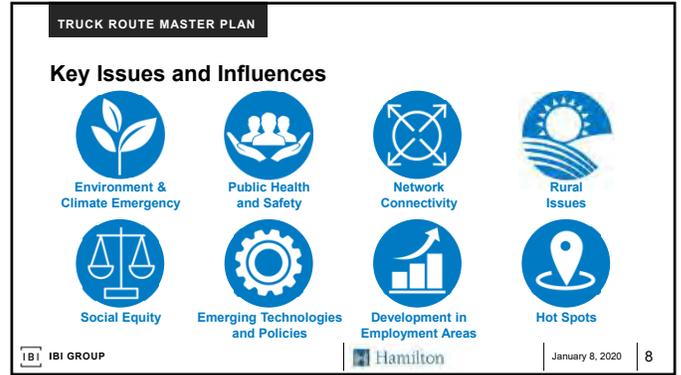
Master Plan (2010)	Master Plan Review (2020)
Create a single, cohesive truck network across the amalgamated city and prepare supporting policies.	Review and refine the truck network and policies based on alignment with: <ul style="list-style-type: none"> • The City's vision, objectives and desired outcomes; • Health and well being of the community; • Feedback, needs and lived experiences of stakeholders; and • Emerging technologies and goods movement policies.

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TRUCK ROUTE MASTER PLAN

- Review relevant **planning and goods movement documents**
- Identify **problems and opportunities**
- Determine **vision, goals, objectives and principles**
- Define truck route **attributes and evaluation criteria**
- Inventory of **health, technical, social and natural environment**

Timeline: Fall 2019 to Winter 2020

Background Review & Problem Identification

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TRUCK ROUTE MASTER PLAN

- Conduct a goods movement **best practices and policy review** drawing on lessons learned from global cities (e.g. Public Health, Climate Change, Urban Consolidation Centres, emerging technologies)
- Determine **policy/practice applicability** to different geographies, corridors and environments within Hamilton
- Recommend draft policy

Timeline: Fall 2019 to Winter 2020

Policy Review & Development

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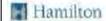
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- Develop network alternatives using a geographic information system
- Evaluate** network alternatives



Timeline: Winter to Summer 2020

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Public & Stakeholder Consultation

Phase 1: Let's Talk Trucks

- Truck Route Subcommittee
- Meeting with adjacent municipalities and provincial Agencies**
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Community Group Workshop/Focus Group
- Public Information Centres (4 events) & pop-ups
- Interactive online mapping survey
- Educational sheets for events and project webpage
- Conversation kit

Phase 2: Preliminary Findings

- Truck Route Subcommittee
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Community Group Workshop/Focus Group
- Public Information Centres (4 events) & pop-ups




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TRUCK ROUTE MASTER PLAN

Project Schedule

2019	2020													
Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1. Background Review & Problem Identification														
			2. Policy Review & Development											
			3. Alternatives Solutions & Evaluation and Documentation											
Consultation: Let's Talk Trucks			Consultation: Preliminary Findings								★ Council	Public Review		




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Discussion




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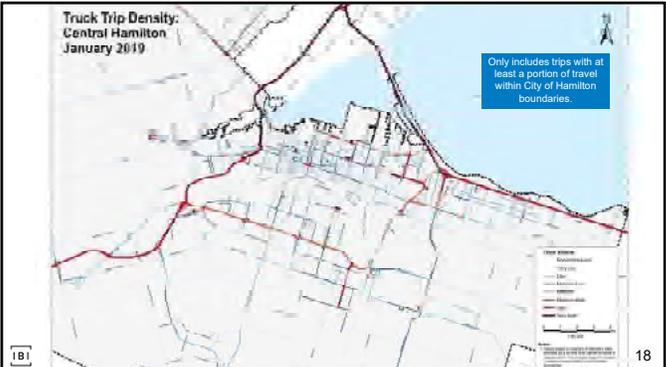
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Network Connections



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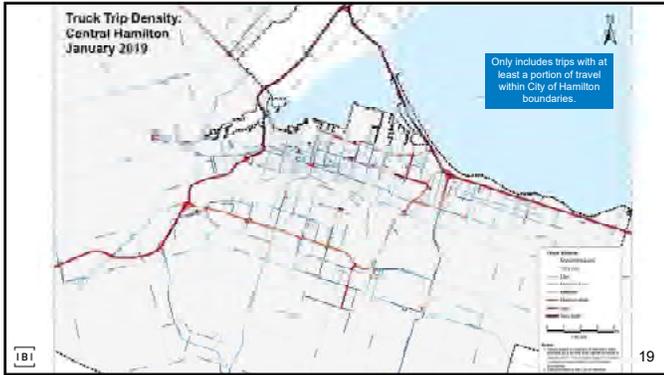


Truck Trip Density: Central Hamilton January 2019

Only includes trips with at least a portion of travel within City of Hamilton boundaries.



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What issues or challenges is your jurisdiction facing related to inter-city truck traffic to/from Hamilton?

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Are there any existing permitted or restrictive links that your jurisdiction may consider altering in the next 10 years?

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Do you foresee any significant changes in truck travel volumes or patterns in your jurisdiction over the coming years? If so, what are these expected changes?

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Are there any ongoing studies or plans that may impact truck traffic between Hamilton and your jurisdiction?

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Is there anything else the Study Team should be aware of with respect to truck travel to or from Hamilton?

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Next Steps

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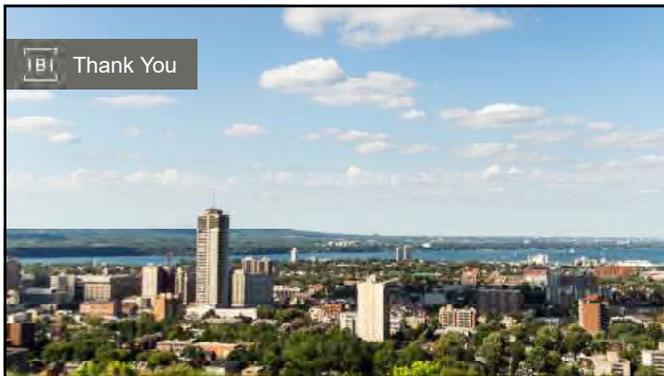
TRUCK ROUTE MASTER PLAN

Next Steps

- Continue with Phase 1 stakeholder and public review
- Draft the evaluation framework based on feedback from stakeholders and the public
- Begin development of alternative networks

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Thank You

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TRUCK ROUTE MASTER PLAN

Appendix A: Documents for Identifying Links

JURISDICTION	REFERENCE DOCUMENT
MTO	Provincial Highways
Halton Region	Traffic and Parking By-Law 1884-1, consolidated to 28-18 (Schedules 24-26)
City of Burlington	Traffic By-Law 86-2007, as amended by By-Law number 66-2008 (Schedule 16)
Town of Milton	Traffic and Parking By-Law 1984-1 (Schedule 25) and Staff Report ENG-008-08: Proposed No Heavy Traffic Regulations
Wellington County	Official Plan Policy 12.5.3.a: "major roadways are expected to provide and serve high volumes of traffic including truck traffic"
Township of Puslinch	By-Law 25/04 places a reduced load period on all of the Township's highways and roads from January 1 to December 31

JURISDICTION	REFERENCE DOCUMENT
Region of Waterloo	Traffic and Parking By-Law 16-023 (Schedule 19)
Township of North Dumfries	Traffic and Parking By-Law 2559-13
Brant County	Official Plan Policy 5.3.1.1.c: "Truck haul routes are restricted to Arterial Roads and non-residential collector roads as indicated in Schedule 5"
Haldimand County	Heavy Truck By-Law No. 2079/19 (Schedule A)
Niagara Region	Based on TMP discussion, all arterial roadways allow trucks unless restricted.
Township of West Lincoln	Official Plan Policy 14.5.3.b: Township Arterials are to "carry heavy volumes of inter-municipal traffic. Per OP Schedule F: No Township Arterial travel to Hamilton.
Town of Grimsby	Heavy Motor Vehicle Traffic By-Law 16-34 (Schedule Y and Z)

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TRUCK ROUTE MASTER PLAN

Appendix B: Permitted/Restricted Links to Hamilton

JURISDICTION	SYSTEM	PERMITTED/ RESTRICTED LINKS	JURISDICTION	SYSTEM	PERMITTED/ RESTRICTED LINKS
MTO	N/A	Permitted: Hwy. 5, Hwy. 6, Hwy. 8, Hwy. 403, QEW	Waterloo	Restrictive	Restricted: None
Halton	Restrictive	Restricted: Derry Rd*	North Dumfries	Restrictive	Restricted: Clyde Rd (east of Rd 27A)
Burlington	Restrictive	Restricted: Lakeshore Rd, Spring Garden Rd, Hillside Ave, Oakdale Ave, York/Old York Rd, Snake Rd, Waterdown Rd, Kerns Rd, No. 1 Side Rd, Britannia Rd*, Kilbride St*	Brant	Permissive	Permitted: Governor's Rd, Lyden Rd, Colborne St, County Road 22
Milton	Restrictive	Restricted: Conservation Rd, Side Road 3	Haldimand	Permissive	Permitted: County Road 33; County Road 66; County Road 56; County Road 9
Wellington	Permissive	Permitted: County Road 35*	Niagara	Restrictive	Restricted: None
Puslinch	Restrictive	Restricted: All (all Township roads have load restriction from Jan. 1 to Dec 31.)	West Lincoln	Permissive	Permitted: None
			Grimsby	Restrictive	Restricted: Kemp Rd*

* Seasonal Load Restrictions (dates vary)

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 ibigroup.com

Minutes

To/Attention Notes to File **Date** January 13, 2020
From IBI Group **Project No** 121911

Subject Hamilton Truck Route Master Plan: Adjacent Municipalities and
 MTO Stakeholders Meeting
 Lister Block - 28 James Street North, Hamilton
 Wednesday, January 8, 2020; 1:00 to 3:30 p.m.

Present	Name	Jurisdiction	E-mail
	Omar Shams	City of Hamilton	omar.shams@hamilton.ca
	Steve Molloy	City of Hamilton	[REDACTED]
	Steve Killaire	County of Brant	[REDACTED]
	Kaylan Edgcumbe	City of Burlington	[REDACTED]
	Michael Palomba	Town of Grimsby	[REDACTED]
	Kris Franklin	Haldimand County	[REDACTED]
	Walter Neubauer	Town of Lincoln	[REDACTED]
	Carolyn Ryall	Niagara Region	[REDACTED]
	Jack Thompson	Niagara Region	[REDACTED]
	Michael DiPaola	Township of West Lincoln	[REDACTED]
	Ron Stewart	IBI Group	[REDACTED]
	Anna Mori	IBI Group	[REDACTED]
	Trevor Jenkins	IBI Group	[REDACTED]

Distribution: All Present

Item Discussed

Action By

Welcome

1. O. Shams welcomed attendees to the meeting. He informed those in attendance that the City of Hamilton has initiated a review of its truck route network, and the purpose of the gathering was to collect input from adjacent municipalities on matters that the Project Team should consider.

Item Discussed

Action By

Objectives

2. R. Stewart provided an overview of the objectives of the study. He then provided context on how this study will differ from the 2010 Truck Route Master Plan and how the network operates. The 2010 plan identified a “permissive” network that spanned amalgamated Hamilton. Since then, “restrictive” links have been added, creating a “hybrid” network, which has caused challenges for truck operators who are not familiar with the mix of restrictive and permissive links. This review aims to address these issues within the context of the City’s evolving vision and policy priorities.
3. It was discussed that the Phase 1 Engagement will ask stakeholders “what is a truck?” to understand if their concerns may relate to vehicle size as opposed to weight. Depending on the findings of this, the study may consider a two-tier network.

Scope and Approach

4. R. Stewart provided an overview of the study approach. The study contains a robust stakeholder and public engagement plan.

Discussion

5. There was extensive discussion on a number of topics. Key points from the discussion are summarized below, by jurisdiction.
6. Haldimand County
 - a. Haldibrook Rd. (the Hamilton/Haldimand border) is not a designated truck route but is being used as a shortcut between Hwy. 56 and Hwy. 6. It is in poor shape and residents on both side have complained.
 - b. Tyneside Rd. in Haldimand permits trucks, but does not continue into Hamilton north of Haldibrook Rd. This dangling connection should be reviewed.
 - c. Haldimand has proposed an Upper James by-pass that would extend from Hwy. 6 in Hamilton (at the Airport) and connect to the existing Hwy. 6 bypass at Caledonia.
 - d. The County will be undertaking an Official Plan update in the coming months. It is expected that the urban boundary of Caledonia will extend further north, past the bypass.
 - e. Haldimand has experimented with lay-bys for agricultural vehicles to allow vehicles behind them to pass. No additional ones are planned.
7. Brant County
 - a. Sawmill Rd. (Brant/Hamilton border) has seasonal load restrictions in the Brant by-laws. *It was confirmed after the meeting that it has seasonal load restrictions in Hamilton.*

IBI/CoH to review road link.

Item Discussed	Action By
<ul style="list-style-type: none"> b. Jerseyville Rd. in Brant has seasonal load restriction. <i>It was confirmed after the meeting that the Hamilton section has seasonal load restrictions.</i> c. There are issues with aggregate vehicles travelling through Paris. The TMP offered a possible solution, however it has not yet been implemented. The County is looking to update the TMP in the near future. 	
<p>8. Niagara Region</p> <ul style="list-style-type: none"> a. Trucks are using service roads and regional roads to avoid congestion on the QEW to/from the GTHA. It is desirable to get trucks off of most regional roads that travel through urban areas (e.g. Hwy. 8). There are plans for bypasses at some locations (e.g. Regional Road 20 at Smithville), however they are unfunded and are not practical everywhere. b. Niagara is advocating for the N-GTA Trade Corridor, and have applied for funding for work related to a first phase (QEW to 406). Regional Road 20 could see more truck traffic if this section, or other parts, move forward. c. Region staff have prepared a business case for a community traffic enforcement police officer to address local issues, including truck enforcement. The request was not included in last year's budget, and will be submitted again this year. The Region would provide direction to the officer on where to enforce issues. d. A large number of trucks appear to be travelling up/down the mountain to avoid MTO scales on the QEW. e. There have been complaints about trucks travelling at high speeds, and dirt/materials falling off of them. 	
<p>9. Town of Grimsby</p> <ul style="list-style-type: none"> a. The Town and Region are trying to remove trucks off of Winston Road. They would ideally move to Windward Dr. and then onto North Service Rd. b. Have received complaints about large cube trucks/vans and buses on local roads. There appears to be a misunderstanding on what may constitute a "truck". c. Since 2010, South Service Rd. has been extended into Grimsby and North Service Rd. is in the process of being downloaded to the Town. It was suggested that Hamilton should take North Service Rd. off of the network. d. Ridge Rd. has seasonal load restrictions all-year from the Hamilton border to Mountain St. <i>It was confirmed after the meeting that the Hamilton section is included in the Hamilton By-law.</i> e. Kemp Rd. should not be made into a new truck connection. 	<p>IBI/CoH to review road link.</p> <p>IBI to update map.</p>

Item Discussed	Action By
<p>10. West Lincoln Township</p> <ul style="list-style-type: none">a. Have large volumes of quarry construction traffic that are primarily using regional roads.b. Have included by-law language that exempts agricultural vehicles.	
<p>11. City of Burlington</p> <ul style="list-style-type: none">a. Dundas St. is being widened from 4 to 6 lanes.b. There is an ongoing Environmental Assessment that may see Britannia Rd. widened from two lanes through Milton. There is the possibility that trucks may be allowed to use it.c. The City will be looking to repurpose roadway space as part of its integrated mobility plan. This may mean, for example, turning existing general purpose lane into a peak period HOV lane.	
<p>12. City of Hamilton</p> <ul style="list-style-type: none">a. When there is congestion on the RHVP and Linc, trucks are using Hwy. 20 and Hwy. 56 to travel to/from Niagara Region.b. There is a large gap in the truck route network between Upper James St./Rymal Rd./Region Road 56 area. White Church Rd. had been part of the network before, but was removed by Council.	
<p>13. Other Comments</p> <ul style="list-style-type: none">a. A question was raised if there are any groups that deal with coordinating truck movements between adjacent municipalities. No one was aware of any groups. It was suggested that a possible recommendation of this study could be a coordination committee to work on these issues.b. There was a discussion on the perception of safety of travellers around trucks. Many complaints come in that trucks are speeding but when speed studies are completed, it turns out that's not the reality. However, the size and feeling of a large truck passing when on a typical urban sidewalk can cause the perception, which is an issue.c. With respect to engine brakes, many jurisdictions use signage prohibiting it however none have found a way to actively enforce it.d. Many jurisdictions are installing roundabouts and are facing issues about how to geometrically accommodate trucks and agricultural vehicles within their design.	

Item Discussed	Action By
Action Items	
14. The following action items were agreed upon:	
a. Remove the border form connections map and change Ridge Rd. to show that it has seasonal load restrictions;	IBI Group
b. Circulate the updated connections map with the Meeting Notes and Presentation for review and comment by the respective jurisdictions; and,	IBI Group/ All Jurisdictions
c. Incorporate the comments received in the study process, as appropriate.	IBI Group/City of Hamilton



Hamilton Truck Route Master Plan Review Truck Advisory Focus Group #1

IBI GROUP
In association with GLPi and
David Kriger Consultants
March 10, 2020

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TRUCK ROUTE MASTER PLAN

Agenda

1. Background (20 minutes)
2. Workshop Activity #1: What's Your Itch? (30 minutes)
3. *DRAFT* Policy Direction (10 minutes)
4. Workshop Activity #2: POWER (45 minutes)
5. Next Steps (5 minutes)

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Background

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TRUCK ROUTE MASTER PLAN

“To be the best place to raise a child and age successfully”

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TRUCK ROUTE MASTER PLAN

Objectives of the TRMP Review

- Review the **existing truck route network**;
- Identify the **current and projected truck route-related problems**;
- Develop, evaluate, and **recommend solutions**; and
- Recommend supporting policies and tools that the City can consider to **mitigate the current problems and manage the potential future challenges**.

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TRUCK ROUTE MASTER PLAN

Planning Context: Then Vs. Now

Master Plan (2010)	Master Plan Review (2020)
Create a single, cohesive truck network across the amalgamated city and prepare supporting policies.	Review and refine the truck network and policies based on alignment with: <ul style="list-style-type: none"> • The City's vision, objectives and desired outcomes; • Health and well being of the community; • Feedback, needs and lived experiences of stakeholders; and • Emerging technologies and goods movement policies.

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TRUCK ROUTE MASTER PLAN

- Review relevant **planning and goods movement documents**.
- Identify **problems and opportunities**.
- Determine **vision, goals, objectives and principles**.
- Define truck route **attributes and evaluation criteria**.
- Inventory of **health, technical, social and natural environment**.

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- Conduct a goods movement **best practices and policy review** drawing on lessons learned from global cities (e.g. Public Health, Climate Change, Urban Consolidation Centres, emerging technologies).
- Determine **policy/practice applicability** to different geographies, corridors and environments within Hamilton.
- Recommend draft policy.

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- Develop network alternatives** using a parametric geographic information system.
- Evaluate** network alternatives.
- Prepare the Truck Route Master Plan report**, and a draft by-law and schedule for Council's consideration.

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TRUCK ROUTE MASTER PLAN

Public & Stakeholder Consultation

Phase 1: Let's Talk Trucks

- Truck Route Subcommittee (2019-11-01)
- Meeting with adjacent municipalities and provincial Agencies (2020-01-08)
- Truck Advisory Focus Group**
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Public Information Centres (4 events) & pop-ups
- Interactive online mapping survey
- Educational sheets for events and project webpage
- Conversation kit

Phase 2: Preliminary Findings

- Truck Route Subcommittee
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Community Group Workshop/Focus Group
- Public Information Centres (4 events) & pop-ups

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TRUCK ROUTE MASTER PLAN

Key Influences and Issues

- Environment & Climate Emergency
- Public Health and Safety
- Network Connectivity
- Rural Issues
- Social Equity
- Emerging Technologies and Policies
- Development in Employment Areas
- Hot Spots

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Environment and Climate Change

- Council-declared Climate Emergency.
- Transportation sector is a major source of emissions.
- Changing freeze-thaw cycles may require changes to reduced load restrictions.

Public Health and Safety

- Air quality along truck routes and across the city.
- Vision Zero.
- Safety/comfort concerns for pedestrians and cyclists along truck routes.
- Routes through urban and rural communities, and past sensitive receptors/land uses.

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TRUCK ROUTE MASTER PLAN

Truck-Involved Collisions

- Reviewed five years of *truck-involved* collisions data (2014 -2018).
- Tend to involve rear-ends, sideswiping, stationary objects, and left/right turns.

Collision Type	2014	2015	2016	2017	2018	Total
Truck-Involved Only	230	220	266	170	206	1,192
Non-Truck-Involved	691	777	81	77	58	1,484
Personnel	6	44	0	46	2	98
Cyclist	1	6	0	0	1	8
Vehicle*	84	227	56	173	50	590
Property	1	2	2	2	3	10
Personnel	1	2	1	1	2	7
Equipe	17	15	0	15	1	48
Vehicle*	2	1	1	1	1	6
Total	934	932	327	297	266	4,853

*Includes vehicles involved in collisions with trucks, collisions with equipment, other trucks, large trucks, collisions with pedestrians, other pedestrians, and collisions with bicycles. Excludes collisions involving other vehicles or any stationary objects (e.g. poles).

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TRUCK ROUTE MASTER PLAN

Network Connectivity

- Address demand within, to, from and thru Hamilton.
- Consistency with the truck route network of adjacent jurisdictions and MTO.

Rural Concerns

- Trucks/equipment travelling to aggregate facilities.
- Slow moving agricultural vehicles.
- Routes through residential settlement areas and sensitive receptors.

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Social Equity

- Avoiding the disproportionate impacts of truck route network effects on some areas of the City versus others.
- Mitigate impacts through policy, design considerations, and other strategies.

Emerging Technologies

- First and last-mile deliveries (e.g. urban consolidation centres, low/no-emission last-mile vehicles).
- Emerging technologies related to enforcement; improving load factors, route management, etc.

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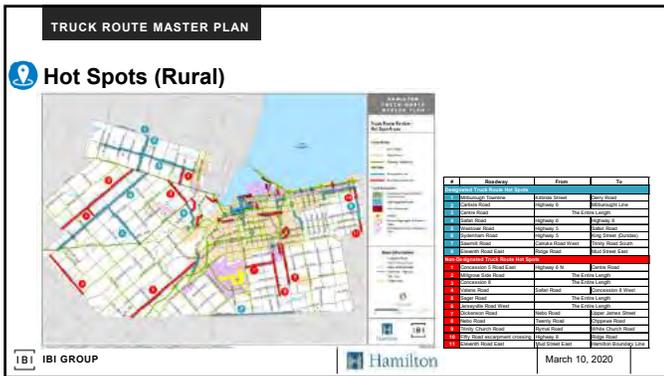
TRUCK ROUTE MASTER PLAN

Development in Employment Areas

- Construction vehicles to develop land.
- Trucks to serve businesses in existing/planned employment areas.
- Employment growth forecasted in the:
 - Airport Economic Growth District,
 - Red Hill North and South;
 - Downtown Urban Growth Centre; and,
 - Existing employment areas (e.g. Bayfront, East Hamilton, Stoney Creek, Ancaster, Flamborough).

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Workshop Activity #1
What's Your Itch?
 (30 minutes)

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Policy Direction

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TRUCK ROUTE MASTER PLAN

DRAFT Vision Statement

A truck route network that promotes the **safe, efficient, reliable, economical and sustainable** movement of goods, while being **equitable** to all citizens and **adaptable** to emerging trends and changing conditions.

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TRUCK ROUTE MASTER PLAN

DRAFT Goals

Safe: Apply appropriate design standards to allow the safe passage of heavy vehicles on appropriate routes. Limit conflicts between trucks and vulnerable road users, such as pedestrians and cyclists, in alignment with the City's Vision Zero approach.

Efficiently Connected: Support the development of an efficient truck route network that provides direct connections among goods-generating land uses, the provincial highway network and the City's key inter-modal terminals – the Port and Hamilton International Airport and significant rail terminals. Work to ensure that the City is well connected by all freight modes with markets beyond Hamilton in Ontario and the United States.

Reliable: Remove bottlenecks and aim to provide adequate levels of service for the movement of both passengers and goods. Design resilience and redundancy into the transportation system in the event of incidents.

Adaptable: The TRMP takes steps to anticipate emerging trends and new technologies such as e-commerce, autonomous vehicles and automated manufacturing.

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TRUCK ROUTE MASTER PLAN

DRAFT Goals

Economical: Support the economic aspirations of the City's industrial areas and of its key inter-modal hubs – the Port of Hamilton and Hamilton International Airport – through the continued development of these employment centres. Promote freight-friendly land use planning and help ensure access to these employment centres.

Equitable: Ensure that residents, the private-sector goods movement community, government agencies and other stakeholders are engaged throughout the planning and policy development processes, so that their needs can be met and so that they also can contribute meaningfully to the development and implementation of solutions.

Sustainable: Explore how to reduce the impacts of truck operations on local roads communities to improve environmental and social equity outcomes in the communities through which truck routes operate. Support the multi-modal aspirations for complete-liveable-better streets, and the advancement of freight technologies with lower environmental and health impacts.

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TRUCK ROUTE MASTER PLAN

DRAFT Principles

- 1 Create a safe network that allows goods to be transported economically.
- 2 Maintain route consistency.
- 3 Avoid the inequitable distribution of impacts on sensitive receptors and neighbourhoods.
- 4 Minimize the demand for Police enforcement.
- 5 Enable the plan to adapt to changing conditions.
- 6 Maintain route connectivity and continuity to provide safe and reliable routes.
- 7 Create efficient routes that optimize the use of higher-quality road facilities, and match the relationship of trucks to road category and roadway configuration.

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Workshop Activity #2
POWER
 (45 minutes)

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TRUCK ROUTE MASTER PLAN

POWER

P Positives
O Objections
W What Else?
E Enhancements
R Remedies

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Next Steps

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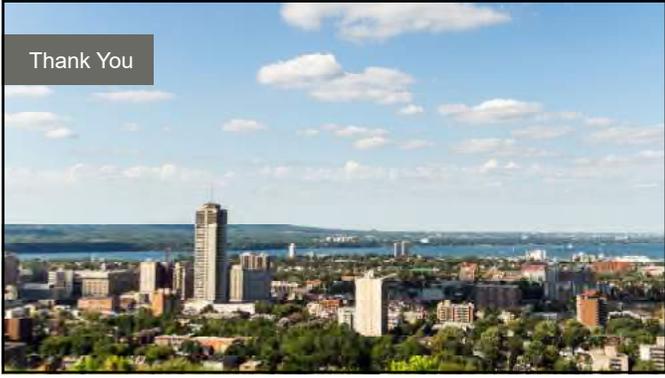
TRUCK ROUTE MASTER PLAN

Next Steps

- Continue with Phase 1 stakeholder and public consultation.
- Incorporate the feedback collected at this meeting, and other upcoming stakeholder meetings.
- Launch web page and web survey.
- Upcoming Public Information Centres (4 events).

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TRUCK ROUTE MASTER PLAN

Stakeholder Engagement

Name: Truck Advisory/Focus Group

Mandate: To represent community and stakeholder's interests and provide two-way communication between the City and the community regarding the Truck Route Master Plan.

Representation: A maximum of 20 members. A suggested list of stakeholder themes and number of representatives is identified below:

Social Planning and Research Council of Hamilton (1)
Public Health Equity Institute (1)
Active Transportation Community (1)
Hamilton District/Catholic/French School board – Parent Council (1)
Post-Secondary Institutions (1)
St. Joseph's Healthcare Hamilton / Hamilton Health Sciences (1)
Environmental / Climate Change Community (Environment Hamilton & Truck Route Reboot) (2)
Agricultural Community (1)
Hamilton Chamber of Commerce (1)
Local Goods Movement Community (1)
Port Authority (1)
Hamilton International Airport (1)
At-Large Members (6) – representing urban, suburban, and rural areas of the City

Selection Process: Staff will facilitate a call for representation based on the Truck Route Sub-committee direction.

Meeting Frequency: Three meetings throughout the duration of the study.

Expectations:

- Commitment to attendance and diligent participation in an environment that encourages respectful dialogue with varying points of view,
- Actively voice opinions and concerns, and open-mindedly consider everyone else's opinions and concerns,
- Information sharing and input that will be considered as part of the Truck Route Study that will become part of the public record,
- Collaboratively work with the project team and other members of the truck advisory/focus group, as partners, toward achievement of the study goals and objectives,
- Non-mandatory attendance at other stakeholder meetings, to audit transparency of the engagement/consultation process.

Representative		Organization
[REDACTED]	Executive Director	Social Planning and Research Council of Hamilton
[REDACTED]	Executive Director, Professor	Public Health Equity Institute
[REDACTED]		Active Transportation Community
[REDACTED]	Formerly with A. Johnson's office. Supportive of school travel planning.	Hamilton District/Catholic/French School Board – Parent Council
[REDACTED]	Executive Director	McMaster Institute of Transportation & Logistics
[REDACTED]	President	Ontario Trucking Association
[REDACTED]		Environmental/Climate Change Community (Environment Hamilton)
[REDACTED]		Truck Route Reboot
[REDACTED]	Executive member, has a farm in Glanbrook	Ontario Federation of Agriculture (Agricultural Community)
[REDACTED]	Manager of Policy and Government Affairs	Hamilton Chamber of Commerce
[REDACTED]	Coordinator	Hamilton Industrial Environmental Association
[REDACTED]	Dir. Public Affairs & Corporate Security	Port of Hamilton and Oshawa Authority
[REDACTED]	Dir. Marketing & Comms	John C Munro Hamilton International Airport
[REDACTED]	Friendly Streets lead at HHS	Hamilton Health Science/ St. Joe's Hospitals
[REDACTED]		Community at large (Suburban)
[REDACTED]		Community at large (Suburban)
[REDACTED]	Concerns about Millgrove Sideroad (2010)	Community at large (Rural)
[REDACTED]	Operates a farm	Community at large (Rural)
[REDACTED]		Community at large (urban)
[REDACTED]	Involved in Beasley Community Council	Community at large (urban)
[REDACTED]	Cyclist, P.Eng. Involved in Strathcona Community Council	Community at large (urban)



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Minutes

To/Attention Notes to File **Date** March 11, 2020
From IBI Group **Project No** 121911

Subject Truck Route Advisory Group: Meeting #1
 Room 264, City Hall
 Tuesday, March 10, 2020; 5:00 to 7:00 p.m.

Present

- ██████████ Strathcona Community Council
- ██████████ Hamilton Chamber of Commerce
- ██████████ Ontario Trucking Association
- ██████████ Cycle Hamilton
- ██████████ Environment Hamilton
- ██████████ Hamilton Oshawa Port Authority
- ██████████ Hamilton East Mountain Community
- ██████████ Truck Route Reboot
- ██████████ Hamilton Industrial Environmental Association
- ██████████ Social Planning Research Council
- ██████████ McMaster Public Health Equity Institute
- ██████████ Ontario Trucking Association
- ██████████ Resident
- ██████████ Parent Council/ASST
- ██████████ City of Hamilton
- Omar Shams, City of Hamilton
- Glenn Pothier, GLPi
- Ron Stewart, IBI Group
- Trevor Jenkins, IBI Group
- Zibby Petch, IBI Group

Distribution All Invitees and the public record

Item Discussed

Action By

Introductions

1. G. Pothier and O. Shams welcomed attendees and thanked them for contributing their time. Participants were encouraged to act as conduits for the communities they're involved with, and to participate diligently so that the project team can learn from their collective expertise.

INFO

Item Discussed

Action By

Background

2. R. Stewart presented a set of slides on the objectives of the study, the scope/approach, and key influences and issues that will be considered in the study. **The meeting slides will be distributed with the minutes.**
3. The following comments (C) and questions (Q) were raised:
 - a. C: The City's land use and development approvals process is not reflecting the City's desire *to be the best place to raise a child and age successfully*. The participant referenced a planned development on Mohawk Road that will involve removing greenspace and mature trees. A: The comment is not specific to the Truck Route Master Plan update stakeholder engagement, but can be dealt with by City staff separately.
 - b. Q: Will the study look at low emission trucks and smaller vehicles with better sightlines? A: Yes. Vehicle types will be examined during the policy review.
 - c. Q: Why is there is no one from City Planning here? A: There is a separate technical advisory committee made-up of internal city staff, including city planning, police, fire, public health, waste management, and other departments that have an interest in this work. That committee is being engaged separately, in order to keep the sizes manageable.
 - d. Q: What is a hot spot? A: They are locations where concerns have been raised to the City in the past. Concerns have been raised about locations across many parts of the network.

City of Hamilton

INFO

Workshop Activity #1: What's Your Itch?

4. G. Pothier introduced the first activity, which provided an opportunity for participants to raise any issues they have or provide any comments they feel need to be heard. Attendees were asked to write their comments on large notes, share them with the group, and then have them categorized with similar comments. The comments are shown by category, in no particular order. See the last page for a photo of the outcome.
5. Air Quality and Emissions
 - a. Industrial truck routes on and around schools, hospitals and other sensitive land use: a serious issue.
 - b. Pollution from diesel powered trucks – very harmful to human health and well being (impact on air quality).

INFO

INFO

Item Discussed	Action By
<ul style="list-style-type: none"> c. Trucks idling in sensitive areas. d. Idling, trucks outside retail stores, bad for lungs. e. Negatively impacts air quality. f. Black diesel exhaust settling on my house and in my lungs. g. Truck emissions and impacts on children, seniors, and people with lunge disease. h. Trucks are environmentally regulated. 	INFO
<p>6. Noise and Vibration</p> <ul style="list-style-type: none"> a. Noise and vibrations. b. Vibration and noise. c. Noise pollution and vibrations. d. Can't sleep because of 24 hr truck noise. e. Noise. f. Noise of empty trailers smashing down street. g. Noise pollution. h. Loud jake brakes (engine brakes). 	
<p>7. Compatibility</p> <ul style="list-style-type: none"> a. A vibrant city, a city in the 21st century should not have a permissive trucking system. We need a sophisticated approach. b. Trucks on city and residential streets during morning drop off or afternoon pick-up at schools. Safety. c. Trucks through residential neighbourhoods. d. Trucks incompatible with 1800s street grid. e. Heavy industrial trucks cutting throughout residential neighbourhoods. 	INFO
<p>8. Safety and Roadway Design</p> <ul style="list-style-type: none"> a. Preventable truck collisions with cyclists and pedestrians. b. Trucks on same roads as bike paths. c. Access. Safety. Road design. Curves. Trucks do not stay within lanes. Mix of traffic. Pedestrian and bicycle traffic. Families and children. d. Stress and discomfort for cyclists (noise, proximity, etc.). e. Do not feel safe walking in my neighbourhood due to regular truck traffic. 	

Item Discussed	Action By
<ul style="list-style-type: none"> f. Pedestrians afraid to use sidewalks on truck routes. g. Bad lived experience walking downtown. h. Lost opportunity for pedestrians to enjoy street life. i. Cyclists afraid to use truck routes. j. Cycling with my children right next to 18-wheelers. k. Unsafe for cyclists (blind spots, weight/size, etc.) Deadly. l. Routes and intersections not designed to meet the needs of all users: trucks, cars, cyclists, pedestrians. m. Trucks travelling too fast. Aggressive driving. 	INFO
<p>9. Route Selection and Adherence</p> <ul style="list-style-type: none"> a. GPS that directs trucks to take less-optimal routes. b. Industrial trucks in the core of the city, and shortcutting through neighbourhood. Not ok! c. Truck route adherence. Do not follow law (i.e. break law). d. Truck route is far too permissive and not always followed. Too many routes; too much access. e. Advocating for long term projections. Integrity, Resilience of the natural heritage. Escarpment designated as UNESCO site. Vulnerability when parking. Geological instability. 	
<p>10. Transportation Planning and Roadway Impacts</p> <ul style="list-style-type: none"> a. Two-way conversion causing congestion. b. Poor planning. Flow/congestion. c. Gap in the lower-city network westbound to Hwy. 6. d. Lack of geological studies and environmental assessments. e. Issues with congestion/construction. f. Have redundancies in place. g. Small businesses flourish off truck routes, not on truck routes (e.g. Barton BIA). h. Impact on road wear and tear. i. Economics of using Red Hill. j. Road deterioration due to heavy industrial trucks (e.g. weight). k. Way late road building/expansion (i.e. Rymal, Hwy. 5 to Clappison to Hwy. 8) 	INFO

Item Discussed	Action By
11. Business Needs <ul style="list-style-type: none"> a. Lack of future opportunities to grow industry. b. Not enough, or lack of understanding, of business operations and needs. c. Business long-term investments based on goods movement reliability. 	INFO
12. Study Process <ul style="list-style-type: none"> a. Tendency towards dichotomy. Calls to eliminate all inner-city routes. b. Single minded focus or agenda. 	
DRAFT Policy Direction	
13. R. Stewart presented the DRAFT Vision Statement, Goals, Objectives and Principles. He emphasized that these are draft and will be updated based on feedback collected during Phase 1 of consultation.	INFO
Workshop Activity #2: POWER	
14. G. Pothier introduced the second activity. POWER is an acronym (see below), and the goal of the activity was to understand participants' views and opinions on the draft policy directions. <ul style="list-style-type: none"> a. P – Positives b. O – Objections c. W – What Else? d. E – Enhancements e. R – Remedies 	INFO
15. POWER: Vision Statement <ul style="list-style-type: none"> a. Positives <ul style="list-style-type: none"> i. Safety is the first item. ii. All encompassing and touches on multiple issues. iii. Incorporated equity. iv. Recognizes that change is occurring in the industry (adaptable). v. Identifies that truck movements are driven by demand. b. Enhancements <ul style="list-style-type: none"> i. Add “emerging trends, tools, and technologies” as part of ‘adaptable.’ 	INFO

Item Discussed	Action By
<ul style="list-style-type: none"> ii. The vision statement has two parts: the first looks at the truck routes, while the second half focuses on the context. The second part should come first to recognize that there is a “city” first and then have the truck route context. iii. Add “responsive” alongside adaptable to show it is proactive. iv. Incorporate the collaboration between industry working with residents and community groups. v. Define what type of sustainability is being advanced (e.g. environmental vs. social). c. Objections <ul style="list-style-type: none"> i. Do not like the word ‘equitable.’ ii. The statement is too long and wordy. Keep it to seven to eight words. iii. Doesn’t have an aspirational outcome. iv. Public health not explicitly mentioned. v. Does not include quality of life and liveability. There are qualitative factors that influence the day-to-day experience (e.g. trucks passing during Art Crawls). d. Remedies <ul style="list-style-type: none"> i. Should add in reference to public health. e. What Else? <ul style="list-style-type: none"> i. If the vision statement is hollow, how can it be lived up to? ii. Does not believe in Vision Statements. 	<p>INFO</p>
<p>16. POWER: Goals</p> <ul style="list-style-type: none"> a. Positives <ul style="list-style-type: none"> i. Specificity of goals (e.g. recognizing importance of the Airport as a hub.) ii. Safety: goal is upfront in the list and recognizes Vision Zero, pedestrians and cyclists. iii. Adaptable: speaks to me. iv. Efficiency: recognition of the importance of it and that some trucks are generated by local land uses as opposed to pass-thru vehicles. v. Appreciate removal of bottlenecks. 	

Item Discussed	Action By
<ul style="list-style-type: none"> vi. Mentions all modes of transportation, and looks beyond the borders of Hamilton. vii. Draft goals hit the issues head-on. b. Enhancements <ul style="list-style-type: none"> i. Sustainability: specify Climate Emergency within the goal. ii. Efficient: add in that compact industrial hubs can help concentration business-to-business trips within employment areas where trucks are acceptable, or other technologies can be used (e.g. conveyors, pipelines). iii. Enforcement: ways to increase its frequency. iv. Adaptability: needs to consider how to change and respond to the needs of issues. v. Economical: doesn't recognize the businesses impact by trucks (e.g. restaurant with a patio). vi. Equity: need to expand the goal beyond just the engagement process. Impacts will inevitably be disproportionate, but need to find ways to mitigate them proportionately (e.g. enhanced active transportation/traffic calming facilities, roadway improvements, increased enforcement, etc.) c. Objections <ul style="list-style-type: none"> i. Enforcement: despite being a legal route, a truck should have a valid reason for using it. Regulate trucks that should be using a certain route. ii. Equity: the current wording is too process oriented; need to make it outcome based. d. Remedies <ul style="list-style-type: none"> i. Add a livability or experience-related goal. e. What Else? <ul style="list-style-type: none"> i. How can unnecessary truck trips be removed from the road? ii. Hamilton has a small road network and there needs to be more available for trucks. iii. Hamilton's system is too permissive and needs to become more sophisticated. 	INFO
<ul style="list-style-type: none"> 17. POWER: Principles <ul style="list-style-type: none"> a. Positives 	

Item Discussed

Action By

- i. #3 (inequitable distribution of impacts): like the concept
- b. Enhancements
 - i. #3 (inequitable distribution of impacts): simplify the language
 - ii. #4 (minimize demand for enforcement): need to mention the police and include them in the consultation process (*Note: Hamilton Police Services is involved in the internal Technical Advisory Committee*)
 - iii. #7 (use of higher-quality road facilities): would be great to right size the facility to truck demand.
 - iv. Distinguish between through travel vs. local trips arriving being made to/from Hamilton.
- c. Objections
 - i. #4 (minimize demand for enforcement): Police have to enforce the truck route network. Need to have them.
- d. Remedies
 - i. #4 (minimize demand for enforcement): Adjust the wording to recognize the police as part of the enforcement regime.
 - ii. Would be useful to add sustainability within the principles. Could add it into the efficiency principle.
 - iii. #1 (road safety and economics): explicitly mention safety of pedestrians and cyclists within the safety for all road users.
- e. What Else?
 - i. How can empty trucks running through the City be addressed?
 - ii. If there is an intended, fundamental change to the truck route network, it doesn't resonate in the principles.
 - iii. Lack of aspirational outcomes within the vision, objectives and principles.
 - iv. Do trucks belong here? Is it the right place for a truck? Is the truck the right size?
 - v. Why was Cannon Street made a cycle route? Need to have planning standards for separating industrial trucks from cycle lanes. The City needs to avoid pointing people to

Item Discussed	Action By
<p>walking and cycling routes along truck corridors. Counter-intuitive to put cycling routes on the truck route corridors due to emissions, safety, noise, etc.</p>	
<p>18. Other Comments</p> <ul style="list-style-type: none"> a. If a truck route goes through a less desirable area, then people are okay with it. If it's a nicer community, then it would never happen. How can people in the industrial areas be compensated for the inconveniences of living near truck routes. b. Need to take a hard look at how truck routes roadways are designed/engineered. Investments need to be made to design those streets to work better to mitigate impacts. c. A key issue is that industry developed and then neighbourhoods sprouted around them to allow people to walk to work. 100 years of problems cannot be fixed as easily as some people want. 	<p>INFO</p>
<p>Next Steps</p>	
<p>19. Draft materials will be updated based on feedback collected during Phase 1 consultation. The first round of Public Information Centres is planned in April 2020.</p>	<p>INFO</p>
<p>20. The next meeting will take place during Phase 2. An invitation will be circulated once a date is selected.</p>	<p>INFO</p>
<p>One Key Takeaway</p>	
<p>21. Each participant provided one key takeaway that they wanted the project team to hear:</p> <ul style="list-style-type: none"> a. Need to incorporate liveability to develop routes that support safe and efficient movement of goods. b. The plan should focus on regular, industrial heavy trucks that go through residential areas and remove them. c. Heavy trucks are incompatible with the wellness and safety of the community. They do not belong in neighbourhoods or along cycling routes, and should be routed towards the ring roads. d. Roads need to be widened to accommodate more vehicles and expanded the truck route network. In particular, Rymal Rd., Hwy. 5, and servicing the airport on Upper James/Hwy. 6 should be a priority. e. Liveability issues. f. Develop a strategy to minimize unnecessary trips, and mitigate impacts on the necessary routes. 	<p>INFO</p>

Item Discussed	Action By
g. Ensure that there isn't dichotomy between liveability and efficiency, and work towards solving issues.	
h. Keeping an open mind and not shutting out any issues. Need to understand the needs of everybody.	
i. Like to see the network become less permissive, and become more sophisticated. Look to examples like Portland and Thunder Bay. Try to define what we're expecting to get out of this study.	
j. Some of the language needs to be more specific about the objectives. Philosophical objectives are great, but they need to be more specific (e.g. minimize trucks downtown) just to get it out of the way.	
k. Need to conduct geological studies if trucks are going to continue using escarpment crossings.	
l. Keep an open mind. Try to find a balance between industry and livability. Keep an open mind and try to find common ground.	
m. May need to look at new truck routes/escarpment crossings due to geographical constraints.	

Exhibit 1: Outcome of the 'What's Your Itch?' activity





Hamilton Truck Route Master Plan Update Business Community and Goods Movement Industry Meetings

IBI GROUP
In association with GLPi and
David Kriger Consultants
March 17, 2020

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TRUCK ROUTE MASTER PLAN

Agenda

1. Background
2. What's Your Itch?
3. *DRAFT* Policy Direction
4. Network Design Trade-Offs and Indicators
5. Next Steps
6. Final Words

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Background

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TRUCK ROUTE MASTER PLAN

“To be the best place to raise a child and age successfully”

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TRUCK ROUTE MASTER PLAN

Objectives of the TRMP Review

- Review the **existing truck route network**;
- Identify the **current and projected truck route-related problems**;
- Develop, evaluate, and **recommend solutions**; and
- Recommend supporting policies and tools that the City can consider to **mitigate the current problems and manage the potential future challenges**.

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TRUCK ROUTE MASTER PLAN

Planning Context: Then Vs. Now

Master Plan (2010)	Master Plan Review (2020)
Create a single, cohesive truck network across the amalgamated city and prepare supporting policies.	Review and refine the truck network and policies based on alignment with: <ul style="list-style-type: none"> • The City's vision, objectives and desired outcomes; • Health and well being of the community; • Feedback, needs and lived experiences of stakeholders; and • Emerging technologies and goods movement policies.

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TRUCK ROUTE MASTER PLAN

- Review relevant **planning and goods movement documents**.
- Identify **problems and opportunities**.
- Determine **vision, goals, objectives and principles**.
- Define truck route **attributes and evaluation criteria**.
- Inventory of **health, technical, social and natural environment**.

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TRUCK ROUTE MASTER PLAN

- Conduct a goods movement **best practices and policy review** drawing on lessons learned from global cities (e.g. Public Health, Climate Change, Urban Consolidation Centres, emerging technologies).
- Determine **policy/practice applicability** to different geographies, corridors and environments within Hamilton.
- Recommend draft policy.

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TRUCK ROUTE MASTER PLAN

- Develop network alternatives** using a parametric geographic information system.
- Evaluate** network alternatives.
- Prepare the Truck Route Master Plan report**, and a draft by-law and schedule for Council's consideration.

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TRUCK ROUTE MASTER PLAN

Public & Stakeholder Consultation

Phase 1: Let's Talk Trucks

- Truck Route Subcommittee (2019-11-01)
- Meeting with adjacent municipalities and provincial Agencies (2020-01-08)
- Truck Advisory Focus Group
- Business Community (BIAs, Chambers)**
- Goods Movement Community**
- Public Information Centres (4 events) & pop-ups
- Interactive online mapping survey
- Educational sheets for events and project webpage
- Conversation kit

Phase 2: Preliminary Findings

- Truck Route Subcommittee
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Community Group Workshop/Focus Group
- Public Information Centres (4 events) & pop-ups

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TRUCK ROUTE MASTER PLAN

Key Influences and Issues

- Environment & Climate Emergency
- Public Health and Safety
- Network Connectivity
- Rural Issues
- Social Equity
- Emerging Technologies and Policies
- Development in Employment Areas
- Hot Spots

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TRUCK ROUTE MASTER PLAN

Environment and Climate Change

- Council-declared Climate Emergency.
- Transportation sector is a major source of emissions.
- Changing freeze-thaw cycles may require changes to reduced load restrictions.

Public Health and Safety

- Air quality along truck routes and across the city.
- Vision Zero.
- Safety/comfort concerns for pedestrians and cyclists along truck routes.
- Routes through urban and rural communities, and past sensitive receptors/land uses (e.g. schools, hospitals, parks).

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TRUCK ROUTE MASTER PLAN

Truck-Involved Collisions

- Reviewed five years of *truck-involved* collisions data (2014 -2018).
- Tend to involve rear-ends, sideswiping, stationary objects, and left/right turns.

Collision Type	2014	2015	2016	2017	2018	Total
Truck-Involved Only	230	220	266	179	206	1,101
Non-Truck-Involved	691	777	81	77	58	1,405
Personnel	6	44	0	46	2	98
Cyclist	1	6	0	0	1	8
Vehicle*	84	227	56	173	50	590
Property	1	2	1	2	0	6
Personnel	1	2	1	1	2	7
Equipt	17	15	0	15	1	48
Vehicle*	2	1	1	1	1	6
Total	924	907	327	257	264	1,682

*Includes vehicles involved in collisions with trucks, involving fire apparatus, other trucks, farm tractors, combine harvesters, school buses, and other vehicles. Excludes collisions involving other vehicles or any stationary objects (e.g. poles).

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TRUCK ROUTE MASTER PLAN

Network Connectivity

- Address demand within, to, from and thru Hamilton.
- Consistency with the truck route network of adjacent jurisdictions and MTO.

Rural Concerns

- Trucks/equipment travelling to aggregate facilities.
- Slow moving agricultural vehicles.
- Routes through residential settlement areas and sensitive receptors (e.g. schools, hospitals, parks).

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TRUCK ROUTE MASTER PLAN

Social Equity

- Avoiding the disproportionate impacts of truck route network effects on some areas of the City versus others.
- Mitigate impacts through policy, design considerations, and other strategies.

Emerging Technologies

- First and last-mile deliveries (e.g. urban consolidation centres, low/no-emission last-mile vehicles).
- Emerging technologies related to enforcement; improving load factors, route management, etc.

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TRUCK ROUTE MASTER PLAN

Development in Employment Areas

- Construction vehicles to develop land.
- Trucks to serve businesses in existing/planned employment areas.
- Employment growth forecasted in the:
 - Airport Economic Growth District,
 - Red Hill North and South;
 - Downtown Urban Growth Centre; and,
 - Existing employment areas (e.g. Bayfront, East Hamilton, Stoney Creek, Ancaster, Flamborough).

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TRUCK ROUTE MASTER PLAN

DRAFT Vision Statement

A truck route network that promotes the **safe, efficient, reliable, economical and sustainable** movement of goods, while being **equitable** to all citizens and **adaptable** to emerging trends and changing conditions.

What is your impression of the Vision Statement?

- I like it.
- I like it, but it needs some changes.
- I generally don't like it, but could like it with some changes.
- I don't like it at all.

What do you like about it?

How would you improve it?

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TRUCK ROUTE MASTER PLAN

DRAFT Goals (1 of 3)

Safe: Apply appropriate design standards to allow the safe passage of heavy vehicles on appropriate routes. Limit conflicts between trucks and vulnerable road users, such as pedestrians and cyclists, in alignment with the City's Vision Zero approach.

Efficiently Connected: Support the development of an efficient truck route network that provides direct connections among goods-generating land uses, the provincial highway network and the City's key inter-modal terminals – the Port and Hamilton International Airport and significant rail terminals. Work to ensure that the City is well connected by all freight modes with markets beyond Hamilton in Ontario and the United States.

Reliable: Remove bottlenecks and aim to provide adequate levels of service for the movement of both passengers and goods. Design resilience and redundancy into the transportation system in the event of incidents.

Adaptable: The TRMP takes steps to anticipate emerging trends and new technologies such as e-commerce, autonomous vehicles and automated manufacturing.

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TRUCK ROUTE MASTER PLAN

DRAFT Goals (2 of 3)

Economical: Support the economic aspirations of the City's industrial areas and of its key inter-modal hubs – the Port of Hamilton and Hamilton International Airport – through the continued development of these employment centres. Promote freight-friendly land use planning and help ensure access to these employment centres.

Equitable: Ensure that residents, the private-sector goods movement community, government agencies and other stakeholders are engaged throughout the planning and policy development processes, so that their needs can be met and so that they also can contribute meaningfully to the development and implementation of solutions.

Sustainable: Explore how to reduce the impacts of truck operations on local roads to improve environmental and social equity outcomes in the communities through which truck routes operate. Support the multi-modal aspirations for complete-liveable-better streets, and the advancement of freight technologies with lower environmental and health impacts.

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TRUCK ROUTE MASTER PLAN

DRAFT Goals (3 of 3)

Safe **Efficiently Connected**

Reliable **Adaptable** **Economical**

Equitable **Sustainable**

What is your impression of the Goals?

- I like them.
- I like them, but they need some changes.
- I generally don't like them, but could like them with some changes.
- I don't like them at all.

What do you like about the Goals?

How would you improve the Goals?

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TRUCK ROUTE MASTER PLAN

DRAFT Principles

- Create a safe network that allows goods to be transported economically.
- Maintain route consistency.
- Avoid the inequitable distribution of impacts on sensitive receptors and neighbourhoods.
- Minimize the demand for Police enforcement.
- Enable the plan to adapt to changing conditions.
- Maintain route connectivity and continuity to provide safe and reliable routes.
- Create efficient routes that optimize the use of higher-quality road facilities, and match the relationship of trucks to road category and roadway configuration.

What is your impression of the Principles?

- I like them.
- I like them, but they need some changes.
- I generally don't like them, but could like them with some changes.
- I don't like them at all.

What do you like about the Principles?

How would you improve the Principles?

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Network Design Trade-offs and Indicators

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TRUCK ROUTE MASTER PLAN

Would you rather see:

Fewer designated truck routes with potentially more truck traffic on the designated routes (i.e. a less dense network.)

or

More designated truck routes with potentially fewer trucks on each road (i.e. a denser network.)

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TRUCK ROUTE MASTER PLAN

Would you rather see:

More designated truck routes in residential areas to better manage where delivery trucks go.

or

Fewer designated truck routes in residential areas, allowing delivery truck operators to select the shortest path to their destination.

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TRUCK ROUTE MASTER PLAN

Would you rather see:

Have designated "truck roads" that are designed to prioritize truck movements over other modes.

or

Design every road to accommodate all modes of transportation, including pedestrians and cyclists, even if it means some conflicts with trucks.

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TRUCK ROUTE MASTER PLAN

Would you rather see:

Divert trucks to the nearest freeways or parkway, even if it means longer distance trips and potentially higher emissions.

or

Allow trucks to travel through the City on the most direct route to their destination.

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TRUCK ROUTE MASTER PLAN

What Indicators Are Important To You?

Efficient Connectivity	Reliability	Safety
<p>Key Connector: a road is part of the fastest route between major freight generators (e.g. port, airport, industrial areas).</p> <p>Barrier Crossing: a road crosses a barrier such as the Escarpment.</p> <p>Truck Volumes: existing number of trucks using a roadway.</p> <p>Road Class: if the roadway is identified in the City's Official Plan as being appropriate for trucks.</p>	<p>Congestion: how often vehicles face delays along a roadway.</p> <p>Reduced Load: if a roadway has weight restrictions during the Spring thaw.</p>	<p>Past Collisions with Pedestrian/ Cyclists: locations where injuries or fatalities took place that involved trucks.</p> <p>Misalignment with Adjacent Land Uses: avoiding roads that pass through/near parks, business improvement areas, and community facilities such as libraries and arenas.</p> <p>Misalignment with Other Road Uses: avoiding roads that have on-street bike facilities or are planned as part of the BLAST network.</p>
Sustainability & Public Health		Equity

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Next Steps

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Next Steps

- Continue with Phase 1 stakeholder and public consultation.
- Incorporate the feedback collected at this meeting, and other upcoming stakeholder meetings.
- Launch web page and web survey.
- Upcoming Public Information Centres (4 events).

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In one to two sentences, what final words do you want us to hear today?

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Thank You



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Business Community meeting Invited List (9:00 a.m.-12:00p.m.)

Representative	Organization
[REDACTED]	Ancaster BIA
[REDACTED]	Barton Village BIA
[REDACTED]	Concession Street BIA
[REDACTED]	Downtown Hamilton BIA
[REDACTED]	Downtown Dundas BIA
[REDACTED]	International village BIA
[REDACTED]	King West BIA
[REDACTED]	Locke Street BIA
[REDACTED]	Ottawa Street BIA
[REDACTED]	Stoney Creek BIA
[REDACTED]	Waterdown BIA
[REDACTED]	Main West Esplanade
[REDACTED]	Flamborough Chamber of Commerce
[REDACTED]	Stoney Creek Chamber of Commerce
[REDACTED]	Hamilton Chamber of Commerce
[REDACTED]	HABIA
[REDACTED]	Stryker
[REDACTED]	McMaster Innovation Park
[REDACTED]	Canada Bread/Bimbo
[REDACTED]	Maple Leaf
[REDACTED]	Mondelez International
[REDACTED]	Tim Hortons

Goods Movement meeting Invited List (1:30 p.m.-4:30p.m.)

Representative	Organization
[REDACTED]	Parkland
[REDACTED]	Parrish & Heimbecker Ltd.
[REDACTED]	ED smith
[REDACTED]	ArceloMittal
[REDACTED]	Hamilton International Airport
[REDACTED]	Stelco
[REDACTED]	Hamilton Oshawa Port Authority
[REDACTED]	Snowbird transportation
[REDACTED]	Rims Transport
[REDACTED]	Joseph Haulage
[REDACTED]	7 Star Transport
[REDACTED]	Lafarge
[REDACTED]	Cole Integrated
[REDACTED]	Fluke Transport
[REDACTED]	Agrico Canada
[REDACTED]	Bunge
[REDACTED]	Sucro Can
[REDACTED]	Vopak Terminals
[REDACTED]	Sylvite Agri-Svc Ltd
[REDACTED]	Samuel Son & Co
[REDACTED]	Imperial Oil
[REDACTED]	Nova Steel
[REDACTED]	Revolution Environment



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Minutes

To/Attention Notes to File **Date** March 18, 2020
From IBI Group **Project No** 121911

Subject Business Improvement Area & Chamber of Commerce: Meeting #1
Teleconference
Tuesday, March 17, 2020; 9:00 to 11:10 a.m.

Present

- [REDACTED] Ancaster Village BIA
- [REDACTED] Barton Village BIA
- [REDACTED] Downtown Hamilton BIA
- [REDACTED] Stoney Creek BIA and Westdale BIA
- [REDACTED] Waterdown BIA
- [REDACTED] Flamborough Chamber of Commerce
- [REDACTED] Hamilton Association of BIAs
- [REDACTED] McMaster Innovation Park
- [REDACTED] Maple Leaf
- Omar Shams, City of Hamilton
- Ron Stewart, IBI Group
- Anna Mori, IBI Group
- Trevor Jenkins, IBI Group

Regrets

- [REDACTED] Concession Street BIA
- [REDACTED] Downtown Dundas BIA
- [REDACTED] International village BIA
- [REDACTED] King West BIA
- [REDACTED] Locke Street BIA
- [REDACTED] Ottawa Street BIA
- [REDACTED] Waterdown BIA
- [REDACTED] Main West Esplanade
- [REDACTED], Stoney Creek Chamber of Commerce
- [REDACTED] Hamilton Chamber of Commerce
- [REDACTED] Stryker
- [REDACTED] Canada Bread/Bimbo
- [REDACTED] Mondelez International
- [REDACTED] Tim Hortons

Distribution Invitation list and the public record.

Item Discussed	Action By
<p>Introductions</p> <p>1. R. Stewart and O. Shams welcomed attendees and thanked them for contributing their time. Due to COVID-19, the in-person workshop has been changed to a teleconference.</p>	<p>INFO</p>
<p>Background</p> <p>2. R. Stewart presented a set of slides on the objectives of the study, the scope/approach, and key influences and issues that will be considered in the study.</p> <p>3. The meeting slide deck will be distributed with the minutes. If you have additional comments following the meeting, please submit them to omar.shams@hamilton.ca by Friday April 17, 2020.</p>	<p>INFO</p> <p>INFO</p>
<p>Workshop Activity #1: What's Your Itch?</p> <p>4. R. Stewart introduced the first activity, which provided an opportunity for participants to raise any issues they have or provide any comments they feel need to be heard. Comments are provided below, based on the organization.</p> <p>5. Ancaster Village BIA</p> <p>a. When there is an incident on Hwy. 403, trucks and traffic divert to Wilson St. through the BIA. Impacts the livability of the area and the vibrancy of the main street community. Would like to see redundancy in the network to limit situations like this.</p> <p>6. Barton Village BIA</p> <p>a. Half of the BIA and six cross-streets are truck routes. The section of the BIA that is not a truck route is more prosperous. Receive complaints from businesses that people don't want to walk along the street, making it difficult to revitalize that section of the BIA.</p> <p>b. Support removing as many truck routes as possible from local roadways and instead diverting them to provincial freeways and roads built for them (e.g. Burlington Street, Red Hill, Linc). Large trucks have killed people on streets. Shifting trucks to those roads doesn't preclude them from making local deliveries.</p> <p>c. There are too many routes, which makes enforcement a challenge. Have previously spoken with HPS about increasing enforcement. Have been told that they had tried to enforce the network, but the tickets were dismissed in court because the permitted routes are not adequately signed.</p>	<p>INFO</p> <p>INFO</p> <p>INFO</p>

Item Discussed	Action By
<p>7. Downtown Hamilton BIA</p> <ul style="list-style-type: none"> a. Support many of the comments from Barton BIA. b. Businesses and employers in the BIA require trucks for deliveries (e.g. professional services, hospitality). Support allowing these vehicles to access downtown. c. Not supportive of cut through trucks and would prefer to see them use local freeways. d. Interested in seeing how emerging technologies can be leveraged, particularly first/last mile options. 	<p>INFO</p>
<p>8. Westdale BIA</p> <ul style="list-style-type: none"> a. Do not have major day-to-day issues with trucks in the BIA. However, when there is an issue on Hwy. 403, trucks divert through the area. b. When Main Street was in poor condition with potholes, trucks and other traffic chose to travel through the BIA where the roads were in better condition. c. Recognize that the flow of goods needs to be maintained. Would like to see mitigating measures to look at the state of good repair of trucks routes, and make sure pavement along designated routes is in good condition to avoid infiltration into other areas. 	<p>INFO</p>
<p>9. Stoney Creek BIA</p> <ul style="list-style-type: none"> a. Like Westdale BIA, most trucks are making local deliveries. The current truck routes tend to be working okay, except during emergencies. b. Where there are closures on major roads, such as RHVP, there are trucks and vehicles that divert through the area. Support keeping Centennial Parkway as a redundant option. c. The pavement of truck routes in the area tend to be in good repair. 	<p>INFO</p>
<p>10. Hamilton Association of BIAs</p> <ul style="list-style-type: none"> a. Support many of the previous BIA's comments. b. New transportation modes, such as SoBi, scooters, and uber/lyft, can create conflicts, particularly around loading zones. Would like to see some guidance on how to address these types of issues. c. Have heard concerns from Waterdown about trucks using Waterdown Rd. to access Dundas St., when there are issues on Hwy. 403. The road is narrow and winding. 	<p>INFO</p>
<p>11. McMaster Innovation Park</p> <ul style="list-style-type: none"> a. Expecting significant growth; 1.5 million square foot expansion which will change the dynamics of the park. 	<p>INFO</p>

Item Discussed	Action By
<p>Have recently acquired the Hamilton Spectator building, and there is no direct connection between the campus and building.</p> <p>b. Have issues getting people and vehicles into and out of the park due to the limited road network. The planned Frid Street extension would help address this. The extension was planned to move ahead with the B-Line LRT.</p> <p>c. Have safety concerns about Aberdeen Ave. at the CP Rail bridge. The width of the underpass is very narrow and creates an uncomfortable environment to walk or bike under when a truck passes.</p> <p>d. The Park is a working innovation district. Connections to other municipalities is important, particularly Clappisons Corners (via. Hwy. 6), Burlington, and Toronto.</p>	INFO
<p>12. Maple Leaf Foods</p> <p>a. Believe that signage for drivers in their area can be improved, particularly for drivers that visit the area infrequently and may not be familiar with the routes.</p> <p>b. Have seen a rise in construction vehicles due to several ongoing projects. They have been observed to not respect the established routes.</p>	INFO
<p>13. Waterdown BIA</p> <p>a. When there are issues on Hwy. 403, trucks tend to divert to Dundas St., through the BIA.</p> <p>b. Have seen an increase in dump truck traffic due to proximity to quarries and new development. The volume along Hwy. 5 may decline due to the new fill by-law.</p> <p>c. The corridor is narrow through the BIA. They have experienced problems with trucks hitting stationary objects (e.g. banner arms, pole attachments), and damaging sidewalks when making turns. Have safety concerns, particularly for pedestrians.</p>	INFO
<p>14. Flamborough Chamber of Commerce</p> <p>a. The Hwy. 5/6 intersection is busy and is only getting busier. Safety concerns have been raised there due to the volume of traffic and aggressive driving that travellers have experienced. An interchange is planned, but the construction date is unknown.</p> <p>b. The Waterdown By-Pass is expected to address some of those issues. The current design has multiple signalized intersections, which may not be a faster alternative.</p> <p>c. Many independent operators don't have access to routing technologies. They tend to rely on Google Maps which</p>	INFO

Item Discussed	Action By
<p>directs them on the fastest route, which may not necessarily be a truck route.</p> <p>d. Suggest looking to better signage or larger/bright signage to improve compliance.</p>	
<p>DRAFT Policy Direction</p> <p>15. R. Stewart presented the DRAFT Vision Statement, Goals, Objectives and Principles. He emphasized that these are draft and will be updated based on feedback collected during Phase 1 of consultation.</p> <p>16. Vision Statement:</p> <p>a. Ancaster Village BIA: Mostly likes it. Would like to see measurable outcomes, particularly around 'equitable' and 'adaptable.'</p> <p>b. Barton Village BIA: Think it's pretty good. Needs to incorporate environmental/climate change, and public health. Do not see words that represent those concerns.</p> <p>c. Downtown Hamilton BIA: Likes it. Would like to see the inclusion of environmental issues. Not sure if the vision statement is entirely clear about what the outcome will be.</p> <p>d. Westdale/Stoney Creek BIA: Likes it with changes. Would want to see economic climate and environmental climate be part of the changing conditions section.</p> <p>e. Waterdown BIA: Supports the comments of the previous speakers.</p> <p>f. Hamilton Association of BIAs: Supports the comments of the previous speakers. Would like to see it tie into the climate emergency and emphasize the environmental impacts.</p> <p>g. MIP: Likes the general intent of the statement but thinks it's too wordy for a vision statement. Supports trying to make it tighter and easier to grasp.</p> <p>h. Maple Leaf Foods: Agrees that the statement is wordy, but also supports breaking out the key themes to emphasize their importance. Would like to see a climate and environmental component added.</p> <p>17. Goals: R. Stewart noted that based on feedback to-date, the 'equity' and 'sustainability' goals will be improved to focus on outcomes of the study rather than the process.</p> <p>a. Ancaster Village BIA: Likes them.</p> <p>b. Barton Village BIA: Need to have both a public health and environmental goal. Could be done by breaking the 'Sustainability' goal into two.</p> <p>c. Downtown Hamilton BIA: Likes them.</p>	<p>INFO</p> <p>INFO</p> <p>INFO</p>

Item Discussed	Action By
<ul style="list-style-type: none"> d. Westdale/Stoney Creek BIA: Likes them. Would like to see the adjustments suggested by the Barton Village BIA. e. Waterdown BIA: Fine with the goals. f. Hamilton Association of BIAs: Supportive of the goals. Supports the comments made by others. g. MIP: Likes them. h. Maple Leaf Foods: Supportive of the goals. Would like to see environmental and climate change given more prominence as discussed. 	
<p>18. Principles.</p> <ul style="list-style-type: none"> a. Question: what does #2 'Maintaining route consistency' mean? Answer: Prefer to have continues routes that avoid/minimize gaps or jobs in the network. May be better to think of it as "simplicity" in the network. b. Ancaster Village BIA: Unsure how equity can be measured. For adaptability, how can feedback be incorporated once the network is implemented to enable the network to adapt? c. Barton Village BIA: No mention of environment or health. Unsure how Principle #4 'minimize enforcement' agrees with the goals and principles. It may be more appropriate to make it 'clear signage.' If routes do change as part of this process, then enforcement would be required during the transition period. Also need to focus on educating truck operators and companies of the changes to the network. d. Downtown Hamilton BIA: Supportive of the comments provided by Barton Village BIA. e. Westdale/Stoney Creek BIAs: Supportive of the comments provided by Barton Village BIA. f. Waterdown BIA: The principles reflect many of the concerns of the BIA, especially #2 'route consistency' and #7 'use of higher-quality road facilities'. They provide a balance between minimize the negative impacts of truck volumes on the BIA, balancing efficiency of moving goods, and allowing downtown districts to be destinations. g. MIP: Question: Are these shown in priority? Am supportive of Principle #7 'use of higher-quality road facilities', #2 'route consistency' and #6 'route connectivity, safety and reliability,' but thinks #7 should be the top priority. Answer: No, the principles are shown in no particular order. h. Maple Leaf Foods: Nothing further to add. 	<p>INFO</p>

Item Discussed	Action By
Trade-Offs and Network Indicators	
19. R. Stewart presented a set of “trade-off” questions. Participants were asked their initial views on two statements. It was emphasized that answers are not binding, and that the study team was looking to get first impressions.	INFO
20. Fewer designated truck routes with potentially more truck traffic on the designated routes (i.e. a less dense network.) vs. more designated truck routes with potentially fewer trucks on each road (i.e. a denser network.) <ul style="list-style-type: none"> a. Ancaster Village BIA: Depends on where the routes go. Could support both directions but would like routes through BIA removed. b. Barton Village BIA: Supports having fewer routes. c. Downtown Hamilton BIA: Supports comments from the previous two BIAs. d. Westdale/Stoney Creek BIAs: Prefer fewer routes, but it would depend where the routes are located. e. Waterdown BIA: Depends on where the routes go. Supports taking trucks away from the BIA roads. f. MIP: Initial thoughts is to support fewer routes, but after listening to the other comments, could support either approach. g. Maple Leaf Foods: In their area, there are few routes, particularly since construction in the area has impacted some roadways. Are supportive of increasing signage to provide guidance. 	INFO
21. More designated truck routes in residential areas to better manage where delivery trucks go vs. fewer designated truck routes in residential areas, allowing delivery truck operators to select the shortest path to their destination. <ul style="list-style-type: none"> a. Ancaster Village BIA: Not sure at this time. b. Barton Village BIA: Delivery trucks are not the vehicles they have concerns with; the concern is with large industrial trucks. People don’t mind large trucks delivering to grocery stores, or delivery trucks on their routes. c. Downtown Hamilton BIA: Delivery trucks are not the concern. They go directly to their destination and then leave. d. Westdale/Stoney Creek BIAs: Delivery trucks are not the concern. e. Waterdown BIA: Can support both from the perspective of both a resident and the BIA Executive Director. Have several businesses that rely on large trucks (e.g. Fortinos, Sobeys, Turkstra Lumber), which can overwhelm the 	INFO

Item Discussed	Action By
<p>heritage core. Members are vocal about removing these trucks.</p> <p>f. MIP: Prefers the designated routes instead of operators picking their shortest path. However, can see the advantages and disadvantages of both.</p> <p>g. Maple Leaf Foods: Similar perspective as MIP. Recalled the saying “the more options you give people, the more likely that they are willing to create their own.”</p> <p>22. Have designated “truck roads” that are designed to prioritize truck movements over other modes vs. design every road to accommodate all modes of transportation, including pedestrians and cyclists, even if it means some conflicts with trucks.</p> <p>a. Ancaster Village BIA: Trucks Roads, but not at the exclusion of pedestrians. There are competing demands for road space among different users. For new roads that are being planned, would strongly support designing them for all users, but it may be challenging to retrofit existing roadways.</p> <p>b. Barton Village BIA: Truck Roads. Trucks are bigger and their size/mass makes it challenging for them to mix with pedestrians and cyclists.</p> <p>c. Downtown Hamilton BIA: Supports Truck Roads if they are not main streets.</p> <p>d. Westdale/Stoney Creek BIAs: It depends. Would like to see Truck Roads limited to industrial areas.</p> <p>e. Waterdown BIA: Support the comments of Downtown Hamilton BIA and Westdale/Stoney Creek BIAs, but it would depend on the specific type of truck. The concern in Waterdown is the large tractor trailers, dump trucks, and heavy industrial trucks.</p> <p>f. MIP: The Park is growing to become a live, work and play destination. That can be challenging within an employment area. Therefore, support roadways for all users.</p> <p>g. Maple Leaf Foods: Like previous comments, would support all users in the ideal world. However, given safety concerns and issues that have been raised, would be inclined to support truck roads.</p>	<p>INFO</p>
<p>23. Divert trucks to the nearest freeways or parkway, even if it means longer distance trips and potentially higher emissions. vs. allow trucks to travel through the City on the most direct route to their destination.</p> <p>a. Ancaster Village BIA: Support the more environmentally friendlier option, however it would depend on the impacts to the local community.</p>	<p>INFO</p>

Item Discussed	Action By
<ul style="list-style-type: none"> b. Barton Village BIA: Strongly supports directing trucks to the nearest freeway to improve the quality of life, support businesses, and enhance the downtown cores. c. Downtown Hamilton BIA: Supports comments from the Barton Village BIA. d. Westdale/Stoney Creek BIAs: Supports using freeways but using the most direct route for destinations off the network. e. Waterdown BIA: Supports using freeways. f. MIP: Supports using freeways. g. Maple Leaf Foods: Supports using freeways. 	
<p>24. Important Indicators</p> <ul style="list-style-type: none"> a. Maple Leaf Foods: Safety would be the top concern, followed by sustainable and public health, and then efficiency. Measures to consider could include the number of trucks on the road and improving load factors and fill capacity of trailers. Would be best to work directly with shippers to improve the efficiency of trucks. b. MIP: Sustainability and public health are a top priority. One area that isn't included is innovation. Should consider how new technologies (e.g. drones, AI) could be used, possibly under sustainability. c. Waterdown BIA: Views all the indicators as important, particularly sustainability and environment. Some sort of air quality/emissions measure should be added into the framework. Notes that routes that increase idling should be avoided. One consideration for truck routes is to improve environmental design: could trees and natural carbon filters be built into the design of new truck routes? d. Westdale/Stoney Creek BIAs: Safety balanced with sustainability and economic sustainability are top priorities. Supports Waterdown's comments to avoid congestion and make routes efficient. e. Downtown Hamilton BIA: Supports all five categories; all are important. f. Barton Village BIA: Would like to see some measure related to emissions added. Environment Hamilton has collected air quality and vibration data, and a MECP monitoring station is located near Beasley Park. For equity, need to evaluate if it's fair that areas with poor air quality near industrial areas should have trucks routes. Adding some measure of vibrancy would be beneficial. g. Ancaster Village BIA: The safety indicators capture many of the concerns of the BIA, particularly around having routes that avoid passing near parks, schools, etc. Would 	<p>INFO</p>

Item Discussed	Action By
<p>also like to see a way to avoid or minimize trucks idling near sensitive locations.</p>	
<p>Next Steps</p>	
<p>25. Draft materials will be updated based on feedback collected during Phase 1 consultation.</p>	INFO
<p>26. The next meeting of this group will take place during Phase 2.</p>	INFO
<p>Final Word</p>	
<p>27. Participants were invited to share any final thoughts or comments they had prior to ending the meeting.</p> <ul style="list-style-type: none"> a. Maple Leaf Foods: The meeting has been informative; appreciated hearing the comments from the other organizations. b. MIP: Given that many people couldn't make the meeting, would it be possible to hold another meeting? The City of Hamilton will review the feasibility after the meeting. c. Waterdown BIA: No additional comments. d. Westdale/Stoney Creek BIAs: No additional comments. e. Downtown Hamilton BIA: This study is a positive step forward. Supports having another call for those who couldn't attend. f. Barton Village BIA: Have lots of businesses and property owners who are passionate about the community. They are very interested in this study and will want to participate. g. Ancaster Village BIA: Appreciates that the City is opening the box to hearing views and considering different alternatives. 	<p>INFO</p> <p>City of Hamilton</p>
<p>28. O. Shams thanked everyone for attending. He requested that any further comments be sent to him after the meeting. The City is exploring ways to engage stakeholders and the public that don't require in-person contact.</p>	INFO



Hamilton Truck Route Master Plan Update Goods Movement Community

IBI GROUP
In association with GLPi and
David Kriger Consultants
July 14, 2020

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TRUCK ROUTE MASTER PLAN

Agenda

1. Background
2. What's Your Itch?
3. *DRAFT* Policy Direction
4. Network Design Trade-Offs and Indicators
5. Next Steps
6. Final Words

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Background

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TRUCK ROUTE MASTER PLAN

“To be the best place to raise a child and age successfully”

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TRUCK ROUTE MASTER PLAN

Objectives of the TRMP Review

- Review the **existing truck route network**;
- Identify the **current and projected truck route-related problems**;
- Develop, evaluate, and **recommend solutions**; and
- Recommend supporting policies and tools that the City can consider to **mitigate the current problems and manage the potential future challenges**.

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TRUCK ROUTE MASTER PLAN

Planning Context: Then Vs. Now

Master Plan (2010)	Master Plan Review (2020)
Create a single, cohesive truck network across the amalgamated city and prepare supporting policies.	Review and refine the truck network and policies based on alignment with: <ul style="list-style-type: none"> • The City's vision, objectives and desired outcomes; • Health and well being of the community; • Feedback, needs and lived experiences of stakeholders; and • Emerging technologies and goods movement policies.

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TRUCK ROUTE MASTER PLAN

- Review relevant **planning and goods movement documents**.
- Identify **problems and opportunities**.
- Determine **vision, goals, objectives and principles**.
- Define truck route **attributes and evaluation criteria**.
- Inventory of **health, technical, social and natural environment**.

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TRUCK ROUTE MASTER PLAN

- Conduct a goods movement **best practices and policy review** drawing on lessons learned from global cities (e.g. Public Health, Climate Change, Urban Consolidation Centres, emerging technologies).
- Determine **policy/practice applicability** to different geographies, corridors and environments within Hamilton.
- Recommend draft policy.

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TRUCK ROUTE MASTER PLAN

- Develop network alternatives** using a parametric geographic information system.
- Evaluate** network alternatives.
- Prepare the Truck Route Master Plan report**, and a draft by-law and schedule for Council's consideration.

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TRUCK ROUTE MASTER PLAN

Public & Stakeholder Consultation

Phase 1: Let's Talk Trucks

- Truck Route Subcommittee (2019-11-01)
- Meeting with adjacent municipalities and provincial Agencies (2020-01-08)
- Truck Advisory Focus Group
- Business Community (BIAs, Chambers)
- Goods Movement Community**
- Virtual Public Information Centre
- Interactive online mapping survey
- Educational sheets for events and project webpage
- Conversation kit

Phase 2: Preliminary Findings

- Truck Route Subcommittee
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Community Group Workshop/Focus Group
- Public Information Centres (4 events) & pop-ups

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TRUCK ROUTE MASTER PLAN

Key Influences and Issues

- Environment & Climate Emergency
- Public Health and Safety
- Network Connectivity
- Rural Issues
- Social Equity
- Emerging Technologies and Policies
- Development in Employment Areas
- Problem Locations

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TRUCK ROUTE MASTER PLAN

Environment and Climate Change

- Council-declared Climate Emergency.
- Transportation sector is a major source of emissions.
- Changing freeze-thaw cycles may require changes to reduced load restrictions.

Public Health and Safety

- Air quality along truck routes and across the city.
- Vision Zero.
- Safety/comfort concerns for pedestrians and cyclists along truck routes.
- Routes through urban and rural communities, and past sensitive receptors/land uses (e.g. schools, hospitals, parks).

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TRUCK ROUTE MASTER PLAN

Truck-Involved Collisions

- Reviewed five years of *truck-involved* collisions data (2014 -2018).
- Tend to involve rear-ends, sideswiping, stationary objects, and left/right turns.

Collision Type	2014	2015	2016	2017	2018	Total
Truck-Involved Only	230	220	266	170	206	1,192
Non-Truck-Involved	691	777	81	77	58	1,405
Proportion	6	44	0	46	2	22
Equival	1	6	0	0	1	8
Vehicle*	84	72	56	73	50	335
Equival	1	2	2	3	3	11
Proportion	17	33	0	33	1	64
Equival	2	1	1	1	1	6
Vehicle*	2	1	1	1	1	6
Total	924	997	327	247	264	1,762

*Includes vehicles involved in collisions with trucks, involving fire apparatus, other trucks, farm trucks, combine harvesters, school buses, and other trucks. Excludes collisions involving other vehicles or any stationary objects (e.g. poles).

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Network Connectivity

- Address demand within, to, from and thru Hamilton.
- Consistency with the truck route network of adjacent jurisdictions and MTO.

Rural Concerns

- Trucks/equipment travelling to aggregate facilities.
- Slow moving agricultural vehicles.
- Routes through residential settlement areas and sensitive receptors (e.g. schools, hospitals, parks).

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TRUCK ROUTE MASTER PLAN

Social Equity

- Avoiding the disproportionate impacts of truck route network effects on some areas of the City versus others.
- Mitigate impacts through policy, design considerations, and other strategies.

Emerging Technologies

- First and last-mile deliveries (e.g. urban consolidation centres, low/no-emission last-mile vehicles).
- Emerging technologies related to enforcement; improving load factors, route management, etc.

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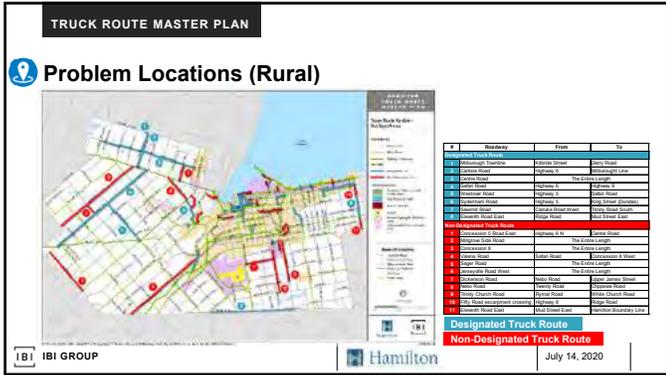
TRUCK ROUTE MASTER PLAN

Development in Employment Areas

- Construction vehicles to develop land.
- Trucks to serve businesses in existing/planned employment areas.
- Employment growth forecasted in the:
 - Airport Economic Growth District,
 - Red Hill North and South;
 - Downtown Urban Growth Centre; and,
 - Existing employment areas (e.g. Bayfront, East Hamilton, Stoney Creek, Ancaster, Flamborough).

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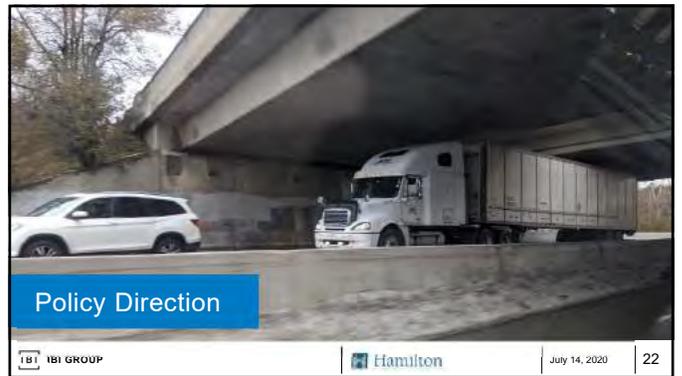
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TRUCK ROUTE MASTER PLAN

How to Vote in Teams

1. Open the chat box at the bottom of Teams
2. Select your response on the ballot
3. We'll share the results after the poll closes

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TRUCK ROUTE MASTER PLAN

Vision Goals Principles

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TRUCK ROUTE MASTER PLAN

DRAFT Vision Statement

A sustainable truck route network that supports Hamilton's community liveability and economic aspirations.

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TRUCK ROUTE MASTER PLAN

DRAFT Vision Statement

A sustainable truck route network that supports Hamilton's community liveability and economic aspirations.

What is your impression of the Vision Statement?

- a) I like it.
- b) I like it, but it needs some changes.
- c) I generally don't like it, but could like it with some changes.
- d) I don't like it at all.

What do you like about it?

How would you improve it?

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TRUCK ROUTE MASTER PLAN

DRAFT Goals: Sustainable

Environmentally Sustainable: Explore how to reduce the impacts of truck operations on local roads and communities to improve environmental, climate change and public health outcomes in the communities through which truck routes operate, and respond to the Climate Emergency. Support the multi-modal aspirations for complete-liveable-better streets. Support the advancement of freight technologies with lower environmental and health impacts.

Adaptable: The TRMP takes steps to anticipate emerging trends and new technologies such as e-commerce, autonomous vehicles and automated manufacturing, and provides a framework for addressing future issues.

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TRUCK ROUTE MASTER PLAN

DRAFT Goals: Community Liveability

Safe: Apply appropriate design standards to allow the safe passage of heavy vehicles on appropriate routes. Limit conflicts between trucks and vulnerable road users, such as pedestrians and cyclists, in alignment with the City's Vision Zero approach.

Equitable: Distribute the unavoidable impacts of the truck route network, including emissions, vibrations, and public health impacts, away from socially disadvantage areas that already experience additional societal burdens so as to not place them at a hindrance, including public health, safety, and the environment.

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TRUCK ROUTE MASTER PLAN

DRAFT Goals: Economic Aspirations

Economic Prosperity: Support the economic aspirations of the City's BIAs, urban growth centre, employment areas and of its key inter-modal hubs – the Port of Hamilton and Hamilton International Airport – through the continued development of these employment centres. Promote freight-friendly land use planning and help ensure access to these employment centres, as appropriate.

Efficiently Connected: Support the development of an efficient truck route network that provides direct connections among goods-generating land uses, the provincial highway network and the City's key inter-modal terminals – the Port of Hamilton and Hamilton International Airport and significant rail terminals. Work to ensure that the City is well connected by all freight modes within and beyond Hamilton, including Ontario and the United States.

Reliable: Remove bottlenecks and aim to provide adequate levels of service for the movement of both passengers and goods. Design resilience and redundancy into the transportation system in the event of incidents.

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TRUCK ROUTE MASTER PLAN

DRAFT Goals (3 of 3)

Safe Efficiently Connected

Reliable Adaptable Equitable

Environmentally Sustainable

Economic Prosperity

What is your impression of the Goals?

- a) I like them.
- b) I like them, but they need some changes.
- c) I generally don't like them, but could like them with some changes.
- d) I don't like them at all.

What do you like about the Goals?

How would you improve the Goals?

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TRUCK ROUTE MASTER PLAN

DRAFT Principles

- 1 Create a safe network for all road users, including pedestrians and cyclists.
- 2 Enable goods to be transported economically.
- 3 Have a transparent route selection process.
- 4 Avoid the inequitable distribution of impacts (e.g. public health, emissions, vibrations) on sensitive receptors/land uses, such as schools, hospitals, parks, residential neighbourhoods, and community destinations.
- 5 Specify routes clearly and intuitively to minimize the need for Police enforcement.
- 6 Enable the plan to adapt to changing conditions.
- 7 Maintain route connectivity and continuity to provide reliable routes.
- 8 Create efficient routes that optimize the use of higher-quality road facilities, and match the relationship of trucks to road category and roadway configuration.

What is your impression of the Principles?

- a) I like them.
- b) I like them, but they need some changes.
- c) I generally don't like them, but could like them with some changes.
- d) I don't like them at all.

What do you like about the Principles?

How would you improve the Principles?

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Network Design Trade-offs and Indicators

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TRUCK ROUTE MASTER PLAN

Would you rather see:

Fewer designated truck routes with potentially more truck traffic on the designated routes (i.e. a less dense network.)

or

More designated truck routes with potentially fewer trucks on each road (i.e. a denser network.)

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TRUCK ROUTE MASTER PLAN

Would you rather see:

More designated truck routes in residential areas to better manage where delivery trucks go.

or

Fewer designated truck routes in residential areas, allowing delivery truck operators to select the shortest path to their destination.

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Would you rather see:

Have designated "truck roads" that are designed to prioritize truck movements over other modes.

or

Design every road to accommodate all modes of transportation, including pedestrians and cyclists, even if it means some conflicts with trucks.

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Would you rather see:

Divert trucks to the nearest freeways or parkway, even if it means longer distance trips and potentially higher emissions.

or

Allow trucks to travel through the City on the most direct route to their destination.

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TRUCK ROUTE MASTER PLAN

What Indicators Are Important To You? (1 of 2)

Efficient Connectivity	Reliability	Safety
<p>Key Connector: a road is part of the fastest route between major freight generators (e.g. port, airport, industrial areas).</p> <p>Barrier Crossing: a road crosses a barrier such as the Escarpment.</p> <p>Truck Volumes: existing number of trucks using a roadway.</p> <p>Road Class: if the roadway is identified in the City's Official Plan as being appropriate for trucks.</p>	<p>Congestion: how often vehicles face delays along a roadway.</p>	<p>Past Collisions with Pedestrians/ Cyclists: locations where injuries or fatalities took place that involved trucks.</p> <p>Misalignment with Adjacent Land Uses: avoiding roads that pass through/near parks, business improvement areas, and community facilities such as libraries and arenas.</p> <p>Misalignment with Other Road Uses: avoiding roads that have on-street bike facilities or are planned as part of the BLAST network.</p>

Sustainability & Public Health Equity

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TRUCK ROUTE MASTER PLAN

What Indicators Are Important To You? (2 of 2)

Sustainability & Public Health	Equity
<p>Proximity to Significant Community Facilities: a route is near a major community destinations such as a school, hospitals or long-term care facilities.</p> <p>Reduced Load: if a roadway has weight restrictions during the Spring thaw.</p>	<p>Air Quality: avoiding areas where air pollutants concentrations are modelled to be 25 to 50% of the provincial ambient air quality criteria for ozone, particulate matter (PM10) and nitrogen-dioxide.</p> <p>Low-Income Household Prevalence: avoiding communities where the proportion of low-income households are 50% higher than the city average.</p>

Efficient Connectivity Reliability Safety

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Next Steps

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TRUCK ROUTE MASTER PLAN

Next Steps

- Continue with Phase 1 stakeholder and public consultation.
- Incorporate the feedback collected at this meeting, and other upcoming stakeholder meetings.
- Launch web page and web survey.

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In one to two sentences, what final words do you want us to hear today?

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Thank You

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Minutes

To/Attention	Notes to File	Date	August 4, 2020
From	IBI Group	Project No	121911
Subject	Goods Movement Community: Meeting #1 Virtual Meeting (Teams) Tuesday, July 14, 2020; 1:30 to 3:30 p.m.		
Present	Goods Movement Community [REDACTED] Hamilton-Oshawa Port Authority [REDACTED] DHL [REDACTED] Purolator [REDACTED] John C. Munro Hamilton International Airport [REDACTED] Hamilton-Oshawa Port Authority [REDACTED] Sun Canadian Pipeline Co. [REDACTED] Hamilton-Oshawa Port Authority [REDACTED] Sun Canadian Pipeline Co. [REDACTED] Imperial Oil [REDACTED] Ontario Trucking Association [REDACTED] Agrico Canada [REDACTED] Lafarge [REDACTED] Lafarge [REDACTED] Sucro Can [REDACTED] Federal Marine Terminals Truck Route Focus Group (Auditing the Process) [REDACTED] Hamilton Industrial Environmental Association [REDACTED] McMaster Institute of Transportation & Logistics [REDACTED] Environment Hamilton [REDACTED] McMaster Institute for Transportation & Logistics [REDACTED] Environment Hamilton [REDACTED] Cycle Hamilton [REDACTED] East Mountain Community [REDACTED] Truck Route Reboot [REDACTED] East Mountain Community [REDACTED] City of Hamilton Project Team Omar Shams, City of Hamilton Ron Stewart, IBI Group Anna Mori, IBI Group Trevor Jenkins, IBI Group		
Regrets	60 Goods Movement Community members		
Distribution	Invitation list and the public record.		

Item Discussed	Action By										
<p>Introductions</p> <ol style="list-style-type: none"> O. Shams and R. Stewart welcomed attendees and thanked them for contributing their time. Due to COVID-19, the in-person workshop planned for March 2020 has been changed to a teleconference. O. Shams noted that ten attendees are members of the Truck Route Focus Group and were invited to audit the process. The purpose of the meeting is to get initial impressions on the draft policy direction that will guide the study. 	<p>INFO</p> <p>INFO</p> <p>INFO</p>										
<p>Background</p> <ol style="list-style-type: none"> R. Stewart presented a set of slides on the objectives of the study, the scope/approach, and key influences and issues that will be considered in the study. The meeting slide deck will be distributed with the meeting notes. If you have additional comments, please submit them to omar.shams@hamilton.ca by Friday August 14, 2020. 	<p>INFO</p> <p>City of Hamilton</p>										
<p>DRAFT Policy Direction</p> <ol style="list-style-type: none"> R. Stewart presented the DRAFT Vision Statement, Goals, Objectives and Principles. He emphasized that these are draft and will be updated based on feedback collected during Phase 1 of consultation. A poll was held in each of the sections below to understand attendees' opinions, including auditing individuals. DRAFT Vision Statement: 'A sustainable truck route network that supports Hamilton's community liveability and economic aspirations.' <table border="1" data-bbox="423 1297 1149 1570"> <thead> <tr> <th>Option</th> <th>Responses</th> </tr> </thead> <tbody> <tr> <td>I like it</td> <td>5</td> </tr> <tr> <td>I like it, but it needs some changes</td> <td>2</td> </tr> <tr> <td>I don't like it but could with some changes</td> <td>1</td> </tr> <tr> <td>I don't like it at all</td> <td>0</td> </tr> </tbody> </table> <p><i>Comments Received – Goods Movement Community</i></p> <ul style="list-style-type: none"> Should incorporate support for existing businesses. Appreciate that is acknowledges both community and economic interests as they work together. 'Sustainable' suggests a long-term view which they support. <p><i>Comments Received – Truck Route Focus Group</i></p> <ul style="list-style-type: none"> The word 'sustainable' is vague. It may need some clarification about what it actually means. 	Option	Responses	I like it	5	I like it, but it needs some changes	2	I don't like it but could with some changes	1	I don't like it at all	0	<p>INFO</p> <p>INFO</p>
Option	Responses										
I like it	5										
I like it, but it needs some changes	2										
I don't like it but could with some changes	1										
I don't like it at all	0										

Item Discussed

- Suggest the emphasis should be on community living as opposed to liveability.
8. DRAFT Goals are classified into three pillars:
- a. Sustainable
 - Environmentally Sustainable
 - Adaptable
 - b. Community Liveability
 - Safe
 - Equitable
 - Economic Aspirations
 - c. Economic Prosperity
 - Efficiently Connected
 - Reliable

Option	Responses
I like it	3
I like it, but it needs some changes	4
I don't like it but could with some changes	0
I don't like it at all	0

Comments Received – Goods Movement Community

- Agree with safe.
- Support economic development in rural areas.
- “Safe” is primarily focused on people, but consideration should be given to safe infrastructure too.
- Agree with the goals, particularly safety.
- Strongly support all the goals 'efficiently connected', 'safe', 'reliable', economic prosperity', 'environmentally sustainable' that would address removing bottlenecks specifically Highway 6 access, and better streetlighting to improve the route for movement of goods and people to/from the airport.
- Maybe 'reflect the needs of all road users'.

Comments Received – Truck Route Focus Group

- None.

Action By

INFO

Item Discussed	Action By										
<p>9. Principles</p> <table border="1" data-bbox="427 327 1149 600"> <thead> <tr> <th>Option</th> <th>Responses</th> </tr> </thead> <tbody> <tr> <td>I like it</td> <td>2</td> </tr> <tr> <td>I like it, but it needs some changes</td> <td>4</td> </tr> <tr> <td>I don't like it but could with some changes</td> <td>0</td> </tr> <tr> <td>I don't like it at all</td> <td>0</td> </tr> </tbody> </table> <p><i>Comments Received – Truck Route Focus Group</i></p> <ul style="list-style-type: none"> Q: Draft Principles #2 How is an appropriate route determined? What are the criteria? A: R. Stewart responded that is part of the work underway now. By defining the Vision, Goals and Principles and talking with stakeholders, the project team aims to understand what is important to the groups and what data is available to develop the network with. Need more specifics about police enforcement. 	Option	Responses	I like it	2	I like it, but it needs some changes	4	I don't like it but could with some changes	0	I don't like it at all	0	INFO
Option	Responses										
I like it	2										
I like it, but it needs some changes	4										
I don't like it but could with some changes	0										
I don't like it at all	0										
<p>Trade-Offs and Network Indicators</p> <p>10. R. Stewart presented a set of “trade-off” questions. Participants were asked their initial views on two statements. It was emphasized that answers are not binding, and that the study team was looking to get first impressions.</p> <p>11. Fewer designated truck routes with potentially more truck traffic on the designated routes (i.e. a less dense network.) vs. more designated truck routes with potentially fewer trucks on each road (i.e. a denser network.)</p> <table border="1" data-bbox="427 1293 1149 1440"> <thead> <tr> <th>Option</th> <th>Responses</th> </tr> </thead> <tbody> <tr> <td>Fewer designated truck routes</td> <td>2</td> </tr> <tr> <td>More designated truck routes</td> <td>3</td> </tr> </tbody> </table> <p><i>Comments Received – Goods Movement Community</i></p> <ul style="list-style-type: none"> Hard to comment without seeing a map of routes. For the goods movement community, the key is understanding essential routes - not really a question of more or fewer. Should recognize that the network is not the only way to influence specific movements or route choices; for instance, technology. <p><i>Comments Received – Truck Route Focus Group</i></p> <ul style="list-style-type: none"> The issue with the current route network is it has far too many streets included. 	Option	Responses	Fewer designated truck routes	2	More designated truck routes	3	INFO INFO				
Option	Responses										
Fewer designated truck routes	2										
More designated truck routes	3										

Item Discussed

Action By

12. More designated truck routes in residential areas to better manage where delivery trucks go vs. fewer designated truck routes in residential areas, allowing delivery truck operators to select the shortest path to their destination.

INFO

Option	Responses
More truck routes in residential areas	1
Fewer truck routes in residential areas	5

Comments Received – Goods Movement Community

- The needs of industrial users are different than delivery trucks.
- You can't "prevent" a delivery to a business or residence.

Comments Received – Truck Route Focus Group

- The truck route has nothing to do with last mile delivery, the truck route is for through traffic. Sorry, it's not an opinion, it's written in the bylaw. Q: Is the bylaw wording being changed? A: R. Stewart clarified that a complaint has been that some larger delivery vehicles are not taking the shortest path to their destination. One approach is to provide more designated truck routes in problem areas to reduce the variability. In response to R. Stewart's clarification: Sorry if I mistook the question, I thought it was about what streets are on or off the route.
- What about pick up centres, as a way to avoid door to door deliveries?
- Q: How do delivery models like Uber Eats and Amazon come into play when designing the truck route network? A: R. Stewart responded that the focus of the truck route network is on vehicles over 4,500 kg which would exclude the typical passenger vehicles used for Uber Eats and those type of delivery models.

13. Have designated "truck roads" that are designed to prioritize truck movements over other modes vs. design every road to accommodate all modes of transportation, including pedestrians and cyclists, even if it means some conflicts with trucks.

INFO

Option	Responses
Have designated "truck roads"	1
Design every road to accommodate all modes	2

Item Discussed

Action By

Comments Received – Goods Movement Community

- Perhaps design truck routes to accommodate all road users safely.
- Truck routes and bike lanes should not necessarily be mutually exclusive if the route is well designed for safety

Comments Received – Truck Route Focus Group

- We have designated truck roads (e.g. Nikola Tesla) and trucks should be routed to them.

14. Divert trucks to the nearest freeways or parkway, even if it means longer distance trips and potentially higher emissions. vs. allow trucks to travel through the City on the most direct route to their destination.

INFO

Option	Responses
Divert trucks to the nearest freeway or parkway.	1
Design every road to accommodate all modes.	2

Comments Received – Truck Route Focus Group

- Felt the question was pre-loaded and biased. How can you know where emissions are lower unless you do the measurement on trucks starting and stopping at red lights?

15. Important Indicators

INFO

Comments Received – Goods Movement Community

- Truck routes and bike lanes should not necessarily be mutually exclusive if the route is well designed for safety
- There are times when nighttime deliveries are required to construction sites.

Comments Received – Truck Route Focus Group

- Does 'reliability' relate to trucks or cars? I find when driving that being on a truck route is slower as a driver.
- Include quality of life: people have moved away from Cannon Street because of trucks.
- Include lost business opportunity/revenue: businesses cannot open because of trucks, such as Barton St. where there's no revitalization in the section that is a designated truck route. Concerned that only concerns of revenue from goods movement is being considered, and not the revenue of businesses surviving (or not) along the truck route.

Item Discussed	Action By
<ul style="list-style-type: none"> • Incorporate an indicator to be the adoption of best practices from other parts of the world (e.g. directional lane flow at peak times of day). R. Stewart responded that a global best practices review is taking place as part of Phase 2 to inform policy development. • Don't think many people are interested in nighttime delivery. What the community wants is for trucks at the waterfront to use Burlington Street 24 hours a day and no industrial traffic should use the city to get to the "Linc" or the 403, they should use the ring highways. Nighttime delivery is ok if the truck is actually delivering. It's the through traffic that the truck route bylaw is about. • You should also describe what is meant by 'conflict' between trucks and other road users. • The conclusion that mixing traffic types is dangerous means we aren't open to proper infrastructure design. 	
<p>Next Steps</p> <ol style="list-style-type: none"> 16. Draft materials will be updated based on feedback collected during Phase 1 consultation. 17. The Public Information Centre will be done virtually. Expect more information in the coming weeks. 18. The next meeting of this group will take place during Phase 2. 	<p>INFO</p> <p>INFO</p> <p>INFO</p>
<p>Final Word</p> <ol style="list-style-type: none"> 19. Participants were invited to share any final thoughts or comments they had prior to ending the meeting. <p><i>Comments Received – Goods Movement Community</i></p> <ul style="list-style-type: none"> • Critical to recognize that this truck route network is based on vehicle gross weight (4,500+ kg) and that smaller delivery vehicles are a separate discussion. • A pinch point is access to/from YHM (the airport). Need investments in highway infrastructure to improve lighting issues at some locations, and road capacity constraints along Hwy. 403 to improve connections to Toronto and Southern Ontario. Need to lobby the Province and/or City to improve these connections. • Consider other tools that can support the truck route network (e.g. technology) and the role they can play in supporting the network. <p><i>Comments Received – Truck Route Focus Group</i></p> <ul style="list-style-type: none"> • Would have been helpful to receive the presentation in advance of the meeting to provide time to reflect on the materials and provide more meaningful comments. 	<p>INFO</p>

Item Discussed

Action By

- The position of the community is that we understand that there is a citywide truck route project, it's a big project and not straight forward but fundamentally the issue is that industrial "big rig" traffic generated from the Harbour Lands should be only allowed to travel out of the city via Nikola Tesla and that the only traffic inside the city should be trucks doing actual business there (e.g. deliveries etc.).
 - If we are serious about getting more people doing active mobility (given climate change, increasing concerns with diseases like COVID), uplifting and enhancing community liveability, vibrancy, health, and equity, then industrial trucks can no longer go wherever they want to go in our urban centre and residential neighbourhoods; they don't belong in these areas.
 - Need to clarify what we mean by type of truck.
 - Q: Will the industry have direct access to IBI to lobby outside of these publicly visible forums? A. R. Stewart clarified that IBI Group is working for the City of Hamilton and the Truck Route Subcommittee. No party will be able or allowed to lobby the IBI Group project team.
 - Q: Is adding new truck routes being considered? Yes. That is the last phase of this study. Right now the study is gathering information and input.
 - Q: How will the public be notified of the upcoming Public Information Centre? A. O. Shams is working with the City's Communication Office to develop a communication strategy, including working through Councillors' offices.
 - Q: How will people be notified of the results? A: Aiming to provide recordings of all live virtual sessions, and have other windows of opportunities to address comments and concerns. Are looking at tools that maximize how much input we can receive and how we can share it with the public and other stakeholders.
20. O. Shams thanked everyone for attending, and stated that the presentation would be circulated with the meeting notes. **The meeting slide deck will be distributed with the meeting notes. If you have additional comments, please submit them to omar.shams@hamilton.ca by Friday August 14, 2020**

City of Hamilton

Hamilton: Let's Talk About Trucks

The City of Hamilton is launching a review and update of the Truck Route Master Plan (TRMP). The Truck Route Master Plan update is in alignment with the City's strategic plan vision "*To be the best place to raise a child and age successfully.*"

The scope of the Truck Route Master Plan Review includes:

- Reviewing the existing truck route network, including issues, challenges and opportunities identified by stakeholders and the public;
- Identifying the current and projected truck route-related problems that need to be addressed;
- Developing, evaluating, and recommending alternative truck route networks; and,
- Recommending supporting policies and tools that the City can consider to mitigate the current problems and managing the potential future challenges.

The current [Truck Route Master Plan \(TRMP\) was adopted in 2010](#). The plan defines which municipal roads trucks are required to operate on, unless they're making a local delivery when they are required to take the shortest path to the destination from the network. This network will be updated as part of this study. Highways and freeways that are controlled by the Ministry of Transportation Ontario (MTO) are outside the control of the City of Hamilton, and all permit trucks (e.g. QEW, 403, Hwy. 6, and Hwy. 8).

Please complete this survey to provide your input, thoughts and suggestions. Your comments will help us identify issues, challenges and opportunities within the existing network. You can provide location-specific comments using the 'Map Your Comments' tool.

The draft Vision/Opportunity Statement for the Truck Route Master Plan is shown below:

A sustainable truck route network that supports Hamilton's community liveability and economic aspirations.

1. What do you think about the draft Vision/Opportunity Statement?
 - I like it.
 - I like it, but it needs some changes.
 - I generally don't like it, but could like it with some changes.
 - I don't like it at all.
 - Don't Know/Unsure.
2. What do I like about the draft Vision/Opportunity Statement?
<open box>

The draft principals for the Truck Route Master Plan are listed below:

- Create a safe network for all road users, including pedestrians and cyclists.
- Enable goods to be transported economically.
- Have a transparent route selection process.
- Avoid the inequitable distribution of impacts (e.g. public health, emissions, vibrations) on sensitive land uses, such as schools, hospitals, parks, residential neighbourhoods, and community destinations.
- Specify routes clearly and intuitively to minimize the need for Police enforcement.
- Enable the plan to adapt to changing conditions.
- Maintain route connectivity and continuity to provide reliable routes.
- Create efficient routes that optimize the use of higher-quality road facilities, and match the relationship of trucks to functional road classification and roadway characteristics.

3. What do you think about the draft principals?
- I like them.
 - I like them, but they needs some changes.
 - I generally don't like them but could like them with some changes.
 - I don't like them at all.
 - Don't Know/Unsure.

4. What do I like about the draft principles?
 <open box>

The main types of trucks that are found on local roadways can be classified into three general categories.

a. Tractor Trailers (Heavy)	b. Single-Unit Trucks (Medium)	c. Light Single-Unit Trucks (Light)
<p>A tractor pulls one or two detachable trailers. The trailers can take different styles including tankers, flat beds, construction equipment, and grain hoppers.</p>	<p>Carry heavier loads in a single, non-detachable unit. This includes vehicles like cement trucks, dump trucks, and large delivery trucks.</p>	<p>Transport lighter loads in a single, non-detachable unit. This includes vehicles such as smaller delivery trucks, rental trucks, bank vehicles, and food trucks.</p>
		
		
		

5. Rate your level of comfort sharing the road with the following categories of trucks, when you are...

	Not At All Comfortable		Neutral		Very Comfortable	Not Applicable
Driving Along a Truck Route						
Tractor Trailer						
Heavy Single-Unit						
Light Single-Unit						
Walking Along a Truck Route With Space Between the Sidewalk and Road (e.g. grass)						
Tractor Trailer						
Heavy Single-Unit						
Light Single-Unit						
Walking Along a Truck Route Without Space Between the Sidewalk and Road (e.g. curb faced)						
Tractor Trailer						
Heavy Single-Unit						
Light Single-Unit						
Cycling Along a Truck Route With a Cycling Facility (e.g. bike lane)						
Tractor Trailer						
Heavy Single-Unit						
Light Single-Unit						
Cycling Along a Truck Route Without a Cycling Facility (e.g. signed bike route)						
Tractor Trailer						
Heavy Single-Unit						
Light Single-Unit						

6. Read the questions below and tell us how concerned you are with each of the following.

	Tractor Trailer (Heavy)					Single Trailer (Medium)				
	1 Low Concern	2	3	4	5 Very Concerned	1 Low Concern	2	3	4	5 Very Concerned
To what extent is the following issue a concern to you?										
The speed of trucks.										
The size of trucks.										
The noise of trucks.										
The vibrations caused by trucks.										
The emissions from trucks.										
Debris falling from trucks.										
Issues making eye contact with truck drivers.										
Being in a truck's blind spot.										
Trucks tailgating when driving.										
Agricultural vehicles travelling slowly and impacting traffic flow.										
Other <open box>										
If you walk regularly, how concerned are you with the following?										
Trucks mounting a sidewalk when it is turning <i>left</i> .										
Trucks mounting a sidewalk when it is turning <i>right</i> .										
Trucks mounting a sidewalk when it is going <i>straight</i> .										
If you cycle regularly, how concerned are you with the following?										
Trucks entering a bike lane when it is turning <i>left</i> .										
Trucks entering a bike lane when it is turning <i>right</i> .										
Trucks entering a bike lane when it is going <i>straight</i> .										

7. How important do you think trucks are to:

	Not at All Important				Very Important	Don't Know/ Unsure
	1	2	3	4	5	
Allowing deliveries to local businesses?						
Allowing local businesses to ship their goods across the world?						
Letting residents order goods online and having them delivered to them?						
Supporting development in Hamilton's existing and planned employment areas?						
Enabling local job opportunities for residents of Hamilton?						
Providing access to/from Hamilton's freight terminals (e.g. the port, airport and railyards)?						

8. To what extent do you agree with the following statements?

	Strongly Disagree				Strongly Agree	Don't Know/ Unsure
	1	2	3	4	5	
Truck routes play an important role in managing truck movements and movement of goods through Hamilton.						
A truck route network should be a tool to accommodate goods movement.						
The majority of truck operators comply with the truck route network.						

9. Trade-offs will arise when designing the truck route network. Look at the options below and select which of the two options you prefer.

Less designated truck routes with potentially more truck traffic on the designated routes (i.e. less dense network).	vs.	More designated truck routes with potentially less truck traffic on each road (i.e. denser network).
More designated truck routes in residential areas to better manage where delivery trucks go.	vs.	Less designated truck routes in residential areas, allowing delivery truck operators to select the shortest path to their destination.
Have designated "truck roads" that are designed to prioritize truck movements over other modes.	vs.	Design every road to accommodate all modes of transportation, including pedestrians and cyclists, even if it means some conflicts with trucks.
Divert trucks to the nearest freeways or parkway, even if it means longer distance trips and potentially higher emissions.	vs.	Allow trucks to travel through the City on the most direct route to their destination.

10. How important do you think the following indicators are when developing the truck route network?

	Not Important				Very Important
	1	2	3	4	5
Criteria 1: Efficient Connectivity					
Key Connector: a road is part of the fastest route between major freight generators (e.g. port, airport, industrial areas).					
Barrier Crossing: a road crosses a barrier such as the Escarpment.					
Truck Volumes: existing number of trucks using a roadway.					
Road Class: if the roadway is identified in the City's Official Plan as being appropriate for trucks.					
Criteria 2: Reliability					
Congestion: how often vehicles face delays along a roadway.					
Criteria 3: Safety					
Past Collisions with Pedestrian/ Cyclists: locations where injuries or fatalities took place that involved trucks.					
Misalignment with Adjacent Land Uses: avoiding roads that pass through/near parks, business improvement areas, and community facilities such as libraries and arenas.					
Misalignment with Other Road Uses: avoiding roads that have on-street bike facilities or are planned as part of the BLAST rapid transit network.					
Criteria 4: Sustainability (Environmental and Infrastructure) and Public Health					
Proximity to Significant Community Facilities: avoiding roads that pass near schools, hospitals and long-term care facilities.					
Reduced Load: if a roadway has weight restrictions during the Spring thaw.					
Criteria 5: Equity					
Air Quality: avoiding areas where air pollutants concentrations are high for ozone, particulate matter (PM10) and nitrogen-dioxide.					
Low-Income Household Prevalence: avoiding communities where the proportion of low-income households are 50% higher than the city average.					

11. What other indicators do you think should be considered when developing the truck route network?

<open box>

12. What parts of the truck route network do you think work well?

<entry box>

13. What parts of the truck route network do you think could be improved?

<entry box>

14. Do you have any other comments that you want to share?

<open box>

15. What are the first three letters of your home postal code?

<open box>

16. What is your age group?

- Under 18
- 18 to 24
- 25 to 34
- 35 to 44
- 45 to 54
- 55 to 65
- 65 or older
- Prefer not to say

17. Let's stay in touch! Leave your email to receive updates about the Truck Route Master Plan Update.

<open box>

We appreciate your time! Your input will be reviewed as part of Stage 1 of the Truck Route Master Plan.

We invite you to visit the interactive truck route network comment map where you can tell us about location-specific comments, issues and concerns you may have.

For more information, visit the study website at: <Link>

Interim Report

“Let’s Talk About Trucks” Survey Summary

Truck Route Master Plan Update



Prepared for the City of Hamilton
by IBI Group

In association with David Kriger Consultants Inc. and GLPi
October 13, 2020

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Appendix A: Detailed Listing of Survey Comments

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Executive Summary

With 200 responses, the "Let's Talk About Trucks" online survey was a successful means of engaging with the public in the initial phase of the City of Hamilton's Truck Route Master Plan Update study, and is one engagement activity of several conducted during this study phase. The survey included questions to gather information about trucking in Hamilton, such as opinions about policy directions, criteria/indicators, concerns and issues. In addition to answering multiple-choice questions, respondents provided close to 1,000 unique free-form survey comments that were also reviewed and organized.

This report summarizes the findings of the online survey, quantitatively in the form of charts in response to multiple choice/ranking questions as well as with summarized lists of comments provided in response to eight free-form response questions.

The highest survey response rates were from Wards 1, 2, 3 and 15, areas where residents and local businesses have provided opinions that there are serious issues with current truck movements. Adults aged 25 to 55 were most likely to respond, while adults under age 25 and those age 65 years and older were notably under-represented with the online survey approach.

Given the respondent type and location biases that exist in the survey responses, the responses are taken as indicative only, rather than being used to definitively set study directions.

Some of the results identified among the multiple-choice questions were as follows:

- A total of 57.5% of respondents liked or generally liked the draft Vision/Opportunity statement as worded. Comments included that clearer wording in the Vision would be helpful, especially clarifying what a "sustainable truck network" really means.
- Overall, 70.5 % of respondents liked or generally liked the draft Principles. Over half (51%) indicated that they would like at least some degree of changes made to the draft principles (i.e. generally liked, generally did not like, or did not like the draft principles), and many suggestions were provided. Some respondents also noted that understanding the priority implicit in the principles would be helpful, as one principle can take precedence over another.
- A total of 80% of respondents agreed or strongly agreed that the truck routes play an important role in managing truck movements within and through Hamilton. However, in response to "The majority of truck operators comply with the truck route network", 18% of participants indicated "Agree" or "Strongly Agree." Comments included the opinion that while it is essential to have a truck route network, it is meaningless without enforcement to ensure compliance to the network and to speed limits on it.
- Participants were asked to indicate their degree of concern with Light, Medium and Heavy trucks on different types of roadways. As anticipated, across all road types, the degree of concern was generally low for Light trucks, somewhat higher for Medium trucks, and higher still for Heavy trucks. The level of concern was greatest for trucks sharing the road with bike lanes, where a higher proportion of respondents indicated that they were concerned with even light trucks sharing the road.
- Each road link carried forward for potential inclusion in the updated truck route network will be evaluated using a set of indicators representing five criteria. Survey participants were asked to rank the importance of different indicators within each criteria category. For Criteria 1 through 3, all of the indicators were given relatively high rankings across respondents, indicating that it is generally difficult to choose between indicators and all of the proposed indicators have strong merit. For

Criterion 4 (Sustainability), the indicator of proximity to community facilities (52.5%) had top ranking more often than air quality (31%). Some responses expressed skepticism about an air quality indicator, and some noted that air quality is not necessarily a localized impact. For Criterion 5 (Equity), 76% of respondents noted this indicator is "important", "fairly important", or "very important."

The many comments provided by respondents provided very valuable insights into the nature of concerns and issues with Light, Medium and Heavy trucks throughout Hamilton. Some of the recurring themes expressed among the comments were as follows:

- There is a strong need to better separate trucks and vulnerable road users (pedestrians, cyclists, etc., especially children). Most frequently respondents would state that large trucks should be removed from streets with bike lanes or heavily used by pedestrians, though some suggested moving the bike lanes to other available parallel roads or that improved street design that better separates different road users is key.
- Respondents frequently expressed that they were less concerned about matching truck types to road types than they were about the impact of the truck types on adjoining sensitive land uses (schools, hospitals, homes).
- There is a desire to have trucks use routes that are well designed for them, for the safety of trucks and of other users, as well as to maintain road infrastructure. Many suggested that the "ring road" system around the city is much better suited for heavy trucks compared to downtown arterial roads with street-facing housing.
- Some respondents suggested that a primary heavy ("industrial") truck route would make sense, as well as a larger truck route network that is more permissive for medium and light trucks.
- In addition to safety concerns, the physical impacts of heavy trucks in a neighbourhood include noise and vibrations at all hours of the day that impact work and sleep, air quality issues, and even soot deposits.
- Equity is important, as it is typically lower socio-economic (and racialized) groups that live in areas most impacted by heavy trucks.

1 Background

The City of Hamilton is preparing an update to its Truck Route Master Plan (TRMP) to address the evolving needs, priorities and policies of the City of Hamilton. The City has retained IBI Group, in association with David Kriger Consultants Inc. and GLPi for this purpose.

An online "Let's Talk About Trucks" survey/questionnaire was developed and posted on engage.hamilton.ca to seek input on the existing Truck Route network, to solicit feedback on a draft vision and broad policy directions, and to better identify issues, challenges and opportunities. The survey was available to the public from July 22 to September 14, 2020.

Public and stakeholder engagement activities conducted during this initial phase of the study, included the following:

- Stakeholder groups workshops (Business Improvement Areas/Goods Movement Community/Adjacent Municipalities);
- Truck Advisory/Focus Group meeting;
- Virtual Public Information Centre;
- Map-based online comment tool; and
- Let's Talk About Trucks Survey.

This document summarizes respondent characteristics and survey response content.

2 Respondent Characteristics

The survey elicited a total of 200 responses: 178 individuals (89%), 13 businesses and 9 agencies or organizations.

Location information was provided for 73.5% of respondents, and available locations were mapped onto Hamilton Wards for summary purposes. The distribution of responses by Ward and by respondent type is shown as Exhibit 2.1, with a map of Ward boundaries shown for reference as Exhibit 2.2. Four responses (2%) were noted as being from outside of Hamilton.

Geographically, very high participation levels can be seen from Wards 1, 2 and 3 – in total, these represent fully half of responses to the survey. These Wards are in close proximity to Hamilton port activity and to north-south arterial routes frequently used by large trucks. Ward 15 also had significant survey participation, with 18 responses in total (these responses often noted issues relating to truck movements in Carlisle). The high proportion of respondents from these wards typically reflects a high degree of interest in changing the current truck route situation in these areas, as can be noted by the responses by participants from these wards.

Among individuals participating in the survey, all age cohorts were represented, as can be seen in Exhibit 2.3. Exhibit 2.4 compares the age cohort distribution of participants to that of the Hamilton adult population¹.

¹ Population data source: Statistics Canada Data tables, 2016 Census
<https://www12.statcan.gc.ca/census-recensement/2016/dp-pd/dt-td/Rp-eng.cfm?TABID=2&LANG=e&APATH=3&DETAIL=0&DIM=0&FL=a&FREE=0&GC=0&GID=1197522&GK=0&GRP=1&PID=109525&PRID=35&PTYPE=109445&S=0&SHOWALL=0&SUB=0&Temporal=2016&THEME=115&VID=0&VNAMEE=&VNAMEF=&D1=0&D2=0&D3=0&D4=0&D5=0&D6=0>

Exhibit 2.1: Respondent Location by Municipal Ward

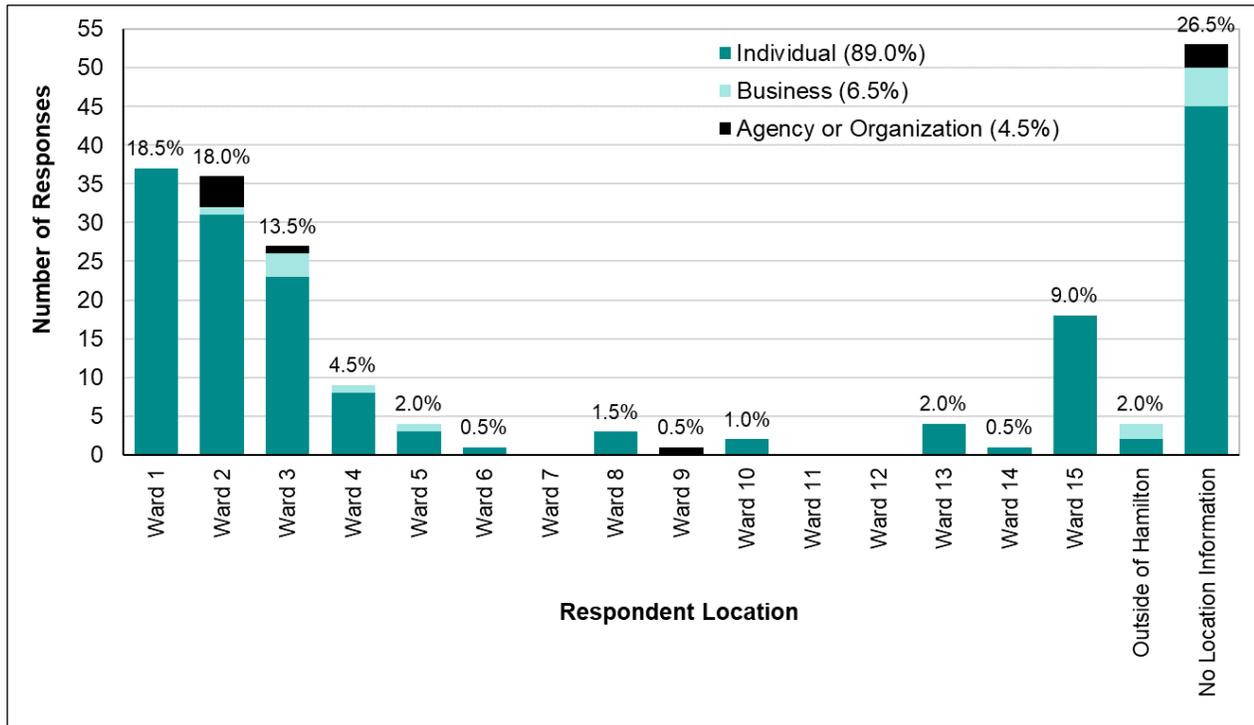


Exhibit 2.2: City of Hamilton Ward Boundaries

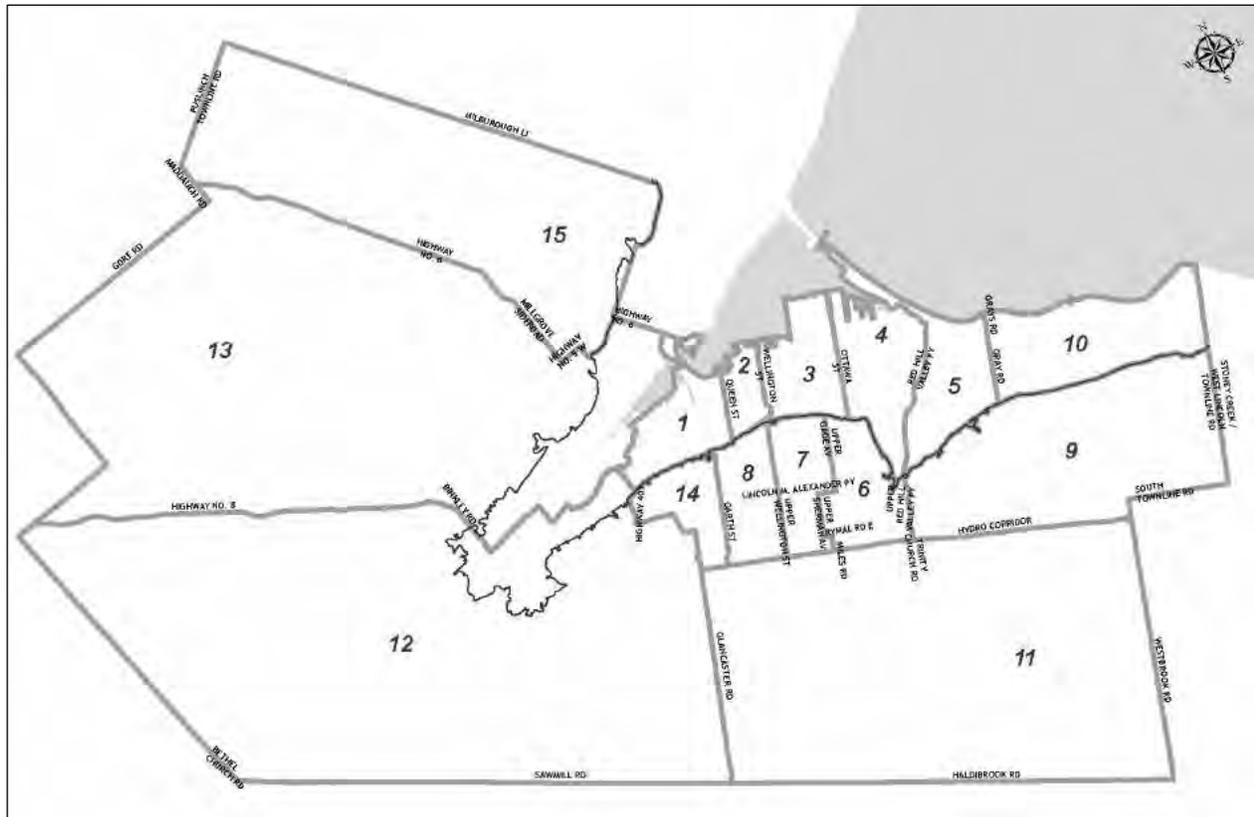


Image Source: City of Hamilton Ward Boundary Changes (2018)

Exhibit 2.3: Survey Participation by Age Cohort

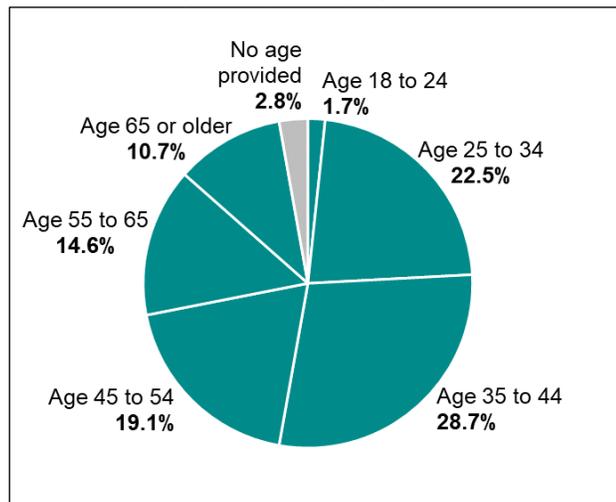


Exhibit 2.4: Survey Participation Rates by Age Cohort vs. Hamilton Adult Population Distribution

Age Cohort	2016 Census Hamilton Population (% Age 18+)	Individuals Responding (%)
18 to 24	10.9	1.7
25 to 34	15.8	22.5
35 to 44	15.0	28.7
45 to 54	17.9	19.1
55 to 64	17.1	14.6
65+	23.2	10.7
No age info	-	2.8
Total	100%	100%

The following observations are noted:

- Adults aged 25 to 54 are overrepresented in the survey compared to the Hamilton adult population. In particular, the rate of participation by adults aged 35 to 44 was almost twice that of the general adult population. (A portion of these may be particularly concerned with truck route issues as they relate to the safety of their young families.)
- Adults under age 24 are very under-represented in the survey. (Perhaps additional means of advertising to this age group may be effective.)
- Adults over age 65 are under-represented, with the proportion of respondents in this age cohort (10.7%) being less than half that of the adult population (23.2%). This speaks in part to the challenges that remain in using virtual means of communication for this age cohort.

3 Survey Findings

This section summarizes responses to survey questions both quantitatively in the form of charts, and also provides a summarized list of free-form comments. (Across the eight free-form response questions in the survey questionnaire, respondents provided close to 1,000 comments.)

It is important to note that the survey responses must be taken as indicative only, given the inherent biases in the survey. No attempt has been made to adjust for biases by weighting responses differently based on the respondent type or location.

Quantitative multiple-choice response summaries or the number of comments on a topic will not be taken as providing definitive study direction.

The appendix provides a full listing of all the summarized survey comments together with the original, detailed comment, and showing also the respondent's location and respondent type. In some cases, minor edits have been made to the original comments to correct spelling or grammar for response clarity. Comments that were made for one question were sometimes assigned to another more applicable topic, e.g. comments made in response to the vision/opportunity statement that note specific ways to improve the truck route network or moved to comments for that question. Comments including multiple distinct themes/messages were also split into separate comments for purposes of organizing and summarizing the comments.

3.1 Vision

The draft Vision/Opportunity statement helps the study focus on what the truck route network will strive to achieve. The vision will also form the problem/opportunity statement required under the Municipal Class Environmental Assessment master plan process that the study is following.

The draft Vision/Opportunity statement is as follows:

A sustainable truck route network that supports Hamilton's community liveability and economic aspirations.

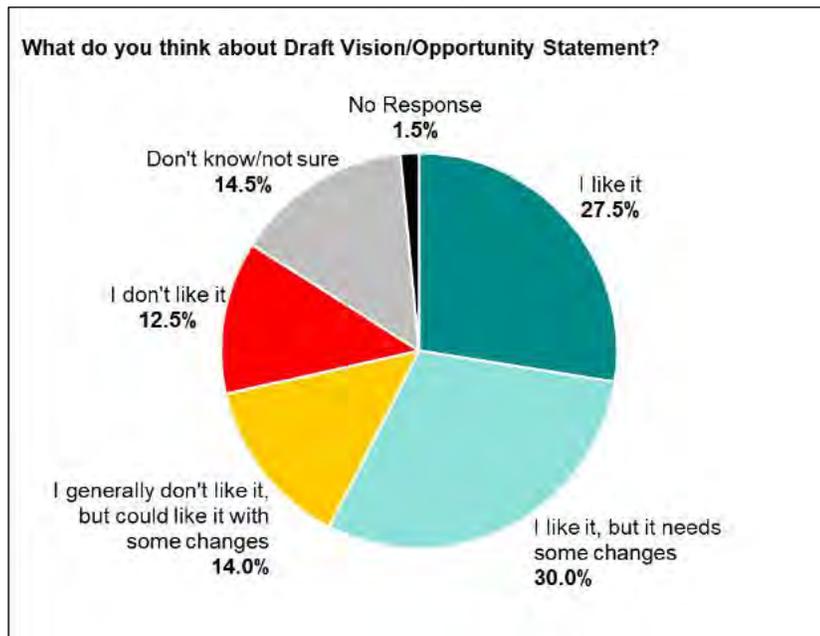
Participants were asked whether they agreed with the Vision and to comment on this Vision/Opportunity statement. As shown in Exhibit 3.1, 57.5% of respondents liked or generally liked the draft Vision/Opportunity statement as worded. A total of 56.5% would like to see at least some degree of change made to the vision statement (i.e. generally liked, generally did not like, or did not like the statement). In particular, while some respondents appreciated that the statement recognizes the balance needed between economic and community needs, the sentiment that economic/industry needs should not trump community liveability was also frequently expressed. Clearer terms were also desired; the meaning of the term "sustainable truck route network" was particularly unclear.

Comments on the Vision/Opportunity statement included the following; the number of related comments is indicated in parentheses:

1. Positive Comments

- "Community liveability" is good to include (first). (15)
- The vision addresses the balance needed between economic and community needs. (10)
- The vision is concise. (3)
- It is a good statement overall. (2)
- "Sustainable" is good to include. (1)

Exhibit 3.1: Opinion of Draft Vision/Opportunity Statement



2. Suggested Revisions

- Increase emphasis/priority of community liveability. (32)
- Clarify the meaning of a "sustainable" truck route network. (20)
- Clarify "economic aspirations". (9)
- Specify safety. (9)
- Address trucks "shortcutting" through central Hamilton/residential areas instead of using highways around Hamilton. (7)
- Include environment/climate emergency. (5)
- Clarify/modify "supports community liveability". (4)
- Use clearer/more specific terms. (4)
- Make the statement more concise. (2)
- Other suggestions (9)

3. Other Comments

- Trucks are not compatible with community liveability. (9)
- Vision statements have limited value. (6)
- Action/change is needed. (2)

3.2 Draft Principles

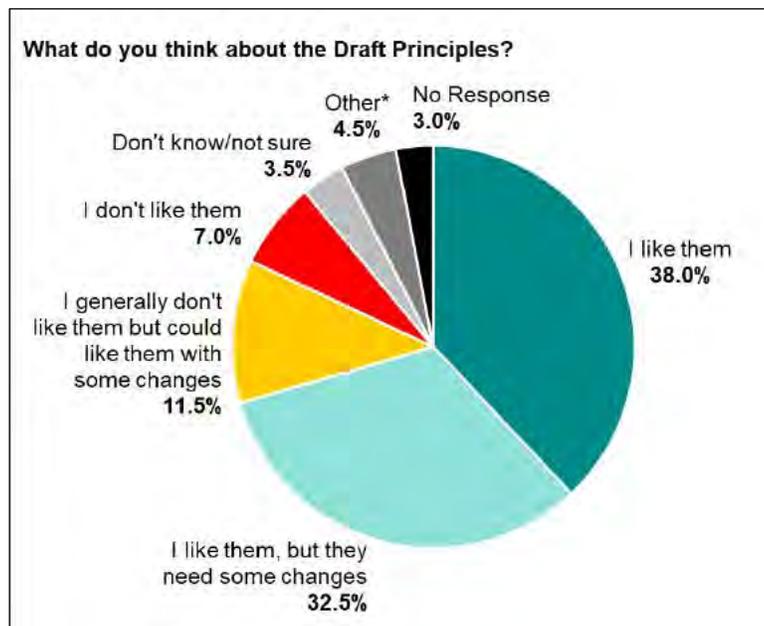
The draft principles for the truck route network are as follows; as noted in the survey, these are listed in no particular order:

1. Create a safe network for all road users, including pedestrians and cyclists.
2. Enable goods to be transported economically.
3. Have a transparent route selection process.

4. Avoid the inequitable distribution of impacts (e.g. emissions, vibrations) on sensitive land uses, such as schools, hospitals, parks, residential neighbourhoods, and community destinations.
5. Specify routes clearly and intuitively to minimize the need for Police enforcement.
6. Enable the plan to adapt to changing conditions.
7. Maintain route connectivity and continuity to provide reliable routes.
8. Create routes that optimize the use of higher quality road facilities, and match the relationship of trucks to road category and roadway configuration.

Participants were asked their opinion on these draft principles; responses are summarized in Exhibit 3.2. Overall 70.5 % of respondents liked or generally liked the draft principles. Over half (51%) indicated that they would like at least some degree of changes made to the draft Principles (i.e. generally liked, generally did not like, or did not like the draft principles). The priority of the principles was not clear to respondents. Many specific suggestions were made for how to modify these principles.

Exhibit 3.2: Response to Draft Principles



Note: * A response option of "Option 6" was mistakenly included among the response options for this question, and was selected by 4.5% of respondents.

Comments on the draft principles included the following; the number of related comments is indicated in parentheses:

1. General Positive Comments
 - This is a good set of principles. (9)
 - The current truck route network is fine. (1)
2. General Suggested Revisions
 - Clarify how the principles are prioritized. (11)

- The principles are not specific/tangible enough. (4)
- Prioritize community health and liveability. (3)
- The greater impact of larger trucks must be considered, instead of treating all trucks the same. (3)
- Make the principles simpler and easier to understand. (2)
- Consider alternatives to large trucks. (2)
- Support changing Hamilton's industrial economy to a digital one. (1)

3. Missing Principles

- Missing principle: Protect and maintain the City's road and bridge infrastructure. (4)
- Missing principle: Address heavy truck traffic through downtown specifically. (3)
- Missing principle: Provide only the minimum truck routes that are necessary. (2)
- Missing principle: Minimize the presence of trucks in residential areas unless absolutely necessary (2)
- Other (3)

4.1 Principle 1: Create a safe network for all road users, including pedestrians and cyclists

- Broaden "all road users" - not just pedestrians and cyclists. (6)
- I agree with prioritizing safety. (5)
- The safety of pedestrians and cyclists over that of other road users is not a current City priority. (3)
- Prioritize the safety of pedestrians and cyclists. (3)
- Clarify "safe network." (2)
- Cyclists should not be given priority on every road. (2)
- Prioritize community safety and liveability. (2)
- Prioritize the safety of all vulnerable road users. (2)
- Reword to make pedestrians and cyclists more inclusive of road users. (2)
- Other (3)

4.2 Principle 2: Enable goods to be transported economically

- I do not agree with this principle. (7)
- Clarify or reword "economically". (6)
- Do not prioritize this principle over community health and safety. (4)
- Specify connections to port/busy industrial and commercial zones. (2)

4.3 Principle 3: Have a transparent route selection process

- Clarify the meaning of "a transparent route selection process." (4)
- Other (2)

4.4 Principle 4: Avoid the inequitable distribution of impacts (e.g. emissions, vibrations) on sensitive land uses, such as schools, hospitals, parks, residential neighbourhoods, and community destinations

- Prioritize this principle. (6)
- I agree with this principle. (5)
- State what/how you will "do" in a positive, definitive sense, not what you will "avoid." (4)
- Keeping truck routes away from schools/communities is key. (4)
- Prohibit all through-truck movements through residential areas. (2)
- Include other impacts, e.g. noise, neighbourhood reputation, and road destruction with impacts. (2)
- Clarify this principle. (2)
- Other (7)

4.5 Principle 5: Specify routes clearly and intuitively to minimize the need for Police enforcement

- Truck route enforcement is still important. (3)
- Use technology to facilitate enforcement. (2)
- Clarify this principle. (2)
- Other (5)

4.6 Principle 6: Enable the plan to adapt to changing conditions

- Specify adaptation process to include community consultation. (4)
- Clarify this principle. (3)
- Specify responsiveness to neighbourhoods. (2)

4.7 Principle 7: Maintain route connectivity and continuity to provide reliable routes

- Clarify this principle. (3)
- Ensure major routes are reliable so that truck can stay on them. (2)
- Other (2)

4.8 Principle 8: Create routes that optimize the use of higher quality road facilities, and match the relationship of trucks to road category and roadway configuration

- Clarify this principle. (3)
- Change "create" to something like "utilize." (2)
- Other (5)

3.3 Importance of Trucking Movements

Respondents were asked how important they felt trucking movements were for different purposes:

- Allowing deliveries to local businesses;
- Allowing local businesses to ship their goods locally, regionally and across the world;
- Having customer goods delivered directly to location of residents (e.g. online shopping);
- Supporting development in Hamilton's existing and planned employment areas;
- Enabling local job opportunities for residents of Hamilton;
- Providing access to/from Hamilton's freight terminals (e.g. the port, airport and railyards).

The responses are summarized in Exhibit 3.3. For all of the noted purposes, at least two-thirds of respondents noted that trucking movements are "important", "fairly important" or "very important", with the remaining indicating that these were "not important" or only "slightly important" (or indicated they did not know or provided no response). The purposes that had the highest proportion of responses of "important" or greater were:

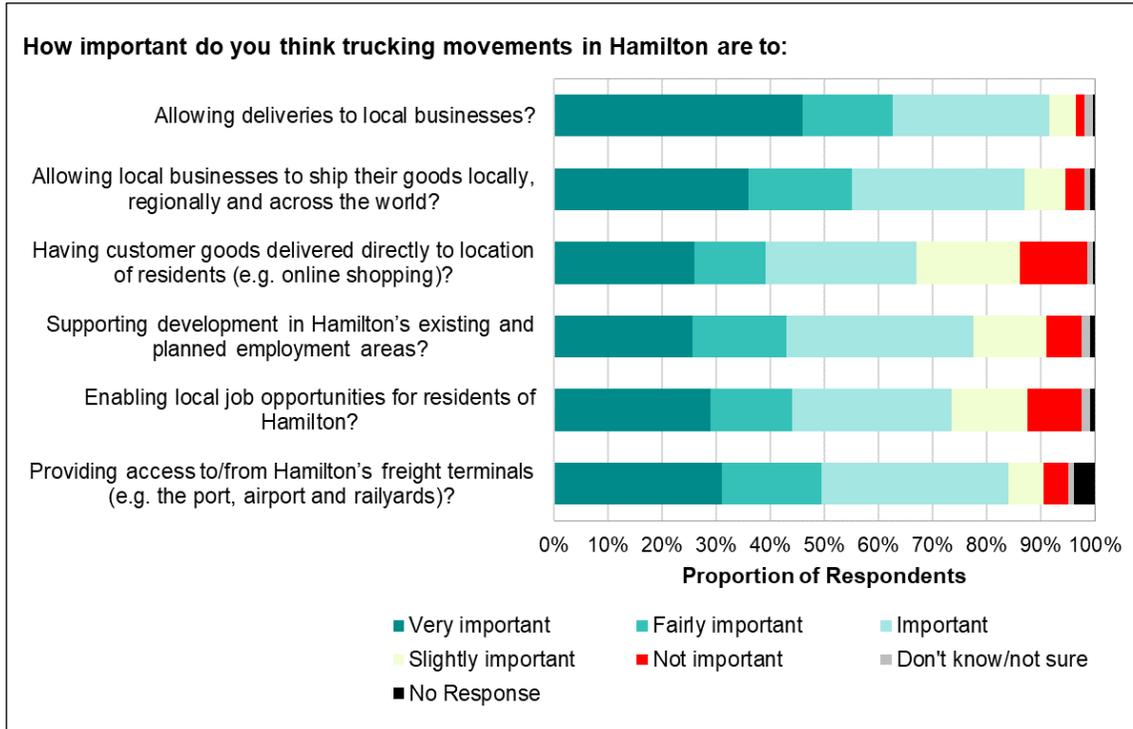
- Allowing deliveries to local businesses (91.5%);
- Allowing local businesses to ship their goods locally, regionally and across the world (87%); and
- Providing access to/from Hamilton's freight terminals (e.g. the port, airport and railyards) (84%).

The purpose of "Having customer goods delivered directly to location of residents (e.g. online shopping)" was least likely to be noted as having an importance of "important" or greater.

(In response comments for other questions, some respondents indicated that local deliveries can be made by smaller vehicles – or even bicycles in some cases – or questioned the value of shifting to online shopping and direct deliveries to residents.)

Respondents were not asked for comments specifically on this section.

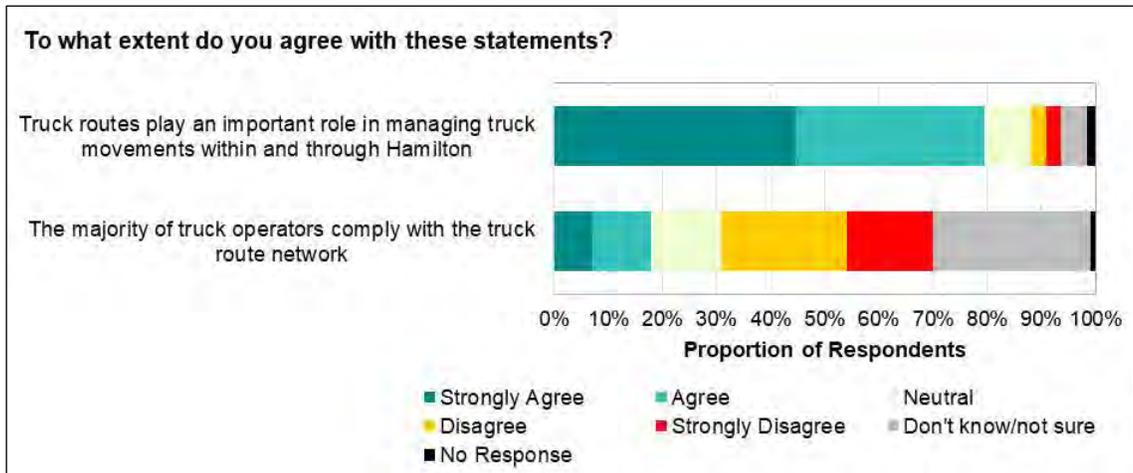
Exhibit 3.3: Importance of Trucking Movements



3.4 Importance of a Truck Route Network

Respondents were asked their level of agreement to two statements regarding the role of the truck route network in managing truck movements. Responses are summarized in Exhibit 3.4.

Exhibit 3.4: Importance of a Truck Route Network



In response to "Truck routes play an important role in managing truck movements within and through Hamilton", 35% indicated "Agree" and 45% indicated "Strongly Agree".

In response to "The majority of truck operators comply with the truck route network", however, only 18% indicated "Agree" or "Strongly Agree", while "16%" indicated that they strongly disagree and 23% indicated that they disagree.

Respondents were not asked for comments specifically on this section.

3.5 Concerns with Trucks on Hamilton Roads

For the next two sections of the survey, three categorizations of trucks were identified:

- HEAVY – Tractor-trailer combinations;
- MEDIUM – Single-unit trucks; and
- LIGHT – Light single-unit trucks.

Respondents were then asked to indicate their degree of concern with each of these truck types on different types of roadways. These responses are summarized in Exhibit 3.5.

As anticipated, across all road types, the degree of concern was lowest for Light trucks, somewhat higher for Medium trucks, and much higher still for Heavy trucks. The level of concern was greatest for trucks sharing the road with bike lanes, where a higher proportion of respondents indicated that they were concerned with even light trucks sharing the road.

Several respondents indicated difficulty with the way these questions were asked. Some respondents indicated that they did not agree with the grouping of road types, as they did not take into account the road context. For example, Hamilton has "arterial" roads lined with road-facing housing (e.g. Victoria Ave.), such that "arterials" and "highways" should not be grouped together. It was also noted that the truck types did not provide an indication of whether the trucks were making through trips vs. making local deliveries. (One respondent noted that it is easy to tell that a heavy tractor-trailer carrying steel coils or grain is making a through trip and not delivering to a local house.) It was also suggested that clearer definitions, photos or examples of technical terms like "arterials" and "curb-facing" would have been fairer to respondents.

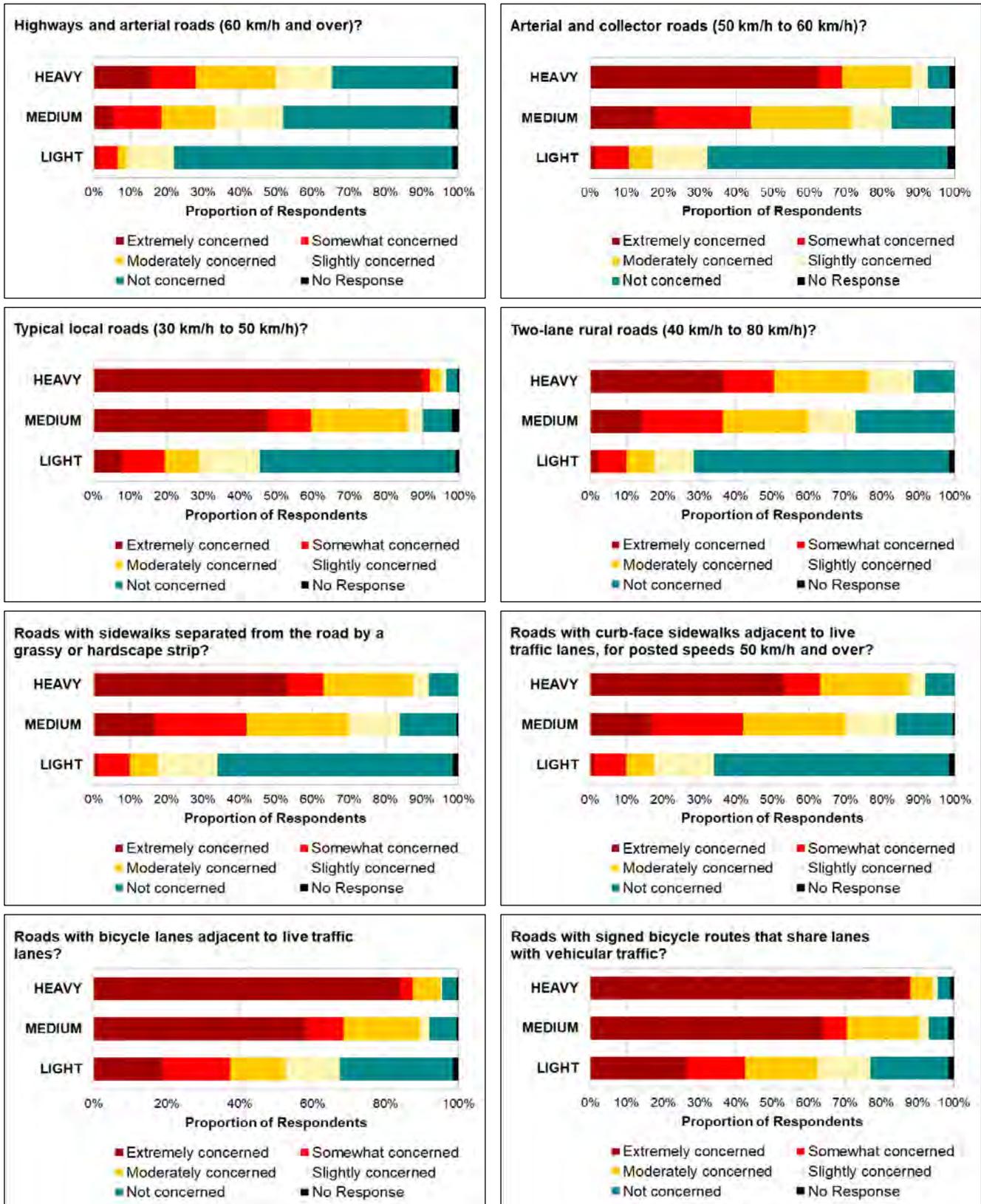
In various ways, respondents often indicated that their concerns lay more with the adjacent land uses and other road users rather than the classification of the road itself.

Many respondents indicated concern with trucks sharing the road with other road users and wanted to see a separation of truck routes and routes for cycling lanes (typically by noting that trucks should be removed from routes with bike lanes). Seven respondents indicated that separation and safety could be improved through protective design of road corridors for pedestrians/cyclists (e.g. physical barriers for bike lanes, separation for sidewalks, large trucks in middle lane only, etc.).

1. Trucks and Other Road Users

- Separate trucks from pedestrian/cyclist traffic (and sensitive land uses). (10)
- Protective design of road corridors for pedestrians/cyclists is key (e.g. physical barriers for bike lanes, separation for sidewalks, large trucks in middle lane only, etc.). (7)
- Separate truck routes and bike lanes. (4)
- Close proximity of heavy trucks to pedestrians and cyclists is extremely concerning, especially when trucks are turning. (2)
- Trucks use bike lanes for parking. (2)
- Sidewalks directly adjacent to roads are not safe. (2)
- Other (14)

Exhibit 3.5: Level of Concern with Trucks Using Different Road Types



2. Other General Comments

- Heavy truck movement through sensitive areas (schools, parks, housing) is a concern. (11)
- Local deliveries should be done by smaller trucks or vehicles (or even bicycles). (3)
- Trucks should use highways ("ring roads") instead of city roads/arterials. (3)
- Trucks should not be allowed on roads not specifically designed for freight movements. (2)
- Other (17)

3. Specific Route Concerns

- Carlisle Road: Heavy trucks here are unsafe, specifically road segments with no sidewalks. (4)
- Other (9)

4. Survey Questions

- I do not agree with your grouping of road types in these questions. (7)
- Examples/photos should have been provided so that respondents can understand what your descriptions mean (e.g. arterial road, curb-facing). (3)
- Other (6)

3.6 Potential Issues with Trucks on Hamilton Roads

Survey respondents were asked about their degree of agreement with statements noting specific potential issues related to truck movements. These were also differentiated by Heavy, Medium and Light truck types. Responses are summarized in Exhibit 3.6.

In general, a high proportion of respondents expressed some level of agreement with the following issues, especially as they relate to Medium and Heavy Trucks:

- Trucks travel too fast and aggressive on Hamilton streets.
- Truck traffic creates excessive noise for nearby land uses.
- Truck traffic creates excessive vibration impacts for nearby land uses.
- Trucks traffic creates excessive air quality impacts for nearby land uses.

Of much less concern was the following statement, with just over half of respondents expressing a degree of agreement for Heavy trucks only: "Trucks slow down travel for other vehicles on Hamilton streets."

Comments on agreement with potential issues with truck movements included the following; the number of related comments is indicated in parentheses:

1. Truck Driver Speed and Aggression

- Excessive acceleration/deceleration (and use of air brakes) by trucks is a concern. (2)
- Large trucks typically go too fast (e.g. even near schools). (2)
- Other (6)

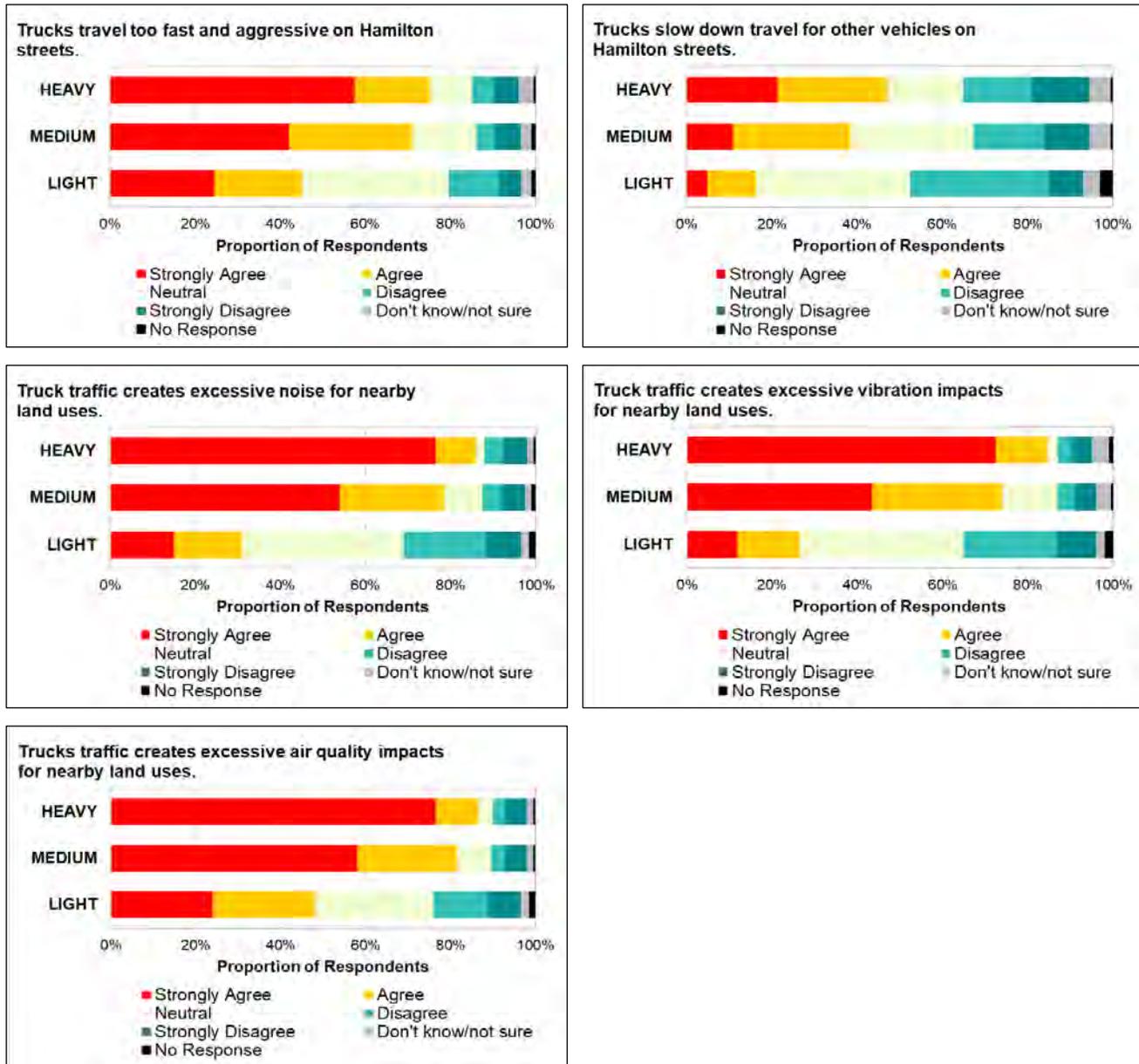
2. Delays Due to Trucks

- Farm vehicles slow down traffic, but that's part of living in a rural area, they are a necessity. (1)

3. Noise and Vibration

- Heavy trucks cause my house/building to shake (esp. Claremont/Victoria, Aberdeen). (10)
- Carlisle Road has excessive noise (and vibrations) due to heavy truck traffic. (2)
- Modified exhaust systems cause excessive noise on any vehicle. (2)
- Other (10)

Exhibit 3.6: Concerns with Potential Issues with Trucks Movements



4. Air Quality

- Trucks cause soot deposits near routes and dirt yards. (3)
- Trucks need to be inspected to ensure their emissions are minimized. (2)
- Other (8)

5. Other Comments

- Trucks are generally incompatible with residential areas. (13)
- These issues cannot be studied generally - the specific geographic locations of these impacts must be considered. (2)
- Trucks' wear and tear on roads and their impact on road maintenance are an important issue. (2)
- Other (9)

3.7 Evaluation Criteria and Indicators

Each road link carried forward for assessment will be evaluated using a set of indicators representing the following criteria, dovetailing with the study goals:

- Criterion 1: Efficient Connectivity;
- Criterion 2: Reliability;
- Criterion 3: Safety;
- Criterion 4: Sustainability (Environmental and Infrastructure) and Public Health; and
- Criterion 5: Equity.

Survey participants were asked to rank the importance of different indicators within each criteria category. For Criterion 5, with one potential indicator, respondents were asked to note the importance of the indicator. Exhibit 3.7 and Exhibit 3.8 summarize the survey responses.

For Criteria 1 through 3, all of the indicators were given relatively high rankings across respondents, indicating that it is generally difficult to choose between indicators and all of the proposed indicators have strong merit. For Criterion 4 (Sustainability), the indicator of proximity to community facilities (52.5%) had top ranking more often than air quality (31%). Some responses expressed skepticism about an air quality indicator, and some noted that air quality is not necessarily a localized impact. For Criterion 5 (Equity), 76% noted this this indicator is "important", "fairly important", or "very important."

Respondents expressed concerns with the Criteria/Indicators section of the questionnaire relatively frequently, e.g. they did not understand why the indicators needed to be ranked or how their responses would be used. Some respondents indicated that a more valuable exercise would have been to indicate their preferred priority across criteria, rather than across indicators within criteria.

Comments related to the criteria and indicators are summarized below; the number of related comments is indicated in parentheses:

1. General Comments

- These Criteria/Indicators questions are difficult to understand. (12)
- Ranking across the criteria would have been more effective than ranking within the criteria (e.g. Safety is most important). (6)
- The survey ranking system is not an effective measure of respondent priorities. (5)
- The ranking system is unclear - is 1 most or least important? (3)
- I do not agree with all of the criteria. (2)
- I do not understand how my responses to this section will be used. (2)
- Avoiding truck routing through urban areas would address negative impacts. (1)

2.1 Criterion 1: Efficient Connectivity

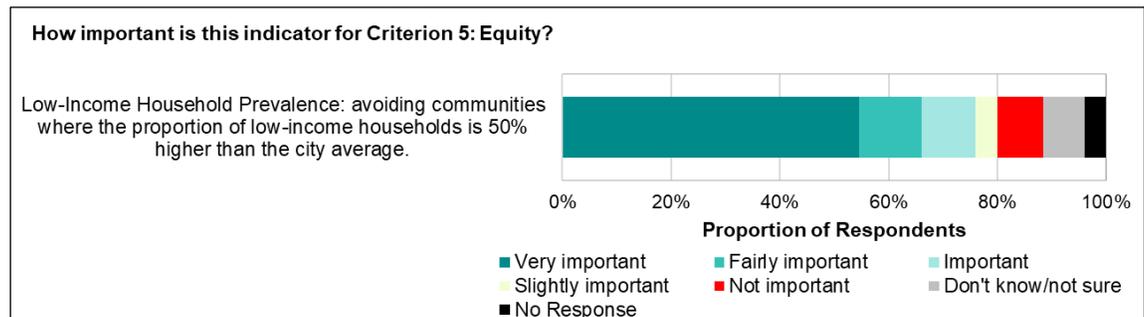
- Consider where the truck is going to/from and direct through-truck movements away from sensitive land uses if possible. (2)
- I do not agree with this criterion. (2)
- Other (7)

Exhibit 3.7: Ranking of Indicators by Evaluation Criteria



Note: Average Rank for each indicator shown in **bold**.

Exhibit 3.8: Importance of Potential Equity Indicator



2.2 Criterion 2: Reliability

- Change weight limits, not the route. (1)
- Congestion can sometimes delay trucks in the city. (1)

2.3 Criterion 3: Safety

- The draft safety indicators are equally important (and inter-related). (3)
- Past collisions alone is not a sufficient indicator of pedestrian/cyclist safety. (2)
- Separate trucks from pedestrians and cyclists. (2)
- Other (4)

2.4 Criterion 4: Sustainability (Environmental and Infrastructure) and Public Health

- Measuring pockets of air pollution does not seem realistic. (1)
- Reduce speed limits around all of these institutions to discourage trucks. (1)
- Air quality should be measured at the regional level (i.e. trucks traveling farther generate more GHG emissions). (1)
- Other (8)

I agree that we need to address the negative impacts on low-income areas.

- I agree that we need to address the negative impacts on low-income areas. (9)
- Equity is very important. (2)
- Include all residential neighbourhoods equally, not just low-income ones. (2)
- Other (2)

3.8 How the Truck Route Network Works Well

Comments in response to the question "In what ways does the Truck Route Network work well?" are summarized below; the number of related comments is indicated in parentheses:

1. General Positive Comments

- Major highways ("ring roads") plus Nikola Tesla and Burlington St can keep trucks from going through the city. (16)
- It serves Hamilton's businesses well. (4)
- The truck route network works well on arterial roads. (3)
- New constructed routes - The Linc, Red Hill and Nikola Tesla - work really well ("world-class facilities"). (3)
- It keeps the supply chain/goods moving. (4)
- The truck route network works well. (2)
- It works where trucks are prohibited from residential areas overnight. (2)
- There are alternate route options, e.g. when one route is blocked. (2)

- One-way streets make truck routes more efficient (and safer). (2)
- Traffic moves efficiently (e.g. timed traffic lights). (2)
- It generally keeps trucks from residential areas. (2)
- It connects key industrial/employment areas. (2)
- It is good to have a truck route network. (2)
- Other (12)

2. Specific Route Segments

- Burlington Street is important to the truck route network. (4)
- Dundurn St N should remain off of the truck route. (3)
- Other (2)

3. General Comments - Other

- The truck route network does not work well. (23)
- The truck route network disregards community safety/liveability. (9)
- I do not know enough to respond. (8)
- Other (3)

3.9 How the Truck Route Network Needs Improvement

Comments in response to the question "In what ways do you think the Truck Route Network could be improved?" are summarized below; the number of related comments is indicated in parentheses:

1. General Suggestions

- Keep LARGE trucks on highways/major roads (away from downtown/residential areas). (30)
- Keep trucks on highways/major roads (away from downtown/residential areas). (27)
- Increase separation of trucks from cycling/pedestrian spaces (e.g. away from bike lanes and curb-facing sidewalks). (19)
- Increase enforcement (of truck route non-compliance, speeding, axle weights, running red lights, and trucks in bike lanes). (12)
- Avoid sensitive land uses (e.g. schools, hospitals, neighbourhoods). (9)
- Avoid having truck routes in residential areas. (8)
- Have businesses offload deliveries from large trucks to smaller trucks (or to sustainable modes) for deliveries in urban core/residential areas. (6)
- Improve truck route signage. (5)
- Impose time-of-day restrictions for truck routes (e.g. in residential areas). (5)
- Remove truck routes from small communities. (5)
- Remove large trucks from residential areas. (4)
- Improve roadway and intersection design for trucks (or keep trucks to roads designed for them). (4)
- Reduce alternative truck routes. (4)
- Adapt the truck route to changing land uses. (4)
- Avoid having truck routes in lower-status (and racialized) communities. (4)
- Prioritize community liveability and health over industrial profit. (3)
- Remove through-truck movements from residential areas, including residential areas along highways and arterial roads. (3)
- Reduce speed limits. (3)
- Reduce noise impacts. (3)
- Add truck routes to routing apps. (3)
- Allow for efficient goods movement. (3)
- Impose truck tolls. (3)

- Increase communication regarding what constitutes the truck route network. (2)
- Mark alternative truck routes clearly with signage. (2)
- Other (15)

2. Specific Routes Issues

- Remove truck route from Carlisle Road (or address safety issues). (8)
- Remove truck route from Cannon Street. (5)
- Other (12)

3.10 Other Comments

Comments in response to the question, "Do you have any additional comments about trucking or the truck route network in Hamilton" are summarized below; the number of related comments is indicated in parentheses:

1. General Suggestions and Comments

- Address large trucks "shortcutting" through neighbourhoods (on the current truck route network). (10)
- Consider time-of-day restrictions for truck routes (e.g. avoid rush hour and overnight). (3)
- The impacts of heavy trucks (noise, vibrations, air quality) on community liveability need to be addressed. (3)
- Prioritize the safety of people using Hamilton streets (especially pedestrians and cyclists). (3)
- Industry is important to the city, but safety and quality of life are priority. (3)
- Heavy trucks do not belong where people live and work. (2)
- People are more important than the interests of trucking companies. (2)
- Consider the entire City (including rural areas) in this study. (2)
- Enforcement of the truck route network is essential. (2)
- The truck route network needs improvement. (2)
- Other (22)

2. Specific Routes

- Address Carlisle Road issues. (2)
- Remove the truck route from Queen St between York Blvd and King St. (2)
- York Blvd: heavy trucks are a concern on this street and have noise and vibration impacts for the neighbourhood. (2)
- Other (5)

3. Survey/Engagement Process

- Thank you for this survey opportunity. (2)
- The survey is not equitable, as it is only available in English (and to those who can use computers). (2)
- Other (3)

4 Summary

With 200 responses, the "Let's Talk About Trucks" online survey was a successful means of engaging with the public in the initial phase of a study towards updating the truck route network. (This was one engagement activity of several conducted during this study phase.) The survey included questions to gather information about trucking in Hamilton, such as opinions about policy directions, criteria/indicators, concerns and issues. In addition to answering multiple-choice questions, respondents provided close to 1,000 unique free-form survey comments that were also reviewed and organized.

The highest survey response rates were from Wards 1, 2, 3 and 15, areas where residents and local businesses have provided opinions that there are serious issues with current truck movements. Adults aged 25 to 55 were most likely to respond, while adults under age 25 and those age 65 years and older were notably under-represented with the online survey approach.

Given the respondent type and location biases that exist in the survey responses, the responses are taken as indicative only, rather than being used to definitively set study directions. The many comments provided by respondents provided very valuable insights into the nature of concerns and issues with Light, Medium and Heavy trucks throughout Hamilton.

Some of the recurring themes expressed among the comments were as follows:

- Some clearer wording in the Vision would be helpful, especially clarifying what a "sustainable truck network" really means.
- Understanding the priority implicit in the principles would be helpful, as one principle can take precedence over another. Suggested additional principles included protecting and maintaining the City's road and bridge infrastructure.
- While it is essential to have a truck route network, it is meaningless without enforcement to ensure compliance to the network and to speed limits on it.
- There is a strong need to better separate trucks and vulnerable road users (pedestrians, cyclists, etc., especially children). Most frequently respondents would state that large trucks should be removed from streets with bike lanes or heavily used by pedestrians, though some suggested moving the bike lanes to other available parallel roads, and still others noted that improved street design that better separates different road users is key.
- Hamilton has "arterial" roads with residential land uses (often including historic housing) fronting them, both in the urban core as well as in small rural communities. As such, respondents frequently expressed that they were less concerned about matching truck types to road types than they were about the impact of the truck types on adjoining sensitive land uses (schools, hospitals, homes). (Some also expressed that the road type distinctions did not make sense.)
- There is a desire to have trucks use routes that are well designed for them, for the safety of trucks and of other users, as well as to maintain road infrastructure. Many suggested that the "ring road" system around the city is much better suited for heavy trucks compared to downtown arterial roads with street-facing housing.
- Some respondents suggested that a primary heavy ("industrial") truck route would make sense, as well as a larger truck route network that is more permissive for medium and light trucks.
- In addition to safety concerns, the physical impacts of heavy trucks in a neighbourhood, especially for trucks at high speeds and on poorly maintained roads, include

noise and vibrations at all hours of the day that impact work and sleep, air quality issues, and even soot deposits. Impacts can extend beyond the immediate area.

- Equity is important, as it is typically lower socio-economic (and racialized) groups that live in areas most impacted by heavy trucks.

Appendix A

Detailed Listing of Survey Comments

Location Respondent Type

What do you like/dislike about the draft Vision/Opportunity Statement?

1. Positive Comments

"Community liveability" is good to include (first).

I like that livability is first	No info	Individual (45-54)
Like: Community liveability is key.	No info	A business
Includes community livability which is very important to me	No info	Individual (65+)
It puts community liveability first, which should be a primary consideration in this equation.	No info	Individual (35-44)
I'm glad liveability is in it.	No info	Individual (35-44)
I like the concept of sustainability and it acknowledges the livability of the community, which I assume encompasses safety and environmental aspects.	No info	Individual (65+)
Is clear and puts community live ability above economic development.	Ward 1	Individual (35-44)
I like the community livability portion.	Ward 1	Individual (35-44)
Like the focus on community livability	Ward 1	Individual (25-34)
I like that it names sustainability and community liveability first, before economics.	Ward 1	Individual (45-54)
Livability is so important, especially with residential taxpayers carrying so much of the tax burden.	Ward 2	An agency or organization
I like the community liveability is listed first. This should always be priority	Ward 3	Individual (25-34)
I like that it includes the words "community liveability."	Ward 3	Individual (45-54)
I like the focus on community liveability	Ward 3	Individual (25-34)
I like it because it puts livability before economic aspirations.	Ward 3	Individual (35-44)

"Sustainable" is good to include.

I like the word sustainable, because it encompasses environmental, community, and economic sustainability	Ward 1	Individual (25-34)
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It is a good statement overall.

It's fine.	Ward 15	Individual (45-54)
It's to the point and represents all interests.	Ward 2	Individual (25-34)

The vision addresses the balance needed between economic and community needs.

Short, to the point. Emphasis on community without sacrificing economic prosperity.	No info	Individual
Acknowledges the tension between healthy communities and economic priorities that sometimes is uncomfortable	No info	An agency or organization

	<u>Location</u>	<u>Respondent Type</u>
Seems inclusive	No info	Individual (35-44)
I appreciate the attempt to balance the various issues.	No info	Individual (25-34)
Glad that "Community Liveability" is acknowledged on an equal footing with economic aspirations.	Ward 1	Individual (35-44)
If the statement is true, then we need to co-exist with trucks to keep the community safe but also economically practical.	Ward 15	Individual (25-34)
I like that the draft vision/opportunity statement includes the elements of both community livability and economic aspirations.	Ward 2	Individual (65+)
It balances people's day to day life and how they get around and receive goods with the need for work.	Ward 2	Individual (25-34)
Like: supports Hamilton's community liveability and economic aspirations	Ward 3	Individual (35-44)
Addresses both perspectives of living in Hamilton and trying to allow businesses to continue to prosper and grow.	Ward 5	A business

The vision is concise.

Concise	Ward 15	Individual (55-65)
Precise and clear	Ward 3	A business
its to the point	Ward 4	Individual (25-34)

2. Suggested Revisions

Address trucks "shortcutting" through central Hamilton/residential areas instead of using highways around Hamilton.

Hopefully the statement takes trucks off city streets and uses thoroughfares like Burlington street and Centennial as well as ring roads	No info	Individual (65+)
I like that it mentions "community liveability" but the term "economic aspirations" could be used to support industry using urban neighbourhoods as shortcuts (saves them money, meaning more profit).	No info	An agency or organization
The route still makes trucks go through areas that will cause a conflict in traffic movement. It is appreciated that some of the truck need to access some of the businesses around town, but in reality Hamilton in not a through road for trucks to connect with one highway by crossing the city to another highway. The solution is expensive, yet maybe solved by amending the the municipal bylaw, limiting trucks to a circular route around Hamilton.	No info	A business
Trucking by default is not a sustainable method of transport. The vision should clearly state the objective to remove all cut through truck routes in the city as they are already allowed to be on any road necessary to make a local pick up or delivery. The truck route is redundant to the existing by-lay [bypass].	Ward 2	Individual (35-44)

	<u>Location</u>	<u>Respondent Type</u>
We need local delivery trucks in our neighborhoods, but massive industrial trucks with no local destination create serious safety concerns when they cut through residential areas. Unfortunately, this is currently perfectly legal under Hamilton's permissive truck route system. Let's tell the City that it is time for them to stop industrial trucks from shortcutting through our urban neighborhoods. Other major cities in Ontario don't allow gigantic industrial trucks to rumble through residential neighborhoods and past elementary schools. Neither should we. Our families deserve safe, livable streets, and clean air. It's time for a truck route reboot!	Ward 2	Individual (65+)
I think it focuses too much on economics while these industrial trucks barrel through our residential streets. Unless a truck is making a delivery, they should NOT be on our streets.	Ward 2	Individual (25-34)
Although this statement highlights both community livability and economic aspirations I'm afraid that it is looking at the problem as putting one against the other, when in reality it is possible to have both. Additionally, I find it problematic that it doesn't differentiate between massive shortcutting trucks from local delivery trucks as this is the crux of the issue. It is a common misconception that addressing shortcutting truck abuse to this city will inevitably harm truck drivers, the economy, local delivery trucks, and personal trucks. This misconception needs to be addressed from the get go and with every single Hamilton if we are to make any progress with this issue.	Ward 3	Individual (25-34)
Clarify "economic aspirations".		
Dislike: Economic aspirations? That could mean one thing and its opposite.	No info	A business
Don't like aspirations..... like we/Hamilton needs to improve and reach higher economic goals. I guess I like sustainable because it means we can support and maintain necessity of truck traffic.	No info	Individual (45-54)
What defines "economic aspirations"? Development? Big box stores? Corporations? I've watched giant refrigerated transport trucks block traffic and idle out front of almost every Starbucks, and yet I've never patronized that establishment. You either have specific instructions and clear routes, or you're sending the wrong message.	Ward 1	Individual (25-34)
When you say "Hamilton's... Economic aspirations", does a truck route really have a bottom-line impact on Hamilton's economy? I don't believe it does. I don't feel the money spent and regenerated remotely comes back to city or tax payers. If anything, it's Ontario's or Canada's economic aspirations.	Ward 10	Individual (35-44)
The aspirational bit ["economic aspirations"] isn't great, either. It projects too much.	Ward 2	Individual (35-44)
The phrase "economic aspirations" could be interpreted to mean too many things and to mean things that are in direct opposition to community liveability. It's even too vague to provide examples.	Ward 2	Individual (35-44)
You also don't define economic aspirations which should be "to transform from a historically industrial base to a new economy digital base that will lead to a vibrant downtown core"	Ward 2	Individual (45-54)
I am nervous about the "economic aspirations" goal being used to justify poor outcomes for lower city neighbourhoods.	Ward 3	Individual (35-44)
I think economic aspirations is too vague.	Ward 9	An agency or organization
Clarify the meaning of a "sustainable" truck route network.		
Too simple. "Sustainable" has no meaning on its own.	No info	Individual (45-54)

	<u>Location</u>	<u>Respondent Type</u>
I like the focus on sustainability and livability but these are subjective terms and outlining what is meant by each is critical (ex. sustainability is social, environmental and economic) with that in mind, perhaps the focus should be sustainability more broadly and then expanding on the livability as a social piece and economic piece.	No info	Individual (18-24)
I like the term "sustainable" but would rather see it applied to the community as opposed to just the truck route. In other words, truck routes that promote a sustainable, community.	No info	An agency or organization
"Sustainable truck route network" is unclear. Not sure what is meant by this.	No info	Individual (35-44)
It is considerate of both people and businesses, the core of our community, which is great. However, Sustainable appears to be a buzzword rather than an appropriate adjective to describe the truck route network- Do we want the truck route to be "able to be maintained at a certain rate or level" or "able to be upheld or defended." Practical seems like a more appropriate term but it's definitely not as sexy as Sustainable. Regardless, its semantics- what matters more is the routes, not the statement. But that being said I support the statement.	Ward 1	Individual (25-34)
I'm not clear what a sustainable truck route network means	Ward 1	Individual (35-44)
I don't like the word "Sustainability". It's too... cliché. Feels disingenuous and vague.	Ward 10	Individual (35-44)
I don't understand the use of sustainable with respect to trucking. Economically sustainable, environmentally sustainable, etc? Please define.	Ward 14	Individual (55-65)
I understand the concept of a sustainable truck route. But it seems like an oxymoron at the moment when trying to apply to "community livability".	Ward 15	Individual (35-44)
It is unclear as to what is meant by "a sustainable truck route network." Sustainable to whom? The use of the word "sustainable" is at odds with the context of a truck route network, as a truck route itself can not be sustainable in the way that is implied here, by its very nature--unless it is sustainable to its own self. Suggestions: "A truck route network that is respectful of and responsive to Hamilton's aspirations for community liveability, and that supports its economic aspirations." "A truck route that respects Hamilton's community liveability, while supporting its economic aspirations."	Ward 2	An agency or organization
It conveys livability and economic prosperity, but the term sustainability is a bit general and overused.	Ward 2	Individual (45-54)
I like the focus on community livability, but do not like the use of "sustainable truck route network." Sustain what? The network? Or does this refer to environmental sustainability? It could be more clear.	Ward 2	An agency or organization
I think the term sustainability needs to be defined.	Ward 2	Individual (65+)
Is sustainability in terms of its environmental impact, or economic impact? If economic, should be holistic (i.e. not just interests of trucking lobby)	Ward 2	Individual (35-44)
Sustainability has many connotations and its use here is quite ambiguous.	Ward 2	Individual (45-54)
What does "sustainable" mean? It's very unclear.	Ward 3	Individual (35-44)
Dislike: Sustainable truck network work route	Ward 3	Individual (35-44)
I don't know what sustainable means in this statement, it just sounds jargonny in this context.	Ward 3	A business
I cannot equate "sustainable" with truck routes. They are anathema to each other. Find another descriptive.	Ward 4	Individual (65+)

	<u>Location</u>	<u>Respondent Type</u>
I am always concerned when I see the term 'sustainable' applied in a vision statement without a bit of explanation. As the statement reads now, it implies that the goal is to sustain the truck routes. Instead, the vision needs to say something like 'A truck route network that respects community quality of life and environmental sustainability while aiming to realize Hamilton's climate-friendly (or climate neutral) economic aspirations.'	Ward 5	Individual (45-54)
Clarify/modify "supports community liveability".		
liveability is vague	Ward 1	Individual (45-54)
The "community liveability" sounds pretty vague. May wish to reword with more explicit phrasing.	Ward 2	Individual (25-34)
I like it as the opportunity statement is concise and to the point though would expand on the concept of the community. I do not believe that the community's prosperity is hinging on truck routes/logistics.	Ward 3	Individual (25-34)
Change "supports" to "ensures" or "strives".	Ward 8	Individual (25-34)
Include environment/climate emergency.		
It needs to include climate change and the environment	No info	Individual (55-65)
It fails to mention the city's declared climate emergency or anything about air pollution.	No info	Individual (65+)
The three legged stool of sustainability includes economic, social and environmental. Why isn't there a reference to the environment?	Ward 1	Individual (65+)
It should include environmental impact and health.	Ward 1	Individual (35-44)
Mentions nothing about protecting residents from pollutants (noise, light or chemicals), appears to favour money over the health and wellbeing of community members.	Ward 3	Individual (25-34)
Increase emphasis of economic importance.		
Could emphasize economic importance more	Ward 2	A business
Increase emphasis/priority of community liveability.		
I don't love "Hamilton's community livability" - I'd like to use something like "safe communities" and sort of balancing that with economic aspirations, but I think safe communities should actually be a bit more important than economic aspirations.	No info	Individual (35-44)
It fails to choose between community liveability and economic aspirations.	No info	Individual (65+)
Also "supporting" community livability is not enough. Should be "protects" or "improves". And, economic aspirations are great but not at the expense of community livability. This is not a balancing act. A livable community pays economic rewards.	No info	Individual (45-54)
"Liveability" suggests survival and making do. Something that has such a huge impact on residential communities in our great city such as where we are directing large trucks should strive instead for "utmost safety and wellbeing" for the people whose everyday lives are impacted.	No info	Individual (35-44)
Drop the "economic aspirations".	Ward 1	Individual (65+)
It should minimize economic aspirations more	Ward 1	Individual (45-54)

	<u>Location</u>	<u>Respondent Type</u>
There needs to be more emphasis on community livability (not just "supports"). Supports economic aspirations is OK, but focus should be on livability.	Ward 1	Individual (55-65)
I think we should be enhancing, not just supporting [community liveability].	Ward 1	Individual (65+)
I worry that the words/phrases "sustainability" and "economic aspirations" will be used to justify trucks going through the residential areas of the city because it's not "sustainable" for the business to take a longer route.	Ward 1	Individual (35-44)
I would like to see a comment about avoiding Hamilton's liveable communities, as opposed to the ambiguous "support" statement.	Ward 1	Individual (45-54)
I think the network should first and foremost seek to minimize impact on community liveability. Minimize chances of death, injury, noise and air pollution. The current statement seems less concerned with community liveability. Perhaps: A truck route network that minimizes impact on community liveability while providing mobility to support economic growth.	Ward 1	Individual (35-44)
There are no indicators for community liveability (what does it mean and how will it be measured/ensured?). It also suggests that the truck route network will be able to support both and achieve some sort of balance between liveability and economic aspirations. I don't think that community liveability and economic aspirations should be considered equal outcomes. In the event of some conflict between these two, there will need to be some sort of priority given to one over the other. I think that the truck route network should first and foremost support community liveability, health, and quality of life and economic aspirations should align with that.	Ward 1	Individual (25-34)
It's important to consider businesses, but liveability is definitely a priority. The trucks pose a safety risk on residential roads.	Ward 15	Individual (35-44)
I would like to see more emphasis placed on the community livability aspect. I believe the truck route selection criteria needs to recognize that large & very loud heavy vehicles have the potential to disrupt residential communities in ways that cannot be easily mitigated. In cases where residential communities are impacted, avoidance ought to be the primary consideration. Less emphasis on the cities economic aspirations although I realize that this is an important factor, but it should not be as important or equally important as community livability.	Ward 15	Individual (55-65)
Putting "truck route" first implies that having truck route is the city's priority and pitting it against a community and economy.	Ward 15	Individual (35-44)
The vision statement should prioritize liveability, while supporting the economy.	Ward 2	Individual (45-54)
More emphasis needs to be on human lives, as opposed to economic aspirations	Ward 2	Individual (35-44)
It sounds like a statement that doesn't centre people enough.	Ward 2	Individual (35-44)
It attempts to equivocate safety and "economic aspirations" when safety and quality of life should take precedent over profits.	Ward 2	Individual (35-44)
I think community should be front and centre, not equal with "economic aspirations"	Ward 2	Individual (25-34)
The wording 'supports Hamilton's community liveability' is too vague. One can support a cause without taking any real or concrete action. Perhaps more along the line of, "consistently endeavour to act in concert with community liveability"...etc.	Ward 2	Individual (55-65)
Emphasis on liveability	Ward 2	Individual (35-44)
"Community livability" should be front and center. "Economic aspirations" are a given, with a truck route, so don't need to be highlighted.	Ward 3	Individual (45-54)

	<u>Location</u>	<u>Respondent Type</u>
"Supports community liveability" is a bit too neutral, I think. It doesn't say anything about how the liveability should be good. I think the main idea should be that we need to work toward making the community better, not just "liveable"	Ward 3	Individual (25-34)
It doesn't take into account the public health piece but has a strong focus on economic benefits	Ward 3	Individual (35-44)
Community liveability needs to be prioritized over economic needs.	Ward 3	Individual (45-54)
I like the focus on livability and would put more focus here; economic aspirations are secondary as it seems unlikely to me that any changes to make communities safer would be unlikely to have negative economic consequences. I'd like instead to see an expanded definition of livability (e.g. road safety, sustainability, air quality, noise pollution, etc.)	Ward 3	An agency or organization
Community liveability need to be more pronounced including words like prosperity...	Ward 3	Individual (35-44)
Economics should not be anywhere near the same level asLiveability.	Ward 4	Individual (35-44)
It seems to equality prioritize community livability and economic aspirations. If the two are in conflict, which they are with the current truck routes, I want the city to clearly state that it will prioritize safety and public health over economic gain.	Ward 4	Individual (35-44)
It tries to balance "economic aspirations" with "community liveability" as if they were compatible - but in the case of heavy trucks and people trying to co-exist, it can't be achieved. In fact, this is the problem. We must choose a priority of people over traffic danger. How about this wording: "Creating a sustainable, robust truck route network that prioritizes community liveability across the region" - therefore making Hamilton a community to safely raise a child and grow old, in every neighbourhood.	Ward 4	Individual (55-65)
We can drop the whole "economic aspirations" bit.	Ward 6	Individual (35-44)
Make the statement more concise.		
it's too wordy. "A sustainable truck route that makes Hamilton a liveable and thriving city"	No info	Individual (35-44)
it could be shorter	Ward 3	Individual (45-54)
Other suggestions		
Supports the needs of current businesses and all road users.	No info	A business
Add the principle of "Scaleable"	No info	Individual (45-54)
Emphasis on sustainability	No info	Individual (65+)
It doesn't mention protecting pedestrians or residential streets.	Ward 1	Individual (45-54)
We have to include sustainability in all our policies including transportation. If not we will continue on this path to self destruction. Noise and danger from truck transportation has to be mitigated to make our city more liveable. Unless truck transportation through our city particularly in residential neighbourhoods contributes to the the well being of our community, they should be rerouted to run around the city our at best through industrial areas.	Ward 2	Individual (65+)
I would like to see truck route that supports other modes of transportation alongside the truck routes.	Ward 2	Individual (35-44)

	<u>Location</u>	<u>Respondent Type</u>
The statement totally missed what allows trucks to drive in the CityA sustainable truck route network that supports Hamilton's roads and bridge infrastructure network.	Ward 2	An agency or organization
Specify health.		
I would like to see it be specific about improving health outcomes for all. I would like to see it commit to equity, diversity and inclusivity. The impacts of truck routes are more significant in Code Red neighbourhoods and this vision needs to commit to equity and improving health outcomes.	No info	Individual (45-54)
Specify safety.		
Ignores safety.	No info	Individual (45-54)
I like the word liveability but maybe include safety in there... needs to be explicit.	No info	Individual (35-44)
I think that health and safety need to be prioritized. For example, "A sustainable truck route network that prioritizes Hamilton's community liveability, health, and safety; and supports economic aspirations."	Ward 1	Individual (35-44)
It should incorporate the word "safety" - currently many trucks operating directly beside sidewalks are going too fast and creating an unsafe and unhealthy atmosphere for Hamiltonians.	Ward 1	Individual (25-34)
Vision omits any mention of safety	Ward 13	Individual (65+)
Generally I like it, I would like to see more emphasis on safety.	Ward 2	Individual (35-44)
It says nothing about the people that live in the community & our safety	Ward 2	Individual (25-34)
It says nothing about safety.	Ward 2	Individual (35-44)
Needs to better specify safety	Ward 5	Individual (25-34)
Use clearer/more specific terms.		
It's very unclear. It's full of buzz words that mean little.	No info	Individual (45-54)
It is hard to comment on a vision statement without more context as to how it is being implemented or defined in any way (ie. what do you mean by "community liveability", what are the "economic aspirations", etc.	No info	Individual (35-44)
Positive - it's broad enough to encompass a lot of things. Negative - it lacks the specifics that you sometimes want to dive into and understand how or what applies to the scope of this plan.	No info	Individual (25-34)
"community liveability and economic aspiration" are vague terms that could mean anything.	Ward 3	Individual (35-44)
3. Other Comments		
Action/change is needed.		
Economic aspirations means that it is really about that. Moving goods and the economy. If it is really about livability the city would have acted a lot sooner on things like 8-80 and listen to recommendations from Environment Hamilton and others.	No info	A business
Not enough detail! Need protections for residents.	Ward 1	Individual (45-54)

	<u>Location</u>	<u>Respondent Type</u>
Trucks are not compatible with community liveability.		
I don't think communities and trucks can co-exist.	No info	Individual
Hamilton's community liveability. How do ? Trucks going through residential areas 24/7 is not good for a community	Ward 1	Individual (55-65)
Community liveability and economic aspirations often don't go together very well	Ward 1	Individual (55-65)
I don't like heavy trucks going through the neighborhood including York.	Ward 1	Individual (55-65)
I think "sustainable truck route" and "community liveability" are two disparate statements. I don't think you can have both together.	Ward 1	Individual (35-44)
It seems like it's working pretty hard to make itself unattainable from the word Go, by surrounding itself with good intentions, even when they are likely to be mutually exclusive.	Ward 2	Individual (45-54)
Some areas of residential density are still too active on the truck plan.	Ward 2	Individual (25-34)
I'm a bit skeptical about the community liveability part - we have councillors (i.e. Whitehead) who say downtown isn't a community, for example. I live and operate my business on Barton near Lottridge. We have schools, churches, social services and the Stadium within 250 m of our building; there are many vulnerable people and seniors. People walk and ride bikes, by choice or circumstance. If anywhere needs improved community liveability, it's here - but I'm not sure how we can reconcile that with big trucks on Barton Street.	Ward 3	A business
It starts with a core assumption that [trucks] are a given and wide spread necessity. Truck routes should not be a priority in any area of the city where people live. They should be limited to few physical places and times where they do not jeopardize the safety of residents.	Ward 3	Individual (25-34)
Vision statements have limited value.		
It is broad enough to be perfectly agreeable without actually committing to anything tangible. A perfect government vision.	Ward 1	Individual (25-34)
I'm not really a vision statement person.	Ward 1	Individual (35-44)
There needs to be a major overhaul, not just some makework vision statement.	Ward 15	Individual (55-65)
Not sure that this needs a vision/opportunity statement. I personally think those statements are overrated.	Ward 2	Individual (35-44)
While vision/opportunity statements are helpful, clear, concrete, achievable goals, are more useful to people.	Ward 2	An agency or organization
My concern is the city is terrific at vision statements, far less so at achieving objectives.	Ward 3	Individual (55-65)

Location Respondent Type

What do you like/dislike about the draft principles?

1. General Positive Comments

The current truck route network is fine.

I think it is just fine how the trucks transport.

Ward 4

Individual (25-34)

This is a good set of principles.

They are broad enough to allow flexibility but specific enough to ensure the needs of all stakeholders can be addressed.

No info

Individual (65+)

Comprehensive and doable.

No info

Individual (65+)

I like them all!

No info

An agency or organization

I like that they seem to be clear and concise.

No info

Individual (45-54)

My concerns are addressed.

Ward 1

Individual (45-54)

Seems inclusive enough!

Ward 1

Individual (25-34)

Thorough.

Ward 15

Individual (55-65)

All of them.

Ward 2

Individual (65+)

Well balanced.

Ward 3

Individual (25-34)

2. General Suggested Revisions

Clarify how the principles are prioritized.

They seem reasonable, but again, they could be used to justify anything, depending on which ones are given precedence.

No info

A business

Prioritizes trucks over other users including cyclists and pedestrians.

No info

Individual (65+)

Generally sensible, but a bit too open-ended to have any real meaning with a please-everyone attitude. Whose needs will be prioritized when economical movement is in conflict with the safety and well-being of residents? Principles should make priorities clear, and preferably in favour of resident safety and climate change mitigation.

No info

Individual (35-44)

Seems to prioritize the trucks/goods over neighbourhood needs and values.

No info

An agency or organization

How are things weighted in decision-making: if "Maintain route connectivity and continuity to provide reliable routes" gets priority over "Create a safe network for all road users, including pedestrians and cyclists" or "Avoid the inequitable distribution of impacts (e.g. emissions, vibrations) on sensitive land uses, such as schools, hospitals, parks, residential neighbourhoods, and community destinations" then I have serious concerns about the value placed on truck movement over a safe network for all road users.

Ward 1

Individual (55-65)

	<u>Location</u>	<u>Respondent Type</u>
I like points #1, 3, 4, 5, 6, and 8. #2 and #7 are considerations, but it should be made clear that they are lower priority than the other points. For example, we should require trucks to drive farther distances if that is needed in order to create safe and sustainable neighbourhoods. The problem with our current truck route is that it prioritizes the needs of the trucking industry over other considerations, and trucks are allowed to shortcut through the city instead of minimizing the use of residential streets.	Ward 1	Individual (45-54)
These ideas are solid, but I don't trust that they will be applied equitably, with focus on human well-being over trucking profits.	Ward 2	Individual (35-44)
First of all, please state the purpose or goal of having draft principles. To us, the principles are ground rules that should guide the process and determine the outcome (they are about achieving outcomes that reflect a 'principled approach').	Ward 2	An agency or organization
It seems that there are excuses built into the draft principles to avoid making good decisions about difficult routes.	Ward 3	Individual (35-44)
Just a question, are these listed in order of priority? Are these principles already ranked in order of importance?	Ward 4	Individual (35-44)
The principles are sound, but there must somehow be a statement or a system to prioritize the aspect of pedestrian and cyclist safety, and also to prioritize mitigation of elimination of excessive noise and vibration. For example, building a super high-quality express truck route through a densely populated neighbourhood should not be possible. It should be seen as the least-feasible and least sustainable option, but this wouldn't happen with all these principles being equally weighted. So, the weighting and emphasis of people has to come through. This is my point.	Ward 4	Individual (55-65)
Consider alternatives to large trucks.		
Use smaller delivery vehicles and deliveries at night only.	No info	A business
What about alternatives to large trucks? This seems to apply only to super large trucks that have the greatest impacts. Perhaps this [is] intentional though.	Ward 2	Individual (25-34)
Make the principles simpler and easier to understand.		
There are too many goals and they are unclear.	No info	Individual (45-54)
These are too wordy, ensure they are readable without requiring interpretation.	Ward 3	A business
Prioritize community health and liveability.		
Need emphasis on safety, noise pollution, stress reduction to residents, and eliminating these factors completely in residential areas.	Ward 15	Individual (55-65)
There is a disproportionate focus on cheap, easy use for trucks and trucking companies. The greater focus should be on the community, quality of life, vulnerable road users, air quality, and a robust economy (which doesn't just mean quick and easy truck transportation. It could also mean getting trucks away from an area with small businesses and patios where businesses are negatively impacted by large truck traffic).	Ward 2	An agency or organization
I appreciate that there is one focused on health and one on safety but it would be nice to have more focus on improving the health and safety of community members - so that Hamilton can be the best place to raise a child and age successfully.	Ward 3	Individual (35-44)
Support changing Hamilton's industrial economy to a digital one.		

	<u>Location</u>	<u>Respondent Type</u>
Again no reference to transitioning to a digital economy. If you want to [attract] new economy digital companies and the digital natives who work there to relocate to the core you have to remove the tandem trucks that rumble through the core at all hours, day and night. It makes no sense.	Ward 2	Individual (45-54)

The greater impact of larger trucks must be considered, instead of treating all trucks the same.

I appreciate the fact that we can acknowledge that truck routes are a must. But more importantly that certain types of trucks have an adverse impact on small communities and perhaps a different solution could be used for those trucks.	Ward 15	Individual (35-44)
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Each of these principles is problematic because each fails to recognize our fundamental concern - that industrial trucks are viewed and managed in the same way that delivery trucks are viewed and managed. The city's current truck route system fails to differentiate between trucks that are making legitimate deliveries around the city versus those that are simply shortcutting through the city from the industrial core. We argue that the principles that guide this process must acknowledge the need to differentiate between these different trucks. Hamilton is a unique city because of our heavy industry. No other urban centre that we are aware of has the industrial truck traffic through the city the way Hamilton does. It's a problematic and outdated situation - a legacy of our industrial past. We are still industrial - but we are also a lot more. It's time to rectify this outdated situation! Until we address this problem, none of these principles work.	Ward 2	An agency or organization
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I have a fundamental concern with the truck route system in the city - it fails to differentiate between delivery trucks and industrial trucks. Most urban centres do not need to worry about large industrial trucks cutting through their urban areas. Hamilton is unique in that respect and this subsequently requires a different approach to routing trucks. How can we not generate a truck route system that acknowledges this reality? We are living the reality of what this approach creates in the way of impacts. To truly realize the principles set out above, another principle needs to be added that speaks to the reality that Hamilton's truck routes need to differentiate between delivery trucks and industrial trucks. If this is ignored, then the plan will fail to meet all of its principles, plain and simple!	Ward 5	Individual (45-54)
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The principles are not specific/tangible enough.

Again, these are all so broad that I cannot take issue with anything.	Ward 1	Individual (25-34)
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The draft principles make sense but do not apply to our current situation.	Ward 15	Individual (35-44)
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They're lofty goals, I wonder how realistic they are?	Ward 2	Individual (35-44)
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I don't know what the purpose or goal of having draft principles is here but I like it much better than the vision/opportunity statement though. Aspirations/visions are helpful but people are looking for something much more concrete and usable.	Ward 2	Individual (35-44)
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3. Missing Principles

Consider maintaining a truck-free pedestrian district as part of truck route network.

An addition to the draft principles would be to include pedestrian district as part of the plan. Redirecting truck routes should enhance the opportunity for pedestrian low traffic districts to create a more fundamentally sound traffic plan.	Ward 3	Individual (25-34)
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Consider the street context as public space and not just a route, e.g. acknowledge the role of the adjacent sidewalk/streetscape on truck routes.

	<u>Location</u>	<u>Respondent Type</u>
<p>Additional "principles" at the end of this section: 9. Consider the street environment. The city must uplift the idea of a road to be more than a route that goes from A to B, but that is a public space, and as the truck route masterplan review must acknowledge that the adjacent sidewalk/ streetscape needs to be considered/respected.</p>	Ward 2	An agency or organization
<p>Include sustainability. I think this is a place where sustainability should be defined.</p>	Ward 2	Individual (65+)
<p>Missing principle: Address heavy truck traffic through downtown specifically. We also need a clear principle that "where ever there are alternative routes, heavy trucks should not be allowed to shortcut through residential areas." Again, this list tries to be all things to everyone instead of choosing priorities.</p>	No info	Individual (65+)
<p>Doesn't specifically address truck traffic throughout Downtown areas.</p>	Ward 2	Individual (45-54)
<p>There is nothing in these draft principles which differentiates industrial shortcutting from local delivery and personal trucks. This is a key piece to this puzzle and needs to be directly addressed in the principles.</p>	Ward 3	Individual (25-34)
<p>Missing principle: Minimize the presence of trucks in residential areas unless absolutely necessary Assurances that will keep away from residential neighbourhoods as much as possible.</p>	No info	Individual (55-65)
<p>It should include, "minimize the presence of trucks in residential areas unless absolutely necessary.'</p>	Ward 1	Individual (45-54)
<p>Missing principle: Protect and maintain the City's road and bridge infrastructure. I don't know if a significantly different grade of road cover is used in residential neighbourhoods than in industrial areas and planned large truck routes. The city might save money on building and maintaining roads if trucks were precluded from travelling in residential streets that conceivably may not need to be built to the same standard as those roads specifically designed to bear the weight of transport trucks.</p>	Ward 2	Individual (65+)
<p>However, I'd like to add another principle: 9. Protect roads from quicklgetting damaged, the matter that enables the city to use the saved money on supporting social activities.</p>	Ward 2	Individual (65+)
<p>There is no principle for: Protect and Maintaining the City's Road and Bridge Infrastructure Network.</p>	Ward 2	An agency or organization
<p>What about the continued need for road maintenance? Heavy trucks affect the road quicker than cars and lightweight trucks.</p>	Ward 2	Individual (25-34)
<p>Missing principle: Provide only the minimum truck routes that are necessary. I would like us to adopt a goal to provide only as many routes as are necessary. We do not need so many parallel truck routes through the city going essentially the same direction and same place - just one major arterial route. I feel putting community livability needs to be key here.</p>	Ward 1	Individual (35-44)
<p>The principles should include the statement that the number of truck routes should be the minimum possible necessary to move goods in and out of the city. Arterial streets should not be truck routes by default (or in most cases).</p>	Ward 2	Individual (45-54)

4.1 Principle 1: Create a safe network for all road users, including pedestrians and cyclists

	<u>Location</u>	<u>Respondent Type</u>
I agree with prioritizing safety.		
They need to focus on safety.	No info	Individual (45-54)
I like that safety is first.	No info	Individual (35-44)
I like that it specifies that a safe network should be made.	Ward 1	Individual (35-44)
Good focus on safety.	Ward 1	Individual (25-34)
I like the safety aspects.	Ward 4	Individual (35-44)
Broaden "all road users" - not just pedestrians and cyclists.		
1. Include passenger and commercial vehicles.	No info	A business
Safety of the truck and truck driver is missing from the principles	No info	Individual (45-54)
1. Create a safe network for all road users, including pedestrians and cyclists - This could read, "Prioritize the health and safety of pedestrians and cyclists," not "including."	No info	Individual (35-44)
The language of the first principle positions pedestrians and cyclists as less legitimate. The explicit reference to pedestrians and cyclists comes across as though they are "other" road users that need to be singled out. How about "Create a safe network for all road users: pedestrians, cyclists, transit users, and motorists"?	Ward 1	Individual (25-34)
Are folks who use wheelchairs considered pedestrians or should they be explicitly included in Point 1?	Ward 1	Individual (65+)
Principle 1 - Feels like you're singling out pedestrians and cyclist rather than making "all road users" equal.	Ward 10	Individual (35-44)
Clarify "safe network."		
Too vague. What is a "safe network"?	No info	Individual (45-54)
It is not clear what a definition of safe network for peds & cyclists means - how much separation from truck traffic is considered safe?	Ward 13	Individual (65+)
Cyclists should not be given priority on every road.		
From a quantitative basis, the consideration being given to the "cycling community" is over-weighted dramatically. Is cycling important? Certainly, but to give a small number of cyclists using the routes during the fair-weather days in the spring/summer months the same vote as industry seems imbalanced.	Ward 2	A business
Bike lanes and trucks don't mix and its hard to make deliveries when bike lane are involved, also medics, fire trucks facing same issues.	Ward 2	Individual (45-54)
Prioritize community safety and liveability.		

	<u>Location</u>	<u>Respondent Type</u>
<p>I think one thing that needs to be included is to ensure that trucks which are not delivering in Hamilton be required to use the ring roads around the city instead of being allowed to short cut through the city, often through residential neighbourhoods. The safety of people needs to be prioritized over the profit making of companies. This will require companies to spend more money going around the city instead of short cutting through it. The truck route master plan needs to be in line with the city's vision statement which is: "To be the best place to raise a child and age successfully." If people are not safe on or near the roads in Hamilton, then the vision statement is not being implemented.</p>	Ward 1	Individual (35-44)
<p>Trucks, and the economic benefits behind them, should always come second to safety, and livability, for people living in this city. I am terrified and tired of huge transport trucks barreling down Cannon St., non-stop, through my neighbourhood. A block from the Farmers Market and FOCU Centre! Shame on this city for allowing 4 lane one-way highways through its downtown core.</p>	Ward 3	Individual (45-54)
<p>Prioritize the safety of all vulnerable road users.</p>		
<p>The main concern should be for safety of pedestrians, cyclists and children taking buses. Economic concerns should not be on same list with safety concerns. Carlisle road is unsafe in its present state.</p>	No info	Individual (65+)
<p>Here are my brief, short hand notes. In no way am I trying to minimize the work that staff have put into this or to be overly critical, just having to type quickly and to the point. Hope that this feedback comes across constructively. (1) Centring out pedestrians and cyclists is weird here. While I think it's nice to emphasize them, this could be done differently. Prioritizing the safety of the most vulnerable road users, for instance, is a better way to put that.</p>	Ward 2	Individual (35-44)
<p>Prioritize the safety of pedestrians and cyclists.</p>		
<p>I wonder if an additional principle is needed about ensuring that the routes do not align with corridors that are heavily travelled by pedestrians and cyclists. Perhaps their mobility should be prioritized above the truck route network?</p>	Ward 1	Individual (25-34)
<p>I like principles 1 and 8 in particular. I want to safely walk and bike around my neighbourhood with my son without the noise and air pollution of many large transport trucks as we currently experience in the central neighbourhood, and without the fear of nervous or aggressive drivers not knowing how or where cyclists are allowed to ride.</p>	Ward 2	Individual (35-44)
<p>I dislike - Create a safe network for all road users, including pedestrians and cyclists. Cyclist and pedestrians are the most vulnerable street users and should be prioritized in the statement. I've never been in my car and almost run down by a transport truck running a red light. I can say I've almost been run over by cars 3 times this year alone [i.e. walking/cycling] i.e. Create a safe road network that protects pedestrians and cyclists.</p>	Ward 3	Individual (35-44)
<p>Remove trucks from roads with curbside sidewalks.</p>		
<p>Would like to see the draft principles focus on removing heavy truck traffic from residential areas with sidewalks attached to the road such as on Victoria and Wellington. Both of these truck routes currently direct traffic towards the sensitive use of a hospital.</p>	Ward 3	Individual (25-34)
<p>Reword to make pedestrians and cyclists more inclusive of road users.</p>		
<p>1. Stop singling out pedestrians and cyclists; the language needs to reflect the rights of pedestrians and cyclists, not separate them out which "including" does.</p>	No info	Individual

	<u>Location</u>	<u>Respondent Type</u>
<p>1. Create a safe network for all road users, including pedestrians and cyclists. We appreciate the emphasis on pedestrians and cyclists, but it sounds backhanded. We suggest phrasing it differently. This could read, "Prioritize the health and safety of the most vulnerable road users, such as pedestrians and cyclists" not "including...".</p>	Ward 2	An agency or organization
<p>Sidewalks are essential for safety for vulnerable road users on truck routes.</p>		
<p>Item 1 has to be primary, hence, item 2, cannot take precedence over item 1. Item 8 can't be at the expense of item 8. In other words, if Carlisle Road and Centre Road continue to be designated as primary routes, then from a safety perspective, a sidewalk needs to be installed the length Carlisle Road and from Carlisle village to the neighbouring schools.</p>	Ward 15	Individual (65+)
<p>The safety of pedestrians and cyclists over that of other road users is not a current City priority.</p>		
<p>Although number one is about pedestrian and cyclist safety, it doesn't seem it's the priority when I'm out walking or biking.</p>	Ward 1	Individual (35-44)
<p>#1 is very important to me because I'm primarily a pedestrian or cyclist. However many drivers on the road simply don't believe cyclists exist at all (and barely notice pedestrians). I'm pretty pessimistic about how this actually plays out.</p>	Ward 2	Individual (25-34)
<p>I'm quite skeptical about Principle 1. I don't think the City means it. That statement appears in so many policies; admittedly there are sometimes small wins for pedestrians (new traffic light or traffic calming), more meaningful work needs to be done. Don't patronize pedestrians and cyclists by telling us we're important (as part of "all road users") if we're not going to be - you risk burning the little good will the City has left. Keep the really big trucks off city streets.</p>	Ward 3	A business
<p>The safety of vulnerable road users is important to sustainability.</p>		
<p>I like the focus/ key inclusion of cyclists and pedestrians - this needs to be our focus as a city moving forward to create sustainable structures that do not just depend on cars.</p>	Ward 1	Individual (25-34)
<p>4.2 Principle 2: Enable goods to be transported economically</p>		
<p>Clarify or reword "economically".</p>		
<p>2. Enable goods to be transported economically. - What does this mean? To me, it implies that losing a few dollars on gas, because trucks have to take routes that are a few minutes out of the shortcut routes will be worthy of consideration; I don't agree.</p>	No info	Individual (35-44)
<p>As well, I don't like that the only point about economics (#2) is about transporting goods (i.e., cost to trucking industries). We must also consider the economic cost to local businesses, such as the impact of businesses along Barton St. E. when a truck route passes through a commercially zoned street, for example.</p>	Ward 1	Individual (45-54)
<p>Principle 2 - "economically" is vague. I agree, "Enable goods to be transported" but it also enables those that provide services through employment and contract work that produce those goods. Instead of "economically", I'd prefer effectively and efficiently.</p>	Ward 10	Individual (35-44)
<p>On #2, tie economic transport to safety.</p>	Ward 15	Individual (55-65)
<p>(2) The adverb "economically" doesn't work here. It seems to be modifying the verb "transport" which doesn't make sense. Use simpler language.</p>	Ward 2	Individual (35-44)

	<u>Location</u>	<u>Respondent Type</u>
<p>2. Enable goods to be transported economically. - What does this mean? This statement needs clarification and specificity. To us, it seems to imply that saving a few dollars on gas at the expense of the community's health, wellbeing and liveability should be a major factor in deciding where routes will be permitted - suggesting that the practice of shortcutting routes permitted by the current permissive truck route system, could well continue. We strongly disagree. The city and its residents should not have to bear the burden of transportation externalities. For instance, with short-cutting industrial trucks - the priority should not be to ensure that they are transporting goods economically - it should be to ensure that they are not imposing/externalizing costs on local taxpayers - via roadway damage, air pollution, impacts on urban QOL, etc.</p>	Ward 2	An agency or organization
<p>Do not prioritize this principle over community health and safety.</p>		
<p>"Enable goods to be transported economically.": Heavy truck drivers/companies see this as a licence to drive through the city to avoid taking a more direct route to the nearest highway. Our city street lanes are too narrow to accommodate these vehicles. They are intimidating to smaller vehicles and even more so to pedestrians and cyclists who are ignored by many drivers (no eye contact). It's a fact - large vehicles need a greater stopping distance and this doesn't work on city streets. I realize when there is a highway closure we have no choice but to allow trucks to use city streets.</p>	Ward 1	Individual (65+)
<p>The economic movement of goods is not the most important criteria.</p>	Ward 13	Individual (55-65)
<p>All other principles can be circumvented by the second principle. In effect, it is the second 'principle' that allows for the exception that becomes the rule.</p>	Ward 2	Individual (55-65)
<p>It should be clear that the aim to transport goods "economically" will be a secondary consideration after the health and safety of the residents.</p>	Ward 2	Individual (35-44)
<p>I do not agree with this principle.</p>		
<p>Why do we care about "Enable goods to be transported economically" as this is for competitive businesses to deal with. Giant trucks roaring freely around the globe 24/7 is not what our world needs.</p>	No info	Individual (45-54)
<p>2. Take economics out of it. If there was anything remotely fair about the costs of trucking in this city, our roads wouldn't be in such terrible repair.</p>	No info	Individual
<p>#2 is problematic. It presumes it is the role of residents along truck routes to share in the consequences of business optimization. Their inconvenience or ill health is not a cost of doing business.</p>	Ward 2	An agency or organization
<p>#2 is a problem. It is not the city's responsibility to enable goods to be transported economically. It is the city's job to ensure it adheres to its vision, "To be the best place to raise a child and age successfully."</p>	Ward 2	Individual (35-44)
<p>The routes should have nothing to do with economics. Health, safety and livability of our citizens must always come first.</p>	Ward 3	Individual (45-54)
<p>The economics of goods movement should be removed from the list. The benefits to the trucking industry are already captured in items 7 and 8.</p>	Ward 3	Individual (35-44)
<p>Efficient routes are not important. Safety is important.</p>	Ward 4	Individual (35-44)
<p>Specify connections to port/busy industrial and commercial zones.</p>		
<p>2. Provides connectivity and redundancy at Hamilton's busiest industrial and commercial zones.</p>	No info	A business

	<u>Location</u>	<u>Respondent Type</u>
Creating efficient routes to reach port terminals.	Outside of Hamilton	A business

4.3 Principle 3: Have a transparent route selection process

Clarify the meaning of "a transparent route selection process."

3. Have a transparent route selection process. - This needs further clarification.	No info	Individual (35-44)
I don't understand #3.	No info	Individual (25-34)
Principle 3 - I do not like the word "transparent". What does that mean? It should be a "clear and concise" route selection process.	Ward 10	Individual (35-44)
3. Have a transparent route selection process. This needs further clarification. What is the current route selection process? What committee makes the selection?	Ward 2	An agency or organization

Explain the current route selection process.

(3) What is the current route selection process? Might be more important to centre this with a location (what committee) and when (how often?).	Ward 2	Individual (35-44)
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Truckers make transparent choices to not use truck routes.

3. The trucking routes were always supposed to be transparent choices. The fact that no one enforces trucking routes is very transparent.	No info	Individual
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4.4 Principle 4: Avoid the inequitable distribution of impacts (e.g. emissions, vibrations) on sensitive land uses, such as schools, hospitals, parks, residential neighbourhoods, and community destinations

A viable truck route that avoids all sensitive land uses is not realistic.

4. It is hard to have viable truck routes and avoid all the "sensitive" land issues that you list.	Ward 9	An agency or organization
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Clarify this principle.

I don't think that #4 is clear; it needs to be more explicitly biasing trucks away from these sensitive areas.	Ward 1	Individual (55-65)
Principle 4 - "inequitable distribution of impacts". What are you talking about?	Ward 10	Individual (35-44)

Emphasize quality of life for communities along truck routes.

There needs to be more emphasis on quality of life along the truck routes.	No info	Individual (25-34)
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How trucks move around downtown and next to hospitals is key.

How these trucks move around downtown and next to Hamilton General Hospital is key.	Ward 3	Individual (25-34)
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I agree with this principle.

I like #4	No info	Individual (25-34)
I like that it specifies [...] avoid inequitable distribution of impacts.	Ward 1	Individual (35-44)

	<u>Location</u>	<u>Respondent Type</u>
I like number 4 —Avoid the inequitable distribution of impacts (e.g. emissions, vibrations) on sensitive land uses, such as schools, hospitals, parks, residential neighbourhoods, and community destinations.	Ward 1	Individual (55-65)
I like the principle of avoiding the inequitable distribution of impacts - that's very important.	Ward 1	Individual (25-34)
Truck routes should not be in small rural communities or school zones.	Ward 15	Individual (45-54)
Impacts should be "eliminated", not "distributed".		
Distribution of impacts should be elimination of impacts from the areas listed.	No info	Individual (45-54)
Include other impacts, e.g. noise, neighbourhood reputation, and road destruction with impacts.		
Manage noise from heavy truck traffic in residential areas.	No info	Individual (35-44)
4. Vibrations, emissions, noise, reputation, the disregard for neighbourhoods, and of course the destruction of roadways.	No info	Individual
Keeping truck routes away from schools/communities is key.		
I think there needs to be a principle stating no truck routes through school zones and residential areas.	Ward 4	Individual (35-44)
How about *prioritizing* things like air quality, reducing noise pollution, and using roads that don't go through neighbourhoods and past schools?	Ward 2	Individual (45-54)
Stay away from schools and small communities with kids running around.	No info	Individual (25-34)
My main concern is my area the truck route is going through two schools and two major parks. If these draft principles are to be followed then the truck route will be removed from my street, Centre Road.	Ward 15	Individual (25-34)
Prioritize this principle.		
#4 needs to be #1.	No info	Individual (45-54)
Please ensure that poorer neighbourhoods are not disadvantaged over more affluent ones.	No info	Individual (35-44)
Appreciate highlighting the inequitable distribution of impacts. Would like to see that higher than transporting goods economically.	Ward 1	Individual (25-34)
The focus should be on the impacts trucks have in communities. It's not just about efficient routes and movement of goods.	Ward 1	Individual (25-34)
I'd like to see #4 higher on the list. Community safety is a concern.	Ward 15	Individual (35-44)
#4 should be more prominent.	Ward 2	Individual (35-44)
Prohibit all through-truck movements through residential areas.		
Instead of avoiding inequitable distribution of impacts you need a clause ' to take trucks off residential roads' and avoid any impacts. Trucks can get to the port and leave the port without driving through residential streets.	Ward 3	Individual (35-44)

	<u>Location</u>	<u>Respondent Type</u>
It doesn't put enough emphasis on the needs of those living in sensitive areas. It's not just about distributing truck traffic around, but also about just keeping trucks completely off areas where people live, play, hang out and work. Other than when trucks need to drop off something in these neighbourhoods, they should not be allowed in, because 5 trucks is not any safer than 50 trucks, and they just don't need to cut through the city to get to their further destinations.	Ward 3	A business
I would like to see a statement about avoiding residential neighbourhoods altogether, with the exception of deliveries.	Ward 1	Individual (45-54)
Restate as inequitable distribution of impacts on "people", not "land uses".		
We need to include inequitable distribution of impacts on people. Solely referencing land uses avoids the real equity issues in my view. Land uses aren't equity-seeking groups.	No info	Individual (45-54)
Specify impacts of heavy trucks versus light trucks.		
Keeping trucks out of sensitive areas. Light trucks could be fine, but not heavy trucks with air brakes.	Ward 1	Individual (35-44)
State what/how you will "do" in a positive, definitive sense, not what you will "avoid."		
4. Avoid the inequitable distribution of impacts (e.g. emissions, vibrations) on sensitive land uses, such as schools, hospitals, parks, residential neighbourhoods, and community destinations. While the sentiment is a worthy one, it is just that - a sentiment, because of the use of the word "avoid." It would be preferable and much more reassuring if this principle were definitive - HOW is this going to be achieved? What are the commitments to ensure that truck routes are no longer allowed in sensitive land use areas? Are you in support of no longer permitting trucks from travelling in neighbourhoods and in the core, where sensitive land uses are at the highest? If so, then say so. In short, careful analysis is needed here. We heard talk, early on in this process, about mapping sensitive land uses and ensuring that truck routing pays attention to these features. Has that happened? How will this mapping be used as a tool in this process? Is there any way that the airshed modeling the city has been involved in can also be used in combination with the identification of sensitive land uses - to ensure that this process of avoiding sensitive land uses is done thoroughly and effectively?	Ward 2	An agency or organization
(4) "Avoid" is not good language here, in my opinion. You need language that speaks to what you will do, not what you will aspire to do or what you try to avoid.	Ward 2	Individual (35-44)
Number 4 is in the right direction, but "avoid" is a weasel word, and "inequitable" may be used that way as well.	No info	Individual (65+)
4. Avoid the inequitable distribution of impacts (e.g. emissions, vibrations) on sensitive land uses, such as schools, hospitals, parks, residential neighbourhoods, and community destinations. - This is good, but how is this going to be achieved? Are you in support of no longer permitting trucks from travelling in neighbourhoods and in the core, where sensitive land uses are at the highest? If so, then say so.	No info	Individual (35-44)

4.5 Principle 5: Specify routes clearly and intuitively to minimize the need for Police enforcement

Agree: enforcement should be reserved for where it makes sense.

	<u>Location</u>	<u>Respondent Type</u>
Love the reduced need for policing. King street west into Westdale is a key example of this - such an awful daily reminder of police money wasted to catch drivers in a section that is obviously not labelled well and is a speed trap. Every morning I see the police with their radar guns out it is upsetting and makes me think how much I could use those resources in my job at the hospital.	Ward 1	Individual (25-34)
Clarify this principle.		
(5) I like the idea here but it's not clear why this is important. What about police enforcement do you want to minimize and why? If you're talking about the costs of policing, then say that. Also, what does it mean to specify routes? To whom? Where? How do you do that "intuitively"? Do you mean that routes should be more intuitive? That's different than what you say here.	Ward 2	Individual (35-44)
I don't know what "specify routes clearly and intuitively" means. Intuitively?	Ward 3	Individual (35-44)
Clear signage on bad routes is not helpful.		
5. There are already trucking routes (and clearly some shouldn't be). What would be the difference?	No info	Individual
Communicate truck routes to community members also.		
I would add that the routes be clearly communicated in a variety of ways to community members.	No info	An agency or organization
Improve route signage.		
Principle 5 - The roads should be designed and effectively communicated where you want trucks to go. I think they could be written better.	Ward 10	Individual (35-44)
This principle should be higher in priority.		
I actually really like 5 and think it should be moved up the list. I would make it 2.	Ward 3	Individual (45-54)
Truck route enforcement is still important.		
Police enforcement would be nice - I have lived on Aberdeen for 8 months now and not a single transport truck has been fined for using Aberdeen as an arterial road when it isn't allowed. Trucks will continue to not follow signage so long as they are not reprimanded for it.	Ward 1	Individual (25-34)
Some means or measures of prevention are necessary to stop large trucks ignoring the defined routes.	Ward 13	Individual (65+)
I like point number 5 about minimizing need for police enforcement, however I do think that this will need some sort of monitoring/compliance/oversight to ensure people aren't cheating the system. I do think there needs to be a mention of how the city will ensure that trucking companies follow the rules.	Ward 3	Individual (25-34)
Use technology to facilitate enforcement.		
5. Specify routes clearly and intuitively to minimize the need for Police enforcement. - Yup. And this can be done easily, given present day technology that can catch a driver who is not abiding by the law.	No info	Individual (35-44)

	<u>Location</u>	<u>Respondent Type</u>
5. Specify routes clearly and intuitively to minimize the need for Police enforcement. - Our understanding is that routes will be specified clearly and intuitively for truck drivers, so as to minimize the need for police enforcement - suggesting that there will be wrongdoers. This can be done easily, given present-day technology that can catch a driver who is not abiding by the law. Photo radar is another way to reduce police enforcement.	Ward 2	An agency or organization

4.6 Principle 6: Enable the plan to adapt to changing conditions

Clarify this principle.

6. Enable the plan to adapt to changing conditions. - Yes, but what kinds of changing conditions are you thinking? Needs clarification.	No info	Individual (35-44)
(6) How do you "enable" a plan? Can you be more specific about what you mean?	Ward 2	Individual (35-44)
6. Enable the plan to adapt to changing conditions. Yes, but what kinds of changing conditions are you suggesting? Please give specific examples. And how will the plan be "enabled"? This piece needs further clarification.	Ward 2	An agency or organization

Specify adaptation process to include community consultation.

6. With careful consideration, not just because of some back room deal.	No info	Individual
On #6, only adapt to changes through/with public input.	Ward 15	Individual (55-65)
Garner feedback from residents on a continual basis for improvement.	Ward 15	Individual (45-54)
"Adapting to changing conditions" sounds a bit like clearing the way to change things up once no one is looking. "Adapting to changing conditions through community consultation" is better.	Ward 2	Individual (45-54)

Specify responsiveness to neighbourhoods.

Needs more emphasis on need for flexibility as neighbourhoods develop.	No info	An agency or organization
The truck routes are not changing with the dynamics of the areas, too long to change routes.	No info	Individual (35-44)

4.7 Principle 7: Maintain route connectivity and continuity to provide reliable routes

Clarify this principle.

7. What does this mean?	No info	Individual
(7) What does "reliable" mean here and to whom does it apply? I think it's important to be as specific as possible.	Ward 2	Individual (35-44)
Number 7 seems to suggest that severely limiting truck route options is not an option.	Ward 3	Individual (25-34)

Connectivity is more important for cyclists and pedestrians than it is for trucks.

Route connectivity is important for cyclists and pedestrians. Less important for trucks. They should go around the revitalizing portions of our city and neighbourhoods.	Ward 2	Individual (25-34)
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Ensure major routes are reliable so that trucks can stay on them.

	<u>Location</u>	<u>Respondent Type</u>
7. Maintain route connectivity and continuity to provide reliable routes. - We have reliable, connected routes already (Burlington St/Nikola Tesla Blvd/QEW/403/RHVP), so use and maintain these?	No info	Individual (35-44)
7. Maintain route connectivity and continuity to provide reliable routes. When it comes to the industrial trucks we are concerned about (as opposed to the delivery types) Hamilton has reliable, connected routes already - Burlington St/Nikola Tesla Blvd/QEW/403/RHVP. We strongly argue that these routes should be the only routes to be used and maintained for industrial truck movement. Of course, we agree that connectivity is important for other delivery routes - but again, the issue is the failure of this survey to distinguish between regular delivery and industrial truck movements.	Ward 2	An agency or organization

I do not agree with this principle if it means maintaining truck routes through downtown and residential areas.

If what is meant by "maintain route connectivity and continuity" is "keep everything the same" then that is a problem. There are currently routes in place that are very harmful to community well-being. Fixing the problems will require removing some existing routes, and trucks will need to take longer routes. E.g. origin in Burlington St. industrial zone, but trucks cut through Wellington, Cannon, York, to 403, right through our downtown and residential areas. This shortcut from the industrial area to the 403 (and vice-versa, via 403-York-Wilson-Victoria) should not be permitted. As such, the reference to "maintain route connectivity" would seem to contraindicate these sorts of changes to the network.	Ward 1	Individual (35-44)
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4.8 Principle 8: Create routes that optimize the use of higher quality road facilities, and match the relationship of trucks to road category and roadway configuration

Also include "roadway geometry."

On #8, expand to include roadway geometry. Some roadways were never designed with large heavy trucks in mind.	Ward 15	Individual (55-65)
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Change "create" to something like "utilize."

8. Create efficient routes that optimize the use of higher-quality road facilities, and match the relationship of trucks to road category and roadway configuration. - As above, no need to "create" since they already exist.	No info	Individual (35-44)
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8. Create efficient routes that optimize the use of higher-quality road facilities, and match the relationship of trucks to road category and roadway configuration. As above. No need to "create" since they already exist for industrial truck movement. Again, the survey is speaking to trucks and road categories - it should consider truck categories and the corresponding, appropriate road/truck route categories. You need to be specific about routes for industrial trucks.	Ward 2	An agency or organization
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Note: This statement assumes that the average survey taker has a certain level of information - quite sophisticated knowledge. This could be modified to simpler, clearer points.

Clarify this principle.

#8 - Define higher quality. Some routes particularly in inner city may have high quality but because of nearby land uses, are not suitable for trucking.	No info	Individual (45-54)
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(8) This requires a lot to unpack and implies that the reader has a lot of information. Can you simplify this and split it into 2 points? You could make this into 10 points.	Ward 2	Individual (35-44)
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	<u>Location</u>	<u>Respondent Type</u>
The last statement is somewhat ambiguous. It's not entirely clear what matching the relationship of trucks to road category and configuration means.	Ward 3	Individual (25-34)
I agree with this principle.		
I like that there is a matching of trucks to road category.	Ward 1	Individual (55-65)
Just because a truck fits on the road doesn't imply that road should be used for a truck.		
I think point 8, "Create efficient routes that optimize the use of higher-quality road facilities, and match the relationship of trucks to road category and roadway configuration," should be reworded or scrapped. Just because a truck fits on the road doesn't imply that road should be used for a truck. I understand the intention is to match trucks with roads/routes they fit, but it should be clear that not all roads/routes are suitable simply because a truck will fit.	Ward 15	Individual (35-44)
Restrict the size of trucks permitted to deliver in the downtown/residential areas.		
8. One would hope; however it very much seems like today's "routes" have no regard nor respect for the City. Put a limit on the size of trucks allowed to deliver in residential and downtown areas.	No info	Individual
This principle obviates all others.		
Number 8 obviates the items above.	Ward 4	Individual (65+)

Location Respondent Type

Please provide any comments you may have on your responses to these concerns.

1. Trucks and Other Road Users

Separate trucks from pedestrian/cyclist traffic (and sensitive land uses).

I am a cyclist and do not own a car. I travel by bicycle all year and find it unsafe and unpleasant being surrounded by so many trucks. I would love to see the main truck routes stripped back to the essentials then allowance made for trucks to do point to point local deliveries. Ideally that would mean trucks take the Linc or QEW from Burlington street out. I don't think we should have trucks riding through the downtown core.

Ward 1 Individual (35-44)

I live in rural Hamilton, Brock road in Strabane. Moving trucks from designated routes will cost all involved. Would it not be more economic value to move the bike lanes off the busy streets to a secondary street that runs parallel to existing bike routes?

Ward 13 Individual (55-65)

Align with best practices (Vision Zero and NACTO guidelines) around bike and pedestrian infrastructure.

It is important to align with the best practices for Vision Zero and the NACTO guidelines around bike & ped infrastructure and heavy trucks since large trucks pose a greater risk to cyclists and pedestrians than smaller vehicles.

Ward 2 An agency or organization

Alternate modes (walking, cycling, public transit) are made much more difficult by proximity to large speeding trucks.

Encouraging alternate forms of moving about the city (walking, bike, transit) is made much more difficult when heavy and some medium trucks are speeding by.

Ward 1 Individual (65+)

As much as possible, heavy trucks should not mix with any other road users.

I think heavy trucks should be restricted to defined routes that do not include, as much as possible, mixed use of vehicles, pedestrians, and cyclists. For example, Cannon is just plain nuts.

Ward 3 Individual (55-65)

City streets currently do not support active transportation modes.

Most of the roadways in the city are designed for cars and trucks first and foremost, other modes of transportation such as walking or cycling are primarily afterthoughts. As such, the co-existence of traffic at all let alone truck traffic can be concerning at times. There is an obvious need for trucks to be able to navigate the city to transport various goods in and out, but the routes they take should be very specific and should be very restricted.

Ward 2 Individual (25-34)

Close proximity of heavy trucks to pedestrians and cyclists is extremely concerning, especially when trucks are turning.

Heavy and Medium trucks need wide turning space and are difficult to monitor around - this makes them dangerous when close to pedestrians and bicycles. This is a big concern for me.

No info Individual (35-44)

The heavy trucks on any 50-60 km/h inner city roads is extremely concerning, i.e. York Blvd. The fumes and closeness to pedestrians and cyclists especially when turning is terrifying to watch.

Ward 1 Individual (35-44)

	<u>Location</u>	<u>Respondent Type</u>
Hamilton roads are not safe in general for biking and walking (e.g. trucks use non-truck route streets).		
I find Hamilton roads to not be very safe for biking and walking. I do not feel safe allowing my son ride his bike on the sidewalk let alone the road. Trucks are not allowed on my street, but still frequently use my street.	Ward 4	Individual (35-44)
Large trucks make most roads unsafe.		
As soon as there are multiple users beyond cars - heavy (and medium) trucks make almost all roads unsafe.	Ward 3	Individual (25-34)
Many large trucks go on to sidewalks, curbs and bike lanes.		
Many large trucks go on to side walks, curbs, and bike lanes.	Ward 2	Individual (25-34)
Most truck drivers push the speed limit and do not properly observe or signal, making it difficult for car drivers to co-exist with them.		
Not all drivers are created equal. As a driver trainer from AZ to G class vehicles I am quite familiar with driver behaviour. Many are pushing the limit and most of all speeding. Very few truly obey the speed limit. Then there are other problems with proper observation and signalling. It is a nightmare issue. Car drivers have difficulty coexisting with trucks in the city.	No info	A business
Pedestrian and cyclist safety is important.		
The majority of my responses have as the rationale the safety of the bicyclist or pedestrian.	Ward 2	Individual (65+)
Protective design of road corridors for pedestrians/cyclists is key (e.g. physical barriers for bike lanes, separation for sidewalks, large trucks in middle lane only, etc.).		
The lack of a physical barrier to heavy and medium trucks always makes me feel unsafe cycling and/or walking.	No info	Individual (65+)
Trucks can be managed on any of the above roadways if the street is designed to anticipate all users.	No info	A business
There needs to be appropriate space between bike lanes. The York St one has all this green space and the city did not have the forethought to use the sidewalk on either side to make a safe bike path. I drive it every morning and have had vehicles come across the center lane and approach me head on when there used to be a thick more forgiving centre lane. The bike lane is unsafe between Dundurn Castle and Aldershot. I always move over. It is the only way in and out of West Hamilton that is not highway. CONGESTED since these changes for the few bike and the many trucks that use thus route when a nice safe path was accessible for part of the route. In Toronto the have designated lanes on the pathways NOT the road in some places.	No info	Individual (45-54)
Concerned about cyclist and pedestrian safety with heavy and medium trucks being so close to the sidewalks and bike lanes. It isn't pleasant for people when heavy and medium trucks are so close.	Ward 1	Individual (25-34)
Heavy trucks within the City can be okay on certain types of road provided they are designed with pedestrian and cyclists in mind. I would never like to see signed cycle routes double as truck routes.	Ward 2	Individual (25-34)

	<u>Location</u>	<u>Respondent Type</u>
<p>Cannon St is my big concern - loads of toddlers and kids living there, bike lane on one side makes it safe. The other side is so much less safe. Also wellington and Wentworth have loads of babies....is the answer that trucks must be in middle lane? MAYBE the speed limit needs to drop generally in this area? I hope you have figured out a safe plan that supports people and their economic opportunities. Hamilton is a great city, I have no kids but worry about all the kids.</p>	Ward 3	Individual (45-54)
<p>Again, the issue of personal safety of all users and protective design of transportation corridors is the key. Bike routes need physical barriers. Sidewalks with proximity to vehicle lanes need barriers. Large trucks and medium trucks must be banned in certain zones. This is a hard, progressive strategy, but it treats people and pedestrian activity with priority. New pedestrian zones, and vehicle free zones can be designed. Just create the bylaws in a fair manner, and implement gradually.</p>	Ward 4	Individual (55-65)
<p>Roads 50 km/h should always be for cars, bikes and pedestrians, not trucks.</p>		
<p>Heavy trucks should stay on hways, they shouldn't be on any road 50 km/h and under. Those road should be for cars, bikes and pedestrians. Heavy trucks create noise pollution, vibrations, and can't stop quick enough if someone is on the road.</p>	Ward 15	Individual (25-34)
<p>Safer infrastructure is needed for cyclists in general.</p>		
<p>As a cyclist, I find that vehicles do not always give me the required space - and bike lanes frequently have dead animals or other hazards within them which I find to be more dangerous than roads without bike lanes.</p>	Ward 15	Individual (55-65)
<p>Separate truck routes and bike lanes.</p>		
<p>In general, a safe bicycle network - which in Hamilton is still an incomplete project with many gaps in access - is incompatible with the heavy and medium truck traffic that dominates our downtown core.</p>	No info	Individual (35-44)
<p>Cycling safety is just as much about actual safety as it is about comfort. People WILL NOT cycle if they feel unsafe. If we are to best utilize the tax dollars that have been well spent on cycling lanes, trucks should be kept away from major bicycle thoroughfares.</p>	Ward 2	Individual (25-34)
<p>Any opportunity to separate Heavy Trucks and cyclists should be taken, as cyclists can be difficult to see at times from a Heavy Truck.</p>	Ward 5	A business
<p>I don't see a way for heavy trucks and bicycles to share the road safely. Roads with bike lanes should not be on truck routes.</p>	Ward 5	Individual (25-34)
<p>Separate trucks from pedestrian/cyclist traffic (and sensitive land uses).</p>		
<p>Heavy industrial trucks do NOT belong in neighbourhoods, adjacent to bike lanes, on minor arterial roads, such as Wilson Street, where there is a school, community center, park, day care, medical center etc. It makes sense to change the road classification so that it no longer is a minor arterial road. People LIVE, WORK AND PLAY here. Trucks should not be allowed, period.</p>	No info	Individual (35-44)
<p>Heavy trucks do not mix with pedestrians or cyclists. I have personally been forced to crash onto the sidewalk by a transport truck while cycling on Main Street West.</p>	No info	Individual (65+)
<p>Truck routes on bicycle routes are NOT okay. Truck routes on arterials where there is significant pedestrian activity is NOT okay. Trucks should have to take longer routes to avoid roads that put vulnerable road users in danger, convenience and directness for trucks should not be the priority.</p>	No info	Individual (18-24)

	<u>Location</u>	<u>Respondent Type</u>
Heavy and medium trucks should be directed as far from residential neighborhoods and pedestrian/cycling traffic as possible.	No info	Individual (55-65)
Our streets within the city were not made for the heavy trucks along with bike lanes or bike users. Pedestrians, bicyclists, people in mobility scooters, etc., need to be protected and having heavy trucks using our streets does not support the safety of people.	Ward 1	Individual (35-44)
Re: my previous comment, truck routes should ideally not be located along corridors that are heavily travelled by pedestrians and cyclists. Their perceived safety and enjoyability should be prioritized as much as possible.	Ward 1	Individual (25-34)
Large trucks should not be allowed to drive adjacent to a bike lane or directly next to a sidewalk.	Ward 1	Individual (35-44)
I'm primarily concerned about heavy and some medium trucks in areas with pedestrian and cyclist traffic, and around sensitive areas.	Ward 1	Individual (35-44)
Trucks, especially heavy and medium, should not be a truck route in any residential zone or bicycle lane road where people can easily be injured or worse. Truck routes should be set up as a separate network away from homes, sidewalks and bike lanes.	Ward 15	Individual (55-65)
Heavy and medium trucks do not respect bike lanes and are a danger to pedestrians.	Ward 2	Individual (25-34)
Sidewalks directly adjacent to roads are not safe.		
Sidewalks directly adjacent to roads are a nightmare for pedestrians, even when it's just cars.	Ward 1	Individual (25-34)
Heavy trucks are extremely dangerous next to sidewalks and bike lanes. Truck routes next to sidewalks should be avoided wherever there is an alternative, even if the alternative is significantly longer in distance.	Ward 2	Individual (45-54)
Truck speed also plays a big part in safety or perceived safety.		
Speed of these trucks also plays a big part in safety or perceived safety.	Ward 2	Individual (25-34)
Trucks on 50 km/h roads are unsafe for pedestrians that use sidewalks and road shoulders.		
A designated truck route through a community with a posted 50 km/h makes no sense for the safety of children and/or anyone trying to use the sidewalk or shoulder. We are surrounded by options that make more sense to the safety of our community.	Ward 15	Individual (35-44)
Trucks on rural roads are not safe for children.		
Trucks driving small country roads will kill kids and be unsafe to small communities. The small roads are already not in good shape and often the trucks do not do the speed limit. Kids sometimes are not paying attention. There are better routes for them to take.	No info	Individual (25-34)
Trucks use bike lanes for parking.		
Medium and light trucks in particular are also notoriously awful about parking "temporarily" in bike lanes on Cannon and York and forcing cyclists into fast-moving vehicle traffic or onto sidewalks. A clear separation of these two transportation modes is essential for safety.	No info	Individual (35-44)

	<u>Location</u>	<u>Respondent Type</u>
Trucks drivers are using bike lanes for parking. Bell, Canada post, city trucks, ale tea, fed ex, purolator, etc and drivers of regular vehicles follow suit. I live near Lawrence Road and it is the worst with NO enforcement. It's awful.	No info	Individual (45-54)

2. Other Comments

Designated truck routes are important for the safety of all road users, including truck drivers.

Having safe and designated roads for heavy trucks is essential, not only for pedestrians and cyclists but for the truck drivers. Safety is an asset for everyone.	Ward 1	Individual (25-34)
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Extensive online shopping and local delivery increases carbon footprint and is a climate change issue.

For the above questions about reactions to trucks, I am generally against the idea of promoting any practices that increase the carbon footprint of any goods produced in Hamilton - given the declared climate emergency. I recognize that goods need to be delivered to stores, but I am also concerned about the extensive promotion of on-line shopping and subsequent increasing requirements for goods delivery into residential areas. I know the city can't stop this trend - but it is, ultimately, a climate problem. So, while I recognize deliveries need to happen, I do not support accommodating the ballooning growth of delivery of unnecessary purchases and services.	Ward 5	Individual (45-54)
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Good access for trucks to delivery/drop-off locations is important.

Truck drivers take instruction to safely handle the roads obstacles, etc. They need to be able to get IN and OUT of the locations they are delivering and picking up.	No info	A business
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Hamilton needs a unique approach due to the nature of its geography - industrial core served by trucks streaming through urban areas.

[...] I believe very strongly that Hamilton needs to approach its truck route system differently because of the nature of our geography - industrial core with industrial trucks historically and currently streaming through urban areas. This is NOT NORMAL. There are no other urban centres I can think of where this is the reality on the roadways. This is what needs to be addressed.	Ward 5	Individual (45-54)
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Heavy truck movement through sensitive areas (schools, parks, housing) is a concern.

I don't think heavy duty trucks should be going through neighborhoods.	Ward 1	Individual (55-65)
Concerned about heavy trucks on roads with residential housing and schools.	Ward 1	Individual (45-54)
I do not like the heavy trucks in my residential neighborhood. They should be banned. I feel unsafe. I see them pass Hess Street school daily. They add pollution and noise to our neighborhood. They are not delivering goods, just using Queen Street South as a short cut.	Ward 1	Individual (35-44)
Heavy and medium transports should not be in residential neighbourhoods. They should be relegated to routes that circumvent residential neighbourhoods.	Ward 1	Individual (45-54)
Very heavy trucks have no place in residential areas.	Ward 1	Individual (55-65)
Safety in residential areas is a primary concern of mine	Ward 15	Individual (35-44)
My main concern is heavy trucks and traffic in schools, parks, and residential areas.	Ward 15	Individual (25-34)

	<u>Location</u>	<u>Respondent Type</u>
I live in the downtown core. The large trucks roaring through busy downtown streets full of pedestrians and cyclists, literally cause my entire loft space to shake. In no great city are trucks permitted to roar around the downtown core. An enforceable alternative route is sorely needed.	Ward 2	Individual (45-54)
Heavy trucks do not belong on residential or light arterial roads unless doing a local delivery. There is an existing ring road of highways and major arterials for heavy trucks to use. Heavy trucks cutting through the downtown should never have been allowed in the first place.	Ward 3	Individual (45-54)
Heavy Trucks literally shake my house and I have to contend with them on my way to work nearby a school and a park when there are better roads not very far that are much safer for heavy trucks Burlington St E.	Ward 3	Individual (25-34)
Get all heavy and medium transport trucks off roads within neighborhood. Deliveries are fine, but most trucks are not delivering - they are barreling through neighborhoods unnecessarily.	Ward 3	Individual (45-54)
Heavy trucks should be driven slowly over bridges to avoid structural damage.		
Heavy trucks over 65 tonnes may be required to have stops or slow down at bridges maintaining a speed of 25 km or less to avoid structural damage. That situation creates traffic backlogs and unsafe condition when NO ENFORCEMENT is available.	Ward 2	An agency or organization
It is not acceptable to have trucks go through downtown neighbourhoods to save a little travel time.		
Get heavy trucks out of our downtown neighbourhoods. Our safety is more important than them saving a couple minutes cutting through town. The current truck routes are shameful.	Ward 2	Individual (35-44)
Light trucks are not a problem at all.		
Light Trucks are not a problem on any road in the city and are needed for direct-to-resident shipping.	Ward 2	Individual (35-44)
Local deliveries should be done by smaller trucks or vehicles (or even bicycles).		
Use of light vehicles and bicycle delivery can be made in for online shopping orders. e.g. the Intelcom light vehicles. No need to see so many light trucks for UPS/FEDEX/Purolator/Canada Post in the residential streets.	Ward 15	Individual (35-44)
Heavy and medium trucks should not be permitted on any roads except highways and the most direct route between a factory/warehouse and the highway. Under no circumstances should heavy or medium trucks be used for delivery within cities or be permitted to route through cities.	Ward 2	Individual (35-44)
There's no reason why huge trucks need to be making local deliveries. It's done that way because the city allows it. Competitive edge doesn't mean creating dangerous situations for our citizens. Construction vehicles such as cement and aggregate need special temporary consideration. It's never easy, but can be done right.	Ward 4	Individual (55-65)
Medium and heavy trucks cannot safely navigate residential streets.		
It would be hard to convince me that a heavy truck could go within my neighborhood safely, not NIMBY - its 30 km/h and street parking on both sides. We are just off Burlington st and Mary. I have gone out to help drivers of medium trucks try to make it one corner up. Light trucks should be exempt from all this, i.e. the ice cream guy has no issues navigating safely.	Ward 3	Individual (45-54)

	<u>Location</u>	<u>Respondent Type</u>
<p>Negligible industrial activity west of Wentworth St does not explain the frequency of heavy through-truck movements on York St/ Cannon St/ Wilson St through James St dining and entertainment district.</p> <p>There is a negligible amount of industrial activity that takes place in the core west of Wentworth today still virtually every heavy truck uses York/cannon/Wilson to transit in and out of the city right through the James street dining and entertainment district. It is Mickey Mouse and embarrassing.</p>	Ward 2	Individual (45-54)
<p>Our city should aim to remove all vehicles, especially larger ones, from city streets.</p> <p>Motor vehicles are dangerous. More so as they increase in size. They are threatening and offensive the everyone outside of them. Our city should be designed to remove vehicles, especially larger ones, from our city streets.</p>	No info	Individual (45-54)
<p>Redirect through-truck movements from the urban core (Wellington St, Cannon St, Bay St) to Nikola Tesla, and utilise 400-series highways.</p> <p>Trucks should use 400 series highways whenever possible. Too many trucks use Wellington/Cannon/Bay to access the 403/QEW when they should use Nikola Tesla Blvd and QEW for this purpose.</p>	No info	Individual (45-54)
<p>Restrict heavy trucks to industrial roads (Burlington St, Industrial Dr, Nikola Tesla Blvd) and highways, restrict medium trucks to arterial roads.</p> <p>Heavy Trucks need to be restricted to purpose built industrial roads for access to highway network i.e. Burlington St E., Industrial Drive, Nikola Tesla Blvd. Medium Trucks need to be guided to arterial roads only.</p>	Ward 2	Individual (35-44)
<p>Speed limits are not meaningful without enforcement.</p> <p>Shouldn't assume that posted speed limits are meaningful without constant police or electronic speed control enforcement.</p>	Ward 15	Individual (55-65)
<p>The creation of "industrial truck routes" is important to the truck route master plan and the safety and environmental issues of a street.</p> <p>Truck routes are very important in managing truck movements. We believe the current routes don't work - we need designated 'industrial truck routes' - this is extremely important for realizing the principles set out for the Truck Route Study Review. Yes, we absolutely acknowledge the need for deliveries - but trucks of all kinds pose safety and environmental impacts on a streetscape.</p>	Ward 2	An agency or organization
<p>Truck drivers comply with the truck route network because it is so permissive; enforcement may be important when the network is less permissive.</p> <p>In regards to question 8: I believe most truck operators currently comply with the city's truck route, but that is mainly because our current route is so permissive (it allows them to go almost anywhere, so it would be hard for them to not comply). Enforcement may become more important when the truck route is less permissive.</p>	Ward 1	Individual (45-54)
<p>Trucks are important, but their high volumes are a concern.</p> <p>Trucks have their place in this day and age, there are just so many of them it's like they're an endless stream.</p>	Ward 1	Individual (25-34)
<p>Trucks should not be allowed on roads not specifically designed for freight movements.</p>		

	<u>Location</u>	<u>Respondent Type</u>
<p>"Through" truck traffic should not be allowed on any roads except those designed specifically for freight movements and with minimal or no street facing residential. No through trucks should be allowed on any streets with curb facing sidewalks or bike lanes of any type. Of course, local truck traffic is fine on these streets as long as they take the shortest route from a designated truck street.</p>	Ward 3	Individual (35-44)
<p>As long as they stick to the truck routes , doesn't really bother to much. It is when the heavy trucks come down our side streets , residential where the are not allowed .</p>	Ward 4	Individual (65+)
<p>Trucks should use highways ("ring roads") instead of city roads/arterials.</p>		
<p>With a series of highways surrounding the city (403, Linc, Red Hill, QEW) I expect trucks to be there, not on any and all arterial roads through the city (York Blvd, King, Main, etc) - the current arterial routes are too permissive for heavy trucks.</p>	Ward 1	Individual (55-65)
<p>Trucks should take the most direct route to the highway (e.g. from industrial sector should take Burlington St to 403/QEW and avoid Cannon/Queen/King). Heavy trucks have no business driving through local, collector and arterial routes otherwise.</p>	Ward 1	Individual (35-44)
<p>Truck routes should prioritize the economically vital higher-order highways built at great taxpayer expense. They are best built for high intensity traffic, even if it requires slightly longer trip lengths. Given the nature of Hamilton (with energy-intensive mountain accesses), we need to move trucks against gravity as efficiently as possible.</p>	Ward 2	Individual (35-44)
<p>Trucks starting and stopping for red lights is a concern.</p>		
<p>Besides starting and stopping for red lights I do not have any concerns with a truck being beside or behind me in traffic.</p>	Ward 4	Individual (25-34)
<p>3. Specific Route Concerns</p>		
<p>Aberdeen Ave: Large speeding trucks are never enforced and are unsafe.</p>		
<p>Aberdeen is used by heavy and medium trucks DAILY - it's totally not acceptable and unsafe. The issue is that trucks simply don't follow the speed limit and are never reprimanded for going above. They are representing companies and should be setting an EXAMPLE of what the speed limit is, not racing with sedans.</p>	Ward 1	Individual (25-34)
<p>Banning trucks over 30 feet long from Red Hill and The Linc would make these roadways safer, as they are not as well designed for trucks as QEW/4000-series highways.</p>		
<p>Banning all trucks over 30 feet from the Red Hill and the Linc would be a start to making those roadways much safer. If they were 3 or more lanes on each side like the QEW, then it might be better. However, being only 2 a side the big trucks are in the centre lane usually from start to finish causing slow downs or dangerous speeding concerns. These big trucks were confined to the QEW/400series highways before the RH and Linc were made and this confinement should be re-instated, let them go around the city like they used to, this will make for a much safer and enjoyable drive on the RH and Linc.</p>	Ward 8	Individual (55-65)
<p>Carlisle Road: Heavy trucks here are unsafe, specifically road segments with no sidewalks.</p>		
<p>You have heavy trucks using rural roadways in Flamborough and specifically Carlisle road like a highway- no sidewalks in many areas for children VERY CONCERNING.</p>	No info	Individual (35-44)

	<u>Location</u>	<u>Respondent Type</u>
No heavy or medium trucks should be on Carlisle Road so stop diffusing the issues with your surveys. No heavy or medium trucks on Carlisle road. Residential with no sidewalks. Pedestrians walking on road with kids and dogs. No place for large bouncing trucks.	Outside of Hamilton	Individual (55-65)
Carlisle Road in Carlisle is frequently used by heavy trucks transporting large quantities of gravel from a quarry..Carlisle Road has no sidewalks or boulevard..it is highly residential especially east of Centre Road. Carlisle Road has heavy truck traffic which is dangerous for children since there are many young children biking/playing and there is no sidewalk! We also have no police monitoring which the truckers are clearly aware of therefore they exceed speed limits (limit is 50km/hr and they are travelling at speeds of 70-80km/hr...the infrastructure needs attention as a result of heavy truck traffic Carlisle Road is falling apart.	Ward 15	Individual (45-54)
I have a real problem with Heavy trucks coming across to Hwy 6 via Carlisle Road; right through the busy village of Carlisle. This is extremely dangerous, particularly given the lack of continuous sidewalks.	Ward 15	Individual (65+)
Carlisle Road: Monitor frequency and weights of trucks on Carlisle Road.		
Please have someone check MTO or police the tonnage and number of trucks on Carlisle Rd particular! 50-60 per day are excessive in numbers as well damaging the infrastructure!	Ward 13	Individual (65+)
Concession 5 Road East: Large trucks are dangerous and it is not a designated truck route.		
2 lane rural road (Con. 5 E.) not a designated truck route - extremely concerned because have almost been hit several times by passing heavy/medium trucks.	Ward 15	Individual (55-65)
Highway 5 in Waterdown: heavy through-truck traffic.		
Heavy transport trucks do not belong on city streets to bypass congestion on avoid weigh stations on the highway. There is heavy traffic on Hwy 5 through Waterdown.	Ward 13	Individual (55-65)
Remove large trucks from rural roads with no sidewalks, specifically Millgrove Sideroad and Concession 5 West.		
On rural roads where there is no sidewalks, in a small town setting, there should not be any heavy to moderate sized vehicles where the speed limit is 50km and under - such as Millgrove. Remove the truck route from Concession 5 West in Millgrove.	Ward 15	Individual (45-54)
Trucks do not obey traffic signals turning south onto Hwy 6 from Hwy 5 eastbound.		
As well I have never seen a heavy truck obey the traffic signals turning onto #6 going down the escarpment from Hwy#5 east	Ward 13	Individual (55-65)
Victoria Ave: Speeding heavy trucks on Victoria Avenue are dangerous to pedestrians and cyclists, and cause noise and vibration.		
We live on Victoria street, which has a sidewalk next to 3 lanes of live traffic. Enormous trucks come baralleling down the mountain at all hours of the night and day. I live in constant fear for my children as we bike and walk the sidewalk and cross the street. The noise and shaking of the house is awful.	No info	Individual (25-34)
Wellington St, Victoria Ave, and Wilson St: Heavy trucks here compromise neighbourhood safety and liveability.		
Roads like Wellington, Victoria and Wilson have huge trucks go by that impedes the safety and overall enjoyability of these neighborhoods	Ward 3	Individual (25-34)

Location Respondent Type

4. Survey Questions

Clarify "separate bicycle lanes": painted bike lanes/flexi-posts vs. concrete barriers that provide actual protection?

By "bicycle lanes" I'm assuming that paint (or those flimsy, easy-to-knock-down plastic posts) is the only thing separating cyclists from vehicles, i.e. no concrete barriers that provide actual protection!	Ward 1	Individual (65+)
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Examples/photos should have been provided so that respondents can understand what your descriptions mean (e.g. arterial road, curb-facing).

"Curb face side walks" is not a very accessible word for folks to understand and therefore hard to give feedback on something that you don't quite get!!	No info	Individual (35-44)
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You deliberately do not show photos next to your discriptions of curbs and grass etc to confuse people taking the survey.	Outside of Hamilton	Individual (55-65)
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These categories are too complicated to assess. I appreciate the road classifications here, but this is organized in a very confusing way. There has to be a way to present this information in a way that more easily lines up with how people understand roads and road speeds. What is an arterial road? Give examples of roads that people know.	Ward 2	Individual (35-44)
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Fundamentally, we need to analyse the routing of heavy industrial trucks, not discuss how comfortable cyclists feel with cycling a foot away from steel coil trucks or grain trucks.

The questions around if and where I might be comfortable with light, med, and heavy trucks are frustrating to answer because, at the most fundamental level, I believe we need to analyse how to route the heavy industrial trucks in a manner that I shouldn't have to tell you how I feel about having to cycle on Cannon Street with, say, a steel coil truck or a grain truck a foot away from me. We need to rectify this situation through the truck route study and go from there.	Ward 5	Individual (45-54)
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I disagree with the premise that because the truck route is important to industry, it is more important that other concerns; it cannot be considered in isolation.

I disagree with the apparent premise that because the truck route is important to industry, it is more important than other considerations. I don't think it can be considered in isolation.	Ward 2	Individual (45-54)
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I do not agree with your grouping of road types in these questions.

Question 14 concerns me because the dividing line is 50 km. Two of our major routes (Main and King) have 60 km speed limits but run through the downtown core, making them unique. I have concerns about light and heavy trucks on these specific roads.	No info	An agency or organization
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Q. 9 should have been split into 2 questions covering "60 km/h to 90 km/h" and "90 km/h and over".	Ward 1	Individual (65+)
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In question 9 above highways and arterial roads are considered the same. Humans live on arterial roads, they are neighbourhoods, with homes and schools and parks, just as much as residential 30 km/h roads. They should not be trucking through-highways.	Ward 2	Individual (35-44)
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	<u>Location</u>	<u>Respondent Type</u>
Again, the issue here, that makes this section challenging to answer, is that highways and arterial roads have been lumped together--which is extremely unhelpful. For example, "For each of the truck categories, to what extent would you have concerns with trucks using the following types of roads: Highways and arterial roads (60 km/h and over)?" For the casual survey taker, this sounds innocuous, and on the surface seems reasonable to say one has no concerns. But schools and hospitals and daycare centres are literally on arterial roads. So either change road classifications so as to no longer permit the use of heavy and medium truck traffic on these roads, or do not allow schools, hospitals etc to exist on arterial roads, you can't have both.	Ward 2	An agency or organization
I don't think Highways and Arterial roads should be grouped together they are very different.	Ward 3	Individual (35-44)
I think the questions with "highways and roads over 60" as well as "two lane rural roads 40-80 km" aren't really fair questions. The highway (like the 403) and an arterial road with a 60 speed limit where people could be turning, crossing, or even cycling are completely different, and the features/usage of roads between 40 and 80 can vary widely.	Ward 3	Individual (25-34)
Highways, arterial and collector roads should each have their own category. Classifying King/Main with the Linc is plain ridiculous.	Ward 3	Individual (35-44)

I don't understand the relevance of this question to the truck route master plan and its relationship with the sustainability and safety of neighbourhoods.

My understanding of how a truck route works is that it would allow operators to make local deliveries, but they would be required to stick to the truck route as much as possible, only leaving it for the shortest possible distance on the last leg of the journey (i.e., avoid short-cutting through the city, and only use local streets when necessary for a delivery). In regards to question 7, I don't see the relevance of this question. Yes, truck movements are important, but the point of the truck route master plan is to control how they get to their destinations in order to protect other important priorities, such as sustainability and safety of neighbourhoods.	Ward 1	Individual (45-54)
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Include "pick-up trucks" and any other vehicles with a trailer used for transporting goods as "light single-unit trucks."

I would also consider "pick-up trucks" used for transporting goods as a "Light Single-Unit Trucks" and possibly any vehicles with a trailer load.	Ward 10	Individual (35-44)
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The categorizations do not distinguish between heavy trucks delivering in Hamilton and heavy through-truck movement in downtown.

This clarification and categorization system fails to differentiate between heavy trucks that are making deliveries to Hamilton businesses and operations, and heavy trucks that are shortcutting to and from the industrial areas and using downtown Hamilton roads instead of the ring road/highway systems.	Ward 3	Individual (25-34)
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Location Respondent Type

Please provide any comments you have on your responses to these statements about truck route issues.

1. Truck Driver Speed and Aggression

"Just-in-time" mentality leads to unsafe speeds and aggressive driving.

The "just-in-time" mentality leads to excessive speed and aggressive driving habits that endangers everyone on the road. No info Individual (65+)

Excessive acceleration/deceleration (and use of air brakes) by trucks is a concern.

They often race to the next stop sign and slow to roll through. Power lines in Strathcona have been taken down because of Med size trucks. No info Individual (45-54)

In respect of question 19, besides the fact that trucks are using routes that I think are problematic overall, the use of engine brakes is the biggest concern in respect of aggressive driving practices. Further in respect of speed: slower moving traffic overall would be a positive development. Ward 1 Individual (35-44)

Heavy trucks are using jake brakes to decelerate quickly (especially along Eastport Drive and Burlington Street/ Nikola Tesla).

In a number of Hamilton neighbourhoods, heavy trucks are using jake brakes because they drive some stretches too quickly. More specifically, I have witnessed this problem along Eastport Drive, and along Burlington Street/ Nikola Tesla. Ward 5 Individual (45-54)

It's the vehicles that are aggressive, not necessarily the drivers.

I don't necessarily find the drivers aggressive, it's their vehicles that are aggressive. A kid walking to school on Barton is bombarded by vibration, noise and emissions when they pass by. Ward 3 A business

Large trucks typically go too fast (e.g. even near schools).

I live on a busy street and trucks generally do not respect the 40 km/h flashing light zone (near a school) nor the 50 km/h speed limit. No info Individual (55-65)

The Heavy/Medium trucks go way too fast. Ward 15 Individual (25-34)

Many large trucks speed through Concession 5 west in Millgrove at all hours of the day.

The amount of heavy to moderate trucks on Concession 5 West in Millgrove, through the town, at all hours of the day, going above the speed limit is scary. Ward 15 Individual (45-54)

More enforcement of speeds is needed on Hwy 6.

Not all heavy and medium trucks drive too fast but on Hwy 6 they can be quite aggressive at times. More police presence is required. Ward 15 Individual (55-65)

Unsafe speeds are driver by driver, not by vehicle type.

The unsafe speeds are driver by driver, not by vehicle type. Ward 4 Individual (55-65)

2. Delays due to Trucks

	<u>Location</u>	<u>Respondent Type</u>
<p>Farm vehicles slow down traffic, but that's part of living in a rural area, they are a necessity.</p> <p>Farm vehicles slow it down the most but that's part of living in a rural area, they are a necessity.</p>	Ward 15	Individual (55-65)
<p>3. Noise and Vibration</p>		
<p>Acceleration and decelerations cause excessive noise and vibration.</p> <p>Acceleration and decelerations cause excessive noise and vibration for residential owners</p>	Ward 1	Individual (55-65)
<p>Among medium trucks, dump trucks and cement trucks are loudest.</p> <p>For medium the dump trucks and cement trucks are a lot louder and worse than delivery trucks</p>	Ward 3	Individual (35-44)
<p>An acoustic sound barrier is needed on Nikola Tesla for the benefit of nearby neighbourhoods.</p> <p>There are far too many trucks that still use the engine brakes , also we need an acoustic sound barrier wall on Nikola Tesla to help with all the noise that comes into our area from the traffic and the companies , which Sam Merulla said he would look into in November @ a meeting , also said he would have larger signs not to use engine brakes and larger signs for NOT a truck route that are needed on Nikola Tesla , Parkdale Ave and Glow Ave. There is a lot of traffic on Nikola Tesla and Parkdale Ave , going to Petro-Pass and to many companies, that causes a lot of the noise .</p>	Ward 4	Individual (65+)
<p>Carlisle Road has excessive noise (and vibrations) due to heavy truck traffic.</p> <p>The environment on our street is not conducive to safety, peace/calm nor community due to the excessive noise, vibrations and safety concerns of trucks passing by. I am highly dissatisfied and hopeful changes can be made!!!</p> <p>Carlisle Road has become extremely noisy due to heavy truck traffic at high speeds..sounds like a freeway!!</p>	No info	Individual (25-34)
	Ward 15	Individual (45-54)
<p>Heavy trucks cause my house/building to shake (esp. Claremont/Victoria, Aberdeen).</p> <p>Heavy trucks cause so much vibration that it makes my house shake.</p> <p>My house shakes when large trucks come by</p> <p>Our whole house shakes from the traffic, and we're not even directly on the larger road. I worry about the structural integrity of all the houses in the neighborhood. It's also so noisy it's not pleasant to be outside or open the windows - affects mental and physical well-being.</p> <p>Up until recently I lived in the downtown core. [...] The house vibrated so much I would have to straighten all my picture frames every week. I timed the frequency of trucks and during some times of year there was one heavy tractor trailer every 1 or 2 minutes. A few blocks down from my house, there was a school and a park. It was clear to me that, with regards to restrictions on truck movements, there is currently zero priority given to safety or sustainability in this neighbourhood.</p>	No info	Individual (55-65)
	Ward 1	Individual (35-44)
	Ward 1	Individual (35-44)
	Ward 1	Individual (45-54)

	<u>Location</u>	<u>Respondent Type</u>
Please take a critical look at Aberdeen - there is an excessive amount of trucks using this road and going above the 50 km/h speed limit. I have written about this issue many times, but the trucks coming off the highway make this road extremely unsafe and something needs to be done about it because it is truly exhasuting working from home and having your building rumble every hour because of a truck who feels the need to go almost 70 km/h through a residential area.	Ward 1	Individual (25-34)
I live adjacent to the shunting yard in the North End and sometimes trucks rattle my house the same amount as the rail cards being moved around. These typically include medium trucks when they're going quickly. When they're slower, then they don't rattle as much.	Ward 2	Individual (25-34)
Trucks coming down the Claremont can't or won't adhere to the speed limit. We hear engine brakes all the time, our house shakes and it is unsafe.	Ward 3	Individual (45-54)
The items on my walls shake when heavy trucks slow down too fast near my house, which is in a residential area.	Ward 3	Individual (25-34)
We live on Victoria Ave N and cannot use our master bedroom at the front of the house because of heavy and medium truck excessive noise and vibration.	Ward 3	Individual (45-54)
Our entire building on Barton shakes when some of these big rigs go by.	Ward 3	A business
It's the heavy trucks especially that create significant noise and vibration.		
The heavy trucks especially create significant noise and vibration.	No info	Individual (65+)
Modified exhaust systems cause excessive noise on any vehicle.		
The most excessive noise in Hamilton is not trucks of any weight but modified exhaust systems on passenger vehicles and motorcycles.	Ward 3	Individual (55-65)
Even 'light duty' trucks these days have become louder and, in some instances, are inflicting greater emissions impacts because of modifications to muffler systems. Most people will complain about 'noisy neighbours' trucks - and this is on top of the already noisy med and heavy trucks.	Ward 5	Individual (45-54)
Noise from arterials carries to nearby residential streets.		
We live on Inchbury Street, and the noise from trucks is sometimes loud. When walking on York Boulevard, we sometimes need to raise our voices just to have a conversation because of the noise from the trucks.	Ward 1	Individual (35-44)
Noise is a concern at all hours.		
Too many loud trucks in our neighborhood. Also loud at all hours.	Ward 1	Individual (45-54)
Poor roadway condition will cause any truck to create vibration.		
While heavy trucks produce the majority of vibration, any truck can cause vibration if the condition of the roadway is poor which is an endemic problem in Hamilton.	Ward 1	Individual (65+)
Slower trucks create less vibration.		
When trucks are slower, then they don't rattle as much.	Ward 2	Individual (25-34)
The noise and vibration from heavy trucks are a constant in our neighbourhood.		
The noise and vibration from heavy trucks are a constant in our neighbourhood, plumes of diesel drift and impact homes, businesses and people walking or cycling.	Ward 1	Individual (55-65)

	<u>Location</u>	<u>Respondent Type</u>
Truck noise can be accepted as a part of city life		
Trucks are apart of city life if i wanted no noise i would move to the country where my only neighbour was a cow	Ward 4	Individual (25-34)
4. Air Quality		
Air quality impacts are not localized: they create excessive air quality impacts for all of the city.		
Truck traffic creates excessive air quality impacts for *all* of the city.	No info	Individual
Diesel vehicles should be banned.		
Diesel vehicles should be banned.	No info	Individual
Emissions from trucks lead to increased health problems for people living within 50 m of roads.		
Trucks, especially transport trucks, contribute PAHs nitrous oxides etc. and lead to increased risk of heart attack, stroke, and mutation in people living within 50 m of roads.	No info	Individual (65+)
Heavy trucks in my neighbourhood stop me from walking near my house during the day as the air quality gets too bad for a pre-existing medical condition.		
The amount of heavy trucks in my neighbourhood stop me from walking nearby my house during the day as the air quality gets too bad for a pre-existing condition that I have.	Ward 3	Individual (25-34)
I am so hopeful that truck fleets will switch to electric vehicles.		
Based on observations of excessive exhaust, the trucks on our roads are the least efficient and therefore large contributors to poor air quality. I am so hopeful that truck fleets will switch to electric vehicles very soon.	No info	Individual (65+)
Limiting the extent of truck routes could help contain air quality impacts.		
Air quality is of particular concern in residential neighbourhoods near industrial sectors and truck routes. Limited truck routes could help contain the affects of this to a certain extent.	Ward 2	Individual (25-34)
Speeding and stop-and-go traffic increases air pollution.		
Stop and go through the city increases air pollution, same for speeding, slower the vehicle, less is the air pollution.	No info	A business
Trucks cause soot deposits near routes and dirt yards.		
Up until recently I lived in the downtown core. The amount and speed of heavy truck traffic in my former neighbourhood has increased drastically over the past number of years. I was constantly cleaning up black soot from surfaces (e.g., if I wiped my backyard patio table, a few hours later it would have a layer of black soot). [...]	Ward 1	Individual (45-54)
Personally , I feel my house tremble everyday , I have to wash the black soot buildup off my windows and doors constantly. I live on Wellington St North and it's astonishing that this happens in this day and age.	Ward 3	Individual (35-44)

	<u>Location</u>	<u>Respondent Type</u>
<p>If companies with truck yards can properly manage their yard with a better solid surface than dirt, then that would be great. There is a truck route and yard near us and it kicks up soooooo much dust and dirt. So much, that our outdoor stuff is usually covered in it. If you wash in the morning, there will be dirt on everything a few hours later.</p>	Ward 4	Individual (35-44)
<p>Trucks idle excessively while drivers stop to eat their lunches.</p> <p>We're just down from McDonalds and drivers will frequently stop and idle for 30 minutes while eating their fast food lunch. Large trucks should be on the highways and smaller trucks should be on city streets for deliveries. There is no reason why an 18 wheeler is on Barton or Cannon or King.</p>	Ward 3	A business
<p>Trucks need to be inspected to ensure their emissions are minimized.</p> <p>I wonder if trucks are inspected to make sure their emissions are minimized - it's not always so clear.</p> <p>All trucks must pass emission test as per buses.</p>	Ward 1 Ward 13	Individual (65+) Individual (55-65)
<p>5. Other Comments</p>		
<p>Highway 6 needs attention.</p> <p>We need to use The Linc and Red Hill, as our Mountain deliveries signs usage, but Hwy 6 needs help - lots of trucks up that route.</p>	Ward 2	Individual (45-54)
<p>Large trucks also fling stones from tires.</p> <p>Where is a question with regards of stones flinging off of tires from heavy and medium trucks</p>	Outside of Hamilton	Individual (55-65)
<p>Light trucks are not a concern, only heavy and medium through truck traffic.</p> <p>I'm not sure why light trucks are even part of this survey... this is supposed to be about which streets are allowed for THROUGH truck traffic, which consists mainly of heavy and medium trucks.</p>	Ward 3	Individual (35-44)
<p>Local deliveries should be in smaller trucks.</p> <p>The smaller delivery trucks are ideal, they need better distribution - like [nonsense] should average amazon deliveries be in medium or heavy weight trucks. Make it safe for kiddos and the environment</p>	Ward 3	Individual (45-54)
<p>These issues cannot be studied generally - the specific geographic locations of these impacts must be considered.</p> <p>The impacts are felt differentially across the city as some neighbourhoods are near industry so there is a compounding effect. Also, the impacts are on pedestrians, cyclists, and people enjoying their neighbourhood. These impacts are not part of your questions and I think that is a fatal flaw in these questions.</p> <p>These questions strike me as bizarre. It is known that heavy transports are pollution and noisy. It would make sense to me to ask if how much these are of concern to people (also match up their postal codes, because it might not be an issue for someone who does not live by on/by a truck route and as such, they might not be impacted as much, nor care as much.</p>	No info No info	Individual (45-54) Individual (35-44)
<p>Tractor-trailer sizes have increased, and this has proven a disaster when they try to negotiate urban roads.</p>		

	<u>Location</u>	<u>Respondent Type</u>
The maximum allowable size of tractor-trailers was increased some years ago and this has proven a disaster when these huge trucks try to negotiate urban roads.	Ward 3	Individual (35-44)
Trucking deliveries and pick-up can be accepted as part of city life.		
You can't operate a city without the inconvenience of delivery and picking up, can't have your cake and eat it too.	No info	A business
Trucks are generally incompatible with downtown.		
Get truck routes out of the downtown core.	Ward 3	Individual (45-54)
Trucks are generally incompatible with residential areas.		
Anywhere people are, trucks will harm their health. If the nearby land use (residential areas) isn't being delivered to by trucks, trucks should not be nearby.	No info	Individual (45-54)
I hate that heavy trucks can cut through our neighborhood.	Ward 1	Individual (35-44)
I live next to a major truck route and am concerned by how loud it is, the possible air quality issues, and the impact it could have on shortening my life. Either by getting hit by a truck while on bicycle or from damage to my health.	Ward 1	Individual (35-44)
The hissing, the gurgling, the down shifting, the screeching brakes, the exhaust, the rumbling, the rattling- the impacts of all of these trucks are vast and felt by everybody. You have to have to have to do a better job separating these trucks from people. There are too many occurring too frequently, and with no regulations. I live near York Blvd and the amount of truck traffic is asinine. You can hear them coming and going, night and day, and they're not a sign of a healthy economy, they're a sign of an unhealthy environment.	Ward 1	Individual (25-34)
Heavy and medium truck traffic has extremely negative impact on local communities.	Ward 2	Individual (45-54)
Trucks pollute--noise, air, dust. It affects quality of life. They are industrial equipment and should be diverted around residential areas as such, even if it requires indirect routes.	Ward 2	Individual (35-44)
Air quality and noise are important forms of pollution and must be mitigated in residential areas. Commercial too. No one wants to sit in a patio with 18 wheelers going by.	Ward 2	An agency or organization
Heavy and medium trucks make the roads they drive on extremely unfriendly to pedestrians, cyclists, and the people in nearby buildings.	Ward 2	Individual (35-44)
It is extremely uncomfortable to live, work and travel along routes with heavy truck traffic (eg Cannon St) because of the noise, vibration, and air quality.	Ward 2	An agency or organization
Large, heavy trucks should not be on streets where people live. They are loud, they shake the ground, they damage infrastructure, they lessen quality of life.	Ward 2	Individual (35-44)
Again, heavy trucks do not belong on residential roads or light industrial roads unless making a local delivery.	Ward 3	Individual (45-54)
I don't necessarily want to move the problem to someone else's street. Heavy trucks don't belong on residential streets.	Ward 3	Individual (45-54)
My neighbourhood is surrounded by industry and truck routes. Air quality is very important to us and when trucks come through our neighbourhood, it's very irritating with the noise and the plumes of dust	Ward 4	Individual (35-44)
Trucks are generally incompatible with small communities like Carlisle.		

	<u>Location</u>	<u>Respondent Type</u>
<p>Trucks speed ALL the time, once passing my husband and another vehicle at Millborough & Carlisle Rd, they shake my house w/vibration daily, are a constant noise starting at dawn waking me up, they should not be allowed at all in this residential area of 2000 people with lots of small kids. It's a traffic, noise and safety nightmare. It's bad enough we hear the train, got a better sleep and less noise in a subdivision in Mississauga than here in the Country. Conc 5 is a lot less residential. Pick something like that, not a town like Carlisle.</p>	Ward 15	Individual (55-65)
<p>Trucks are generally safe and sustainable.</p> <p>Trucks are much safer and environmentally friendly per unit of measure than passenger vehicles.</p>	Ward 2	A business
<p>Trucks' wear and tear on roads and their impact on road maintenance are an important issue.</p> <p>This is why is really important to make sure that roads and bridges are SUSTAINABLE to accommodate trucks. e.g. There is an important stretch of HWY 56 not allowed for truck currently due to extensive damage cause by OVERWEIGHT VEHICLES. Those trucks need to be detour to other routes creating a significant overload in our network.</p>	Ward 2	An agency or organization
<p>You forgot to as about the excessive wear and tear caused by heavy and medium trucks and corresponding maintenance and capital costs born by the taxpayers</p>	Ward 2	Individual (45-54)

Location Respondent Type

Please note any comments or suggestions you may have regarding adding, removing or revising indicators that should be considered when developing the truck route network.

1. General Comments

Avoiding truck routing through urban areas would address negative impacts.

If trucks were not routed through cities except where absolutely necessary, most of these concerns could be easily alleviated. Ward 2 Individual (35-44)

I do not agree with all of the criteria.

Most of these are useless. No info Individual (45-54)

The criteria are not particularly agreeable and certainly represent a pro-Truck point of view. Why can't we have a safe efficient truck network that respects other road users in our busy downtown? Ward 2 An agency or organization

I do not understand how my responses to this section will be used.

I wasn't totally sure for question 25 & 26 how those rankings might affect your choices in creating the truck network... e.g. for 26 are you saying that if you have a choice between assigning the truck route to a more congested road (rank 1) or one that has spring thaw issues (rank 2), you'd choose a congested road?? I don't think this is what you mean but I couldn't really figure out how this criteria might be used... sorry. No info Individual (35-44)

This section was a little confusing - I wasn't sure how the choices were being interpreted. "Efficient Connectivity" - what are the choices indicating. It's not at all clear. Ward 1 Individual (55-65)

Ranking across the criteria would have been more effective than ranking within the criteria (e.g. Safety is most important).

Health and safety is much more important than efficiently of carrying loads. No info Individual (65+)

Rather than ranking the indicators within the criterions 1-5, I would suggest that ALL indicators for Safety and sustainability are important (ranking them was challenging) and rather would rank all indicators for these 2 criteria above those of connectivity and reliability (in other words safety and sustainability > connectivity and reliability). No info Individual (18-24)

I started but stopped the ranking because these are so inter-related I don't feel its representational to break them into section. I may want reliability over health, or I may want key connectors but not over health, safety and environmental concerns. Safety and Public health are number 1, reliability number 2 and efficiency number 3 (even though lower efficiency may mean impacts to broader air pollution by way of fuel use in the industry). I don't like heavy vehicles in the lower city but I appreciate the efficiency of one way streets. I believe all lower city heavy truck movement should be fed to Burlington Street and to the 400 series highways without exception. No info Individual (35-44)

Keeping criteria like "efficient connector" and "safety" separate, so elements can only be considered in isolation, without comparing them to one another in terms of relative importance is an exercise in telling yourself what you want to hear. Ward 2 Individual (45-54)

	<u>Location</u>	<u>Respondent Type</u>
<p>This section is difficult to comprehend, it is far from intuitive and is confusing and not user-friendly (language should be more much more simple - why use "indicators for Criterion"?). The content itself limits the survey-taker, by forcing them to give unequal weight to what could have equal importance. For example, "Rank the importance of these indicators for Criterion 4: Sustainability (Environmental and Infrastructure) and Public Health?"×Proximity to Significant Community Facilities: avoiding roads that pass near schools, hospitals and long-term care facilities.</p> <p>×Air Quality: avoiding areas where air pollutants concentration are high for ozone, particulate matter (PM10) and nitrogen-dioxide. In our opinion, both these indicators are equally important, and it is unfair to force people to rank one higher</p> <p>Health and safety should trump any need for trucks to cut transit time.</p>	Ward 2	An agency or organization
	Ward 3	Individual (35-44)
The ranking system is unclear - is 1 most or least important?		
<p>25 through 28... is #1 the highest or lowest? I don't know how to answer those questions given the options you're supplied.</p> <p>It is unclear how ranking works. I assumed 1 was least important and 4 was most important.</p> <p>For questions 25 - 28 you messed up the ranking because it doesn't say which is the most important to least important. For clarification I used 1 being the most and 4 being the least important.</p>	No info	Individual
	Ward 1	Individual (25-34)
	Ward 15	Individual (35-44)
The survey ranking system is not an effective measure of respondent priorities.		
<p>Ranking is not appropriate for some of these.</p> <p>Many of the rankings are false choices. There shouldn't be a rank between air quality and residential/sensitive areas. These should go together.</p> <p>Most of these things are very important and should not be ranked. I would like to see all of the indicators for criterion 1-4 be implemented.</p> <p>Some of the items we had to prioritize would have been better to have choice as not important, important etc. instead of just ranking them.</p> <p>These questions don't give you any options to really determine the most important considerations. Should have asked those being surveyed to choose several indicators that they deemed most important.</p>	No info	Individual (45-54)
	Ward 1	Individual (55-65)
	Ward 2	Individual (35-44)
	Ward 3	A business
	Ward 3	Individual (25-34)
This Criteria/Indicators questions are difficult to understand.		
<p>I would love to have helped with creating this survey. The questions and the way they are worded are confusing, misleading, and difficult to respond.</p> <p>Again the way these questions are set up lack explanation to answer properly.</p> <p>I didn't really understand this section and am not clear if I answered it correctly.</p> <p>I hope I answered this correctly.</p> <p>This is too confusing. The word "criterion" is not accessible. It's also unclear as to what you are asking in a lot of this (in the beginning). Make the questions more relatable and then do the work on the back end to connect them to the technical stuff.</p>	No info	Individual (35-44)
	Outside of Hamilton	Individual (55-65)
	Ward 1	Individual (35-44)
	Ward 10	Individual (35-44)
	Ward 2	Individual (35-44)

	<u>Location</u>	<u>Respondent Type</u>
These questions are odd. I would equate some of the things I was forced to rank. I don't know enough about where low-income communities exist for me to make an educated response.	Ward 2	Individual (35-44)
A lot of these questions are poorly framed and impossible to rank.	Ward 2	Individual (35-44)
The ranking system in this portion of the survey is confusing and not user friendly.	Ward 2	An agency or organization
Also please note that these questions are not framed very well for the general public. I am a planning professional and found this format confusing. I would recommend re-thinking it.	Ward 3	Individual (25-34)
This section is very ambiguous and not easily understood.	Ward 3	Individual (35-44)
These questions don't make sense. These are questions to be answered by serious extended study and research, not by citizen questionnaires.	Ward 3	Individual (35-44)
Had difficulty with this section.	Ward 3	A business

2.1 Criterion 1: Efficient Connectivity

Barrier Crossing and Truck Volume indicators were difficult to compare/rank.

Q. 25: had trouble determining ranking for Barrier Crossing and Truck Volumes.	Ward 1	Individual (65+)
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Consider where the truck is going to/from and direct through-truck movements away from sensitive land uses if possible.

I typically would say send the trucks the long way around the City instead of it being used as a cut through, but I have no idea if the trucks that I am seeing coming through the City are using it for a cut through or for deliveries downtown.	Ward 2	Individual (25-34)
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The city has to add consideration of where the truck is coming from and whether it is simply exiting the city from an industrial area or a logistics area. If, for instance, a grain truck is coming into the city to the west harbour or eastport grain areas, then that truck should not be coming in and out of the city via the urban core to get to either of these areas. The truck should be using Red Hill/ LINC or QEW - period. The same must hold true for steel trucks. The city has to stop them from cutting through areas described above - where there are schools, hospitals, community centres, lower income neighbourhoods, etc.	Ward 5	Individual (45-54)
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From this list, only truck volumes should be included.

SO... Absolutely no, the *fastest* route must never be considered when dealing with residential neighbourhoods or the downtown core. No barriers are not a reason to cut through a neighbourhood. Yes, truck volume should be considered. ??No, trucks don't get to take a route that may delay their delivery time. Why would they?	No info	Individual
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I do not agree with this criterion.

Question 25 is completely flawed.	Ward 3	Individual (35-44)
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Fastest route between freight generators needs to be removed, it puts freight movement above the community.	Ward 3	Individual (35-44)
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Include a measure of frequency of stop signs.

Trucks should not be on a side road where stop signs are frequent.	Ward 4	Individual (25-34)
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	<u>Location</u>	<u>Respondent Type</u>
Provide only the minimum truck routes that are necessary and leverage rail for goods movement.		
I would like us to designate the minimal number of trucks roads necessary to meet our economic goals and then make these routes as safe as possible. If trucking becomes slower then I would note that businesses can also choose to use rail.	Ward 1	Individual (35-44)
Road class: ensure the road quality and size are appropriate for the type of truck.		
Is the road quality and size appropriate for the truck. Trucks have gotten bigger and heavier.	Ward 3	Individual (45-54)
Road class: we still need to avoid arterial roads that do not serve freight destinations.		
Need to distinguish that arterial roads not serving freight destinations do not allow through trucks.	No info	Individual (45-54)
Truck movements should not necessarily be efficient for all truck types. Adopt a last-mile approach with light vehicles doing deliveries and keeping heavy and medium trucks outside of dense urban areas.		
Truck routes need to be strategically directed to facilitate efficient logistic nodes to be routed away and around residential neighbourhoods and new mixed use developments. A last-mile approach with light truck/delivery models would be ideal vs having heavy and medium freight vehicles passing through dense areas while stressing our existing infrastructure. Long term, the life cycle costs for maintenance will be a more attractive model when factoring in how tax will fund these capital initiatives.	Ward 3	Individual (25-34)
2.2 Criterion 2: Reliability		
Change weight limits, not the route.		
No... don't alter the route, alter the weight.	No info	Individual
Congestion can sometimes delay trucks in the city.		
For Reliability, #26, if a truck is going through a city, it will sometimes be delayed.	Ward 3	A business
2.3 Criterion 3: Safety		
An indicator that measures population density is a good proxy for number of pedestrians, cyclists and residents, which truck routes should avoid.		
For #27 and #28, a key consideration should population density: avoid areas with higher density, as there will generally be more pedestrians, cyclists, and people living in these areas.	Ward 1	Individual (45-54)
Clarify the BLAST rapid transit network.		
WHAT is BLAST transit.....new rail system? Because the choice of route for that is horrible.	No info	Individual (45-54)
Include an indicator that measures lack of continuous sidewalks for pedestrians.		
Item 27 should have had an indicator to rank that indicates there is an absence of continuous route of sidewalks for pedestrians.	Ward 15	Individual (65+)
Panhandlers are not safe on roads.		

	<u>Location</u>	<u>Respondent Type</u>
Too many panhandlers [on roads] - one will be killed on traffic islands.	Ward 2	Individual (45-54)
Past collisions alone is not a sufficient indicator of pedestrian/cyclist safety.		
Q. 27: Past Collisions with Pedestrian/ Cyclists - this doesn't capture the near-misses. (All 3 should be ranked a 1.)	Ward 1	Individual (65+)
The safety question, #27 - what a question? A pedestrian injury or fatality doesn't have to occur before a road is deemed unsafe!	Ward 3	A business
Separate trucks from pedestrians and cyclists.		
I feel that there are enough main/arterial streets in Hamilton, that bike lanes could be put on streets that are not designated truck routes.	No info	Individual (45-54)
No trucks around pedestrians and cyclists. Keep trucks out of neighbourhoods and downtown core.	No info	Individual
The draft safety indicators are equally important (and inter-related).		
The safety ones are all important!	Ward 1	Individual (55-65)
#27, if the misalignment is avoided it should hopefully avoid future fatalities.	Ward 3	Individual (25-34)
For safety they should really all be ranked number 1, as I feel they go together. There are usually bike lanes etc and transit near community hubs such as libraries, community centers, parks etc, and I would imagine that you're more likely to have collisions and injuries in these higher traffic areas?	Ward 3	Individual (25-34)
2.4 Criterion 4: Sustainability (Environmental and Infrastructure) and Public Health		
Air quality should be measured at the regional level (i.e. trucks traveling farther generate more GHG emissions).		
Please understand that goods need to be moved, and will be moved, in order to sustain our population base, and that by making trucks travel further to deliver those goods is not environmentally responsible. Air quality etc. are impacted by much more than the road in front of my residence, and the evaluation criteria should consider the impact to the greater region vs the household on or near a truck route.	Ward 2	A business
Both indicators are equally important.		
Q. 28: Both should be ranked 1.	Ward 1	Individual (65+)
Clarify how the air quality indicator would be used.		
Avoiding areas with poor air quality actually seems counter productive. For example, the industrial areas (Burlington blvd, Nicola Tesla Blvd) generally have poor air quality, but it makes sense for trucks to go on those routes. However, if you mean that trucks should avoid neighbourhoods with poor air quality, that would make sense.	Ward 3	Individual (25-34)
Include an indicator of (total) GHG emissions.		
Whatever network is developed, please ensure Greenhouse Gas generation (GHG) is a criterion for evaluating alternatives.	No info	Individual (65+)
Include an indicator that measures tree canopy.		
Tree canopy as an indicator - presence or absence of tree canopy.	No info	Individual (45-54)

	<u>Location</u>	<u>Respondent Type</u>
Look to other countries for keeping trucks completely out of sensitive and community areas.		
Look to other countries (e.g. the Netherlands) for keeping trucks completely out of sensitive and community areas. It can be done, and we'll have a much more safe and livable city for it!	Ward 3	A business
Measuring pockets of air pollution does not seem realistic.		
Seriously... if you can identify the pockets of air pollution that readily please share your information with the rest of the departments. Maybe together you can fix them.	No info	Individual
Misalignments should also consider pedestrian-dense areas such as the downtown.		
You're missing a critical factor in Question 28: proximity to community facilities should include amenities such as pedestrian-oriented areas such as the downtown. Large and medium trucks should be avoiding these areas, and unless making a direct delivery to these areas (e.g. a cement truck to a construction project downtown), they should be PROHIBITED. Double-trailers full of aggregate or grain have NO BUSINESS passing in front of the Central Library and Farmer's Market, NO BUSINESS passing in front of Hess St. or Doctor Davey Public School, NO BUSINESS in front of General Hospital, NO BUSINESS in front of Dundurn Castle. If the new TRMP still allows this to occur, this entire effort is a comprehensive failure.	Ward 1	Individual (35-44)
Misalignments should also consider small communities.		
Add on to public health and safety about removing heavy trucks on a 50 km/h route in a rural town of 2000 where the road they use is busy enough with vehicles and light trucks like landscaper vehicles, and where people go well past the speed limit. The stress from the noise and lack of safety adds to mental health problems and someone's going to get killed one day on Carlisle Road. We don't live here to have noise from the City.	Ward 15	Individual (55-65)
Noise and pollution from heavy trucks do not belong in residential areas or pedestrian-dense areas.		
Heavy trucks and the noise and pollution that they bring do not belong on residential or pedestrian dense downtown roads.	Ward 3	Individual (45-54)
Reduce speed limits around all of these institutions to discourage trucks.		
Reduce speed limits around all of those institutions to 30k... route the huge trucks away.	No info	Individual

2.5 Criterion 5: Equity

Equity is very important.

	<u>Location</u>	<u>Respondent Type</u>
<p>Rather than asking whether truck movements are important (they are), a more important question is how does the priority of truck movements compare to other concerns of safety and sustainability. Are we willing, as a community, to sacrifice a little bit of convenience for truck operators and trucking companies in exchange for more safety and less pollution, especially in the areas with higher concentrations of people? On a related note, I like that this survey asks about equity and poverty neighbourhoods. In our current system, safety and health are sacrificed in less affluent neighbourhoods -- having lived in one for twenty years, my own experience was that my complaints and concerns about these issues were mostly ignored by City staff. I was told that adding traffic calming or safety measures was not a priority (not possible!) on minor arterial roads, and there doesn't seem to be any mechanism in place to question or review why the less affluent neighbourhoods have so many roads designated as arterial. Even though I no longer live in this neighbourhood, I hope this truck route review creates meaningful change in the less affluent areas of the city, because our current policies are having a devastating effect on citizens, including many children, growing up in these neighbourhoods (we should try harder to be the best city to raise a child, regardless of which part of the city they live in).</p>	Ward 1	Individual (45-54)
<p>Equity is very important.</p>	Ward 1	Individual (25-34)
<p>I agree that we need to address the negative impacts on low-income areas.</p>		
<p>Low income areas do have higher percentage of health issues. It is like a dog chasing tis tails, there is no end in sight.</p>	No info	A business
<p>Appreciate the last question, as it does make you consider why trucks were given the go ahead way back when to go through the downtown ... York and Bay/Barton areas, north end were most likely considered "ethnically diverse" where there were more racialized people and folks with lower socioeconomic status'. The City of Hamilton should find more ways (like this last question) that starts chipping away at the racist policies that exist. There is so much undoing we need to do. As the downtown gentrifies, it's an interesting observation to see a "need" to change the truck routes, now that more white bodies are occupying downtown spaces. It appears that certain white voices are heard much louder than racialized people's voices and I hope that the City of Hamilton can begin unpacking white supremacy within our practices, as it is the current our community swims in. Hoping to see more questions like this last one and a movement towards more equitable and anti racist approaches to everything our city does.</p>	No info	Individual (35-44)
<p>We must advocate for the lower income areas and ensure we are not pushing heavy truck traffic there. We must consider the health and safety of all Hamiltonians and advocate stronger for populations who may be more at risk.</p>	Ward 1	Individual (25-34)
<p>Stop having them go through low income areas.</p>	Ward 1	Individual (55-65)
<p>Thank you for not dumping on the underprivileged and for asking about low-income housing. But avoiding these areas should be the promise, in order to help rectify long-term biases.</p>	Ward 1	Individual (55-65)
<p>I notice that giant trucks barrel through the lowest income neighbourhoods in the city. I live in one of these neighbourhoods so I know.</p>	Ward 2	Individual (25-34)
<p>Often the poor neighbourhoods bear the brunt of policies that are detrimental to the physical and mental well being of citizens.</p>	Ward 2	Individual (65+)
<p>I live by Wilson and Victoria. This is a lower income neighborhood with lots of new comers. The heavy trucks and traffic impact the safety and livability for vulnerable citizens.</p>	Ward 3	Individual (25-34)

	<u>Location</u>	<u>Respondent Type</u>
Poor folks and kids deserve our government care about them and start building housing their parents can afford in places that are good for them.	Ward 3	Individual (45-54)
Include all residential neighbourhoods equally, not just low-income ones.		
About item 29: what about rephrasing this so that trucks travel equally through low-income and high-income communities?	No info	An agency or organization
My neighbourhood isn't low income. We are middle-class. We are surrounded by industry and truck routes. So I would not want more truck routes or industry in our area. It's seriously getting ridiculous in Parkview West in the last few years. We work so hard and we just get slammed with excessive noise, pollution and house damage. We don't need more. But if you want to throw us all into the "lower class" category to stop or reduce all of these negative effects from the surrounding area...then do so.	Ward 4	Individual (35-44)
The schools in our city's poorer neighbourhoods are directly adjacent to busy truck routes, posing an equity and safety issue.		
The schools in our city's poorer neighbourhoods are directly adjacent to some of the busiest roads for heavy industrial trucks, posing an equity and safety issue.	Ward 3	Individual (25-34)
This indicator is weak as specified. Indicators need to better measure health impacts.		
The equity indicator is weak. Indicators need to include health impacts - prevalence of breathing related illnesses; the intersection of health, truck routes, and proximity to industry.	No info	Individual (45-54)

Location Respondent Type

In what ways do you think the Hamilton truck route network works well?

1. General Positive Comments

In general, trucks comply with the ruck route network.

There is a network that indicates which streets trucks can and cannot use. For the most part, the network is followed by truck drivers. Ward 1 Individual (25-34)

It connects key industrial/employment areas.

It provides access to the port. Outside of Hamilton A business

The key areas are being serviced, north waterfront, airport and north service roads where industrial / employment uses are prevalent. Ward 2 Individual (25-34)

It generally keeps trucks from residential areas.

Some success keeping trucks away from residential areas. Ward 1 Individual (55-65)

Keeps trucks off of residential streets for most part. Ward 15 Individual (55-65)

It is a great truck route network for a port city.

It is the best truck route network in ANY port city in North America. It should be celebrated, and not vilified. Ward 2 A business

It is good to have a truck route network.

By having a route at all. Ward 1 Individual (25-34)

Providing clear direction on what routes to use. Ward 2 Individual (35-44)

It keeps the supply chain/goods moving.

Trucks are able to move a lot of product. Ward 1 Individual (45-54)

The supply chain seems to be functioning reasonably well although there appears to be much conflict in road use. Ward 15 Individual (35-44)

The Hamilton truck route network seems to work well getting goods in and out of the city as there seems to often be a high volume of truck moving throughout the city. Ward 2 Individual (25-34)

It gets stuff places. Ward 3 Individual (25-34)

It serves Hamilton's businesses well.

For local businesses, such as grocery stores, deliveries are made in a timely manner with enough space. No info An agency or organization

Current routes are working very well for our business. No info A business

It works well in the appropriate areas of Hamilton where it is an economic impact and necessary part of business needs. Ward 15 Individual (45-54)

	<u>Location</u>	<u>Respondent Type</u>
It allows delivery trucks to reach stores and working trucks (Canada post, cement mixers etc.) to reach their jobs effectively.	Ward 2	Individual (35-44)
It serves key logistical entry and exit points to and from the City		
It does well by identifying the key logistical entry and exit points to and from the city.	Ward 3	Individual (25-34)
It works where bike lanes are physically separated.		
Accommodating all users; bike lanes physically separated.	No info	A business
It works where trucks are prohibited from residential areas overnight.		
As long as truck routes are kept away from residential areas between to hours of 7 pm-7am.	Ward 1	Individual (55-65)
Time frame allowance / cut off time. Remove [no parking?] signs where business need truck deliveries.	Ward 2	Individual (45-54)
Major highways ("ring roads") plus Nikola Tesla and Burlington St can keep trucks from going through the city.		
Easy to move around the perimeter of the city. Burlington Street to Red Hill and QEW is super efficient.	No info	A business
When heavy trucks use the highway or Red Hill Expressway.	No info	A business
Efficient use of provincial highways and City freeways as key spine routes through the city.	No info	Individual (45-54)
Where it limits truck traffic to highways or ring roads like Burlington Street.	No info	Individual (65+)
We have a great ring network of roads around the city.	Ward 1	Individual (35-44)
I think there are established roads that trucks can use to bypass residential neighbourhoods, like the Linc, Red Hill Valley, and 403.	Ward 1	Individual (45-54)
Major highways, as truck route works well.	Ward 15	Individual (25-34)
By making the truck route network outside the city.	Ward 2	Individual (65+)
Burlington St, east of Ferguson connects to QEW, RHVP. No need to travel west through downtown.	Ward 2	Individual (45-54)
It does include the ring road system where trucks are SUPPOSED to be travelling, including the LINC and RHVP and Burlington/Nikola Tesla.	Ward 2	Individual (25-34)
When is directs heavy trucks to use the existing ring road to access the city.	Ward 3	Individual (45-54)
When trucks enter on Burlington/ Nikola Tesla/ Red Hill Valley and leave the same way.	Ward 3	Individual (35-44)
Route for heavy trucks are typically around the city's major urban area (i.e. Linc, Red Hill Valley Pkwy, Burlington Street, etc.).	Ward 3	Individual (35-44)
The highway system already exists to support all trucks and to keep them out of downtown Hamilton (Red hill valley, 403, QEW, Lincoln Alexander, Burlington Street, Nicola Tessla). All we need to do now is require that non local delivery trucks stay on these roads exclusively, and then control the roads for local delivery trucks based on community usage (residential, schools, hospital, bike lanes, parks, etc).	Ward 3	Individual (25-34)

	<u>Location</u>	<u>Respondent Type</u>
The use of the QEW and Burlington [Street] to keep trucks out of the downtown could be utilized more.	Ward 3	Individual (45-54)
It gets large trucks across the city and out of the city.	Ward 4	Individual (35-44)
New constructed routes - The Linc, Red Hill and Nikola Tesla - work really well ("world-class facilities").		
The roads that have been constructed for trucks (Burlington Blvd, Nikola Tesla) function well for this purpose. They don't have many homes along them, and are an appropriate place for heavy trucks.	Ward 3	Individual (25-34)
The Linc and RHVP are world class facilities for trucks to go in out and around the city. Nikola Tesla is a great purpose-built truck street.	Ward 3	Individual (35-44)
Some newly built roads (ie. Red Hill Extension) that access new industrial sites are working well.	Ward 4	Individual (55-65)
Noise impacts are reduced overnight and on weekends.		
You don't see hear them as much during the night and weekends.	Ward 15	Individual (35-44)
One-way streets make truck routes more efficient (and safer).		
The one way streets are effective, historic pieces of infrastructure.	No info	Individual (35-44)
The fact that the bulk of truck routes in Hamilton are on one way streets makes it much more efficient and safer.	No info	Individual (45-54)
The network works where trucks stay on it.		
Where it exists and is used appropriately.	Ward 13	Individual (65+)
The permissive system is easy to understand.		
The permissive system is easy to understand and convey.	Ward 2	Individual (45-54)
The truck route network works well on arterial roads.		
Some arterials work well.	No info	Individual (45-54)
Mostly on the main street?	No info	Individual (45-54)
They work well when on main roads going directly to the destination.	Ward 15	Individual (45-54)
The truck route network works well on highways.		
On highways.	Ward 15	Individual (25-34)
The truck route network works well.		
Works fine for Hamilton centre.	No info	Individual (35-44)
Need lots of truck routes.	No info	Individual (35-44)
Leave the trucks routes as is. Trucks need to use as many roads as possible. It is bad for environment to drive many extra kilometres because of truck bans.		
There are alternate route options, e.g. when one route is blocked.		
It seems to give a lot of flexibility to truckers in terms of routing.	Ward 1	Individual (35-44)

	<u>Location</u>	<u>Respondent Type</u>
Options available for trucks coming from different directions and when routes are blocked. Efficient for the most part currently.	Ward 3	A business
There are few trucks on narrow escarpment routes.		
I don't see a lot of trucks going up Jolly Cut or other narrower escarpment routes.	Ward 2	Individual (25-34)
There are no major trucks in downtown business areas.		
No major trucks in downtown business areas.	Ward 1	Individual (25-34)
Traffic moves efficiently (e.g. timed traffic lights).		
Traffic moves efficiently through the city.	No info	Individual (35-44)
Use of timed traffic lights, that allow the truck traffic to keep moving is good.	Ward 5	A business
Truck routes are great for road builders (i.e. they damage roads).		
Great for road builders.	No info	Individual (45-54)
Trucks do need to pass through the City - so designate the most appropriate routes		
I live near Wellington and Burlington and although the trucks are loud and sometimes speed and we feel the vibrations, I also appreciate that they stick to these main roads. We need trucks to pass through our city so let's continue to designate the most appropriate routes.	No info	Individual (35-44)
2. Specific Route Segments		
Burlington Street is important to the truck route network.		
The truck route along Burlington St. is acceptable. I can think of no other positive examples.	Ward 1	Individual (35-44)
Burlington St. connects well to the highway network and also contains a huge amount of industry that requires trucks.	Ward 1	Individual (35-44)
Burlington Street is key.	Ward 3	Individual (25-34)
We have instructure like Burlington Street that we can utilize.	Ward 5	Individual (25-34)
Dundurn St N should remain off of the truck route.		
It doesn't. Other than keeping trucks off of Dundurn, it's basically a failure.	Ward 1	Individual (45-54)
I don't know much about how it is working well, except that I'm glad that trucks are not allowed on Dundurn.	Ward 1	Individual (35-44)
If I'm looking at this correctly, it seems as though you're designating Dundurn st N as a truck route, which i think is a bad idea. In my opinion, Dundurn should remain as is (truck free) since they already have access to the highway via King Street or York blvd. Also, Dundurn st N is only one lane each way with bike lanes on both sides. Traffic is already extremely heavy on this street and adding trucks would make living conditions much worse. I understand the city needs to look at ways of improving things but it should also consider the quality of life by allowing trucks where they currently aren't. I'm not trying to be a "NIMBY" about this but it seems like trucks already have good options to get to the highway without adding Dundurn.	Ward 1	Individual (25-34)

	<u>Location</u>	<u>Respondent Type</u>
Kenilworth Access should remain off of the truck route.		
Sadly - I can't think of any ways. I know of one instance - the Kenilworth Access - where a ban was imposed for good reasons. This seems to work reasonably well most of the time. This says to me that the city needs more restrictions to make the system work better.	Ward 5	Individual (45-54)
Main St, Victoria Ave, Wellington St, Cannon St are important to the truck route network.		
MAIN-VICTORIA-WELLINGTON-CANNON should not be removed as truck routes. This would be highly impacting to the business and the efficiency of grain farmers and truckers throughout SW Ontario. We believe that Hamilton has done a remarkable job with laying out their existing truck route network and that Hamilton should be a model for other Cities to follow. The movement of goods from points inland to the port is one that all of Canada's economy depends upon.	No info	A business
3. General Comments - Other		
I do not know enough to respond.		
I have zero knowledge about the truck network in hamilton other than they blast Down York.	No info	Individual (35-44)
I am unaware of the existence of a Hamilton Truck route network	Ward 1	Individual (25-34)
Didn't realize we had one.	Ward 1	Individual (65+)
Don't know enough.	Ward 1	Individual (25-34)
I have no way of measuring this.	Ward 1	Individual (25-34)
No idea as I live in the rural area! So little benefit	Ward 13	Individual (65+)
Only the drivers can actually respond as they are the ones that use and know the routes.	Ward 15	Individual (55-65)
I am uninformed.	Ward 4	Individual (65+)
It is not clear where the truck routes are.		
It works in that trucks tend to stay on truck routes, but it's not clear [where] those truck routes are.	Ward 1	Individual (65+)
Other		
The current route keeps trucks away from the affluent areas where industry isn't in neighbourhoods, but out in corn fields and industrial "parks". It's happy motoring on new tarmac all the way to the bakery in the Ancaster countryside.	Ward 3	A business
The truck route network disregards community safety/liveability.		
Probably is efficient at the price of health and safety.	No info	Individual (65+)
Speaking to my family's situation, the current Hamilton truck route is a failure as it allows unsafe vehicles through what should be a community safety zone.	Ward 15	Individual (35-44)
The definition of "arterial road" is just giving yourself licence to do whatever you want in other people's neighborhoods.	Ward 2	Individual (45-54)

	<u>Location</u>	<u>Respondent Type</u>
When it comes to the industrial truck route network, it doesn't work well AT ALL for community liveability. There is nothing praiseworthy about the current, permissive truck route network.	Ward 2	An agency or organization
It lets businesses externalize their cost of doing business to residents, who bear the majority of the tax burden.	Ward 2	Individual (35-44)
It only works well for truckers wishing the shortest route in distance, at the expense of local liveability.	Ward 2	Individual (45-54)
It ignores the health of the Hamilton community and allows trucks to most efficiently get to the industrial area along the lake.	Ward 3	Individual (25-34)
I don't believe the truck route works well for the community, I think it works well for haulers only.	Ward 3	Individual (35-44)
I don't think it works well at the moment. Too many big trucks on roads where there are cyclists, ie. Cannon.	Ward 4	Individual (35-44)
Right now I feel that the majority of the system is dysfunctional and, while it might work for industry and industrial trucks - the trade-offs where quality of life, safety, environment, climate are concerned - are too great.	Ward 5	Individual (45-54)

The truck route network does not work well.

I don't, particularly.	No info	Individual
No, the city should not be used as a through-way.	No info	A business
In my experience as a motorist, cyclist and pedestrian - it doesn't.	No info	Individual (35-44)
None.	No info	Individual (45-54)
It doesn't.	No info	Individual (45-54)
It is horrible; I avoid Hamilton at all costs.	Outside of Hamilton	Individual (55-65)
I don't think our current truck route network does much to control what routes trucks take to their destinations. It is way too permissive.	Ward 1	Individual (45-54)
Doesn't.	Ward 1	Individual (35-44)
Part of the network is attached to the ring road system, which is good. It helps trucks to get through the City quickly. It works well, in sum, to help trucks speed through the City.	Ward 2	Individual (35-44)
It does not. It is a menace.	Ward 2	Individual (35-44)
Absolutely nothing about the current truck route network works, let alone works well.	Ward 2	Individual (35-44)
There are well established routes to egress the city and industrial core to the east but they are under-utilized with operators electing to traverse the downtown core in the guise of efficiency.	Ward 2	Individual (45-54)
It's a nightmare.	Ward 2	Individual (35-44)
It doesn't. It is the norm to see trucks/ rigs take any route they choose as most convenient.	Ward 2	Individual (55-65)
None. Even routes that don't allow trucks still regularly have trucks on them.	Ward 2	Individual (35-44)

	<u>Location</u>	<u>Respondent Type</u>
It doesn't.	Ward 2	Individual (35-44)
It does not work well - it is in urgent need of a complete reconfiguration.	Ward 2	An agency or organization
It moves vast quantities of goods and materials, regardless of negative externalities.	Ward 2	An agency or organization
None.	Ward 2	Individual (25-34)
It doesn't.	Ward 3	Individual (35-44)
I don't think it works well because my experience leads me to think that it is either poorly designed or not being followed.	Ward 3	Individual (25-34)
I don't.	Ward 4	Individual (65+)
I don't.	Ward 4	Individual (35-44)

Location Respondent Type

In what ways do you think the Hamilton truck route network could be improved?

1. General Suggestions

Adapt the truck route to changing land uses.

It must recognize the change in downtown uses: away from industrial to residential/commercial. if we're going to recover from Covid, it will be by repairing our hospitality and small business/retail life downtown. Ward 2 Individual (35-44)

The focus on poor quality industrial areas is too high, the city is large, the trucks should avoid key area's where those business parks are becoming quieter, as they should be. Ward 2 Individual (25-34)

Urban boundaries have shifted, areas that used to be industry heavy or cater to the shift workers in industry have become predominately residential communities that with more light commuter traffic, support local business, pedestrian and bicycle friendly commuting. The truck routes haven't been updated to reflect the change in use. Ward 3 Individual (35-44)

It is crucial for the City to identify the transitioning areas and understand the longevity of the the City's healthy growth. Many areas identified on the plan are designated as full time truck routes where as they are either prime areas for natural growth and the truck routes will cap this growth as well as these truck routes are on the key arteries/traffic trunks of the City which impacts congestion and viability to the financial, tech, and service base industry's growth. Ward 3 Individual (25-34)

Add truck routes to routing apps.

Given the number of out-of-town trucks, there should be an easy way for drivers to access routes on-line in real time. Ward 1 Individual (65+)

Also, ensure the GPS maps that drivers use direct them via truck routes only. Ward 2 Individual (35-44)

The truck drivers that use a GPS need to have it programmed , not to use side streets Ward 4 Individual (65+)

We need to also notify trucking apps of appropriate roads to use. Ward 5 Individual (25-34)

Allow curbside space for trucks to make deliveries.

Remove [no parking?] signs where business need truck deliveries. Ward 2 Individual (45-54)

Allow for efficient goods movement.

More truck friendly roads to save time. No info Individual (35-44)

Goods movement efficiency. No info A business

It should provide better, more efficient and faster access to the port terminal from major highways, avoiding small roads and traffic lights. Outside of Hamilton A business

Avoid having truck routes in lower-status (and racialized) communities.

	<u>Location</u>	<u>Respondent Type</u>
We have to protect residential communities, especially downtown. So much of the Victoria/wellington corridor is already low-income and vulnerable. The truck traffic adds another burden and barrier.	No info	Individual (25-34)
Get the trucks out of spaces where there are predominantly lower socio economic status' or racialized people.	No info	Individual (35-44)
Not allowing marginalized communities to bear the brunt of truck traffic and pollution. Trucks speed through my neighbourhood, which socioeconimcally vulnerable, and yet more privileged neighbourhoods would never tolerate so much truck traffic on their streets.	Ward 2	Individual (35-44)
I am especially concerned that it appears most of the truck routes through residential areas are in low-income neighbourhoods.	Ward 2	Individual (25-34)
Avoid having truck routes in residential areas.		
Keeping trucks out of residential neighborhoods as much as possible.	No info	Individual (55-65)
Get them away from residential areas.	No info	Individual (65+)
Need to work on avoiding heavily residential areas. Heavy trucks are destroying roads (i.e. York Blvd.).	Ward 1	Individual (45-54)
I think trucks need to be restricted to roads that do not use residential streets like Queen/King.	Ward 1	Individual (45-54)
I could do a better job avoiding residential streets.	Ward 10	Individual (35-44)
Finding a better route for those that are currently not working for residents suffering health and safety concerns.	Ward 15	Individual (55-65)
Avoiding residential roads.	Ward 15	Individual (35-44)
Not having major roads cut through neighborhoods.	Ward 3	Individual (25-34)
Avoid having truck routes on rural roads.		
Avoid rural roads.	No info	Individual (55-65)
Avoid sensitive land uses (e.g. schools, hospitals, neighbourhoods).		
[...] limit their existence near hospitals.	No info	Individual (25-34)
Avoid areas close to schools, hospitals, parks, etc.	Ward 1	Individual (25-34)
Prevention of proximity/ use to housing & schools.	Ward 13	Individual (65+)
Trucks should never pass through school zones.	Ward 15	Individual (35-44)
Trucks need to be kept off of our residential streets and downtown. Running trucks through neighborhoods adjacent to schools, parks, hospitals and homes is dangerous.	Ward 2	Individual (25-34)
Don't allow 5 ton trucks downtown, near schools, parks, or bikelanes. No other cities allow industrial trucks to pass by elementary schools. Are Hamilton staff accepting bribes?	Ward 2	Individual (35-44)
Trucks need to be kept off of our residential streets and downtown. Running trucks through neighborhoods adjacent to schools, parks, hospitals and homes is dangerous.	Ward 2	Individual (25-34)

	<u>Location</u>	<u>Respondent Type</u>
Avoid residential areas, schools.	Ward 2	Individual (35-44)
By considering the effects heavy industrial trucks have on the neighbourhoods they pass through regularly.	Ward 3	Individual (25-34)
Better distinguish between heavy trucks and medium/light trucks.		
Better distinguish between heavy trucks and medium/light trucks.	Ward 2	Individual (45-54)
Design truck routes for context, e.g. rural vs. urban.		
What is used for downtown Hamilton cannot be used for rural areas - each location needs to be investigated properly.	No info	Individual (35-44)
Disconnect the industrial areas from the urban areas.		
Disconnect the industrial areas from the urban areas.	Ward 3	Individual (35-44)
Educate drivers on the impact of using non-truck routes.		
Educating drivers on the impact of using non-truck routes.	Ward 4	Individual (35-44)
Have a primary truck route network (major roads) and a back-up secondary network.		
Re-routing trucks around the city, they use it to cut through to the 403. Perhaps a primary and secondary network, where, as a backup, the trucks can use city roads when the Linc or QEW or 403 are closed.	Ward 1	Individual (35-44)
Have a separate path for trucks (as in Windsor).		
I understand the need to make trucking affordable. Windsor moved trucks onto their own path long ago. It's good for the truckers as well as residents. Please make Hamilton safer and cleaner. [...]	Ward 3	Individual (45-54)
Have businesses offload deliveries from large trucks to smaller trucks (or to sustainable modes) for deliveries in urban core/residential areas.		
Encourage businesses to make local deliveries with smaller trucks / vans instead of tractor trailers.	No info	Individual (45-54)
Regardless of the routes selected, trucking is an environmentally destructive way to transport goods with negative and long-lasting impacts on residential neighbourhoods and BIAs in particular. A truly progressive trucking policy would also consider ways to incentivize other modes of transport for last-mile deliveries, particularly when online shopping creates an accelerated movement of small packages to individual homes - we need to create more environmentally sensible methods of handling this movement of goods.	No info	Individual (35-44)
All large and most medium trucks must be banned from downtown and residential streets and confined to ring roads. Local deliveries must be made with light trucks as is the practice in cities that prioritize quality of life and success of BIA's and street commerce.	No info	Individual (55-65)
Why are any of the tractor trailers allowed on any side streets? Some can't even make the turns. Force the really big trucks to offload for municipal delivery by restricting weight on all routes. For the huge delivery trucks have a depot outside of the residential and downtown core and off load the deliverables to smaller trucks.	No info	Individual

	<u>Location</u>	<u>Respondent Type</u>
<p>Get heavy trucks off city streets (they need to take the shortest route, by distance, to the nearest highway). Heavy (long transport) trucks should not be used to make deliveries to residential areas and the companies need to be made aware of this. Many years ago I had a new door delivered to me in a long transport truck that had great difficulty navigating the tight turns and overhead wires in my neighbourhood. A smaller truck should have been used.</p>	Ward 1	Individual (65+)
<p>Heavy trucks should not be in the downtown core at all. They belong on highways only and medium or light trucks should meet them at depots out of town to collect materials to deliver in town. This would create employment opportunities for the city as well as eliminating heavy truck traffic in the core.</p>	Ward 2	Individual (35-44)
<p>Do not route trucks through city neighbourhoods. Route them as directly as possible from large industrial buildings to highways and require deliveries to be carried out via light truck.</p>	Ward 2	Individual (35-44)
<p>Light & medium trucks use need to be prioritized in urban and commercial areas. There's sufficient space in the city for business partners to access and convert into storage depots that sit on heavy truck friendly routes (i.e Burlington street, airport lands) Heavy trucks can driver to depots and switch loads to light/medium trucks that can make deliveries. Large urban centres around the world have prioritized the reduction of heavy truck traffic from city proper zones and Hamilton should follow. There's no need for a heavy truck to drive down Ottawa, James, Main, King or any other city road that hasn't been zoned as industrial use. There's no need for heavy trucks to deliver goods to Walmart, Tim Hortons, Grocery stores or any other box store business.</p>	Ward 3	Individual (35-44)
<p>Have more efficient rail-truck transfer locations.</p>		
<p>I live near the rail yard and there are grain trucks filling constantly, going somewhere and then coming back immediately to fill again. There has to be a more efficient way for the trains to unload closer to the source?</p>	Ward 1	Individual (25-34)
<p>If pollution is a concern, coordinate the traffic lights at a designated speed to cut down on unnecessary idle times.</p>		
<p>If pollution is a concern, try to coordinate the traffic lights at a designated speed. This will cut down on unnecessary idle times.</p>	No info	Individual (45-54)
<p>Impose time-of-day restrictions for truck routes (e.g. in residential areas).</p>		
<p>There could be designated hours of the day when they are allowed to operate.</p>	No info	Individual (35-44)
<p>Possibly consider time-of-day routes to minimize loud sounds during the night and early morning.</p>	No info	Individual (55-65)
<p>Please make 24/7 truck routes in residential areas (York St & Queen St N to Queen St N & King St W) eliminated or truck traffic reduced; 7 pm-7am.</p>	Ward 1	Individual (55-65)
<p>Restrictions on hours of use for residential areas.</p>	Ward 2	Individual (45-54)
<p>Deliveries should be overnight - no deliveries during the day.</p>	Ward 3	A business
<p>Impose truck tolls.</p>		
<p>We need to focus on the people who live in the city, not the goods flowing through it. Charge a toll for all heavy trucks not on freeways.</p>	No info	Individual (45-54)

	<u>Location</u>	<u>Respondent Type</u>
Trucks should not be routed through the city unless no other option exists. Failing that, the costs of routing trucks through the city (both in terms of road maintenance and health and safety) should be borne by shipping companies via a toll system that is heavily enforced.	Ward 2	Individual (35-44)
Impose truck tolls for heavy trucks ingressing and egressing the industrial zone to recover maintenance and upkeep costs.	Ward 2	Individual (45-54)
Improve roadway and intersection design for trucks (or keep trucks to roads designed for them).		
Wider lanes, less traffic lights or longer greens, better turning lanes for trucks. With pedestrians, bikes, electric scooters, and city buses the trucks can hardly turn corners. We have to swing wide on both sides of the turn. It is an accident waiting to happen.	Outside of Hamilton	Individual (55-65)
Wider lanes, Hamilton is horrible to drive a truck in. Very narrow lanes, and abrupt lane ends. Car parking in curb lanes and tight corners to get around.	Outside of Hamilton	Individual (55-65)
It should avoid downtown streets not originally designed for trucks or cars for that matter.	Ward 2	Individual (25-34)
If there is any way to create intersections that make for a more gentle, sweeping right hand turns, that are easier on both roads and truck and trailers?	Ward 5	A business
Improve truck route signage.		
Add signage for designated truck routes / prohibited routes.	No info	Individual (55-65)
Drivers don't always seem to know where they should go and end up on roads which are not configured for trucks - perhaps a better use of permissive/prohibitive signage, or electronic boards in areas where the problems are chronic. Better rules for trucks "doing local deliveries."	Ward 1	Individual (65+)
Larger signs since many truck operators do not seem to care for them.	Ward 1	Individual (25-34)
Better signs on roads showing where trucks can and cannot travel. Some signs are placed too far from intersection, truck cannot see the sign until too late, impossible to back up.	Ward 15	Individual (55-65)
Larger signs so the truck drivers can see them.	Ward 4	Individual (65+)
Increase communication regarding what constitutes the truck route network.		
Increased communication to residents of Hamilton regarding what constitutes the truck route Network.	Ward 2	Individual (65+)
Downtown and cross town routes continue to create problems. The accepted truck routes for medium vehicles isn't clear. Is there even one?	Ward 4	Individual (55-65)
Increase enforcement (of truck route non-compliance, speeding, axle weights, running red lights, and trucks in bike lanes).		
Utilize arterial roads, monitor trucks driving on unapproved / undesignated roads and fine the drivers and truck owners appropriately.	No info	Individual (55-65)
Enforce trucks staying out of bike lanes.	No info	Individual (45-54)
Trucks seem to have no rules and no police are enforcing the routes.	No info	Individual (55-65)
Enforcement (there is none).	Ward 1	Individual (25-34)

	<u>Location</u>	<u>Respondent Type</u>
Try to find somewhat to check weight, numbers using the routes and fine those who use cheat routes to avoid	Ward 13	Individual (65+)
Trucks need to be ticketed for speeding and not stopping on red lights.	Ward 13	Individual (55-65)
I live on Millgrove Sideroad. It is designated as "No Trucks". Near 100 trucks use this road daily. What will be done to assure compliance to the law? This is a decades old problem without a solution from the City of Hamilton. Laws and planning mean nothing if not enforced.	Ward 15	Individual (55-65)
Need more [...] speed radars to slow down.	Ward 15	Individual (25-34)
ENFORCEMENT !!! am literally surrounded by designated truck routes, yet drivers continue to use this road, which is NOT A DESIGNATED ROUTE !	Ward 15	Individual (55-65)
If the result of this exercise brings funds or mechanisms to enforce axle weights and approved permit conditions, then this is worth to explore. Otherwise, it does not make any difference at all. If the City continues to allow overweight trucks to stress the City's road and bridge infrastructure, the life expectancy of all assets will be reduced significantly requiring early investment. Thus, it is pointless to keep going with this exercise without ENFORCEMENT, because all the progress and jobs that trucks may bring to the City will have to be used to replace the infrastructure. NO ENFORCEMENT = more taxes or less roads open for business. Rafael Sandoval, P.Eng.	Ward 2	An agency or organization
Trucks speeding on Cannon St, and going thru red lights. I see it happen every day, and it needs to be stopped. I support red light cameras, no matter the vehicle, car or truck. Aggressive driving is rampant in this city.	Ward 2	Individual (45-54)
Upgrading rural road surfaces, as we have seen, just implies that vehicles should drive faster. It's not only commuters but trucks trying to dodge the main arteries. So how do you fix these rural drag strips? I know enforcement is critical. I would support automatic (camera) enforcement in this case, along certain routes. It shows we mean business with safety.	Ward 4	Individual (55-65)
Increase separation of trucks from cycling/pedestrian spaces (e.g. away from bike lanes and curb-facing sidewalks).		
Avoid pedestrian and cyclist spaces.	No info	Individual (18-24)
Ensure that roads with trucks routes allowed have separate bike lanes where bikes are allowed on such roads - under no circumstances permit the use of "Sharrows" on the road as they encourage conflict.	No info	Individual (45-54)
When walking downtown on major streets, there can be quite a few large trucks and this is a bit intimidating and possibly unsafe when sidewalks are not wide or spaced away from the road significantly. It also is not helpful in developing more community oriented and pedestrian friendly areas. Also when large trucks turn they have a tendency to go on sidewalks due to turning range and how other vehicles stop (often not at the marked spot so issues can arise due to not enough turning space). This is dangerous to pedestrians and bicycles.	No info	Individual (35-44)
As Hamilton's population grows we should prioritize pedestrian and cycling safety, this will mean that trucks may need to be diverted from roads like Cannon Street.	No info	Individual (35-44)
Reduce the number of east-west trucking routes blasting through the lower city, particularly those impacting bike lanes.	No info	Individual (35-44)
Remove the bike lanes on existing truck routes.	No info	Individual (45-54)
Safer bike lanes and pedestrian crossing/sidewalks along truck routes.	Ward 1	Individual (35-44)

	<u>Location</u>	<u>Respondent Type</u>
Trucks should avoid city streets as much as possible. They should take the most direct route to the highway if they are not making local deliveries. I am most concerned with the points of contact between heavy trucks and other road users. As a pedestrian, I have often felt intimidated by heavy trucks while crossing the street in certain places, and not confident that they would stop in time to avoid hitting me.	Ward 1	Individual (35-44)
The presence of heavy trucks on the city's roads that have high volume of pedestrians and cycling (e.g., Cannon St) should also not be acceptable because human health, safety, and enjoyability are compromised.	Ward 1	Individual (25-34)
A medium sized truck killed my friend's father in broad daylight, I'm sure you have enough examples as to how and why people want less of them around us.	Ward 1	Individual (25-34)
As previously mentioned, I believe that it is important that trucks that are not delivering in Hamilton need to be required to use the ring roads. Also, heavy trucks that cannot safely make a turn onto a street without going onto the sidewalk or into the bike lane should not be allowed on that street as it is clearly unsafe for pedestrians and bicyclists to also use that space. Pedestrians and bicyclists need to be prioritized for safety over getting a truck quickly through the city.	Ward 1	Individual (35-44)
Increased separation from peds & cyclist lanes.	Ward 13	Individual (65+)
Avoid [...] bike lanes.	Ward 2	Individual (35-44)
Truck routes should be minimized and restricted to streets such as Burlington Street, Linc/Redhill, highways and 400 series freeways wherever possible. Cut-through truck traffic along urban arterials next to sidewalks and residential/commercial neighbourhoods should be eliminated wherever possible (e.g. Cannon St, King St, Main St, Queen St should NOT be truck routes).	Ward 2	Individual (45-54)
By making bridges and tunnels to avoid crossing roads.	Ward 2	Individual (65+)
Remove some bike lanes for safety.	Ward 2	Individual (45-54)
It could focus more on the health of the community, heavy or medium duty trucks should be disallowed on any street with a curb-faced sidewalk, where houses are directly adjacent.	Ward 3	Individual (25-34)
Don't allow heavy trucks on roads with cycling tracks.	Ward 4	Individual (35-44)
We need to fix the amount of heavy trucks on roads with bike lanes.	Ward 5	Individual (25-34)
Keep LARGE trucks on highways/major roads (away from downtown/residential areas).		
no heavy trucks anywhere in the inner city	No info	A business
As previously stated, we need less of a permissive truck route system where heavy trucks can go all over the place, willy-nilly. Stay on Burlington St/Nikola Tesla Blvd/RHVP/403/QEW	No info	Individual (35-44)
Get heavy trucks out of the downtown.	No info	Individual (65+)
They need to be updated in order to remove heavy vehicle through traffic from the lower city (local delivery allowed).	No info	Individual (35-44)
Restrict heavy truck traffic to those routes that are better suited/designed for it (highways, major arterial roads such 403, Red Hill Valley Parkway, Linc, Nikola Tesla Drive and parts of Main St.). Only allow trucks to take local roads on the final leg of their journey when making a delivery, and require them to minimize distance traveled on local roads (no short-cutting through the city).	Ward 1	Individual (45-54)

	<u>Location</u>	<u>Respondent Type</u>
<p>The current truck routes across the majority of the lower city are largely actively harmful to the City. I will say it again: large trucks do not belong in the downtown of the City under any circumstances. Double-trailers full of aggregate or grain have NO BUSINESS passing in front of the Central Library and Farmer's Market, NO BUSINESS passing in front of Hess St. or Doctor Davey Public School, NO BUSINESS in front of General Hospital, NO BUSINESS in front of Dundurn Castle. Huge volumes of trucks are using the York-Cannon/Wilson-Victoria/Wellington corridor (as well as occasionally Queen to Main/King) to cross the downtown between the 403 and the Burlington St. Industrial areas (and vice-versa). These routes are currently legal, but actively harm the vitality of our downtown and actively harm the residents in the adjacent neighbourhoods. If the new TRMP still includes these corridors as legal routes, this entire effort is a comprehensive failure. The TRMP will be a success if it keeps these large trucks off these routes ENTIRELY. The new TRMP should require all trucks to access the Burlington St. industrial area via the QEW and Burlington St., and not cut between the 403 to Burlington St. via our downtown.</p>	Ward 1	Individual (35-44)
<p>Get heavy trucks out of downtown.</p>	Ward 1	Individual (35-44)
<p>There needs to be better differentiation of permissible streets/routes according to truck type. Many of the current problems result from heavy trucks that should not be on city streets in the downtown core. Many streets that are part of the truck network are also residential. As the downtown core of the city becomes more dense, the truck route network needs to be revised because it won't do the city any favours to have so many heavy trucks along corridors that are seeing new development. Medium or light trucks are OK depending on the circumstances. Many of the routes that are permissible for heavy trucks in the downtown core are also near schools and parks, which makes it very unpleasant for residents. Heavy trucks should not be permitted to cut through the city from Wellington along Cannon to the highway. They should be diverted instead back towards Nikola Tesla and to the 403.</p>	Ward 1	Individual (25-34)
<p>Trucks from the industrial area should not be going through the city via Cannon/Queen/King St to get to the 403. Most that do so are large hauling trucks.</p>	Ward 1	Individual (35-44)
<p>Keep trucks from cutting through the core of the city! I can't think of one city that allows transport trucks through their downtown! Especially a city of a population of around half a million!</p>	Ward 1	Individual (25-34)
<p>The heavy trucks should not be going through the city! If we want to be a city that gets away from its heavy industry roots, this is a big factor in changing that.</p>	Ward 1	Individual (55-65)
<p>Routes should be more restricted than they are currently. We should have fewer big trucks on local streets as through traffic.</p>	Ward 1	Individual (35-44)
<p>In talking about industrial trucks - not delivery trucks - we insist that these types of trucks be restricted from traveling through sensitive areas, neighbourhoods, and the core of the city. Industrial trucks, such as the ones carrying grain, gravel, coil, do not belong on these streets. They have Burlington St., Nikola Tesla Blvd, 403/QEW, Linc and RHVP for their use - so use them and leave the city in peace.</p>	Ward 2	An agency or organization
<p>Keep Heavy and Medium trucks from using Downtown streets as thoroughfares.</p>	Ward 2	Individual (45-54)
<p>Eliminate truck routes in the downtown core and ban heavy trucks (tandem trailers, bulk carriers, etc.) from the core (west of Wellington).</p>	Ward 2	Individual (45-54)
<p>Large industrial trucks which are carting material from the industrial north end to places out of the city have NO BUSINESS on our residential streets and should take the existing ring roads (403, QEW, RHVP, Linc). The truck route master plan should reflect that Hamilton is home to humans, not just "arterial roads."</p>	Ward 2	Individual (35-44)

	<u>Location</u>	<u>Respondent Type</u>
Industrial trucks that are not making local deliveries should use the highways and not cut through the City	Ward 2	Individual (35-44)
The network could be vastly improved by removing most streets from the permitted routes. Local deliveries can still be accommodated. Large trucks should be using highway ring roads around the City to reach their destination.	Ward 2	An agency or organization
Heavy trucks should stay out of the city completely. They can take the highways around the city and stop outside of town to drop off and pick up their goods. There's no reason for them to ever be on Cannon St., for example.	Ward 2	Individual (35-44)
Removing all cut through truck routes for heavy trucks would eliminate many problems our city faces. All heavy trucks doing business in the industrial area on the harbour need to be directed to the highway via Burlington St., and Industrial Drive and Nikola Tesla Blvd. The infrastructure that is already in place for them to use. Regular heavy truck traffic cutting through our city center is not appropriate at all and very bad for our local economy.	Ward 2	Individual (35-44)
Heavy trucks and the pollution and noise they bring should not be allowed on residential streets or light arterial streets. Ban heavy trucks from cutting through downtown unless on a local delivery. No other large city allows commercial trucking traffic through its downtown core, why does Hamilton?	Ward 3	Individual (45-54)
Should not go through downtown.	Ward 3	Individual (45-54)
Having lived in many different global cities, there are many cities where truck routes allow for local deliveries and economic viability but which do not allow extremely large trucks to cut through the city unnecessarily, especially through residential, business development, school and park areas. This is where Hamilton and where this survey also falls short. By omitting this crucial factor into your planning you will not be able to meet the stated objectives in your draft vision statement of catering to both livability and economic viability.	Ward 3	Individual (25-34)
No more large heavy trucks in the downtown. Drivers can't manage the streets. They drive too fast and can't make corners.	Ward 3	Individual (45-54)
Remove heavy trucks from inner city roads.	Ward 3	Individual (55-65)
Tractor trailers should be barred from Hamilton's arterial roads.	Ward 3	Individual (35-44)
Please keep the huge trucks to the Highways. Smaller/medium trucks should be used for delivery to local shops.	Ward 3	A business
Don't allow heavy trucks [...] through residential neighbourhoods.	Ward 4	Individual (35-44)
5-10 axle trucks should not be going through the city. They should be going the most direct route from their location to a highway even if it adds mileage to their route.	Ward 4	Individual (35-44)
Please do what many of us are asking you to do - change the routing system so that industrial trucks cannot shortcut through the city. Make them use the roads that were designed to carry them. These roads in and out of the industrial core are underutilized - and could easily move trucks to and from the provincial highway system and the regional expressway system.	Ward 5	Individual (45-54)

Keep trucks on highways/major roads (away from downtown/residential areas).

	<u>Location</u>	<u>Respondent Type</u>
Not sure there was any consideration for people when the routes were mapped out. Not sure why Burlington St. isn't used and why Cannon St (seriously!?) and Victoria (another ridiculous choice) are. Simply cannot understand why we put up with 5-lane highway that cuts through the city and calls itself a "street". How did Gage Ave. ever become a truck route?	No info	Individual
Use major arteries only.	No info	Individual (55-65)
Trucks should use highway whenever possible.	No info	Individual (18-24)
By keeping trucks from using the downtown as a shortcut.	No info	Individual (45-54)
Burlington Street is part of the network and trucks should be directed through this industrial connection between the 403 and QEW instead of using Cannon, King and Main as frequently as they currently do. I personally drive on Burlington because it has so little traffic at present compared to these other routes - why aren't trucks using Burlington more often???	No info	Individual (35-44)
Don't need to have trucks cutting through the heart of the city given the availability of perimeter roads.	No info	A business
Restricted routes to multi-lane expressway.	No info	A business
The truck route needs to go around the city on the infrastructure/roads that were built for them, and they need to get out of cutting through the city for "efficiency", as it currently is cutting through residential communities such as Queen st.	No info	Individual (35-44)
Drastic reduction in routes allowed. No through trucks in downtown or residential areas.	No info	Individual (45-54)
Routing trucks to highways around the city instead of through Downtown is essential.	No info	Individual (45-54)
Trucks should not be short cutting through the centre of the city.	No info	Individual (45-54)
If trucks took the shortest route to the nearest highway and used the highways to travel around the city, that would improve the safety and quality of life for everyone who is not in the truck.	Ward 1	Individual (55-65)
Keep truck on major arteries away from residential areas.	Ward 1	Individual (55-65)
Avoid downtown and residential roads that are fastest for the trucks. Use roads like the Linc and QEW.	Ward 1	Individual (25-34)
I think they should be routed around the city, the way Fluke has done.	Ward 1	Individual (35-44)
Getting the truck route out of the core of the city and onto the ring highways.	Ward 1	Individual (45-54)
Keep trucks out of the core. Ring road only.	Ward 1	Individual (35-44)
Get them off minor areas and leave to major routes!	Ward 13	Individual (65+)
Leverage proper highways for the movement of trucks in a designated truck route	Ward 15	Individual (35-44)
Avoid collector roads.	Ward 2	Individual (25-34)
Routes must be updated to avoid schools, homes, and especially using downtown as a short cut to regional highways. Please encourage trucks to use the perimeter roads funded by taxpayers for the purposes of efficient goods movement.	Ward 2	An agency or organization
Burlington st, east of Ferguson connects to qew, rhvp. No need to travel west thru downtown.	Ward 2	Individual (45-54)

	<u>Location</u>	<u>Respondent Type</u>
If trucks were unable to cut through the downtown area and it was actually enforced. They already have routes they are meant to be using.	Ward 3	Individual (25-34)
It could just be on the highways that were built for the trucks (Red Hill, Burlington St, 403...).	Ward 3	Individual (35-44)
In general, I would like to see the focus shift to diverting trucks around the city on major roads.	Ward 3	Individual (25-34)
Keep the truck network in the outskirts of the city, and create other ways to get goods in and out.	Ward 3	A business
Trucks should not be permitted to cut through the downtown core. There are parks, school yards and peoples' homes on current truck routes. This is dangerous, especially for children, and contributes to poor air quality for downtown residents.	Ward 4	Individual (35-44)
Maintain truck route network size for route redundancy and to distribute congestion and security impacts.		
If we block out certain access points consider the financial impact to stakeholders conducting business within the city plus congestion of routes and security risk of all cargo flow following the same routes and those who want to cripple industry using this knowledge to their benefit.	Ward 3	A business
Mark alternative truck routes clearly with signage.		
I live in a neighbourhood that is impacted by the truck route. When construction is happening nearby or traffic is clogged on Dundurn, trucks use my residential street (Breadalbane) as a shortcut to the 403. I'd like the city to prohibit this type of use with signage on streets and in neighbourhoods like mine.	No info	An agency or organization
During big issues and closures, show them alt route with truck signs.	Ward 2	Individual (45-54)
Other		
Increase the porosity of the truck route network	No info	Individual (45-54)
More transparency from other companies and business.	Ward 2	Individual (45-54)
Prioritize community liveability and health over industrial profit.		
Community liveability and urban sustainability need to take precedence over economics/industrial profit.	No info	An agency or organization
Safety for people that live and work in Hamilton.	Ward 2	Individual (25-34)
Furthermore, this survey outlines a vision which illustrates trucks as equalling a strong economy when in reality supporting the physical and mental health of Hamiltonians is what creates a strong economy. By continuing to subject Hamiltonians to the highest levels of air and noise pollution in the province you are directly undercutting our economy.	Ward 3	Individual (25-34)
Reduce alternative truck routes.		
I think we give too many choices and thus have trucks going places that are inappropriate.	Ward 1	Individual (35-44)
I think it works too well for trucks since there are so many routes through the city that are allowed, I rarely see a heavy truck stuck in traffic, but rather sailing along unencumbered, and at times I've seen heavy trucks barely able to stop for a red light, blocking the crosswalk (King and Dundurn).	Ward 1	Individual (55-65)

	<u>Location</u>	<u>Respondent Type</u>
Avoid identifying parallel truck routes to major highway facilities near residential community areas that will contribute to heavy trucks circumventing the original truck route and using the parallel route instead.	Ward 15	Individual (55-65)
There are far too many streets on the truck route, most of which have no need to be there other than to donate short cuts to the trucking industry at a high social, health and financial costs to residents.	Ward 3	Individual (35-44)
Reduce barriers to highways.		
Reduce barriers to highways [...].	No info	Individual (25-34)
Reduce noise impacts.		
Too noisy for central Hamilton residents who live on / near major streets!	No info	Individual (35-44)
Noise reduction!!	Ward 1	Individual (35-44)
I could do a better job [...] minimizing noise.	Ward 10	Individual (35-44)
Reduce speed limits.		
You could drop the speed by 10 km/h in all truck route areas.	No info	A business
Reduce the speed limits for all traffic to no more than 40 km on arterial roads and no more than 30 km on other streets.	No info	Individual (65+)
Fewer trucks blasting through the downtown at breakneck speeds. Makes walking/cycling scary, ruins air quality and shakes my house constantly!	Ward 1	Individual (25-34)
Need more signage [...] to slow down.	Ward 15	Individual (25-34)
Remove large trucks from residential areas.		
Trucks allowed into the city should be the exception, and nothing bigger than a light truck should ever be in a residential neighborhood.	No info	Individual
No heavy routes through residential areas.	Ward 1	Individual (25-34)
Heavy trucks and larger medium weight trucks that aren't doing local deliveries don't belong on our residential streets. As a cyclist, I've experienced itchy eyes from the emissions and have gotten headaches from this and the tension of cycling around them. Heavy trucks don't make for a healthy city, and it's not necessary for them to go through our residential streets when there are already alternate routes. Many of these routes take less than 5 minutes more, most less than 10 when compared to cutting through the city.	Ward 3	Individual (25-34)
Get trucks out of neighbourhoods and downtown.	Ward 3	Individual (25-34)
Remove through-truck movements from residential areas, including residential areas along highways and arterial roads.		
The current truck route network fails to keep trucks from speeding through residential neighbourhoods. Trucks should be restricted from residential areas (even if a highway e.g. Hwy 5 or Hwy 8) runs through the residential area.	Ward 15	Individual (35-44)
In every other way than what was mentioned above. Trucks need to be out of neighbourhoods, regardless of the "classification" of streets or the kinds of roads that exist. The vibration, safety, and pollution impacts are not acceptable.	Ward 2	Individual (35-44)

	<u>Location</u>	<u>Respondent Type</u>
'Truck highways' on residential streets such as Upper James , Victoria, Wellington and Cannon Streets need to be abolished.	Ward 3	Individual (35-44)
Remove truck routes from small communities.		
Choose main roads not small towns.	No info	Individual (25-34)
Avoid residential and communities especially with 50 km/hour.	Ward 15	Individual (55-65)
Removing truck routes from small communities where there are schools, parks, young families and no side walk.	Ward 15	Individual (45-54)
Follow speed limits. Or avoid 2-lane roads with a community that has a retirement home, children, homes, library, parks, community centre, stores, and no side walks until you get to main core, you get one sidewalk.	Ward 15	Individual (35-44)
By seriously reviewing truck routes in rural communities where safety is an issue. Especially when the trucks are cutting through to other municipalities and not driving any positive economic improvement for the rural areas.	Ward 15	Individual (45-54)
2. Specific Routes		
Bay Street: would like to see no trucks in residential areas.		
I would like to see no trucks on Bay St in residential areas.	No info	Individual (65+)
Change one-way streets to two-way, particularly Victoria and Wellington, and make only Wellington the truck route.		
The Hamilton truck route network could be improved by heavily restricting the streets which trucks are able to transit through the city. I think eliminating a number of high traffic one way streets would help in this regard. In particular, I think converting both Victoria and Wellington into two-way streets and restricting truck traffic in and out of the harbour to Wellington would be an improvement. Both Wellington and Victoria have some residential areas but the concentration seems to be high on Victoria. From there, making Main St two way would provide truck transit in and out of the city to the west from waterfront via Wellington and Main as well as calming traffic with two-way streets making them safer overall for all people using them.	Ward 2	Individual (25-34)
Impose time-of-day restrictions on Main St W.		
Allowing heavy trucks to speed down Main St W is a huge problem. It would be nice to be able to find an alternative. Could there be time restrictions?	Ward 1	Individual (65+)
Redesign Wellington Street and Cannon Street intersection.		
Wellington and Cannon intersection needs to be redesigned.	Ward 2	A business
Redirect trucks away from Carlisle Road to Concession 10 E or Concession 11 E and install traffic lights.		
An alternative route between Hwy 6 and Milborough Line could be Concession 10 or 11. Hwy 6 already is a very dangerous highway, so installing a stop light at Concession 10 or 11 would have 2 benefits; taking the truck route off a busy pedestrian area (Carlisle Village) and slowing traffic down on Hwy 6.	Ward 15	Individual (65+)
Remove truck route entirely on Main/King.		
Remove truck route entirely on Main/King.	No info	Individual (18-24)

	<u>Location</u>	<u>Respondent Type</u>
Remove truck route from Cannon Street.		
Trucks should not be routed through the downtown core - especially Cannon.	No info	Individual (35-44)
Get trucks off Cannon and other streets with clear conflicts with pedestrians and cyclists.	No info	Individual (65+)
Get trucks off Cannon; it has such awful impacts for pedestrians, cyclists, and people wanting to be outside in their yards.	No info	Individual (45-54)
Heavy trucks must be banned from Cannon. There is almost no other change to transportation safety and quality of life in the lower city that is more important. Don't screw this up.	Ward 1	Individual (45-54)
No trucks on Cannon.	Ward 3	Individual (25-34)
Remove truck route from Carlisle Road (or address safety issues).		
Carlisle Road should not be a truck route. This road is mainly residential. It is too narrow. There is a lot of bike traffic. There is no sidewalk. Unsafe for walkers, runners, bicyclists and children taking school buses if there a big trucks using the road. Too dangerous.	No info	Individual (65+)
No heavy or medium trucks on Carlisle Road.	Outside of Hamilton	Individual (55-65)
Route number 5 Carlisle rd should not have trucks on it. Many areas have minimal shoulders. No room for any pedestrians or bicycles let alone a truck that flings stones as it goes by.	Outside of Hamilton	Individual (55-65)
Move trucks off of Carlisle Road OR reduce speed limit with police presence.	Ward 15	Individual (55-65)
Carlisle Road should not be a truck route. Runs directly through town and multiple neighbourhoods with young children.	Ward 15	Individual (25-34)
We need to be more mindful of timing. I believe that trucks travelling at high traffic times in neighbourhoods - even ours in the Carlisle area, makes it dangerous for our community to walk bike etc. safely on our roads - most of which do not have sidewalks. All of our concessions are already inundated with trucks, so it would be better to have trucks travelling at off peak hours of the day.	Ward 15	Individual (45-54)
The current truck route designation along Carlisle rd does not support the economic or safety of our community. The majority of trucks are using Carlisle rd to fulfill needs in Milton. Multiple other options available that are less intrusive and would require less road maintenance in the long run.	Ward 15	Individual (35-44)
Carlisle Road should not be deemed a trucking route; that is an old designation and makes no sense. It is highly residential with no sidewalk or barrier from road..many families with young children on bikes, playing..Too many trucks use this small road creating heavy traffic, noise and pollution..the road is in very poor condition due to the heavy truck traffic..due to lack of speed enforcement..heavy trucks constantly drive at least 20km over speed limit..ongoing due to lack of police surveillance.	Ward 15	Individual (45-54)
Remove truck route from Centre Road in Carlisle.		
Keep trucks out of residential areas or where schools are. This is my current situation on Centre road and Concession 5 to Concession 6 there is two schools and Joe Sam's Leisure Park.	Ward 15	Individual (25-34)
Remove truck route from Nebo Road.		

	<u>Location</u>	<u>Respondent Type</u>
No trucks on Nebo Road.	No info	Individual (55-65)
Remove truck route from North Service Road.		
Remove trucks from the North Service Road. With all the residential development in the area and the South Service Road available there is no need for heavy trucks to be on it.	Ward 10	Individual (55-65)
Remove truck route from Queen Street and King Street.		
I don't know. I don't think they should be travelling Queen to King and they do. This is my main interaction with these trucks.	Ward 1	Individual (35-44)
Restrict truck movement in Beasley.		
Get the tanker trucks off Wellington/Cannon/Bay. They do not belong in residential neighbourhoods, especially Beasley.	No info	Individual (45-54)
York Blvd: heavy trucks are a concern on these street and have noise and vibration impacts for the neighbourhood.		
York Blvd has too many heavy trucks and it is dangerous for lower income areas including Hess Street School and surrounding homes.	Ward 1	Individual (25-34)

Location Respondent Type

Do you have any additional comments about trucking or the truck route network in Hamilton?

1. General Suggestions and Comments

A comment by City staff that changing the truck routes could "make everything more expensive" has no place in a discussion about sensible use of public streets.

<p>I was disappointed to hear a City staff person on CHTV saying that changing the (permissive) truck routes could "make everything more expensive" - that kind of fear-mongering has no place in a discussion about sensible use of public streets. If Hamilton actually addressed the problems that come with overbuilt multi-lane one-way streets, and traffic was calmed, trucks would likely choose highways to avoid having to slow down in the city.</p>	Ward 1	Individual (55-65)
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A large volume of trucks is unavoidable, but truck routes should be reduced through residential areas.

<p>With a large city and the need for transportation of goods, there isn't a way around the volume of trucks. But a reduction to residential areas on current truck routes is a concern for families, seniors , children, etc.</p>	Ward 1	Individual (55-65)
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Address large trucks "shortcutting" through neighbourhoods (on the current truck route network).

<p>Please stop allowing heavy trucks to shortcut through our neighbourhoods and through the city core. It is a barbaric, backward practice from the 20th century that has had its time--needs to go. Thank you!</p>	No info	Individual (35-44)
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<p>Get the heavy and medium trucks routed around the city perimeter before anyone else needs to suffer.</p>	No info	Individual (35-44)
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<p>Time for Hamilton to be like other cities and not have the downtown as a cut-through route for trucking.</p>	No info	A business
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<p>There is a lot of noise, congestion, and pollution generated by heavy & medium sized trucks in the downtown core. They should be routed outside of the city with only local deliveries within the bounds of the city.</p>	Ward 1	Individual (55-65)
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<p>In your review of comments during the consultation period, when people mention "cut-through" traffic in the downtown, you should understand what is meant is following the existing legal routes across the downtown as discussed above. The fact that they are currently legal IS the cut-through problem, and IS the source of massive problems. Instead of following highways and Burlington St. to access the port and industrial areas, they are taking a shorter legal route across our downtown, and harming our downtown. The solution is to make such a crossing NOT PERMISSIBLE.</p>	Ward 1	Individual (35-44)
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<p>Please modify the truck route and avoid the downtown area.</p>	Ward 1	Individual (25-34)
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<p>Trucks, just like other users have the privilege of using the roads our taxpayers maintain. Many trucks that don't pay taxes or contribute to the local economy pass through the greater Hamilton area and this needs to be addressed. Trucks that don't do business in an immediate area where they are found should be penalized. To avoid this they must stay on provincial highways.</p>	Ward 15	Individual (35-44)
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	<u>Location</u>	<u>Respondent Type</u>
Local deliveries are always necessary. But anyone who lives downtown can tell a grain truck or a steel truck from a Food Basics or an Amazon delivery. Make industrial trucks use industrial routes!!!	Ward 2	Individual (35-44)
Again, our concerns are with heavy, industrial trucks shortcutting through the city and our neighbourhoods. NO MORE please. We have collected both online and hard copy signatures from our members and concerned residents who support this position and we will be sharing with you shortly. As well, we recently conducted 2 more truck counts (August 25, 2020) at Cannon Street and Wilson Street, where a school, a daycare, a community centre, a park, a medical centre, residential homes are hemmed in between these two truck routes. NOT acceptable in this day and age! Please uplift Hamilton residents and their health and well being and discontinue this barbaric practice once and for all of permitting truck routes in sensitive land use areas! Thank you.	Ward 2	An agency or organization
Heavy industrial transport trucks must not be permitted to use our city center as a cut through to the 403 highway from the port lands. They need to be directed to use Burlington St. E to access the ring highway network to go around for access to the 403 or other highways.	Ward 2	Individual (35-44)
Bring new business to the older brownfield sites rather than creating a plan to encourage greenfield development.		
Work with economic development to bring new business to the older brownfield sites rather than creating a plan to encourage greenfield development.	No info	Individual (35-44)
Changes to the truck route network will impact the logistics of my business and increase costs of my operation.		
The draft [truck route network] would be highly impacting the logistics of my business, increase my transportation and payroll cost and the efficiency of my operation.	Outside of Hamilton	A business
Consider the entire City (including rural areas) in this study.		
Stop looking at it as Hamilton proper, more attention needs to be given to outlying rural communities that pay taxes to Hamilton.	Ward 15	Individual (45-54)
Study should focus on matters across entire city.	Ward 2	Individual (45-54)
Consider time-of-day restrictions for truck routes (e.g. avoid rush hour and overnight).		
Tough one to answer. Time limit at what time truck may operate? Not during rush hours would be the first choice, second maybe over night traffic allowed providing the noise is properly controlled.	No info	A business
Staggering delivery/trucking hours in key areas that tend to have a lot of rush hour traffic.	No info	Individual (25-34)
Maybe trucks could be restricted during heavy commute times/school times along these routes.	Ward 1	Individual (35-44)
Enforcement of the truck route network is essential.		
If it's not enforced, it's useless.	No info	Individual (45-54)
Trucks should be monitored and the routes strictly enforced. I've seen many heavy trucks travelling on King St in the International Village and Barton St West, which indicates that the drivers were lost and never alerted to the fact that they were in a space that is not designed for them. Make it clear to current users that the routes will change and ensure they are enforced during the transition period. Also, ensure the GPS maps that drivers use direct them via truck routes only.	Ward 2	Individual (35-44)

	<u>Location</u>	<u>Respondent Type</u>
Goods movement in Hamilton is of regional, provincial, and national importance, with impacts at all levels.		
Getting goods to and from one of the busiest Ports in Canada is not only a local matter, but a Regional, Provincial and National consideration. What we choose to do with Hamilton's city streets will impact Canadians across the country.	Ward 2	A business
Heavy trucks do not belong where people live and work.		
Light and medium duty trucks in the core are inevitable and can be sustainable (low emitting or powered by renewable energy) but heavy trucks have no place. In the core of a modern city trying to attract new economy jobs and transform themselves into a key part of the digital economy.	Ward 2	Individual (45-54)
Heavy commercial trucks do not belong on roads where people live.	Ward 3	Individual (55-65)
Improve alternate route options, e.g. when one route is blocked.		
Some streets have business and only truck loaded. We need more options yet a back up with street closures.	Ward 2	Individual (45-54)
Industry is important to the city, but safety and quality of life are priority.		
While Hamilton's heavy industry is important, we need to consider that over half a million people live here and heavy trucks are impacting safety and quality of life.	Ward 1	Individual (45-54)
We need to be focused and forceful about HOW we allow transport of goods across and through our lovely city and surrounding landscapes. So, so many goods are being moved by truck, and the construction trade is a huge influencer (ie. thousands of loads of aggregate, concrete, structural components), it is tempting to just let those forces grow unleashed. This is not acceptable, and our truck plan must seriously prioritize the matter of standing up for our citizens' safety. These medium and heavy truck delivery routes need strong and clear leadership and direction from our city. Design is part of it. We will not stand by and allow truck traffic to basically RUN OVER our lives. So, yes, create clear rules and provide a plan to enforce them. And create a safe place for our citizens not just by paying lip service. Downtown and cross-town routes need aggressive re-thinking and re-design, and possibly abandonment as a strategy to truly acknowledge human safety. Physical barriers, enforcement. Most truck drivers understand the need for safety measures. They want what we do, which is safety. Some of the transportation industry's problems are due to drivers being in a hurry due to pay structures, just in time delivery, etc. Their bosses may squawk, but the drivers know that safety is paramount.	Ward 4	Individual (55-65)
No - other than to say that the City of Hamilton cannot expect to revive its core and become a truly sustainable, world class mid-sized city that is known as a green, equitable, inclusive and desirable place to be if the city fails to address the giant elephant on our local roadways - the industrial truck. I believe that heavy industrial trucks are a relic left from the days when heavy industry dominated our local economy. I fully recognize that heavy industry is still an important part of our local economy - but I believe we are well past the point where it is OK to allow this trade-off that we are making, in most cases unwillingly, because these trucks continue to barrel through the guts of our city. What concerns me even more is the fact that some of this traffic is growing with the expansion of agri-industry in the west harbour area. This is not OK in 2020!!	Ward 5	Individual (45-54)
Keep trucks from rural roads except for major highways.		
Yes, stay off the rural roads...and stick to the major ones.....Hwy 5, 6, 8.	Ward 13	Individual (65+)

	<u>Location</u>	<u>Respondent Type</u>
Keep trucks on suitably designed roadways adjacent to commercial and industrial land uses instead of residential and sensitive land uses.		
Keep truck routes on major arterial roadways that have proper geometric designs and pavement structures to accommodate heavy vehicles. Avoid roadways with compromised geometry such as narrow pavements, inadequate shoulder widths, poor turning radii at intersections etc. Avoid truck routes through or adjacent to residential areas, routes adjacent to schools (Elementary schools in particular), hospitals and recreational land uses. Keep trucks on routes adjacent to commercial and industrial land uses.	Ward 15	Individual (55-65)
Large construction machinery using local roads is a concern.		
I have concerns when construction is going on and large machinery use side streets to turn around they do loops of city blocks.	No info	Individual (45-54)
People are more important than the interests of trucking companies.		
Hamilton is far too beholden to trucking interests. Residents should come first. Trucks need to use the highways that were built at great taxpayer expense to support goods movement.	No info	Individual (45-54)
I know you can do better. I also know that the trucking companies will cry about their profits but really people are more important than profits.	No info	Individual
People should understand the impacts of the truck routes in their homes before purchasing a home (then complaining about them).		
People that move to areas need to do their home work before purchasing a home and then complain about designated truck routes after they move in. People in Carlisle are complaining about an existing truck route that has been in use for years. I understand about safety and well being of all. However, as a child, I was not permitted to play near the road. The truck route does not pass through the village of Kilbride as stated in an email on this forum. It is routed around the village.	Ward 13	Individual (55-65)
Perceived "shortcutting" is inaccurate; most trucks in Hamilton have a destination in the city.		
There have been comments on trucks using Hamilton streets as a shortcut to get through Hamilton but I disagree because it is much more efficient to use the Linc and Red Hill Expressway or Hwy 403 and the QEW to bypass Hamilton. Most trucks on Hamilton streets have destination in the city.	Ward 9	An agency or organization
Prioritize the safety of people using Hamilton streets (especially pedestrians and cyclists).		
Safety of our cyclists and pedestrians is so important!	Ward 1	Individual (25-34)
I am thinking about Herman Ohrt as I write this - he was crushed to death on his bicycle at the corner of King and Queen. The value of life is high and we should respect this by designing very safe routes that minimize conflict being trucks and other people. Beyond that, protect our health.	Ward 1	Individual (35-44)
My Dad, Herman Ohrt, was killed by a medium weight truck, a cement truck, at King and Queen streets in Hamilton while riding his bicycle. Hamilton's vision statement did not prove true for my Dad. Hamilton was not the best place to age successfully for him, as the streets proved unsafe. Please do all that you can to ensure that the safety of people is prioritized over profit when working on the truck route master plan. We don't want anyone else to get hurt.	Ward 1	Individual (35-44)
Provide a way for community members to report truck route non-compliance.		

	<u>Location</u>	<u>Respondent Type</u>
Is there a way for community members to report trucks that are not seeming to follow the truck route? Also, ensuring communities know how trucks are supposed to be travelling in their neighbourhoods (which roads are they supposed to be on).	No info	Individual (35-44)
Reduce the size of the truck route network to improve public space, the environment and health.		
The truck route network is in dire need of downsizing. We can't continue to sacrifice this volume of public space, our environment and health during a climate crisis for the sake of economic convenience.	No info	Individual (35-44)
Remove heavy trucks from the urban core.		
Heavy trucks should not be in the inner city period. Noise, air pollution and safety are ongoing concerns.	Ward 1	Individual (35-44)
Requiring longer travel distances for trucks will result in greater costs for all.		
People must take in account that by revising the truck routes and making distances longer to deliver products will increase cost to operators and this will be passed on to consumers in the end. I am hoping that the revision to truck routes will not increase taxes to the residents of Hamilton. All people must work together to find a safe and economic solution.	Ward 13	Individual (55-65)
The impacts of heavy trucks (noise, vibrations, air quality) on community liveability need to be addressed.		
Hamilton's potential as a desirable place to live and work will never be reached without turning the transportation hierarchy right side up. Goods etc. will always reach their destinations. It is not up to the people of Hamilton to suffer the impacts (ruined neighbourhoods, bad air, noise, vibration) while funding the system.	No info	Individual (45-54)
I just dont wanna keep feeling the vibrations in my home when trucks go by and the air quality is awful as well as the noise	Ward 1	Individual (55-65)
The current network allows heavy and medium trucks on most large arterial streets and has major negative impacts on Hamilton residents through noise, pollution, vibration and collisions. This has to change for Hamilton to become a safer and more liveable community!	Ward 2	Individual (45-54)
The truck route network has negative impacts on people.		
At the cost of people.	Ward 3	Individual (25-34)
The truck route network needs improvement.		
Needs improvements	No info	Individual (65+)
It needs improvement!	No info	Individual (65+)
The truck route network should be properly maintained.		
It should be properly maintained.	Ward 2	Individual (65+)
Through-truck movements on city streets create high levels of pollution and road wear and tear.		
No city has trucks going through the city as much as Hamilton. It is not safe. It creates high levels of pollution, and causes so much wear and tear on the roads that the taxpayers have to pay to repair.	Ward 4	Individual (35-44)

Truck operator training and truck speed go a long way.

	<u>Location</u>	<u>Respondent Type</u>
I think speed and truck driver training go a long way, but am unsure if we can properly educate.	Ward 2	Individual (25-34)
Truck routes through lower-status (and racialized) communities is unjust.		
It is no accident that most of the large "arterial roads" and truck routes in Hamilton are home to the poorest citizens, often immigrants and racialized people. It is an injustice that would never be allowed to exist in the city's more affluent areas. This should not even need to be studied, it is so blindingly obvious.	Ward 2	Individual (35-44)
Trucks' dangerous driving near bike lanes and residential areas must change.		
Trucks often resort to dangerous driving in spite of bike lanes and residential areas. This must change.	Ward 2	Individual (35-44)
Trucks dominate over other road users in my area.		
Get real.....trucks like bikers in my area ...rule the environment.....please do something about the number of trucks...bikes and general traffic flow in what was a nice small community! Feeling for those on a route....but you need to see the unbelievable number of trucks using my area as a bypass!!	Ward 13	Individual (65+)
2. Specific Routes		
Address Carlisle Road issues.		
I see little work being done to cut down the number of trucks on Carlisle Rd.....50-60 per day is outrageous! As well they are speeding and over weight! I live on Pregreston Rd , a narrow road in Carlisle! I have tried many times to get on site to pin point my complaints! What is going on with this site?	Ward 13	Individual (65+)
Again, please consider re-routing the truck route to Conc 5 or somewhere other than a completely residential, rural street that's already a cut through via Hwy 6 for vehicle traffic, reduce the noise, the speeding, the shaking vibrations to the house, and make this a safe quiet place to live like it's supposed to be. It's worse than the City.	Ward 15	Individual (55-65)
Brock Road is in need of repair between Dufferin Quarry and Regional Road 97. Truck drivers do tend to use this road responsibly.		
As a resident of Brock road that is a designated truck route, I see many responsible operators pass by, Rothsay, Jimmy D Coverdale Transport use daily, they never speed and always stop at the stop signs. Yes there are some operators that do not obey the laws. My only complaint is the condition of Brock Road has deteriorated from the Dufferin Quarry north to Regional Road 97. Our taxes are very high in Flambrough for the services we receive from the city of Hamilton. Is there any plan to resurface the road? I have heard that there is a contingency fund in place from when the quarry was sold to Dufferin group to maintain the road?	Ward 13	Individual (55-65)
It seems like trucks do not have restrictions in East Hamilton.		
In East Hamilton, trucks of all sizes seem to have no restrictions.	Ward 4	Individual (65+)
Remove heavy trucks from Queen Street South.		
Nothing angers me more than watching heavy trucks on Queen South cutting through our neighborhood. I hate how unsafe it is. There are many kids in the neighborhood and they pass Hess school. I hate the noise and the pollution. Keep trucks on Burlington street to RHPW to 403. Don't let them cut through the city to get to the 403.	Ward 1	Individual (35-44)

	<u>Location</u>	<u>Respondent Type</u>
Remove the truck route from Gage St, Cannon St, and Dundurn St between King St and Main St.		
No trucks on Gage, no trucks on Dundurn b/w King and Main, no trucks on Cannon.	No info	Individual (18-24)
Remove the truck route from Queen St between York Blvd and King St.		
I do not want this anywhere near substantial residential areas. I am particularly concerned about the Queen North corridor, Queen north of King. The Truck corridor currently in place is preventing the 2-way conversion in that area, and proper traffic-calming initiatives. Why is this stretch used and overlooked - is it the continual disregard for our northern residents? We need to do better. The way trucks blast by Hess School on Cannon/York to turn south on Queen is obscene. Or the way they blast through west on York at 80-100km/h is just plain ridiculous. I fear for my life, and those of the people in the community, including many marginalized folk.	Ward 1	Individual (45-54)
Queen, between York and King, needs to be removed as a truck route. It is lined with high density residences (high rises), with 2 more under construction, meaning more people, more families, more pets, and more opportunities for trucks barreling down the street to come into dangerous contact with the residences that live here.	Ward 1	Individual (45-54)
Remove the truck route from Victoria Ave.		
Please help get truck traffic off of Victoria!!!!!!!!!!!!	No info	Individual (25-34)
York Blvd: heavy trucks are a concern on these street and have noise and vibration impacts for the neighbourhood.		
Please refrain from trucks using York Blvd to enter and exit the city. We need less automotive vehicles in our urban cores and it starts with business-focused trucks.	Ward 1	Individual (25-34)
York Blvd: heavy trucks are a concern on this street and have noise and vibration impacts for the neighbourhood.		
Trucks are extremely loud on York Blvd and they rattle my house (on Pearl St N, close to York).	Ward 1	Individual (25-34)
3. Survey/Engagement Process		
Do not overvalue the results of the survey due to survey issues. Also allow for other methods of engaging, e.g. quick social media polls.		
Please do not overvalue the results of this survey. This survey, like many before it, is very inaccessibly worded and quite long (with 33 questions). Allow for other modes of surveying (i.e. multiple kinds of surveys including quick social media polls, in order to capture more accurate data).	Ward 2	Individual (35-44)
Greater public notice for increasing online engagement is needed.		
There should have been a greater public notice about getting the citizens of Hamilton involved.	No info	A business
Thank you for this survey opportunity.		
While I don't like the trucks barreling down York, I also don't think that folks close to Burlington street enjoy the presents of trucks either! Not sure what the solution is - this is quite a task with a complicated solution. Glad to be able to complete the survey! Thanks kindly! Good luck!	No info	Individual (35-44)
Thank you for taking the time to consider this feedback and for seeking to improve as a city.	Ward 1	Individual (25-34)

	<u>Location</u>	<u>Respondent Type</u>
The survey is not equitable, as it is only available in English (and to those who can use computers).		
Please explain how you will avoid the economic advantage of corporations over individual residents. Please explain how you will ensure equity of participation in surveys like this through reaching out effectively to those with limited facility in English, who don't have or have difficulty using computers, who are homeless, etc.	No info	Individual (65+)
Not sure if this questionnaire was offered in other languages like Arabic etc?	No info	Individual (35-44)
Where are the study results and recommended routes available?		
Where do we find the results of the study to consider recommended alternative routes.	Ward 15	Individual (65+)



Interactive Map-Based Feedback Tool Engagement Summary

Truck Route Master Plan Update

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Appendix A - Detailed Listing of Interactive Map-Based Comments

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Executive Summary

With 332 responses by 172 contributors, the interactive map-based online engagement was a successful and efficient means of engaging with the residents and stakeholder groups in the initial phase of the Hamilton Truck Route Master Plan Update.

The interactive map-based engagement tool is one engagement activity of several conducted during this study phase intended to solicit location-specific feedback and engage residents and stakeholders in decisions that directly affect their livelihood and quality of life. The interactive tool displayed Hamilton road network overlaid with the existing truck route network and other relevant land use features such as industrial/business parks, BIAs, child care services, long-term care and residential care facilities. Respondents were able to pinpoint the area of interest or concern and submit their comments in a free-form format. They were required to categorize their comment under one of the eight predefined categories that best describe the nature of their concern or interest.

This report summarizes the findings of the interactive map-based engagement tool quantitatively in the form of charts and tables. Appendix to this report enlists detailed comments provided for specific location or routes.

The highest survey response rates were from Wards 1, 2, 3 and 15 where residents and local businesses provided feedback on localized issues that exist with truck movement along specific routes. Providing age and location information was optional for this engagement tool, hence, only 37% of respondents provided location information and 42 % provided age related information.

Responses are structured based on the nature of concern and by specific route. They will be used to inform the development of alternative truck route networks and support decisions for altering truck route designation of existing routes in the network. Moreover, responses from the interactive map-based tool, in association with other feedbacks received throughout the first phase of engagement, will assist in identifying and recommending mitigation measures to minimize the localized impact of truck traffic on the interests of the community and provide citywide accessibility for truck movement to and from the industrial and business parks to provincial highways.

Many responses entailed various messages which provided valuable insights specific to the routes, intersections and neighbourhoods. Some of the recurring themes expressed were as follow:

- Nearly every comment expressed concern for vulnerable road user safety (pedestrians, cyclist, specifically children and seniors) around heavy vehicles. Comments stressed on removal of industrial trucks from residential neighbourhoods and downtown environments. Some comments suggested providing physical barriers to minimize the conflict between different modes of transportation to increase level of comfort and safety for vulnerable road users.
- In urban areas, lack of physical separation between truck traffic, bike lanes and curb facing sidewalks was reflected as key safety concern. However, in rural

communities with higher residential densities, the main concerns were speed of trucks and lack of suitable active transportation facilities (sidewalk, multi-use paths, wider shoulder) along truck routes. Respondents clearly indicated having no concerns with agriculture machinery and farming vehicle operation, rather identified the pass-through dump trucks as the main cause of concerns.

- In addition to safety concerns, the physical impacts of heavy trucks in neighbourhoods, contributing to noise and vibrations pollution that impact work and sleep of residents, was underscored in many comments. Some comments suggest native tree plantation along truck routes to rectify the air quality and other environmental issues associated with truck movements.
- Adverse impact of the truck traffic on sensitive land uses such as schools, hospitals and residential homes was repeatedly emphasised upon. Moreover, density of truck routes in low income neighbourhoods was highlighted as an equity issue and suggestion were made for distribution of unavoidable impacts of truck movement away from the vulnerable neighbourhoods.
- A higher degree of desire was shown to restrict industrial port related trucks and non-local delivery trucks from travelling through inner city roads. Virtually, all respondents from Wards 1, 2, and 3 expressed a high degree of interest in restricting truck movement through downtown Hamilton and suggest all port related trucks to use freeway system, Red Hill Valley Parkway, Lincoln M. Alexandre Parkways and Nikola Tesla/Burlington Streets to reach their final destination. Deployment of automated speed enforcement system was suggested for both rural and urban truck routes, should the existing routes retain their status as fulltime truck route in the updated network.
- Intersection specific comments were highlighting geometric design constraints for turning trucks that are encroaching in to bike lanes and sidewalks. Rolling stop was identified as a safety and compliance concern for stop controlled intersections at rural communities.
- Business community comments underlined importance of direct routes between industrial lands and Highway 403 on their business bottom line and economic prosperity of the City. Majority of existing truck routes in wards 1,2 and 3 were identified as crucial goods movement routes.
- Road pavement condition was an area of concerns mentioned in conjunction with noise pollution in both rural and urban communities. Noise nuances was a main concern for residents of neighbourhoods located in close proximity of Nikola Tesla Boulevard and QEW.

1 Background

The City of Hamilton embarked on a comprehensive review and update of its 2010 Truck Route Master Plan (TRMP) in alignment with the City's Strategic Plan vision, objectives and lived experience of the residents and stakeholder groups. The City has retained IBI Group, in association with David Kriger Consultants Inc. and GLPi to undertake this study. To promote greater engagement and enhance consultation/engagement activities for this project, in addition to other engagement tools, the City developed an interactive map-based engagement tool to solicit location-specific feedback from the residents and stakeholder groups and to engage them in decisions that directly affect their livelihood and quality of life. This interactive tool displayed Hamilton road network overlaid with the existing truck route network and other relevant land use features such as industrial/business parks, BIAs, child care services, long-term care facilities and residential care facilities. Residents and stakeholder groups were provided adequate time to explore the existing network at their convenience and leave comments on specific locations.

The interactive map-based engagement tool and the online survey were available for public and stakeholder input from July 22 to September 14, 2020. These enhanced online engagement tools helped breakdown the accessibility barrier to the conventional public engagement events that were not necessarily convenient for rural inhabitants, aging population and those with accessibility needs to actively participate and remain part of the public process. The online engagement tools were accessible through the City website and the Engage Hamilton portal for public input. Other public and stakeholder engagement activities were conducted during this initial phase of the study, including:

- Virtual Public Information Centre;
- Meeting with adjacent municipalities and Ministry of Transportation Ontario (MTO);
- Meeting with stakeholder groups (i.e. BIAs, businesses and goods movement communities); and
- Truck Advisory/Focus group workshop.

Additional feedback was provided via email by residents, the agriculture and farming community, local businesses and advocacy groups. This document summarizes respondent characteristics and location-specific feedback received through the interactive map-based engagement tool only.

2 Respondent Characteristics

The interactive map-based tool prompted 1063 visits of the page and 332 location specific-comments provided by 172 contributors: 165 individuals (96%), three businesses (2%) and four agencies or organizations (2%).

Distribution of location-specific comments was mapped by wards, as shown in Exhibit 2.1. The density and distribution of comments across the city is presented in form of a heat-map in Exhibit 2.2.

Location and age information was provided for 37% and 42% of the respondents, respectively. Through careful review and analysis of the feedbacks, necessary adjustments were made to replicate the age and location information of respondents to all comments provided by the same contributor. Furthermore, some feedbacks were recategorized to best reflect the message presented in the free-form comment. Exhibit 2.3 and Exhibit 2.4 illustrates participation distribution by location and by age cohort.

Higher participation levels can be seen from Wards 1, 2, 3 and 15. Collectively, comments submitted for these four wards represent 78% of all comments provided on the map-based engagement tool. Ward 15 had the highest participation rate, with comments heavily cumulated along the Carlisle Road corridor (29 comments). A high proportion of comments reflect increased interest in excluding Carlisle Road from the truck route network or changing its full-time status to part-time to improve the quality of life for Carlisle community residents. Virtually all comment from Carlisle Road residents were comprised of multiple messages with varying areas of concern, including the safety of all road users (specifically children and school buses), truck speeding, lack of sidewalk or multi-use path, and noise and vibration pollution.

The high participation rates from Wards 1, 2 and 3 are due to close proximity of these wards to the Hamilton port activities and the high frequency of large trucks travelling along arterials connecting Highway 403 to the industrial lands that pass through these wards. A significant proportion of comments were specific to north-south arterials: Wellington Street (22 comments) and Victoria Avenue (20 comments) and east-west arterials: York Boulevard (21 comments), Cannon Street (19 comments) and Barton Street (17 comments). Existing truck routes with the highest rates of comments are shown in Exhibit 2.5.

Approximately three-quarters of all responses for these Wards reflect a high degree of interest in excluding the above-listed arterials from the truck route network. Some respondents highlighted road condition, safety and environmental issues as their main areas of concern. A few comments highlighted the need for physical separation (boulevards with native trees plantation) between large vehicles and street-facing houses and sidewalks, should these roadways remain as truck routes. Responses from the business industry identified these arterials as significant goods movement corridors and suggest retaining their status as a full-time truck route moving forward.

Exhibit 2.1: Feedback Distribution by Municipal Ward

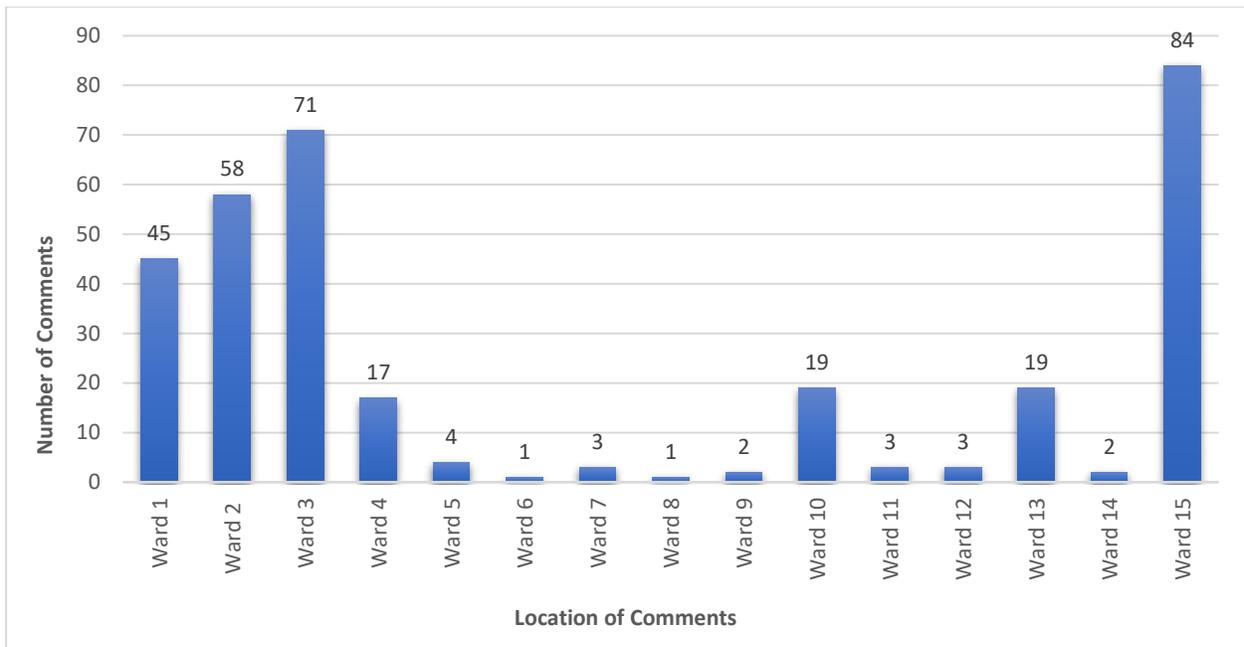
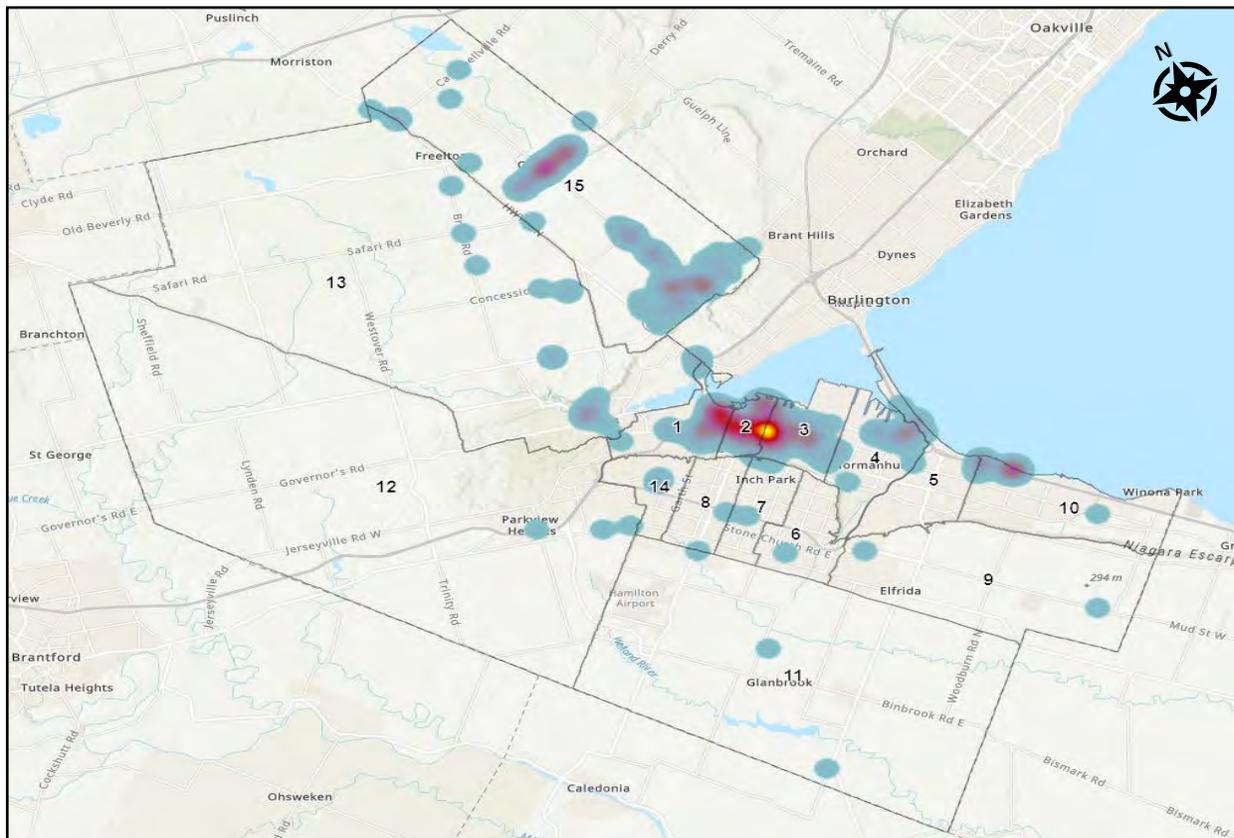


Exhibit 2.2: Comments Distribution by Ward – Heat map



Source: ESRI - City of Hamilton Ward Boundary

Exhibit 2.3: Respondent Location by Ward

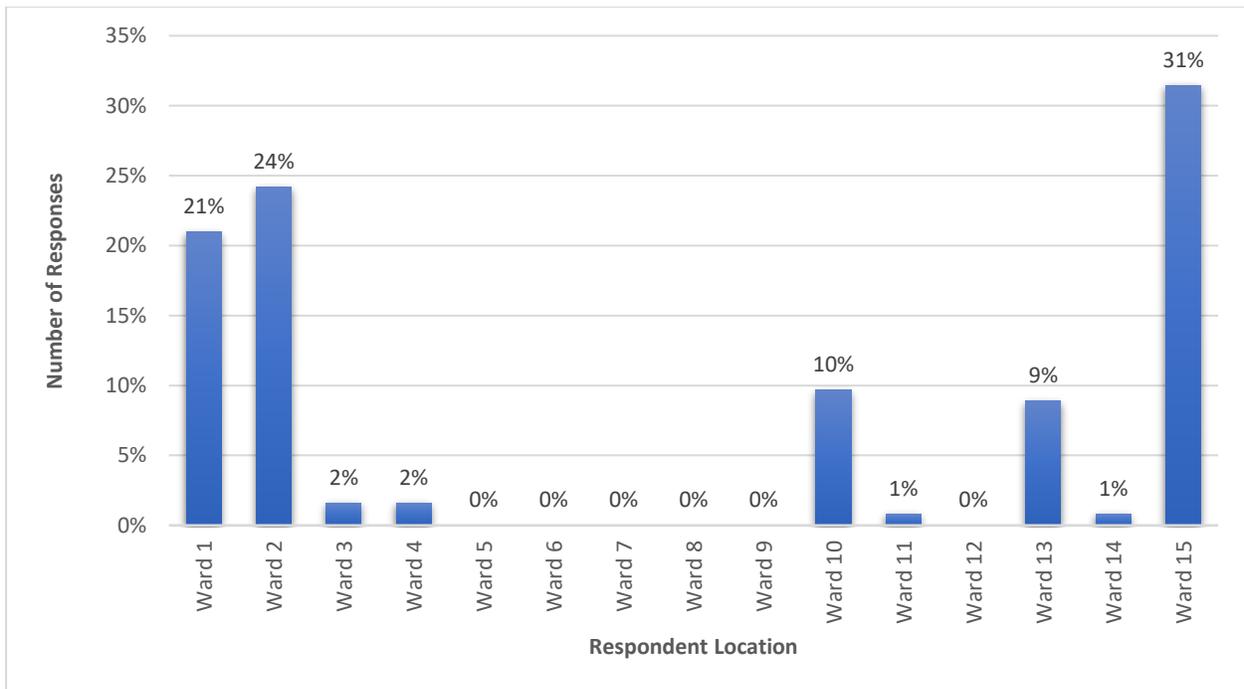


Exhibit 2.4: Respondent Distribution by Age Cohort

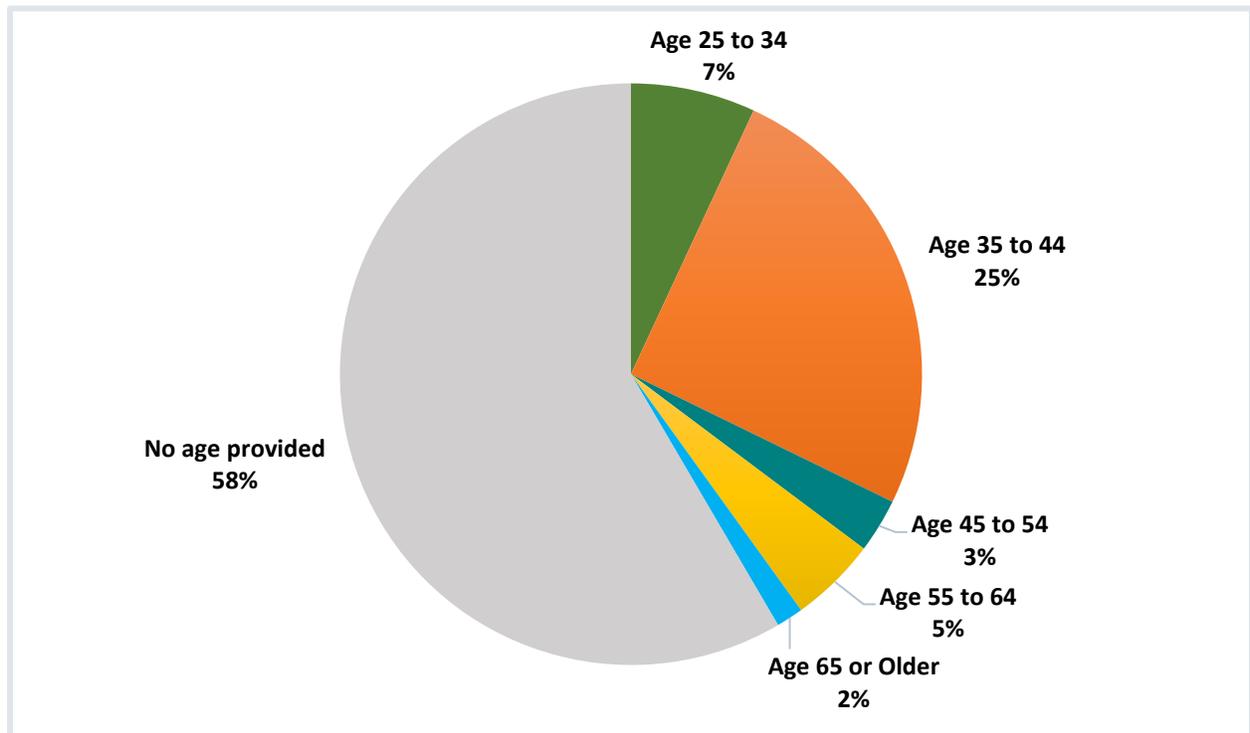


Exhibit 2.5: Routes with Highest Rate of Feedback



The following observations are noted:

- A couple of outliers were observed in the data with the following characteristics:
 - o Thirty-seven comments were submitted by one individual concerned with truck traffic and truck routes in Wards 15 and 3. Comments highlighted a wide range of issues from environmental to infrastructure and safety concerns. A high degree of interest is shown in restricting large trucks from passing through the Waterdown community and downtown Hamilton by excluding Victoria Avenue, Dundas Street and Parkside Drive from the truck route network.
 - o A business provided 20 comments distributed throughout Wards 1, 2, 3, 4, 5 and 15, highlighting significant goods movement corridors to remain in the network and recommending additional roadways to include in the truck route network.
- Provision of age and location information was made optional for this interactive location-based engagement; therefore, a significant number of respondents avoided filling this information.

However, the intent of this engagement tool was to solicit location-specific comments from the community and stakeholder groups to better understand their localized needs and issues with the existing truck route network and address them in Stage 3 (Development of alternatives) of the study.

3 Interactive Map-Based Engagement Findings

This section summarizes comments provided on the interactive map-based engagement tool, both quantitatively and in a summarized format of the free-form comments.

The responses must be taken as indicative only. No attempt has been made to adjust for biases by weighting responses differently based on the respondent type or location.

This tool increased participation in engagement activities for this project by empowering respondents to pinpoint their concerns on the interactive map, provide detailed comments in a free form format and categorize their comments to one of the eight predefined categories that best reflect their concern. As depicted in Exhibit 3.1 and Table 3.1, largely, responses reflected a higher degree of interest in excluding existing truck routes that pass through downtown Hamilton (Wellington Street, York Boulevard, Victoria Avenue and Cannon Street), Barton Street and Carlisle Road in Ward 15. Respondents were able to submit multiple comments but were limited to only one comment per location. A screen capture of the map-based engagement tool interface is provided in Exhibit 3.2 and Exhibit 3.3, illustrating comments density and distribution across the city and in downtown.

Appendix “A” provides a full listing of all the summarized comments together with the original-detailed comments. In some instances, minor edits have been made to the original comments to correct grammar and spelling errors or remove personal information and property addresses. Comments including multiple themes and messages were split in to separate comments. Where needed, comments were categorized as “Others” for the purpose of summarizing and structuring them in this report.

Exhibit 3.1: Map-based Comments Categorized by Nature of Concerns or Interest

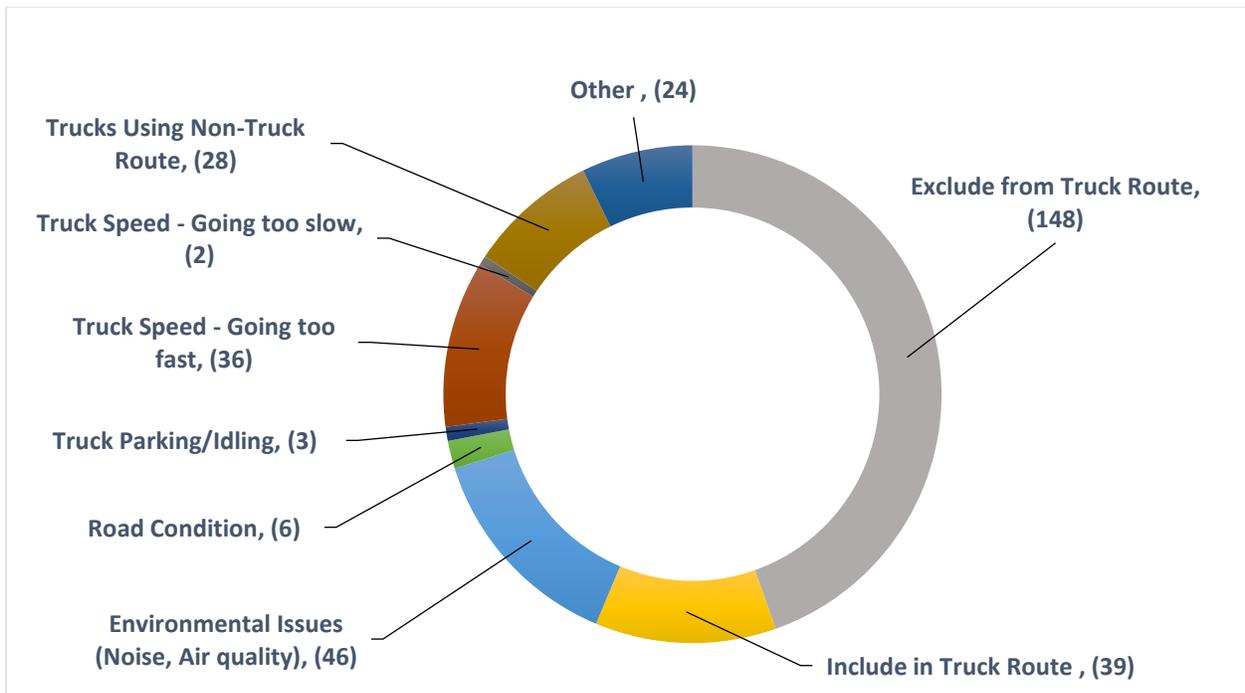


Table 3.1: Map-based Comments listed by Nature of Concerns or Interest

Categories	Number of Responses	Responses (%)
Exclude from Truck Route Network	148	45%
Include in Truck Route Network	39	12%
Environmental Issues (Noise, Air quality)	46	14%
Road Condition	6	2%
Truck Parking/Idling	3	1%
Truck Speed - Going Too Fast	36	11%
Truck Speed - Going Too Slow	2	1%
Trucks Using Non-Truck Route	28	8%
Other	24	7%

The common themes of concerns were focused on vulnerable road user safety, truck speeds, public health, mental health, vibration, noise pollution, shortcutting through residential neighborhoods and downtown environments, and air quality.

Exhibit 3.2: Interactive Map-based Engagement Tool – City-wide Comments Density and Distribution

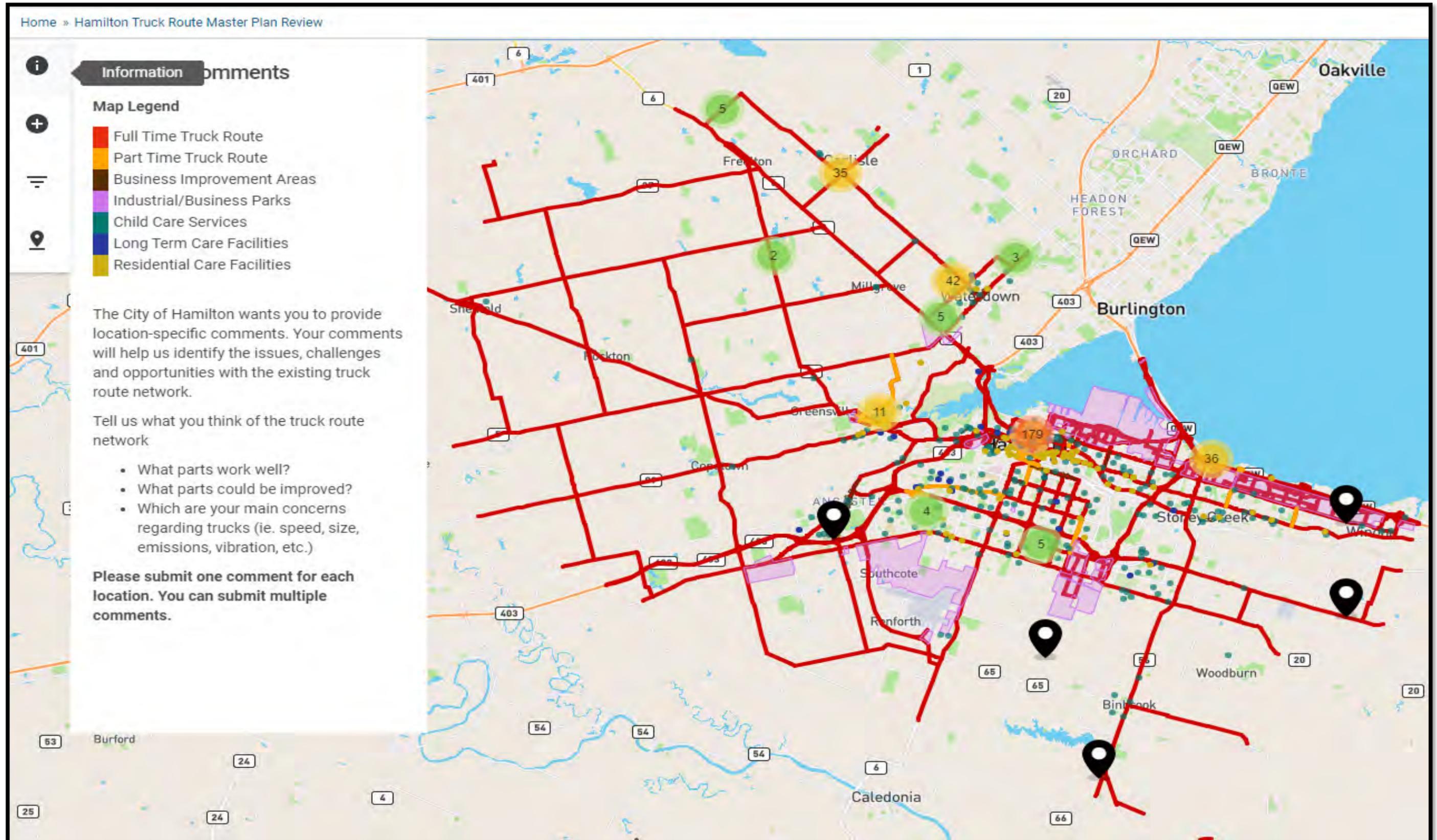
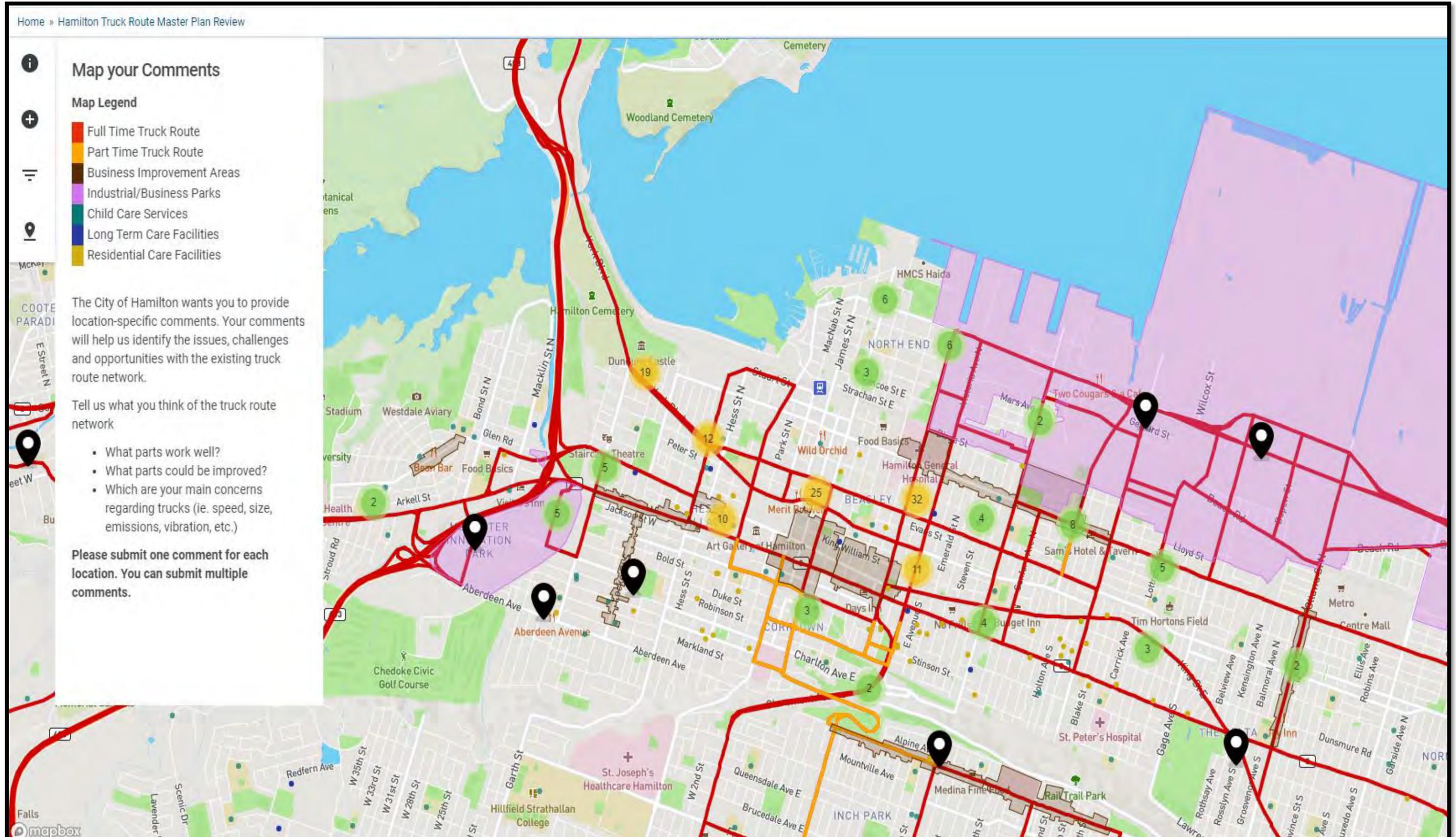


Exhibit 3.2: Interactive Map-based Engagement Tool – Downtown Hamilton Comments Density



Comments Breakdown by Category and by Routes

3.1- Exclude from Truck Route Network (148)

- Carlisle Road (12)
- King Street (11)
- Wellington Street (10)
- York Boulevard (10)
- Cannon Street (10)
- Barton Street (8)
- Centre Road (8)
- Victoria Avenue (7)
- Main Street (7)
- Shoreview Place (5)
- Parkside Drive (4)
- Wilson Street (Hamilton) (4)
- Frid Street (4)
- Millen Road (4)
- Dundas Street (2)
- John Street (3)
- Frances Street (3)
- James Street (3)
- Wentworth Street (2)
- Hamilton Street (2)
- Sydenham Street (2)
- Brock Road (2)
- Ottawa Street (2)
- King Street-Dundas (2)

Note: Above only enlists routes with a higher frequency of comments that reflect interest in excluding these routes from the network. Appendix A to this report outlines a full list of all routes with their respective detailed comments.

3.2- Include in Truck Route Network (39)

- Wellington Street (4)
- Burlington Street (4)
- Campbellville Road (3)
- Woodward Avenue (3)
- Cannon Street (2)
- Victoria Avenue (2)
- York Boulevard (2)
- Wentworth Street (2)
- Hatt Street (2)
- Highway 6 North (2)
- Beach Boulevard (2)
- Main Street (1)
- The Linc Parkway (1)
- East Port Drive (1)
- Hobson Road (1)
- Strathearne Avenue (1)
- Brampton Street (1)
- Upper James Street (1)
- Dundas Street (1)
- Highway 403 (1)

3.3- Environmental (Noise, Air quality.etc) (46)

- Victoria Avenue (9)
- Burlington Street (6)
- Queen Street (3)
- Wellington Street (3)
- York Boulevard (3)
- Cannon Street (2)
- Carlisle Road (2)
- Centre Road (2)
- Wilson Street (2)
- Main Street (1)
- Parkside Drive (1)
- Dundas Street (1)
- Claremont Access (1)
- The Linc Parkway (1)
- Sydenham Road (1)
- QEW (1)
- Young Street (1)
- Shoreview Place (1)
- Concession 6 East (1)
- Concession 8 East (1)
- Crooks Road (1)
- Barton Street (1)
- Avonsyde Boulevard (1)

3.4- Truck Speed – Going Too Fast (36)

- Carlisle Road (12)
- Wellington Street (4)
- York Boulevard (2)
- Victoria Avenue (2)
- Dundas Street (6)
- Parkside Drive (2)
- Cannon Street (1)
- Frances Street (1)
- Concession 5 West (1)
- Hamilton Street (1)
- Mill Street (1)
- Garner Road (1)
- Highway No 5 (1)
- Dock Street (1)

3.5- Truck Speed – Going Too Slow (2)

- Dundas Street (2)

3.6- Trucks Are Using A Non-Truck Route (28)

- Barton Street (6)
- Burlington Street (Non-Truck Route) (3)
- John Street (2)
- Mill Street (2)
- James Street (1)
- Concession 6 East (1)
- Aberdeen Avenue (1)
- Boulding Avenue (1)
- Cline Avenue (1)
- Concession 6 West (1)
- Hess Street (1)
- Hall Road (1)
- Lottridge Street (1)
- Maple Avenue (1)
- Nebo Road (1)
- Princess Street (1)
- Rice Avenue (1)
- Tenth Road (1)
- Gibson Avenue (1)

3.7 Road Condition (6)

- Wellington Street (1)
- Cannon Street (1)
- Grays Road (1)
- Charlton Street (1)
- Lynwood Road (1)
- Mud Street (1)

3.8- Truck Parking or Idling (3)

- Cannon Street (2)
- Harnesworth Crescent (1)

3.9- Other (24)

- York Boulevard (4)
- Carlisle Road (3)
- Centre Road (3)
- Barton Street (2)
- Cannon Street (1)
- Garner Road (1)
- King Street-Hamilton (1)
- Grays Road (1)
- Highway 6 North (1)
- Bousfield Road (1)
- Clappison Avenue (1)
- Dalewood Avenue (1)
- Gage Avenue (1)
- Skinner Road (1)
- Wildan Drive (1)
- Wimberly Avenue (1)

Intersection Related Feedback

Respondents both from the residents and business community groups identified intersections with geometric constraints that impose unsafe environment for vulnerable road users around large turning trucks. Pedestrian and cyclist safety, geometric design constraints, trucks encroachment into bike lanes and sidewalks, and stopping compliance were the most prominent concerns for intersections listed in Table 3.2.

Table 3.2: Intersections with Highest Frequency of Comments

Intersection	Comments
Cannon Street and Wellington Street	8
Carlisle Road and Centre Road	6
King Street and Queen Street	4
Dundas Street and Mill Street	3
Cannon Street and James Street N.	3

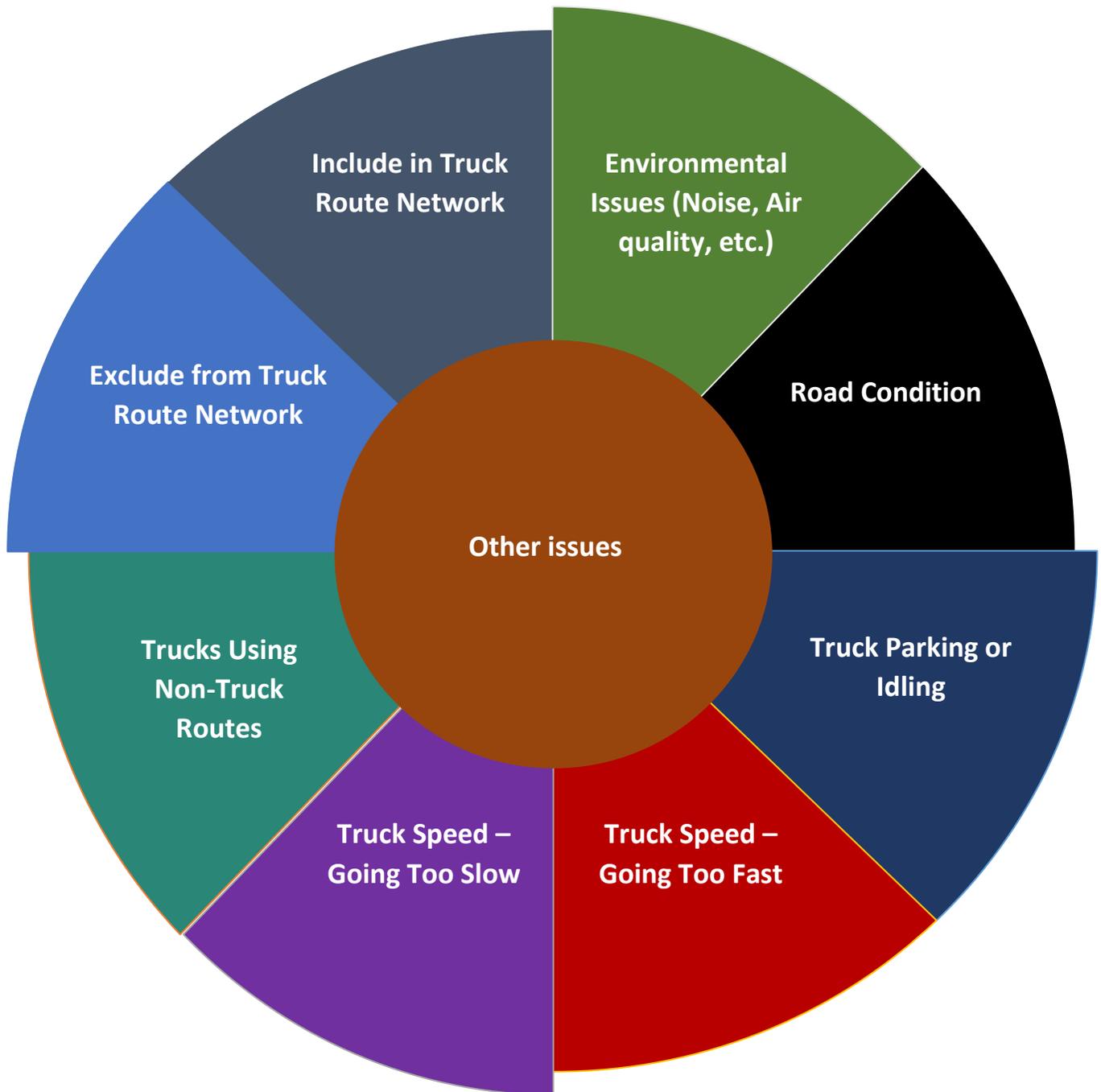
Increased truck volumes, rolling stop and non-compliance to the rules of the road reflect the nature of concerns for the intersection of Carlisle Road and Centre Road

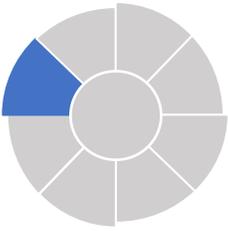
Notably, the business community highlighted the intersection of Cannon Street and Wellington Street as crucial for agriculture product and goods movement. They acknowledged the localized challenges with turning vehicles and underlined the need for smart geometric design and operational improvements at this intersection to minimize conflict between turning large vehicles and vulnerable road users.

Appendix A

Detailed Listing of Interactive Map-Based Comments

Comments Characterised by Nature of Concern or Interests





Exclude from Truck Route Network

1- Carlisle Road

	<u>Location</u>	<u>Respondent Type</u>
<ul style="list-style-type: none"> In the last two years, we noticed a significant increase in heavy truck traffic in both directions. It has made walking and biking safely on Carlisle Rd impossible, especially on the bridge crossing the creek, where there is no shoulder to escape to. 	Ward 15	Individual
<ul style="list-style-type: none"> I see kids on bikes, people walking their dogs, people trying to get to Courtcliffe Park and sometimes they have to jump off the side of the road cause another truck is coming. It's not safe anymore to have these trucks taking this route through a village with no sidewalks and parks nearby. The route needs to change before someone is hurt. 	Ward 15	Individual
<ul style="list-style-type: none"> The truck route currently being utilized by many large trucks daily runs from Millborough Road to Highway 6. This route is through the town of Carlisle and is creating damage to the road as well as the majority of the route is through residential area. The only reason this route is being used is because there is a stoplight at the corner of Carlisle Road and Highway 6 and this allows the trucks to access Highway 6 and then QEW, Highways 403 and 401. Other than that, there really is no reason for trucks to be on this route. My main concern is the amount of traffic going through the residential area of Carlisle and the road damage being done. 	Ward 15	Individual
<ul style="list-style-type: none"> The new proposed Carlisle library will be at this 4 way stop, close to the road. Heavy trucks flying by all day, many of them rolling, not stopping at this intersection. It is & will be a dangerous crosswalk for kids/pedestrians going from new library, park & corner store. Always kids at the 4 corners. We can't have heavy hauler trucks going by all day. They don't care about speed, weight limits or the locals that live here. 	Ward 15	Individual

	<u>Location</u>	<u>Respondent Type</u>
<ul style="list-style-type: none"> I am very concerned about increasing truck traffic on Center Road and Carlisle Road. My children ride their bikes to visit the library or the park or soccer field. This intersection is where the 'heart' of our small community is. There is very limited shoulder on parts of this road as well as there is already lots of traffic, speeding, and failing to stop at stop signs. I am also concerned as the trucks go right by our local school, where. There is already road congestion at drop off and pick up. As a local resident I chop to use Center road as an alternate to highway 6, as it is slower, has less accidents, and less fatal accidents. I fear that there is limited visibility of people coming out of driveways and businesses and this could cause significant accidents. In conjunction with vehicles running the stop signs and speeding. Please consider this when making the truck routes. I would like my children to feel safe. If moving the truck routes is not an option, sidewalks with wide shoulders protecting pedestrians must be put up. 	<u>Ward 15</u>	Individual
<ul style="list-style-type: none"> Why the trucks are allowed to use this route is beyond me. I understand that farm vehicles have to use it—but the dump trucks and large gravel trucks go way beyond the speed limit constantly, they do not need to use this route or at the very least, enforce the speed limit! 	Ward 15	Individual
<ul style="list-style-type: none"> I have lived here for over 21 years and have never seen so many gravel/live bottom trucks before. The amount is too much for our small village with homes close to the road, children biking to the store, people walking. 		
<ul style="list-style-type: none"> Trucks "roll" through the all-way stop routinely. And sometimes they don't even slow down to "roll" if no cars are waiting or approaching. We have many young kids who cross at the all-way stop to get to parks, the library, the stores, their friends...The speeds make having a major truck route here incompatible with small-town living where everyone walks or rides their bikes, scooters, skateboards... We don't want to see someone killed due to this. 	Ward 15	Individual
<ul style="list-style-type: none"> As a resident of Carlisle, the trucks are very upsetting to us. We have 4 kids who wait for a bus right on the road, as transport trucks pass by them just feet away every day while they wait, truck after truck. Also, Carlisle road has many homes on it that are very close to the road, the trucks shake our house as they pass. Huge trucks should NOT be traveling through our small little residential town. 	Ward 15	Individual

	<u>Location</u>	<u>Respondent Type</u>
<ul style="list-style-type: none"> I am shocked by the heavy truck traffic across Carlisle Road. The trucks drive way too fast and because of their size they are very dangerous on this small road. We have had many encounters when a truck comes up to a bicyclist (and boy do we have many), they either a) almost hit the bicyclist or b) move over to the point that oncoming traffic needs to almost go into a ditch. I almost dread having to drive to and from my home. What doesn't make sense to me at all is that if you look at the area from a satellite view, why would you purposely make a truck route through the only area that is an obvious community? 	Ward 15	Individual
<ul style="list-style-type: none"> This small country road, which is in poor condition, is listed as a Major Truck Route. Trucks using this road should be re-routed immediately. There are insufficient shoulders for pedestrians and cyclists to find safety from the large, speeding trucks on this route. There are no sidewalks for the majority of the route which forces the pedestrians, children and cyclists to use the edge of the crumbling asphalt in the hopes that they won't be clipped by a large truck. If this situation isn't rectified, someone will eventually get hurt. Action is required. 	Ward 15	Individual
<ul style="list-style-type: none"> We have lived in Carlisle for over 10 years and have witnessed significant increases in truck traffic, particularly heavy gravel haulers, often one or two every minute from very early in the morning to the early evening. Walking or cycling along Carlisle Road is dangerous as there is no sidewalk and almost no shoulder. Most vehicles, including the trucks, exceed the speed limit, so police enforcement would certainly help. But the road condition is terrible, so even though we are a good 100 feet from the roadway, our house vibrates due to the bumpy roadway. A designated truck route through a rural settlement of the size of Carlisle does not make sense to me. 	Ward 15	Individual

2- Wellington Street

<ul style="list-style-type: none"> They added the hideous orange bump-outs and had to protect the bike lane from trucks, as they are not only going up onto the sidewalk but also into the bike lane to turn. Keeping this area on the truck route prioritizes trucks over the safety of pedestrians and cyclists. 18 wheelers are clearly too long to be safely navigating these narrow streets and tight corners. 	Ward 3	Individual
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	<u>Location</u>	<u>Respondent Type</u>
<ul style="list-style-type: none"> Wellington-Cannon-Queen-King is a dangerous and unnecessary route for trucks travelling between the industrial bayfront lands and destinations outside the City. The negative impacts on dense urban neighbourhoods through air pollution and physical danger to other street users cannot be mitigated through street design. These trucks should be using Nikola Tesla to the QEW/403 (or QEW/RHVP/Linc) to reach their final destinations. The same logic applies to Wilson/Victoria. 	Ward 2	Individual
<ul style="list-style-type: none"> This is the craziest intersection when it comes to urban street use clashing with industrial truck traffic. As a commuter cyclist, I feel really unsafe riding in the Cannon Cycle Track here. Even with changes to the RHS of Wellington Street - the big industrial rigs that frequently swoop around onto Cannon make anyone in the cycle track -or pedestrians attempting to cross Cannon - feel as though their lives are in danger. I have seen peds have to run to avoid getting hit by trucks here. And the exposure to diesel exhaust here is pretty horrible. Get those industrial trucks off of our urban streets! 	Ward 2	Agency or organization
<ul style="list-style-type: none"> Even with the measures newly in place, you still have to stop on the cycle lane to allow transport trucks to turn as they will often edge into the bike lane, and it is hard to tell if they are on track to stay in their lane or not, so you always have to stop in your lane if they are in the middle of a turn (which sometimes takes them into your green light). 	Ward 2	Individual
<ul style="list-style-type: none"> Trucks are ruining the air quality in our residential neighborhood. 	Ward 2	Individual
<ul style="list-style-type: none"> Trucks are a danger to pedestrians and cyclists along Wellington Street, often cutting over the sidewalk or into the bike lane when turning onto Cannon. The temporary closure of the right lane is a short-term solution. The heavy trucks should be off of this street. 	Ward 2	Individual
<ul style="list-style-type: none"> Walking and cycling on Wellington feel unsafe with the heavy truck traffic. This is especially true of the turn onto Cannon, where trucks often turn so widely that they enter the bike lanes. 	Ward 2	Individual
<ul style="list-style-type: none"> Too many trucks and cars too often speed along at a crazy speed too. This is a residential street now and I can't even park in front of my home. Eliminate truck traffic and redirect it to more commercial streets and allow residents to purchase parking passes to allow us to park on both sides of the street day and night. 	Ward 3	Individual
<ul style="list-style-type: none"> Safety for neighborhood children (so many of them) needs to be a priority. Many kids bike and play along Wellington Street and the trucks make it unsafe. 	Ward 3	Individual

	<u>Location</u>	<u>Respondent Type</u>
<ul style="list-style-type: none"> The truck traffic makes living here feel unsafe. Trucks are always going fast to get enough momentum to get up the hill. In the winter, trucks turning from Burlington Street are constantly getting stuck. We will hear them beeping and backing up at all hours of the night. There are often truck tracks on the sidewalk from slipping. 	Ward 1	Individual
<h3>3- York Boulevard</h3> <ul style="list-style-type: none"> There are so many big rigs rumbling through here spewing diesel fumes, where people are trying to walk or cycle to shop, kids are at school, it's ridiculous when it's clear the trucks are taking a short cut through the City to access Highway 403. The trucks are constant and seem to have increased in both size and frequency. 	Ward 1	Individual
<ul style="list-style-type: none"> Students north of York are required to cross York Blvd, a default 4-lane highway in the inner City, to attend school at Strathcona. 	Ward 1	Individual
<ul style="list-style-type: none"> Trucks have no business coming this way. This is a residential area with parks and schools. The trucks are not making local deliveries - they're just cutting between the industrial areas near Burlington St. and Highway 403. They should be accessing the highway network using Burlington St.- QEW. 	Ward 1	Individual
<ul style="list-style-type: none"> There's no self-respecting city in the world that would allow the double-trailers and huge 18 wheelers, etc., to cut right through a civic centerpiece like the Farmer's Market and Central Library. Almost all trucks are just cutting through here heading to Burlington St. They should be using QEW-Burlington St. and NOT cutting through the center of the City! It really negatively impacts our downtown. 	Ward 1	Individual
<ul style="list-style-type: none"> I live around the corner at Dundurn and Tom street and can say the trucks are noisy and make it unpleasant as a pedestrian and cyclist. I use these York street bike lanes up to 10 times per week, all seasons, and it doesn't feel safe when large, heavily loaded trucks pass by. I am also concerned about the impact on the local schools, farmers' market and library. 	Ward 1	Individual
<ul style="list-style-type: none"> I can't sleep with the windows open at night because the truck noise wakes up everyone in the household every morning prior to 6 am. We have to use the air conditioning even when it's cool enough to just open the windows at night. This is an unnecessary use of energy and I sadly miss being able to breathe fresh air while sleeping. It seems to me that very large trucks should use Burlington Street for deliveries East of James St. and Main Street West for West of James to avoid residential areas and to decrease the city's road maintenance 	Ward 1	Individual

	<u>Location</u>	<u>Respondent Type</u>
<ul style="list-style-type: none"> • Biking along here is terrifying, as trucks are in the right-hand lane to get onto the highway, are going 70km/hour, and there is no protection for cyclists. 	Ward 1	Individual
<ul style="list-style-type: none"> • For all the work that the City has done to develop this area into a 'complete street', it's so counterproductive that it would still be designated as a truck route. 	Ward 2	Individual
<ul style="list-style-type: none"> • I live pretty much right on the corner of York and Dundurn - the big trucks blast through with such a boom that it often sends my cat to skitter. I know that trucks are the lifeblood of business, but I am new to Hamilton and they are much more prevalent in the City than I am used to. I'm not sure what the diplomatic solution is here, but I sure do wish that enormous double-length rigs didn't actually reverberate in a felt, physical way through my home. 	Ward 1	Individual
<ul style="list-style-type: none"> • I live off York Blvd on Inchbury; I have a young child and there are at least 8 other children who live on the street. Walking near York Blvd makes me very worried as there are non-stop trucks barreling by at all times of the day. 	Ward 1	Individual

4- Victoria Avenue

<ul style="list-style-type: none"> • The entire section of Victoria Avenue North is bombarded with constant truck noise. Many seniors' homes are along this artery as well. 	Ward 3	Individual
<ul style="list-style-type: none"> • Emissions and noise from trucks make an unhealthy and unsafe living environment for the community. Maintaining this route for trucks is putting economic interests ahead of the health and well being of the residents here. 	Ward 3	Individual
<ul style="list-style-type: none"> • The truck traffic is far too heavy for a residential street. As a parent of young children, I feel fearful of stepping out of our front door. The number, size and speed of trucks are terrifying. The noise makes it difficult to have a conversation at the front door, and at night when the vehicles are heavy, the house shakes, and children wake up due to trucks passing by. 	Ward 3	Individual
<ul style="list-style-type: none"> • There is excessive noise and light pollution from the trucks which run at all hours of the day and night. Many trucks have excessive vanity lights or are in disrepair causing them to be louder and produce more pollution. In the past month alone, I have seen three near accidents where trucks slam on breaks approaching Cannon Street East heading north on Victoria. Walking up Victoria feels like walking on the shoulder of a freeway, it does not feel safe. 	Ward 3	Individual

	<u>Location</u>	<u>Respondent Type</u>
<ul style="list-style-type: none"> Trucks regularly take the left two lanes of ready bound traffic turning on Victoria. I've been squeezed out of lanes, forced to hit the brakes, and seen many other dangerous situations. Trucks should not be allowed on this stretch of Main and Victoria. 	Ward 3	Individual
<ul style="list-style-type: none"> Trucks (and other vehicles) routinely blow through this light. The presence of heavy vehicles roaring by the park is unsettling. 	Ward 3	Individual
<ul style="list-style-type: none"> Curb-faced sidewalks adjacent to homes and a park. Inappropriate road for medium and heavy-duty trucks to drive down. Very unsafe and loud. Trucks should not come any further North than Main St. on Victoria. 	Ward 3	Individual

5- Cannon Street

<ul style="list-style-type: none"> A street with dedicated cycling tracks shouldn't also have massive trucks thundering down the lane. Cannon should be completely removed from the truck route from start to finish. 	Ward 2	Individual
<ul style="list-style-type: none"> High pedestrian density, great park and school, developing commercial area. No place for a truck route. 	Ward 2	Individual
<ul style="list-style-type: none"> As a parent of at Dr. Davey School, I do not feel safe walking my children to school along Cannon, largely due to the truck traffic. Dr. Davey School is sandwiched between two truck routes- Cannon and Wilson- which makes the school ground dangerous for children to play in and contributes to poor air quality for children to breathe. 	Ward 2	Individual
<ul style="list-style-type: none"> The amount of truck traffic cutting right past the school yard is unconscionable. Trucks from the harbour going to the Highway 403 should have to take Burlington St. to the QEW, not cutting right through neighbourhoods. 	Ward 2	Individual
<ul style="list-style-type: none"> I really hope the new plan includes re-routing trucks around the City. York Blvd. is very busy, and trucks are continually idling along the Cannon St. stretch. There are multiple trucks in line here, right in front of an elementary school. It is bad for the health of the children. Also, a safety concern as well. 	Ward 2	Individual
<ul style="list-style-type: none"> It is insane that the City allows small residential streets to be used as a full-time truck route. Pollution, damage to the roads, danger to countless other road users and pedestrians, noise. All in the name of saving a few minutes vs using that dedicated road designed specifically to move large vehicles around the City (Burlington St). To make a point about this specific junction, the trucks can't even make it around the corner without endangering the lives of 	Ward 2	Individual

	<u>Location</u>	<u>Respondent Type</u>
pedestrians or cyclists, they also require a minimum of 2 lanes to even attempt the corner without driving into the wellington arms		
<ul style="list-style-type: none"> • Cannon St. should be excluded from the truck route network. It runs through the middle of business and residential neighbourhoods and having trucks in a health and safety hazard to residents and commuters. 	Ward 2	Individual
<ul style="list-style-type: none"> • Trucks & bike lanes should not be on the same road. Remove trucks from going through the City - they can and should use the ring roads and highways already created for them. 	Ward 2	Individual
<ul style="list-style-type: none"> • Truck invasion into bike lanes is an unnecessary risk that must be avoided. This section of the bike route (between McNab and Park St.) does not even include a physical barrier to separate cyclists from trucks. 	Wards 2	Individual
6- Barton Street		
<ul style="list-style-type: none"> • Trucks should be using the South Service Rd full time instead of Barton St. Recently there has been a lot of development of housing along Barton between Fifty Rd and Fruitland Rd. With the increased traffic due to the extra population, it had become unsafe. Barton St over this stretch is also poorly maintained with lots of potholes due to the large trucks. 	Ward 10	Individual
<ul style="list-style-type: none"> • Barton St., from Wentworth all the way to past Kenilworth, has a storefront design and a fair amount of residential density. It's not needed here, and if all through traffic were required to take Burlington Street, this would really improve quality of life. 	Ward 3	Individual
<ul style="list-style-type: none"> • This is an extremely unsafe intersection as a pedestrian was killed here by an industrial truck driver. (Barton and Lottridge) 	Ward 3	Agency or organization
<ul style="list-style-type: none"> • There's no way Barton can continue to become a family-friendly, complete-street if it's used by tractor-trailers through town. 	Ward 3	Individual
<ul style="list-style-type: none"> • This is Hamilton's hospital hub, with The General, Rehab Centre, Children's Health Centre and soon McMaster Children and Women's hospital. We should not have industrial trucks going near this as it is very unsafe and unhealthy for both staff, patients and visitors. 	Ward 3	Individual
<ul style="list-style-type: none"> • Barton should not be a truck route, use Burlington St. 	Ward 3	Individual
<ul style="list-style-type: none"> • Many small businesses in this section find it hard to operate with the disruption the trucks cause - noise, pollution, dirt and damaged streets. 	Ward 3	Individual

	<u>Location</u>	<u>Respondent Type</u>
<ul style="list-style-type: none"> This is a high-density block with an elementary school (Cathy Wever), recreation centre (Pinky Lewis), Mission Services, and a park (Woodlands). It should absolutely not have trucks going down it. The only reason (Sanford) hasn't already been converted to two-way traffic with several stop signs is because of the City's marginalization of the poor and people of color. 	<u>Ward 3</u>	<u>Individual</u>
<p>7- Centre Road</p> <ul style="list-style-type: none"> Centre Rd. is heavily traveled enough, given that it is a fairly winding two lane road with many residential driveways on it. Why does this road so close to Highway 6 need to be a trucking route? Far too many large trucks going through a quiet community. There are kids waiting for school buses while giant transport trucks race by in the middle of a residential neighborhood. This doesn't make any sense Truck Route going down Centre Road. Two schools and Joe Sam's park. Trucks are speeding, endangering the public and kids Centre Road is primarily residential. There is no reason for the volumes of trucks using it when it runs parallel to highway 6. Trucks should be using highway 6. They are extremely loud from early morning on and it is very dangerous between the parks and the schools. This is a two-lane road and trucks lack the ability to slow down when people are turning in and out of the many residences along this road. On highway 6 there are appropriate turning lanes and passing lanes that allow trucks to travel safely. On many occasions, trucks are slamming on breaks because people need to turn into their driveway or garbage can blows onto the road in this residential area. School busses stop up and down this road. Centre Rd is already getting busier and busier with the insane amount of developing happening in Waterdown and people using this instead of highway 6 to go to the 401 - it would help a lot of trucks were restricted. Specifically, large dump trucks carrying rocks and dirt. Churches, schools, pedestrians too close to the street. No reason not to use highway 6 These trucks are going too fast and there are two schools on this road. Trucks are not abiding by the speed limit. Centre Road and all east-west truck routes connecting from Hwy 6 easterly to Centre Road needs to be removed. The majority of 	<u>Ward 15</u>	<u>Individual</u>
	<u>Ward 14</u>	<u>Individual</u>
	<u>Ward 15</u>	<u>Individual</u>

Centre Road has inadequate road geometry to accommodate large heavy trucks. For example, large trucks cannot turn at the intersections of Conc. 6, or Carlisle Rd. without encroaching onto oncoming traffic lanes. In addition, why would a municipality designate a truck route in such close proximity to Hwy. 6 knowing that this would only siphon heavy truck away from Hwy 6 (a road that can actually handle traffic) to what I believe is no more than a second class arterial like Centre Rd is unfathomable. In my opinion, the decision to designate Campbellville Rd., Carlisle Rd. and Concession. 6 should be reversed.

Location

Respondent
Type

8- Dundas Street

- In general trucks wanting to do business in the urban areas in Waterdown need to slow down. Trucks using Hwy 5 as a through route from Burlington to Hwy 6 need to as a minimum, do the following:
 - Slow down and keep at or below the speed limit at all times.
 - Be ready to stop on a dime as pedestrians and other road users who live in the urban areas are at risk due to increasing truck traffic and speed.
 - Trucks moving west through town should use alternate roads e.g. Highway 403 and Hwy 6 or Hwy 401 and Hwy 6.
 - Unless a truck is doing business in Waterdown, there should be no reason for a truck to enter or pass through Waterdown

Ward 15

Individual

9- King Street (Hamilton)

- Remove trucks from urban streets
- There is a growing number of families, plus a new high school in the area. Not to mention the rec centre here. The air quality and safety of pedestrians are significantly affected by trucks in the area.
- What's the need to have three parallel routes heading to/from the Red Hill Parkway (King, Main/Queenston/Barton)? Seems unnecessarily redundant. Impacts could be reduced by picking one route.
- With the truck route at this corner I believe it is important to remember the accident that killed a cyclist recently here. With many individuals needing to use these roads to commute or travel from home it seems unnecessary to cede space to trucks that

Ward 2

Individual

Ward 3

Individual

Ward 4

Individual

Ward 1

Individual

	Location	<u>Respondent Type</u>
<p>increase danger. This seems especially the case given other alternate routes available to avoid busy residential areas.</p> <ul style="list-style-type: none"> • A human being was killed by a truck turning at this intersection a few years ago. Wellington/Cannon/Queen/King should not be in the truck route plan. 	Ward 1	Individual
<ul style="list-style-type: none"> • This is a particularly dangerous intersection. Hopefully, the Queen Street two-way conversion will help fix this, but I have been nearly hit by trucks using this small intersection too many times to count. Queen isn't an appropriate street for massive rigs to be using. 	Ward 2	Individual
<ul style="list-style-type: none"> • King should be excluded from the truck route except where it is required to connect Frid St. to the 403. It runs through residential and business neighbourhoods and trucks pose a health and safety hazard to residents. 	Ward 1	Individual
<ul style="list-style-type: none"> • The big rigs get some speed going along King and given the narrow sidewalks and the multi-lane one-way street, it creates a dangerous environment for anyone walking or cycling. I've seen trucks barely stop for the red light and blocking the crosswalk as a result. It's loud and dirty. The trucks should be using the highways around the city, not cutting through commercial and residential areas. 	Ward 1	Individual
<ul style="list-style-type: none"> • This is one of the busiest pedestrian areas west of downtown, with Tonnes of transit connections, but tiny sidewalks. Truck traffic here is way too high and dangerous. Both King St. West and Dundurn St. South should not be truck routes - local deliveries only! 	Ward 1	Individual
<ul style="list-style-type: none"> • Get the tractor-trailers off of King Street, especially during daytime hours. There's no way to promote Hamilton as a family-friendly city while these vehicles use King as their own multi-lane highway. 	Ward 3	Individual
<ul style="list-style-type: none"> • King Street should not be a truck route. The already-existing close-knit built form of so many of the buildings along this corridor makes it most suitable for a commercial shopping street or high-efficient transit corridor. Dump trucks, cement trucks, and transport trucks are noisy and dangerous for pedestrians, cyclists, transit users and other drivers along the corridor. If removed as a truck route, it would become quieter and safer. Many of the vacant storefronts could become vibrant spaces once again. 	Ward 2	Individual
<p>10- Main Street</p> <ul style="list-style-type: none"> • Remove trucks from urban streets 	Ward 2	Individual

	<u>Location</u>	<u>Respondent s Type</u>
<ul style="list-style-type: none"> • Main Street from Dundurn to Victoria trucks creates an extremely unsafe road. I currently primarily use it as a driver of a car and trucks wreak havoc here. However, it's even worse for pedestrians or cyclist. No trucks expect local destination traffic should be allowed on this route. 	Ward 2	Individual
<ul style="list-style-type: none"> • Get the tractor-trailers off of Main street, especially during daytime hours. There's no way to promote Hamilton as a family-friendly city while these vehicles use Main as their own multi-lane highway. 	Ward 3	Individual
<ul style="list-style-type: none"> • Extremely dangerous as a cyclist as one must cross a lane from the protected bike path to the bike lane 	Ward 1	Individual
<ul style="list-style-type: none"> • It's so loud with all the trucks going by for the residents living in the high rises. The trucks also fly down Main and King, and because it is so wide, it's difficult to cross and uncomfortable as a pedestrian. I always feel like I am going to get hit along Main or King and strongly dislike walking along them, but they are the quickest routes to amenities, like the grocery store. I wish the streets would get traffic calming and bike lanes and the trucks would slow down. 	Ward 2	Individual
<ul style="list-style-type: none"> • Main Street should not be included on the truck route. Huge trucks use Main Street as a short cut through Hamilton. Keep the truck routes to the 403, Lincoln Alexander Expressway, Burlington Street and the QEW. 	Ward 2	Individual
<ul style="list-style-type: none"> • If Main Street was removed from the truck route, there would be so much opportunity to transform the street into a more people-oriented / transit-oriented thoroughfare. It's so noisy at the moment that so many people choose not to live, walk, or bike along the corridor (even despite it being the most direct east-west route). If this was excluded from the truck route, you would immediately start to see an uptick in investment to existing properties along the corridor and the immediate neighbourhoods would become more desirable places to LIVE and not just travel through. 	Ward 2	Individual

11- Queen Street

<ul style="list-style-type: none"> • The trucks are so close to the sidewalk on Queen Street, and the sidewalks are not wide. As a pedestrian you end up 1-2 feet from trucks and it is really loud and unsafe. It makes Queen Street a terrible street to walk on. It also feels unsafe when crossing Queen Street at King Street eastbound, it is hard to see the truck drivers and they often turn right on red lights. 	Ward 1	Individual
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	<u>Location</u>	<u>Respondent Type</u>
<ul style="list-style-type: none"> Trucks driving through a residential neighbourhood - not a good idea. Why are trucks using this route? They are cutting through to get to the 403 when they should be using Burlington Street to the QEW. 	Ward 1	Individual
<ul style="list-style-type: none"> There are changes to this stretch of the road that are going to create more congestion which will add to the already high level of noise & air pollution along this stretch. The new traffic light at Queen N & Napier will cause the large trucks to stop and gear up again as they go up the very slight, but measurable hill to King. There is already a lot of noise and pollution from the current traffic at all hours of the day and night. There are two new high-density residential developments going up at Queen N & King which will cause more residential traffic. I understand that trucks need to go through the city to deliver locally, but the number of double trailers with big loads is surprising, they should be using the highways. 	Ward 1	Individual
<ul style="list-style-type: none"> There is no shoulder and it is scary to walk on the sidewalks when a truck is barreling along with no margin of error between the road and the sidewalk. 	Ward 1	Individual

12- Parkside Drive

<ul style="list-style-type: none"> This Parkside area has two elementary schools, Allen a Greenleaf and Guy B Brown, the high-school plus a community rec centre. Kids crossing Parkside independently to walk to school and home at times where crossing guard is not on duty. Kids of all ages and adults biking in area. Joggers in this area too. Seniors out for walks. Roller bladders and dog walkers. It is a residential street, already busy. Down Parkside further is a long-term care facility and a community park, where the street narrows and it causes congestion when trucks drive down it. A hill with train tracks is an additional slow down for regular commuters when trucks are there. No trucks should use Parkside at all, it's too dangerous and causes too many delays. It's part of the reason for the approved by-pass. Have them go around for the sake of community safety first, and the congestion they cause second. 	Ward 15	Individual
<ul style="list-style-type: none"> Dump trucks are travelling far too fast along Parkside. This is an area with many young families trying to cycle and walk along the sidewalk. In addition, children travel along here to get to school. The dump trucks are too frequent, and too fast. Please stop them from using this road. 	Ward 15	Individual

	<u>Location</u>	<u>Respondent Type</u>
<ul style="list-style-type: none"> In general trucks wanting to do business in the urban areas in Waterdown need to slow down. Trucks using Parkside, Avonsyde and Hwy 5 as a through route from Hwy 6 to Burlington need to as a minimum do the following: <ul style="list-style-type: none"> - Slow down and keep at or below the speed limit at ALL times. - Be ready to stop on a dime as pedestrians and other road users who live in the urban areas are at risk due to increasing truck traffic and speed. - Trucks moving east through town should use alternate roads e.g. Hwy 403 and Hwy 6 or Hwy 401 and Hwy 6. - Unless a truck is doing business In Waterdown there should be no reason for a truck to enter or pass through Waterdown Absolutely no trucks should be using Parkside during school "flashing 40" hours and outside of that avoid this area as much as possible. 	Ward 15	Individual
13- Shoreview Place		
<ul style="list-style-type: none"> I live in the new development on Shoreview Place and would like to see a change that prevents large trucks from using the Millen overpass as the noise they create disturbs our enjoyment of this now residential area. We have also had several trucks park on the street overnight to allow drivers to sleep in their cabs and would prefer they did that on the other side of the QEW in the refueling lot, rather than block the view of the park and the lake. 	Ward 10	<u>Individual</u>
<ul style="list-style-type: none"> We live at Shoreview place and our backyard towards Millen Road overpass. We are parents of young children and I am so scared to leave my children alone in the backyard even it's covered from all sides. The problem is when they listen to the truck sound they got scared. Trucks are disrupting, especially since we have a two-year-old child whenever she's playing in the backyard, she gets scared due to the voice of the trucks and vibration it causes. Trucks are continuously passing by at very odd times especially during night while our kids are sleeping. It would be appreciated if the truck routes are excluded from this neighbourhood because it is not just disruptive to us but many of my other neighbours. 	Ward 10	<u>Individual</u>
<ul style="list-style-type: none"> This is a fully residential area including a senior and long-term care facility. There is no reason for large trucks to use this route other than simple convenience. 	Ward 10	<u>Individual</u>

Location Respondent
Type

This route should strictly be for local use only to maintain safety and health of the residents. This is a very vulnerable area of ecological importance and the added pollution is destructive.

- With the large amount of traffic that the development being pursued in this area will bring the addition of trucks to the mix is ill advised plus it is a residential area. The south service is industrial and provides access to the City or the highway.

Ward 10 Individual

14- Wilson Street

- Wilson St. through Beasley has sharp turns, narrow lanes, and narrow sidewalks that are not up to code. It is a major route for pedestrians and cyclists, and it passes a park and a school. Trucks cannot be safely accommodated on this street. It should be removed from the truck route map. Trucks travelling from the 403 to the industrial bayfront lands should use the QEW and Nikola Tesla. Trucks travelling to other places in the lower city should use Main St.

Ward 2 Individual

- This is terrible truck route. Trucks are always speeding and running the red light at Hughson. The curve in the street has very poor visibility, there are drive ways into parking lots and cars slow down and turn, I'm shocked no one has been rear ended. Truck traffic does nothing to help build the downtown core, community and small businesses. Trucks on this route are a problem for pedestrians and reduce the walkability of the neighbourhood. Find another route please.

Ward 2 Individual

- I work here and can tell you from experience that it is nuts that industrial trucks are allowed to short cut along these streets to get to the harbourfront industrial area. There is a curve in this road and these rigs fly around at top speed. Once, several of us had to run after one of them because one of their tires was wobbling and making a horrible sound. Imagine if a tire blew or came flying off of a big rig industrial truck flying along Wilson Street past my office and on to pass the neighbourhood elementary school? Industrial trucks need to be banned from these streets!

Ward 2 Individual

- It is grotesque and unconscionable that an elementary school is sandwiched between two major truck routes. This, for the sake of truck drivers' convenience and trucking company owners' profits.

Ward 2 Individual

15- John Street	<u>Location</u>	<u>Respondent Type</u>
<ul style="list-style-type: none"> I don't understand why trucks go down John St. It is a residential street with some commercials. The commercial is low density, so there is no reason why trucks can't use the ring road system. I am not pleased when woken up at night from a 16-wheeler barreling down my street. 	Ward 2	Individual
<ul style="list-style-type: none"> John Street in this location is residential and is narrowed and traffic calmed and should be considered a local road without truck traffic. Trucks should be directed to Wellington which should be a 2-way route. 	Ward 2	Individual
<ul style="list-style-type: none"> The combination of the slope and road quality make this section extremely noisy. Trucks make a lot of noise slowing themselves down and hit potholes in the road, that makes a large slamming sound. Trucks also need to drive in a low (noisy) gear to climb this hill. The combo of traffic lights often means squealing brakes to stop, and loud first-gear revs to get going again. For all the pedestrian traffic and patios nearby, it should be excluded. 	Ward 2	Individual
16- Frances Street		
<ul style="list-style-type: none"> I live at the corner of Grays and Frances. I feel the vibration every time a truck goes around the corner. The noise is loud as they are using their brakes coming down the bridge. The worst part of this route is the fact that it has the most pedestrian and cycling traffic in the whole neighbourhood as people are using Frances to access Confederation park. There are no sidewalks or curbs to prevent trucks or passenger vehicles from entering the asphalt pedestrian walkway which sees two way cycling traffic on one side. My children's bus stop is on Drakes Dr, it's a very scary walk in the morning when the truck activity is the busiest. This should be excluded because the trucks are entering a residential neighbourhood when they have an option to access the highway through the South Service Rd, which is entirely Industrial. 	Ward 10	Individual
<ul style="list-style-type: none"> This fully residential area has become a go-to route for large trucks and non-residential vehicles. This area is highly sensitive for a variety of different reasons including the concern for local resident's safety, the park area, the ESA lands close. The narrow roads and lack of sidewalks make this a most dangerous area, especially as vehicles race to access the highway. Clearly it does not need this use as was shown when the north service road was closed for upgrades. If trucks could divert then, they can continue to divert permanently and make this area, once again, a safe place for the residents. 	Ward 10	Individual

- With the large amount of development being pursued in this area the addition of trucks to the mix is ill advised plus it is a residential area. The south service is industrial and provides access to the city or the highway.

<u>Location</u>	<u>Respondent Type</u>
<u>Ward 10</u>	Individual

17- Frid Street

- For cyclists travelling to Westdale from Locke area this route is completely terrifying for anyone not in a car. This route would be perfectly suited to traffic calming/removal of trucks to allow for safer travel by pedestrians and cyclists.
- Overall, newer tenants are utilizing former industrial tenant space and the area is changing to become more commercial/office. This area would stand to benefit by introducing more pedestrian and bike-friendly measures as places like Gravity Climbing, Soccer World, North Marketing etc. become the main attractor, while businesses that use trucks, like the Hamilton Spectator, are beginning to transition out.
- This area is transitioning from former industrial uses to new uses such as medical, professional and rec (Soccer World and Gravity Rock Climbing). The area should therefore become more pedestrian and end-user friendly with on-street parking, bike lanes and sidewalks and redirect any trucks elsewhere.
- This area is zoned as one of Hamilton's few research & development districts. As such, the tenant base is transitioning from industrial to knowledge-economy uses, and the streetscape should reflect that with public transit, proper sidewalks on both sides, bike lanes and on-street parking. An innovation district should not be a formal truck route.

<u>Ward 1</u>	Individual
<u>Ward 1</u>	Agency or organization
<u>Ward 1</u>	Individual
<u>Ward 1</u>	Individual

18- James Street

- Sustaining a truck route on Cannon after the installation of the bike lane - one of the few safe east-west corridors available to cyclists in the lower City - has been insane. The noise, vibration, pollution and speed of trucks passing alongside the bike lane while cycling is profoundly dangerous, especially at intersections. The impact of this route on businesses surrounding James in particular, has been devastating.
- It's too bad our downtown has so many truck routes running around it. It makes it loud and is uncomfortable for road crossing and diminishes any outdoor patio experiences.
- Truck routes through the downtown diminish the pedestrian / cyclist experience and make it too noisy to enjoy patios or other communal outdoor spaces nearby.

<u>Ward 2</u>	Individual
<u>Ward 2</u>	Individual
<u>Ward 2</u>	Individual

It also makes it difficult to promote future residential downtown development when you know that people are going to be living next to a noisy, hostile street or intersection.

Location

Respondent
Type

19- Millen Street

- The road is only about 30 feet from the back of our lot. At numerous times everyday we can feel vibrations in our living room as trucks pass by. The truck traffic also presents noise, air quality and pedestrian safety concerns. The constant truck noise diminishes the peaceful enjoyment of our property, both while outside and indoors, day and night. The truck noise in the morning is very disturbing when sleeping in the back bedrooms. Most of the truck traffic is large Tractor/Trailer rigs and many of them use their engine brakes. Every time this happens our dog gets frightened and goes to the basement. The truck traffic is also a concern for the residents of Seasons Retirement home. Seniors are forever waiting to cross the road to access the waterfront trail while truck traffic passes. With all the new residential development in the area, there are also many children now on the local streets. Ideally, the overpass should be excluded as a truck route as trucks can access the QEW equally easy via the South Service Road.
- We live on Shoreview Place, where the backyard along with bedrooms, family room and living room all facing Millen road which is a heavy route for trucks. The trucks are constantly passing regardless of the time and day and the noise along with the continuous usage of engine brakes (even with the sign posting) causing disturbance throughout the day. It is rather more disturbing as this occurs after 12 am as well. There are a total of 18 town houses facing Millen road and experience the same issue along with the retirement home across the road. This truck overpass should be excluded from the current truck route map.
- We live on Shoreview Place backing onto Millen Road. During the day, and even more so at night, there is constant noise, pollution, and disruption from the trucks using this route. My 3-year-old is woken multiple times during the night due to the loud engine brakes and motors. This truck route should be removed as it presents noise, pollution and pedestrian safety concerns and greatly diminishes the standard of life for all of those in the townhouse units - and particularly the senior citizens living in the Seasons Retirement Community.

Ward 10

Individual

Ward 10

Individual

Ward 10

Individual

- We live on Shoreview Place. We suffer from occasional big-rig trucks to have overnight stay/parking at the end of the street. In addition, sharing this 3-way stop at the intersection with Millen Rd & Shoreview Pl. with big trucks is a safety concern to us. Many cars fail to properly stop at the sign, and the visibility of pedestrians & bikers are compromised due to topography of the Millen overpass approaching the intersection. Before we have a major accident here, reducing the traffic here and better regulating/enforcing it will be beneficial to all of us.

<u>Location</u>	<u>Respondent Type</u>
Ward 10	Individual

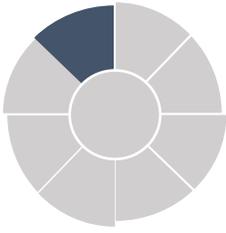
20- Additional comments

Street	Comments	Location	Respondent type
Wentworth Street	Wentworth from Main to Barton has been changed to a two-way street and is no longer wide enough to support tractor-trailers. There are no industrial areas along this stretch requiring truck access, so this portion of the truck route is just a cut-through for the North end industrial areas. East bound trucks on Main would be better served by Victoria which is a much wider N/S corridor Westbound trucks would access the north end industrial areas via Burlington so this would be unchanged.	Ward 3	Individual
	A community centre and large park here. As a former resident of this neighbourhood, the air quality and pedestrian safety are really poor here.	Ward 3	Individual
Concession 5 West	Concession 5 West passes right through a densely populated area in Millgrove (the area near intersection of Millgrove Side Road and Concession 5 West). There is a park on Millgrove Side Road, and a daycare and grade school on Concession 5th West. There are no sidewalks and we fear for the safety of pedestrian walking along this roadway. All of the houses in this area are located very close to the road, the noise and light pollution produced by the heavy truck traffic that now passes through the town makes it impossible to enjoy rural life.	Ward 13	Individual
Hamilton Street	Public park large trucks and kids playing	Ward 15	Individual
	Trucks doing business along Hamilton St must slow down. There are several pedestrian crossings, a park, grocery stores and attractions increasing pedestrian and cycling traffic.	Ward 15	Individual
Sydenham Road	Sydenham St should not be a truck route at all. I realize it is a route up the escarpment, but it is still a residential street in the lower part of town -- with a couple of major crosswalks to nearby schools. York Rd. to Hwy 6 would make more sense.	Ward 13	Individual
	Trucks should not be permitted down or up Sydenham road. There is NO way to stop runaway truck traffic down this VERY steep hill.	Ward 13	Individual

Brock Road	There is no reason for Brock Rd. to be a trucking route. Highway #6 is close by. It is a lovely 2 lane country road, that is still relatively safe. Please leave us a few routes where we can bike, walk our dogs and run with some level of safety.	Ward 13	Individual
	From Millgrove down to Highway 5 should not be a truck route. Rather than going down Highway 6 to Highway 5 and then come up to the gravel pit, trucks are using Brock road from Millgrove all the way down. Brock road is a two-lane rolling road with little to no shoulder. It is highly used by bikers and people walking to and from Strabane park. Trucks speed down this road which makes it unsafe for those people walking or biking. (as well as cars) As well as the safety issue this road is a mess. Potholes, cracking etc. are causing this road to become noisier and heavy trucks are just causing the road to deteriorate faster. In the 15 years we have lived here, other than a bridge replacement, the city has done very little up keep on the road.	Ward 13	Individual
King Street (Dundas)	Why does this need to be a truck route? Any commercial shopping districts should be avoided. Luckily there are a lot of traffic calming mechanisms through this section of street, but a lot of other downtown commercial shopping streets are not afforded the same treatment.	Ward 13	Individual
	That King St in Dundas is a truck route is absolutely ridiculous -- if anything, the street should be closed to all but pedestrian traffic in summer. The larger trucks are loud and belch out fumes as they make their way slowly down the street where the core shops and businesses are. Hatt St. is better suited to truck traffic.	Ward 13	Individual
North Service Road	Kindly exclude Millen rd. from truck route network as it is very disturbing to small kids and risk for pedestrians. The risk is increased further due to absence of sidewalks in the area.	Ward 10	Individual
	The area north of North Service Road is fully residential. This road is our most important route out of the neighbourhood. When the service was closed for upgrades recently, all trucks, transports and the likes had to divert to reach their destinations. This clearly shows that it is not necessary for large trucks to use this route and do so for their convenience and not the area resident's safety.	Ward 10	Individual
Ottawa Street	I very rarely see trucks here, thank goodness. Ottawa Street is very stop-and-go, lots of people walking, on bikes, crossing the street, or looking for parking. Are 18 wheelers able to respond fast enough to a dynamic street like that? Would you like to see Locke Street South or James Street North as a part of the truck route? They are vibrant, safe, dynamic streets, like Ottawa Street, trucks are not safe on them.	Ward 4	Individual
	How is Ottawa Street part of the truck route? I've never seen trucks using this street and just as well - it's basically one lane of traffic either way with lots of pedestrian activity that should be preserved and encouraged. This is an entirely inappropriate street for routing heavy truck traffic.	Ward 4	Individual

Sherman Avenue	All of Sherman Avenue should be two-way. Up to Princess St., Sherman is mostly residential. There is a school and a church at Sherman and Barton, as well as a popular cinema at this intersection. Trucks drive too fast on Sherman, they are damaging the road and creating too much noise and pollution. The truck traffic is bad for the neighbourhood.	Ward 3	Individual
Bay Street	Similar to Cannon, any street with dedicated cycling tracks shouldn't have thundering trucks rolling by next to it. Trucks could easily travel to Dundurn or John to traverse instead of Bay	Ward 2	Individual
Birch Avenue	This Section of Birch has a lot of foot traffic, especially kids, travelling through Powell Park, it is not an ideal route unless they are willing to put in a proper crosswalk adjacent to the park for safe crossing	Ward 3	Individual
Braedheid Avenue	Absolutely no trucks should be using Braedheid during school "flashing 40" hours and outside of that avoid this area as much as possible.	Ward 15	Individual
Chatham Street	This area is transitioning to recreational/office/retail/food type areas and should not have trucks rolling through.	Ward 1	Individual
Concession Street	Why is a commercial shopping street like Concession Street a truck route? If the City's intention is to turn these types of streets into more pedestrian- / cyclist-friendly environments, then any truck route designation should be removed here.	Ward 7	Individual
Derry Road	Derry Rd. should not be a truck route. I followed a truck on Derry Rd. yesterday. It is a very narrow, winding road with no shoulder in many locations. People are trying to walk on the side of the road. Incredibly dangerous as a truck route.	Ward 15	Individual
Dundurn Street S.	Dundurn from King to Main is a truck route with a shared bike lane. As a cyclist this is extremely dangerous! Trucks are not careful of cyclists and even when they try to be, they are too large and have limited vision of cyclists. This needs a bike lane and cannot be a truck route	Ward 1	Individual
Hollybush Drive	Trucks should not use Hollybush Dr as shortcut to get from Hwy 5 to Parkside	Ward 15	Individual

Jolley Cut	Sam Lawrence is such a nice park, but its ruined by how loud the trucks are coming up Claremont (and other cars) particularly when you're trying to enjoy the rock garden.	Ward 7	Individual
Knights Bridge	This is where the trucks (and all the car traffic) barrel into my neighbourhood. No one stops, and they're all trying to get to the main artery which is Fiddlers. I live on the corner over, along with many other families with young kids. Can you put up some nudges to make people slow down and actually STOP? Better yet, there is another off ramp less than 1 k away that doesn't exit into a residential street, can't we just close the "Fiddler's" one or reroute the huge trucks?	Ward 13	Individual
Main Street (Waterdown)	Absolutely no trucks should be using Main St N during school "flashing 40" hours and outside of that avoid this area as much as possible.	Ward 15	Individual
Osler Drive	This road can be excluded from being a truck route. There are good alternatives. And this route has a lot of housing along it, as well as many hills. Trucks using it produce too much pollution and noise.	Ward 13	Individual
Rutledge Court	Lucky people of Templemead. surrounded by full time truck routes. Maybe we could exclude Upper Ottawa since it is suppose to be a "future cycling lane route"	Ward 6	Individual



Include in Truck Route Network

1- Wellington Street

	<u>Location</u>	<u>Respondent Type</u>
<ul style="list-style-type: none"> • Cannon + Wellington Intersection. Critical goods movement connector. Need for improvement at this intersection to safely accommodate the turning radius of trucks and the needs of all road users. 	Ward 2	A business
<ul style="list-style-type: none"> • Wellington St. N.: Essential north-south connector for western Bayfront Industrial Zone. 	Ward 3	A business
<ul style="list-style-type: none"> • The Wellington St N is a critical truck route for farmers delivering grain to the terminals or the crush plant. 	Ward 3	A business
<ul style="list-style-type: none"> • Burlington + Wellington: This intersection is an example of a well-functioning intersection. Implemented by the City of Hamilton for the specific purpose of safely moving trucks south on Wellington. 	Ward 3	A business

2- York Boulevard

<ul style="list-style-type: none"> • York Boulevard: Essential goods movement route, and connector to Hwy. 6 and 403. 	Ward 1	A business
<ul style="list-style-type: none"> • Cannon to York: Essential goods movement connector 	Ward 2	A business

3- Victoria Avenue North

<ul style="list-style-type: none"> • Essential truck route & north-south connector to western Bayfront Industrial Zone 	Ward 3	A business
<ul style="list-style-type: none"> • The Main-Victoria combination of one-way streets provide for Canada's most efficient access from areas of production outside of the City, to the Port lands. Something to be proud of Hamilton! 	Ward 3	A business

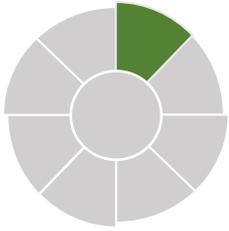
4- Cannon Street

<ul style="list-style-type: none"> • Truck Routes must remain shortest distance A - B. We cannot encourage the use of additional fossil fuels to create better lives for ourselves while believing our fossil fuel use is hastening the planets demise. 	Ward 2	A business
<ul style="list-style-type: none"> • Wentworth + Cannon Intersection: Should be designed to accommodate turning radius of trucks alongside other users. 	Ward 3	A business

	<u>Location</u>	<u>Respondent Type</u>
<p>5- Main Street</p> <ul style="list-style-type: none"> The Main-Victoria combination of one-way streets provide for Canada's most efficient access from areas of production outside of the City, to the Port lands. Something to be proud of Hamilton! 	Ward 3	A business
<p>6- Burlington Street/Nikola Tesla Boulevard</p> <ul style="list-style-type: none"> Essential goods movement route, serving Bayfront Industrial Zone. Critical to maintain north-south connectors to this route. Though it is not ideal, I believe truck traffic should be routed away from residential areas and downtown and onto Burlington Street as a way to access the QEW and the 403. This is the only road with the capacity to handle these trucks. At the same time, residents in the neighbourhoods around Burlington Street and the highway desperately need sound barriers and other neighbourhood amenities to alleviate the noise and air pollution these trucks cause. Nikola Tesla: Essential goods movement route, serving Bayfront Industrial zone Head East Big Industrial Trucks! There is absolutely no reason why the City can't require large industrial trucks from all facilities located starting here to the east - to move in and out of the city by heading east to the easy highway access available there. These trucks should be using Burlington/ Nikola Tesla - streets that were built to accommodate heavy trucks (i.e. constructed with concrete base to avoid the damage caused by heavy vehicles). These streets also have the capacity to accommodate these flows and these routes minimize impact on residential and commercial areas in the city. It is the ideal solution! 	Ward 4 Ward 3 Ward 4 Ward 3	A business Individual A business Agency or Organization
<p>7- Wentworth Street</p> <ul style="list-style-type: none"> Wentworth St. N: Important to maintain connection between Burlington and Cannon so that trucks may travel eastbound towards York/Hwy6. This route should be designed to better accommodate all users: cars/pedestrians/trucks/cyclists. Wentworth + Cannon intersection should be designed to accommodate turning radius of trucks alongside other users. 	Ward 3 Ward 3	A business A business
<p>8- Sherman Avenue North</p> <ul style="list-style-type: none"> Sherman Avenue.: Essential goods movement route. 	Ward 3	A business

	<u>Location</u>	<u>Respondent Type</u>
<p>9- The Lincoln M. Alexandre parkway</p> <ul style="list-style-type: none"> I strongly feel that it should be best practice for ALL trucks passing through the city from QEW to 403/Hwy 6, to be required to take the Red Hill / Linc across town. These roads are designed for heavy trucks. City streets should, as much as possible, not be used as shortcuts. For the extra 10 minutes that it takes to go this route, requiring this would have an incredible benefit to all neighbourhoods. 	Ward 8	Individual
<p>10- Campbellville Road</p> <ul style="list-style-type: none"> Campbellville Road is more appropriate for trucks coming from the east towards highway 6. There are already commercial businesses on Twiss Rd and trucks have access to Highway 401 by going around Campbellville on Reid Sideroad. There just needs to be a traffic light installed at Campbellville and Highway#6 There should be a traffic light put here so trucks can safely access the highway instead of the only light at Carlisle Rd. Having trucks speeding through a community with kids and parks because they can't get on Highway 6 without a traffic light is ridiculous Please add traffic lights here! Should go back to being the trucking route. Big wide-open road, houses set back far from road, less foot/bike traffic. 	Ward 15	Individual
	Ward 15	Individual
	Ward 15	Individual
<p>11- Beach Boulevard</p> <ul style="list-style-type: none"> Beach Boulevard: Connector for trucks Beach Boulevard: Connector for trucks 	Ward 5 Ward 5	A Business A Business
<p>12- Hatt Street</p> <ul style="list-style-type: none"> This section of Hatt Street, between Town Hall and Market Street, should be the primary truck route. There are few houses along it, and it is wide enough for trucks. Take the big rigs off King Street. Hatt St is a much better choice for trucks in Dundas over King St. 	Ward 13	Individual
	Ward 13	Individual
<p>13- Highway 6 North</p> <ul style="list-style-type: none"> HWY 6.: Essential goods movement route. Critical to maintain efficient and direct connection from and to here and Bayfront Industrial Zone. Keep as truck route 	Ward 13	A business
	Ward 13	A business

	<u>Location</u>	<u>Respondent Type</u>
14- Woodward Avenue		
• Woodward Ave.: Essential connector for trucks accessing Eastport and Bayfront	Ward 4	A business
• Brampton-Woodward Connection: Essential goods movement connection.	Ward 4	A business
15- Brampton Street		
• Brampton Street: Important goods movement route	Ward 4	A business
16- Eastport Drive		
• This is a critical truck route and connector to QEW. Essential for all businesses within the Eastport industrial zone.	Ward 5	A business
17- Hobson Road		
• Goods movement route - please add to network	Ward 4	business
18- Highway 403		
• Keep Hwy 403 as truck route.	Ward 1	Individual
19- Maddaugh Road		
• Keep Hwy 6 as truck route but slow down trucks.	Ward 15	Individual
20- Strathearne Avenue North		
• Essential goods movement route, especially connections to Nikola Tesla and Brampton Street	Ward 4	A business
21- Upper James Street		
• This seems fine to me.	Ward 8	Individual



Environmental issues (noise, air quality, etc.)

	<u>Location</u>	<u>Respondent Type</u>
<p>1- Victoria Avenue</p> <ul style="list-style-type: none"> We cannot use our master bedroom at the front of the house because of heavy/medium truck excessive noise and vibration. The problem is compounded when the light turns red at Cannon and fast-moving trucks come to a rumbling stop. Air quality also becomes an issue. These trucks must be moved off of downtown streets. 	Ward 3	Individual
<ul style="list-style-type: none"> Our house shakes as trucks speed along the street, then slamming on their air brakes for the red light at Cannon. We can't sleep in the bedroom in the front of our house, as as we look to expand our family, we'll have to move to allow a quiet place for our kids to sleep and grow up. When we have guests sleeping in our front bedroom, we provide them with ear plugs. These trucks are the reason we will leave this neighborhood. They poison our quality of life and how we can enjoy our home. 	Ward 3	Individual
<ul style="list-style-type: none"> Trucks are extremely loud. Drive by very fast and the sidewalk is so narrow it feel like you may be hit as large vehicles are driving by. 	Ward 3	Individual
<ul style="list-style-type: none"> Victoria Avenue desperately needs to be more heavily lined with trees. Planting urban tolerant native species like Bur Oak (<i>Quercus macrocarpa</i>) and Dutch Elm tolerant American Elm (<i>Ulmus americana</i>) in a long, separated boulevard would go a long way to improving a street dedicated to truck traffic and act as a traffic calming measure. A new treed boulevard could double as the basis for a physical separation for a bike lane. 	Ward 3	Individual
<ul style="list-style-type: none"> My home, which predates the invention of motorized vehicles by many years, is being destroyed by the vibrations from hundreds of heavy trucks a day. Get industrial trucks off residential streets! 	Ward 3	Individual
<ul style="list-style-type: none"> My children are woken up constantly by the huge trucks making noise and vibrations that bang and shake the whole neighbourhood. Don't even get me started on the air quality issues, I'm sure 10+ years will be knocked off the lives of everyone in my family thanks to the particulate matter and fumes. 	Ward 3	Individual

	<u>Location</u>	<u>Respondent Type</u>
<p>There was a literal oil spill in front of my home last year that required the fire department's HAZMAT unit to come and treat. Why are trucks to cause such hell in our lives at the expense of residents? Is this not what highways and industrial streets are for? Victoria has a major hospital, multiple medical offices, a huge park, a school, 2 retirement homes, 3 churches plus hundreds of residents on it that are at the mercy of these trucks. Save us, please.</p>		
<ul style="list-style-type: none"> • A one or two row shelterbelt should be planted to reduce air and noise pollution in this park. Utilizing native species like native White Cedar (<i>Thuja occidentalis</i>) would lessen the impact of trucks on this park. 	Ward 3	Individual
<ul style="list-style-type: none"> • VERY Loud in the park - little kids playing alongside massive, unnecessary trucks. Should be a quiet space in the community. 	Ward 3	Individual
<ul style="list-style-type: none"> • Heavy truck traffic immediately next to a playground with nothing but a chain link fence to block noise and pollution. 	Ward 3	Individual
<p>2- Wellington Street</p>		
<ul style="list-style-type: none"> • 18 wheelers pass through this intersection 24/7 - 99% of them turning right on Cannon and cutting through to the city. The noise, earthquake-like vibrations (we have lived in earthquake zones before and it feels the same) and toxic pollution which these trucks cause is a cause of constant irritation and negatively affects our sleep and mental health. 	Ward 3	Individual
<ul style="list-style-type: none"> • I sat at this corner for 2 hours for a truck count, and it was awful. The noise meant we couldn't hold a conversation, the flow of trucks only stopped when there was a red light, it felt unsafe to stand or walk on the sidewalk only a few feet from the road, and the fumes gave me a sore throat in a very short time. It makes no sense to keep a truck route beside a hospital. 	Ward 3	Individual
<ul style="list-style-type: none"> • I live on Wellington St N and have to walk my kids to school. The new right lane bump out that allows double trailer trucks to turn right onto Canon St. creates crazy amounts of traffic (pre-covid). We are walking past the exhaust of a 30-40 cars every red light. Every time a truck drives down my street the house rumbles, and the particulate matter kicked up by the truck covers my house. I would hate to see what my lungs look like after living down here for 10+ years. I fear that my kids will develop asthma and the kids at Dr. Davey will face the same consequences. 	Ward 3	Individual

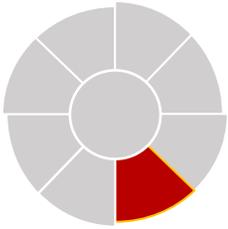
	<u>Location</u>	<u>Respondent Type</u>
<p>3- Wilson Street</p> <ul style="list-style-type: none"> As a member of the parent council at Dr. Davey we receive numerous concerns and frustrations from parents who have no safe route to walk or bike their child to school as it is surrounded by industrial truck routes. We also receive concerns around the children playing outside during recess when this area has the worst pollution monitoring in the province - most likely from being surrounded by truck routes It's absolutely insane that massive, heavy trucks are allowed to drive by here 24/7 just inches away from children and other pedestrians on the sidewalk. I fear for my life every time I walk my children to and from school. The pollution is terrible as well. 	Ward 2	Agency or organization
<p>4- York Boulevard</p> <ul style="list-style-type: none"> I realize this is a truck route but in the evening very heavy trucks go down this road and the truck noise can be heard and shaking can be felt in the yoga studio located in this block. I am not sure if this is speed related but it is possible. Huge amounts of noise every morning. I have been woken up as early as 4:45 AM by the noise. It starts every day not much after 5 AM. Giant double-trailers of aggregate and rock, huge grain trucks, and other 18 wheelers are using engine brakes and have crazy loud engines revving from a stop at this intersection. They're all heading to Burlington St. (I've followed them) via York/Wilson and Victoria. And back the same way. They should be forced to use QEW and Burlington St., and not cut through residential neighbourhoods and the downtown! The noise from the trucks starting and stopping at the traffic lights on York Boulevard along Dundurn park is excessive and diminishes the quality of the park. Having trucks along York Boulevard also makes the bike/running trail much less pleasant to use as it is so loud and the air quality feels poor when the road is busy. 	Ward 1	Individual
	Ward 1	Individual
<p>5- Burlington Street (Non-Truck Route)</p> <ul style="list-style-type: none"> Heavy trucks use Burlington St towards James St continuously. When the trucks run over the sewer grate on the corner of Burlington and Catherine it shakes my whole house!(multiple times a day)! It is way too loud, the air quality is poor and black soot is the heaviest in the city. This is a family neighborhood, not an industrial site. 	Ward 2	Individual

	<u>Location</u>	<u>Respondent Type</u>
6- Nikola Tesla Boulevard/Burlington Street <ul style="list-style-type: none"> • There should be some kind of Acoustic sound barrier should be erected to protect the residential community. The road noise exceeds residential limits during the day time and rush hours. • Trucks are very loud and use Engine Brakes continuously from the early mornings till the evening. I wish the City would post signs deferring Engine Brakes or something like that. • Very loud and dusty in Leaside park and for the homes along Leaside Drive due to trucks, dust, and smog from Nikola Tesla Blvd. Noise/dust barrier suggested. • Both trucks and cars use this is a speedway at times during the day. The noise is loud, and there aren't a lot of stop signs at Brighton and mead. Especially with the truck depot at this location it can be very obtrusive at times. • The noise and the air pollution in our community are both disgusting. We used to have a very quiet area and clean air, when we moved here over 35 years ago, now this area has become the most hazardous area for the traffic and company noise, the emissions and the dirt from equipment and the truck traffic is now in my opinion causing all the health issues in this area. 	<p>Ward 4</p> <p>Ward 4</p> <p>Ward 4</p> <p>Ward 4</p> <p>Ward 4</p>	<p>Individual</p> <p>Individual</p> <p>Individual</p> <p>Individual</p> <p>Individual</p>
7- Avonsyde Boulevard <ul style="list-style-type: none"> • Trucks speeding up/down Avonsyde Blvd. The main problem is the use of engine braking on Avonsyde before making the Parkside turn as residential houses are 20ft from the road. 	<p>Ward 15</p>	<p>Individual</p>
8- Barton Street <ul style="list-style-type: none"> • Barton Street between Wentworth and Sherman is a commercial district with street parking high pedestrian and cycling traffic. It should be excluded from the truck route network. It runs parallel to Burlington St / Industrial drive and does not offer better access to any areas. Empire Steel trucks use Princess St to access Sherman and they are the only industrial site adjacent to this stretch of Barton. 	<p>Ward 3</p>	<p>Individual</p>
9- Main Street <ul style="list-style-type: none"> • amount of traffic and density of this street (many apartment buildings) means lots of pollution and likely severe health issues for residents. 	<p>Ward 2</p>	<p>Individual</p>

	<u>Location</u>	<u>Respondent Type</u>
<p>10- Cannon Street</p> <ul style="list-style-type: none"> Having lived beside the Wilson St. truck route, the air quality is disgusting. Large, diesel truck pass at a rate of one every minute or two. We would clean our backyard patio table in the morning, and two hours later there would be a layer of black soot. Now, in a different neighbourhood, the amount of dust that accumulates in a week is less than 2 hours of accumulation on Wilson (and its mostly pollen, not diesel soot) It's incredible to see all the people out, trying to enjoy the art and culture, and then a noisy, dirty industrial truck just barrels through the scene in the heart of city like it's completely normal. it's not normal or acceptable anymore. It's disgraceful and honestly completely embarrassing having to explain "that's just how it is" to anyone in 2020. 	Ward 2	Individual
<p>11- Carlisle Street</p> <ul style="list-style-type: none"> Way too much truck traffic for a small-town community with a four way stop The truck traffic has increased exponentially over the past 5 years due to construction in Milton our quality of life has decreased as a result. Needs to change or we will move 	Ward 15	Individual
<p>12- Centre Road</p> <ul style="list-style-type: none"> Loud, early early in the morning, use of engine breaks. House shaking vibrations. very loud and heavy vibrations 	Ward 15	Individual
<p>13- Claremont Access Road</p> <ul style="list-style-type: none"> If Claremont Access is to remain a key north/south Lower City / Escarpment truck route, consider adding noise mitigation strategies (ie. noise barrier walls, etc.). Truck traffic anywhere along the Access is extremely noisy to the surrounding neighbourhoods and echoes off of the Escarpment. 	Ward 15	Individual
<p>14- Concession 6 East</p> <ul style="list-style-type: none"> Traffic lights should be added to Hwy 6 at Concession 5 E, Concession 7 E and Concession 8 E to relieve all the heavy truck traffic on Concession 6 East. or remove Concession 6 East. from the truck route. Far too much truck traffic and engine brake noise. 	Ward 2	Individual
<p>14- Concession 6 East</p> <ul style="list-style-type: none"> Traffic lights should be added to Hwy 6 at Concession 5 E, Concession 7 E and Concession 8 E to relieve all the heavy truck traffic on Concession 6 East. or remove Concession 6 East. from the truck route. Far too much truck traffic and engine brake noise. 	Ward 15	Individual

	<u>Location</u>	<u>Respondent Type</u>
<p>15- Concession 8 East</p> <ul style="list-style-type: none"> Truck use this road all week long. Not a trucking route. Also, they use their engine brakes slowing towards Hwy 6. It is very annoying specially as it is not a trucking route. 	Ward 15	Individual
<p>16- Crooks Street</p> <ul style="list-style-type: none"> Trucks have been observed frequently loading from trains at the CN tracks before 7 am (5:30 am). This loading process (resins?) is very noisy with a high-pitched whine for an extended period. 	Ward 1	Individual
<p>17- Dundas Street</p> <ul style="list-style-type: none"> Trucks travel much too fast down this route, and don't stop in time for the crosswalk. Children need to cross this street to get to school in rush hour, and trucks treat it like a highway. Also, houses are right on this road, and the emissions are terrible. 	Ward 15	Individual
<p>18- Parkside Drive</p> <ul style="list-style-type: none"> If the eventual Waterdown east/west bypass is intended as a future truck route it will need noise abatement walls installed. 	Ward 15	Individual
<p>19- Queen Elizabeth Way (QEW)</p> <ul style="list-style-type: none"> Noise from the Highway can carry as far as the Parkview West Community and we can hear the highway noise all night long. 	Ward 5	Individual
<p>20- Queen Street</p> <ul style="list-style-type: none"> Constant truck traffic going south on Queen St. N. Noisy as they start up at the Queen and Cannon light. Multiple trailers. No pedestrian light between York and King. Hazardous to seniors, children from neighbouring apartments. Intermingled with racing cars and motorcycles. The LRT planners had to move the stop at King and Queen because the trucks have to swing wide to get around the corner. I live here, and can hear the trucks gearing up when the light goes green at Cannon/Queen N. The noise of the trucks, gearing, braking, rattling over the bumps in the pavement wakes me in the early hours if my windows are open. I prefer to keep my windows open, but most of the time I can't because of the noise & air pollution. Even with them all closed I hear the trucks at all hours. 	Ward 1	Individual
	Ward 1	Individual

	<u>Location</u>	<u>Respondent Type</u>
<p>21- Shoreview Place</p> <ul style="list-style-type: none"> This not only affects those homes which back on Millen Road, but it also affects all of us in this area including the retirement home. A solution put forth about using an alternative road (South Service Road) would still allow truck drivers to conveniently access the highway and it would still allow the local residents to enjoy where they live without fear of the consequences already mentioned in a previous petition. 	Ward 10	Individual
<p>22- Sydenham Road</p> <ul style="list-style-type: none"> The stop sign at Alma and Sydenham have made our environment a lot worse. Trucks and cars now brake noisily at the sign, then try to get quickly up to speed again with a lot of noise, pollution and dust. Truck and motorcycles are the worst offenders, and many do not have proper mufflers. This street should be clearly marked as a secondary truck route. 	Ward 13	Individual
<p>23- Lincoln M. Alexandre Parkway</p> <ul style="list-style-type: none"> Have no problem with the trucks using the Linc, however, the use of engine brakes at all times during the day and night is most annoying for neighbours bordering the Linc. 	Ward 7	Individual
<p>24- Young Street</p> <ul style="list-style-type: none"> Because of the slope and number of lights along both John and James it creates a lot of noise and congestion on these streets whether you live directly on them or not. Most trucks speed to make the lights, and in combination with the heavy amount of bus traffic from the Hamilton Go bus station, trains and street cleaning crews it creates a lot of aggressive noise and traffic on streets that aren't able to handle it. Also, with all the patios close by it doesn't necessarily make for a pleasant atmosphere. I fully understand I chose to live in a downtown neighbourhood, but some considerations would be great. I would recommend limiting the routes in this neighbourhood altogether or keeping it just to local deliveries. 	Ward 2	Individual



Truck Speed – Going Too Fast

1- Carlisle Road

- There are way too many trucks using this road. The speed limit is 50, and many trucks are doing 70-80 km/hr. This is a road that has no sidewalks and is very poorly paved. It is not safe for kids to bike or walk due to the number of speeding trucks. Especially since the shoulder isn't paved and full of pot holes.
- While I understand that as it stands now, Carlisle Road is a designated truck route, I believe the city needs to re-evaluate that status. I have lived on this road for a little over two years and have noticed a steady increase in large trucks using the road. My issue is with the frequency, and speed of the trucks. There are times I walk to either the park next to my home or the village and have had to rethink this activity due to the speed and frequency of truck, especially over the creek where there is no shoulder to act as a buffer between the traffic and myself. You are literally forced up against the bridge abutment to avoid being hit. This is not safe for anyone walking along this road, having to play chicken with these large vehicles. I do not have a speed measuring device, but can assure you a majority of trucks are passing my home at well over the speed limit. While the police service has on occasion set up speed monitoring, it's not often enough to cause a change in behaviour. Perhaps some sort of speed calming measures can be put in place. Someone is going to be killed or seriously injured as a result of the unabated increase in truck traffic, and by commissioning this survey, you will be providing evidence that will be used in possible civil actions against the city should that occur.
- Volume of trucks has significantly increased over last 2-3 months. With no sidewalks or shoulder here, it has become dangerous for pedestrians & cyclists (including many children) to access Carlisle stores & parks. Most trucks far exceed the posted 50km/h and do not make room for safe passage of pedestrians. Sidewalks should be built on Carlisle Rd. west of Centre Rd., or trucks should be rerouted for the safety of the community.
- Trucks hope they don't have to stop at the 4 corners. They travel far to fast. For a small community with limited sidewalks it is strongly advised to have this route moved.

Location

Respondent
Type

Ward 15

Individual

Ward 15

Individual

Ward 15

Individual

Ward 15

Individual

	<u>Location</u>	<u>Respondent Type</u>
<ul style="list-style-type: none"> This road is so busy lately with all the large trucks. They fly by (way over the 50km limit) And it shakes our house. Many of the houses in the village are very close to road. I completely understand local delivery/farm trucks coming into the village, but I can't figure out why these huge hauler quarry/road trucks are allowed to fly by all day through this small village. (Can't they stay on the Hwys?) Pedestrians, and bikers (lots of kids biking) use this road all day and the trucks/cars fly by and a lot give little to no space. The road is not safe for both large trucks & pedestrians/bikers to use. This road is deteriorating from the heavy trucks. Please consider Cambelleville Road as alternate. Same size shoulders but all the homes are far from road & trucks don't cut through small village. 	Ward 15	Individual
<ul style="list-style-type: none"> Trucks speed down 2 lane road, where there is only one or no sidewalks to safely walk and sometimes even shake house due to their speed and weight. 	Ward 15	Individual
<ul style="list-style-type: none"> The trucks frequently drive too fast and can number in the hundreds on busy days. Not only is this a safety issue but the deterioration of Carlisle road is worsening on a daily basis. 	Ward 15	Individual
<ul style="list-style-type: none"> I understand trucks are a necessity to our rural lifestyle but the speed and irratck driving must be addressed. We have lived in Carlisle for 3 yrs. and it is not safe to walk on Carlisle road with the amount of trucks. I have yet to encounter one that is not speeding. I also had a terrible experience where a truck drove through the stop sign at McNiven and Derry Rd nearly missing my vehicle by a few seconds. After failing to stop the driver proceeded to swerve all over the road. I was able to get a picture of the plate and reported it to the police. 	Ward 15	Individual
<ul style="list-style-type: none"> It has become very dangerous to even think about walking, running or cycling on our 50 km/h community road. Regular traffic travelling at excessive speeds is already a problem but now you add big heavy trucks in the hundreds passing by residential areas where kids are playing, and it is going to end in tragedy. Carlisle road needs to be de-listed as a truck route immediately and adequate police presence should be in the area to control traffic concerns. We pay exponentially higher taxes in our community compared to neighboring municipalities so there should be the associated level of support to justify the incredible expense to the residents. 	Ward 15	Individual
<ul style="list-style-type: none"> There is an immense amount of truck traffic already and there are no sidewalks for pedestrians to safely walk around town with trucks speeding by one after another. 	Ward 15	Individual

	<u>Location</u>	<u>Respondent Type</u>
<ul style="list-style-type: none"> Extremely dangerous area for any person walking along the side of the road, hardly any shoulder, no sidewalk no safe area for children to get down into Carlisle - large trucks speeding way too fast, road crumbling. 	Ward 15	Individual
<ul style="list-style-type: none"> Our road is posted 50 but we regularly see commercial vehicles (including large 18 wheelers, dump trucks, etc.) excessively speed and getting passed. Our home is located directly on Carlisle Road and we have kids and dogs that we constantly worry about. There are no sidewalks and we must walk on the side of the road to reach a side road to even just go for a walk or bike. Simply crossing the road can be dangerous as trucks come barreling over the hill from Centre or are on their gas trying to build speed up the hill from the tracks. Air breaks coming down the hill are constantly in use and scare our dogs, wake our kids and rattle our house. During the school year buses continually have trucks and run their lights. Trucks need to be rerouted to a less busy road, like a Campbellville Rd (where the homes are set back, schools are further away and there are not as many people walking or biking) or slowed down. Would a round about at Carlisle and Progreston help to slow down both cars and trucks? I'm not sure if other solutions but please help us keep everyone who lives on or uses Carlisle road safe. 	Ward 15	Individual
2- Wellington Street		
<ul style="list-style-type: none"> This street is very unsafe as the sidewalks are very tight and there are a lot of industrial trucks that go right up against the sidewalk very fast. 	Ward 3	Individual
<ul style="list-style-type: none"> Trucks speed through this intersection. This is a safety concern for folks working at the hospital, nurses who park on this street and residents who are walking themselves, their kids, and their dogs. Trucks go especially fast at night. It feels like a 400 series highway. 	Ward 3	Individual
<ul style="list-style-type: none"> Trucks speed up this street right next to the (very narrow) sidewalk. I have almost been hit several times. I need to carry my dog at this point in our walk because I am afraid that she will die. 	Ward 3	Individual
3- York Boulevard		
<ul style="list-style-type: none"> Trucks are using York as if it is a continuation of the QEW. Truck traffic along this route is too intense, loud, and fast for a residential neighbourhood. 	Ward 1	Individual
<ul style="list-style-type: none"> I agree, that biking along here can be scary when the trucks are going by especially when crossing the 403 access ramps. Better bike buffers are needed. 	Ward 1	Individual

	<u>Location</u>	<u>Respondent Type</u>
4- Victoria Avenue		
<ul style="list-style-type: none"> • Get rid of these trucks! Add a bike lane and some trees along this street and see how the quality of air/life/noise pollution/structures of homes in this neighborhood flourishes! 	Ward 3	Individual
<ul style="list-style-type: none"> • Trucks exceed the speed limit up to this intersection to beat the light. This can be a dangerous intersection and incredibly loud due to applying air brakes quite suddenly. 	Ward 3	Individual
5- Cannon Street		
<ul style="list-style-type: none"> • This section of the Cannon St. bike lanes offers little-no physical separation which is problematic given the volume of truck traffic in this area. I would like to see further physical separation where it is missing and improved signage at some intersections for turning vehicles/trucks. 	Ward 3	Individual
6- Dundas Street		
<ul style="list-style-type: none"> • Trucks causing danger along hwy 5 when motorists want to exit library and turn west on Dundas St. west bound truck speed making it dangerous since trucks coming over the hill gives reduced reaction time 	Ward 15	Individual
<ul style="list-style-type: none"> • Truck speed causing danger to pedestrians. Trucks gunning the orange light. 	Ward 15	Individual
<ul style="list-style-type: none"> • Having our city's master plan allowing for trucks to drive through our downtown core area make no sense! We have a high number of pedestrians and slower moving traffic competing with trucks as they try to race through town. How can this be the best way? I wouldn't dare let my kids travel Dundas St (Hwy 5) alone - which is backwards if we are trying to support a small downtown core of businesses. 	Ward 15	Individual
<ul style="list-style-type: none"> • East bound trucks speed downhill along Hwy 5 at Mill St towards the bridge frequently causing near-miss hazards for westbound motorist wishing to turn south onto Mill St S. The red-light camera seems not to be much of a deterrent for trucks speeding through intersection 	Ward 15	Individual
<ul style="list-style-type: none"> • Trucks moving too fast both east and west bound along Hwy 5 at Pamela 	Ward 15	Individual
<ul style="list-style-type: none"> • Trucks speeding through intersection moving along Hwy 5 at Evans Road. 	Ward 15	Individual

	<u>Location</u>	<u>Respondent Type</u>
7- Parkside Drive		
<ul style="list-style-type: none"> • Too many dump trucks travelling far too fast along a street used by children and families for bicycle riding, and walking. This is a disaster waiting to happen. 	Ward 15	Individual
<ul style="list-style-type: none"> • Trucks speeding towards bridge and tracks downhill both directions. then unable to maintain speed going uphill again. 	Ward 15	Individual
8- Frances Street		
<ul style="list-style-type: none"> • The intersection of Frances Ave and Grays Road is currently very problematic. Frances Avenue has poor pedestrian and cycling infrastructure despite the high volumes of pedestrian and cycling traffic. Car's and trucks using Gray's Road to access N Service Road take this corner very fast, and often outside of the designated truck hours. Signs to slow down due to pedestrian traffic would be helpful, in addition to proper pedestrian and cycling infrastructure to make this a safer area of the community for all road users. 	Ward 10	Individual
9- Concession 5 West		
<ul style="list-style-type: none"> • Trucks drive way to fast through Millgrove. 	Ward 13	Individual
10- Hamilton Street		
<ul style="list-style-type: none"> • Both east and west bound trucks speed through this intersection at Hamilton and Hwy 5 during peak traffic hours causing danger to slower traffic east bound through the "bottleneck" East bound traffic wanting to turn north on Hamilton often risk being T-boned by speeding trucks going west bound. 	Ward 15	Individual
11- Mill Street		
<ul style="list-style-type: none"> • West bound truck speed through intersection along Hwy 5 and Mill St or during off-peak hours 	Ward 15	Individual
12- Garner Road		
<ul style="list-style-type: none"> • West bound truck speed through intersection along Hwy 5 and Mill St or during off-peak hours 	Ward 12	Individual
13- Highway No 5		
<ul style="list-style-type: none"> • Truck Traffic moving too fast along Hwy 5, causing danger for motorists wishing to turn east or west onto Hwy 5 from Ofield Road North. 	Ward 13	Individual

14- Dock Street

- Transport trucks fly along this road, rolling through stop signs. I assume they're trying to skip the traffic on Burlington. Me and my dog were almost hit by a truck recently, rolling through the stop sign at the end of this park path, where it reaches Dock Service Rd. We had to fall back because he couldn't stop at the stop sign. Lots of people, kids and dogs walking and biking around here.

Location

Respondent Type

Ward 2

Individual



Truck Speed – Going Too Slow

1- Dundas Street

- Speeding dump trucks causing safety hazard along Hwy 5 at Hollybush/Howlandmills. Frequent running red light because of speed.
- West bound trucks along Hwy 5 at Mill St often slows down traffic in peak traffic hours due to the small hill from the bridge up to Mill St. causing danger for pedestrians or other road users as this leads to confusion about whether a truck can actually start when the light turns green and doesn't move immediately uphill under heavy load.

Ward 10

Individual

Ward 10

Individual



Truck Parking or Idling

1- Cannon Street

- Trucks routinely use the Cannon St. bike lane as a parking lane. Enforcement of this needs to be stepped way up to stop them.
- Trucks idling or parking in bike lanes - making it dangerous for cyclists and also contributes to environmental issues

Ward 2

Individual

Ward 2

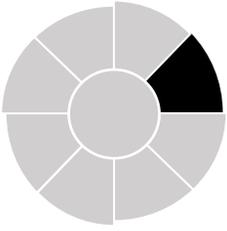
Individual

2- Harnsworth Crescent

- Truck idling during quiet hours

Ward 15

Individual



Road Condition

	<u>Location</u>	<u>Respondent Type</u>
<p>1- Cannon Street</p> <ul style="list-style-type: none"> Wellington-Cannon is a critical truck route to farmers delivering grain to the terminals and crush plant. This route reduces the carbon footprint of anyone delivering grain from the major crop producing areas of Western and Central Ontario. The intersection needs to be engineered to provide for all users, but there appears to be ample room to accommodate with support from the City and smart design. 	Ward 3	A business
<p>2- Wellington Street</p> <ul style="list-style-type: none"> Strange orange bollards (which would never be installed in a rich neighbourhood) were placed here. Many industrial trucks that are shortcutting through Hamilton come from Burlington St, up Wellington, and turn right on Cannon here towards James St. N. There are hundreds of long, fast trucks turning right here, bumping along this orange bollard, and threatening the safety of pedestrians, cyclists, and motorists alike. 	Ward 3	Individual
<p>3- Charlton Street</p> <ul style="list-style-type: none"> Heavy trucks have been rumbling down Charlton at a high rate of speed, mainly in the middle of the night, and with the speed bumps not being visible, my family and I are woken from our sleep on a regular basis because these trucks cause my house to vibrate. Also, the noise of it barrelling over the speed bump is extremely loud. Stop trucks from driving down Charlton Avenue West. 	Ward 1	Individual
<p>4- Lynwood Road</p> <ul style="list-style-type: none"> Road quality is incredibly poor 	Ward 14	Individual
<p>5- Mud Street</p> <ul style="list-style-type: none"> I am supportive of this as a truck route, however Mud Street has little-no pedestrian or cycling infrastructure making it extremely dangerous given the high truck volumes. Please add infrastructure for all road users here. 	Ward 9	Individual



Trucks are Using a Non-Truck Route

1- Barton Street

- In late August I saw an 18-wheeler industrial truck heading west on Barton - made a left hand turn onto Ferguson - tried to tell him that it was not a truck route - he ignored me and drove over the bridge and into the residential neighbourhoods to the north.
- Large trucks come down Barton Street at all hours of the day and night.
- Barton is not a truck route, yet large trucks drive down here all the time. There are multiple stop signs along the way, resulting in lots of noise, even at 4:00AM! I would prefer to see trucks re-routed around the city (i.e. not down Main/King/York/Cannon), but if that doesn't happen, these trucks should at least be using Hess and Queen.
- Big rig trucks are routinely using Barton as a through street to get to York Blvd. This is a small residential neighbourhood, not on the truck route. The corner at Barton and Locke is not designed for trucks and I've often seen cars in live lanes of traffic have to move out of the way to accommodate a large truck making the corner.
- Industrial trucks cut through this business area
- Although the built form of this stretch of Barton is not safe for industrial trucks (one lane, bump outs and medians) many trucks still use it.

Location

Respondent Type

Ward 2

Agency or organization

Ward 1

Individual

Ward 1

Individual

Ward 1

Individual

Ward 2

Individual

Ward 2

Individual

2- Burlington Street (Non-truck route)

- Although we are not on a truck route we often have many large trucks with heavy loads driving on Burlington towards James. These trucks are loud, disruptive, and shake our house. Not what we expected when we bought in the neighborhood and we're disappointed in the lack of monitoring.
- During rush hour times from 7am-9 and 3PM-5pm there is so much noise pollution, emissions, shaking and rumbling all thru my house. The north end is supposed to be a family friendly neighbourhood, but I don't allow my young kids to ride bikes un supervised on the street. Also, with the cross-section light along John St. And Burlington many commuter pickup trucks, cargo trucks, construction vehicles, and motorcycles idle on this one lane.

Ward 2

Individual

Ward 2

Individual

	<u>Location</u>	<u>Respondent Type</u>
<p>Also, many police and paramedics flash lights and sirens every time it is a red light on John St. so that they may pass. The proposed 30km slowing of the area does not occur on my street.</p>		
<ul style="list-style-type: none"> As others in the area have mentioned in their pins, trucks use this area constantly despite the truck route ending. You can feel homes rumbling for a block each way as they pass this particular intersection. Additionally, many of them are clearly overloaded from the way they bump through the intersection 	Ward 2	Individual
<p>3- John Street</p>		
<ul style="list-style-type: none"> John St has, for years, received regular transport truck traffic. Right between 2 schools and a rec centre, making air quality and road safety even worse as they barely stop at all the intersections. As Pier 8 development ramps up there is concern the amount of traffic will only increase. 	Ward 2	Individual
<ul style="list-style-type: none"> Too many trucks coming down John St. for easy access to new development. Shouldn't be on this road at all. 	Ward 2	Individual
<p>4- James Street</p>		
<ul style="list-style-type: none"> Too many trucks coming down John St. for easy access to new development. Shouldn't be on this road at all. 	Ward 2	Individual
<p>5- Mill Street</p>		
<ul style="list-style-type: none"> Trucks have gotten stuck and caused damage to Railway Bridge. 	Ward 15	Individual
<ul style="list-style-type: none"> No trucks must pass south on Mill St past Griffin. They don't fit under the bridge and cause danger to road users along Mill St S at the railway bridge 	Ward 15	Individual
<p>6- Concession 6 East</p>		
<ul style="list-style-type: none"> Despite the presence of "No Truck" signs at Centre Rd. and the 6th Concession, some large trucks travelling eastbound on Concession. 6 continue through the intersection easterly to Beeforth/Robson Rd to connect back to Parkside and eventually Dundas Street. These trucks are not making local deliveries but rather are using these secondary roads to by-passing congested in Waterdown. I've personally followed trucks doing this. 	Ward 15	Individual
<p>7- Concession 6 West</p>		
<ul style="list-style-type: none"> The local deliveries only & no truck route signage is being ignored on Concession 6 W from Hwy 6 to Brock Rd 	Ward 13	Individual

	<u>Location</u>	<u>Respondent Type</u>
<p>8- Aberdeen Avenue</p> <ul style="list-style-type: none"> Very large trucks are using Aberdeen (Dundurn to Longwood). They are noisy, are usually not respecting the posted speed limit and cause a lot of vibration (my house shakes when they pass by). 	Ward 1	Individual
<p>9- Boulding Avenue</p> <ul style="list-style-type: none"> Trucks coming out of the newer development but wishing to go west and avoid Hwy 5 through Waterdown will often follow Burke > Hwy 5 > Pamela > Boulding > Parkside. This causes danger due to left turning truck across Hwy 5 and directing of truck traffic through residential neighbourhood with 40 km/hr speed limit on Boulding. Trucks speed past several side streets with pedestrians and cyclists waiting to cross. Secondly causing another traffic danger when wanting to turn left from Boulding to Parkside. 	Ward 15	Individual
<p>10- Cline Avenue</p> <ul style="list-style-type: none"> Many trucks servicing the construction at McMaster and Churchill park use this local residential street as it quite wide and has a large turning radius at the King Street intersection. 	Ward 1	Individual
<p>11- Gibson Avenue</p> <ul style="list-style-type: none"> Trucks will often use Gibson ave to avoid the lights at birch. Frequent speeding. 	Ward 3	Individual
<p>12- Hall Road</p> <ul style="list-style-type: none"> Trucks continue on Hall Rd. instead of making left to RR.66 truck route 	Ward 11	Individual
<p>13- Hess Street N.</p> <ul style="list-style-type: none"> The truck traffic on Hess St. N. is horrendous. Hess Elementary School is on the corner of Cannon where the trucks turn and the fact that a child has not been injured is merely a matter of time. Speed bumps were placed on Hess Street in two different locations and the trucks simply disregard them and as a result, they are in a constant state of disrepair. The traffic consists of flatbeds, transport trucks, and, 14 to 18-wheeler rigs often heading to the industrial North End. The resulting vibrations are so strong that cracks develop in drywall and windows shake. 	Ward 2	Individual

	<u>Location</u>	<u>Respondent Type</u>
<p>These trucks use Hess St N., from early morning until late at night and are a constant disruption to the neighbourhood.</p>		
<p>14- Lottridge Street</p> <ul style="list-style-type: none"> Have seen 18-wheeler using Lottridge. Right beside a school, in a residential area! 	Ward 3	Individual
<p>15- Maple Avenue</p> <ul style="list-style-type: none"> Trucks very often go off route and use Maple Ave as a short cut. I see trucks go by daily at all hours of the day and night. Trucks vary in size, but they can often be as large as an 18-wheeler. It's extremely loud and there are many young children in our neighbourhood including my own young children that this affects and is dangerous for. This short cut needs to stop. 	Ward 4	Individual
<p>16- Nebo Road</p> <ul style="list-style-type: none"> Trucks, semis use Nebo Road. regularly, some speed, some very noisy, some during the night, no enforcement. 	Ward 11	Individual
<p>17- Princess Street</p> <ul style="list-style-type: none"> Princess Street is currently a very busy truck route so that trucks can bypass taking Barton and get to Sherman faster. This is a residential street and the trucks go through here at all hours. 	Ward 3	Individual
<p>18- Rice Avenue</p> <ul style="list-style-type: none"> Rice is being used by trucks who are dropping rocks into the Rice bike lane causing dangerous conditions for cyclists. 	Ward 14	Individual
<p>19- Tenth Road</p> <ul style="list-style-type: none"> Quarry trucks use Tenth Rd as shortcut 	Ward 11	Individual



Other Comments

1- Carlisle Road

- We walk on this road and there are soft shoulders and trucks fly by, pushing us towards ditches. Need safer setup or alternate truck route.
- We have several parks in this area, many have no sidewalks to access them. So, you have children riding their bikes and walking. Trying to walk that bridge on Carlisle rd. to get to courtcliffe is already a huge hazard with the speeding cars. I won't even attempt it with trucks around. Not a good street for a major truck route. Several families. School bus stops and parks. Houses pretty close to the street and not enough law enforcement to actually keep the community safe by being around to give tickets to the speeders. It's already bad on Carlisle rd. Please reconsider. Please do not make it worse.
- Small community of 2,000+ residents with no safe walking path shouldn't be subject to 50 trucks per hour. Campbellville has far fewer residents and a direct link to the 401 and hwy 6. We can't understand why Campbellville road has restrictions on trucks and we don't on Carlisle road.

Location

Respondent
Type

Ward 15

Individual

Ward 15

Individual

Ward 15

Individual

2- York Boulevard

- If this is to remain a truck route (which I feel it shouldn't) physical protection/barriers are required separating the road from the bike lanes/pedestrian spaces. Trucks go too fast and it is dangerous if you are not a vehicle.
- Three of the larger city parks (Dundurn, Victoria and the cemetery) are sliced down the middle by trucks using this route. Not cool. This being a designated bike route is also nuts! I bike often along this route, and I can tell you it's very unnerving. The sound of the engine brakes is just too much. It resonates early in the morning and late into the night. When the trucks run over uneven paving, their trailers get thrown up and down and they resonate MASSIVELY (especially when empty) and shake the ground and my house. As well, there are massive pits and grooves in the road as a result of repeated heavy truck traffic that are a tripping hazard crossing the road.

Ward 1

Individual

Ward 1

Individual

	<u>Location</u>	<u>Respondent Type</u>
<p>The trucks are literally shaking the road apart. If the city only took an economics approach, they would reroute the trucks through 403 purely to save money on repaving York boulevard all too frequently (let alone all the safety, environmental and social reasons)!</p>		
<ul style="list-style-type: none"> • Cycling beside transport trucks along this section of road with only a painted line to protect you is rather terrifying. Especially at the bend in the road where normal car traffic tends to drift into the bike lane. 	Ward 1	Individual
<ul style="list-style-type: none"> • Excessive early morning engine brake noise 	Ward 1	Individual
<p>3- Cannon Street</p>		
<ul style="list-style-type: none"> • Many of the bike lanes in Hamilton have continued to be accessible to large trucks. Priority needs to be given to sustainable methods of transportation that bring life and vitality to our inner city neighbourhoods. 	Ward 2	Individual
<p>4- Barton Street</p>		
<ul style="list-style-type: none"> • This area - where Barton crosses over RHC expressway - is horrible for peds and cyclists -not just because of trucks - but trucks are the scariest to contend with here. The City needs to do something to make these crossings safer for peds and cyclists. Vehicles - including trucks - are regularly cutting off peds and cyclists when lights are green for us to cross! 	Ward 4	Individual
<ul style="list-style-type: none"> • Lotteridge and Barton is too narrow for heavy trucks. Many young families and elderly people have difficulty navigating the heavy trucks at this intersection. The heavy trucks cause noise, pollution and vibrate the buildings. The street scape was never designed to support heavy trucks. If you believe in the city principles for example 8-80 one would find it absurd to have the current condition. I would like one of your senior planners to come down here again and see for themselves and discuss with me. 	Ward 3	Individual
<p>5- Centre Road</p>		
<ul style="list-style-type: none"> • This is a very poorly visible intersection with enough serious accidents and close calls as it is. Posted speed limits are rarely obeyed and residents pulling out of driveways is hazardous enough with cars racing down the road let alone trucks. As it is the truck traffic has increased quite a bit as they try to avoid the police on Hwy 6. Cyclists and pedestrians are already at risk as there is no or very little shoulder and farm vehicles regularly use this road as a major artery for the agricultural community. 	Ward 15	Individual

	<u>Location</u>	<u>Respondent Type</u>
<ul style="list-style-type: none"> Absolutely no trucks should be using Center Rd during school "flashing 40" hours and outside of that avoid this area as much as possible. 	Ward 15	Individual
<p>6- King Street (Hamilton)</p> <ul style="list-style-type: none"> King Street shouldn't be a full-time truck route, just part time for through trucks. I understand deliveries are required. The trucks should either go on Main Street (make it two way!) or be directed to Cannon and forced to slow down. 	Ward 3	Individual
<p>7- Garner Road</p> <ul style="list-style-type: none"> Looking at the whole city, I'm struck by how the truck routes are so much denser in poorer parts of town. I don't know what's cause and what's effect here, but I think this is a significant equity issue that needs to be discussed. 	Ward 12	Individual
<p>8- Grays Road</p> <ul style="list-style-type: none"> If the Grays Rd bridge is excluded, then most truck traffic would end up using Green Rd to get to the South Service Rd. This area of Grays Rd would most likely not have as much truck traffic but it's really in need of sidewalks and cycling lanes despite it having the only pedestrian entrance to confederation park on the East side. 	Ward 10	Individual
<p>9- Highway No 6</p> <ul style="list-style-type: none"> Truck speed causing danger for school bus traffic wishing to enter Hwy 5 from Ofield Road North 	Ward 13	Individual
<p>10- Bousfield Rise</p> <ul style="list-style-type: none"> Trucks should be limited when the bypass is finally complete as this will only increase truck traffic on all secondary routes connecting to the bypass 	Ward 15	Individual
<p>11- Clappison Avenue</p> <ul style="list-style-type: none"> Truck access in the Clappison Power Centre doing business at Stryker or other businesses must use access from Hwy 6 or alternate to avoid dangerous left turn across traffic at Hwy 5 and Clappison Ave and increasing Truck traffic speed in the power center around shoppers, pedestrians, cyclists 	Ward 15	Individual

	<u>Location</u>	<u>Respondent Type</u>
<p>12- Dalewood Avenue</p> <ul style="list-style-type: none"> This is a school and a community centre not identified as such 	Ward 1	Individual
<p>13- Gage Avenue</p> <ul style="list-style-type: none"> There is a very narrow bike lane on Gage with no protection and I have seen trucks on this route (there are also trucking signage suggesting it is an allowed route) It is not shown as part of the network on this map, however it should not be an allowed truck route. 	Ward 3	Individual
<p>14- Skinner Road</p> <ul style="list-style-type: none"> Absolutely no trucks should be using Skinner during school "flashing 40" hours and outside of that avoid this area as much as possible. 	Ward 15	Individual
<p>15- Wildan Drive</p> <ul style="list-style-type: none"> Highway 6 is LAWLESS. Trucks day and night travelling well above the posted limits. This creates excessive noise, and I'm talking about backing onto 6. Sound barriers should be up in these areas where there are settlements. Alternate methods of travelling between 401 and 403 are around and feasible. Speed needs to be reduced and strict enforcement. Take a drive up. It's pretty dangerous at the best of times. 	Ward 15	Individual
<p>16- Wimberly Avenue</p> <ul style="list-style-type: none"> Trucks should be limited when the bypass is finally, complete as this will only increase truck traffic on all secondary routes connecting to the bypass 	Ward 15	Individual



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Hamilton Truck Route Master Plan Update Public Information Centre 1 Summary

To/Attention Notes to File **Date** September 4, 2020
From IBI Group **Project No** 121911

Subject Hamilton Truck Route Master Plan Update
Public Information Centre 1 Summary
City of Hamilton
Virtual Event via Webex, hosted by City of Hamilton
September 1, 2020 — 6:30 to 9:00 p.m.

Hosts/Panelists

Omar Shams, Project Manager, City of Hamilton
Ron Stewart, Consultant Project Manager, IBI Group
Glenn Pothier, Independent Facilitator, GLPi

Steve Molloy, City of Hamilton
Matt Colwill, IBI Group
Anna Mori, IBI Group
Trevor Jenkins, IBI Group

Participants

A total of 51 participants took part in the virtual open house.

The online meeting was concluded at approximately 8:55 p.m.

1 Comments and Questions: Virtual Event Discussion

Q1. Why are trucks allowed to go drive through the city when the Linc and Red Hill were built to stop that from happening?

It depends on the origin and destination of the trips. The Linc and the Red Hill (along with the QEW) play a major role in truck movements. But there are many origins and destinations for trucks within the City of Hamilton. A fundamental question is: “Does the truck need to be there?” This will be addressed in route network development.

Q2. How practical is a city without a truck route network, and what are the implication of fully restricting trucks from travelling on inner city arterial network?

IBI Group: When discussing the practicality of implementing a full restriction of trucks, it is important to consider the air quality and other health impacts, but also the economic impacts for the area impacted.

Q3. Has the proposed Truck Route Network been developed or decided?

IBI Group: No, not yet. We have been focused on collecting background information, and stakeholder/public input on how the network should be developed.

Q4. I completed the online survey and I was surprised to note that the survey did not differentiate between trucks making local deliveries and those short cutting through. Shortcutting is especially the case on Cannon and past schools and hospitals. How might you address this as part of truck route master plan?

IBI Group: We do want comments about specific areas. A number of stakeholders have commented about shortcutters vs those going to a local delivery destination. It's difficult to confirm which trucks are shortcutters vs. going to their destination, just based on their appearance. Part of the investigation would be about whether this is a shortcutting problem.

I'd like to ask for clarification. There have been a number of news articles around issue of truck shortcutting. If we don't identify between trucks who should be there and those who should not be, if we can't differentiate those, how can we address this issue?

IBI Group: If they are shortcutting, and taking a route that isn't appropriate, the question is "Why?". The truck drivers have concluded that it is a better route than the preferred route. The first strategy to improve conditions on the route that is the preferred route. Perhaps drivers are encountering bottlenecks, and other route takes less time, or are more reliable. A good route is self-enforcing. We need to seek input from stakeholders like the goods movement industry where the bottlenecks are. The second strategy is to use enforcement strategies, because while trucks are permitted on truck routes, they only should be off truck routes when they are taking the most direct route to and from the destination.

City: It's really hard to find the origin and destination of every trip. Now we have technological tools: we have reached out to major stakeholder groups and have access to larger repository of data and can provide data on where trucks tend to start, end and make stops throughout the trips. This gives us a high-level overview. For example we might see that 50% of trucks on a road link are pass-through trucks, and others are making trips directly to the area. We are glad to

have that capability, and we are working with a large number of data analytics tools.

Q5. I don't envy your task – it requires a lot of thought, data, and skill to balance competing priorities. It also requires prioritizing healthy communities. Conversely, communities are left to languish, as they have been.

First question: In the presentation, a slide showed many data sources. Will these be available to the public? There are no sources listed that talk about health impacts, such as respiratory disease. Please make it priority to add data sources from medical journals, etc. to give these health impacts the consideration they need.

Second question: A lot of design work was done via the Stoney Creek Urban Boundary Expansion (SCUBE) study. Will that work be part of your data sources as well?

City: Most of items are available as public documents and can be found online. Some items, e.g. telemetrics data, cannot be shared as we do not have permission to share this sensitive information. GIS data is available on the city's open.hamilton.ca website where you can have access to those datasets.

IBI Group: We are getting guidance from City of Hamilton staff, including guidance from the health field. Our review of best practices also looks at dealing with health and safety issues as they relate to goods movement.

Re: SCUBE, we are looking at previous studies completed as EAs. We are definitely considering details of previous projects.

City: We have a Technical Advisory Group who are contributing from a health perspective and are advising on air quality issues. Council members have also noted documents and provided guidance.

Q6. One thing I didn't hear anyone mention specifically: noise. This is an important issue relating to trucks. Will noise impacts be considered in the study?

Second question: What connection has anyone made with Google. You did speak about trucks having their own mapping system. Could you work with Google to route trucks onto designated truck routes?

IBI Group: Certainly, noise is another environmental impact we will consider and it's related to the appropriateness of the route, the appropriateness of the truck, speed, etc. There are other potential applications such as Waze that may help with routing. However, most goods movement companies provide their own routing directions to their drivers.

City: The City of Hamilton has reached out to Google about incorporating truck routes but there has been no uptake. The Ministry of Transportation Ontario's

ON 511 service has added a new feature for trucks in that they added rest area locations for trucks. We are working with ON 511 to add local truck routes and hopefully ON 511 will be able to get other regional truck routes on board as well.

IBI Group: We have been receiving feedback from the survey and other means about noise impacts, which are helping us to understand the issues better. For example, we know that noise issues aren't necessarily felt only immediately beside the route, but they can carry for a significant distance. For example, we understand Parkdale East residents can hear QEW traffic. We know that the noise of dump trucks going through communities in very early morning hours is very disruptive. We understand that route quality is also a factor. For example, during recent truck strategy work in Edmonton, a focus was on dealing with pavement damage due to freeze-thaw cycles in part because of noise issues from poor pavement.

Q7. To what extent will the TRMP coincide with existing emergency detour routes in place for major closures on Red Hill , QEW, the Link, etc.?

IBI Group: Certainly, emergency detour routes are a significant input. The ability of different types of vehicles to use the detour routes to go around incidents, spills, etc. is something we have heard input on. We understand there is a need to have redundant routes. We'd recommend making one primary route, and identify another as a reasonable backup.

Q8. How does this study integrate major transit routes (LRT, BLAST) in evaluation and development of alternative networks?

IBI Group: We are taking into account major transit corridors that have been identified. Certainly, that can impact goods movement. In some cases, it might need rerouting. In some cases, it might mean change in goods movement services, might need a different vehicle or route, or there might be a time-of-day limitation. There is an need to demonstrate an ability to adapt or move forward.

City: There are some perceived issues around truck routes with stops near transit routes. The study is looking to strike a balance not just for transit but for all users.

Q9. Suggestion: There are all kinds of social media methods. Would you give consideration to a community forum, moderated, to discuss issues?

City: Certainly. We are looking for any opportunities to communicate. We will look into this on the City side.

Q10. Facilitator: Previously submitted question: There are streets where there is a focus on revitalization. Can trucks be restricted from those streets?

IBI Group: We know that the street environment is important. We also know that there are adjacent land uses that need to be accessed for deliveries. Again, the question is “Does the truck need to be there?” In some cases, the answer may be “Yes, but perhaps not at that time of day”. Some older areas have quite limited delivery access alternatives.

Q11. Who will be monitoring the trucks for speeding?

City: City of Hamilton Police Services to uphold traffic bylaws. They have assigned officers with edevices to monitor speeding trucks and issue tickets.

Q12. Is Millgrove Sideroad noted as a problem area?

The importance of enforcement:

- Plans, maps and signs don't stop the trucks
- Laws and policies do not result in compliance on their own.
- Our road has been dealing with this issue for decades.
- We still have over 100 trucks daily (2018)

Millgrove:

- Have yet to see a truck pulled over
- We see the same trucks daily
- Have spoken to drivers
- Could you elaborate on Automated Enforcement?
- Is there a way to get traction on enforcement for our road?

City: A problem area map is posted online. Please add comments to the mapping tool outlining issues. Yes, Millgrove Sideroad has been noted as a problem area.

IBI Group: Yes, Millgrove Sideroad has been identified as a problem area. In general, across the City of Hamilton, automated enforcement has been identified as a possible approach. It's true that a sign is just a sign. If you provide people with a good route, a good network, they are more likely to use that good network. It will be important to do provide a good, self-enforcing network. There is more and more automated enforcement going on in traffic world. However, in some cases it is up to province to allow whether certain automated enforcement is needed.

City: We are working very closely with Hamilton police in providing best practices for enforcement. Hamilton police is on our Technical Advisory Committee group. They are looking into allocating resources. However, commercial vehicle enforcement involves specialized training for officers, and the City is looking to train more officers. The federal government is looking into expanding electronic logging. Trucking industry is a heavily regulated industry.

Q13. What is the criteria for restricting engine braking? Can a sign be requested or does it depend on the road design?

City: The general rule of thumb is that trucks shouldn't use the engine brakes in all areas to come to a full stop except for safety reasons. Regulations are clear on where to use or not use engine brakes, and where can signs be used. The City has installed various signs based on noise concerns from members of the public and community. We also do field studies and observe and look into feasibility of installing the signs when requested. Also, the Ontario Traffic Manual provides clear criteria and we look to those criteria.

Q14. You mentioned a Technical Advisory group. Are there any other large groups across the Hamilton area like school boards, hospitals, academic institutions e.g. McMaster, that you are looking at receiving greater input from? Mac does have students on campus in various neighbourhoods.

Timelines: The online survey open to Sept 11. What does the policy development timeline look like, and how will people be informed about other input opportunities?

IBI Group: Various groups have been part of engagement so far, including the groups you mentioned, and can provide comments regarding the study any time.

Facilitator: Organizations can also provide input via the online survey, and can please specify the organization that they are representing in their response.

City: Study timelines are posted on the study webpage. Roughly and tentatively the study will follow that timeframe. COVID impacts timing. In terms of how people will be informed: we use newspaper ads, social media, emails can be added to the project contact list, we are reaching out to ward councillors and constituency offices and they have been very helpful in disseminating information to ward members. We are using any tools available to inform others of the process and we have done this to date.

Q15. How many participants , excluding staff, consultants, other city or third parties and elected officials are on this meeting?

Facilitator: The numbers have fluctuated but have been about 35 to 45 at a time. There were more attendees earlier during IBI Group's presentation.

Q16. Is it practical to reduce speed limits for trucks?

IBI Group: as part of best practices review, we are looking at whether that kind of strategy has been used and has been successful. We would look into that and people are aware that there are speed delimiters on trucks. If trucks are going more slowly it will improve safety because the seriousness of injuries would be reduced, as speed is a factor. However, it is important to match speed limit to road characteristics. IBI Group has done many traffic safety studies. One of the questions is "Why do vehicles go as fast as they do?" It's because they can: the road is wide, flat and smooth, so they do. Certainly, part of any decision to

change the speed limit needs to look at the environment. We have also talked about enforcement's role.

City: On the human factor and perception of speed: the size of the vehicle affects the perception of speed. Different speeds limits for different types of vehicles would not be feasible: a 30 km/h for trucks would not be enforceable on a 50 k/h route for all vehicles, for example, automatic speed measuring tools are not designed to distinguish between different types of vehicles.

Q17. I consider a truck going from the industrial area, to the 403 via Cannon Street residential area as shortcutting. The problem with that is that it is not, because it is a legal truck route.

Noted.

Q18. Re: Noise and speed of trucks on roadways: The mere presence of trucks in residential neighbourhoods is problematic. Picture Hamilton's vision statement, "the best place to raise a child and age successfully". Imagine a billboard with that vision, with a picture of a child on a house porch with a truck along the street. Hopefully the image speaks for itself. Stand up for the health and welfare of residents. Balance truck traffic needs, but remember that in the end the people matter most.

Noted.

Q19. Previously submitted question: What ever happened to all the road signs that indicated what tonnage was allowed on certain roadways?

City: With the road reconstructions over the past number of years, there has been improvements in the load carrying capacity of the roads. Therefore, the load restrictions, and signs identifying load restrictions, are no longer necessary.

Q20. We do not have sidewalks on Nebo Road.

Facilitator: We have received comments have been provided about the lack of sidewalks and the difference they would make in residents feeling safer on roads with trucks. Thanks for those comments, those have been noted.

Q21. I live on Victoria and Cannon – one of the worst intersections in the city when it comes to truck traffic: 24/7/365. My home vibrates, I can taste fumes in the air. I hope change is coming. Trucks on our street impact every element of life. My children go to Davey School, with trucks passing frequently. It seems crazy that we have to deal with this in this day and age. I know it's hard to know what the end result will be. Will it be wholesale changes, or small incremental changes? In a perfect world, can we expect that trucks will not be coming downtown past hospitals and schools, or can we expect additional

signage only? I just want to have a general expectation as to what to expect.

IBI Group: The first question we would ask is, “Does that truck need to be there?” There may be trucks that do need to be there, local deliveries, or construction sites nearby. We talked about types of truck: heavy, medium and light, and perhaps we would deal with whether a certain category of truck should be there. If you have a denser truck network, you disperse the impacts. If you have fewer, you have more impact on those locations, and also on links in between if they are the most direct route to and from the truck route network. There are a lot of things to consider, not just do we have a sign here or there.

Q22. About the issue of Enforcement again. We battled 3 years to have our area designated as a non-truck route. Enforcement is a big issue. There are only so many police resources to handle this and you have to be at the right place at the right time. Given the technology available, is there any possibility of something similar to a 407 type of device, to actually have something where there is something that is registered, so that if you should be on a truck route you need to have device on the dashboard, and if you go off the truck route, you get fined? We can designate accordingly around the city but if we don't have the ability to stop the trucks from going where they shouldn't it doesn't matter. We know in our area we are getting trucks constantly on non-truck designated streets.

City: A truck enforcement approach as you described needs to be holistically provided, with the necessary legislation passed by the province. Electronic logging has hopefully increased truck route compliance. We are trying to educate ourselves as there are specific discussions going on with the province about enforcement. The municipality has limited resources to force that through trucks not registered in Hamilton to use this type of device. However, there is the matter of local deliveries: if all trucks are supposed to travel along designated truck routes only, they would be punished as soon as they get off the truck route to use a direct route to a local delivery. We are looking at practical solutions, at finding a balance between local goods deliveries and general safety and the enforcement component. We are looking into various options. We are just at the beginning of other changes in goods movement technologies, not just for enforcement but also reducing trucking impacts, e.g. electric trucks. We are working with stakeholders to determine how to be the early adopters of all of these technologies.

2 Comments and Questions: Additional Submissions

Q23. York Street to Dundurn St South to King West has been the route proposed to carry the traffic that will need to be diverted from King St

if/when the LRT project moves forward. Dundurn is NOT a truck route. Is there assurance that this will continue to be the designation moving forward?

York and Queen Street intersection is already the highest density of truck traffic in the city according to a CHCH story last week. If the truck and other traffic are diverted from King Street what environmental impact will this have on this neighbourhood? Traffic is already bumper to bumper along this route.

Answer: Noted. This will be dealt with in Stage 3 of the study.

Q24. Is Centre Road to be a Designated Truck Route? Why would they go through a residential area, past a very busy public park and a school/church and not up Highway 6, or am I reading this incorrectly?

Answer: Noted. This will be dealt with in Stage 3 of the study.

Q25. How will you keep business here if you stifle their transport options? This is an industrial city by nature so limiting truck movement can close business and reduce employment. Find ways to clean the emissions within the city. Mass air purification?

Answer: Noted. This will be dealt with in Stage 2 and Stage 3 of the study.

Q26. If Vision Zero is a goal - for our children's safety and the safety of the other children on Millgrove Sideroad (in our case - north of 5th concession west and south of the lights on Hwy 6 and 6th concession east) how can this goal be reached? We all know in the future there will be lights put in at Hwy 5 and Millgrove Sideroad and the cloverleaf of Hwy 6 and Hwy 5 is going to greatly impact the amount of ALL traffic on our road. This is a very scary future reality for all families living on Millgrove Sideroad. Thank you for your time.

Answer: Noted. This will be dealt with in Stage 3 of the study.

Q27. Problem #11 Queen Street North should read that it is from Barton to King where it then turns west and where large high risers and student housing is being built. It is a dangerous turn now and will be so much more so in the near future. Queen N is too narrow for the amount of truck traffic and the sidewalks are narrow so that the water and slush splashes make it hazardous to try and walk much less try to cross the road.

Answer: Noted. This will be dealt with in Stage 3 of the study.

Q28. A review of the Truck Route Master Plan is required, but of equal or more importance is supporting policies or strategies to enforce said truck routes. Having a master plan with designated routes and signage means nothing if no enforcement takes place. From experience (Con.

5 E., Waterdown), it is blatantly obvious that HPS is incapable of providing enforcement.

My question - is it possible for some other department (By-law), or agency (MTO) to be given the authority to enforce and ticket drivers /companies who refuse to follow designated routes?

Answer: Noted. This will be dealt with in Stage 2 of the study.

Q29. My Question Is why? Why would any committee decide without community input to place a major truck route to Milton through two small villages one Carlisle and part of Kilbride, Ontario just to make it a easy access to go through to Milton. There are several highways to support this traffic volume noise and speed. This Carlilse road is only a two way roadway with several hundreds of homes 30 feet frontage from the Carlisle Road. A road other than highway that do not have several homes on them and of those which sit back 100s of feet from the road. The 10th 11th or Campbellville roads are also alternates that could have been used. More importantly the 401 or QEW are 4 way highway would be much safer than within two rural communities. There is an increasing exposure to our School children, bus routes with limited speed on these roads of . There has now been even more of an increase in acuity of sound and noise, weight of the trucks damage the roads, rattles our homes windows and our brains. These trucks going so fast could never stop for a flashing school light in a few seconds. No possible way would it be safe to continue these trucks through this small 2 way roadway throughout a village. It is devastating to see a major truck route in 2020 now exceeding 200 trucks a day following a school route. It is not only the volume and speed of these trucks but the damage of our roads and now hearts of homeowners in a small village. We are ashamed of the Hamilton decisions made without warning and voting for such a huge decision being made without our input. I am out saving lives and your decisions creating a highway through a village that will indeed take lives.

Answer: Noted. These issues will be dealt with in Stage 2 and Stage 3 of the study.

Q30. Residential area border of York Blvd & Queen St N and King St need to be addressed. Either eliminate route of truck for that small area or reduce truck traffic with no access 7pm -7am.

Answer: Noted. This will be dealt with in Stage 3 of the study.

Q31. Can we keep trucks off of major urban revitalization areas such as James St, Locke St, Ottawa Street N?

Answer: See Q10.

Q32. Given that: there's really no easy way to get across the city in a truck without roaring through an urban neighborhood; a safe and accessible highway in the Linc and red Hill already exists; the city has committed to Vision Zero; and particulate matter, dust, and fuel pollution from trucks is widely known; can the city of Hamilton please mandate an end to all cut-through truck traffic from large trucks?

Answer: Noted. This will be dealt with through Stage 2 and Stage 3 of the study.

Q33. How do we voice our opinion about your chosen routes?

Answer: The alternatives, and the draft recommendations, will be presented through Phase 2 of the Stakeholder Engagement, and presented for input and discussion.

Q34. What is your committee's definition of "a truck"?—a very ambiguous question—as there about 20 different shapes, sizes and weights of trucks— and you obviously want to put any truck on our Nebo Road!!!!

Answer: The descriptions of categories of trucks was provided in the presentation. The status of specific roads will be dealt with in Stage 3 of the study.

Q35. The Fiddler's Green Offramp exits into a residential street called Amberly. Huge trucks don't stop at the intersection, even when presentations are there, on there way to big box stores, most of them the next exit (a mere 1k or so down the highway). Can this exit just be closed altogether?

Answer: Noted. This will be dealt with in Stage 3 of the study.

Q36. How are you going to differentiate and limit industrial trucks that are short cutting through the heart of our city to save 5 mins on their trip? Are the health and safety of Hamiltonians worth 5 minutes to you?

Answer: Noted. This will be dealt with in Stage 3 of the study.

Q37. I'm most interested in reducing the amount of transport truck traffic through the hamlet of Millgrove, Flamborough. I live on the 5th Concession West just west of the public school and transport /gravel trucks start at 5 a.m and often continue throughout the day. These trucks should be direct to access their destinations through a Dundas and Brock Rd approach and not through the hamlet - especially before 7 a.m. I also note that transport traffic one or two trucks a night travel through before 5 a.m. destination unknown. The village has no sidewalks to speak of making it dangerous for pedestrians and cyclists - existing sidewalks are long past due for upgrades and

do not conform to any current accessibility standards. More traffic enforcement is required something that has been asked for by the community for well over ten years with only sporadic appearance by law enforcement.

*** the transport truck traffic issues need to be solved before work at Clappison corners is undertaken or Millgrove will be inundated with detoured traffic. Please note that a number of local business' require trucks to operate - that's not my concern - just those transports that are going to the gravel pits or making their way probably to Cambridge.**

Answer: Noted. This will be dealt with in Stage 3 of the study.

Q38. Trucks going south bound on Millgrove Side Road, ie 18 Wheelers, & dump trucks, speed.

Answer: Noted. This will be dealt with in Stage 3 of the study.

Q39. Will the master plan have recommendations about improving the roadways of designated heavy trucks? Dundurn Street North between King Street North and York Boulevard has a hill that causes loud noises because the grade is uneven for the wheels of Eva you trucks.

Answer: Noted. This will be dealt with in Stage 3 of the study.

Q40. Why are huge trucks using Westdale's residential side roads to get to Food Basics? Three yesterday.

Answer: Noted. This will be dealt with in Stage 3 of the study.

Q41. Before rushing into another failure such as the Red Hill express-way and the Link, please install decibel [DB] Recorders and MORE Importantly Audio recorders for a period of 2-weeks at any existing route and those you wish to change or modify. Monitor each of locations for 24 Hr. periods. you will be surprised at the results. HIGH DB levels are one annoyance and the type of generated noise tell another story.

1 is Truck engine braking. "refrain from" is totally ignored and is not necessary. Reduced speed LMTS for trucks works if enforced. CURRENTLY, TRUCKERS drive over the posted limit and follow too close behind cars to intimidate their drivers to drive over the limit or get out of our way AS do a idiot of idiot car drives. Take a look at the black tire marks of the trucks heading to the shoulder to avoid hitting the rear end of a vehicle in front of them. I have seen so many of these "please refrain from using engine brakes" when on level straight roads. NOISE POLLUTION at it's BEST. Truckers want engine brakes for A FEW REASONS. DRIVE HIGHER THAN POSTED SPEED, AND USE THERE ENGINE BRAKES TO HELP THEM STOP FASTER.

BUT HERE'S THE CATCH THEY SAVE WEAR AND TEAR ON THEIR REGULAR BRAKES: at expense of unexceptional NOISE POLLUTION. A lot of truckers just like many others love to create noise. The RED HILL down bound is best example of this. Especially 12-am and beyond.

The city of Hamilton has successfully created a by-pass for ALL tuckers travelling from Niagara Falls to Windsor and from Windsor back to Niagara Falls. The idea would be acceptable: IF THE ROAD HAD OF BEEN BUILT THE WAY CHRIS MURRAY SOLD IT TO US IN THE PUBLIC MEETINGS. THERE WILL BE ENOUGH NOISE DAMPING BARRIER WALLS; EARTHEN BERMS; TREES; TRIPLE GLASS WINDOWS FOR THE HOUSES CLOSEST TO ROAD. EVEN AIR CONDITIONING FOR HOMES THAT COULDN'T OPEN THEIR WINDOWS. OH LETS NOT FORGET THE TREE PLANTING. A TOTAL WASTE OF 6.5 MILLION TO A GROUP TO PLANT THOSE TREES THAT AMOUNT TO ORNAMENTAL BUSHES AND SHRUBS. A TOTAL FAILURE. They were not the right trees and not even near enough. Your engineering department is not to be trusted and most of our Councillors lack the basic ability to go and check the project out if it is being built as promised. In this case Chad Collins AND Sam Merulla 4. and Rymal Rd our 8-10 ft high around their parking lot. WAKE UP AT CITY HALL IF POSSIBLE.THE QUESTION IS: DO YOU BELIEVE ANYTHING WILL CHANGE ? BUILD IT RIGHT WE ALL WIN."

Answer: Noted. This will be dealt with in Stage 2 and Stage 3 of the study.



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Hamilton Truck Route Master Plan Update Public Information Centre 1 Summary

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I'd like to ask for clarification. There have been a number of news articles around issue of truck shortcutting. If we don't identify between trucks who should be there and those who should not be, if we can't differentiate those, how can we address this issue?

IBI Group: If they are shortcutting, and taking a route that isn't appropriate, the question is "Why?". The truck drivers have concluded that it is a better route than the preferred route. The first strategy to improve conditions on the route that is the preferred route. Perhaps drivers are encountering bottlenecks, and other route takes less time, or are more reliable. A good route is self-enforcing. We need to seek input from stakeholders like the goods movement industry where the bottlenecks are. The second strategy is to use enforcement strategies, because while trucks are permitted on truck routes, they only should be off truck routes when they are taking the most direct route to and from the destination.

City: It's really hard to find the origin and destination of every trip. Now we have technological tools: we have reached out to major stakeholder groups and have access to larger repository of data and can provide data on where trucks tend to start, end and make stops throughout the trips. This gives us a high-level overview. For example we might see that 50% of trucks on a road link are pass-through trucks, and others are making trips directly to the area. We are glad to

have that capability, and we are working with a large number of data analytics tools.

Q5. I don't envy your task – it requires a lot of thought, data, and skill to balance competing priorities. It also requires prioritizing healthy communities. Conversely, communities are left to languish, as they have been.

First question: In the presentation, a slide showed many data sources. Will these be available to the public? There are no sources listed that talk about health impacts, such as respiratory disease. Please make it priority to add data sources from medical journals, etc. to give these health impacts the consideration they need.

Second question: A lot of design work was done via the Stoney Creek Urban Boundary Expansion (SCUBE) study. Will that work be part of your data sources as well?

City: Most of items are available as public documents and can be found online. Some items, e.g. telemetrics data, cannot be shared as we do not have permission to share this sensitive information. GIS data is available on the city's open.hamilton.ca website where you can have access to those datasets.

IBI Group: We are getting guidance from City of Hamilton staff, including guidance from the health field. Our review of best practices also looks at dealing with health and safety issues as they relate to goods movement.

Re: SCUBE, we are looking at previous studies completed as EAs. We are definitely considering details of previous projects.

City: We have a Technical Advisory Group who are contributing from a health perspective and are advising on air quality issues. Council members have also noted documents and provided guidance.

Q6. One thing I didn't hear anyone mention specifically: noise. This is an important issue relating to trucks. Will noise impacts be considered in the study?

Second question: What connection has anyone made with Google. You did speak about trucks having their own mapping system. Could you work with Google to route trucks onto designated truck routes?

IBI Group: Certainly, noise is another environmental impact we will consider and it's related to the appropriateness of the route, the appropriateness of the truck, speed, etc. There are other potential applications such as Waze that may help with routing. However, most goods movement companies provide their own routing directions to their drivers.

City: The City of Hamilton has reached out to Google about incorporating truck routes but there has been no uptake. The Ministry of Transportation Ontario's

ON 511 service has added a new feature for trucks in that they added rest area locations for trucks. We are working with ON 511 to add local truck routes and hopefully ON 511 will be able to get other regional truck routes on board as well.

IBI Group: We have been receiving feedback from the survey and other means about noise impacts, which are helping us to understand the issues better. For example, we know that noise issues aren't necessarily felt only immediately beside the route, but they can carry for a significant distance. For example, we understand Parkdale East residents can hear QEW traffic. We know that the noise of dump trucks going through communities in very early morning hours is very disruptive. We understand that route quality is also a factor. For example, during recent truck strategy work in Edmonton, a focus was on dealing with pavement damage due to freeze-thaw cycles in part because of noise issues from poor pavement.

Q7. To what extent will the TRMP coincide with existing emergency detour routes in place for major closures on Red Hill , QEW, the Link, etc.?

IBI Group: Certainly, emergency detour routes are a significant input. The ability of different types of vehicles to use the detour routes to go around incidents, spills, etc. is something we have heard input on. We understand there is a need to have redundant routes. We'd recommend making one primary route, and identify another as a reasonable backup.

Q8. How does this study integrate major transit routes (LRT, BLAST) in evaluation and development of alternative networks?

IBI Group: We are taking into account major transit corridors that have been identified. Certainly, that can impact goods movement. In some cases, it might need rerouting. In some cases, it might mean change in goods movement services, might need a different vehicle or route, or there might be a time-of-day limitation. There is an need to demonstrate an ability to adapt or move forward.

City: There are some perceived issues around truck routes with stops near transit routes. The study is looking to strike a balance not just for transit but for all users.

Q9. Suggestion: There are all kinds of social media methods. Would you give consideration to a community forum, moderated, to discuss issues?

City: Certainly. We are looking for any opportunities to communicate. We will look into this on the City side.

Q10. Facilitator: Previously submitted question: There are streets where there is a focus on revitalization. Can trucks be restricted from those streets?

IBI Group: We know that the street environment is important. We also know that there are adjacent land uses that need to be accessed for deliveries. Again, the question is “Does the truck need to be there?” In some cases, the answer may be “Yes, but perhaps not at that time of day”. Some older areas have quite limited delivery access alternatives.

Q11. Who will be monitoring the trucks for speeding?

City: City of Hamilton Police Services to uphold traffic bylaws. They have assigned officers with edevices to monitor speeding trucks and issue tickets.

Q12. Is Millgrove Sideroad noted as a problem area?

The importance of enforcement:

- Plans, maps and signs don't stop the trucks
- Laws and policies do not result in compliance on their own.
- Our road has been dealing with this issue for decades.
- We still have over 100 trucks daily (2018)

Millgrove:

- Have yet to see a truck pulled over
- We see the same trucks daily
- Have spoken to drivers
- Could you elaborate on Automated Enforcement?
- Is there a way to get traction on enforcement for our road?

City: A problem area map is posted online. Please add comments to the mapping tool outlining issues. Yes, Millgrove Sideroad has been noted as a problem area.

IBI Group: Yes, Millgrove Sideroad has been identified as a problem area. In general, across the City of Hamilton, automated enforcement has been identified as a possible approach. It's true that a sign is just a sign. If you provide people with a good route, a good network, they are more likely to use that good network. It will be important to do provide a good, self-enforcing network. There is more and more automated enforcement going on in traffic world. However, in some cases it is up to province to allow whether certain automated enforcement is needed.

City: We are working very closely with Hamilton police in providing best practices for enforcement. Hamilton police is on our Technical Advisory Committee group. They are looking into allocating resources. However, commercial vehicle enforcement involves specialized training for officers, and the City is looking to train more officers. The federal government is looking into expanding electronic logging. Trucking industry is a heavily regulated industry.

Q13. What is the criteria for restricting engine braking? Can a sign be requested or does it depend on the road design?

City: The general rule of thumb is that trucks shouldn't use the engine brakes in all areas to come to a full stop except for safety reasons. Regulations are clear on where to use or not use engine brakes, and where can signs be used. The City has installed various signs based on noise concerns from members of the public and community. We also do field studies and observe and look into feasibility of installing the signs when requested. Also, the Ontario Traffic Manual provides clear criteria and we look to those criteria.

Q14. You mentioned a Technical Advisory group. Are there any other large groups across the Hamilton area like school boards, hospitals, academic institutions e.g. McMaster, that you are looking at receiving greater input from? Mac does have students on campus in various neighbourhoods.

Timelines: The online survey open to Sept 11. What does the policy development timeline look like, and how will people be informed about other input opportunities?

IBI Group: Various groups have been part of engagement so far, including the groups you mentioned, and can provide comments regarding the study any time.

Facilitator: Organizations can also provide input via the online survey, and can please specify the organization that they are representing in their response.

City: Study timelines are posted on the study webpage. Roughly and tentatively the study will follow that timeframe. COVID impacts timing. In terms of how people will be informed: we use newspaper ads, social media, emails can be added to the project contact list, we are reaching out to ward councillors and constituency offices and they have been very helpful in disseminating information to ward members. We are using any tools available to inform others of the process and we have done this to date.

Q15. How many participants , excluding staff, consultants, other city or third parties and elected officials are on this meeting?

Facilitator: The numbers have fluctuated but have been about 35 to 45 at a time. There were more attendees earlier during IBI Group's presentation.

Q16. Is it practical to reduce speed limits for trucks?

IBI Group: as part of best practices review, we are looking at whether that kind of strategy has been used and has been successful. We would look into that and people are aware that there are speed delimiters on trucks. If trucks are going more slowly it will improve safety because the seriousness of injuries would be reduced, as speed is a factor. However, it is important to match speed limit to road characteristics. IBI Group has done many traffic safety studies. One of the questions is "Why do vehicles go as fast as they do?" It's because they can: the road is wide, flat and smooth, so they do. Certainly, part of any decision to

change the speed limit needs to look at the environment. We have also talked about enforcement's role.

City: On the human factor and perception of speed: the size of the vehicle affects the perception of speed. Different speeds limits for different types of vehicles would not be feasible: a 30 km/h for trucks would not be enforceable on a 50 k/h route for all vehicles, for example, automatic speed measuring tools are not designed to distinguish between different types of vehicles.

Q17. I consider a truck going from the industrial area, to the 403 via Cannon Street residential area as shortcutting. The problem with that is that it is not, because it is a legal truck route.

Noted.

Q18. Re: Noise and speed of trucks on roadways: The mere presence of trucks in residential neighbourhoods is problematic. Picture Hamilton's vision statement, "the best place to raise a child and age successfully". Imagine a billboard with that vision, with a picture of a child on a house porch with a truck along the street. Hopefully the image speaks for itself. Stand up for the health and welfare of residents. Balance truck traffic needs, but remember that in the end the people matter most.

Noted.

Q19. Previously submitted question: What ever happened to all the road signs that indicated what tonnage was allowed on certain roadways?

City: With the road reconstructions over the past number of years, there has been improvements in the load carrying capacity of the roads. Therefore, the load restrictions, and signs identifying load restrictions, are no longer necessary.

Q20. We do not have sidewalks on Nebo Road.

Facilitator: We have received comments have been provided about the lack of sidewalks and the difference they would make in residents feeling safer on roads with trucks. Thanks for those comments, those have been noted.

Q21. I live on Victoria and Cannon – one of the worst intersections in the city when it comes to truck traffic: 24/7/365. My home vibrates, I can taste fumes in the air. I hope change is coming. Trucks on our street impact every element of life. My children go to Davey School, with trucks passing frequently. It seems crazy that we have to deal with this in this day and age. I know it's hard to know what the end result will be. Will it be wholesale changes, or small incremental changes? In a perfect world, can we expect that trucks will not be coming downtown past hospitals and schools, or can we expect additional

signage only? I just want to have a general expectation as to what to expect.

IBI Group: The first question we would ask is, “Does that truck need to be there?” There may be trucks that do need to be there, local deliveries, or construction sites nearby. We talked about types of truck: heavy, medium and light, and perhaps we would deal with whether a certain category of truck should be there. If you have a denser truck network, you disperse the impacts. If you have fewer, you have more impact on those locations, and also on links in between if they are the most direct route to and from the truck route network. There are a lot of things to consider, not just do we have a sign here or there.

Q22. About the issue of Enforcement again. We battled 3 years to have our area designated as a non-truck route. Enforcement is a big issue. There are only so many police resources to handle this and you have to be at the right place at the right time. Given the technology available, is there any possibility of something similar to a 407 type of device, to actually have something where there is something that is registered, so that if you should be on a truck route you need to have device on the dashboard, and if you go off the truck route, you get fined? We can designate accordingly around the city but if we don't have the ability to stop the trucks from going where they shouldn't it doesn't matter. We know in our area we are getting trucks constantly on non-truck designated streets.

City: A truck enforcement approach as you described needs to be holistically provided, with the necessary legislation passed by the province. Electronic logging has hopefully increased truck route compliance. We are trying to educate ourselves as there are specific discussions going on with the province about enforcement. The municipality has limited resources to force that through trucks not registered in Hamilton to use this type of device. However, there is the matter of local deliveries: if all trucks are supposed to travel along designated truck routes only, they would be punished as soon as they get off the truck route to use a direct route to a local delivery. We are looking at practical solutions, at finding a balance between local goods deliveries and general safety and the enforcement component. We are looking into various options. We are just at the beginning of other changes in goods movement technologies, not just for enforcement but also reducing trucking impacts, e.g. electric trucks. We are working with stakeholders to determine how to be the early adopters of all of these technologies.

2 Comments and Questions: Additional Submissions

Q23. York Street to Dundurn St South to King West has been the route proposed to carry the traffic that will need to be diverted from King St

if/when the LRT project moves forward. Dundurn is NOT a truck route. Is there assurance that this will continue to be the designation moving forward?

York and Queen Street intersection is already the highest density of truck traffic in the city according to a CHCH story last week. If the truck and other traffic are diverted from King Street what environmental impact will this have on this neighbourhood? Traffic is already bumper to bumper along this route.

Answer: Noted. This will be dealt with in Stage 3 of the study.

Q24. Is Centre Road to be a Designated Truck Route? Why would they go through a residential area, past a very busy public park and a school/church and not up Highway 6, or am I reading this incorrectly?

Answer: Noted. This will be dealt with in Stage 3 of the study.

Q25. How will you keep business here if you stifle their transport options? This is an industrial city by nature so limiting truck movement can close business and reduce employment. Find ways to clean the emissions within the city. Mass air purification?

Answer: Noted. This will be dealt with in Stage 2 and Stage 3 of the study.

Q26. If Vision Zero is a goal - for our children's safety and the safety of the other children on Millgrove Sideroad (in our case - north of 5th concession west and south of the lights on Hwy 6 and 6th concession east) how can this goal be reached? We all know in the future there will be lights put in at Hwy 5 and Millgrove Sideroad and the cloverleaf of Hwy 6 and Hwy 5 is going to greatly impact the amount of ALL traffic on our road. This is a very scary future reality for all families living on Millgrove Sideroad. Thank you for your time.

Answer: Noted. This will be dealt with in Stage 3 of the study.

Q27. Problem #11 Queen Street North should read that it is from Barton to King where it then turns west and where large high risers and student housing is being built. It is a dangerous turn now and will be so much more so in the near future. Queen N is too narrow for the amount of truck traffic and the sidewalks are narrow so that the water and slush splashes make it hazardous to try and walk much less try to cross the road.

Answer: Noted. This will be dealt with in Stage 3 of the study.

Q28. A review of the Truck Route Master Plan is required, but of equal or more importance is supporting policies or strategies to enforce said truck routes. Having a master plan with designated routes and signage means nothing if no enforcement takes place. From experience (Con.

5 E., Waterdown), it is blatantly obvious that HPS is incapable of providing enforcement.

My question - is it possible for some other department (By-law), or agency (MTO) to be given the authority to enforce and ticket drivers /companies who refuse to follow designated routes?

Answer: Noted. This will be dealt with in Stage 2 of the study.

Q29. My Question Is why? Why would any committee decide without community input to place a major truck route to Milton through two small villages one Carlisle and part of Kilbride, Ontario just to make it a easy access to go through to Milton. There are several highways to support this traffic volume noise and speed. This Carlilse road is only a two way roadway with several hundreds of homes 30 feet frontage from the Carlisle Road. A road other than highway that do not have several homes on them and of those which sit back 100s of feet from the road. The 10th 11th or Campbellville roads are also alternates that could have been used. More importantly the 401 or QEW are 4 way highway would be much safer than within two rural communities. There is an increasing exposure to our School children, bus routes with limited speed on these roads of . There has now been even more of an increase in acuity of sound and noise, weight of the trucks damage the roads, rattles our homes windows and our brains. These trucks going so fast could never stop for a flashing school light in a few seconds. No possible way would it be safe to continue these trucks through this small 2 way roadway throughout a village. It is devastating to see a major truck route in 2020 now exceeding 200 trucks a day following a school route. It is not only the volume and speed of these trucks but the damage of our roads and now hearts of homeowners in a small village. We are ashamed of the Hamilton decisions made without warning and voting for such a huge decision being made without our input. I am out saving lives and your decisions creating a highway through a village that will indeed take lives.

Answer: Noted. These issues will be dealt with in Stage 2 and Stage 3 of the study.

Q30. Residential area border of York Blvd & Queen St N and King St need to be addressed. Either eliminate route of truck for that small area or reduce truck traffic with no access 7pm -7am.

Answer: Noted. This will be dealt with in Stage 3 of the study.

Q31. Can we keep trucks off of major urban revitalization areas such as James St, Locke St, Ottawa Street N?

Answer: See Q10.

Q32. Given that: there's really no easy way to get across the city in a truck without roaring through an urban neighborhood; a safe and accessible highway in the Linc and red Hill already exists; the city has committed to Vision Zero; and particulate matter, dust, and fuel pollution from trucks is widely known; can the city of Hamilton please mandate an end to all cut-through truck traffic from large trucks?

Answer: Noted. This will be dealt with through Stage 2 and Stage 3 of the study.

Q33. How do we voice our opinion about your chosen routes?

Answer: The alternatives, and the draft recommendations, will be presented through Phase 2 of the Stakeholder Engagement, and presented for input and discussion.

Q34. What is your committee's definition of "a truck"?—a very ambiguous question—as there about 20 different shapes, sizes and weights of trucks— and you obviously want to put any truck on our Nebo Road!!!!

Answer: The descriptions of categories of trucks was provided in the presentation. The status of specific roads will be dealt with in Stage 3 of the study.

Q35. The Fiddler's Green Offramp exits into a residential street called Amberly. Huge trucks don't stop at the intersection, even when presentations are there, on there way to big box stores, most of them the next exit (a mere 1k or so down the highway). Can this exit just be closed altogether?

Answer: Noted. This will be dealt with in Stage 3 of the study.

Q36. How are you going to differentiate and limit industrial trucks that are short cutting through the heart of our city to save 5 mins on their trip? Are the health and safety of Hamiltonians worth 5 minutes to you?

Answer: Noted. This will be dealt with in Stage 3 of the study.

Q37. I'm most interested in reducing the amount of transport truck traffic through the hamlet of Millgrove, Flamborough. I live on the 5th Concession West just west of the public school and transport /gravel trucks start at 5 a.m and often continue throughout the day. These trucks should be direct to access their destinations through a Dundas and Brock Rd approach and not through the hamlet - especially before 7 a.m. I also note that transport traffic one or two trucks a night travel through before 5 a.m. destination unknown. The village has no sidewalks to speak of making it dangerous for pedestrians and cyclists - existing sidewalks are long past due for upgrades and

do not conform to any current accessibility standards. More traffic enforcement is required something that has been asked for by the community for well over ten years with only sporadic appearance by law enforcement.

*** the transport truck traffic issues need to be solved before work at Clappison corners is undertaken or Millgrove will be inundated with detoured traffic. Please note that a number of local business' require trucks to operate - that's not my concern - just those transports that are going to the gravel pits or making their way probably to Cambridge.**

Answer: Noted. This will be dealt with in Stage 3 of the study.

Q38. Trucks going south bound on Millgrove Side Road, ie 18 Wheelers, & dump trucks, speed.

Answer: Noted. This will be dealt with in Stage 3 of the study.

Q39. Will the master plan have recommendations about improving the roadways of designated heavy trucks? Dundurn Street North between King Street North and York Boulevard has a hill that causes loud noises because the grade is uneven for the wheels of Eva you trucks.

Answer: Noted. This will be dealt with in Stage 3 of the study.

Q40. Why are huge trucks using Westdale's residential side roads to get to Food Basics? Three yesterday.

Answer: Noted. This will be dealt with in Stage 3 of the study.

Q41. Before rushing into another failure such as the Red Hill express-way and the Link, please install decibel [DB] Recorders and MORE Importantly Audio recorders for a period of 2-weeks at any existing route and those you wish to change or modify. Monitor each of locations for 24 Hr. periods. you will be surprised at the results. HIGH DB levels are one annoyance and the type of generated noise tell another story.

1 is Truck engine braking. "refrain from" is totally ignored and is not necessary. Reduced speed LMTS for trucks works if enforced. CURRENTLY, TRUCKERS drive over the posted limit and follow too close behind cars to intimidate their drivers to drive over the limit or get out of our way AS do a idiot of idiot car drives. Take a look at the black tire marks of the trucks heading to the shoulder to avoid hitting the rear end of a vehicle in front of them. I have seen so many of these "please refrain from using engine brakes" when on level straight roads. NOISE POLLUTION at it's BEST. Truckers want engine brakes for A FEW REASONS. DRIVE HIGHER THAN POSTED SPEED, AND USE THERE ENGINE BRAKES TO HELP THEM STOP FASTER.

BUT HERE'S THE CATCH THEY SAVE WEAR AND TEAR ON THEIR REGULAR BRAKES: at expense of unexceptional NOISE POLLUTION. A lot of truckers just like many others love to create noise. The RED HILL down bound is best example of this. Especially 12-am and beyond.

The city of Hamilton has successfully created a by-pass for ALL tuckers travelling from Niagara Falls to Windsor and from Windsor back to Niagara Falls. The idea would be acceptable: IF THE ROAD HAD OF BEEN BUILT THE WAY CHRIS MURRAY SOLD IT TO US IN THE PUBLIC MEETINGS. THERE WILL BE ENOUGH NOISE DAMPING BARRIER WALLS; EARTHEN BERMS; TREES; TRIPLE GLASS WINDOWS FOR THE HOUSES CLOSEST TO ROAD. EVEN AIR CONDITIONING FOR HOMES THAT COULDN'T OPEN THEIR WINDOWS. OH LETS NOT FORGET THE TREE PLANTING. A TOTAL WASTE OF 6.5 MILLION TO A GROUP TO PLANT THOSE TREES THAT AMOUNT TO ORNAMENTAL BUSHES AND SHRUBS. A TOTAL FAILURE. They were not the right trees and not even near enough. Your engineering department is not to be trusted and most of our Councillors lack the basic ability to go and check the project out if it is being built as promised. In this case Chad Collins AND Sam Merulla 4. and Rymal Rd our 8-10 ft high around their parking lot. WAKE UP AT CITY HALL IF POSSIBLE.THE QUESTION IS: DO YOU BELIEVE ANYTHING WILL CHANGE ? BUILD IT RIGHT WE ALL WIN."

Answer: Noted. This will be dealt with in Stage 2 and Stage 3 of the study.

Drinking with impunity in a public park ... discuss

Infectious disease expert says allowing it may cut down on virus spread

KATRINA CLARKE
THE HAMILTON SPECTATOR

Hamilton police handed out nearly half the number of public drinking tickets this spring and summer compared to the same period last year.

It's not clear why — though police say, anecdotally, fewer people were out and about during the pandemic. Meanwhile, as the pandemic stretches well into summer, one local physician is making the case for eliminating fines for drinking in public — mainly in parks — as a means of limiting the spread of COVID-19.

The ticket data, provided by the City of Hamilton, shows Hamilton police handed out 369 public drinking-related tickets between March 12 and July 31 this year — roughly the same period as the pandemic — compared with 716 tickets filed over the same period last year.

The charges are specifically relating to violations of Section 31(2) of the Liquor Licence Act,



NATHAN DENETTE THE CANADIAN PRESS FILE PHOTO

A man sips a beer while sitting in physical-distancing circles at Trinity Bellwoods Park in Toronto in May.

which include having liquor in an open container or consuming it anywhere other than a licensed premises, home or private location.

The tickets come with a \$100 fine.

Dr. Zain Chagla, an associate professor in the department of medicine at McMaster University and an infectious disease physician, thinks we should scrap those tickets, at least in parks.

"We should accept people are going to gather and perhaps

drink," Chagla said. "Why not give them the space to do so?"

He said making it legal for people to drink in parks could cut down on the risk of spreading the virus, especially if the alternative is to, say, throw a house party.

"It's not going to make it a zero-transmission (scenario) but it's going to make it a much safer event than doing it indoors with a bunch of people," he said. It's meeting people where they're at and focusing on harm reduction, instead of

expecting people to perfectly comply with public health guidelines, he said.

Chagla compares the strategy to positive sexual-health messaging: don't expect abstinence, encourage safe sex.

Relaxing drinking laws could also serve as great equalizer, allowing drinkers without backyards the same pleasure of cracking a cold one in the outdoors, he said.

People are indeed passionate about the issue.

Twitter erupted in outrage last month after the City of Toronto put out a tweet warning people to "leave the beer, wine and spirits at home if you're planning a trip to a beach or park" or face a \$300 fine.

"Or, you could unclutch your pearls and draft new bylaws to support people who aren't going to plague-infested patios or throwing COVID parties," one Twitter user responded.

Out west, officials are looking to do just that.

Vancouver city council approved a pilot project this summer allowing people to imbibe in four city plazas, and park commissioners voted in favour

of allowing drinking in 22 parks.

Could Hamilton follow suit? Not likely, the city says.

"At this time, the city has no plans to set up a perimeter in a park (or allow drinking in parks in general)," said city spokesperson Allison Jones. "If we were to consider it, it would ultimately have to go through council for approval to amend our bylaw at the local level."

Meanwhile, people aged 20 to 29 account for more than 50 per cent of Hamilton's recent COVID cases. It's a trend seen across the province and one that prompted the premier last month to warn young people against going "hog wild" at parties.

Letting people quaff a pint in a public park isn't a silver bullet, but it might stop drinkers from going "underground," Chagla said.

"There's certainly a need, in times of COVID, to be novel and think outside of the box," Chagla said.

Katrina Clarke is a Hamilton-based reporter at The Spectator. Reach her via email: katrinaclarke@thespec.com

McMaster grad student suspended amid ongoing investigation

FALLON HEWITT
THE HAMILTON SPECTATOR

A grad student in McMaster University's department of psychology, neuroscience and behaviour has been suspended and barred from campus following "new allegations" that relate to the university's sexual violence, and discrimination and harassment policies.

Announced in a statement on Thursday, the latest suspension comes just a week after two other faculty members of the department were removed and banned from campus on allega-

tions of sexual misconduct.

That development led university president David Farrar to widen the scope of the school's initial investigation, which began in February with associate professor Scott Watter, who runs the cognitive science lab at McMaster and was suspended by the school.

At that time, McMaster also told police about complaints against Watter. In June, Hamilton police charged Watter with sexual assault and sexual assault causing bodily harm. The Spectator reached out to Wat-

ter's lawyer for reaction to Farrar's letter, but did not get a reply.

Hamilton police are also reviewing information in relation to the allegations against the two other faculty members.

In an email to The Spectator on Thursday, police spokesperson Jackie Penman said they have "no additional information to share" regarding the new allegations.

In a July 28 letter, Farrar said the school had "encouraged anyone with concerns or information to reach out for assis-

tance and to help McMaster better understand any incidents that may have occurred."

The allegations announced Thursday have also been added to the scope of the school's ongoing investigation, which an investigator from Toronto-based law firm Rubin Thomson LLP is leading.

That inquiry will also work to "identify any potential systemic or cultural issues within the department that need to be surfaced and addressed," said Farrar, in the letter.

The faculty members are not

named in the letter; the grad student has also not been named.

University officials advise anyone who needs assistance to consult its sexual violence protocols at svpro.mcmaster.ca and the student wellness centre via wellness.mcmaster.ca.

They can also contact the Sexual Assault Centre Hamilton Area (SACHA), which has a 24-hour support line at 905-525-4162.

Fallon Hewitt is a Hamilton-based reporter at The Spectator. Reach her via email: fhewitt@thespec.com

Hamilton Truck Route Master Plan Review

Notice of Commencement & Notice of Virtual Public Information Centre #1

The City of Hamilton is starting the Truck Route Master Plan Review study. The review will explore opportunities to advance the safe and efficient passage of trucks in Hamilton, to support economic activities and the movement of goods while balancing the needs of residents and communities. The final master plan will recommend an updated truck route network and will outline supporting policies and strategies.

We encourage you to visit the project webpage at engage.hamilton.ca/TRMP to learn the latest information about the study. The study will be conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment, which is an approved process under the *Ontario Environmental Assessment Act*.

Invitation to Public Information Centre #1

You are invited to attend Public Information Centre #1 (PIC #1). This event will be held virtually to protect the health and safety of Hamilton residents and our staff. Individuals are invited to participate **online** or **by phone**.



Truck Route Master Plan Review Virtual Public Information Centre #1

Virtual meeting on September 02, 2020 from 6:30 p.m. to 9:00 p.m. Materials available from Friday, August 7 to Friday, September 11, 2020

The PIC will introduce you to the study, get your input on the draft vision, goals and principles that will shape the study, and will collect your thoughts on the problematic truck areas in your community.

How to Participate

Review PIC #1 Materials Anytime



Visit the project website to view the PIC #1 materials from August 7 to September 11. The online comment map and survey will be available until midnight on September 11, 2020. Materials are available 24 hours a day, 7 days a week

The project website is engage.hamilton.ca/TRMP

Join the Virtual PIC #1 Meeting

There will be a live Public Information Centre event held on September 2, 2020 from 6:30 p.m. to 9:00 p.m. The Project Team will provide an overview presentation and will answer your questions.

Visit our website to register for PIC #1 and to submit your questions in advance at: engage.hamilton.ca/TRMP

If you have any questions or comments about the study or would like to be added to the project mailing list, please contact the staff listed below.

Omar Shams
Project Manager, Transportation Planning
City of Hamilton
E-mail: Transportation@hamilton.ca

Ron Stewart, P. Eng.
Consultant Project Manager
IBI Group
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Do you have any accessibility requirements in order to be able to review the PIC material and comment on the TRMP? Contact Omar Shams as soon as possible

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.



This Notice was published in the Hamilton Spectator on:
August 7, 2020 and August 26, 2020

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Mortgage Amount	Weekly Payment	Bi-Weekly Payment
\$150,000	\$116.37	\$232.74
\$200,000	\$154.98	\$309.96
\$250,000	\$193.73	\$387.45
\$300,000	\$232.47	\$464.94
\$350,000	\$271.22	\$542.43
\$400,000	\$309.96	\$619.92
\$450,000	\$348.71	\$697.41
\$500,000	\$387.45	\$774.90

Below examples are based on interest rate 2.10% 5 year variable rate. Amortization 35 years and approximately APR 2.10%.

LINE OF CREDIT	MONTHLY PAYMENT	LINE OF CREDIT	MONTHLY PAYMENT
Balance: \$10,000	\$300/month	LINE OF CREDIT	\$0
CREDIT CARD	\$1,050/month	CAR LOAN	\$0
Balance: \$5,000	\$300/month	MORTGAGE	\$1,293.39/month
CAR LOAN	\$1,888.37/month	TOTAL PAYMENT	\$2,244.96
Balance: \$15,000	\$1,888.37/month		
MORTGAGE	\$1,888.37/month		
Balance: \$25,000	\$3,538.37/month		
TOTAL PAYMENT:	\$3,538.37/month		
Balance: \$35,000	\$5,188.37/month		

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Mortgage Amount	Monthly Payment	Bi-Weekly Payment
\$20,000	\$149.83	\$74.92
\$30,000	\$224.75	\$112.38
\$40,000	\$299.67	\$149.84
\$50,000	\$374.58	\$187.29
\$60,000	\$449.50	\$224.75
\$70,000	\$524.42	\$262.21
\$80,000	\$599.33	\$299.67
\$90,000	\$674.25	\$337.13
\$100,000	\$749.17	\$374.59

Uptick in COVID-19 as physical distancing wanes

Caution urged with city reopening municipal facilities, recreation programs as it moves to Phase 3

JOANNA FRKETICH
THE HAMILTON SPECTATOR

As the city starts to reopen municipal facilities and recreation programs, Hamilton's medical officer of health is warning about an uptick of the virus from friends and relatives socializing.

Hamilton had 63 active cases of COVID-19 on Tuesday compared to just 14 at the end of July. The increase is partly due to friends and relatives gathering together without proper physical distancing for several hours — sometimes multiple times. In some cases, being outdoors didn't even stop the spread.

"This virus transmits the best when you are in close and prolonged contact with one another," said Dr. Elizabeth Richardson during a virtual media scrum Tuesday. "It may be indoors, it may be some circumstances outdoors, but they're in a social setting so they're together more closely. People are tending to let down in terms of the physical distancing and unfortunately we're seeing transmission."

Keeping up with measures

from public health is more important than ever as the city moved to its Phase 3 reopening plan Tuesday, which is different from the province's third stage that Hamilton moved to July 24.

"Our Phase 3 of Hamilton reopens is now our new reality — our new norm as it were," said Mayor Fred Eisenberger. "We know Phase 3 will be lengthy. It will continue until a COVID-19 vaccine or treatment is available or is in widespread use. That is likely to take some time. The early estimates of any kind of vaccine being available, if at all, at this point is early 2021 ... and maybe a ways beyond that by the time vaccines are actually generally available."

The city's Phase 3 includes reopening most municipal facilities and offices, as well as recreation programming and events.

Municipal service centres have already reopened for residents to pay property taxes, pick up blue boxes, get animal licences and use other city services. Public counters are again available at the provincial offences administration offices to pay fines or file documents.

More recreation facilities will come on line as modified open gyms and swims start Sept. 14. Modified swimming lessons begin Oct. 5. Some general interest and preschool programs will be back soon, as well as seniors' centres and clubs. The city will also resume rentals.



Richardson

"These things are going to take some time," said Paul Johnson, director of the Emergency Operations Centre. "We're going to open in the same way we've done with everything else, in a slow and steady way that allows it to be done safely and ... with the same level of success that we've seen in our previous openings."

The exception is public skating, which will not resume until at least the new year.

"I know there has been a bit of consternation about why aren't we just laying ice everywhere," said Johnson. "Does that mean we are not going to allow hockey to happen and open skates? The answer to that is, 'No.' We want to get back into the business of making sure ice is available but we want to know the volume. If there are ways, given

the financial impact we've seen, to curtail activities at our arenas because we don't need them, then we want to know that first.

There is no word yet on what Phase 3 means for hockey.

"Registration for hockey has been delayed, as everybody knows," said Johnson. "We're looking at how to return people safely and the reality is, it's not going to be the same level of usage. Return to play and competition and all the rest is still a little ways off. There are training, tryout and practice opportunities that will continue to grow but those, of course, will be in smaller numbers."

Johnson also has no timeline on when the Dave Andreychuk Mountain Arena on Hester Street will transition back from a drive-thru assessment centre.

"The reality is these assessment centres — in some way, shape or form — are going to need to be here for quite some time," he said. "We've certainly let folks know that at some stage we expect that to come back as an arena. It's one of our flagship arenas. But right now we're just going to wait on the overall assessment centre strategy."

Public health has expected to see increases in cases as more of

the province and city reopens.

"What we're trying to do is keep that curve flat as we go forward," said Richardson. "We don't think we're going to be eliminating it any time soon."

She emphasizes the importance of handwashing, physical distancing, wearing masks indoors as well as outdoors when in close contact with others, and staying home when sick even if symptoms are mild.

"The other thing we've seen unfortunately in the last several days to a week, we do have a few reports where people are continuing to go out with friends even after they've developed some symptoms. If you are not quite sure, don't take the chance and go out. Stay home and give it a day."

Richardson also stresses that residents should only be in one social bubble, where physical distancing isn't required, and it's limited to 10 people including those you live with.

"You don't have a group of people for Monday, a group for Friday, a group for Saturday," she said. "Just one group of people who you let your guard down with."

Joanna Frketich is a Hamilton-based reporter covering health for The Spectator. Reach her via email: jfrketich@thespec.com

Hamilton public school board approves mandatory masks for all students

JACOB LORINC
LOCAL JOURNALISM INITIATIVE
REPORTER

The Hamilton-Wentworth District School Board (HWDSB) will require all students to wear masks in school come September.

In a board meeting on Monday, HWDSB trustees unanimously passed a motion that expands a rule introduced by

Ontario's Ministry of Education that required students in Grade 4 and up to wear masks to now also include students in kindergarten to Grade 3.

"These are little ones and their lives are just as precious as everyone else," said Carole Paikin Miller, trustee for Ward 5, who moved the motion.

The motion follows a decision made last week by the Hamil-

ton-Wentworth Catholic District School Board (HWDCDSB) to require all students to wear masks in schools, as well as on buses.

Board trustees also voted to stagger the reopening dates of elementary and secondary schools to allow students to get acquainted with COVID-19 protocols on alternating days.

Mandatory mask-wearing has

been a point of contention for many parents and teachers who see the requirement as a potential solution to situations where students cannot maintain physical distance.

Elementary schools, notably, have been required to return to full-sized classes on a regular, five-day schedule, prompting concerns that students between kindergarten and Grade

8 will study in overcrowded classrooms.

On Monday, the board agreed to spend \$10.4 million to marginally reduce class sizes for students in kindergarten and between Grades 4 and 8.

Jacob Lorinc's reporting is funded by the Canadian government through its Local Journalism Initiative. The funding allows him to report on stories about education.

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Hamilton Truck Route Master Plan Review

Notice of Commencement & Notice of Virtual Public Information Centre #1

The City of Hamilton is starting the Truck Route Master Plan Review study. The review will explore opportunities to advance the safe and efficient passage of trucks in Hamilton, to support economic activities and the movement of goods while balancing the needs of residents and communities. The final master plan will recommend an updated truck route network and will outline supporting policies and strategies.

We encourage you to visit the project webpage at engage.hamilton.ca/TRMP to learn the latest information about the study. The study will be conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment, which is an approved process under the *Ontario Environmental Assessment Act*.

Invitation to Public Information Centre #1

You are invited to attend Public Information Centre #1 (PIC #1). This event will be held virtually to protect the health and safety of Hamilton residents and our staff. Individuals are invited to participate **online** or **by phone**.



Truck Route Master Plan Review Virtual Public Information Centre #1

Virtual meeting on September 02, 2020 from 6:30 p.m. to 9:00 p.m.
Materials available from Friday, August 7 to Friday, September 11, 2020

The PIC will introduce you to the study, get your input on the draft vision, goals and principles that will shape the study, and will collect your thoughts on the problematic truck areas in your community.

How to Participate



Review PIC #1 Materials Anytime

Visit the project website to view the PIC #1 materials from August 7 to September 11. The online comment map and survey will be available until midnight on September 11, 2020. Materials are available 24 hours a day, 7 days a week

The project website is engage.hamilton.ca/TRMP



Join the Virtual PIC #1 Meeting

There will be a live Public Information Centre event held on September 2, 2020 from 6:30 p.m. to 9:00 p.m. The Project Team will provide an overview presentation and will answer your questions.

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Hamilton Truck Route Master Plan Review Public Information Centre #1



IBI GROUP
In association with GLPi and
David Kriger Consultants
August 7 to September 11, 2020

Purpose of this Public Open House

The purpose of this event is to:

- **Introduce the study** to the public and stakeholders;
- Get your **input on the draft Vision, Goals and Principles** that will shape the Truck Route Master Plan (TRMP) review;
- Understand the **problematic truck areas in your community**;
- Provide an **opportunity to participate in the planning and decision making process**; and,
- **Provide comments** to the City of Hamilton and the consultants, IBI Group.



Why Review the Truck Route Master Plan?



The existing Truck Route Master Plan was approved by City Council in 2010. Since then, a number of new planning considerations have emerged.

The review and refinement of the plan will be based on alignment with:

- The City's **vision, objectives and desired outcomes**;
- **Health and well being** of the community;
- **Feedback, needs and lived experiences** of stakeholders; and,
- **Emerging technologies and goods movement policies**.

How to Provide Feedback



Review this presentation to learn more about the study.



Complete the Survey and Map your comments on our website at engage.hamilton.ca/TRMP



Join us for the virtual Public Information Centre on **September 2, 2020** 6:30 to 9:00 p.m.
Register online!

The Vision of the City of Hamilton

The City of Hamilton Strategic Plan: 2016 to 2025

According to the Plan, the Vision means:

"...having an inclusive community, actively engaged in making Hamilton a better place for everyone. It is creating an accessible environment, supporting residents through all of life's stages, and one that encourages positive development of children as they grow towards becoming healthy adults and seniors."

City of Hamilton's Vision

To be the best place to raise a child and age successfully

Truck Route Master Plan (TRMP) Review Objectives

The objectives of the TRMP Review are to:

- Review Hamilton's **existing truck route network**;
- Identify the **current and projected truck route-related problems**;
- Develop, evaluate, and **recommend practical solutions**; and
- Recommend supporting policies and tools that the City can consider to **mitigate the current problems and manage the potential future challenges**.

City of Hamilton Transportation Master Plan (2018)

The plan provides a comprehensive and attainable transportation blueprint for Hamilton as a whole that balances all modes of transportation to become a **healthier city**. The success of the plan is based on specific, measurable, achievable, relevant and programmed results and actions.

The TMP identifies three desired outcomes for the future transportation system:

1. A Sustainable and Balanced Transportation System;
2. Healthy and Safe Communities; and,
3. Economic Prosperity and Growth,

The TRMP Review is a **direct action of the Transportation Master Plan**, and will support the desired outcomes.



What is a Truck Route Network?

7

The Truck Route Network defines the roadways that trucks are allowed to use in Hamilton.

Any vehicle or trailer which weighs more than 4,500 kg required to use the truck route network.

Trucks are permitted to travel on roads that are not part of the designated truck route network when making a local delivery. They are required to take the most direct path to/from the truck route network to the destination.



Existing Truck Route Network

What is a 'Truck'?

8

According to the City of Hamilton Traffic By-Law, a 'truck' includes:

"any vehicle or trailer for which the ... load is in excess of 4500 kilograms, excepting however buses, fire fighting equipment, public utility vehicles and authorized emergency vehicles"
- Traffic By-Law 01-215

All of the vehicles shown to the right are considered "trucks" and must use the truck route network, except when making a local delivery.

HEAVY - Tractor Trailer Combinations (5-10 axles)



MEDIUM - Single-Unit Trucks (3-4 axles)



LIGHT - Light Single-Unit Trucks (2 axles)



Types of Truck Route Networks

9

There are three truck route signing systems that a municipality can use.

	Permissive Signing System	Restrictive Signing System	Hamilton Uses a Hybrid System
Description	Approved truck routes are shown using permissive signage.	Roads that trucks cannot use are shown with restrictive signage.	Uses permissive signage along approved routes and restrictive signage at critical junctions.
Benefits	<p>Enforcement: only need to stop trucks not on approved routes.</p> <p>Affordable: less signs are required to be produced and maintained.</p> <p>Urban Realm: less signs along roads, particularly in urban areas.</p>	<p>Flexibility: allows for fine tuning over time to address localized issues (e.g. time-of-day restrictions, divert vehicles away from commercial areas).</p>	<p>Offers the benefit of both the permissive and restrictive systems.</p>
Limitations	<p>Finesse: not well suited to deal with localized issues (e.g. persistent violations).</p>	<p>Costs: requires signs at every restricted intersection.</p> <p>Safety: signs often posted at receiving end of an intersection which can be difficult to see.</p>	<p>Unique: not a common approach in Ontario, which can cause compliance issues among truck operators.</p>
			 <p>Sample Permissive Signage</p>  <p>Sample Restrictive Signage</p>

The Truck Route Master Plan Review Process

10

The TRMP Review will follow a three phase process. Each of these phases is described in more detail in the following slides.

Ongoing engagement with stakeholders and the public is fundamental to the study.

WE ARE HERE



Ongoing Stakeholder & Public Consultation

Phase 1: Background Review & Problem Identification

11



The first phase of the study:

- Reviewed relevant **planning and goods movement documents**.
- Identified **problems and opportunities**.
- Determined **vision, goals, objectives and principles**.
- Defined truck route **attributes and evaluation criteria**.
- Inventoried the **health, technical, social and natural environment**.

Phase 2: Policy Review & Development

12



The second phase of the study will:

- Conduct a goods movement **best practices and policy review** drawing on lessons learned from global cities (e.g. Public Health, Urban Consolidation Centres, new technologies).
- Determine **policy/practice applicability** to different geographies, corridors and environments within Hamilton.
- Recommend draft policy**.

Phase 3: Alternative Solutions & Evaluation

13

3
Development
of Alternative
Solutions &
Evaluation



The third phase of the study will:

- Develop **truck route network alternatives** using advanced geographic software.
- **Evaluate** network alternatives.
- **Prepare the Truck Route Master Plan report**, and a draft by-law and schedule for Council's consideration.

Stakeholder and Public Engagement

14



Ongoing engagement with stakeholders and the public is fundamental to the study.

The Project Team is engaging with a variety of stakeholders including:

- Residents and community groups;
- Local businesses;
- Business Improvement Areas and Chambers of Commerce/Boards of Trade;
- Adjacent municipalities and the Province;
- Hamilton Airport and the Hamilton-Oshawa Port Authority;
- Goods movement companies; and,
- Indigenous Communities.

Phase 1: Let's Talk Trucks

- ✓ Truck Route Subcommittee (2019-11-01)
- ✓ Meeting with adjacent municipalities (2020-01-08)
- ✓ Truck Advisory Focus Group (2020-03-10)
- ✓ Business Community (BIAs, Chambers) (2020-03-17)
- ✓ Goods Movement Community (2020-07-14)
- Virtual Public Information Centre
- Interactive online mapping survey

Phase 2: Preliminary Findings

- Truck Route Subcommittee
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Community Group Workshop/Focus Group
- Public Information Centres

Key Issues and Influences

15

A number of issues and influences have been identified that will guide the development of the TRMP.

Each of these issues and influences is discussed in greater detail on the following pages.



Key Issues and Influences

16

Environment and Climate Change

Hamilton City Council-declared a Climate Emergency in March 2019, and directed staff to investigate how to achieve net zero carbon emissions by 2050.

The transportation sector is a major source of emissions, including Goods Movement vehicles. The TRMP will consider the environmental impact that trucks have. It will also explore how the changing freeze-thaw cycles may require changes to how roads are used.

Public Health and Safety

There are a number of public health and safety factors that will influence the TRMP:

- Air quality along truck routes and the city.
- Road safety (Vision Zero).
- Safety/comfort concerns for pedestrians and cyclists along truck routes.
- Routes through urban and rural communities and past sensitive community destination (e.g. schools, hospitals, parks).

Key Issues and Influences

17

Network Connectivity

The TRMP Review will need to create a network that manages truck traffic within, to, from and through Hamilton.

The network will need to be consistent with the truck route network of adjacent jurisdictions (e.g. Burlington, Niagara Region, Brant County) and the provincial highway network.

Rural Concerns

Rural areas face unique issues compared to urban areas including:

- Trucks and equipment travelling to quarries.
- Slow moving farm vehicles.
- Routes through residential settlement areas and sensitive locations (e.g. schools, parks).

Key Issues and Influences

18

Social Equity

The TRMP Review will consider the impacts that truck traffic has on community liveability. Based on consultation to-date, stakeholders have identified that some communities face more burdens from truck traffic than others.

The impacts of truck traffic can be managed through a number of approaches including policy, design, and other strategies.

New Technologies

The TRMP Review will explore new and emerging technologies to understand how they might be leveraged to manage and/or reduce truck traffic in Hamilton.

These technologies include:

- Urban consolidation centres;
- Low/no-emission last-mile vehicles;
- In-vehicle route management;
- Automated enforcement; and,
- Vehicle platooning.

Key Issues and Influences

19

Development in Employment Areas

Trucks make trips to and from employment areas to serve existing businesses, which will grow as new businesses open up. Employment growth is anticipated to occur in:

- Airport Employment Growth District,
- Red Hill Business Park (North & South);
- Downtown Urban Growth Centre; and,
- Existing employment areas (e.g. Bayfront, East Hamilton, Stoney Creek, Ancaster, Fhamborough).



Hamilton Truck Route Master Plan
Public Information Centre #1
August 7 to September 11, 2020

Key Issues and Influences

20

Problem Areas (Rural)

The City of Hamilton has identified a number of problematic areas based on concerns raised by residents and businesses.

Is there a missing problem area?

Tell us about other location-specific issues by using the 'Map Your Comments' tool on our website at engage.hamilton.ca/TRMP



Hamilton Truck Route Master Plan
Public Information Centre #1
August 7 to September 11, 2020

Key Issues and Influences

21

Problem Areas (Urban)

The City of Hamilton has identified a number of problematic areas based on concerns raised by residents and businesses.

Is there a missing problem area?

Tell us about other location-specific issues by using the 'Map Your Comments' tool on our website at engage.hamilton.ca/TRMP



Hamilton Truck Route Master Plan
Public Information Centre #1
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Background Reports and Data Sources

22

- City of Hamilton Strategic Plan: 2016 to 2025
- The Hamilton Urban Official Plan and Hamilton Rural Official Plan
- Hamilton Transportation Master Plan (TMP) Update and its supporting papers:
 - Cycling Master Plan Review Paper
 - Complete-Liveable-Better Streets Policy and Framework Background Paper
 - Road Safety Background Paper
 - Emerging Technologies Background Paper
 - Goods Movement Review Background Paper
- Airport Employment Growth District Transportation Master Plan Update
- Truck Route Master Plan
- Hamilton Goods Movement Study
- City of Hamilton Geospatial datasets
- 5-Year Collision data involving trucks
- Telemetry truck data from trucking companies
- City of Hamilton 2018 Airshed Modelling
- MetroInx Strategic Goods Movement Network
- Statistics Canada 2016 Census Data
- Truck counts from Environment Hamilton
- By-laws, Official Plans and Transportation Master Plans of the twelve jurisdictions that border Hamilton
- Commercial Vehicle Survey

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Data

23

Telemetry Truck Data & Truck Trip Density



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Policy Direction – Vision

24

DRAFT Vision

The vision statement will influence all aspects of the study from identification of policies to implementation. It will help the study focus on what the truck route network will strive to achieve.

The highlighted key words form the three pillars of the vision, which reflect the essence of the goals defined in the next section.

We Want to Hear From You!

Tell us your thoughts on the DRAFT VISION by completing the online survey.

A sustainable truck route network that supports Hamilton's community liveability and economic aspirations.

Hamilton Truck Route Master Plan
Public Information Centre #1
August 7 to September 11, 2020

Policy Direction – Goals (1 of 3)

25

DRAFT Goals

The DRAFT Goals are strategic directions that define what a “successful” Vision looks like. They are grouped into three pillars of the Vision Statement.



We Want to Hear From You!

Tell us your thoughts on the DRAFT GOALS by completing the online survey.

Pillar 1: Sustainability

Environmentally Sustainable: Explore how to reduce the impacts of truck operations on local roads and communities to improve environmental, climate change and public health outcomes in the communities through which truck routes operate, and respond to the Climate Emergency. Support the multi-modal aspirations for complete-liveable-better streets. Support the advancement of freight technologies with lower environmental and health impacts.

Adaptable: The TRMP takes steps to anticipate emerging trends and new technologies such as e-commerce, autonomous vehicles and automated manufacturing, and provides a framework for addressing future issues.

Policy Direction – Goals (2 of 3)

26

DRAFT Goals

The DRAFT Goals are strategic directions that define what a “successful” Vision looks like. They are grouped into three pillars of the Vision Statement.



We Want to Hear From You!

Tell us your thoughts on the DRAFT GOALS by completing the online survey.

Pillar 2: Community Livability

Safe: Apply appropriate design standards to allow the safer passage of heavy vehicles on appropriate routes and minimize the harms of heavy vehicles on other road users and on the broader community. Limit conflicts between trucks and vulnerable road users, such as pedestrians and cyclists, in alignment with the City’s Vision Zero approach.

Equitable: Minimize and distribute the unavoidable impacts of the truck route network, including emissions, vibration, safety and public health impacts, away from areas that currently experience societal burdens.

Policy Direction – Goals (3 of 3)

27

DRAFT Goals

The DRAFT Goals are strategic directions that define what a “successful” Vision looks like. They are grouped into three pillars of the Vision Statement.



We Want to Hear From You!

Tell us your thoughts on the DRAFT GOALS by completing the online survey.

Pillar 3: Economic Aspirations

Economic Prosperity: Support the economic aspirations of the City’s BIAs, urban growth centre, employment areas and of its key inter-modal hubs – the Port of Hamilton and Hamilton International Airport – through the continued development of these employment centres. Promote freight-friendly land use planning and help ensure access to these employment centres, as appropriate.

Efficiently Connected: Support the development of an efficient truck route network that provides direct connections among goods-generating land uses, the provincial highway network and the City’s key inter-modal terminals. Work to ensure that the City is well connected by all freight modes within and beyond Hamilton, including Ontario and the United States.

Reliable: Improve travel reliability by reducing bottlenecks and aim to provide adequate levels of service for the movement of both passengers and goods. Design resilience and redundancy into the transportation system in the event of incidents.

Policy Direction - Principles

28

DRAFT Principles

The DRAFT principles provide guidance on how the TRMP goals will be achieved. They will be incorporated throughout the study process and all recommendations will be considered against them.

The Principles are listed in no particular order.



We Want to Hear From You!

Tell us your thoughts on the DRAFT PRINCIPLES by completing the online survey.

- Create a safer network for all road users, including pedestrians and cyclists.
- Enable goods to be transported economically.
- Have a transparent route selection process.
- Avoid the inequitable distribution of impacts (e.g. public health, emissions, vibrations) on sensitive areas, such as schools, hospitals, parks, residential neighbourhoods, and community destinations.
- Specify routes clearly and intuitively to minimize the need for Police enforcement.
- Enable the plan to adapt to changing conditions.
- Maintain route connectivity and continuity to provide reliable routes.
- Create routes that optimize the use of higher-quality road facilities, and match the relationship of trucks to road category and roadway configuration.

Moving Forward

29

Next Steps

- Review all comments and suggestions received before, during and following this Public Open House, including the survey and interactive map;
- Refine and update the Vision, Goals and Principles, to reflect feedback received from stakeholders including residents, the goods movement community and local businesses;
- Create a Truck Route Network Evaluation framework that captures the Vision, Goals and Principles and provides a transparent framework for how the network will be created; and,
- Continue with Stage 2: Policy Review and Development, to explore how other global cities manage trucks and goods movement.



Want to Have Your Say In the Process?

You can leave your feedback and suggestions in the online survey running on the Project Website until September 11, 2020. Your comments are important to the City and will be reviewed by the Project Team.



Project Team Contacts

If you would like more information on the study, the project team can be reached at:

Omar Shams
Project Manager, Public Works
City of Hamilton
400 – 77 James Street North
Hamilton, ON L8R 2K3
omar.shams@hamilton.ca

Ron Stewart
Consultant Project Manager
IBI Group
700 – 55 St. Clair Ave. W.
Toronto, ON M4V 2Y7
truckrouteplan@ibigroup.com

Truck Route Review -
Problem Areas

#	Roadway	From	To
Designated Truck Route			
1	Milbrough Townline	Kilbride Street	Derry Road
2	Carlisle Road	Highway 6	Milbrough Line
3	Centre Road	The Entire Length	
4	Safari Road	Highway 6	Highway 8
5	Westover Road	Highway 5	Safari Road
6	Sydenham Road	Highway 5	King Street (Dundas)
7	Eleventh Road East	Ridge Road	Mud Street East
Non-Designated Truck Route			
1	Concession 5 Road East	Highway 6 N	Centre Road
2	Millgrove Side Road	The Entire Length	
3	Concession 8	The Entire Length	
4	Valens Road	Safari Road	Concession 8 West
5	Sager Road	The Entire Length	
6	Jerseyville Road West	The Entire Length	
7	Sawmill Road	Calruke Road West	Trinity Road South
8	Dickenson Road	Nebo Road	Upper James Street
9	Nebo Road	Twenty Road	Chppewa Road
10	Trinity Church Road	Rymal Road	White Church Road
11	Fifty Road escarpment crossing	Highway 8	Ridge Road
12	Eleventh Road East	Mud Street East	Hamilton Boundary Line

Truck Routes

- Minor Road
- Major Road
- Parkway / Highway

Hot Spot

- Designated Link
- Non-Designated Link

Truck Generators

- Downtown Urban Growth Centre Node
- Sub-Regional Node
- Port of Hamilton
- Airport
- Mineral Aggregate Extraction Area
- Employment Area / Business Park

Base Information

- Collector Road
- Minor Arterial Road
- Major Arterial Road
- Parkway / Highway
- Rail Line
- Urban Area



1:150,000



Truck Route Review -
Problem Areas:
Urban Area

Truck Routes

- Minor Road
- Major Road
- Parkway / Highway

Hot Spot

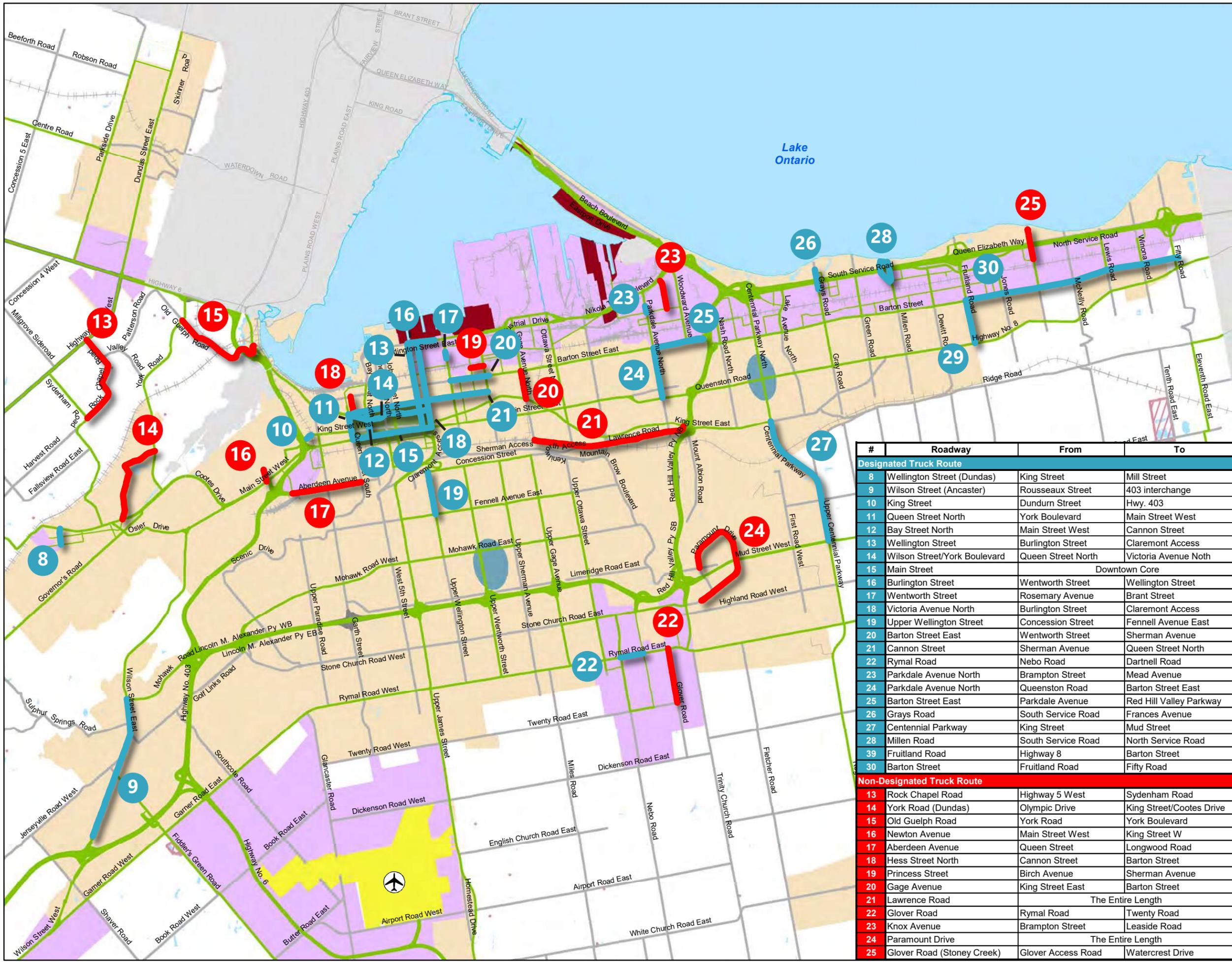
- Non-Designated Link
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Base Information

- Collector Road
- Minor Arterial Road
- Major Arterial Road
- Parkway / Highway
- Rail Line
- Urban Area
- Municipal Boundary



#	Roadway	From	To
Designated Truck Route			
8	Wellington Street (Dundas)	King Street	Mill Street
9	Wilson Street (Ancaster)	Rousseaux Street	403 interchange
10	King Street	Dundurn Street	Hwy. 403
11	Queen Street North	York Boulevard	Main Street West
12	Bay Street North	Main Street West	Cannon Street
13	Wellington Street	Burlington Street	Claremont Access
14	Wilson Street/York Boulevard	Queen Street North	Victoria Avenue North
15	Main Street	Downtown Core	
16	Burlington Street	Wentworth Street	Wellington Street
17	Wentworth Street	Rosemary Avenue	Brant Street
18	Victoria Avenue North	Burlington Street	Claremont Access
19	Upper Wellington Street	Concession Street	Fennell Avenue East
20	Barton Street East	Wentworth Street	Sherman Avenue
21	Cannon Street	Sherman Avenue	Queen Street North
22	Rymal Road	Nebo Road	Dartnell Road
23	Parkdale Avenue North	Brampton Street	Mead Avenue
24	Parkdale Avenue North	Queenston Road	Barton Street East
25	Barton Street East	Parkdale Avenue	Red Hill Valley Parkway
26	Grays Road	South Service Road	Frances Avenue
27	Centennial Parkway	King Street	Mud Street
28	Millen Road	South Service Road	North Service Road
39	Fruitland Road	Highway 8	Barton Street
30	Barton Street	Fruitland Road	Fifty Road
Non-Designated Truck Route			
13	Rock Chapel Road	Highway 5 West	Sydenham Road
14	York Road (Dundas)	Olympic Drive	King Street/Cootes Drive
15	Old Guelph Road	York Road	York Boulevard
16	Newton Avenue	Main Street West	King Street W
17	Aberdeen Avenue	Queen Street	Longwood Road
18	Hess Street North	Cannon Street	Barton Street
19	Princess Street	Birch Avenue	Sherman Avenue
20	Gage Avenue	King Street East	Barton Street
21	Lawrence Road	The Entire Length	
22	Glover Road	Rymal Road	Twenty Road
23	Knox Avenue	Brampton Street	Leaside Road
24	Paramount Drive	The Entire Length	
25	Glover Road (Stoney Creek)	Glover Access Road	Watercrest Drive

Phase II Engagement

Thank you for joining us at the
**Truck Route Master Plan Update
 Virtual Public Information Centre #2**

The presentation will start at 6:00 p.m.



**Hamilton Truck Route Master Plan Review
 Virtual Public Information Centre #2**



IBI GROUP
 In association with GLPI and
 David Kriger Consultants
 June 24, 2021

Agenda

- Welcome (15 minutes)
- Open House Presentation (45 minutes)
 - Study Recap: Overall Scope and Major Activities
 - Draft Recommended Truck Route Network
 - Implementation Strategies
 - Workshop Activity
 - Next Steps
- Live Question and Answer Period (60 minutes)

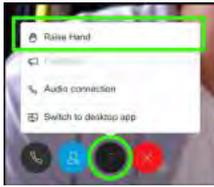



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How to Ask a Question

Internet browser: Click the button with 3 dots. Select 'Raise Hand' from the pop up.

WebEx Application on computer: Click the participants button. At the bottom of the panel, click the hand icon.



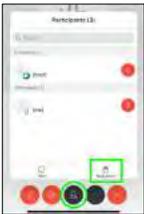


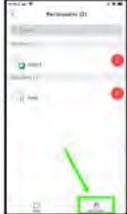

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How to Ask a Question (continued)

Tablet: Click the participants button. Select 'Raise Hand' from the pop up.

Smartphones: Click the participants button. Select 'Raise Hand' from the pop up.







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Welcome




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Study Recap

Truck Route Master Plan (TRMP) Review Objectives

The objectives of the TRMP Review are to:

- Review Hamilton's **existing truck route network**;
- Identify the **current and projected truck route-related problems**;
- Develop, evaluate, and **recommend practical solutions**; and
- Recommend supporting policies and tools that the City can consider to **mitigate the current problems and manage the potential future challenges**.

What is a Truck Route Network?

The Truck Route Network defines the roadways that trucks are allowed to use in Hamilton.

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Trucks are permitted to travel on roads that are not part of the designated truck route network when making a local delivery. They are required to take the most direct path to/from the truck route network to the destination.

Existing Truck Route Network

What is a 'Truck'?

According to the City of Hamilton Traffic By-Law, a 'truck' includes:

"any vehicle or trailer for which the ... load is in excess of 4500 kilograms, excepting however buses, fire fighting equipment, public utility vehicles and authorized emergency vehicles"
 - Traffic By-Law 01-215

HEAVY - Tractor Trailer Combinations (5-10 axles)

MEDIUM - Single-Unit Trucks (3-4 axles)

LIGHT - Light Single-Unit Trucks (2 axles)

All of the vehicles shown to the right are considered "trucks" and must use the truck route network, except when making a local delivery.

Scope and Approach

1 Background Review & Problem Identification

2 Policy Review & Development

3 Development of Alternative Solutions & Evaluation

Ongoing Stakeholder & Public Consultation

Public & Stakeholder Consultation

Phase 1: Let's Talk Trucks

- Truck Route Subcommittee
- Technical Advisory Committee
- Meeting with adjacent municipalities and provincial Agencies
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Community Group Workshop/Focus Group
- Virtual Public Information Centre
- Website with interactive online survey

Phase 2: Preliminary Findings

- Technical Advisory Committee
- Community Group Workshop/Focus Group
- Meeting with adjacent municipalities and provincial Agencies
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Virtual Public Information Centre
- Truck Route Subcommittee

Needs and Opportunities

Vision/Opportunity statement:
A truck route network that supports Hamilton and regional economic prosperity, coexisting with a high quality of life for communities as well as environmental and public health.

Issues:

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Key Influences and Issues

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Policy Review and Development Summary

The following are examples of policies that were identified for consideration:

- Develop a regular commercial vehicle data collection program;
- Work with private sector truck generators to encourage strategies to reduce size and number of truck trips;
- Integrate commercial vehicle movements into the Complete-Livable-Better Streets design process;
- Provide Police with enforcement tools – by-laws, and resources; and
- Establish framework to review goods movement in the rural road rehabilitation process.

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Stage 3

- Develop network alternatives using a parametric geographic information system
- **Evaluate** network alternatives
- Prepare the Truck Route Master Plan report, and a draft by-law and schedule for Council's consideration

Timeline: Winter 2021

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Network Evaluation Framework

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Scoring Criteria and Indicators

Criteria	Indicators
1: Efficiently Connected	<ul style="list-style-type: none"> • Functional Road Class • Truck Volumes
2: Reliability	<ul style="list-style-type: none"> • Emergency Detour Route • Barrier Crossing • Travel Time Index (congested vs. free-flow travel time) • Seasonal Reduced Load
3: Safety	<ul style="list-style-type: none"> • Safety - Potential for Safety Improvement • Road Uses - BLAST Network • Shared Road Uses - Cycling • Pedestrian Density (2011 TZ Pop+Emp)
4: Equity	<ul style="list-style-type: none"> • Low-Income Household Prevalence (%) • Vulnerable Age Cohort (<19 and 65+) (%)
5: Public Health	<ul style="list-style-type: none"> • Adjacent Residential Zoning (%) • Sensitive Land Uses and Community Facilities

Public Health: Sensitive Land Uses

Very Sensitive Land Uses:

- Hospital (adjacent)
- Elementary or school (adjacent)

Sensitive Land Uses:

- Hospital (within 100 m)
- Elementary or secondary school (within 100 m)
- Post-secondary school (adjacent)
- Long-term care (adjacent)

Sensitive Community Facilities:

- Major city park
- Business Improvement Area

Other Community Centres:

- City and non-city recreation and community centres
- Library
- Places of Worship

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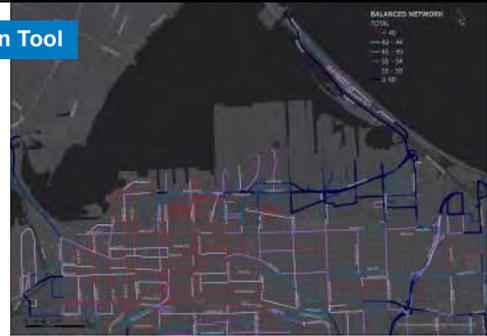
Network Evaluation Scenarios

- **Five network evaluation criteria** were developed, each with indicators and scoring
- **Four network philosophies** were developed, each with different criteria weightings
- The network of road segments **scoring 50 or greater for the Balanced Network** were the starting point for developing the 24-hour truck route network

Criteria Weighting for Each Network Philosophy

Characteristic	Balanced Network	Goods Movement Mobility-Focused	Community Resiliency-Focused	Public Health-Focused
1. Efficiently Connected	100%	150%	50%	50%
2. Reliability	100%	150%	50%	50%
3. Safety	100%	100%	100%	150%
4. Equity	100%	50%	150%	100%
5. Public Health	100%	50%	150%	150%
Total	500%	500%	500%	500%

Evaluation Tool



Principles to Complete the Truck Route Network

1. Provide at least **one full-time truck route connection** between existing or planned **heavy industry** and the provincial highway network.
2. Provide sufficient **connectivity** and truck route network **spacing** to avoid excessive additional truck travel time compared to the shortest travel distances, and to ensure that a feasible **redundant** route is available when part of the truck route becomes temporarily unavailable (e.g. due to traffic incidents or construction).
3. Provide one or more truck route connections (full-time or part-time) at each **provincial highway or municipal parkway interchange**.

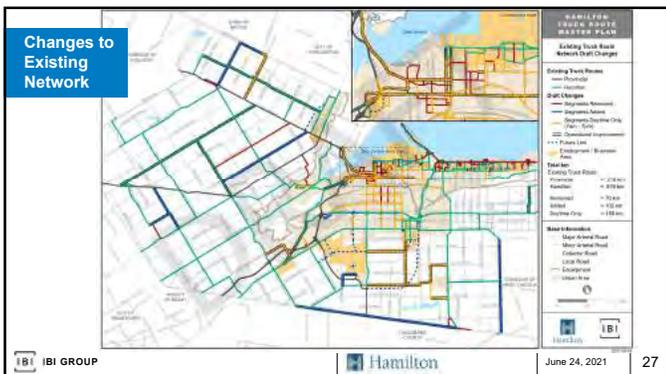
Principles to Complete the Truck Route Network (cont'd)

4. Provide at least one full-time truck route connection to each **bordering truck route** in adjacent municipalities.
5. Maintain the **Provincial Emergency Detour Route (EDR)** as part of either the 24-hour or daytime-only truck route.
6. Avoid **truck route "dead ends"** for both the 24-hour network and the daytime-only network (e.g. provide truck route connections and/or turn-around loops).

Impact of Public and Stakeholder Engagement

- Development of the Five Criteria
- Identification of Scoring Indicators
- Development of Four Network Philosophies for comparison
- Identification of specific locations with issues





- Implementation Strategies**
1. Focus on larger trucks.
 2. Implement more “daytime only” routes – 7 am to 7 pm.
 3. Implement Operational Improvements.
 4. Add the segments once necessary approvals and improvements have been made.
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“Truck” Limits for Truck Route Network

Hamilton Traffic By-Law 01-215:

“heavy traffic” means and includes any vehicle or trailer for which the ... vehicle weight and load is in excess of 4500 kilograms, excepting however buses, fire fighting equipment, public utility vehicles and authorized emergency vehicles”

This aligns with the definition of “Commercial Motor Vehicle” in the Ontario Highway Traffic Act

- All must have a Commercial Vehicle Operator’s Registration (CVOR) number/certificate

Ontario Driver’s Licence Regulations

Class A: Allowed to drive any tractor-trailer combination. May also drive a vehicle in class D and G.

Class D: Allowed to drive a motor vehicle exceeding **11,000 kilograms gross weight** or any truck or combination provided the towed vehicle is not over 4,600 kilograms. May also drive vehicles in Class G.

Class G: Allowed to drive any car, van or small truck or combination of vehicle and towed vehicle up to 11,000 kilograms ...

<http://www.mto.gov.on.ca/english/trucks/handbook/section1-1-2.shtml>

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Vehicle Weight as a measure of Impact



Implications of Using a 11,000 kg Weight Threshold



Precedent: Vancouver

A vehicle or combination of vehicles with a LGVW greater than 11,000 kg (24,000 lbs) must use the designated truck routes

- A higher weight limit allows enforcement to focus on trucks that have the greatest impacts on safety, road infrastructure and quality of life
- This also results in simpler route network and signage vs. a two-tier network, especially if time-of-day truck route restrictions are also used
- **Registered gross weight (RGW):** indicated on vehicle registration papers and indicates the maximum weight at any time for the truck or truck/trailer combination – a more stable measure
- Officer training and public education would be required to differentiate between trucks below vs. above 11,000 kg threshold.
- The higher threshold would apply only to truck route network compliance. Other commercial vehicle enforcement still applies (e.g. reduced spring load compliance, vehicle safety issues, speeding, parking, etc.)

What 11,000 kg Registered Gross Weight (RGW) Looks Like

Sample vehicles under 11,000 kg RGW:



Sample vehicles >11,000 kg RGW:



Operational Improvements – Additions

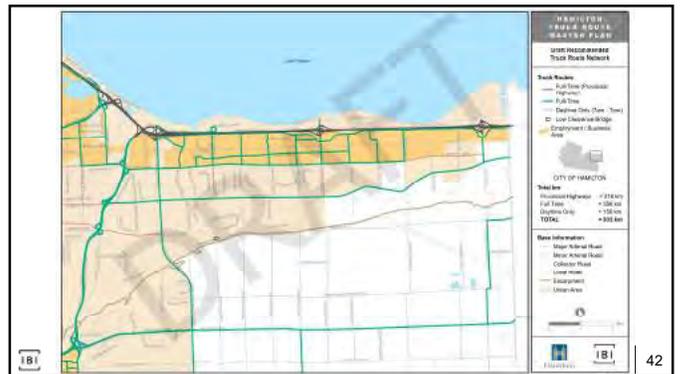
Number	Roadway	From	To	Traffic Control Improvements	Intersection Improvements	Segment Improvements	Road Reconstruction
Proposed Truck Route Additions							
1	Milborough Line	Carlisle Road	Concession 11 East				X
2	Concession 4 West	Highway 6	Brook Road	X		X	X
3	Concession 4 West	Brook Road	Westover Road			X	X
4	Concession 4 West	Sheffield Road	Lynden Road		X	X	X
5	Lynden Road	Highway 6	Highway 8		X	X	X
6	Jerseyville Road	Highway 52	Shaver Road				X
7	Shaver Road	Jerseyville Road	Garner Road	X		X	X
8	Sawmill Road / Haldibrook Road	Carlisle Road West	Highway 56	X		X	X
9	Airport Road West	Highway 6	Glancaster Road				X
10	Glancaster Road	Airport Road	White Church Road				X
11	White Church Road	Upper James Street	Fletcher Road		X		X
12	Dickenson Road East	Upper James Street	Nabo Road		X	X	X
13	Nabo Road	White Church Road East	Twenty Road		X	X	X
14	Kirk Road	Fletcher Road	Highway 56		X	X	X
15	Fletcher Road	Birbrook Road	Guyatt Road		X	X	X
16	Guyatt Road	Fletcher Road	Highway 56		X	X	X
17	Westbrook Road	Highway 20	York Street				X
18	Longwood Road South	King Street West	Main Street West			X	X
19	Concession 11 East	Highway 6	Milborough Line		X		X

Operational Improvements – Existing Links

Number	Roadway	From	To	Traffic Control Improvements	Intersection Improvements	Segment Improvements	Road Reconstruction
Existing Truck Route Segment							
1	Carlisle Road	Highway 6	Milborough Road			X	X
2	Carlisle Road	Campanileville Road	Paradise Drive			X	X
3	Safari Road	Highway 6	Highway 6			X	X
4	Westover Road	Highway 6	Safari Road			X	X
5	Elleworth Road East	Ridge Road	Mud Street East				X
6	Wellington Street (Dundas)	King Street	Mill Street	X			
7	Wilson Street (Ancaster)	Rousselleux Street	Garner Road			X	
8	King Street	Queen Street	Longwood Road South			X	
9	Queen Street North	York Boulevard	King Street West		X	X	
11	Wellington Street	Burlington Street	Clarendon Access		X	X	
12	Canon Street / York Boulevard	Victoria Avenue North	Plains Road West		X	X	
13	Main Street	Osler Drive	Queenston Road			X	
14	Victoria Avenue North	Burlington Street	Clarendon Access		X	X	
15	Barton Street East	Birch Avenue	Sherman Avenue North			X	
16	Market Street (Dundas)	Mill Street	King Street			X	



Recommended Truck Route Network by Sub Areas





Workshop Activity – AIMM

**Advantages
Impediments
Mitigation
Maybes**

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Next Steps

Summer 2021
Your Input is Important!
The study team will finalize the network based on feedback from Phase 2 of Stakeholder Engagement

Fall 2021
Project File Report
Prepare DRAFT master plan report, truck route network maps and report to Truck Route Sub-committee

Fall 2021
30 Days Public Review
Project File Report for public review

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We want to hear from you!

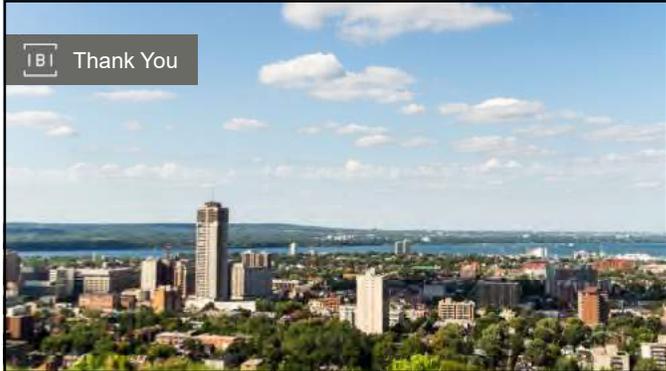
Comments
Deadline
July 9, 2021

Send your comments via email to:
Transportation@hamilton.ca
TruckRoutePlan@ibigroup.com

Provide feedback and suggestions in the comment box on the project page
www.Engage.Hamilton.ca/TRMP

Contact the project team via phone at:
(905) 546-2424
Omar Shams
Ext. 7474

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Hamilton Truck Route Master Plan Review Technical Advisory Committee Meeting #3

 **IBI GROUP**
In association with GLPi and
David Kriger Consultants
March 1, 2021

Agenda

1. Introductions
2. Study Recap: Overall Scope and Major Activities
3. Stage 3: Development of Alternative Solutions and Evaluation
4. Discussion
5. Next Steps

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Introductions

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Truck Route Master Plan (TRMP) Review Objectives

The objectives of the TRMP Review are to:

- Review Hamilton's **existing truck route network**;
- Identify the **current and projected truck route-related problems**;
- Develop, evaluate, and **recommend practical solutions**; and
- Recommend supporting policies and tools that the City can consider to **mitigate the current problems and manage the potential future challenges**.

City of Hamilton Transportation Master Plan (2018)

The plan provides a comprehensive and attainable transportation blueprint for Hamilton as a whole that balances all modes of transportation to become a healthier city. The success of the plan is based on specific, measurable, achievable, relevant and programmed results and actions.

The TMP identifies three desired outcomes for the future transportation system:

1. A Sustainable and Balanced Transportation System;
2. Healthy and Safe Communities; and,
3. Economic Prosperity and Growth.

The TRMP Review is a direct action of the Transportation Master Plan, and will support the desired outcomes.



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Existing Truck Route Network
April 2017

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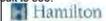
Types of Truck Route Signage

There are three truck route signing systems that a municipality can use.

	Permissive Signing System	Restrictive Signing System	Hamilton Uses a Hybrid System
Description	Approved truck routes are shown using permissive signage.	Roads that trucks cannot use are shown with restrictive signage.	Uses permissive signage along approved routes and restrictive signage at critical junctions.
Benefits	<p>Enforcement: only need to stop trucks not on approved routes.</p> <p>Affordable: less signs are required to be produced and maintained.</p> <p>Urban Realm: less signs along roads, particularly in urban areas.</p>	<p>Flexibility: allows for fine tuning over time to address localized issues (e.g. time-of-day restrictions, divert vehicles away from commercial areas).</p>	Offers the benefit of both the permissive and restrictive systems.
Limitations	Finesse: not well suited to deal with localized issues (e.g. persistent violations).	<p>Costs: requires signs at every restricted intersection.</p> <p>Safety: signs often posted at receiving end of an intersection which can be difficult to see.</p>	Unique: not a common approach in Ontario, which can cause compliance issues among truck operators.






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Study Recap



March 1, 2021
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Scope and Approach





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Public & Stakeholder Consultation

Phase 1: Let's Talk Trucks

- Truck Route Subcommittee
- Technical Advisory Committee
- Meeting with adjacent municipalities and provincial Agencies
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Community Group Workshop/Focus Group
- Virtual Public Information Centre
- Website with interactive online survey

Phase 2: Preliminary Findings

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- Truck Route Subcommittee
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- Community Group Workshop/Focus Group
- Public Information Centre

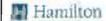


March 1, 2021
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Needs and Opportunities

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March 1, 2021
11

Pillars





March 1, 2021
12

Key Influences and Issues

- Environment & Climate Emergency
- Public Health and Safety
- Network Connectivity
- Rural Issues
- Social Equity
- Emerging Technologies and Policies
- Development in Employment Areas
- Hot Spots

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Stage 3

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- Develop network alternatives using a parametric geographic information system
- Evaluate** network alternatives
- Prepare the Truck Route Master Plan report, and a draft by-law and schedule for Council's consideration

3 Development of Alternative Solutions & Evaluation

Timeline: Winter 2021

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DRAFT Network Evaluation Framework

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Process

- Identify Road Segments for consideration:
 - Provincial highways and Municipal parkways
 - Arterial roads
 - Collector roads except into residential areas
 - Local roads within industrial zones
- Develop a Scoring system for the 5 Goals (Criteria):
 - Efficiently Connected
 - Reliability
 - Safety
 - Equity
 - Public Health

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Process (continued)

- Score the road segments using the framework
- Data Driven, transparent and defensible decision process to establish alternatives

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Scoring Matrix

Criterion 1: Efficiently Connected

Indicator	Scoring Description	Score	Max Score
Functional Road Class	Parkway	6	6
	Major arterial	5	
	Other minor arterial or collector	2	
Truck Volumes	Very High	14	14
	High	12	
	Medium-High	10	
	Medium	8	
	Medium-Low	6	
Low	3		
Very Low	0		
Maximum Possible Score			20

Criterion 2: Reliability

Indicator	Scoring Description	Score	Max Score
Emergency Detour Route	Provincial Highway	5	5
	Hamilton Parkway Emergency Detour Route	4	
Barrier Crossing	Major barrier crossing (e.g. Niagara escarpment)	5	5
	Medium barrier crossing (e.g. Crosses Municipal Parkway or MTO Expressway, Rail Above Grade)	3	
Travel Time Index (TTI)	TTI <1.1	5	5
	TTI 1.1 - 1.2	3	
	TTI 1.2 - 1.4	1	
	TTI >1.4	0	
	Road has no seasonal load restrictions	5	
Maximum Possible Score			20

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Scoring Matrix (continued)

Criterion 3: Safety

Indicator	Scoring Description	Score	Max Score
Safety - Max Potential for Safety Improvement (PSI)	0	7	7
	0.1 - 2.0	4	
	2.0 - 4.0	3	
	4.0 - 8.0	2	
	>8.0	0	
Road Uses - BLAST Network	No Safety Incident Data	4	2
	Route is not on BLAST network corridors.	2	
Shared Road Uses - Cycling	Segment has no shared designated bike routes	5	5
	Segment is part of bikeway with partial separation	3	
Pedestrian Density (2011 TZ Pop+Emp) per hectare	Segment is part of signed-only bike route, existing or planned	0	6
	Low Density <15	6	
	Medium-Low: 15-30	3	
	Medium Density: 30 - 50	2	
Maximum Possible Score	High Density: 50 - 80	1	20
	Very High Density: 80+	0	
	Maximum Possible Score	20	

Criterion 4: Equity

Indicator	Scoring Description	Score	Max Score
Low-Income Household Prevalence (%)	0% - 8%	15	15
	8% - 15%	12	
Overall Hamilton Prevalence: 15.8 %	15% - 20%	10	5
	20% - 30%	5	
	30%+	0	
Vulnerable Age Cohort (<18 and 65+)	0% - 33%	5	5
	33% - 40%	4	
Overall Hamilton Average: 40 %	40% - 45%	3	2
	45% - 50%	2	
	50%+	0	
Maximum Possible Score			20

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Scoring Matrix (continued)

Criterion 5: Public Health

Indicator	Scoring Description	Score	Max Score
Adjacent Zoning (within 20m - excludes 7m centerline road allowance)	Land use fronting the link <2% residential	5	5
	Land use fronting the link 2-10% residential	3	
	Land use fronting the link 10-20% residential	2	
Sensitive Land Uses and Community Facilities	Land use fronting the link is 20%+ residential	0	15
	Segment avoids all sensitive land uses	15	
	Segments impacts 1+ Very Sensitive institutions	0	
	Segments impacts 1+ Sensitive institutions	2	
	Segments impacts 1+ Sensitive community facilities	4	
Segments impacts 1+ Other Community Facilities	8		
Maximum Possible Score			20

- Very Sensitive Land Uses:
 - Hospital (adjacent)
 - Elementary or school (adjacent)
- Sensitive Land Uses:
 - Hospital (within 100 m)
 - Elementary or secondary school (within 100 m)
 - Post-secondary school (adjacent)
 - Long-term care (adjacent)
- Sensitive Community Facilities:
 - Major city park
 - Business Improvement Area
- Other Community Centres:
 - City and non-City recreation and community centres
 - Library
 - Places of Worship

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- ### Alternative Solutions
- Alternatives based on 4 Philosophies:
 - Balanced
 - Goods Movement Mobility-Focused
 - Community Resiliency-Focused
 - Public Health-Focused
 - None of the alternatives generate a complete "network"
 - Need to fill in gaps, and eliminate some of the sections
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Alternative Solutions

NETWORK PHILOSOPHIES: Preliminary Scoring

Balanced Network		Goods Movement Mobility-Focused		Community Resiliency-Focused		Public Health-Focused	
Goal	Weighting	Goal	Weighting	Goal	Weighting	Goal	Weighting
Efficiently Connected	100%	Efficiently Connected	150%	Efficiently Connected	50%	Efficiently Connected	50%
Reliability	100%	Reliability	150%	Reliability	50%	Reliability	50%
Safety	100%	Safety	100%	Safety	100%	Safety	150%
Equity	100%	Equity	50%	Equity	150%	Equity	100%
Public Health	100%	Public Health	50%	Public Health	150%	Public Health	150%
Total	500%	Total	500%	Total	500%	Total	500%

NETWORK PHILOSOPHIES: Mean & Median

	Balanced Network		Goods Movement Mobility-Focused		Community Resiliency-Focused		Public Health-Focused	
	All Segments	2110 TRN	All Segments	2110 TRN	All Segments	2110 TRN	All Segments	2110 TRN
Mean	51.2	60.4	44.5	53.7	52.5	52.5	54.3	64.0
Median	51.0	60.0	44.5	53.5	56.0	56.0	56.5	65.5

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- ### Filling the Gaps
- Provide Key Connectivity and Redundancy
 - Policy-Based Solutions (e.g. Time-of-Day, Two-Tier by size)
 - Operational Improvements/Changes (e.g. Intersection improvements, road improvements)
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Refining the Network

- Address each issue identified through stakeholder engagement process

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Existing Truck Route Network

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Mapping – Based on 5 Different Goals

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Goal – Efficiently Connected

Indicators

- Functional Road Class
- Truck Volumes

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Goal – Reliability

Indicators

- Emergency Detour Route
- Barrier Crossing
- Travel Time Index (TTI)
- Reduced Load

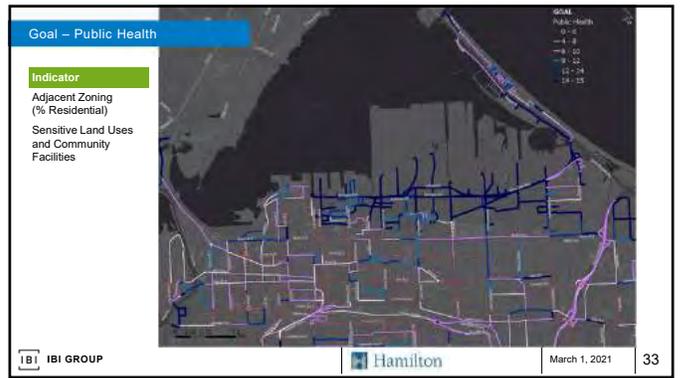
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Goal – Safety

Indicators

- Safety - Max Potential for Safety Improvement (PSI)
- Road Uses - BLAST Network
- Shared Road Uses - Cycling
- Pedestrian Density (2011 TZ Pop+Emp) ha

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Mapping – Based on 4 Alternative Solutions

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Alternative Solutions

NETWORK PHILOSOPHIES: Preliminary Scoring

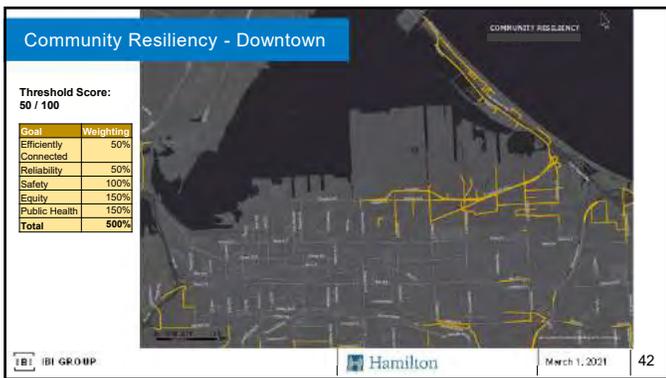
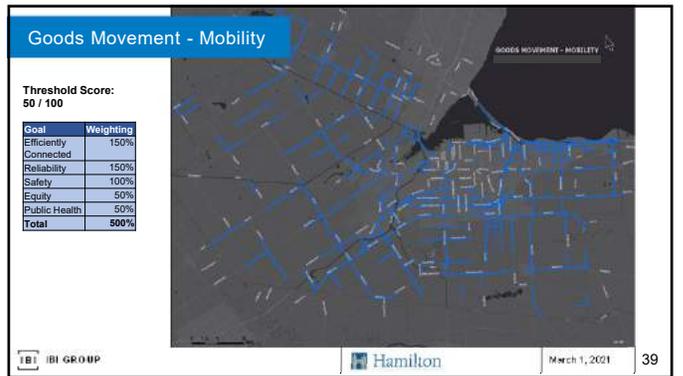
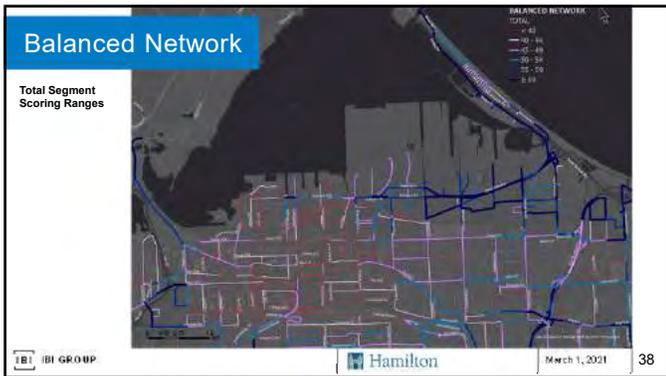
Balanced Network		Goods Movement Mobility-Focused		Community Resiliency- Focused		Public Health-Focused	
Goal	Weighting	Goal	Weighting	Goal	Weighting	Goal	Weighting
Efficiently Connected	100%	Efficiently Connected	150%	Efficiently Connected	50%	Efficiently Connected	50%
Reliability	100%	Reliability	150%	Reliability	50%	Reliability	50%
Safety	100%	Safety	100%	Safety	100%	Safety	150%
Equity	100%	Equity	50%	Equity	150%	Equity	100%
Public Health	100%	Public Health	50%	Public Health	150%	Public Health	150%
Total	500%	Total	500%	Total	500%	Total	500%

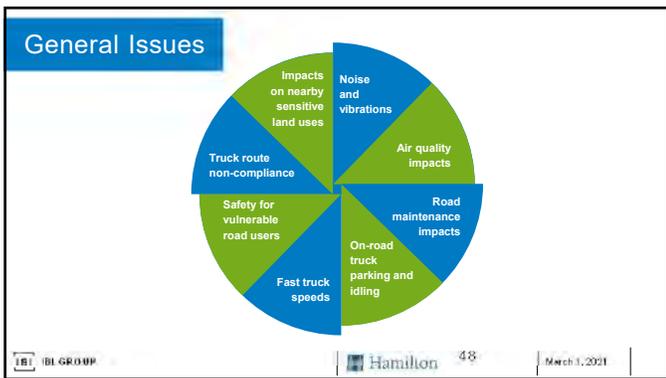
NETWORK PHILOSOPHIES: Mean & Median

	Balanced Network		Goods Movement Mobility-Focused		Community Resiliency-Focused		Public Health-Focused	
	All Segments	2010 TRN	All Segments	2010 TRN	All Segments	2010 TRN	All Segments	2010 TRN
Mean	51.2	60.4	44.5	53.7	52.5	52.5	54.3	64.0
Median	51.0	60.0	44.5	53.5	56.0	56.0	56.5	65.5

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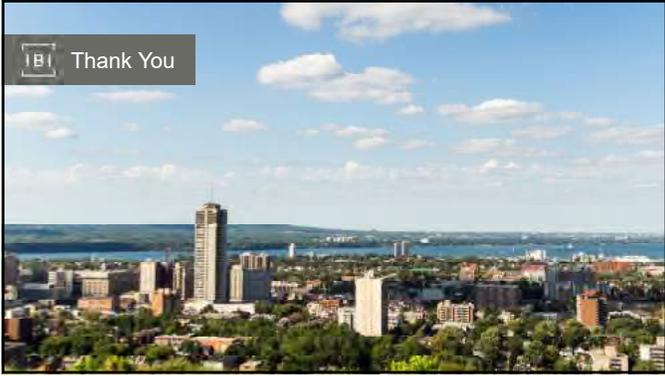
Number	Roadway	From	To	Noise	Safety	Infrastructure Impacts	Speeding	Engine Braking	Land Use Conflict	Conflict with Cycling Infrastructure	Trucks Parking
Designated Truck Route Hot Spots											
1	Milborough Townline	Kilbride Street	Denry Road	X	X	X					
2	Centre Road	Highway 8	Milborough Line	X	X	X					
3	Centre Road	The Entire Length					X				
4	Salter Road	Highway 8	Salter Road	X	X		X		X		
5	Woolver Road	Highway 8	Salter Road	X	X						
6	Sydenham Road	Highway 8	King Street (Dundas)	X	X					X	
7	Saunders Road	Carlisle Road West	Trinity Road South	X	X	X					
8	Eleventh Road East	Ridge Road	Mud Street East	X	X						
9	Wellington Street (Dundas)	King Street	Hill Street	X	X					X	
10	Wilson Street (Ancaster)	Roussseau Street	403 interchange	X	X					X	
11	King Street	Dundas Street	Way 403	X	X						X
12	Queen Street North	York Boulevard	Main Street West	X	X					X	X
13	Bay Street North	Main Street West	Canon Street	X	X					X	X
14	Wellington Street	Burlington Street	Clarendon Access	X	X						X
15	Wilson Street/York Boulevard	Queen Street North	Victoria Avenue North	X	X						
16	Main Street	Clarendon Access		X	X						X
17	Burlington Street	Wentworth St	Wellington St	X	X						X
18	Wentworth Street	Rosemary Avenue	Brant Street	X	X						X
19	Victoria Avenue North	Burlington Street	Clarendon Access	X	X						X
20	Upper Wellington Street	Concession Street	Fennell Avenue East	X	X						X
21	Barton Street East	Barton BIA		X	X						X
22	Canon Street	Sherrin Avenue North	Queen Street North	X	X						X
23	Parkdale Avenue North	Sherrin Street	Road Avenue	X	X						X
24	Parkdale Avenue North	Queenston Road	Barton Street East	X	X						X
25	Barton Street East	Parkdale Avenue	Red Hill Valley Parkway	X	X						X
26	Clays Road	South Service Road	Francis Avenue	X	X						X
27	Confederal Parkway	King Street	Mud Street	X	X					X	X
28	Millen Road	South Service Road	North Service Road	X	X						X
29	Fruitland Road	Highway 8	Barton Street	X	X						X
30	Barton Street	Frutland Road	Pilly Road	X	X						X

Number	Roadway	From	To	Violation of Truck Routes	Infrastructure Impact	Reduced Load Violation/Issue	Safety
Non-Designated Truck Route Hot Spots							
1	Concession 8 Road East	Highway 8 N	Centre Road	X	X	X	
2	Milgrove Side Road	The Entire Length		X			X
3	Concession 8	The Entire Length					X
4	Valens Road	Salter Road	Concession 8 West				X
5	Sayer Road	The Entire Length		X			X
6	Jenayville Road West	The Entire Length					X
7	Dickenson Road	Nebo Road	Upper James Street	X			
8	Nebo Road	Trently Road	Chipewa Road	X	X		
9	Trently Church Road	Dymal Road	White Church Road	X	X		
10	Pilly Road escarpment crossing	Highway 8	Ridge Road	X	X		
11	Eleventh Road East	Mud Street East	Hamilton Boundary Line	X	X		
12	Road Chapel Road	Highway 8 W	Sydenham Road	X	X		
13	York Road (Dundas)	Olympic Drive	King Street/Cootes Drive	X	X		X
14	Old Guelph Road	York Road	York Boulevard	X	X		X
15	Newton Avenue	Main Street West	King Street W	X	X		
16	Aberdeen Avenue	Queen Street	Longwood Road	X	X		
17	Hess Street North	Canon Street	Barton Street	X	X		
18	Princess Street	Birch Avenue	Sherrin Avenue	X	X		X
19	Gage Avenue	King Street East	Barton Street	X	X		
20	Lawrence Road	The Entire Length		X	X		X
21	Glover Road	Dymal Road	Trently Road	X	X		
22	Knock Avenue	Brampton Street	Leaside Road	X	X		
23	Paramount Drive	The Entire Length		X	X		
24	Glover Road (Stoney Creek)	Glover Access Road	Watercrest Drive	X	X		



Next Steps

- Receive feedback from TAC on Stage 3 methodology;
- Complete Stage 3: Development of Alternative Solutions and Evaluations; and
- Phase 2 Stakeholder Engagement.





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Minutes

To/Attention Notes to File **Date** March 4, 2021
From IBI Group **Project No** 121911

Subject Truck Route Master Plan ("**TRMP**") Review - Technical Advisory Committee - City Meeting #3
Microsoft Teams Meeting
March 1, 2021 from 12 p.m. to 3 p.m.

Attachments PowerPoint Presentation: Truck Route Master Plan Review
Technical Advisory Committee ("**TAC**") – Meeting #3

Present **City of Hamilton**

Andy McLaughlin, Senior Project Manager, Transit Planning
Binu Korah, Manager, Development Engineering, Planning & Economic Development
Brian Hollingworth, Director, Transportation Planning and Parking
Chris McCafferty, Senior Project Manager, Engineering Services
Daryl Bender, Project Manager, Transportation Planning
Dan Milovanovic, Hamilton Fire Department (H & SC)
Edward Soldo
Erika Waite, Manager, Asset Management, Public Works, Engineering Services / Asset Management
Gavin Norman, Manager, Waterfront Development Office, Public Works
Jeffrey Ng, Traffic Technologist, Corridor Management
Joanne Starr, Senior Project Manager, Parking Planning
Jocelyn Strutt, Project Manager, Neighbourhood Action Strategy
Matt Lawson, Program Manager, Healthy & Safe Communities, Public Health
Melanie Anderton, Project Manager, Infrastructure Planning, Planning & Economic Development, Growth Management,
Michael Becke, Senior Project Manager, Design Services
Mushfiqur Rahman, Senior Project Manager, Transportation Services, Transportation Engineering / TOM
Omar Shams, Project Manager, Transportation Planning
Peter Topalovic, Program Manager, Sustainable Mobility
Rafael Sandoval, Public Works, Engineering Services / Asset Management
Rich Shebib, Project Manager, Corridor Management
Shawn DeJager, Hamilton Fire Department
Steve Molloy, Manager, Transportation Planning - Transportation Planning & Parking Division

Item Discussed	Action By
Sue Rimac, Business Development Consultant, Economic Development Division Trevor Imhoff, Senior Project Manager, Air Quality & Climate Change	
IBI Group	
Anna Mori	
Matt Colwill	
Ron Stewart, Project Manager	
Cameron Wheelan	
Andrae Griffith	
Regrets	
City of Hamilton	
Al R. Fletcher, Manager, Neighbourhood Development	
Amanda McIlveen, Manager, Parking Operations	
Ana Carias, Health & Safe Communities EW & CDC	
Aneta Zaskowska, Project Manager, Parking	
Anita Fabac, Manager of Development Planning, Heritage and Design	
Bob Paul, Manager of Roads and Maintenance	
Bryan Purins, Project Manager, Transportation Operation, Roadway Safety	
Carla MacDonald, Hamilton Fire Department	
Carlo Ammendolia, Manager - Construction, Planning & Economic Developmen	
Chris King, Senior Project Manager, Transportation Systems, Traffic Signals & Systems	
Christina Mastrangelo, Project Manager - Advanced Traffic Management Systems	
Christine Newbold, Manager, Community Planning & GIS	
David Ferguson, Superintendent of Traffic Engineering	
David Lamont, Manager, Geomatics and Corridor Management	
Eric Misinski, Traffic Design Technologist	
Gina Delle Rose-Ash, Business Development, Hamilton-Oshawa Port Authority	
Jennifer Roth, Planner I, Community Planning & GIS	
Joel McCormick, Manager, Waste Collection, Public Works / Environmental Services	
Ken Leedertse, Director, Licensing and By-law Services	
Ken Wheaton, Landscape Architect, Public Works	
Kim Coombs, Manager Municipal Law Enforcement	
Margaret Fazio, Senior Project Manager, Infrastructure Planning	
Mark Hodge, Hamilton Fire Department	
Mike Field, Manager of Transportation Operations	
Peter Locs, Senior Project Manager, Transportation Planning and Parking	
Ryan Krantz, Roadway Safety	
Sgt. David LeClair, Hamilton Police	
Sgt. Fred Cooper, Hamilton Police	
Sharon Mackinnon, Health & Safe Communities - Healthy Environments	
Susan Jacob, Manager of Design, Public Works	
Tiffany Singh, Planner, Community Planning and Design	

Item Discussed	Action By
<p>Introductions</p>	
<p>Presentation</p> <p>The IBI Group team gave a presentation that summarized:</p> <ul style="list-style-type: none"> • Study Recap; • Stage 3: Development of Alternative Networks 	
<p>Discussion</p> <ul style="list-style-type: none"> • Weighting on philosophies <ul style="list-style-type: none"> ○ How did we get to 50% - 150% weightings? ○ Might need to revise before sharing with public. Maybe just show up or down. • Need to focus on downtown mitigation. • When it comes to next steps, we can equally use foundational network and look to fill gaps or use existing TRN and look to reduce low-scoring links. • Neighbourhood TMPs as a source of mitigation ideas. • Look to existing TRN to incorporate qualitative inputs and institutional knowledge. • MF would like to see screenshots of east Hamilton under each philosophy. • How do we move forward with selecting a starting point for the final recommended network? <ul style="list-style-type: none"> ○ Start with existing TRN and well balanced network scoring to try to improve its scoring and underperforming goals. Also look at hot spots. • Will we take one or more "alternative" networks to the public? <ul style="list-style-type: none"> ○ Maybe to a quick poll of TAC on some specific questions. • To what extent will we take costs into account before making of recommendations? <ul style="list-style-type: none"> ○ As pertains to mitigation and signing approach. • W.R.T. EDR is it a given that it is in? Will we make recommendations for an expanded EDR? No. • How will TRN deal in construction detours? <ul style="list-style-type: none"> ○ Policy may recommend that construction plans account for truck routing or detours. 	

Item Discussed	Action By
<ul style="list-style-type: none">○ Having a dense enough grid will play a role in managing these disruptions.	
Next Steps	



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Minutes

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Gavin Norman, Manager, Growth Management, Planning and Economic Development
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Mushfiqur Rahman, Senior Project Manager, Transportation Services, Transportation Engineering / TOM
Omar Shams, Project Manager, Transportation Planning
Peter Topalovic, Program Manager, Sustainable Mobility

Item Discussed	Action By
	Rafael Sandoval, Public Works, Engineering Services / Asset Management
	Rich Shebib, Project Manager, Corridor Management
	Shawn DeJager, Hamilton Fire Department
	Steve Molloy, Manager, Transportation Planning - Transportation Planning & Parking Division
	Sue Rimac, Business Development Consultant, Economic Development Division
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	Ryan Krantz, Roadway Safety
	Sgt. Fred Cooper, Hamilton Police
	Sharon Mackinnon, Health & Safe Communities - Healthy Environments
	Susan Jacob, Manager of Design, Public Works
	Tiffany Singh, Planner, Community Planning and Design

Item Discussed	Action By
<p>Introductions</p> <ul style="list-style-type: none"> • O Shams welcomed all participant • Roundtable introduction of project team and participants 	
<p>Presentation</p> <p>The IBI Group team gave a presentation that summarized:</p> <ul style="list-style-type: none"> • Study Recap; • Stage 3: Development of Alternative Networks 	
<p>Discussion</p> <ul style="list-style-type: none"> • Weighting on philosophies <ul style="list-style-type: none"> ○ What is the purpose / benefit of varying weightings versus proceeding with balanced network? ○ How did the study select the 50% - 150% weightings? ○ They were selected to demonstrate a range of impacts on the scoring. There is not a specific technical reason. ○ Might need to revise before sharing with public in order to increase public understanding. Maybe just show up or down increased or decreased weighting, relative to balanced network. • Need to focus on downtown mitigation due to scores which fall just below the threshold. • S DeJager suggest applying different evaluation lens for rural and urban road based on the infrastructure type and availability and conflict between trucks and vulnerable road users. • Does the network analysis include existing road only or also include proposed roads identified as part of the secondary plans and TMPs? Only existing roads are evaluated. • Are mitigating measures, recently implemented, incorporated in the evaluation matrix? No, those will be considered moving forward and additional measures will be introduced based on the localized needs. • When it comes to next steps, we can equally use one of the 4 alternatives as the foundational network and then focus on filling in gaps, and/or use existing the TRN as a starting point, and use the link scoring to mitigate or remove low-scoring links. • It was suggested that recently completed community TMPs (eg. Stoney Creek) could be used as a source of mitigation ideas. • Look to existing TRN to incorporate qualitative inputs and institutional knowledge. 	

Item Discussed	Action By
<ul style="list-style-type: none"> • The toolkit was demonstrated through a working session to highlight the cons and pros of the data driven network evaluation process in forming a network. • MF would like to see screenshots of east Hamilton under each philosophy. • How do we move forward with selecting a starting point for the final recommended network? <ul style="list-style-type: none"> ○ Start with existing TRN and well balanced network scoring to try to improve its scoring and underperforming goals. Also look at hot spots. • Will we take one or more "alternative" networks to the public? <ul style="list-style-type: none"> ○ Maybe to a quick poll of TAC on some specific questions. • To what extent will we take costs into account before making of recommendations? <ul style="list-style-type: none"> ○ High level estimate for signing strategy, and some high level description for mitigation measure types. • With respect to EDRs, is it a given that it is in? Will we make recommendations for an expanded EDR? No. • How will TRN deal in construction detours? <ul style="list-style-type: none"> ○ Policy may recommend that construction plans account for truck routing or detours. ○ Having a dense enough grid will play a role in managing these disruptions. • How does recent / proposed near-term mitigation impact scoring? <ul style="list-style-type: none"> ○ Safety, volumes and travel times may be impacted by mitigation, which will result in near-term changes to those factors. • Does the TRN score future roads in secondary plan areas? <ul style="list-style-type: none"> ○ Future roads are outside the scope of the study, and lack of data due to uncertain road design precludes full scoring. However, scoring framework could be used in the future. 	
<p>Next Steps</p>	



Hamilton Truck Route Master Plan Review Technical Advisory Committee Meeting #4

IBI GROUP
In association with GLPI and
David Kriger Consultants
April 28, 2021

Agenda

1. Introductions
2. Study Recap: Overall Scope and Major Activities
3. Recommended Truck Route Network
4. Implementation Strategies
5. Discussion
6. Next Steps

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Introductions

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Study Recap

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Route Master Plan (TRMP) Review Objectives

The objectives of the TRMP Review are to:

- Review Hamilton's existing truck route network;
- Identify the **current and projected truck route-related problems**;
- Develop, evaluate, and **recommend practical solutions**; and
- Recommend supporting policies and tools that the City can consider to **mitigate the current problems and manage the potential future challenges**.

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What is a Truck Route Network?

The Truck Route Network defines the roadways that trucks are allowed to use in Hamilton.

Any vehicle or trailer which weighs more than 4,500 kg requires to use the truck route network.

Trucks are permitted to travel on roads that are not part of the designated truck route network when making a local delivery. They are required to take the most direct path to/from the truck route network to the destination.



Existing Truck Route Network

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What is a 'Truck'?

According to the City of Hamilton Traffic By-Law, a 'truck' includes:

"any vehicle or trailer for which the ... load is in excess of 4500 kilograms, excepting however buses, fire fighting equipment, public utility vehicles and authorized emergency vehicles"

- Traffic By-Law 01-215

All of the vehicles shown to the right are considered "trucks" and must use the truck route network, except when making a local delivery.

HEAVY - Tractor Trailer Combinations (5-10 axles)



MEDIUM - Single-Unit Trucks (3-4 axles)



LIGHT - Light Single-Unit Trucks (2 axles)



Scope and Approach



Public & Stakeholder Consultation

Phase 1: Let's Talk Trucks

- Truck Route Subcommittee
- Technical Advisory Committee
- Meeting with adjacent municipalities and provincial Agencies
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Community Group Workshop/Focus Group
- Virtual Public Information Centre
- Website with interactive online survey

Phase 2: Preliminary Findings

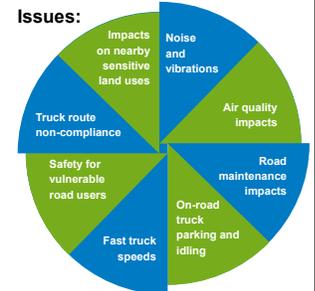
- Technical Advisory Committee
- Truck Route Subcommittee
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Community Group Workshop/Focus Group
- Public Information Centre

Needs and Opportunities

Vision/Opportunity statement:

A truck route network that supports Hamilton and regional economic prosperity, coexisting with a high quality of life for communities as well as environmental and public health.

Issues:



Key Influences and Issues



Environment & Climate Emergency



Public Health and Safety



Network Connectivity



Rural Issues



Social Equity



Emerging Technologies and Policies



Development in Employment Areas

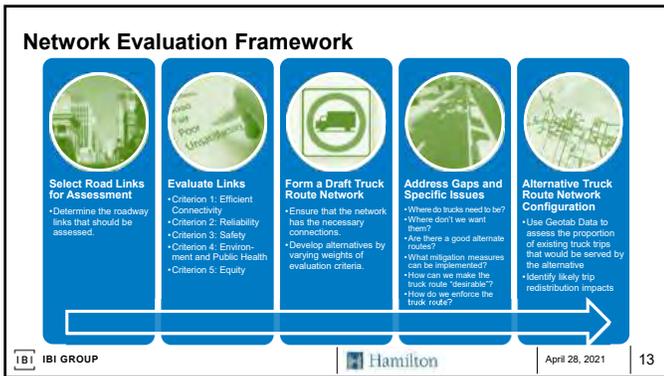


Hot Spots

- Develop network alternatives using a parametric geographic information system
- Evaluate network alternatives
- Prepare the Truck Route Master Plan report, and a draft by-law and schedule for Council's consideration



Timeline: Winter 2021



Scoring Criteria and Indicators

Criterion 1: Efficiently Connected

Indicator	Scoring Description
Functional Road Class	Parkway Major arterial Other minor arterial or collector
Truck Volumes	Very High High Medium-High Medium Medium-Low Low Very Low

Criterion 2: Reliability

Indicator	Scoring Description
Emergency Detour Route	Provincial Highway Emergency Detour Route Hamilton Parkway Emergency Detour Route
Barrier Crossing	Major barrier crossing (e.g. Niagara escarpment) Medium barrier crossing (e.g. Crosses Municipal Parkway or MTO Expressway, Rail Above Grade)
Travel Time Index (TTI)	Very Low Variability Low Variability High Variability Very High Variability
Reduced Load	Ratio of avg. congested travel time to free-flow travel time Road has no seasonal load restrictions

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Scoring Criteria and Indicators (continued)

Criterion 3: Safety

Indicator	Scoring Description
Safety - Max Potential for Safety Improvement (PSI)	0 0.1 - 2.0 2.0 - 4.0 4.0 - 8.0 >8.0
Road Uses - BLAST Network	No Safety Incident Data Route is not on BLAST network corridors.
Shared Road Uses - Cycling	Segment has no shared designated bike routes Segment is part of bikeway with partial separation Segment is part of signed-only bike route, existing or planned.
Pedestrian Density (2011 TZ Pop*Emp) per hectare	Low Density: <15 Medium-Low: 15-30 Medium Density: 30 - 50 High Density: 50 - 80 Very High Density: 80+

Criterion 4: Equity

Indicator	Scoring Description
Low-Income Household Prevalence (%)	0% - 8% 8% - 15% 15% - 20% 20% - 30% 30%+
Vulnerable Age Cohort (<19 and 65+) Distribution (%)	0% - 33% 33% - 40% 40% - 45% 45% - 50% 50%+

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Scoring Criteria and Indicators (continued)

Criterion 5: Public Health

Indicator	Scoring Description
Adjacent Zoning (within 20m - excludes 7m centerline road allowance)	Land use fronting the link <2% residential Land use fronting the link 2-10% residential Land use fronting the link 10-20% residential Land use fronting the link is 20%+ residential
Sensitive Land Uses and Community Facilities	Segment avoids all sensitive land uses Segments impacts 1+ Very Sensitive institutions Segments impacts 1+ Sensitive institutions Segments impacts 1+ Sensitive community facilities Segments impacts 1+ Other Community Facilities

Very Sensitive Land Uses:

- Hospital (adjacent)
- Elementary or school (adjacent)

Sensitive Land Uses:

- Hospital (within 100 m)
- Elementary or secondary school (within 100 m)
- Post-secondary school (adjacent)
- Long-term care (adjacent)

Sensitive Community Facilities:

- Major city park
- Business Improvement Area

Other Community Centres:

- City and non-City recreation and community centres
- Library
- Places of Worship

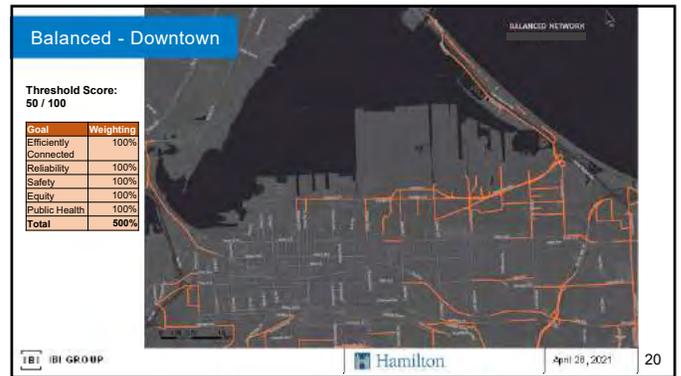
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Network Evaluation Scenarios

- Five network evaluation criteria were developed, each with indicators and scoring
- Four network philosophies were developed, each with different criteria weightings
- The network of road segments scoring 50 or greater for the Balanced Network were the starting point for developing the 24-hour truck route network

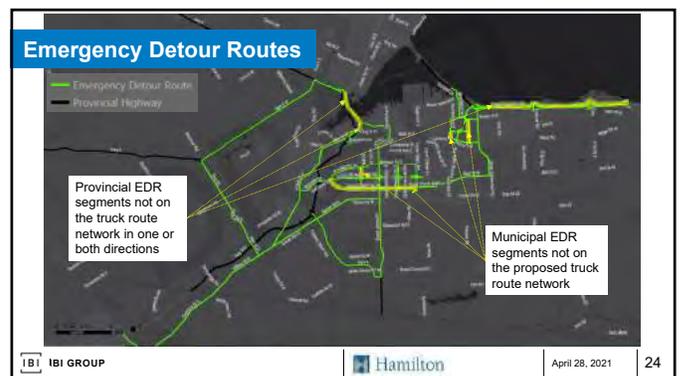
Characteristic	Balanced Network	Goods Movement Mobility-Focused	Community Resiliency-Focused	Public Health-Focused
Criteria Weighting				
1. Efficiently Connected	100%	150%	50%	50%
2. Reliability	100%	150%	50%	50%
3. Safety	100%	100%	100%	150%
4. Equity	100%	50%	150%	100%
5. Public Health	100%	50%	150%	150%
Total	500%	500%	500%	500%
Network Scoring				
Weighted Mean (All Segments)	55.8	51.7	58.6	60.9
Weighted Mean (2010 Truck Routes)	61.4	56.2	58.2	60.5

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- ### Principles to Complete the Truck Route Network
1. Provide at least **one full-time truck route connection** between existing or planned **heavy industry** and the provincial highway network.
 2. Provide sufficient **connectivity** and truck route network **spacing** to avoid excessive additional truck travel time compared to the shortest travel distances, and to ensure that a feasible **redundant** route is available when part of the truck route becomes temporarily unavailable (e.g. due to traffic incidents or construction).
 The selection of segments to add for these reasons is informed by segment scoring and may be included as daytime-only routes to reduce impacts on sensitive land uses.
Pending Issue: The almost 6-km spacing between lower Hamilton southbound truck routes (Wellington St N and Parkdale Ave) provides insufficient redundancy and an additional two-way or southbound-only route is required.
 3. Provide one or more truck route connections (full-time or part-time) at each provincial highway or municipal parkway interchange.
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- ### Principles to Complete the Truck Route Network (cont'd)
4. Provide at least one full-time truck route connection to each **bordering truck route** in adjacent municipalities.
 5. Maintain the **Provincial EDR** as part of either the 24-hour or daytime-only truck route. (Consider changes to the EDR to more suitable routes if needed.)
Pending Issue: Segments on the Provincial EDR not part of the current truck route:
 - Dundrum St between York Blvd and Main St E
 - York Blvd eastbound
 - North Service Rd*Note: Municipal EDR segments are also excluded (e.g. Stone Church Rd, Garth St)*
 6. **Avoid truck route spurs** for both the 24-hour network and the full network (e.g. provide truck route connections and/or turn-around loops)
 7. Where **local roads in industrial zones** represent the shortest route to industry locations, they do not need to be included explicitly in the truck route network. Include local roads within industrial zones only when doing so directs heavy vehicles away from nearby sensitive land uses. (Arterial and collector roads in industrial zones are explicitly included.)
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Superload Route Implications

Superload routes do not always follow the proposed truck route network

- Infrequent daytime-only use for superload vehicles can still be permitted
- The **control vehicle** for these routes can continue to be a superload vehicle e.g. avoid bridges and other superload barriers



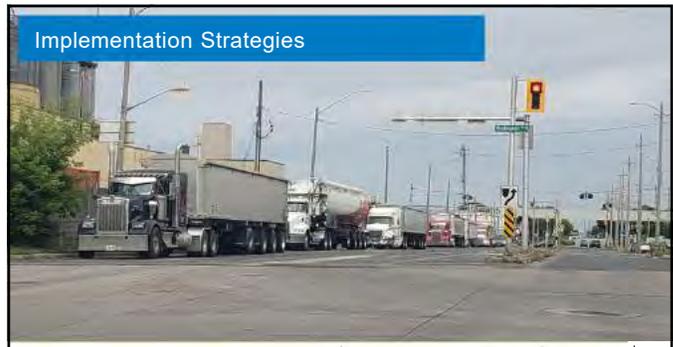
Recommended Network



Changes to Network



Implementation Strategies



"Truck" Limits for Truck Route Network

Hamilton Traffic By-Law 01-215:

"heavy traffic" means and includes any vehicle or trailer for which the ... vehicle weight and load is in excess of 4500 kilograms, excepting however buses, fire fighting equipment, public utility vehicles and authorized emergency vehicles"

This aligns with the definition of "Commercial Motor Vehicle" in the Ontario Highway Traffic Act

- All must have a Commercial Vehicle Operator's Registration (CVOR) number/certificate

Ontario Driver's Licence Regulations

Class A: Allowed to drive any tractor-trailer combination. May also drive a vehicle in class D and G.

Class D: Allowed to drive a motor vehicle exceeding **11,000 kilograms gross weight or registered gross weight** or any truck or combination provided the towed vehicle is not over 4,600 kilograms. May also drive vehicles in Class G

Class G: Allowed to drive any car, van or small truck or combination of vehicle and towed vehicle up to 11,000 kilograms ...

<http://www.mto.gov.on.ca/english/trucks/handbook/section1-1-2.shtm>



Implications of Using a 11,000 kg Weight Threshold



Precedent: Vancouver
11,800 kg "licensed gross vehicle weight"

A vehicle or combination of vehicles with a LGVW greater than 11,800 kg (26,014 lbs) must use the designated truck routes

- A higher weight limit allows enforcement to focus on trucks that have the greatest impacts on safety, road infrastructure and quality of life
- This also results in simpler route network and signage vs. a two-tier network, especially if time-of-day truck route restrictions are also used
- Definitions:
 - Gross vehicle weight (GVW):** combined current weight of truck, trailer, cargo load, fuel, equipment, driver, passengers, etc.
 - Registered gross weight (RGW):** indicated on vehicle registration papers and indicates the maximum weight at any time for the truck or truck/trailer combination – a more stable measure
- Officer training and public education would be required to differentiate between trucks below vs. above 11,000 kg threshold.
- The higher threshold would apply only to truck route network compliance – other commercial vehicle enforcement still applies (e.g. reduced spring load compliance, vehicle safety issues, speeding, parking, etc.)

What 11,000 kg Looks Like

Sample vehicles under 11,000 kg gross weight:



Sample vehicles with ~11,000 kg gross weight:



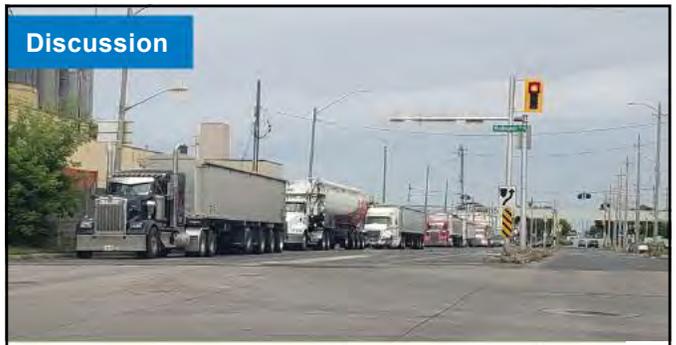
Operational Improvements - Additions

Number	Roadway	From	To	Traffic Control Improvements	Intersection Improvements	Segment Improvements	Road Reconstruction
Proposed Truck Route Additions							
1	Milborough Line	Carlisle Road	Concession 11 East				X
2	Concession 4 West	Highway 6	Brock Road	X		X	X
3	Concession 4 West	Brock Road	Westover Road			X	X
4	Concession 4 West	Sheffield Road	Lynden Road		X	X	X
5	Lynden Road	Highway 5	Highway 8		X	X	X
6	Jerseyville Road	Highway 52	Shaver Road				X
7	Shaver Road	Jerseyville Road	Garner Road	X		X	X
8	Stamell Road / Haldibrook Road	Carlisle Road West	Highway 56	X		X	X
9	Airport Road West	Highway 6	Glanchester Road				X
10	Glanchester Road	Airport Road	White Church Road				X
11	White Church Road	Upper James Street	Fletcher Road		X		X
12	Dickerson Road East	Upper James Street	Nebo Road		X		X
13	Nebo Road	White Church Road East	Twenty Road		X	X	X
14	Kirk Road	Fletcher Road	Highway 56		X	X	X
15	Fletcher Road	Binbrook Road	Guyatt Road		X	X	X
16	Soyatt Road	Fletcher Road	Highway 56		X		X
17	Westbrook Road	Highway 20	York Street				X
18	Longwood Road South	King Street West	Main Street West			X	
19	Concession 11 East	Highway 6	Milborough Line		X		X

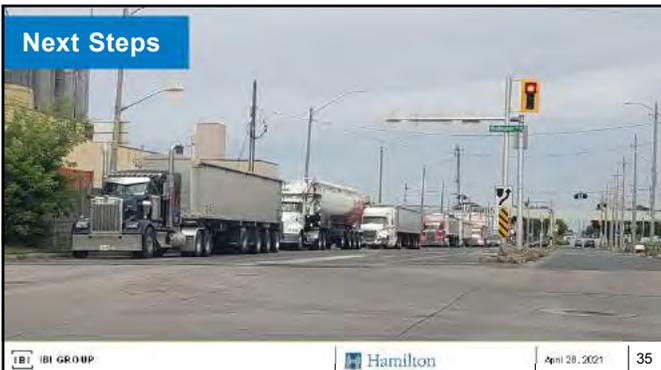
Operational Improvements – Existing Links

Number	Roadway	From	To	Traffic Control Improvements	Intersection Improvements	Segment Improvements	Road Reconstruction
Existing Truck Route Segment							
1	Carlisle Road	Highway 6	Milborough Road			X	X
2	Centre Road	Campbellville Road	Parkside Drive			X	X
3	Safar Road	Highway 8	Highway 8			X	X
4	Westover Road	Highway 5	Safar Road			X	
5	Fleventh Road East	Ridge Road	Mud Street East				X
6	Wellington Street (Dundas)	King Street	Mill Street	X			
7	Wilson Street (Ancaster)	Rousseaux Street	Garner Road			X	
8	King Street	Queen Street	Longwood Road South			X	
9	Queen Street North	York Boulevard	King Street West	X	X		
11	Wellington Street	Burlington Street	Claremont Access		X	X	
12	Cannon Street / York Boulevard	Victoria Avenue North	Plains Road West		X	X	
13	Main Street	Osler Drive	Claremont Road			X	
14	Victoria Avenue North	Burlington Street	Claremont Access		X	X	
15	Barton Street East	Birch Avenue	Sherman Avenue North			X	
16	Market Street (Dundas)	Mill Street	King Street		X	X	

Discussion

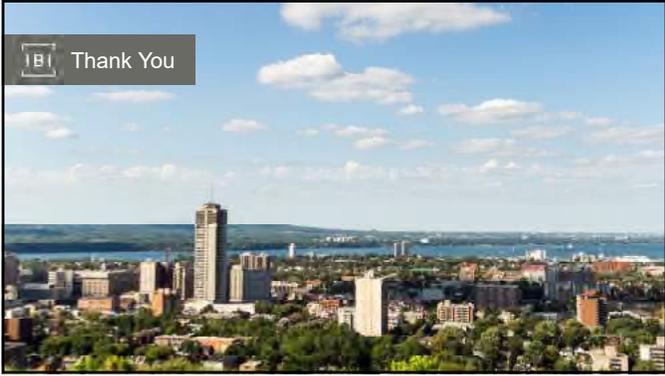


Next Steps



Next Steps

- Receive feedback from TAC on Recommended Truck Route Network; and
- Phase 2 Stakeholder Engagement.





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Minutes

To/Attention Notes to File **Date** April 29, 2021
From IBI Group **Project No** 121911

Subject Hamilton Truck Route Master Plan ("**TRMP**") Review -
Technical Advisory Committee Meeting #4
Microsoft Teams Meeting
April 28, 2021 from 3:00 to 4:00 p.m.

Attachments PowerPoint Presentation: Truck Route Master Plan Review
Technical Advisory Committee ("**TAC**") – Meeting #4

Present **City of Hamilton**

Brian Hollingworth, Director, Transportation Planning and Parking

Chris King, Senior Project Manager, Transportation Systems, Traffic
Signals & Systems

Daryl Bender, Project Manager, Transportation Planning

Sgt. David LeClair, Hamilton Police

Erika Waite, Manager, Asset Management, Public Works, Engineering
Services / Asset Management

Jennifer Roth, Planner I, Community Planning & GIS

Margaret Fazio, Senior Project Manager, Infrastructure Planning

Melanie Anderton, Project Manager, Infrastructure Planning, Planning
& Economic Development, Growth Management,

Mike Field, Manager of Transportation Operations

Michael Zantingh

Mushfiqur Rahman, Senior Project Manager, Transportation Services,
Transportation Engineering / TOM

Omar Shams, Project Manager, Transportation Planning

Rafael Sandoval, Public Works, Engineering Services / Asset
Management

Steve Molloy, Manager, Transportation Planning - Transportation
Planning & Parking Division

Susan Jacob, Manager of Design, Public Works

Sue Rimac, Business Development Consultant, Economic
Development Division

Tiffany Singh, Planner, Community Planning and Design

Trevor Imhoff, Senior Project Manager, Air Quality & Climate Change

Item Discussed	Action By
<p>Khalid Hawash</p> <p>Rafael Sandoval Jimenez</p> <p>IBI Group</p> <p>Ron Stewart, Project Manager</p> <p>Matt Colwill</p> <p>Anna Mori</p> <p>Cameron Wheelan</p> <p>Andrae Griffith</p> <p>Regrets</p> <p>David Ferguson, Superintendent of Traffic Engineering</p> <p>Edward Soldo, Director, Transportation Operations and Maintenance</p> <p>Gavin Norman, Manager, Waterfront Development Office, Public Works</p> <p>Jeffrey Ng, Traffic Technologist, Corridor Management</p> <p>Jocelyn Strutt, Project Manager, Neighbourhood Action Strategy</p> <p>Matt Lawson, Program Manager, Healthy & Safe Communities, Public Health</p> <p>Peter Topalovic, Program Manager, Sustainable Mobility</p> <p>Rich Shebib, Project Manager, Corridor Management</p>	
<p>Presentation</p> <p>The IBI Group team gave a presentation that summarized:</p> <ul style="list-style-type: none"> • Study Recap; • Development of Draft Recommended Network • Considerations for a two-tiered network • Considerations for weight classifications • Operational Improvements 	
<p>Discussion</p> <p>Daryl Bender requested clarity on differentiation between truck types.</p> <ul style="list-style-type: none"> • Ron Stewart: Threshold right now is 4,500 kg and we propose that the threshold be increased to 11,000 kg for the core truck route network. We have presented this to Hamilton Police and are waiting for feedback. Trucks less than the threshold would not need to adhere to the truck route. This focuses the truck route network, and the enforcement of the truck route network, on the size of vehicles that are the primary source of complaints, through the stakeholder engagement process. We were concerned that having two different weight classes, as well as time-of- 	

Item Discussed	Action By
<p>day restrictions, may be too complicated to understand, and enforce.</p> <p>Darryl Bender: What are the best practices from other cities as far as trucks through the downtown?</p> <ul style="list-style-type: none"> Ron Stewart: The philosophy is there is at least one good truck route through the city. If you don't have a truck route, it provides no direction for trucks that need to go through the city. A truck route guides the trucks, and lack of route can lead to drivers selecting most convenient for route them. Omar Shams: Sensitive to city context, we are still working on figuring out specific guidance on truck routes and overnight deliveries for areas on daytime-only network. One advantage of higher threshold is that it will encourage businesses to use smaller vehicles for deliveries. <p>Darryl Bender: Can an overlay between truck and cycling networks be shown?</p> <p>Trevor Imhoff: One risk of increasing the threshold weight is potential increased exposure to diesel. There would still be those truck tractors without a trailer. Have we seen these trucks deviate from the truck route in the past?</p> <ul style="list-style-type: none"> Omar Shams: We have seen some of these deviate from the truck route network and have seen them park in different areas within the city. When we went out to the public to the trucks, we were told the main concern is with larger trucks, e.g. double trailers even that are causing noise, impacts, etc. Since we know what the problem is, we can focus enforcement on the problematic trucks. Signing methodologies are also easier with a single weight network. Ron Stewart: Clarifying that we don't need to change definition for idling by-laws, etc. to higher weight thresholds. Truck routing requirements is independent of these other measures. <p>Margaret Fazio and Jennifer Roth had questions of clarifications of the route in the Stoney Creek area – particularly Winona Road and North Service Road.</p> <ul style="list-style-type: none"> Omar Shams: Winona Road sections and North Service Road sections were removed due to no connections to employment lands and sensitive residential uses. The traffic from QEW could still use North Service Road as part of the EDR. 	<p>IBI Group to prepare this map as part of materials for public engagement.</p>

Item Discussed	Action By
<p>Dave LeClair: Hamilton Police have not yet had a chance to have formal meeting, but informally it is felt that if the TAC decides on this plan of increasing the limit, we'll change our methods of enforcement, etc.</p> <p>Dave LeClair: An officer who patrols the Stoney Creek area was concerned about the increase in the truck weight threshold and the possibility of dump trucks taking any route they would like, including 50 Road and McNeilly Road which have had issues in with geometric concerns.</p> <ul style="list-style-type: none"> • Anna Mori: The typical dump trucks that would carry fill from Toronto and cement trucks are over 11,000 kg even when empty, and would have to keep to the truck route network, with the exception of the first or last leg of their trips. Some smaller dump trucks would be under the limit. <p>Sue Rimac: Could you clarify that the entire North Service Road would be removed from the truck route network? Do you have a count of how many trucks use this road now?</p> <ul style="list-style-type: none"> • Omar Shams: Yes, one-off deliveries to the area could still use North Service Road, but the route would no longer be a through road for trucks. This network is still in draft, and open to suggestions. There are trucks going via Mill Road to North Service Road. Higher-order roadways should be their routing choice. North Service Road would still open as an Emergency Detour Route (EDR). • Ron Stewart: We wanted to flag that some segments are part of the EDR and the Superload routes but are not on the recommended network. It may be acceptable as these are rare events. <p>Susan Jacob: The Class EA currently has the Dartnell Road extension continue all the way south to Dickenson.</p> <p>Susan Jacob: Is the Red Hill valley extension the currently planned alignment?</p> <ul style="list-style-type: none"> • Omar Shams: The 2018 Transportation Master Plan showed the need for this extension. It is a conceptual alignment and involves coordinating EAs. We want to acknowledge that it is part of the existing planning process. The actual alignment could be quite different, but previous feedback indicated that all future plans should be shown. All dotted-line corridors once developed will be truck routes. <p>Brian Hollingworth: Commented that time-of-day-based routes in downtown are a good compromise. If more routes are removed, then drivers may decide to use less-desirable routes from a sparse network to their destinations.</p> <p>Sue Rimac requested confirmation of Bay area routes, and trip generators west of Wellington Street.</p>	<p>IBI Group to update the map with the full extension.</p>

Item Discussed	Action By
<ul style="list-style-type: none"> Omar Shams: We removed the routes to CN rail yard, the only industry in that area. It does not have much truck traffic – freight movements are primary from one train to another train. There are no significant generators of trucks within downtown – business can be served by the shortest path from the nearest truck route. <p>Sue Rimac requested confirmation of AEGD routes, and lack of a link to East Cargo Road.</p> <ul style="list-style-type: none"> Omar Shams: We are currently not envisioning Glancaster being a truck route due to sensitive land uses. East Cargo was not included as it would be a spur. Trucks traveling to East Cargo Road are allowed to travel from the truck route via the shortest path. <p>Chris King: Have decisions been made with respect to permissive or prohibitory signage?</p> <ul style="list-style-type: none"> Omar Shams: The preferred strategy is to proceed with hybrid, with both types of signs shown at key decision points. <p>Chris King: Council motions have been passed previously about removing links, etc. Have these been taken into account? Also, if there are network changes, they it will be Council-approved changes.</p> <ul style="list-style-type: none"> Omar Shams: Yes, we are taking all of this information into account and will go to Council with some level of confidence. There have been motions from removing trucks from hospital zones, etc., however these provide key connectivity, so we have to have discussions at the Truck Route Subcommittee level. A potential solution is introducing time-of-day restrictions to reduce impacts. <p>Omar Shams: A question about time-of-day activities was received via email. Night-time deliveries are generally preferred to avoid congestion, etc. We need to be cognizant of this challenge in urban areas and provide clear guidance.</p> <p>Margaret Fazio: AEGD: In the AEGD TMP, we are proposing to have a parallel arterial that will loop through Dickenson from Garth to Southcote, meant to be a relief route to Dickenson. Could we confirm that may be a possibility.</p> <ul style="list-style-type: none"> Omar Shams: We could acknowledge this, as this reflects land use in the area. The AEGD will be primarily industrial, so most roads would be open to trucks. In general, planned routes shown are assumed to be future truck routes. <p>Margaret Fazio: As a growing film industry city, with much activity taking place at night to set up for a photo shoot, etc., is part of their permitting allowing their trucks to go at night? Similarly, construction vehicles often are used at night.</p> <ul style="list-style-type: none"> Omar Shams: For smaller trucks it would not be an issue due to being below the threshold. Part of permitting for the 	<p>Outstanding redundancy issues in the downtown area to be discussed internally between IBI Group, Omar</p>

Item Discussed	Action By
<p>film industry would include time-of-day use. We could look into adding some layer of clarity to permitting, including times, types of vehicles, etc. We are working with Hamilton Police to determine what is enforceable or not.</p> <p>There was general discussion regarding gaps between north / south routes if Ottawa Street is removed. Red Hill Valley Parkway, Parkdale Avenue, and Sherman Avenue are the next nearest north / south routes.</p> <p>A question was asked about why Lawrence Road is not included.</p> <ul style="list-style-type: none"> Omar Shams: Anyone on King Street can divert over to Lawrence Road when necessary. Lawrence Road was not needed for truck route redundancy. <p>Susan Jacob asked for clarification on York Boulevard. Is the only way out to connect to Highway 403? Have you taken into account intersection changes related to the LRT?</p> <ul style="list-style-type: none"> Omar Shams: Yes, we are proposing York Boulevard to be a one-direction truck route. Yes, we have taken into account and know intersection improvements are needed. <p>Susan Jacob: What are the largest trucks that internal roads have to look after? What kind of truck size should be the design vehicle? Will that be mentioned in the master plan?</p> <ul style="list-style-type: none"> Omar Shams: There can be different design vehicle for different roads. We see A Trains and B trains on some roads for design vehicles. There are one-off situations. We haven't looked into design vehicles as part of the study but could put in table format. We can consider specialist vehicle types for other truck routes where needed. Susan: If any other design trucks expected, please do put it in the plan. <p>Brian Hollingworth commented that rationale for increasing the weight threshold to helps to focus on the routing of larger trucks that cause the most impacts.</p>	<p>Shams, Molloy, and Brian Hollingworth.</p>
<p>Next Steps</p>	
<p>Receive additional input from TAC by May 7.</p> <p>Omar: hoping to have a focus group meeting with trucking advisory group within the next two weeks, followed by truck route subcommittee meeting.</p>	



Hamilton Truck Route Master Plan Review MTO & Adjacent Municipalities Stakeholder Meeting #2

IBI GROUP
In association with GLPI and
David Kriger Consultants
June 9, 2021

Agenda

1. Introductions
2. Study Recap: Overall Scope and Major Activities
3. Draft Recommended Truck Route Network
4. Implementation Strategies
5. Workshop Activities
6. Next Steps

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Introductions

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Study Recap

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Truck Route Master Plan (TRMP) Review Objectives

The objectives of the TRMP Review are to:

- Review Hamilton's existing truck route network;
- Identify the **current and projected truck route-related problems**;
- Develop, evaluate, and **recommend practical solutions**; and
- Recommend supporting policies and tools that the City can consider to **mitigate the current problems and manage the potential future challenges**.

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What is a Truck Route Network?

The Truck Route Network defines the roadways that trucks are allowed to use in Hamilton.

Any vehicle or trailer which weighs more than 4,500 kg required to use the truck route network.

Trucks are permitted to travel on roads that are not part of the designated truck route network when making a local delivery. They are required to take the most direct path to/from the truck route network to the destination.



Existing Truck Route Network

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What is a 'Truck'?

According to the City of Hamilton Traffic By-Law, a 'truck' includes:

"any vehicle or trailer for which the ... load is in excess of 4500 kilograms, excepting however buses, fire fighting equipment, public utility vehicles and authorized emergency vehicles"
 - Traffic By-Law 01-215

All of the vehicles shown to the right are considered "trucks" and must use the truck route network, except when making a local delivery.

HEAVY - Tractor Trailer Combinations (5-10 axes)

MEDIUM - Single-Unit Trucks (3-4 axes)

LIGHT - Light Single-Unit Trucks (2 axes)

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Scope and Approach

1 Background Review & Problem Identification

2 Policy Review & Development

3 Development of Alternative Solutions & Evaluation

Ongoing Stakeholder & Public Consultation

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Public & Stakeholder Consultation

Phase 1: Let's Talk Trucks

- Truck Route Subcommittee
- Technical Advisory Committee
- Meeting with adjacent municipalities and provincial Agencies
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Community Group Workshop/Focus Group
- Virtual Public Information Centre
- Website with interactive online survey

Phase 2: Preliminary Findings

- Technical Advisory Committee
- Community Group Workshop/Focus Group
- Meeting with adjacent municipalities and provincial Agencies
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Truck Route Subcommittee
- Public Information Centre

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Needs and Opportunities

Issues:

Vision/Opportunity statement:
 A truck route network that supports Hamilton and regional economic prosperity, coexisting with a high quality of life for communities as well as environmental and public health.

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Key Influences and Issues

Environment & Climate Emergency

Public Health and Safety

Network Connectivity

Rural Issues

Social Equity

Emerging Technologies and Policies

Development in Employment Areas

Hot Spots

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Policy Review and Development Summary

The following are examples of policies that were identified for consideration:

- Develop a regular commercial vehicle data collection program;
- Work with private sector truck generators to encourage strategies to reduce size and number of truck trips;
- Provide Police with enforcement tools – by-laws, and resources; and
- Establish framework to review goods movement in rural road rehabilitation process.

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Stage 3

- Develop network alternatives using a parametric geographic information system
- Evaluate network alternatives
- Prepare the Truck Route Master Plan report, and a draft by-law and schedule for Council's consideration



3 Development of Alternative Solutions & Evaluation

Timeline: Winter 2021

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Study Recap

Questions?

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Network Evaluation Framework



1. **Select Road Links for Assessment**

- Determine the roadway links that should be assessed.

2. **Evaluate Links for Assessment**

- Criterion 1: Efficient Connectivity
- Criterion 2: Reliability
- Criterion 3: Safety
- Criterion 4: Environment and Public Health
- Criterion 5: Equity

3. **Form a Draft Truck Route Network**

- Ensure that the network has the necessary connections.
- Develop alternatives by varying weights of evaluation criteria.

4. **Address Gaps and Specific Issues**

- Where do trucks need to be? - Where don't we want them?
- Are there a good alternate routes?
- What mitigation measures can be implemented?
- How can we make the truck route "separable"?
- How do we enforce the truck route?

5. **Alternative Truck Route Network Configuration**

- Use Geotab Data to assess the proportion of existing truck trips that would be served by the alternative
- Identify likely trip redistribution impacts

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Scoring Criteria and Indicators

Criteria	Indicators
1. Efficiently Connected	<ul style="list-style-type: none"> Functional Road Class Truck Volumes
2. Reliability	<ul style="list-style-type: none"> Emergency Detour Route Barrier Crossing Travel Time Index (congested vs. free-flow travel time) Seasonal Reduced Load
3. Safety	<ul style="list-style-type: none"> Safety - Potential for Safety Improvement Road Uses - BLAST Network Shared Road Uses - Cycling Pedestrian Density (2011 TZ Pop+Emp)
4. Equity	<ul style="list-style-type: none"> Low-Income Household Prevalence (%) Vulnerable Age Cohort (<19 and 65+) (%)
5. Public Health	<ul style="list-style-type: none"> Adjacent Residential Zoning (%) Sensitive Land Uses and Community Facilities

Public Health: Sensitive Land Uses

Very Sensitive Land Uses:

- Hospital (adjacent)
- Elementary or school (adjacent)

Sensitive Land Uses:

- Hospital (within 100 m)
- Elementary or secondary school (within 100 m)
- Post-secondary school (adjacent)
- Long-term care (adjacent)

Sensitive Community Facilities:

- Major city park
- Business Improvement Area

Other Community Centres:

- City and non-City recreation and community centres
- Library
- Places of Worship

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Network Evaluation Scenarios

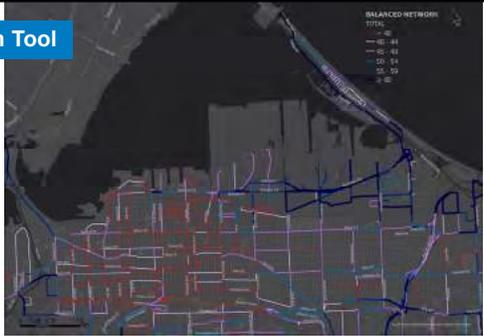
- Five network evaluation criteria were developed, each with indicators and scoring
- Four network philosophies were developed, each with different criteria weightings
- The network of road segments scoring 50 or greater for the Balanced Network were the starting point for developing the 24-hour truck route network

Criteria Weighting for Each Network Philosophy

Characteristic	Balanced Network	Goods Movement Mobility-Focused	Community Resiliency-Focused	Public Health-Focused
1. Efficiently Connected	100%	150%	50%	50%
2. Reliability	100%	150%	50%	50%
3. Safety	100%	100%	100%	150%
4. Equity	100%	50%	150%	100%
5. Public Health	100%	50%	150%	150%
Total	500%	500%	500%	500%

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Evaluation Tool



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Principles to Complete the Truck Route Network

1. Provide at least **one full-time truck route connection** between existing or planned **heavy industry** and the provincial highway network.
2. Provide sufficient **connectivity** and truck route network **spacing** to avoid excessive additional truck travel time compared to the shortest travel distances, and to ensure that a feasible **redundant** route is available when part of the truck route becomes temporarily unavailable (e.g. due to traffic incidents or construction).
3. Provide one or more truck route connections (full-time or part-time) at each provincial highway or municipal parkway interchange.

Principles to Complete the Truck Route Network (cont'd)

4. Provide at least one full-time truck route connection to each **bordering truck route** in adjacent municipalities.
5. Maintain the **Provincial EDR** as part of either the 24-hour or daytime-only truck route.
6. **Avoid truck route "dead ends"** for both the 24-hour network and the daytime-only network (e.g. provide truck route connections and/or turn-around loops).

Impact of Public and Stakeholder Engagement

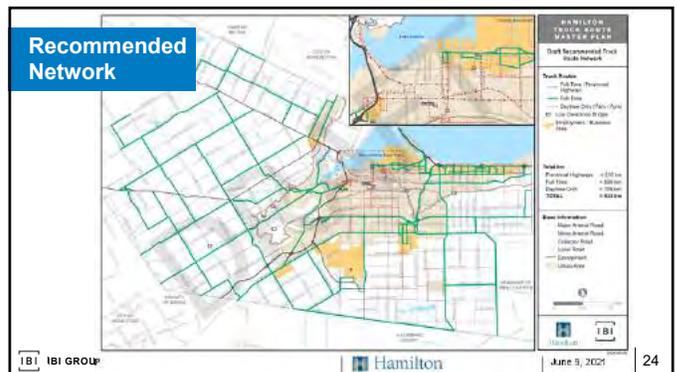
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- Identification of Scoring Indicators
- Development of Four Network Philosophies for comparison
- Identification of specific locations with issues

Draft Truck Network Development Process

Questions?



Draft Recommended Truck Route Network



Operational Improvements – Additions

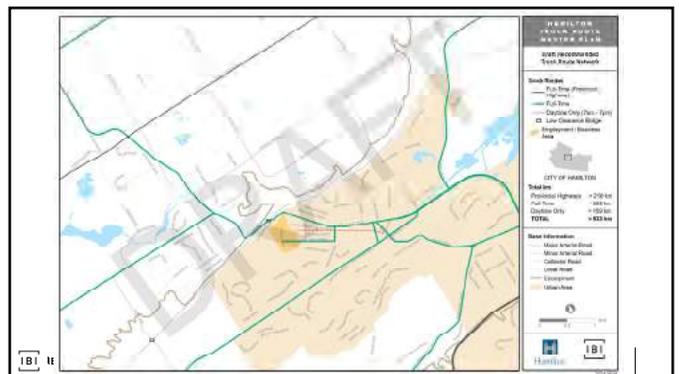
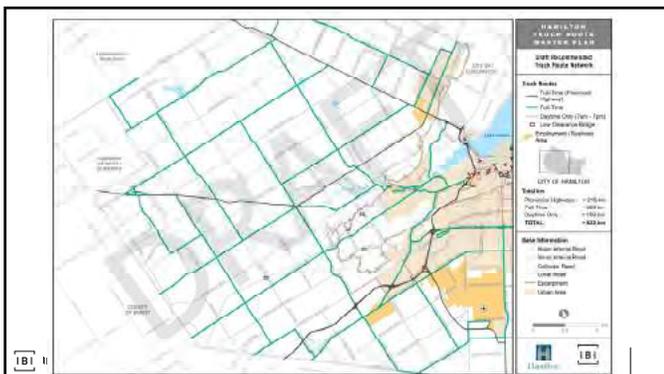
Number	Roadway	From	To	Traffic Control Improvements	Intersection Improvements	Segment Improvements	Road Reconstruction
Proposed Truck Route Additions							
1	Milborough Line	Carlisle Road	Concession 11 East				X
2	Concession 4 West	Highway 6	Block Road	X		X	X
3	Concession 4 West	Block Road	Westover Road			X	X
4	Concession 4 West	Sheffield Road	Lynden Road		X	X	X
5	Lynden Road	Highway 5	Highway 8		X	X	X
6	Jerseyville Road	Highway 52	Shaver Road				X
7	Shaver Road	Jerseyville Road	Carner Road	X		X	X
8	Savemill Road / Haldibrook Road	Carlisle Road West	Highway 56	X		X	X
9	Airport Road West	Highway 6	Glanchester Road				X
10	Glanchester Road	Airport Road	White Church Road				X
11	White Church Road	Upper James Street	Fletcher Road	X		X	X
12	Dickinson Road East	Upper James Street	Nelso Road	X	X	X	X
13	Nelso Road	White Church Road East	Twenty Road	X	X	X	X
14	Kirk Road	Fletcher Road	Highway 56	X	X	X	X
15	Fletcher Road	Binbrook Road	Cuyatt Road	X	X	X	X
16	Cuyatt Road	Fletcher Road	Highway 52		X	X	X
17	Westbrook Road	Highway 20	York Street				X
18	Longwood Road South	King Street West	Main Street West			X	X
19	Concession 11 East	Highway 6	Milborough Line		X		X

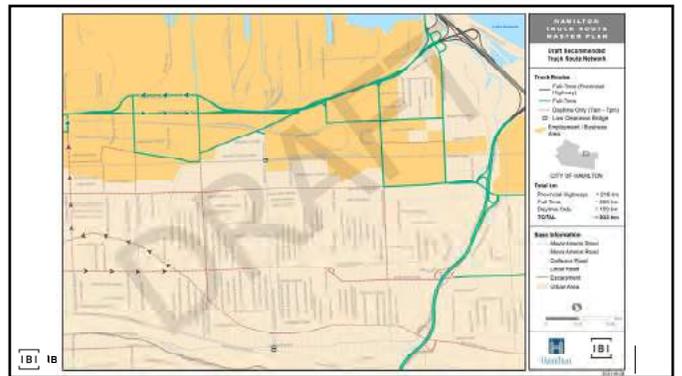
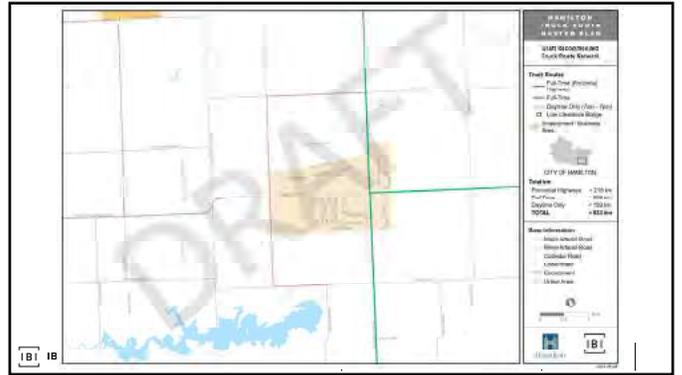
Operational Improvements – Existing Links

Number	Roadway	From	To	Traffic Control Improvements	Intersection Improvements	Segment Improvements	Road Reconstruction
Existing Truck Route Segment							
1	Carlisle Road	Highway 6	Milborough Road			X	X
2	Centre Road	Campbellville Road	Parkside Drive			X	X
3	Salfar Road	Highway 6	Highway 8			X	X
4	Westover Road	Highway 6	Salfar Road			X	X
5	Elverth Road East	Ridge Road	Mud Street East				X
6	Wellington Street (Dundas)	King Street	Mill Street	X			
7	Wilson Street (Ancaster)	Roussseau Street	Carner Road				X
8	King Street	Queen Street	Longwood Road South				X
9	Queen Street North	York Boulevard	King Street West		X	X	X
11	Wellington Street	Burlington Street	Clanmont Access		X	X	X
12	Cannon Street / York Boulevard	Victoria Avenue North	Plains Road West		X	X	X
13	Main Street	Cider Drive	Queenston Road				X
14	Victoria Avenue North	Burlington Street	Clanmont Access		X	X	X
15	Barton Street East	Birch Avenue	Sherman Avenue North				X
16	Market Street (Dundas)	Mill Street	King Street		X		X



Recommended Truck Route Network by Sub Areas





Workshop Activity – 3 S's

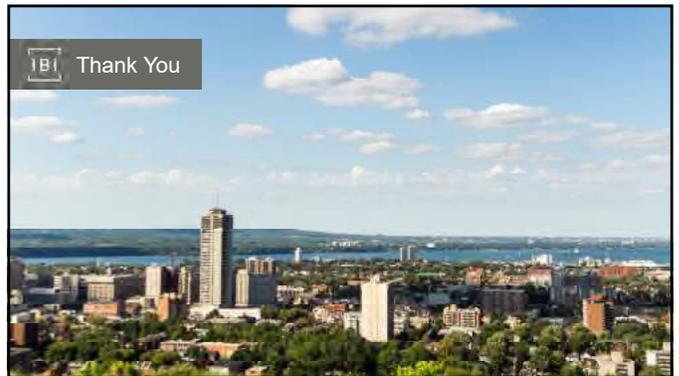
Satisfying
Surprising
Stressing



Next Steps

Next Steps

- Receive feedback from MTO & Adjacent Municipalities on Draft Recommended Truck Route Network; and
- Continue with Phase 2 Stakeholder Engagement.



IBI Thank You



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Toronto ON M4V 2Y7 Canada
tel 416 596 1930 fax 416 596 0644
ibigroup.com

Minutes

To/Attention Notes to File **Date** November 17, 2021
From IBI Group **Project No** 121911

Subject Truck Route Master Plan ("**TRMP**") Update -
Adjacent Municipalities and MTO Stakeholder Meeting
Microsoft Teams
June 9, 2021 - 3:00 p.m. to 4:30 p.m.

Present **City of Hamilton**
Omar Shams, Project Manager, Transportation Planning
Steve Molloy, Manager, Transportation Planning - Transportation
Planning & Parking Division
Margaret Fazio, Senior Project Manager, Infrastructure Planning

IBI Group

Ron Stewart, Project Manager, IBI Group
Matt Colwill, Project Team, IBI Group
Anna Mori, Project Team, IBI Group

Municipalities

██████████ Road Operations Division, Halton Region
██████████ Transportation Planning Division, Halton Region
██████████ Transportation Planning Manager, Region of
Waterloo
██████████ Director of Transportation, Region of
Waterloo
██████████ Road Operations Manager, County of Brant (for
Mark Eby)
██████████ Public Works Technologist, County of Brant
██████████ Manager Transportation Services, Haldimand
County
██████████ Associate Director, Transportation Services,
Niagara Region
██████████ Transportation Engineering Technologist, Town
of Grimsby
██████████ Engineering Technician, Engineering Services,
Town of Lincoln

Ministry of Transportation (MTO)
[REDACTED] System Planning Branch

Regrets City of Burlington
Town of West Lincoln
Town of Milton

Attachments A meeting slide deck is being forwarded to the participants.

Distribution Attendees

Item Discussed	Action By
<p>1. Introductions</p> <p>Omar Shams (City of Hamilton) thanked all participants for attending and provided opening remarks.</p> <p>Ron Stewart (IBI Group) presented the agenda.</p> <p>Round-table introductions were made.</p> <p>2. Study Recap</p> <p>Ron Stewart presented a Study Recap (slides 5-14).</p> <p>Discussion:</p> <ul style="list-style-type: none">• [REDACTED] (Region of Waterloo): An example policy mentioned was to reduce the size and number of trucks - isn't it one or the other?<ul style="list-style-type: none">○ Ron Stewart (IBI Group): It is not necessarily either/or. There is also consideration of whether goods need to be moved by truck in that location – in the downtown area there is much more concern about the size of trucks. <p>3. Draft Recommended Truck Network and Implementation Strategies</p>	

Item Discussed

Action By

Ron Stewart presented the process by which the draft recommended road network was developed (slides 15-22). Participants did not have questions on the process.

Ron Stewart presented the draft truck route network and implementation strategies, including a potential increased truck route threshold of 11,000 kg and required operational improvements (slides 23-41).

Discussion on the draft recommended truck network by sub-area:

- Patrick Monahan/Kristen Finelli (Halton Region): Milborough Line – the section between Carlisle Road and Derry Road is built to accept truck traffic, but is a seasonal reduced load between Derry Road and Concession 11. Updates to Milborough Line to fully serve in that role would be coordinated as part of boundary agreement. We will need to keep this on our radar. Recommend showing seasonal reduced load in mapping. What is needed to occur.
 - Omar Shams (City of Hamilton): We have a separate map that shows reduced load environment. That's a separate component of this project, and we pay close attention to this.
- Omar Shams (City of Hamilton): Some improvements are planned on Hwy 6 – so that will put some pressure on additional routes used to detour around Hwy 6 construction. But in the long term, Hwy 6 improvements will reduce travel times.
- ██████████ (County of Brant): The truck route roads identified make sense. Note that Jerseyville Road is load reduced.
- ██████████ (Haldimand County): There are boundary road agreements on Sawmill Road – The road is being reconstructed this year and some reconstruction was done last year. As noted, some improvements are needed for this road to serve as a truck route. Also note the major crossing of Hwy 6 – traffic control improvements are needed. We have issues with trucks and speeding on Sawmill Road even at present when it is not a truck route – a number of residents are already complaining.
 - Anna Mori (IBI Group): Note that for boundary roads, if the City of Hamilton does proceed with an 11,000 kg threshold for the truck route, agreement will be needed

Item Discussed

between municipalities as to whether a 4,500 kg or 11,000 kg threshold weight applies to the boundary road.

- Westbrook Road has been identified as a proposed new truck route. It is a boundary road shared between City of Hamilton and Town of West Lincoln. No West Lincoln representatives were present to comment. City of Hamilton staff to follow up.

██████████ (Town of Grimsby): Regarding the Ridge Road connection (existing truck route – no change), there is a year-round reduced load restriction on Ridge Road. There is no availability for trucks to travel down the escarpment until Mountain street. We generally try to reduce truck traffic along Ridge, as it is rural, mostly residential. Mud Street would be a better alternative for trucks to use.

Action By

City of Hamilton

4. Workshop Activities

Participants were asked what is Satisfying, what is Surprising, and what is Stressing about the draft truck route network for discussion.

- ██████████ (Town of Lincoln): As a former Waterdown resident, removing trucks from Waterdown on Dundas Street will make a welcome difference. There are also more studies going on about a future bypass link.
- ██████████ (Town of Lincoln): Regarding 4,500 kg vs. 11,000 kg weight threshold, it's true, most residents in their jurisdiction are concerned about the noise and dirt from the larger trucks.
- ██████████ (City of Hamilton): Do adjacent municipalities have same signage? Also, I understand there is a provincial process underway to provide province-wide signage direction? (MTO was no longer on the call at this point to provide comment.)
 - Omar Shams (City of Hamilton). OTM Book 5 provides signage guidance. Also, following this study, we are aiming to work with ON-511 and upload the network to ON-511. The most common excuse given to police by truckers is that we were following GPS – working on navigation system. At minimum upload network, by default would increase truck route compliance. Even though Garmin has truck route network but it's expensive.

Item Discussed

- Matt Colwill (IBI Group): On ON-511 there is a trucker mode that can be toggled on for commercial vehicle operators [currently no designated truck route information].
- ██████████ (Region of Waterloo): Regarding differentiating between large trucks etc., when we count trucks, our counts include the smaller trucks and the traffic picture looks worse than it really is because the truck counts include the 4,500 kgs trucks, which in the public's eye is not a big issue.

Action By

5. Next Steps

- IBI Group will prepare minutes that Omar Shams will share with team along with the slide deck.
- The project team will continue with consultation/engagement.
- The meeting concluded at 4:22 p.m.



Hamilton Truck Route Master Plan Review Truck Route Advisory Focus Group #2



IBI GROUP
In association with GLPI and
David Kriger Consultants
May 31, 2021

Agenda

1. Introductions
2. Study Recap: Overall Scope and Major Activities
3. Recommended Truck Route Network
4. Implementation Strategies
5. Workshop Activities
6. Next Steps




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Introductions




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Study Recap




May 31, 2021 | 4

Truck Route Master Plan (TRMP) Review Objectives

The objectives of the TRMP Review are to:

- Review Hamilton's existing truck route network;
- Identify the **current and projected truck route-related problems**;
- Develop, evaluate, and **recommend practical solutions**; and
- Recommend supporting policies and tools that the City can consider to **mitigate the current problems and manage the potential future challenges**.




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What is a Truck Route Network?

The Truck Route Network defines the roadways that trucks are allowed to use in Hamilton.

Any vehicle or trailer which weighs more than 4,500 kg required to use the truck route network.

Trucks are permitted to travel on roads that are not part of the designated truck route network when making a local delivery. They are required to take the most direct path to/from the truck route network to the destination.



Existing Truck Route Network




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What is a 'Truck'?

According to the City of Hamilton Traffic By-Law, a 'truck' includes:

"any vehicle or trailer for which the ... load is in excess of 4500 kilograms, excepting however buses, fire fighting equipment, public utility vehicles and authorized emergency vehicles"
 - Traffic By-Law 01-215

All of the vehicles shown to the right are considered "trucks" and must use the truck route network, except when making a local delivery.

HEAVY - Tractor Trailer Combinations (5-10 axes)

MEDIUM - Single-Unit Trucks (3-4 axes)

LIGHT - Light Single-Unit Trucks (2 axes)

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Scope and Approach

1 Background Review & Problem Identification

2 Policy Review & Development

3 Development of Alternative Solutions & Evaluation

Ongoing Stakeholder & Public Consultation

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Public & Stakeholder Consultation

Phase 1: Let's Talk Trucks

- Truck Route Subcommittee
- Technical Advisory Committee
- Meeting with adjacent municipalities and provincial Agencies
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Community Group Workshop/Focus Group
- Virtual Public Information Centre
- Website with interactive online survey

Phase 2: Preliminary Findings

- Technical Advisory Committee
- Community Group Workshop/Focus Group
- Meeting with adjacent municipalities and provincial Agencies
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Truck Route Subcommittee
- Public Information Centre

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Needs and Opportunities

Issues:

Vision/Opportunity statement:
 A truck route network that supports Hamilton and regional economic prosperity, coexisting with a high quality of life for communities as well as environmental and public health.

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Key Influences and Issues

Environment & Climate Emergency

Public Health and Safety

Network Connectivity

Rural Issues

Social Equity

Emerging Technologies and Policies

Development in Employment Areas

Hot Spots

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Policy Review and Development Summary

The following are examples of policies that were identified for consideration:

- Develop a regular commercial vehicle data collection program;
- Work with private sector truck generators to encourage strategies to reduce size and number of truck trips;
- Provide Police with enforcement tools – by-laws, and resources; and
- Establish framework to review goods movement in rural road rehabilitation process.

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Phase 3

- Develop network alternatives using a parametric geographic information system
- Evaluate network alternatives
- Prepare the Truck Route Master Plan report, and a draft by-law and schedule for Council's consideration



3

Development of Alternative Solutions & Evaluation

Timeline: Winter 2021

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Study Recap

Questions?

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Network Evaluation Framework



Select Road Links for Assessment

- Determine the roadway links that should be assessed.



Evaluate Links for Assessment

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Form a Draft Truck Route Network

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Network Evaluation Scenarios

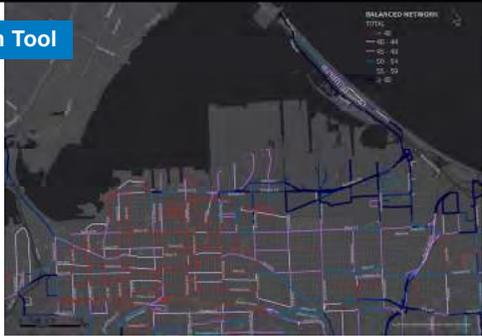
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Evaluation Tool



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Principles to Complete the Truck Route Network (cont'd)

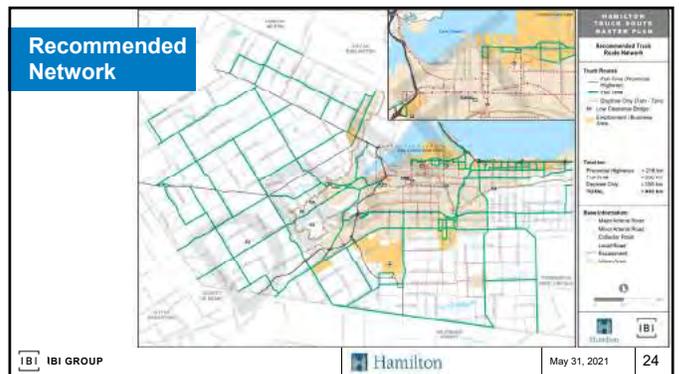
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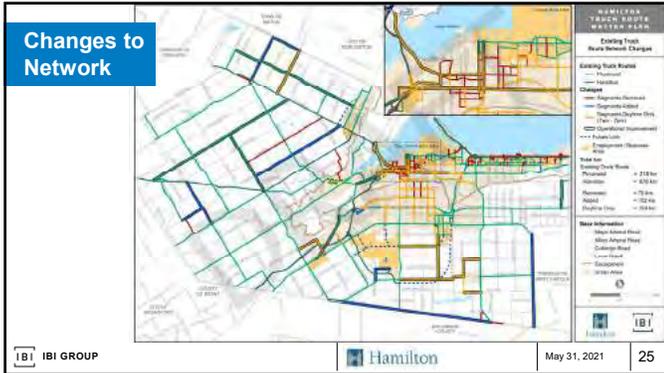
Impact of Public and Stakeholder Engagement

- Development of the Five Criteria
- Identification of Scoring Indicators
- Development of Four Network Philosophies for comparison
- Identification of specific locations with issues

Draft Truck Network Development Process

Questions?





- ### Implementation Strategies
1. Focus on larger trucks.
 2. Implement more “daytime only” routes – 7 am to 7 pm.
 3. Implement Operational Improvements
- IBI GROUP | Hamilton | May 31, 2021 | 27

“Truck” Limits for Truck Route Network

Hamilton Traffic By-Law 01-215:
“heavy traffic” means and includes any vehicle or trailer for which the ... vehicle weight and load is in excess of 4500 kilograms, excepting however buses, fire fighting equipment, public utility vehicles and authorized emergency vehicles”

This aligns with the definition of “Commercial Motor Vehicle” in the Ontario Highway Traffic Act

- All must have a Commercial Vehicle Operator’s Registration (CVOR) number/certificate

Ontario Driver’s Licence Regulations

Class A: Allowed to drive any tractor-trailer combination. May also drive a vehicle in class D and G.

Class D: Allowed to drive a motor vehicle exceeding **11,000 kilograms gross weight or registered gross weight** or any truck or combination provided the towed vehicle is not over 4,600 kilograms. May also drive vehicles in Class G

Class G: Allowed to drive any car, van or small truck or combination of vehicle and towed vehicle up to 11,000 kilograms ...

<http://www.mto.gov.on.ca/english/trucks/handbook/section1-1-2.shtml>

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Implications of Using a 11,000 kg Weight Threshold

Precedent: Vancouver
 A vehicle or combination of vehicles with a LGVW greater than 11,800 kg (26,014 lbs) must use the designated truck routes

- A higher weight limit allows enforcement to focus on trucks that have the greatest impacts on safety, road infrastructure and quality of life
- This also results in simpler route network and signage vs. a two-tier network, especially if time-of-day truck route restrictions are also used
- Definitions:
 - Gross vehicle weight (GVW):** combined current weight of truck, trailer, cargo load, fuel, equipment, driver, passengers, etc.
 - Registered gross weight (RGW):** indicated on vehicle registration papers and indicates the maximum weight at any time for the truck or truck/trailer combination – a more stable measure
- Officer training and public education would be required to differentiate between trucks below vs. above 11,000 kg threshold.
- The higher threshold would apply only to truck route network compliance – other commercial vehicle enforcement still applies (e.g. reduced spring load compliance, vehicle safety issues, speeding, parking, etc.)

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What 11,000 kg Registered Gross Weight (RGW) Looks Like

Sample vehicles under 11,000 kg RGW:

Sample vehicles >11,000 kg RGW:

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Operational Improvements – Additions

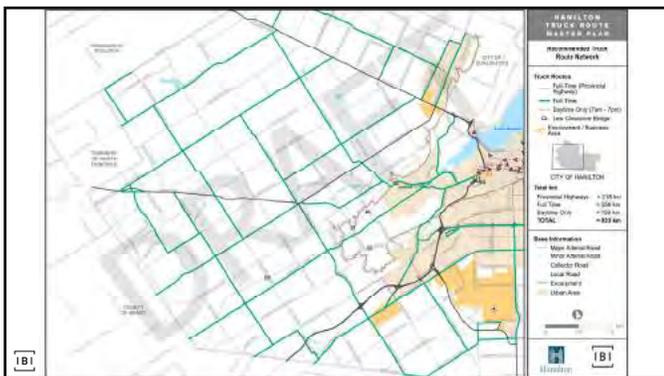
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5	Lynden Road	Highway 5	Highway 8		X	X	X
6	Jerseyville Road	Highway 52	Shaver Road				X
7	Shaver Road	Jerseyville Road	Carner Road	X		X	X
8	Savmill Road / Haldibrook Road	Carlisle Road West	Highway 52	X		X	X
9	Airport Road West	Highway 6	Glanchester Road				X
10	Glanchester Road	Airport Road	White Church Road				X
11	White Church Road	Upper James Street	Fletcher Road	X		X	X
12	Dickinson Road East	Upper James Street	Nelso Road	X	X	X	X
13	Nelso Road	White Church Road East	Twelvy Road	X	X	X	X
14	Kirk Road	Fletcher Road	Highway 56	X	X	X	X
15	Fletcher Road	Binbrook Road	Cuyatt Road	X	X	X	X
16	Cuyatt Road	Fletcher Road	Highway 52	X	X	X	X
17	Westbrook Road	Highway 20	York Street				X
18	Longwood Road South	King Street West	Main Street West			X	X
19	Concession 11 East	Highway 6	Milborough Line		X		X

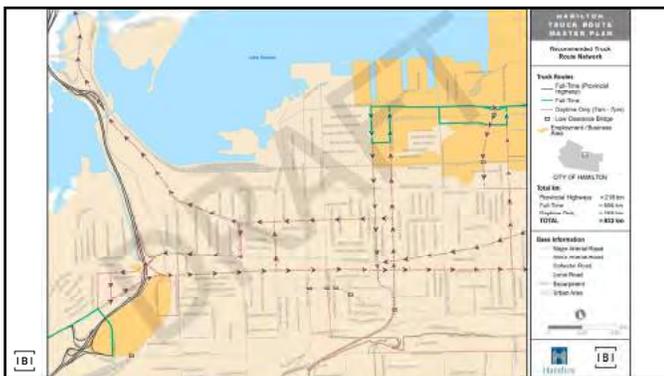
Operational Improvements – Existing Links

Number	Roadway	From	To	Traffic Control Improvements	Intersection Improvements	Segment Improvements	Road Reconstruction
Existing Truck Route Section 1							
1	Carlisle Road	Highway 6	Milborough Road			X	X
2	Centre Road	Campbellville Road	Parkside Drive			X	X
3	Saffer Road	Highway 6	Highway 8			X	X
4	Westover Road	Highway 5	Saffer Road			X	X
5	Elverth Road East	Ridge Road	Mud Street East				X
6	Wellington Street (Dundas)	King Street	Mill Street	X			
7	Wilson Street (Ancaster)	Rousseau Street	Carner Road			X	X
8	King Street	Queen Street	Longwood Road South			X	X
9	Queen Street North	York Boulevard	King Street West		X	X	X
11	Wellington Street	Burlington Street	Clanmont Access		X	X	X
12	Cannon Street / York Boulevard	Victoria Avenue North	Plains Road West		X	X	X
13	Main Street	Cider Drive	Queenston Road			X	X
14	Victoria Avenue North	Burlington Street	Clanmont Access		X	X	X
15	Barton Street East	Birch Avenue	Sherman Avenue North			X	X
16	Market Street (Dundas)	Mill Street	King Street		X		X



Recommended Truck Route Network by Sub Areas





Workshop Activity – 3 S's

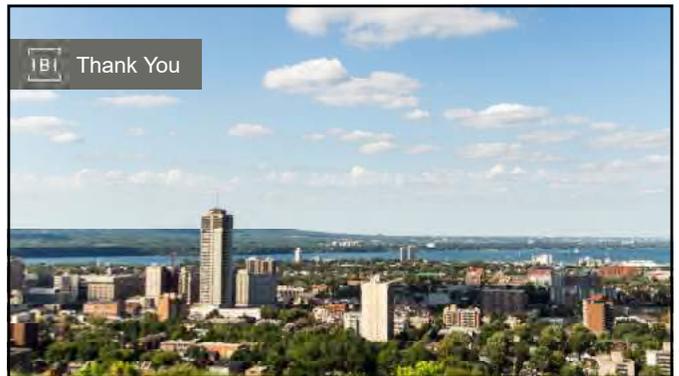
Satisfying
Surprising
Stressing



Next Steps

Next Steps

- Receive feedback from TAG on Recommended Truck Route Network; and
- Continue with Phase 2 Stakeholder Engagement.



Thank You



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Minutes

To/Attention Notes to File **Date** June 3, 2021
From IBI Group **Project No** 121911

Subject Hamilton Truck Route Master Plan ("TRMP") Review - Truck Route Advisory Focus Group #2
Microsoft Teams Meeting
May 31, 2021 from 5:00 to 7:00 p.m.

Attachments PowerPoint Presentation: Truck Route Master Plan Review
Truck Route Advisory Focus – Meeting #2

Present

GLPi

Glen Pothier

City of Hamilton

Brian Hollingworth, Director, Transportation Planning and Parking

Omar Shams, Project Manager, Transportation Planning

Steve Molloy, Manager, Transportation Planning - Transportation Planning & Parking Division

IBI Group

Ron Stewart, Project Manager

Matt Colwill

Anna Mori

Cameron Wheelan

Andrae Griffith

Guests

- ██████████ – Representing suburban areas
- ██████████ – Hamilton Industrial Environmental Association
- ██████████ – Hamilton Wentworth District School Board
- ██████████ – Environment Hamilton
- ██████████ – Ontario Trucking Association
- ██████████ – McMaster University – Public Health Equity Institute
- ██████████ – Representing urban areas
- ██████████ – Hamilton Chamber of Commerce
- ██████████ – Representing suburban areas
- ██████████ – Social Planning and Research Council of Hamilton
- ██████████ – Hamilton School Board – Parent Council
- ██████████ – McMaster Institute of Transportation and Logistics
- ██████████ – Port Authority

Item Discussed	Action By
Regrets	
[REDACTED] – Active Transportation Community	
[REDACTED] – Truck Route Reboot	
[REDACTED] – Ontario Federation of Agriculture	
[REDACTED] – Hamilton International Airport	
[REDACTED] – Representing Community at Large	
[REDACTED] – Hamilton Health Science /St. Joe’s Hospitals	
[REDACTED] – Representing rural areas	
[REDACTED] – Representing rural areas	
[REDACTED] – Representing urban areas	
[REDACTED] – Representing urban areas	

Presentation	
<p>The IBI Group team gave a presentation that summarized:</p>	
<ul style="list-style-type: none"> • Study Recap; • Considerations for a two-tiered network; • Considerations for differentiation by weight classifications and time of day; • Development of Draft Recommended Network; • Operational Improvements; and • Next Steps. 	

Discussion	
<p>There was discussion regarding the evaluation framework and indicators:</p>	
<ul style="list-style-type: none"> • [REDACTED] expressed support for the use of the framework as a foundation of the analysis and evaluation of the Recommended Truck Route Network; • [REDACTED] inquired if there was differentiation in the framework between retail / commercial trucks and industrial trucks, and that the latter cutting through downtown was a concern. Ron Stewart noted that the network sought to ask “does that truck need to be there” and provide appropriate routes to and from appropriate destinations; • [REDACTED] and [REDACTED] inquired about the data collection used in the evaluation. Omar Shams noted that MTO truck intercept survey data was used to understand goods movement, and that private operators also shared data. Opportunities to share the full data set will require additional discussions with the data owners. The City is also working with 	

Item Discussed	Action By
<p>other governments and industrial partners for ongoing data collection.</p> <ul style="list-style-type: none"> There was a desire for more information about how each segment scored under the various weightings. <p>There was discussion regarding a tiered network by weight class as an implementation strategy:</p> <ul style="list-style-type: none"> ██████████ noted that exempting trucks less than 11,000 kg is a big change from the existing network, should be communicated clearly, and was unlikely to be received positively by community members and stakeholders; ██████████ noted that trucks should be limited further, suggested that there be areas of the city (e.g. Wellington and Cannon) where no trucks exceeding 11,000 kg be permitted; and ██████████ ██████████ and ██████████ noted that trucks between 4,500 kg and 11,000 kg would not be appropriate on the Kenilworth Access considering land uses, increasing cycling volumes, and past community concerns. Kate Fraser noted that the Red Hill Valley Parkway would be a suitable alternative for trucks to climb the escarpment in this area. <p>There was discussion regarding a tiered network by time of day as an implementation strategy:</p> <ul style="list-style-type: none"> ██████████ noted that the Chatham Street and Dundun Street South area sees high numbers of school-age pedestrians during times when trucks could be permitted. Lynda Lukasik noted that a transition from full-time to daytime along Wellington Street and Victoria Street makes sense; and There was discussion regarding the potential for location specific time restrictions based on the local context (e.g. Schools). <p>There was discussion regarding specific locations which may require additional consideration:</p> <ul style="list-style-type: none"> ██████████ noted King Street (Highway 8) at the Niagara Escarpment has steep grades and low-clearance bridges; ██████████ noted locations where LRT stations are planned, due to conflicts with future pedestrians, as well as urban design and strategic goals; and ██████████ noted that more designated truck routes may be needed in proximity to John C. Munro Hamilton International Airport to serve future commercial uses; and ██████████ expressed support for the removal of Wilson Street from the draft network. <p>There was discussion regarding enforcement, and the potential to use automated tools as they become approved for use in Ontario.</p> <ul style="list-style-type: none"> ██████████ inquired about having bylaw enforcement, rather than the police, conduct enforcement. Omar Shams noted that no other 	

Item Discussed	Action By
<p>municipalities use bylaw enforcement for truck route compliance, due to commercial vehicle enforcement being a police responsibility and require specialized training.</p> <ul style="list-style-type: none">• [REDACTED] inquired about the potential to use automated enforcement tools. Omar Shams noted that technologies are not presently approved for this purpose, but that the City is open if they approved at the provincial level.	
Next Steps	
<ul style="list-style-type: none">• Receive feedback from TAG on recommended Truck Route Network; and• Continue with Phase 2 Stakeholder Engagement.	



Hamilton Truck Route Master Plan Review Business Community #2

IBI GROUP
In association with GLPI and
David Kriger Consultants
June 11, 2021

Agenda

1. Introductions
2. Study Recap: Overall Scope and Major Activities
3. Draft Recommended Truck Route Network
4. Implementation Strategies
5. Workshop Activities
6. Next Steps

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Introductions

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Study Recap

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Truck Route Master Plan (TRMP) Review Objectives

The objectives of the TRMP Review are to:

- Review Hamilton's existing truck route network;
- Identify the current and projected truck route-related problems;
- Develop, evaluate, and recommend practical solutions; and
- Recommend supporting policies and tools that the City can consider to mitigate the current problems and manage the potential future challenges.

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What is a Truck Route Network?

The Truck Route Network defines the roadways that trucks are allowed to use in Hamilton.

Any vehicle or trailer which weighs more than 4,500 kg requires to use the truck route network.

Trucks are permitted to travel on roads that are not part of the designated truck route network when making a local delivery. They are required to take the most direct path to/from the truck route network to the destination.



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What is a 'Truck'?

According to the City of Hamilton Traffic By-Law, a 'truck' includes:

"any vehicle or trailer for which the ... load is in excess of 4500 kilograms, excepting however buses, fire fighting equipment, public utility vehicles and authorized emergency vehicles"

- Traffic By-Law 01-215

All of the vehicles shown to the right are considered "trucks" and must use the truck route network, except when making a local delivery.

HEAVY - Tractor Trailer Combinations (5-10 axes)



MEDIUM - Single-Unit Trucks (3-4 axes)



LIGHT - Light Single-Unit Trucks (2 axes)



Scope and Approach



Public & Stakeholder Consultation



Phase 1: Let's Talk Trucks

- Truck Route Subcommittee
- Technical Advisory Committee
- Meeting with adjacent municipalities and provincial Agencies
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Community Group Workshop/Focus Group
- Virtual Public Information Centre
- Website with interactive online survey

Phase 2: Preliminary Findings

- Technical Advisory Committee
- Community Group Workshop/Focus Group
- Meeting with adjacent municipalities and provincial Agencies
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Truck Route Subcommittee
- Public Information Centre

Needs and Opportunities

Vision/Opportunity statement:

A truck route network that supports Hamilton and regional economic prosperity, coexisting with a high quality of life for communities as well as environmental and public health.

Issues:



Key Influences and Issues



Environment & Climate Emergency



Public Health and Safety



Network Connectivity



Rural Issues



Social Equity



Emerging Technologies and Policies



Development in Employment Areas



Hot Spots

Policy Review and Development Summary

The following are examples of policies that were identified for consideration:

- Develop a regular commercial vehicle data collection program;
- Work with private sector truck generators to encourage strategies to reduce size and number of truck trips;
- Provide Police with enforcement tools – by-laws, and resources; and
- Establish framework to review goods movement in rural road rehabilitation process.

Stage 3

- Develop network alternatives using a parametric geographic information system
- Evaluate network alternatives
- Prepare the Truck Route Master Plan report, and a draft by-law and schedule for Council's consideration



3

Development of Alternative Solutions & Evaluation

Timeline: Winter 2021

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Study Recap

Questions?

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Network Evaluation Framework



Select Road Links for Assessment

- Determine the roadway links that should be assessed.



Evaluate Links for Assessment

- Criterion 1: Efficient Connectivity
- Criterion 2: Reliability
- Criterion 3: Safety
- Criterion 4: Environment and Public Health
- Criterion 5: Equity



Form a Draft Truck Route Network

- Ensure that the network has the necessary connections.
- Develop alternatives by varying weights of evaluation criteria.



Address Gaps and Specific Issues

- Where do trucks need to be? - Where don't we want them?
- Are there a good alternate routes?
- What mitigation measures can be implemented?
- How can we make the truck route "separable"?
- How do we enforce the truck route?



Alternative Truck Route Network Configuration

- Use Geotab Data to assess the proportion of existing truck trips that would be served by the alternative
- Identify likely trip redistribution impacts

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Scoring Criteria and Indicators

Criteria	Indicators
1. Efficiently Connected	<ul style="list-style-type: none"> Functional Road Class Truck Volumes
2. Reliability	<ul style="list-style-type: none"> Emergency Detour Route Barrier Crossing Travel Time Index (congested vs. free-flow travel time) Seasonal Reduced Load
3. Safety	<ul style="list-style-type: none"> Safety - Potential for Safety Improvement Road Uses - BLAST Network Shared Road Uses - Cycling Pedestrian Density (2011 TZ Pop+Emp)
4. Equity	<ul style="list-style-type: none"> Low-Income Household Prevalence (%) Vulnerable Age Cohort (<19 and 65+) (%)
5. Public Health	<ul style="list-style-type: none"> Adjacent Residential Zoning (%) Sensitive Land Uses and Community Facilities

Public Health: Sensitive Land Uses

Very Sensitive Land Uses:

- Hospital (adjacent)
- Elementary or school (adjacent)

Sensitive Land Uses:

- Hospital (within 100 m)
- Elementary or secondary school (within 100 m)
- Post-secondary school (adjacent)
- Long-term care (adjacent)

Sensitive Community Facilities:

- Major city park
- Business Improvement Area

Other Community Centres:

- City and non-City recreation and community centres
- Library
- Places of Worship

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Network Evaluation Scenarios

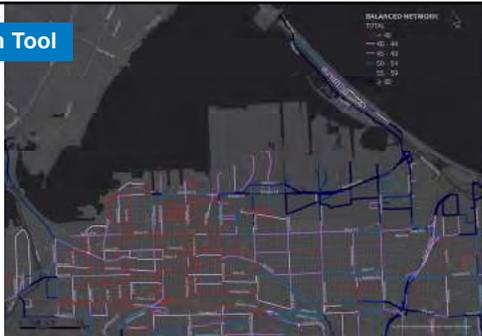
- Five network evaluation criteria were developed, each with indicators and scoring
- Four network philosophies were developed, each with different criteria weightings
- The network of road segments **scoring 50 or greater for the Balanced Network** were the starting point for developing the 24-hour truck route network

Criteria Weighting for Each Network Philosophy

Characteristic	Balanced Network	Goods Movement Mobility-Focused	Community Resiliency-Focused	Public Health-Focused
1. Efficiently Connected	100%	150%	50%	50%
2. Reliability	100%	150%	50%	50%
3. Safety	100%	100%	100%	150%
4. Equity	100%	50%	150%	100%
5. Public Health	100%	50%	150%	150%
Total	500%	500%	500%	500%

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Evaluation Tool



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Principles to Complete the Truck Route Network

1. Provide at least **one full-time truck route connection** between existing or planned **heavy industry** and the provincial highway network.
2. Provide sufficient **connectivity** and truck route network **spacing** to avoid excessive additional truck travel time compared to the shortest travel distances, and to ensure that a feasible **redundant** route is available when part of the truck route becomes temporarily unavailable (e.g. due to traffic incidents or construction).
3. Provide one or more truck route connections (full-time or part-time) at each provincial highway or municipal parkway interchange.

Principles to Complete the Truck Route Network (cont'd)

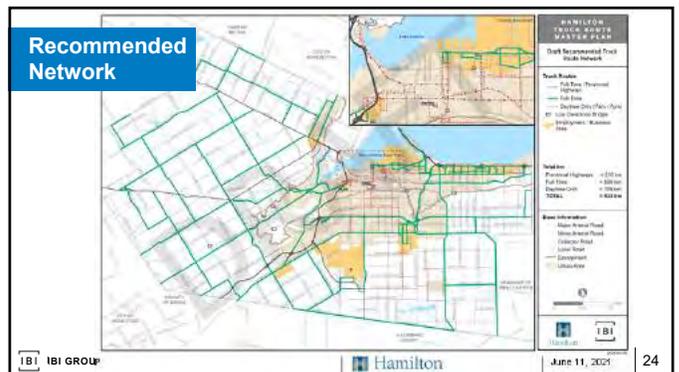
4. Provide at least one full-time truck route connection to each **bordering truck route** in adjacent municipalities.
5. Maintain the **Provincial EDR** as part of either the 24-hour or daytime-only truck route.
6. **Avoid truck route "dead ends"** for both the 24-hour network and the daytime-only network (e.g. provide truck route connections and/or turn-around loops)

Impact of Public and Stakeholder Engagement

- Development of the Five Criteria
- Identification of Scoring Indicators
- Development of Four Network Philosophies for comparison
- Identification of specific locations with issues

Draft Truck Network Development Process

Questions?



Implications of Using a 11,000 kg Weight Threshold



Precedent: Vancouver

A vehicle or combination of vehicles with a GVW greater than 11,000 kg (26,014 lbs) must use the designated truck routes.

- A higher weight limit allows enforcement to focus on trucks that have the greatest impacts on safety, road infrastructure and quality of life
- This also results in simpler route network and signage vs. a two-tier network, especially if time-of-day truck route restrictions are also used
- Definitions:
 - Gross vehicle weight (GVW):** combined current weight of truck, trailer, cargo load, fuel, equipment, driver, passengers, etc.
 - Registered gross weight (RGW):** indicated on vehicle registration papers and indicates the maximum weight at any time for the truck or truck/trailer combination – a more stable measure
- Officer training and public education would be required to differentiate between trucks below vs. above 11,000 kg threshold.
- The higher threshold would apply only to truck route network compliance – other commercial vehicle enforcement still applies (e.g. reduced spring load compliance, vehicle safety issues, speeding, parking, etc.)

What 11,000 kg Registered Gross Weight (RGW) Looks Like

Sample vehicles under 11,000 kg RGW:



Sample vehicles >11,000 kg RGW:



Operational Improvements – Additions

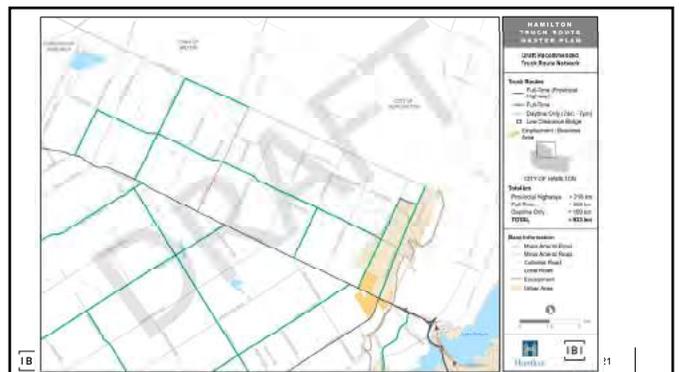
Number	Roadway	From	To	Traffic Control Improvements	Intersection Improvements	Segment Improvements	Road Reconstruction
Proposed Truck Route Additions							
1	Mitlborough Line	Carlisle Road	Concession 11 East				X
2	Concession 4 West	Highway 6	Brock Road	X		X	X
3	Concession 4 West	Brock Road	Westover Road			X	X
4	Concession 4 West	Sheffield Road	Lynden Road		X	X	X
5	Lynden Road	Highway 5	Highway 9		X	X	X
6	Jerseyville Road	Highway 52	Shaver Road				X
7	Shaver Road	Jerseyville Road	Garner Road	X		X	X
8	Sawmill Road / Haldibrook Road	Carlisle Road West	Highway 56	X		X	X
9	Ayrton Road West	Highway 6	Stancaster Road				X
10	Glanchester Road	Ayrton Road	White Church Road				X
11	White Church Road	Upper James Street	Fletcher Road		X		X
12	Dickerson Road East	Upper James Street	Nebo Road		X	X	X
13	Nebo Road	White Church Road East	Twenty Road		X	X	X
14	Kirk Road	Fletcher Road	Highway 56		X	X	X
15	Fletcher Road	Birbrook Road	Guyatt Road		X	X	X
16	Guyatt Road	Fletcher Road	Highway 56		X	X	X
17	Westbrook Road	Highway 20	York Street				X
18	Longwood Road South	King Street West	Main Street West			X	X
19	Concession 11 East	Highway 6	Mitlborough Line		X		X

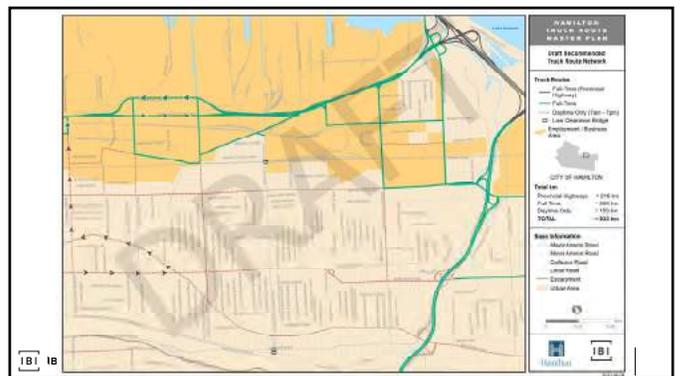
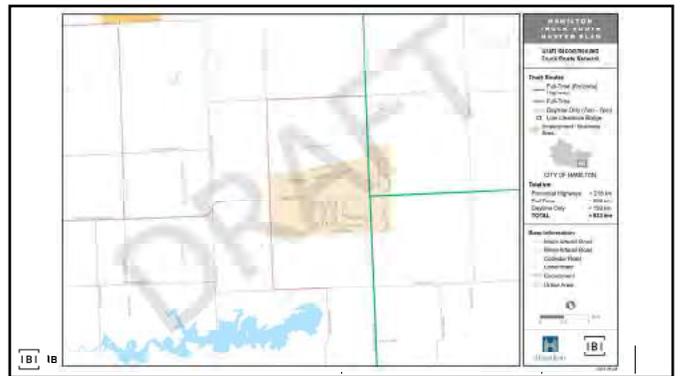
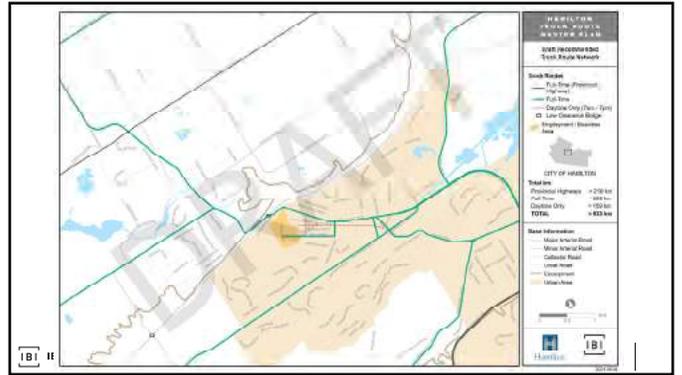
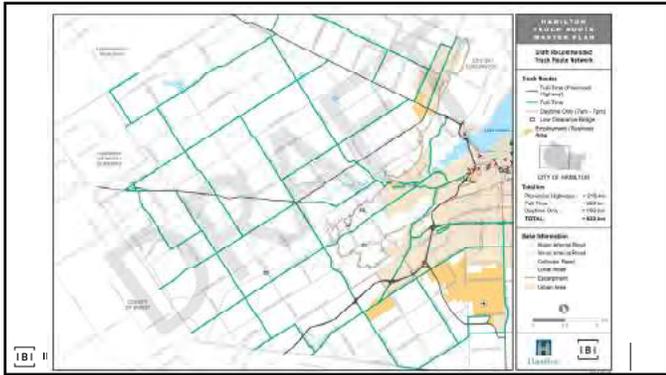
Operational Improvements – Existing Links

Number	Roadway	From	To	Traffic Control Improvements	Intersection Improvements	Segment Improvements	Road Reconstruction
Existing Truck Route Segment							
1	Carlisle Road	Highway 6	Mitlborough Road				X
2	Centre Road	Campbellville Road	Parkside Drive				X
3	Safari Road	Highway 6	Highway 8				X
4	Westover Road	Highway 5	Safari Road				X
5	Eleventh Road East	Ridge Road	Mad Street East				X
6	Wellington Street (Dundas)	King Street	Mill Street	X			
7	Wilson Street (Ancaster)	Rousseaux Street	Garner Road				X
8	King Street	Queen Street	Longwood Road South				X
9	Queen Street North	York Boulevard	King Street West		X		X
11	Wellington Street	Burlington Street	Claremont Access		X		X
12	Cannon Street / York Boulevard	Victoria Avenue North	Plains Road West		X		X
13	Main Street	Oxler Drive	Queenston Road				X
14	Victoria Avenue North	Burlington Street	Claremont Access		X		X
15	Barton Street East	Birch Avenue	Sherman Avenue North				X
16	Market Street (Dundas)	Mill Street	King Street		X		X



Recommended Truck Route Network by Sub Areas







Workshop Activity – 3 S's

Satisfying
Surprising
Stressing

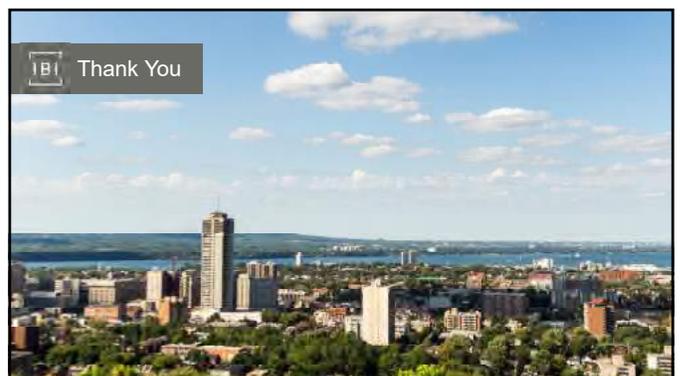
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Next Steps

- Receive feedback from Business Community on Recommended Truck Route Network; and
- Continue with Phase 2 Stakeholder Engagement.

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Minutes

To/Attention Notes to File **Date** October 15, 2021
From IBI Group **Project No** 121911

Subject Truck Route Master Plan ("TRMP") Update -
Business Community Meeting #2
Microsoft Teams
June 11, 2021 - 1:00 p.m. to 2:30 p.m.

Present

City of Hamilton
Omar Shams, Project Manager, Transportation Planning
Steve Molloy, Manager, Transportation Planning - Transportation
Planning & Parking Division

IBI Group
Ron Stewart, Project Manager, IBI Group
Matt Colwill, Project Team, IBI Group
Anna Mori, Project Team, IBI Group

Business Community
[REDACTED] – Operations Manager – Transportation, Tim Hortons
[REDACTED] – Senior Manager – Transportation, Tim Hortons
[REDACTED] – Tim Hortons Warehouse
[REDACTED] – Director – Project Management, McMaster
Innovation Park
[REDACTED] – Executive Director, Downtown Hamilton Business
Improvement Area (BIA)
[REDACTED] – Coordinator, Downtown Dundas BIA
[REDACTED] – Executive Director, Flamborough Chamber of
Commerce
[REDACTED] – Policy Advisor, Hamilton Chamber of
Commerce
[REDACTED] – Barton BIA
[REDACTED] – Waterdown BIA

Focus Group
[REDACTED] – resident representing suburban areas

Regrets [REDACTED] – City of Hamilton

Ancaster BIA
Hamilton International Village BIA
Concession BIA
Ark and Anchor
Donut Monster
Forge and Foster
Ottawa Street BIA
Westdale Village BIA
Stoney Creek BIA
Stoney Creek Chamber of Commerce
Main West Esplanade
Stelco
Stryker
Canada Bread/Grupo Bimbo
Maple Leaf
Mondolez Canada

Attachments A meeting slide deck is being forwarded to the participants.

Distribution Attendees

Item Discussed	Action By
<p>1. Introductions</p> <p>Omar Shams (City of Hamilton) thanked all participants for attending and provided background on the study, and noted that the group last met in March 2020.</p> <p>Ron Stewart (IBI Group) presented the agenda.</p> <p>Round-table introductions were made.</p> <p>2. Study Recap</p> <p>Ron Stewart presented a Study Recap (slides 5-14).</p> <p>Discussion:</p> <ul style="list-style-type: none">• [REDACTED] asked where to get a copy of the current truck route map.<ul style="list-style-type: none">- Answer: It is available on the engagehamilton.ca website <p>3. Draft Recommended Truck Network and Implementation Strategies</p> <p>Ron Stewart presented the process by which the draft recommended road network was developed (slides 15-22).</p>	

Item Discussed

Action By

Discussion:

- [REDACTED] (Barton BIA): Is more information available about segment scoring? Victoria Avenue is adjacent to a hospital and should factor into the scoring.
 - Ron Stewart noted that we can review scoring for individual segments if desired to clarify. Many factors went into the scoring.

4. Workshop Activities

Participants were asked to identify what is **Satisfying, Surprising or Stressing** about the process or the proposed truck route network.

Discussion:

- [REDACTED] Does the network reflect future road developments, upgrades or extensions, even if these are just 5 years out? Regarding McMaster Innovation Park, the Frid Street extension to Chatham Street should factor in.
 - Omar Shams: The Frid Street extension is shown in slide 26 with other future changes.
- [REDACTED] (Flamborough Chamber of Commerce): **Satisfied** with suggestions to improve roads in Waterdown. **Surprised** and a bit **Stressed**: With the addition of new bypass of Waterdown, was there consideration of removing or limiting traffic through Waterdown (Dundas Street)?
 - Ron: There is awareness of the desire to remove trucks through Waterdown. If Dundas is removed the sole truck route is Parkside Drive – redundancy is needed. Once the bypass is in you could remove trucks on Dundas from Hamilton Street to the east end of Burlington. Maintaining route connectivity so the route does not just stop is also important, including connecting to adjacent municipalities.
 - [REDACTED] I am for trucks having as many routes as possible, but it also must be understood that it is difficult for downtown businesses to be on truck routes.
 - [REDACTED] (Waterdown BIA): Waterdown is on the thoroughfare for accessing Highway 403, with dump trucks coming from the quarry, etc. Is there any program, possibility or incentive to get trucks to use the bypass instead? We would love to see some of the traffic go

Item Discussed	Action By
<p>north instead. You can barely hear yourself talk near the street in the Waterdown core area.</p> <ul style="list-style-type: none"> - Omar Shams confirmed that the planned bypass merges onto Parkside as shown. - [REDACTED] To clarify, we would like to remove the truck route from Dundas Street – Hamilton Street to Evans Road. Making this section a daytime-only truck route does not work for this segment. <ul style="list-style-type: none"> • [REDACTED] (Downtown Dundas BIA): Can you clarify that the full-time route is for each size of vehicle? Answer: yes. • [REDACTED] Satisfied: I do notice that some routes have been removed, e.g. Wilson and Wentworth. <p>Stressing: Our biggest concern is the biggest trucks, the ones that do the most damage and safety concern and what we get the most complaints about. Ideally any trucks over this weight would stay on Burlington Street. We have hospital also elementary at Sherman and Barton on two sides, and 7 a.m. to 7 p.m. is prime time for children going to school. Has the hospital been consulted and what are their thoughts?</p> <ul style="list-style-type: none"> - Ron: We understand there are trade-offs with having part-time routes active during the day. A frequent comment from stakeholders was that noise and vibration from trucks made it hard to sleep at night. Downtowns used to be for commercial daytime activity, with no concern at night-time regarding noise and vibration, but now downtowns are active in the evenings with restaurants and overnight also. - Omar Shams: We consult with hospitals and all other health institutions and have other stakeholder groups providing inputs. The hospitals have been engaged and informed and we are waiting on their input. - Anna Mori (IBI Group): The truck route is one tool to manage truck traffic, but there are also mitigating measures such as reducing speeds or barriers to reduce some of the traffic noise. <ul style="list-style-type: none"> • [REDACTED] Surprised that there is still a truck route on Barton. Could the section between Birch Street (one way southbound) and Sherman Street be a one-way eastbound section, since there will be no place for westbound trucks to go west of Sherman? 	

Item Discussed	Action By
<ul style="list-style-type: none">- Omar Shams: Birch Street is being planned for a two-way conversion. Action: Project team will look into updating the map to reflect his.• [REDACTED] If reducing speed limits can be a mitigating measure along truck routes, let's discuss reducing speed limits for Dundas, as some of the larger trucks coming from Cootes Drive are going much faster than speed limits, with a lot of slamming on to the brakes, I'm wondering if this could be a discussion between the Dundas BIA and councillor?<ul style="list-style-type: none">- Answer: Yes.• [REDACTED] We can make all these plans and ideas but unless we enforce them, it has no meaning. One of the policies mentioned was assisting enforcement, what resources will be made available? For speed limits, the easiest is to install automatic cameras but how do you enforce truck route compliance? We're not going to put officers on the street corners.<ul style="list-style-type: none">- Ron Stewart: Enforcement is limited by resources. When we put together the network, we talk about self-enforcing: if there is enough of a network of desirable routes, the truck drivers are more likely to follow the routes. Also, specific truck route/navigation apps for truckers will help. To assist enforcement, we also proposed a focus on the larger trucks of concern. Automated speed enforcement is certainly one way; we also want to make sure the speed limit you are applying is reflective of the road characteristics, as vehicles tend to drive the design speed.- Anna Mori: Another resource we've identified to help enforcement is more police officer training for commercial vehicles, as special training is needed.- Matt Colwill: Regarding automated identification of registered vehicle owners is that trailer licence plates can be different from registered plate of trucks, which is a complication of enforcing heavy trucks.• [REDACTED] In Hamilton, truck route signage is permissive. If we could work with police on educating them on what the new rules will be is a key piece to make this successful.	<p>Project Team</p>

Item Discussed	Action By
<ul style="list-style-type: none">- Ron: We have had specific engagement with police and understand that if we get too complex with the truck route network it's difficult to understand, follow and enforce. We did talk with police about plans and understand we need their buy-in.- Omar Shams: We are decisive to work with police to be clear on rules of the road but also with industry to educate. We will also work with the Ministry of Transportation to upload our network to ON511. I think that will play a significant rule in terms of compliance.- Matt Colwill: The permissive system may be less intuitive than restrictive used elsewhere. Hamilton has hybrid system and uses restrictive at decision points to make clear where trucks are supposed to go.• [REDACTED] Alternate routes: there were huge issues with Wellington street just this week when it was closed. The alternate routes provided did not take trucks into account.<ul style="list-style-type: none">- Omar Shams: It is necessary to have redundant routes and sufficient network spacing so that those challenges will be mitigated. We need to provide education on what are the available routing options. Fire chiefs have the authority to determine routing options.	
<p>5. Next Steps</p> <ul style="list-style-type: none">• IBI Group will prepare minutes that Omar Shams will share with the team along with the slide deck. Meeting participants will be asked to provide additional feedback by email.• The project team will continue with consultation/engagement.• Omar Shams thanked participants for attending the meeting and closed the session.	<p>Project Team</p>

The meeting concluded at 2:35 p.m.



Hamilton Truck Route Master Plan Review Goods Movement Community #2

IBI GROUP
In association with GLPI and
David Kriger Consultants
June 16, 2021

Agenda

1. Introductions
2. Study Recap: Overall Scope and Major Activities
3. Draft Recommended Truck Route Network
4. Implementation Strategies
5. Workshop Activities
6. Next Steps

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Introductions

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Study Recap

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Truck Route Master Plan (TRMP) Review Objectives

The objectives of the TRMP Review are to:

- Review Hamilton's existing truck route network;
- Identify the current and projected truck route-related problems;
- Develop, evaluate, and recommend practical solutions; and
- Recommend supporting policies and tools that the City can consider to mitigate the current problems and manage the potential future challenges.

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What is a Truck Route Network?

The Truck Route Network defines the roadways that trucks are allowed to use in Hamilton.

Any vehicle or trailer which weighs more than 4,500 kg requires to use the truck route network.

Trucks are permitted to travel on roads that are not part of the designated truck route network when making a local delivery. They are required to take the most direct path to/from the truck route network to the destination.



Existing Truck Route Network

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What is a 'Truck'?

According to the City of Hamilton Traffic By-Law, a 'truck' includes:

"any vehicle or trailer for which the ... load is in excess of 4500 kilograms, excepting however buses, fire fighting equipment, public utility vehicles and authorized emergency vehicles"
 - Traffic By-Law 01-215

All of the vehicles shown to the right are considered "trucks" and must use the truck route network, except when making a local delivery.

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Scope and Approach

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Public & Stakeholder Consultation

Phase 1: Let's Talk Trucks

- Truck Route Subcommittee
- Technical Advisory Committee
- Meeting with adjacent municipalities and provincial Agencies
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Community Group Workshop/Focus Group
- Virtual Public Information Centre
- Website with interactive online survey

Phase 2: Preliminary Findings

- Technical Advisory Committee
- Community Group Workshop/Focus Group
- Meeting with adjacent municipalities and provincial Agencies
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Truck Route Subcommittee
- Public Information Centre

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Needs and Opportunities

Issues:

Vision/Opportunity statement:
 A truck route network that supports Hamilton and regional economic prosperity, coexisting with a high quality of life for communities as well as environmental and public health.

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Key Influences and Issues

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Policy Review and Development Summary

The following are examples of policies that were identified for consideration:

- Develop a regular commercial vehicle data collection program;
- Work with private sector truck generators to encourage strategies to reduce size and number of truck trips;
- Provide Police with enforcement tools – by-laws, and resources; and
- Establish framework to review goods movement in rural road rehabilitation process.

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Stage 3

- Develop network alternatives using a parametric geographic information system
- Evaluate network alternatives
- Prepare the Truck Route Master Plan report, and a draft by-law and schedule for Council's consideration



3 Development of Alternative Solutions & Evaluation

Timeline: Winter 2021

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Study Recap

Questions?

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Network Evaluation Framework



Select Road Links for Assessment

- Determine the roadway links that should be assessed.

Evaluate Links for Assessment

- Criterion 1: Efficient Connectivity
- Criterion 2: Reliability
- Criterion 3: Safety
- Criterion 4: Environment and Public Health
- Criterion 5: Equity

Form a Draft Truck Route Network

- Ensure that the network has the necessary connections.
- Develop alternatives by varying weights of evaluation criteria.

Address Gaps and Specific Issues

- Where do trucks need to be? - Where don't we want them?
- Are there a good alternate routes?
- What mitigation measures can be implemented?
- How can we make the truck route "separable"?
- How do we enforce the truck route?

Alternative Truck Route Network Configuration

- Use Geotab Data to assess the proportion of existing truck trips that would be served by the alternative
- Identify likely trip redistribution impacts

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Scoring Criteria and Indicators

Criteria	Indicators
1. Efficiently Connected	<ul style="list-style-type: none"> Functional Road Class Truck Volumes
2. Reliability	<ul style="list-style-type: none"> Emergency Detour Route Barrier Crossing Travel Time Index (congested vs. free-flow travel time) Seasonal Reduced Load
3. Safety	<ul style="list-style-type: none"> Safety - Potential for Safety Improvement Road Uses - BLAST Network Shared Road Uses - Cycling Pedestrian Density (2011 TZ Pop+Emp)
4. Equity	<ul style="list-style-type: none"> Low-Income Household Prevalence (%) Vulnerable Age Cohort (<19 and 65+) (%)
5. Public Health	<ul style="list-style-type: none"> Adjacent Residential Zoning (%) Sensitive Land Uses and Community Facilities

Public Health: Sensitive Land Uses

Very Sensitive Land Uses:

- Hospital (adjacent)
- Elementary or school (adjacent)

Sensitive Land Uses:

- Hospital (within 100 m)
- Elementary or secondary school (within 100 m)
- Post-secondary school (adjacent)
- Long-term care (adjacent)

Sensitive Community Facilities:

- Major city park
- Business Improvement Area

Other Community Centres:

- City and non-City recreation and community centres
- Library
- Places of Worship

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Network Evaluation Scenarios

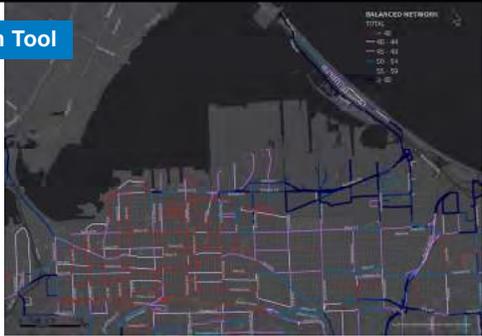
- Five network evaluation criteria were developed, each with indicators and scoring
- Four network philosophies were developed, each with different criteria weightings
- The network of road segments scoring 50 or greater for the Balanced Network were the starting point for developing the 24-hour truck route network

Criteria Weighting for Each Network Philosophy

Characteristic	Balanced Network	Goods Movement Mobility-Focused	Community Resiliency-Focused	Public Health-Focused
1. Efficiently Connected	100%	150%	50%	50%
2. Reliability	100%	150%	50%	50%
3. Safety	100%	100%	100%	150%
4. Equity	100%	50%	150%	100%
5. Public Health	100%	50%	150%	150%
Total	500%	500%	500%	500%

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Evaluation Tool



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Principles to Complete the Truck Route Network

1. Provide at least **one full-time truck route connection** between existing or planned **heavy industry** and the provincial highway network.
2. Provide sufficient **connectivity** and truck route network **spacing** to avoid excessive additional truck travel time compared to the shortest travel distances, and to ensure that a feasible **redundant** route is available when part of the truck route becomes temporarily unavailable (e.g. due to traffic incidents or construction).
3. Provide one or more truck route connections (full-time or part-time) at each provincial highway or municipal parkway interchange.

Principles to Complete the Truck Route Network (cont'd)

4. Provide at least one full-time truck route connection to each **bordering truck route** in adjacent municipalities.
5. Maintain the **Provincial Emergency Detour Route (EDR)** as part of either the 24-hour or daytime-only truck route.
6. **Avoid truck route "dead ends"** for both the 24-hour network and the daytime-only network (e.g. provide truck route connections and/or turn-around loops)

Impact of Public and Stakeholder Engagement

- Development of the Five Criteria
- Identification of Scoring Indicators
- Development of Four Network Philosophies for comparison
- Identification of specific locations with issues

Draft Truck Network Development Process

Questions?



Draft Recommended Truck Route Network





- Implementation Strategies**
1. Focus on larger trucks.
 2. Implement more “daytime only” routes – 7 am to 7 pm.
 3. Implement Operational Improvements
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“Truck” Limits for Truck Route Network

Hamilton Traffic By-Law 01-215:

“heavy traffic” means and includes any vehicle or trailer for which the ... vehicle weight and load is in excess of 4500 kilograms, excepting however buses, fire fighting equipment, public utility vehicles and authorized emergency vehicles”

This aligns with the definition of “Commercial Motor Vehicle” in the Ontario Highway Traffic Act

- All must have a Commercial Vehicle Operator’s Registration (CVOR) number/certificate

Ontario Driver’s Licence Regulations

Class A: Allowed to drive any tractor-trailer combination. May also drive a vehicle in class D and G.

Class D: Allowed to drive a motor vehicle exceeding 11,000 kilograms gross weight or registered gross weight or any truck or combination provided the towed vehicle is not over 4,600 kilograms. May also drive vehicles in Class G

Class G: Allowed to drive any car, van or small truck or combination of vehicle and towed vehicle up to 11,000 kilograms ...

<http://www.mto.gov.on.ca/english/trucks/handbook/section1-1-2.shtml>

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Implications of Using a 11,000 kg Weight Threshold

Precedent: Vancouver

A vehicle or combination of vehicles with a LGW greater than 11,800 kg (26,014 lbs) must use the designated truck routes

- A higher weight limit allows enforcement to focus on trucks that have the greatest impacts on safety, road infrastructure and quality of life
- This also results in simpler route network and signage vs. a two-tier network, especially if time-of-day truck route restrictions are also used
- Definitions:
 - Gross vehicle weight (GVW):** combined current weight of truck, trailer, cargo load, fuel, equipment, driver, passengers, etc.
 - Registered gross weight (RGW):** indicated on vehicle registration papers and indicates the maximum weight at any time for the truck or truck/trailer combination – a more stable measure
- Officer training and public education would be required to differentiate between trucks below vs. above 11,000 kg threshold.
- The higher threshold would apply only to truck route network compliance – other commercial vehicle enforcement still applies (e.g. reduced spring load compliance, vehicle safety issues, speeding, parking, etc.)

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Vehicle Weight as a measure of Impact



What 11,000 kg Registered Gross Weight (RGW) Looks Like

Sample vehicles under 11,000 kg RGW:



Sample vehicles >11,000 kg RGW:



Operational Improvements – Additions

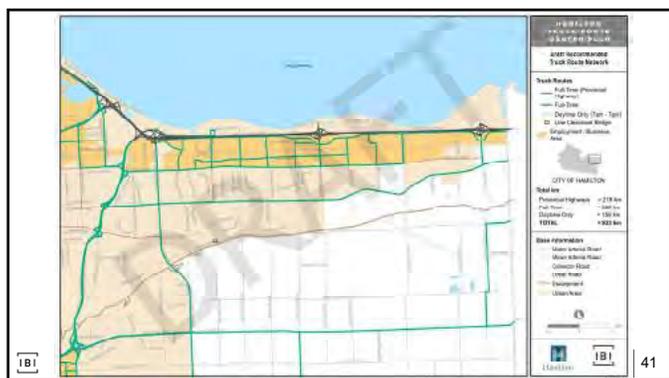
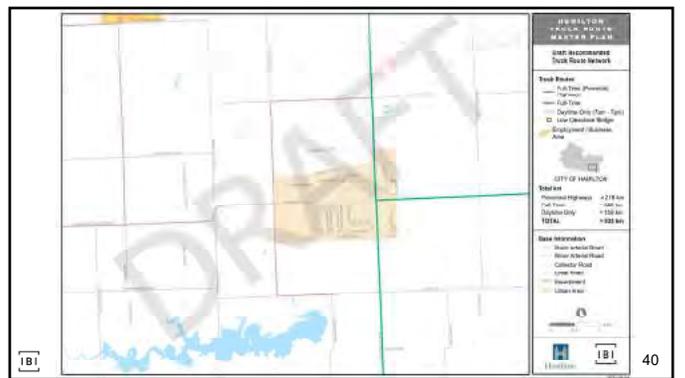
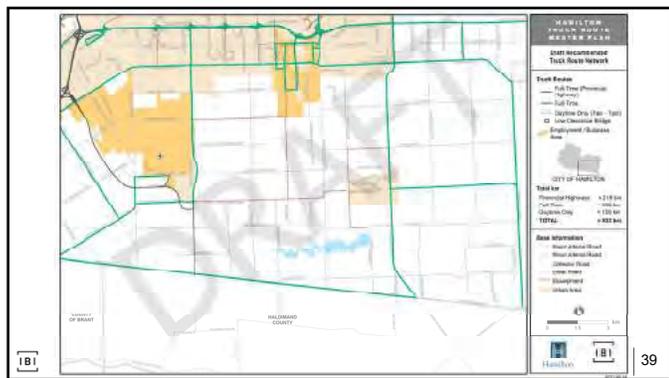
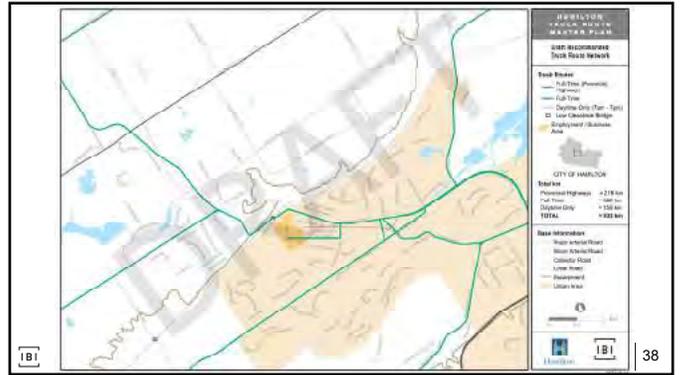
Number	Roadway	From	To	Traffic Control Improvements	Intersection Improvements	Segment Improvements	Road Reconstruction
Proposed Truck Route Additions							
1	Mitlborough Line	Carlisle Road	Concession 11 East				X
2	Concession 4 West	Highway 6	Brock Road	X		X	X
3	Concession 4 West	Brock Road	Westover Road			X	X
4	Concession 4 West	Sheffield Road	Lynden Road		X	X	X
5	Lynden Road	Highway 5	Highway 9		X	X	X
6	Jerseyville Road	Highway 52	Shaver Road			X	X
7	Shaver Road	Jerseyville Road	Garner Road	X		X	X
8	Sawmill Road / Haldibrook Road	Carlisle Road West	Highway 56	X		X	X
9	Ayrton Road West	Highway 6	Stancaster Road				X
10	Glanchester Road	Ayrton Road	White Church Road				X
11	White Church Road	Upper James Street	Fletcher Road	X			X
12	Dickerson Road East	Upper James Street	Nebo Road	X		X	X
13	Nebo Road	White Church Road East	Twenty Road	X		X	X
14	Kirk Road	Birch Road	Highway 56	X		X	X
15	Fletcher Road	Birbrook Road	Guyatt Road	X		X	X
16	Guyatt Road	Fletcher Road	Highway 56	X		X	X
17	Westbrook Road	Highway 20	York Street				X
18	Longwood Road South	King Street West	Main Street West			X	X
19	Concession 11 East	Highway 6	Mitlborough Line		X		X

Operational Improvements – Existing Links

Number	Roadway	From	To	Traffic Control Improvements	Intersection Improvements	Segment Improvements	Road Reconstruction
Existing Truck Route Segment							
1	Carlisle Road	Highway 6	Mitlborough Road			X	X
2	Centre Road	Campbellville Road	Parkside Drive			X	X
3	Safari Road	Highway 6	Highway 8			X	X
4	Westover Road	Highway 5	Safari Road			X	X
5	Eleventh Road East	Ridge Road	Mad Street East				X
6	Wellington Street (Dundas)	King Street	Mill Street	X			
7	Wilson Street (Ancaster)	Rousseaux Street	Garner Road			X	
8	King Street	Queen Street	Longwood Road South			X	
9	Queen Street North	York Boulevard	King Street West		X	X	
11	Wellington Street	Burlington Street	Claremont Access		X	X	
12	Cannon Street / York Boulevard	Victoria Avenue North	Plains Road West		X	X	
13	Main Street	Oxler Drive	Queenston Road			X	
14	Victoria Avenue North	Burlington Street	Claremont Access		X	X	
15	Barton Street East	Birch Avenue	Sherman Avenue North			X	
16	Market Street (Dundas)	Mill Street	King Street		X	X	

Recommended Truck Route Network by Sub Areas







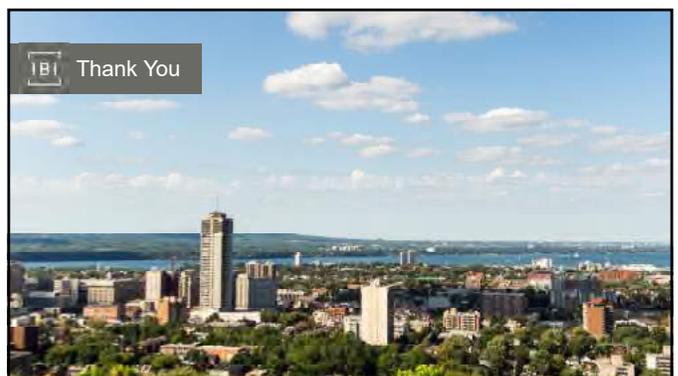
Workshop Activity – 3 S's

Satisfying
Surprising
Stressing



Next Steps

- Receive feedback from Goods Movement Community on Recommended Truck Route Network; and
- Continue with Phase 2 Stakeholder Engagement.





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Minutes

To/Attention Notes to File **Date** October 15, 2021
From IBI Group **Project No** 121911

Subject Truck Route Master Plan ("TRMP") Update -
Goods Movement Community Meeting #2
Microsoft Teams
June 16, 2021 - 1:00 to 3:00 p.m.

Present **City of Hamilton**
Omar Shams, Project Manager, Transportation Planning
Steve Molloy, Manager, Transportation Planning - Transportation
Planning & Parking Division

Brian Morris – Senior Business Development Consultant,
Investment and Trade, Economic Development Division
Jennifer Patterson – Manager, Business Investment and Sector
Development, Economic Development Division
Sue Rimac – Business Development Consultant, Lead for Goods
Movement Sector, Economic Development Division

IBI Group
Ron Stewart, Project Manager, IBI Group
Matt Colwill, Project Team, IBI Group
Anna Mori, Project Team, IBI Group

Goods Movement Community
[REDACTED] – Vice-President of Operations, Hamilton-Oshawa
Port Authority (HOPA)
[REDACTED] – Richardson Facility, HOPA
[REDACTED] – Market Development Manager, Grain Farmers
of Ontario
[REDACTED] – Line Manager, Lafarge Canada
[REDACTED] –
[REDACTED] – President, Ontario New England Express (Past
chair of Ontario Trucking Association)
[REDACTED] – Vice -President, SucroCan
[REDACTED] – Senior Buyer, Transportation, ArcelorMittal
Dofasco

- [REDACTED] – HOPA
- [REDACTED] – Health and Safety Coordinator, VOPAC
- Terminals**
- [REDACTED] – Terminal Manager, VOPAC Terminals
- [REDACTED] – Distribution Manager, Parkland Corporation
- [REDACTED] – Manager of Trailer Fleet, Parkland Corporation
- [REDACTED] – Director of Transportation and Outside Processing,
- HOPA**
- [REDACTED] – General Manager, Federal Marine Terminals
- [REDACTED] – Director of Policy, Ontario Trucking Association
- [REDACTED] – Director of Public Affairs, HOPA
- [REDACTED] –
- [REDACTED] – Owner, Snowbird Transport
- [REDACTED] – Senior Manager, Hamilton International Airport
- [REDACTED] – National Transportation Manager, P& H Milling
- Group**
- [REDACTED] – General Manager, P&H Canada (Pier 10)
- [REDACTED] –
- [REDACTED] – Regional Operations Manager, McAsphalt Industries
- [REDACTED] – Plant Manager, Bunge Canada
- [REDACTED] – Co-Owner, Fluke Transport
- [REDACTED] – Director of Manufacturing, ED Smith Foods
- [REDACTED] – Facility Process Coordinator, McAsphalt
- Industries**
- Focus Group**
- [REDACTED] – resident representing suburban areas

Attachments A meeting slide deck is being forwarded to the participants.

Distribution Attendees

Item Discussed	Action By
<p>1. Introductions</p> <p>Omar Shams (City of Hamilton) thanked all participants for attending and provided background on the study.</p> <p>Ron Stewart (IBI Group) presented the agenda.</p> <p>Round-table introductions were made.</p>	

Item Discussed	Action By
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2. Study Recap

Ron Stewart presented a Study Recap (slides 5-14). Participants did not have any questions or comments.

3. Draft Recommended Truck Network and Implementation Strategies

Ron Stewart presented the process by which the draft recommended road network was developed (slides 15-22).

Discussion:

- [REDACTED] Does the definition of daytime need to be 7 a.m.–7 p.m.? Some manufacturing sites need trucks to arrive by 6 a.m. or earlier.
 - Ron Stewart: Changes to the time could be considered based on feedback received.
 - Matt Colwill (IBI Group): Note that there are 24-h connections. Also, if access/deliveries to buildings outside of the 24-h network is needed, drivers can still access the buildings using the shortest path from the 24-h network.

4. Workshop Activities

Participants were asked to identify what is **Satisfying, Surprising or Stressing** about the process or the proposed truck route network.

Discussion on the importance of truck routes through downtown Hamilton:

- [REDACTED] (HOPA): We appreciate the balance you are trying to strike between the interests of the community and of goods movement. We appreciate the opportunity to have our voices heard. We recognize the effort to reduce routes on the map that are unnecessary: at one extreme is to keep the routes as before, and at another extreme to reduce all routes in the downtown. However, the use of time restrictions doesn't quite achieve the intent. We consider a small number of downtown routes to be essential for full-time access to the port in a satisfactory way. The port is a 24/7 operation, and a 7 a.m. to 7 p.m. window is not satisfactory in many cases, particularly when vessels are loading anytime day and night. The essential links are:

Item Discussed	Action By
<ul style="list-style-type: none">- Wellington St. between Burlington St. and the Claremont access, with the segment between Burlington and Cannon being extremely important- Victoria Ave. between Main St. and Burlington St.- Cannon St. between Victoria and York Blvd.- Main St. from the 403 to Sherman Ave.- Queen St, between York and King- King St., between Queen and the 403 <p>We have also listed these in an email sent to the City with HOPA comments.</p> <ul style="list-style-type: none">• [REDACTED] (Grain Farmers of Ontario): International trade is vital to Ontario farmers – 30% of our grain products are exported to 50 countries and the Port of Hamilton is a vital gateway. The roads that Larissa noted are vital and one of the reasons that time limits are so important. Farming is unpredictable, e.g. weather and mechanical issues, so we really need to ensure that we have timely access to the port. Some of the proposed changes would add up to 25 minutes of travel time to the port. This increase of fuel costs and can contribute to GHG emissions of additional travel, which can impact our ability and sustainability. Our farmers would prefer to be on the road at non rush-hour times. An early start can mean the difference between one or two deliveries/day.<ul style="list-style-type: none">- Anna Mori (IBI Group): Can you provide an example of a 25-minute delay?<ul style="list-style-type: none">o [REDACTED] Highway 6-York Blvd-Victoria Ave route vs. Highway 6-Highway 403-Skyway-Burlington St can add 25 minutes. The Ontario Trucking Association also noted this in its submission to the City.o Anna Mori: Evening/overnight is when delays due to diversion to the 24-h route are less because there is less traffic on the detour route.• [REDACTED] (Fluke Transport) – Fluke Transport has been in Hamilton 100 years, and distribution facilities are increasingly operating 24/7, which the City must recognize. The draft truck route map is pretty good, but we would endorse Larissa’s suggestions about key 24/7 routes. The Main to Sherman connection is important – or if you can at least travel to Victoria.	

Item Discussed	Action By
<ul style="list-style-type: none">• [REDACTED] (Bunge Canada): Not having our south and west access we are disadvantaging our Ontario farmers vs. US farmers, who come from the east. We are hurting our own people, we are hurting their competitiveness.• [REDACTED] A concern for Dofasco is our storage facility on Longwood. We have plans to leverage the facility and see the daytime-only routes to connect this with our other Hamilton sites as a serious constraint.• [REDACTED] (P&H): We are relatively new in Hamilton and the reason we are here is that we were convinced that locating on Pier 10 was the right place for a national export terminal. The access to the port lands was one of the key selling features. We located not only as an export facility but also built the first flour mill in Canada in 75 years. While we should continue to improve, Hamilton does not give itself enough credit for moving goods as well as it currently does today via Main-Victoria-Wellington thoroughfares. Bunge is bringing in 200 trucks per day. If our business were for example building small plastic components, we could be more flexible. But we supply fertilizer for 28,000 farmers and provide export services for the same 28,000 farmers. They work hard tilling the land growing crops, anything to disadvantage them adds to cost-competitiveness – we cannot compete with Argentina, Ukraine etc. when a vessel is alongside to operate only 12 h per day, when any other port is allowed to operate 24/7.• [REDACTED] If you run the routes daytime only, the truck lineups to port lands will continue to increase.• [REDACTED] (VOPAC Terminals): Pier 11 traffic mostly comes from the west or from Nanticoke. What you are going to do is compress their preferred transport time into daylight hours. I've been talking with some of our customers and carriers, and this will change their desire to come into the area.• [REDACTED] (McAsphalt Industries): What will increased diversion of traffic to 24-h routes do to conditions on the Linc and Red Hill? What will it do for those roads from a maintenance perspective and traffic volumes?<ul style="list-style-type: none">– Ron Stewart: Certainly, this will transfer vehicles on to other facilities. Hamilton has been putting effort into upgrading the rideability of the Linc and Red Hill. There are different philosophies of where trucks should go and	

Item Discussed

Action By

we have even heard the opinion by some that trucks should not be allowed on the Linc or the Red Hill.

- Omar Shams: The 7 a.m. to 7 p.m. time was selected based on traffic patterns and looking at where and when the delays take place. It is not a done deal to limit traffic on certain routes from 7 a.m. to 7 p.m., but from a public health perspective, nighttime impacts from trucks were more focused, and we understand there is enough capacity and less delays on the 24-hour routes to accommodate trucks then.

- [REDACTED] (HOPA): In the not-too distant future we are looking to grow the base of cargo handling in the port (some space on Pier 11 to develop, also Pier 15 from Hillyard Street to Wilcox Street, etc.). We have accommodated our road network for new users e.g. Sunrise container terminals, 15-acre Randall Reef facility, a lot of things in the next 5 years will generate cargo in the area and the whole region and it is critically important to have access.

In consideration of daytime route limitations, could some roads could be available nighttime only to balance this out so as not to affect competitiveness?

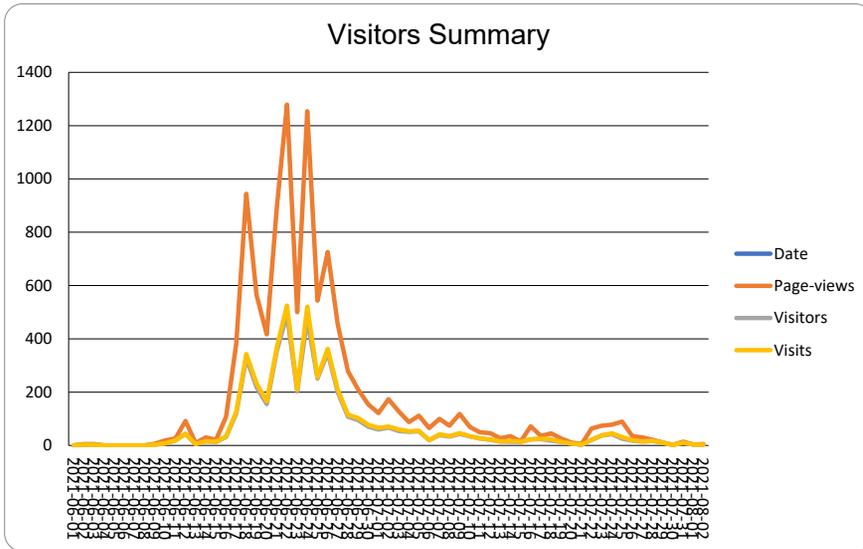
- Ron Stewart: Nighttime-only routes could be better depending on your definition of what addresses quality of life issues. If there is some specific feedback about which links specifically could work well overnight only, it would be helpful.

- [REDACTED] (P&H): I cannot overstate enough the importance of marrying up the end-use customer and the supplier, and the success of the Port of Hamilton, which is world class and has opened up markets in agricultural sector e.g. supplying tofu in Asia, also Portugal, Spain and Ireland - vessels require 24-h service at that end, and there are farmers at the other end. You can't only farm from 7 a.m. to 7 p.m., it doesn't match up. We have 24/7 operations at both ends, and to think we can change travel arteries we haven't done right by our customers.

The majority of green beans harvest comes from along Highway 403/Highway 6 (south), or Highway 6 to York Blvd, through downtown toward the port. We know that we are

Item Discussed	Action By
<p>trying to change the habits of 24,000 farmers if we adopt this. Are we going to add costs and increase our pollution?</p> <ul style="list-style-type: none">- [REDACTED] (via chat feature): Agree. GFO hosted a virtual trade mission to the UK and EU just this morning, and one of our key unique selling points of our international trade offer was the connectivity and efficiency of the Ports of Hamilton and Oshawa.• Anna Mori: Given that the City needs to balance the impacts of communities and of goods movement, and limiting routes to daytime only would be an important way to address some of the impact on the downtown communities, if the trucks were to continue to operate 24/7 through downtown, are there any other mitigations that could help reduce the impact of trucks instead? We could reduce speed limits, but that would also reduce the time efficiency of trucks using those routes.<ul style="list-style-type: none">- [REDACTED] The exhaust issue of trucking is improving. Also, we don't allow our truckers to use engine/jake brakes, which has a tremendous noise impact. Rather than reducing speeds, anything to improve the traffic flow and stop trucks from starting and stopping is important. There are a multitude of engineering solutions possible to help with flow, e.g. intersection improvements.- [REDACTED] Agree that engineering solutions can be brought to bear - we want to improve the Wellington-Cannon turn to be friendlier for everyone, noting the difficulty of the bike lanes there. <p>Discussion on other truck route/truck management aspects:</p> <ul style="list-style-type: none">• [REDACTED] (Hamilton International Airport): Access to the airport is important. The full-time route ends on Airport Road at the airport access road but should be extended to the cargo area a bit to the east where is a lot of airport traffic here.• [REDACTED] (ArcelorMittal Dofasco) (via chat feature): E-Log presents a significant constraint with respect to service hours and commercial access to roadways. Has the driver's quality of life been considered? With E-Log, the drivers are under constant pressure to make their times. Trucks are no longer a commodity, the driver is. If we continue to present obstacles within this occupation, we will start to erode the driver pool and impact commerce significantly.	

Item Discussed	Action By
<ul style="list-style-type: none">• [REDACTED] We are very focused on the route map as the tool for managing truck traffic, but understand that there are other tools in the toolkit for managing the information that flows to drivers, e.g. for trips where there really is a good alternative and we have a quality of life preference to make a specific route choice, we should be pursuing those policies e.g. feed data into ON511 so that the trips that are being taken on some of these sensitive routes really are the most critical trips, but for other drivers for whom going over the Skyway is the same difference they should be using that route.<ul style="list-style-type: none">- Omar Shams: True, the truck route network is one aspect. It has been noted to consider the impact of a 10-minute difference to trips on GHGs. Technologies could help reduce frictions on Nikola Tesla, e.g. pilots for RFIDs and communicating with the drivers, there are tools to identify fastest route, parking locations, etc. We expect a lot of improvements will be coming. We are looking to have a framework for a flexible truck route network, adaptive to changing conditions such as growth in airport lands, and more routes will be introduced to the network over time, with consultation with stakeholders at that time.	
<p>5. Next Steps</p> <p>IBI Group will prepare minutes that Omar Shams will share with the team along with the slide presentation. Meeting participants will be asked to provide additional feedback by email.</p> <p>Discussion:</p> <ul style="list-style-type: none">• [REDACTED] When would it be possible to review a redraft of this map?<ul style="list-style-type: none">- Omar: Before we go to Council, stakeholders will have another opportunity to comment. And all will have opportunity to comment at the upcoming public PIC.• [REDACTED] You are confirming that there will be more consultation?<ul style="list-style-type: none">- Omar Shams: Yes. <p>Omar Shams thanked participants for attending the meeting and closed the session.</p> <p>The meeting concluded at 2:45 p.m.</p>	<p>All</p>



Project Highlights

Total Visits	4.65 k
New Registrations	3
Video views	16
Photo Views	0
Document Downloads	58

Admin Notes

ENGAGED PARTICIPANTS	344		
Engaged Actions Performed	Registered	Unverified	Anonymous
Contributed on Forums	0	0	0
Participated in Surveys	12	4	179
Contributed to Newsfeeds	0	0	0
Participated in Quick Polls	0	0	0
Posted on Guestbooks	0	0	0
Contributed to Stories	0	0	0
Asked Questions	30	126	0
Placed Pins on Places	0	0	0

INFORMED PARTICIPANTS	1,326
Informed Actions Performed	Participants
Viewed a video	16
Viewed a photo	0
Downloaded a document	45
Visited the Key Dates page	86
Visited an FAQ list Page	89
Visited Instagram Page	0
Visited Multiple Project Pages	940
Contributed to a tool (engaged)	344

AWARE PARTICIPANTS	4,065
Aware Actions Performed	Participants
Visited at least one Page	4,065

Contributed to Ideas 0 0 0

ENGAGEMENT TOOLS SUMMARY									
Forum Topics	0	Guestbooks	0	Places	1	News Feeds	0	Ideas	0
Qandas	1	Quick Polls	0	Stories	0	Survey Tools	2		

Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors				
				Registered	Unverified	Anonymous		
Maps	Map your Comments	Archived	120	0	0	0		
SurveyTools	Let's Talk About Trucks	Archived	24	0	0	0		
SurveyTools	PIC#2 Comments	Draft	322	12	4	179	183	
Qanda	Virtual Public Information Centre #2	Published	902	30	126	0	126	

INFORMATION WIDGET SUMMARY									
DOCUMENTS	2	PHOTOS	0	VIDEOS	1	FAQS	1	KEY DATES	1

Widget Type	Engagement Tool Name	Visitors	Downloads/Views
Document	Existing Truck Route Network Map	44	45
Document	Existing Reduced Load Roads Map	12	13
Video	Virtual Public Information Centre #1 Presentation	16	16
FAQ	faqs	89	91
Key Dates	Key Date	86	97

Hamilton Truck Route Master Plan Review

Notice of Virtual Public Information Centre #2

The City of Hamilton has been conducting the Truck Route Master Plan Review study. The review is exploring opportunities to advance the safe and efficient passage of trucks in Hamilton, to support economic activities and the movement of goods while balancing the needs of residents and communities. The final master plan will recommend an updated truck route network and will outline supporting policies and strategies.

We encourage you to visit the project webpage at hamilton.ca/TRMP to learn the latest information about the study. The study is being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment, which is an approved process under the *Ontario Environmental Assessment Act*.

Invitation to Public Information Centre #2

You are invited to attend Public Information Centre #2 (PIC #2). This event will be held virtually to protect the health and safety of Hamilton residents and our staff. Individuals are invited to participate **online** or **by phone**.



Truck Route Master Plan Review Virtual Public Information Centre #2

Virtual meeting on **June 24, 2021 from 6:00 p.m. to 8:00 p.m.**

Materials available from **Friday, June xx to Friday, July xx, 2021**

The PIC will introduce you to the study, get your input on the draft vision, goals and principles that will shape the study, and will collect your thoughts on the problematic truck areas in your community.

How to Participate

 Review PIC #2 Materials Anytime	 Join the Virtual PIC #2 Meeting
Visit the project website to view the PIC #2 materials from June xx to July xx . An online comment map and survey will be available until midnight on July xx, 2021 . Materials are available 24 hours a day, 7 days a week The project website is hamilton.ca/TRMP .	There will be a live Public Information Centre event held on June 24, 2021 from 6:00 p.m. to 8:00 p.m. The Project Team will provide an overview presentation and will answer your questions. Visit our website to register for PIC #2 and to submit your questions in advance at: Hamilton.ca/TRMP

If you have any questions or comments about the study or would like to be added to the project mailing list, please contact the staff listed below.

Omar Shams
Project Manager, Transportation Planning
City of Hamilton
E-mail: Transportation@hamilton.ca

Ron Stewart, P. Eng.
Consultant Project Manager
IBI Group
E-mail: truckrouteplan@ibigroup.com

Do you have any accessibility requirements in order to be able to review the PIC material and comment on the TRMP? Contact Omar Shams as soon as possible

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

This Notice was published in the Hamilton Spectator on: **June xx, 2021** and **June xx, 2021**



June xx, 2021

<First Name> <Last Name>

<Indigenous Community>

<Address> <Postal Code>

Dear <Title> <Name>:

HAMILTON TRUCK ROUTE MASTER PLAN REVIEW STUDY: INVITATION TO PUBLIC INFORMATION CENTRE #2 (VIRTUAL)

The City of Hamilton is undertaking a review of the Truck Route Master Plan (TRMP). The City's Strategic Plan and Transportation Master Plan establishes the overarching principals of the TRMP study. Since the 2010 Truck Route Master Plan was completed, several new planning considerations have emerged. The review and refinement will be based on alignment with:

- The City's strategic plan vision, objectives and desired outcomes
- Health and wellbeing of the community
- Feedback, needs and lived experiences of stakeholders
- Emerging technologies and goods movement policies

The review is following the Municipal Class Environmental Assessment 'Schedule B' master planning process.

Invitation to Public Information Centre #2

We invite you to join us at Public Information Centre #2. This event will be held virtually due to ongoing restrictions on large gatherings due to the COVID-19 pandemic. The Public Information Centre will include a virtual meeting on Thursday, June 24, that will consist of a presentation, followed by a live question and answer period.



Truck Route Master Plan Review

Virtual Public Information Centre #2

Online meeting on June 24, 2021 from 6:00 to 8:00 p.m.

Information on the study is available 24 hours a day, 7 days a week from Friday, June xx to Friday, July xx, 2021

See the attached Notice of Commencement and Invitation to Public Information Centre #2 for details. You can also visit the study website at www.hamilton.ca/TRMP.

We would be happy to arrange a meeting to discuss the project and review any issues specific to your community with you. If you have any questions or comments about the Hamilton Truck Route Master Plan Review, please feel free to contact us at your convenience. We appreciate your time and consideration in participating in this important study.

Sincerely,

<insert digital signature here or sign in ink>

Omar Shams

Project Manager, Transportation Planning – New Initiatives
Transportation Planning and Parking
Planning and Economic Development
City of Hamilton

Phone: (905) 546-2424 ext. 7474
omar.shams@hamilton.ca

cc: Ron Stewart, IBI Group, truckrouteplan@ibigroup.com

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Hamilton Truck Route Master Plan Review

Notice of Commencement & Notice of Virtual Public Information Centre #1

The City of Hamilton is starting the Truck Route Master Plan Review study. The review will explore opportunities to advance the safe and efficient passage of trucks in Hamilton, to support economic activities and the movement of goods while balancing the needs of residents and communities. The final master plan will recommend an updated truck route network and will outline supporting policies and strategies.

We encourage you to visit the project webpage at engage.hamilton.ca/TRMP to learn the latest information about the study. The study will be conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment, which is an approved process under the *Ontario Environmental Assessment Act*.

Invitation to Public Information Centre #1

You are invited to attend Public Information Centre #1 (PIC #1). This event will be held virtually to protect the health and safety of Hamilton residents and our staff. Individuals are invited to participate **online** or **by phone**.



Truck Route Master Plan Review Virtual Public Information Centre #1

Virtual meeting on September 02, 2020 from 6:30 p.m. to 9:00 p.m.

Materials available from Friday, August 7 to Friday, September 11, 2020

The PIC will introduce you to the study, get your input on the draft vision, goals and principles that will shape the study, and will collect your thoughts on the problematic truck areas in your community.

How to Participate

 Review PIC #1 Materials Anytime	 Join the Virtual PIC #1 Meeting
Visit the project website to view the PIC #1 materials from August 7 to September 11. The online comment map and survey will be available until midnight on September 11, 2020. Materials are available 24 hours a day, 7 days a week The project website is engage.hamilton.ca/TRMP .	There will be a live Public Information Centre event held on September 2, 2020 from 6:30 p.m. to 9:00 p.m. The Project Team will provide an overview presentation and will answer your questions. Visit our website to register for PIC #1 and to submit your questions in advance at: engage.hamilton.ca/TRMP

If you have any questions or comments about the study or would like to be added to the project mailing list, please contact the staff listed below.

Omar Shams
Project Manager, Transportation Planning
City of Hamilton
E-mail: transportation@hamilton.ca

Ron Stewart, P. Eng.
Consultant Project Manager
IBI Group
E-mail: truckrouteplan@ibigroup.com

Do you have any accessibility requirements in order to be able to review the PIC material and comment on the TRMP? Contact Omar Shams as soon as possible

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

This Notice was first issued on August 7, 2020.



STEVE RUSSELL TORONTO STAR FILE PHOTO

Why do we continue to see people of colour as others, Maria Iqbal asks.

ATTACK

continued from // A8

The court heard about “subconscious biases” that led to the paramedics’ dismissal of Al-Hasnawi’s injuries, mis-readings of the victim’s involuntary movements and delays that may have led to his death.

Studies have shown doctors regularly underestimate the pain of patients of colour compared to their white counterparts. That’s how insidious racism can be.

Another example is of a judge’s ruling this week that Hamilton police officers racially profiled two Black men driving a BMW when they stopped their vehicle and illegally searched them. Police said the profiling was driven by “unconscious bias” within its force.

Why do we continue to see people of colour as others? I can’t help but wonder if Canadians of colour appeared more often in normal contexts — as characters in their favourite TV shows or as community members in their local newspapers, for example — things might be different.

As Noa Mendelsohn Aviv, director of the equality program at the Canadian

Civil Liberties Association said, racism isn’t only “when you have a card-carrying member of the KKK going out and threatening violence.”

The perpetrator of the London attack lived and breathed among us for two decades before his name came into the spotlight. Police say he had no previous criminal record.

He was our neighbour, the customer ahead of us in line at the grocery store, the driver in the car beside us. Yet it’s alleged he harboured deep prejudices that ultimately found expression in this hateful act.

Lots of people have condemned the attack and the hate it represents, as they should. But to change anything, we’ll have to take a hard look in the mirror and ask:

What do we think of when we see a man in a turban, a woman in a head scarf or a Black person in a high-end vehicle?

What biases, conscious or unconscious, do we need to dismantle?

I pray we create a world where it’s strange to see classroom posters omitting our friends and neighbours of colour instead of defaulting to think that’s normal.

Maria Iqbal is a Hamilton-based reporter at The Spectator covering aging issues.

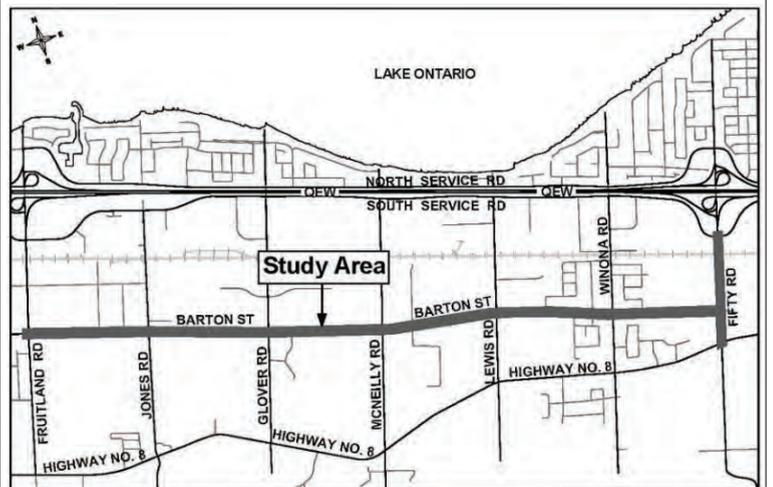


Hamilton



**Notice of Public Information Centre # 1
Barton Street and Fifty Road Improvements
Municipal Class Environmental
Assessment - Phases 3 and 4**

The City will be holding a virtual Public Information Centre to provide interested residents and stakeholders with an update on Barton Street and Fifty Road. At this Public Information Centre, the City will update you on changes to the cross section and alignment of both corridors. These improvements are intended to better serve our community by enhancing ways in which you commute such as by car, truck, transit, bike or on foot! This study will fulfill the requirements of the Municipal Class Environmental Assessment (EA) process (October 2000, as amended 2007, 2011 & 2015) Phases 3 and 4, with the CN Rail crossing portion of Fifty Road, fulfilling requirements of Phases 1 and 2.



**Barton Street and Fifty Road
Improvements EA
Virtual Public Information Centre #1
Virtual meeting on June 17, 2021
from 6:00 p.m. to 8:00 p.m**

You are invited to attend a Public Information Centre #1 (PIC #1). This event will be held virtually to protect the health and safety of Hamilton residents and our staff, due to the COVID 19 pandemic. Individuals are invited to participate online or by phone.

The PIC will offer an opportunity to comment on the study evaluation process and updated proposed improvements on both roadways.

How to Participate

	Review PIC #1 Materials		Join the Virtual PIC #1 Meeting
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Visit the project website to view the information display panels from June 17 to July 8, 2021.

Following the live event, a video recording of the presentation will also be posted. Materials are available 24 hours a day, 7 days a week.

The project website is:
engage.hamilton.ca/bartonfiftyea

There will be a live Public Information Centre event held on **June 17, 2021 from 6:00 p.m. to 8:00 p.m.**

The Project Team will provide an overview presentation and answer your questions.

The event will be held using the Webex Event program where individuals can participate online or by phone.

Pre-registration is required and can be done at the below website:
engage.hamilton.ca/bartonfiftyea

If you have any accessibility requirements in order to be able to review the PIC materials and comment on the Barton-Fifty EA, please contact the staff below as soon as possible. If you have any questions or comments about the study or would like to be added to the project mailing list, please contact staff listed below.

**Margaret Fazio, B. Sc.,
EP, MCIP, RPP**
Senior Project Manager,
Infrastructure Planning
City of Hamilton
E-mail: iplanning@hamilton.ca
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www.woodplc.com

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

This Notice was published in the Stoney Creek News and in the Hamilton Spectator on: June 3 and 10, 2021

Hamilton Truck Route Master Plan Review

Notice of Virtual Public Information Centre #2

The City of Hamilton has been conducting the Truck Route Master Plan review. The study is exploring opportunities to advance the safe and efficient passage of trucks in Hamilton, to support economic activities and the movement of goods while balancing the needs of residents and communities. The final master plan will recommend an updated truck route network and will outline supporting policies and strategies.

We encourage you to visit the project webpage at www.engage.hamilton.ca/TRMP to learn the latest information about the study. The study is being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment, which is an approved process under the *Ontario Environmental Assessment Act*.

Invitation to Public Information Centre #2

You are invited to attend Public Information Centre (PIC) #2. This event will be held virtually to protect the health and safety of Hamilton residents and our staff. Individuals are invited to participate **online** or **by phone**.



**Truck Route Master Plan Review
Virtual Public Information Centre #2**

Virtual meeting on June 24, 2021 from 6:00 p.m. to 8:00 p.m.
Materials available from Friday, June 17 to Friday, July 9, 2021

The PIC will update you on the study, and get your input on the draft recommended truck route network.

How to Participate

Review PIC #2 Materials Anytime

Visit the project website to view the PIC #2 materials from June 17 to July 9. You will be invited to provide online questions and comments. Materials are available 24 hours a day, 7 days a week

The project website is www.engage.hamilton.ca/TRMP.

Join the Virtual PIC #2 Meeting

There will be a live Public Information Centre event held on June 24, 2021 from 6:00 p.m. to 8:00 p.m. The Project Team will provide a presentation and will answer your questions.

Visit our website to register for PIC #2 and to submit your questions in advance at:
www.engage.hamilton.ca/TRMP

If you have any questions or comments about the study or would like to be added to the project mailing list, please contact the staff listed below.

Omar Shams
Project Manager, Transportation Planning
City of Hamilton
E-mail: Transportation@hamilton.ca

Ron Stewart, P. Eng.
Consultant Project Manager
IBI Group
E-mail: truckrouteplan@ibigroup.com

Do you have any accessibility requirements in order to be able to review the PIC material and comment on the TRMP? Contact Omar Shams as soon as possible.

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**This Notice was published in the Hamilton Spectator on:
June 10, 2021 and June 17, 2021**



Lanois, Ré, Cardin, make long list of Polaris Music Prize

DAVID FRIEND

TORONTO — Illustrious U2 producer Daniel Lanois, indie vocal powerhouse Charlotte Cardin and recent Juno Award winner Savannah Ré have made the Polaris Music Prize long list.

New albums from 40 Canadian musicians were named on the extended list that will be narrowed down to 10 contenders for a short list due July 15.

Lanois made the cut with “Heavy Sun,” a contemplative project he recorded with his bandmates in the Heavy Sun Orchestra, while Cardin’s “Phoenix” marks some of her most deeply personal work.

Ré landed on the list with “Opia,” which saw one of its tracks win a Juno for traditional R&B/soul recording earlier this month.

Other artists on the long list include fellow Juno winner Tobi whose “Elements Vol. 1” picked up rap recording this year, and Quebecois singer Domi-

nique Fils-Aimé’s “Three Little Words” which completes her album trilogy inspired by the history of Black-American music.

The \$50,000 Polaris Music Prize awards the artist or group that created the best Canadian album of the previous year — irrespective of genre or sales — as chosen by a team of journalists, broadcasters and bloggers.

It’s considered among the country’s most prestigious music awards, in recent years naming Kaytranada, Jeremy Dutcher and Haviah Mighty as winners.

Transgender goth-metal rapper Backwash was named the 2020 Polaris winner for her album “God Has Nothing to Do With This Leave Him Out of It.”

Often the Polaris long list includes a handful of mainstream names who occupy early slots before being eliminated. But recent albums by Drake, Justin Bieber, Arkells and Gord Downie are all missing from this year’s contenders.

Their absence leaves room for an array of lesser-known projects, including Vancouver-based Yu Su’s electro-ambient “Yellow River Blue” inspired by her trip across China, and Hamilton artist Daniel Monkman whose self-professed “moccasin-gaze” album “Bleached Wavves,” under his stage name Zoon, blends his Ojibwe roots with an alternative rock flavour.

Canadian mainstays Kathleen Edwards, the Weather Station and the Besnard Lakes are all among other recent projects in the running, as are Clairmont The Second, Mustafa, Art Bergmann and Julian Taylor.

The long list was selected from 204 albums that made the first ballots.

The Polaris prize will be handed out at a ceremony at an unannounced date later this year. Organizers say further details will come in the weeks ahead.

See the full Polaris long list: <https://polarismusicprize.ca/long-list/>
The Canadian Press



THE CANADIAN PRESS
Singer/songwriter Charlotte Cardin is on the long list for the Polaris Music Prize.

BROTT

continued from // G1

Though bubble concerts are new to the BMF, they have been tried out during the pandemic most notably by the Orchestre symphonique de Montréal which held one such concert at the Montréal-Trudeau International Airport last August and another one this past Saturday.

“It was hugely successful,” said Brott of the OSM’s 2020 bubble concert. “And I thought, ‘Wow, this is one way to be really safe in your own bubble and yet enjoy an evening of great music.’”

Pre-pandemic, the BMF was chock-a-block with concerts from mid-June to mid-August. This summer, things have been pared back to three concerts in Ancaster and one in Jordan Station. Brott and his National Academy Orchestra are also booked at the Collingwood Summer Music Festival on July 10 and at Toronto Summer Music in Koerner

Hall on July 29.

“We are limiting the number of concerts first because of COVID restrictions and the uncertainty of when they will be lifted,” said Brott. “Also, the costs of mounting a huge outdoor stage, LED screens and full camera and mixer equipment are too significant to mount more. The first concert which was to have been all-Beethoven with Jan Lisiecki as soloist in Beethoven’s ‘Piano Concerto no. 5’ has had to be postponed to next summer because of severe provincial COVID regulations.”

The festival opens in Ancaster on Thursday, July 15, at 7:30 p.m. with a performance of Mozart’s opera “Cosi fan tutte,” slashed to a runtime of 75 minutes from three hours and a bit.

Broadway Heroes featuring hits from “The Great White Way” is slated for Thursday, July 22, at 7:30 p.m.

Jeans ‘n Classics with vocalist Michael Shotton plus Ron Beckett’s Arcady Singers return for “Bohemi-

an Rhapsody: The Music of Queen” on Friday, July 30, at 7:30 p.m. Tickets for each are \$34 per person.

Valerie Tryon is the soloist in Mozart’s “Piano Concerto no. 23” on Sunday, Aug. 8, at 3 p.m. at Sue-Ann Staff Estate Winery, 3210 Staff Ave., Jordan Station. Tickets are \$127 and include taxes/fees plus wine tasting and food served at tables by the winery. Seating is limited to 100 patrons.

Chamber music concerts by some of the 40 NAO apprentices will be announced later.

Gates open one hour before showtime. The rain date for the Ancaster concerts is the following day. Due to COVID-19, there are no in-person sales and no will-call tickets. A negative COVID-19 screening is required to enter the venues. A screening questionnaire will be sent to patrons 24 hours before the concert.

For more info and tickets, call the box office at 905-525-7664 or log on

to <https://brottmusic.com/>.

“I’m looking forward to making music for live people,” said Brott. “We make music for you. It’s going to be fun.”

Thursday, June 17 from 2 p.m. to 3 p.m., Sabatino Vacca, artistic director of Southern Ontario Lyric Opera, hosts the first of three one-hour interactive presentations on Bel canto opera. Call the Burlington Public Library at 905-639-3611.

Congratulations to Five at the First Chamber Music Series artistic director Rachel Mercer whose Ensemble Made in Canada’s “Mosaïque” won the Juno for Classical Album of the Year: Solo or Chamber 2021. Their disc consists of piano quartets by 14 Canadian composers including Hamilton native David Braid, and former HPO librarian Bill Rowson.

Leonard Turnevicius writes about classical music for The Hamilton Spectator. leonardturnevicius@gmail.com



For more columns on local and classical music by Leonard Turnevicius, scan this code.



We’re up against two Goliaths.

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 News Media Canada
Médias d’Info Canada

Hamilton Truck Route Master Plan Review

Notice of Virtual Public Information Centre #2

The City of Hamilton has been conducting the Truck Route Master Plan review. The study is exploring opportunities to advance the safe and efficient passage of trucks in Hamilton, to support economic activities and the movement of goods while balancing the needs of residents and communities. The final master plan will recommend an updated truck route network and will outline supporting policies and strategies.

We encourage you to visit the project webpage at www.engage.hamilton.ca/TRMP to learn the latest information about the study. The study is being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment, which is an approved process under the *Ontario Environmental Assessment Act*.

Invitation to Public Information Centre #2

You are invited to attend Public Information Centre (PIC) #2. This event will be held virtually to protect the health and safety of Hamilton residents and our staff. Individuals are invited to participate **online** or **by phone**.



Truck Route Master Plan Review Virtual Public Information Centre #2

Virtual meeting on June 24, 2021 from 6:00 p.m. to 8:00 p.m.

Materials available from Friday, June 17 to Friday, July 9, 2021

The PIC will update you on the study, and get your input on the draft recommended truck route network.

How to Participate



Review PIC #2 Materials Anytime

Visit the project website to view the PIC #2 materials from June 17 to July 9. You will be invited to provide online questions and comments. Materials are available 24 hours a day, 7 days a week

The project website is www.engage.hamilton.ca/TRMP.



Join the Virtual PIC #2 Meeting

There will be a live Public Information Centre event held on June 24, 2021 from 6:00 p.m. to 8:00 p.m. The Project Team will provide a presentation and will answer your questions.

Visit our website to register for PIC #2 and to submit your questions in advance at: www.engage.hamilton.ca/TRMP

If you have any questions or comments about the study or would like to be added to the project mailing list, please contact the staff listed below.

Omar Shams
Project Manager, Transportation Planning
City of Hamilton
E-mail: Transportation@hamilton.ca

Ron Stewart, P. Eng.
Consultant Project Manager
IBI Group
E-mail: truckrouteplan@ibigroup.com

Do you have any accessibility requirements in order to be able to review the PIC material and comment on the TRMP? Contact Omar Shams as soon as possible.

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

This Notice was published in the Hamilton Spectator on:
June 10, 2021 and June 17, 2021



Thank you for joining us at the
Truck Route Master Plan Update
Virtual Public Information Centre #2

The presentation will start at 6:00 p.m.



Hamilton Truck Route Master Plan Review Virtual Public Information Centre #2



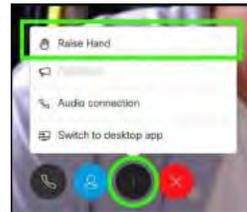
IBI GROUP
In association with GLPi and
David Kriger Consultants
June 24, 2021

Agenda

1. Welcome (15 minutes)
2. Open House Presentation (45 minutes)
 - Study Recap: Overall Scope and Major Activities
 - Draft Recommended Truck Route Network
 - Implementation Strategies
 - Workshop Activity
 - Next Steps
3. Live Question and Answer Period (90 minutes)

How to Ask a Question

Internet browser: Click the button with 3 dots. Select 'Raise Hand' from the pop up.



WebEx Application on computer: Click the participants button. At the bottom of the panel, click the hand icon.

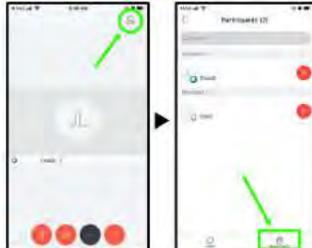


How to Ask a Question (continued)

Tablet: Click the participants button. Select 'Raise Hand' from the pop up.



Smartphones: Click the participants button. Select 'Raise Hand' from the pop up.





Truck Route Master Plan (TRMP) Review Objectives

The objectives of the TRMP Review are to:

- Review Hamilton's **existing truck route network**;
- Identify the **current and projected truck route-related problems**;
- Develop, evaluate, and **recommend practical solutions**; and
- Recommend supporting policies and tools that the City can consider to **mitigate the current problems and manage the potential future challenges**.

What is a Truck Route Network?

The Truck Route Network defines the roadways that trucks are allowed to use in Hamilton.

Any vehicle or trailer which weighs more than 4,500 kg required to use the truck route network.

Trucks are permitted to travel on roads that are not part of the designated truck route network when making a local delivery. They are required to take the most direct path to/from the truck route network to the destination.



Existing Truck Route Network

What is a 'Truck'?

According to the City of Hamilton Traffic By-Law, a 'truck' includes:

"any vehicle or trailer for which the ... load is in excess of 4500 kilograms, excepting however buses, fire fighting equipment, public utility vehicles and authorized emergency vehicles"
- Traffic By-Law 01-215

All of the vehicles shown to the right are considered "trucks" and must use the truck route network, except when making a local delivery.

HEAVY - Tractor Trailer Combinations (5-10 axles)



MEDIUM - Single-Unit Trucks (3-4 axles)



LIGHT - Light Single-Unit Trucks (2 axles)



Scope and Approach



Ongoing Stakeholder & Public Consultation

Public & Stakeholder Consultation



Phase 1: Let's Talk Trucks

- Truck Route Subcommittee
- Technical Advisory Committee
- Meeting with adjacent municipalities and provincial Agencies
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Community Group Workshop/Focus Group
- Virtual Public Information Centre
- Website with interactive online survey

Phase 2: Preliminary Findings

- Technical Advisory Committee
- Community Group Workshop/Focus Group
- Meeting with adjacent municipalities and provincial Agencies
- Business Community (BIAs, Chambers)
- Goods Movement Community
- **Virtual Public Information Centre**
- Truck Route Subcommittee

Needs and Opportunities

Vision/Opportunity statement:

A truck route network that supports Hamilton and regional *economic prosperity*, coexisting with a *high quality of life for communities* as well as *environmental and public health*.

Issues:



Key Influences and Issues



Environment & Climate Emergency



Public Health and Safety



Network Connectivity



Rural Issues



Social Equity



Emerging Technologies and Policies



Development in Employment Areas



Hot Spots

Policy Review and Development Summary

The following are examples of policies that were identified for consideration:

- Develop a regular commercial vehicle data collection program;
- Work with private sector truck generators to encourage strategies to reduce size and number of truck trips;
- Integrate commercial vehicle movements into the Complete-Liveable-Better Streets design process;
- Provide Police with enforcement tools – by-laws, and resources; and
- Establish framework to review goods movement in the rural road rehabilitation process.

Stage 3

- Develop network alternatives using a parametric geographic information system
- Evaluate network alternatives
- Prepare the Truck Route Master Plan report, and a draft by-law and schedule for Council's consideration

Timeline: Winter 2021



Network Evaluation Framework



Scoring Criteria and Indicators

Criteria	Indicators
1. Efficiently Connected	<ul style="list-style-type: none"> • Functional Road Class • Truck Volumes
2. Reliability	<ul style="list-style-type: none"> • Emergency Detour Route • Barrier Crossing • Travel Time Index (congested vs. free-flow travel time) • Seasonal Reduced Load
3. Safety	<ul style="list-style-type: none"> • Safety - Potential for Safety Improvement • Road Uses - BLAST Network • Shared Road Uses - Cycling • Pedestrian Density (2011 TZ Pop+Emp)
4. Equity	<ul style="list-style-type: none"> • Low-Income Household Prevalence (%) • Vulnerable Age Cohort (<19 and 65+) (%)
5. Public Health	<ul style="list-style-type: none"> • Adjacent Residential Zoning (%) • Sensitive Land Uses and Community Facilities

Public Health: Sensitive Land Uses

- Very Sensitive Land Uses:
- Hospital (adjacent)
 - Elementary or school (adjacent)
- Sensitive Land Uses:
- Hospital (within 100 m)
 - Elementary or secondary school (within 100 m)
 - Post-secondary school (adjacent)
 - Long-term care (adjacent)
- Sensitive Community Facilities:
- Major city park
 - Business Improvement Area
- Other Community Centres:
- City and non-City recreation and community centres
 - Library
 - Places of Worship

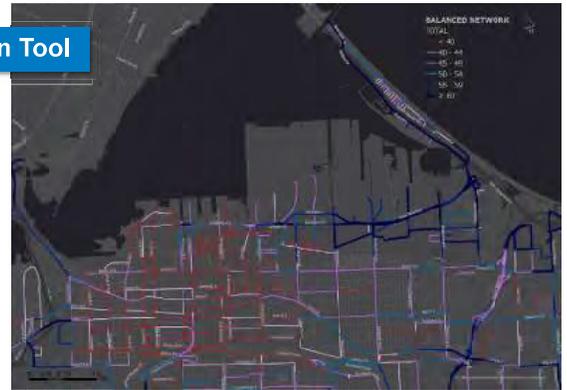
Network Evaluation Scenarios

- Five network evaluation criteria were developed, each with indicators and scoring
- Four network philosophies were developed, each with different criteria weightings
- The network of road segments scoring 50 or greater for the Balanced Network were the starting point for developing the 24-hour truck route network

Criteria Weighting for Each Network Philosophy

Characteristic	Balanced Network	Goods Movement Mobility-Focused	Community Resiliency-Focused	Public Health-Focused
1. Efficiently Connected	100%	150%	50%	50%
2. Reliability	100%	150%	50%	50%
3. Safety	100%	100%	100%	150%
4. Equity	100%	50%	150%	100%
5. Public Health	100%	50%	150%	150%
Total	500%	500%	500%	500%

Evaluation Tool



Principles to Complete the Truck Route Network

1. Provide at least **one full-time truck route connection** between existing or planned **heavy industry** and the provincial highway network.
2. Provide sufficient **connectivity** and truck route network **spacing** to avoid excessive additional truck travel time compared to the shortest travel distances, and to ensure that a feasible **redundant** route is available when part of the truck route becomes temporarily unavailable (e.g. due to traffic incidents or construction).
3. Provide one or more truck route connections (full-time or part-time) at each **provincial highway or municipal parkway interchange**.

Principles to Complete the Truck Route Network (cont'd)

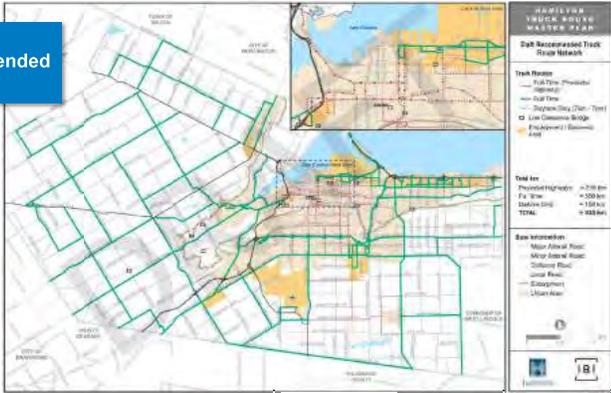
4. Provide at least one full-time truck route connection to each **bordering truck route** in adjacent municipalities.
5. Maintain the **Provincial Emergency Detour Route (EDR)** as part of either the 24-hour or daytime-only truck route.
6. Avoid **truck route "dead ends"** for both the 24-hour network and the daytime-only network (e.g. provide truck route connections and/or turn-around loops).

Impact of Public and Stakeholder Engagement

- Development of the Five Criteria
- Identification of Scoring Indicators
- Development of Four Network Philosophies for comparison
- Identification of specific locations with issues



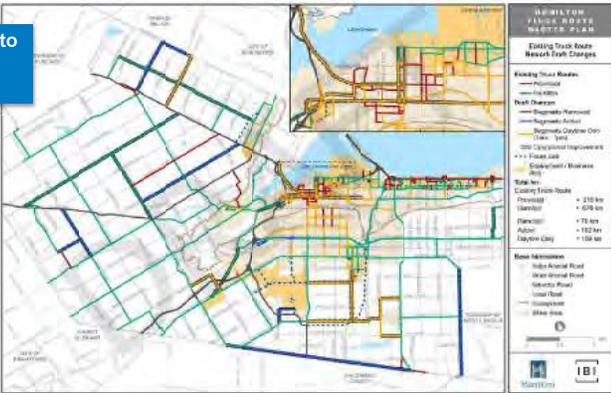
Draft Recommended Network



Draft Recommended Network (more details)



Changes to Existing Network



Implementation Strategies

1. Focus on larger trucks.
2. Implement more “daytime only” routes – 7 am to 7 pm.
3. Implement Operational Improvements.
4. Add the segments once necessary approvals and improvements have been made.

“Truck” Limits for Truck Route Network

Hamilton Traffic By-Law 01-215:

“heavy traffic” means and includes any vehicle or trailer for which the ... vehicle weight and load is in excess of 4500 kilograms, excepting however buses, fire fighting equipment, public utility vehicles and authorized emergency vehicles”

This aligns with the definition of “Commercial Motor Vehicle” in the Ontario Highway Traffic Act

- All must have a Commercial Vehicle Operator’s Registration (CVOR) number/certificate

Ontario Driver’s Licence Regulations

Class A: Allowed to drive any tractor-trailer combination. May also drive a vehicle in class D and G.

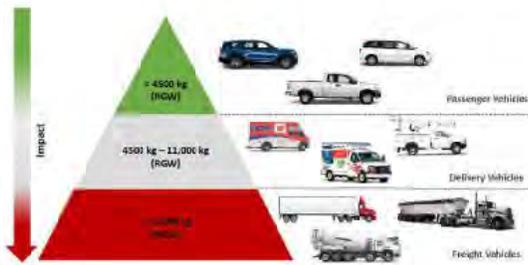
Class D: Allowed to drive a motor vehicle exceeding **11,000 kilograms gross weight or registered gross weight** or any truck or combination provided the towed vehicle is not over 4,600 kilograms. May also drive vehicles in Class G

Class G: Allowed to drive any car, van or small truck or combination of vehicle and towed vehicle up to 11,000 kilograms ...



http://www.mto.gov.on.ca/english/trucks/handbook/section1-1-2_shtml

Vehicle Weight as a measure of Impact



Implications of Using a 11,000 kg Weight Threshold



Precedent: Vancouver
A vehicle or combination of vehicles with a LGVW greater than 11,000 kg (26,014 lbs) must use the designated truck routes

- A higher weight limit allows enforcement to focus on trucks that have the greatest impacts on safety, road infrastructure and quality of life
- This also results in simpler route network and signage vs. a two-tier network, especially if time-of-day truck route restrictions are also used
- **Registered gross weight (RGW):** indicated on vehicle registration papers and indicates the maximum weight at any time for the truck or truck/trailer combination – a more stable measure
- Officer training and public education would be required to differentiate between trucks below vs. above 11,000 kg threshold.
- The higher threshold would apply only to truck route network compliance. Other commercial vehicle enforcement still applies (e.g. reduced spring load compliance, vehicle safety issues, speeding, parking, etc.)

What 11,000 kg Registered Gross Weight (RGW) Looks Like

Sample vehicles under 11,000 kg RGW:



Sample vehicles >11,000 kg RGW:



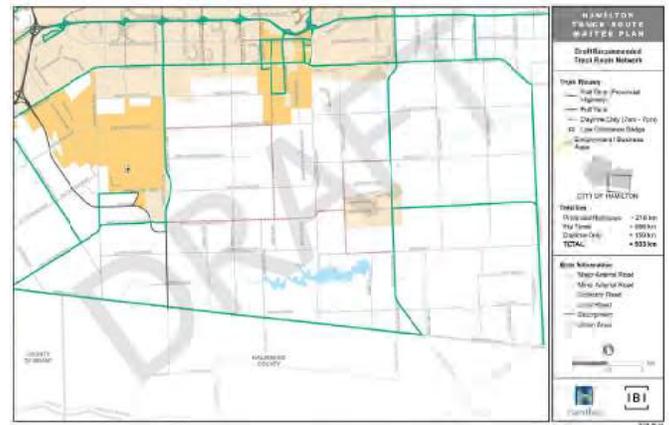
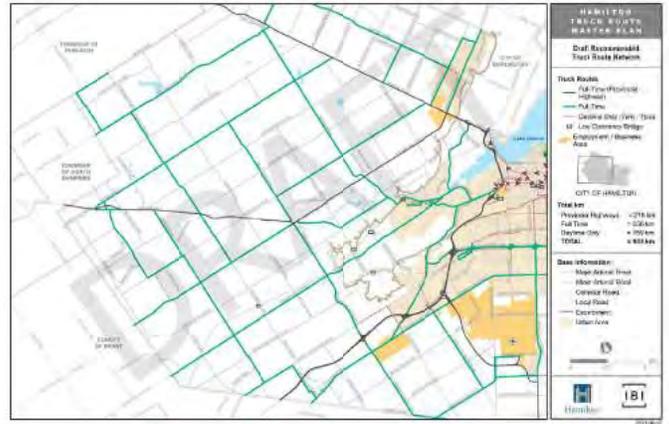
Operational Improvements – Additions

Number	Roadway	From	To	Traffic Control Improvements	Intersection Improvements	Segment Improvements	Road Reconstruction
Proposed Truck Route Additions							
1	Millborough Line	Carlisle Road	Concession 11 East				X
2	Concession 4 West	Highway 6	Brock Road	X		X	X
3	Concession 4 West	Brook Road	Westover Road			X	X
4	Concession 4 West	Sheffield Road	Lynden Road		X	X	X
5	Lynden Road	Highway 5	Highway 8		X	X	X
6	Jerseyville Road	Highway 52	Shaver Road				X
7	Shaver Road	Jerseyville Road	Garner Road	X		X	X
8	Sawmill Road / Haldbrook Road	Carlisle Road West	Highway 56	X		X	X
9	Airport Road West	Highway 6	Glancaster Road				X
10	Stonchester Road	Airport Road	White Church Road				X
11	White Church Road	Upper James Street	Fletcher Road		X		X
12	Dickenson Road East	Upper James Street	Nebo Road		X	X	X
13	Nebo Road	White Church Road East	Twenty Road		X	X	X
14	Kirk Road	Fletcher Road	Highway 56		X	X	X
15	Fletcher Road	Binbrook Road	Guyatt Road		X	X	X
16	Guyatt Road	Fletcher Road	Highway 56		X	X	X
17	Westbrook Road	Highway 20	York Street				X
18	Longwood Road South	King Street West	Main Street West			X	X
19	Concession 11 East	Highway 6	Millborough Line		X		X

Operational Improvements – Existing Links

Number	Roadway	From	To	Traffic Control Improvements	Intersection Improvements	Segment Improvements	Road Reconstruction
Existing Truck Route Segment							
1	Carlisle Road	Highway 8	Millborough Road			X	X
2	Centre Road	Campbellville Road	Parkside Drive			X	X
3	Safari Road	Highway 6	Highway 8			X	
4	Westover Road	Highway 5	Safari Road			X	
5	Eleventh Road East	Ridge Road	Mud Street East				X
6	Wellington Street (Dundas)	King Street	Mill Street	X			
7	Wilson Street (Ancaster)	Rousseau Street	Garner Road			X	
8	King Street	Queen Street	Longwood Road South			X	
9	Queen Street North	York Boulevard	King Street West		X	X	
11	Wellington Street	Burlington Street	Claremont Access		X	X	
12	Cannon Street / York Boulevard	Victoria Avenue North	Plains Road West		X	X	
13	Main Street	Oster Drive	Queenston Road			X	
14	Victoria Avenue North	Burlington Street	Claremont Access		X	X	
15	Barton Street East	Birch Avenue	Sherman Avenue North			X	
16	Market Street (Dundas)	Mill Street	King Street		X	X	







Discussion

Workshop Activity – AIMM

Advantages
 Impediments
 Mitigation
 Maybes



Next Steps

Next Steps



Summer 2021

Your Input is Important!
 The study team will finalize the network based on feedback from Phase 2 of Stakeholder Engagement



Fall 2021

Project File Report
 Prepare DRAFT master plan report, truck route network maps and report to Truck Route Sub-committee



Fall 2021

30 Days Public Review
 Project File Report for public review

We want to hear from you!

Comments
Deadline
July 9, 2021



Send your comments via email to:

Transportation@hamilton.ca
TruckRoutePlan@ibigroup.com



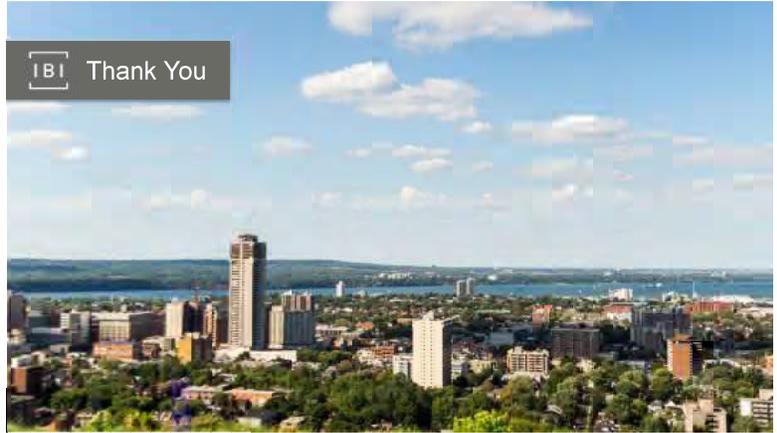
Provide feedback and suggestions in the comment box on the project page

www.Engage.Hamilton.ca/TRMP



Contact the project team via phone at: (905) 546-2424

Omar Shams
Ext. 7474



Question: In the slides that you showed with the map from the evaluation tool almost all of the segments of the existing truck network crossing downtown were rated in the very bottom or the second to the bottom category in terms of the total scores, so I'm wondering why it was considered necessary to have truck routes across the downtown at all? I suppose the simple alternative of having all trucks traveling to downtown destinations approach from the nearest point on either the ring highway that is the 403, QEW, Red Hill and LINC or from Burlington St. Why do need truck routes that go through the downtown? Most cities don't have these routes and most cities route trucks to avoid their downtowns.

Answer: Again, dealing with the degree to which you want to provide direction to truck drivers and so. Yes, there can be a comment that there be no truck routes through the downtown and that they only approach from designated truck routes in the periphery. I will comment that, that potentially makes every road a truck route, because again the commentary is that they are to take the most direct route to and from a pick up or drop off. Sometimes that most direct route is influenced by can you make a left turn or a right turn? Is it a one-way Street? etc.... and frankly for enforcement purposes if a police officer to stop somebody will then you get into a debate about how here you are right here? where did you come from where are you going to and is this the most direct route? And so, in an effort to provide a bit more of a framework for directing trucks in and where they could then take the most direct route to and from to make deliveries of which there are a number of locations that require trucks to make deliveries. We came up with this grid which again is reduced to day-time but again looking to balance the needs between the impact on the community and the needs of the locations in that area where truck trips are made.

Follow-up: I would argue that analysis that if you remove roots from the network or if your remove segments from the truck route you run the risk of truck drivers driving off the network. That applies on how dense the network is? The network would be twice as dense as it is and you could say well if we remove segments, the truck drivers will drive wherever they want. that analysis would apply regardless of how dense the network is? I don't understand why that requires the network to be of precisely the density that you're arguing for here. I also question why if a segment wasn't a track route it would seem pretty simple for police officers to stop truck drivers using that route to determine whether using it for proper reasons? I think that would be a very reasonable thing to expect police officers to do to stop double transport trailers on a group that's not sign as a truck route and at an ask the drivers to make sure they are in compliance.

Question: I wondered about that myself as a resident on Queen Street North, I have noted over the past few years and I have written to the city about the number of extremely large trucks and tankers that use Queen Street North to cut through between York Street and King Street. It seems to me they're using it to get back to the highway where York Street would probably work for them coming and going. Queen Street has changed a lot since the City wrote me and said their initial plan was put into effect and it is now extremely residential street with condos, apartments and a senior citizen home across the road from me that takes care of convalescent seniors. It seems to me ridiculous when I drive out of my driveway in the morning to see nitrogen liquid, nitrogen tankers on the street. I'd like to know A) how well are you addressing hazardous materials being carried through the city? B) Can we not get the traffic off Queen Street North where we have kids and families walking to school every morning?

Answer: The provincial requirement for hazardous material is to receive a special permit and direction on which routes they should be taking and for the most part they are being avoided through residential

communities and any sensitive land uses. They are primarily directed to stay on the provincial network. That's something we're cognizant of. Dangerous goods movement have specific routing options. If they're coming from industrial areas, their direction would be provincial network and that's their only option. Unless, they're violating those routes and enforcement would be a critical component to make sure that you're not imposing any dangers to the community.

With the Queen Street, changes are happening, and part of the draft network and the evaluation process is to improve the quality of life for those residents and also maintain a degree of truck accessibility in and out of the city. Within the city, specifically at the lower parts of the city we have constraints, and part of those constraints are geography, providing full access or partial access to the provincial networks, and so on. Unfortunately, York Street doesn't have a full access to west bound traffic at 403. Trucks that are going toward Ancaster or western parts of the city and Branford areas, they cannot access 403 through York Boulevard. That is the reason why they're getting onto King Street and using Queen or formerly Dundurn Street to connect to 403 at their outbound journey from the city.

Question: It said that you took into consideration the cycling routes specifically around Jerseyville and Shaver Road, but there's the National Cycling Centre of Hamilton that runs out of the Morgan Firestone Arena there and they are definitely using those roads for their cycling practice and also the Greenbelt Route or Ontario cycling also uses the Jerseyville-Shaver connections. So, it said that you took those things into consideration, but it doesn't seem like they were actually noted on the on the maps. And I noticed is that on website you really talked about some sensitive land uses but you didn't really seem to consider conservation land as one of the criteria, so maybe I misunderstood but they look like you're working looking more at schools and other types of infrastructure as opposed to the environment.

Answer: As a part of the overall engagement process, we engaged with the conservation authorities for Hamilton, Halton and Grand River. They have identified some areas very sensitive and suggested either improvements or mitigating measures. Or have expressed concerns whether those roads or specific section could be or should be used as part of this truck route network. All of those feedback with your feedback throughout this phase of engagement will be taken into account in the next revision of the network. This is a public process and your feedback is integral and it is informing our decision for the next phase. We are cognizant of other sensitive land uses and trying to minimize conflicts between all these different sensitive land uses, environmental features and the conflict between different road users. Either by some degree of improvements on the infrastructure or separating the users of the same corridor. If we cannot fully avoid those sensitive locations then there's obviously consideration for improvements to ensure when trucks are using these roads, their impacts or minimal.

Question: How long is this truck route master plan expected to be sufficient for? When would be the next review or how long do they typically last for?

Answer: Normally, master plans last for ten-year time period, however, in this case we know that land uses are changing, there are changing policies and practices and infrastructure improvements, so there is a degree of flexibility in terms of making changes as new infrastructures are belt or removal of specific routes are required.

Follow up Comments: Firstly, the majority of truck travel seems to happen during the day anyway so I'm not too sure that a 7:00 AM to 7:00 PM limitation would offer that much improvement over the current situation. Especially considering the fact that right now the master plan kind of troubles along

two of the most used cycling routes in the City both Cannon and Bay Street and obviously if cycled beside trucks you know that that's not the most comfortable thing in the world. I also have some issues with the idea of what a truck route is? You know truck route is meant to move freight long distances it's not designed to be local and I understand that there's issues with the local that we discussed that can be kind of mitigated with street design. The same ways fast cars don't go down residential streets with speed bumps. Street design can reduce the likelihood that trucks take certain roads so I don't necessarily agree with the delivery on any Street issue but the major issue I have is that with like a freight rail or something you would typically put a freight rail away from people you wouldn't run a freight train down Cannon Street and in the same way a truck is just a freight train but on wheels and running it through what is essentially a residential neighborhood, and yes other residential neighborhoods are used but the urban context is different with streets sometimes meters from the street it's a little bit different to have trucks running down these types of streets. So, I disagree and I don't like the way the map is kind of designed because it kind of makes the truck routes most of the day time kind of less noticeable in the map but I don't think the truck route should go through the downtown in terms of extension of time from the most westbound industrial site into similar areas. You're looking at maybe an extra 10 minutes to go around the Bay and in terms of why they're going through the city? I kind of understand why? It's a balance of industrial needs and people's needs but I think that the industrial needs are going to high on this priority list.

Comment: I can see history repeating itself again. The 403 when that was assessed and designed in 1985 and the subdivisions were built in 1997 on rather dated information. You mentioned that the master truck plan was originally designed in 2010 and it was updated in 2018. We now have the Amazon distribution centre that is going to have a significant impact on truck traffic throughout the upper mountain area leading into the lower city; you got further airport development activities that are going on; you've already got plans for the highway 6 South expansion to go to a four lane; there's studies in place for Rymal Road to be widened; you've got Southcote Road being widened and you've potential changes with Glancaster Road being utilized as an alternate out of the airport. All my primary concern is the disparities if you take a look at the existing environment around Hamilton you have no two communities that are treated equal OK. You've got berm walls you've got noise walls and some areas have no support from the city as it relates to the noise mitigation. your whole study has been predicated on public health and safety fundamentals. I'm not seeing that, I'm not getting that sense of support from you the municipality nor from the ministries of the various levels. We talk about pedestrian density, but it's based on 2011 statistics. very dated! So, I've got those as concerns and if we really want to take a look at what the future looks like and we're not talking 10 years out just pull up slide #28 and that'll give you a real clear picture of what future looks like.

Question We say 10 years out before we do the next review, I think the implications of the Amazon distribution on at the airport at the airport growth which is clearly planned needs to be addressed now as opposed to differing in for a further 10 years of putting it down the road for a next generation to address happening around the corner.

Answer: if we do look at slide #27 you will see a number of dashed blue lines at in the slide in the vicinity of the airport which reflect the results of ongoing or approved studies. I also think it's important to understand that these truck route master plan these reviews that there are identified clear take a look at the entire network reviews that happen during certain time frames but that doesn't mean that there are no adjustments to the trip route network in the intervening years. As land use changes, other

things change as it might affect the truck route routing or the communities, those can be adjusted on an area by area basis using the principles that have been identified through this truck route master plan process.

Question: With respect to the rural areas, I guess we'd identify this to West, so you're recommending Concession 5 West come off as a major truck route and then the alternative that looks like both Concession 4 and Safari are both identified as needing improvements. So how would that work in terms of timing? Would Concession 5 have to wait for those improvements on the other roads before it came off as a major truck route?

Answer: Safari Rd is currently a truck route. Infrastructure and operational improvements will be scheduled as part of the capital projects across the city, however, some of those will be prioritized. 5th Concession, even if it seems to be removed, there would be a number of trucks using it, which are local deliveries and the businesses along the corridor. The intention here is to send trucks either through Safari Road and Concession 4. The Concession 4 infrastructure and road bed is ready to carry trucks, it's the matter of improving safety for road users with wider shoulders and another improvement as Ron mentioned. More improvements closer to the Highway 6 and the operation of the intersection will be introduced and will be prioritized in the list of infrastructure and capital projects. Some of these changes will take effect immediately and some of these changes will take some time until improvements are introduced. We are reviewing the staging of implementation rollout and when links will be removed, and which section will be added to the network.

Question: With these changes in the West as our last caller was talking about well is there a plan to put lights on Highway 6 so the trucks can get in and off of these routes.

Answer: Yes, we would be recommending the installation of traffic signals at the intersection with Highway 6 to facilitate truck access. That would have to be approved by the Ministry of Transportation of Ontario.

Question: This exemption for the City vehicles using non truck routes. In my area, I witness them on a daily occurrence using non truck routes and there isn't even a reason for it. They just use them whenever they want to. My expectation would have been that they would use non truck routes when they had work to do on that or same rules as anyone else. If they had to use that non-truck route to get to where they need to be, but I witness them just using them as transportation routes. So, I just wondered if we can have clarification on what by law actually states their usage can be.

Answer: Under existing bylaw, any emergency vehicles including trucks that are providing services to the city and conducting business on behalf of the city are required to follow truck routes when they're not actively performing their services. They are required to follow the truck routes when they are at the end of their line and getting back to their facilities. We have received number of calls from truck drivers delivering service on behalf of the city who has received tickets from the police and their excuses has been, I am working on behalf of the City. That's not an acceptable exemption, if they're not actively engage in delivering city services.

Question: for anyone that's living on a proposed new segment you can probably appreciate that there's anxieties we don't really know what this means in terms of impacts to traffic and noise. Can you provide

any metrics as to the truck traffic expected and projected throughout the day, if applicable, night, for these proposed new segments?

Facilitator: Which new segments in particular? Haldibrook Road.

Answer: We don't have specifics that truck traffic projections by route. We have from a variety of sources truck volumes and origins and destinations in that perspective. I know that there's been a number of questions or comments about Haldibrook Road. You know an observation is and they know it's complicated by it being half Haldimand and half Hamilton. It was identified as being able to serve as a connection across the certain South part of Hamilton, but with a recognition that there would need to be improvements to the road in order for it to serve that purpose.

Question: In the new proposed route, the section of Haldibrook Road that runs from Hwy 56 to the land fill, I notice is removed. As I mentioned I am a resident of Haldibrook Road between Hwy 6 and 56 and my assumption would be that with the inclusion of Haldibrook Road as a proposed full-time route, that would mean more traffic accessing landfill? but I'm not sure now if that assumption is correct if the portion of Haldibrook Road that accesses the landfill is being removed? Are you able to clarify that?

Answer: One comment would be that if there's a destination off the truck route, but it does serve as the most direct route to and from the truck room then trucks can travel on. The boundary roads are fairly complicated. We are in discussion with the adjacent municipalities, their council, their residents who will directly be impacted as part of the proposed changes. Haldimand County had concerns in terms of designation of Haldibrook Road as truck route. Given that this whole plan is draft and subject to change, Haldibrook may not end up being a truck route in the long term. Or major improvements have to be implemented for these roads to be fully capable of carrying heavy loads and ensuring that there are wide enough shoulders for public to safely walk and pick up their mails or bike before these boundary shared roads become truck route.

Question: My question goes directly to the infamous bypass that will be coming to Waterdown and I see that on the masterplan route I believe it's like a dotted line for the future link. There are two major routes in the truck plan right now of major concerns for Waterdown. With all the infrastructure that's coming through and for our residents both Parkside and Dundas are major truck routes. I would like to understand how and when and if it's even possible to have the major truck route from Highway 6 all the way through Waterdown on Dundas Street moved as a daytime or a regular full-time truck route once the bypass goes through? It was our understanding as individuals of Waterdown that the by-pass was to redirect traffic and redirect trucks from going directly through downtown Waterdown and I'm talking like the major transport trucks not the delivery truck like not anything under 11,000 kilograms. We are just trying to wrap our heads around what does that look like and when that bypass is done, and can this be amended? because infrastructure is not going to be able to deal with not only the residential boom that's going to happen to our core quicker than that bypass is going to get in. So, we are quite concerned with the number of vehicles that will be on a 2 lane Street in the downtown core of Waterdown.

Answer: Once the North Waterdown Drive is fully constructed and connected to the Highway 6, the first change would be removal of Parkside Drive from this network to guide all truck traffic from Parkside into the new road. The design and built environment of the roadway will incentivize most of the trucks from the Waterdown who are not directly delivering goods and materials to the business park, to use this new facility on the outskirts of the community. Trucks that are delivering goods to the BIA or any of

the businesses will continue using the Dundas Street, but those numbers will significantly drop and because a proportion of those trucks are going toward Highway 6 North or towards the Wellington County or Waterloo-Kitchener. Dundas Street will remain as a part of the network, however there will be many measures such as infrastructure and operational improvements and automated enforcement that will disincentivize trucks from entering the core, unless delivering goods within the community.

Question: On this map of the proposed truck route as the latest and greatest, the city has an arterial Road that they were looking at going from the end of the Upper Red Hill Valley over to White Church Road basically and going to the Airport expansion lands as an arterial route. In doing that, that was brought up on October the 2018 on the map. The strategic good movement network on page 159, there is an Airport to the Red Hill Valley link conceptual a lot of the cracked an issue of goods movement from North and East from the Red Hill Valley to the airport that was dropped to this City Councils table 16 years ago. So my question is in the last 16 years knowing what was going to happen in the airport expansion area there has not been one little movement on making that arterial road happened which would have saved all of this truck networking design that's going to go up Nebo Road across Dickinson Rd across Whitechurch Road can you comment on where we are with that please?

Answer: That is the route which was also re-emphasized as part of the 2018 transportation master plan that has fulfilled its phase one of the environmental assessment. It's not within our immediate plans but it is a consideration to initiate a detailed design and environmental assessment to identify the impact of this road on the adjacent lands, the environmental features and identify the actual alignment. You brought up a great point, it's the functionality of that conceptual roadway to reduce other routes within the Glanbrook area which has residential communities and divert trucks from those roadways into this future corridor. So, it is part of the city plans and it still being considered as the city will move forward into the next phases of the EA.

Question: the other question is on the map you are showing there, you have Nebo Road being extended to a truck route to Dickinson Road and possibly up to Whitechurch Road as a daytime use truck route and then you have Dickinson Road East from Nebo Road to Upper James as a daytime use truck route. My question here is you already have a truck route from Dartnall Road over to Nebo Road and a few maybe 500 feet on Twenty Road, was twenty Rd ever 20 Rd east ever considered to be that crossroad as opposed to Dickinson? why not?

Answer: I have to say that I'd have to go back and take a look at the relative scoring of the links in order to answer that question, but we can take that away as a comment and a question to look at and respond to.

Thought: The airport expansion land which is West of Upper James and South of Dickinson Road from the beginning to the end that land has been known for to be developed into commercial for many many years. like in my thought is I go back to the City of Hamilton and why does it take so long to act on something that you already know so you get to a point where people are frustrated they have anxiety they live on these roads there could have been an alternative had they acted along time ago knowing that this was coming. I just I just can't get past that part of it. Because nobody wants these roads nobody wants these trucks on these roads.

Question: my question is all about Haldibrook Road, so I know that you said earlier that the province would have to approve traffic signal lights along Hwy 6. In the past 15 years this has come up multiple

times, councillors from both municipalities as well as the respective MPPs have asked for lights there and it's never happened. The province always said that the traffic flow doesn't justify light. So, is putting a truck route there something that would essentially forward that whole request or is this something that the city could just put in as a request and then if the province says no, they say no?

Answer: Yes, we can't predict what the ministry of transportation would respond at this time. Certainly, there's increasing traffic in demand on Hwy 6 along with increasing urbanization in the area and so we would strongly make our case on that basis.

Question: You had mentioned about improvements along called a brick road and because it is a shared road with Haldimand municipality what would the cost look like? Would it be something that Hamilton would pay for the improvements or would there be Hamilton asking Haldimand County to also shoulder some of that cost?

Answer: So specifically, for the boundary roadways there is a shared road agreement with very detailed terms and conditions and stipulations. Once we determine what type of infrastructure improvements are required then we will have a better understanding of what the cost of those infrastructure improvements would be and what percentage will be shared between the two municipalities.

Question: Thanks for the opportunity to provide some feedback and we do appreciate the effort that's gone into this study. I, like a previous speaker have asked for data on the volumes of trucks but I've yet to receive that information. Sometimes it's hard to give feedback and have an informed perspective when you don't have complete data on what the actual truck volumes are going to be. We live close to the intersection of Centre Road and 11 E concession in the so called or so designated north part of the City. I found it striking that when Ron did a summary of the north part of the city, he did not even mention the Concession 11 E was an added route, which to me speaks very loudly that this draft change has not been laundry and that we in this area have not been vocal enough in opposition to this change. With all the respect concession 11 E is a very inappropriate selection for a truck group and here is why: there's two narrow bridges on 11 E, there's substantial hills affecting visibility in both directions, Lawson park which is a high density spring-summer-fall vacation park, there's a very large tract of conservation land including a deer run and areas of species at risk on 11 E, it's a very active road for cyclists and walkers, there's multiple horse farms, multiple blind spots, the corner of 11 E and Milborough Line in the hills and Milborough Line to Derry is a very winding road with poor visibility. So, given how inappropriate 11 E would appear to be I'm interested to know what wasn't working about the existing road use plan to make concession 11 E a new draft candidate?

Answer: So, to start with this acknowledge that there would be a requirement for operational improvements, so we showed it on there. We do have comments you'll see that right now up in that area the one connection is Carlisle Rd and we get comments about the from the residents of Carlisle about the appropriateness of Carlisle Rd which also we've identified require operational improvements. Again, it was about looking at alternatives to provide more than one route and distribute the truck route network and it is with the recognition that the roads up there do need improvements. So, the existing Carlisle Road, the existing Centre Road that serve in the existing truck route network but also the need to provide an alternative.

Question: With all due respect I'm not sure that answered my question about you know why the change? but I struggle with the answer that you know road improvements, that's a given. You're going

to have to kind of manage Rd improvements but you're going to need dynamite to blow up the hills and you're going to expropriate land on Milborough line to straighten the road because trucks can't go down that winding road. So I just don't think there has been enough analysis and again I asked for the data on what truck traffic is going to be migrated to 11 each because we don't even know are we talking about two additional trucks a day or can we expect 200 additional trucks a day those are big issues and no information in that data has not been provided.

Answer: We do apologize for not being able to send you the data. We have received the data today specifically for the trucks. That requires for us to understand what those projections and distribution between the two parallel roads would be. You will receive the data by the end of the day tomorrow and I am giving you that assurance. We have another two weeks and different means where you can provide feedback for consideration in the process.

Question: I am going to piggyback on the last caller and I'm going to talk about the same issue of 11 concession East and Milborough Line. So, and also to sort of say as well that someone else brought up about the criteria around selecting these so under sensitive land uses, although you said you have been consulting with the different bodies Niagara escarpment Commission Conservation Halton, I would really be interested in what they are what they think about this. But that it's not the idea of the environmental impact is not included in your sensitive land uses which I think it very much should be. And previous caller talked a lot about 11 Concession East so I'm going to focus a bit on Milborough Line because it is, I'm assuming you've been out there, but it is a very narrow very windy rural road with very full-grown mature trees very close to the road. In order for any road reconstruction to be done I would imagine it's going to have to be significantly widened which would mean ripping out huge old grown trees which are very important in terms of maintaining the integrity of the land and watershed and we are in watershed area, so I would like to understand what would you foresee being reconstructing of Milborough Line in that area?

Answer: We have received feedback from Grand River Conservation, and they have outlined few of the roadways that are, as I mentioned previously, that should not be included or considered as part of the truck route network and specific areas that requires improvements. We haven't received and still are waiting for response from Halton and Hamilton Conservation and we're sure that's one of the locations they might flag as part of their feedback. So, once we receive all their feedbacks at the end of the feedback period, which is July 9, similar to the public input deadline, we will review them, analyze them and revise this network in a way to address most of those concerns.

The other part of the question is infrastructure improvements and operational improvements. Because this is a high-level planning based on the criteria which was established and identified throughout the first phase of consultation, our GIS tool identified some routes with the highest scores and those were selected as part of the draft network. Once we get into the next phase, all of these detailed level operation improvements that will be required, whether a wider shoulder or improving the road base to a degree to withstand the heavy loads, will be determined as part of our detailed investigation. And the timing and staging of the truck designation will also be subject to the improvements.

Question: My question can be seen as sort of a follow up to the first question about the routes downtown and it was noted earlier that using the assessment tool that you developed for this but none of the roads met the threshold score of 50 or above would have been designated as truck routes, nonetheless. So also connected to some of the other questions which was just to try to understand what

exactly is the volume of trucks through that area that are doing local deliveries because the response to that earlier question was essentially if we don't make these truck routes, trucks will still go through these streets because they're making local deliveries and it's the fastest route. So what percentage are actually doing local deliveries and what percentage of the trucks moving through these areas are delivering or moving outside of the city and can they be redirected to Burlington St or other options.

Answer: All I want to state that that roads themselves in the in the network are one component of managing truck traffic in in the City of Hamilton downtown and we have been consulting with the business community and we have been consulting with the goods community, where we talk about the operations at the piers, and are they 24 hours a day or they part time and what guidance and direction do they given what routes had ideally you make routes that are more desirable and then it naturally the truckers follow them. We aren't looking with these part time routes to facilitate cut through traffic we're trying to recognize when trucks might have daytime purposes in the downtown area I know that for example earlier Omar commented on a bit of the challenges with connections to 403 because of the limitations of York etc. and so it need to be able to provide using King a connection to get to 403 etc. But this isn't meant to facilitate big trucks cutting through downtown that don't need to be there. So part of the overall strategy does include continuing to work with the Port and the goods movement community to find ways to discourage trucks taking those routes through electronic means and kind of guidance through truck route apps that they use etc. Working with the locations that the trucks are originating from too strongly encourage them to use the full-time truck routes and go Watch them to use the full-time truck routes and go directly to the highway. Yet probably can't give you a precise number on the number of trucks that are doing local deliveries but there are times where we get anecdotally that somebody says well that truck doesn't belong here and then when you literally find out the name of the truck in the location you say OK well it's quite close to a location where it would be doing a pick up or a delivery. We don't have a specific numbers of trucks on downtown routes and what percentage on each of these segments of roadway and where they're going, but one thing is certain that no trucks that are not doing any delivery within the lower part of the city is willing to go through all the hurdles, the number of stops and fractions along the corridors to pass by downtown Hamilton and then deliver goods into Niagara Region or Toronto. That certain and that's why the freeway network is there for them to use and make out of town deliveries and use those provincial networks to pass by Hamilton. We have certain number of data based on origin destination and breakdown by wards majority shows that most of the goods moving are happening within the wards in Hamilton and we did look into a sample of data from a provider which indicated any truck that is going beyond the boundaries of Hamilton are primarily staying on the provincial network. So, it's clear that any operation of trucks in Hamilton are either originated or distant within our municipal boundary.

Question: I think maybe my question wasn't clear because I understand that they might be originating but where is their final destination was really my question because you know the kinds of trucks that were seeing move through downtown by schools where there's like not as any mentioned by Chris we're not talking about houses that are like you know several meters away from the street we're talking about trucks that are double long tractor trailers right next to a sidewalk, there's no buffer, isn't surprising to me that that that these streets scored so low on your own tool because of the safety risks to people and I think it's frustrating to see that the solution to this was to simply say well that trucks can only use these roads between 7:00 AM and 7:00 PM which is when these streets are being used by pedestrians and the

people who are vulnerable to trucks. So, it doesn't seem to be a solution that actually addresses the concerns that many people in the lower city expressed at earlier stages in this process. So, I guess my question sorry I should have made that a question, but the question is what's the logic of 7:00 AM to 7:00 PM? how does that address the safety concerns?

Answer: When we look at the idea of part time truck routes and we look at the idea of quality of life, we acknowledge that a daytime only if there's trucks out there that's typically when there might be more pedestrians more cyclists etc., but then we also have many people saying given the residences that they expressed concern about the noise and vibration of a truck movements at night and that their concern is about quality of life in the evening and overnight. So, there isn't necessarily one right answer an alternative, one could propose is that actually that you would have the trucks from 7:00 PM to 7:00 AM when there are fewer pedestrians and cyclists for example out there but then there would be other concerns about the impact on people and evening and overnight. We have identified as part of it at specific locations where when we need to look at operational improvements as part of these routes to deal with locations where there might be tight turning radius or there might be concerns about the conflict with pedestrians or cyclists, but when you get into the urban area there absolutely are limitations.

Question: First of all, I want to thank you for this process and for listening to our concerns I also had an excellent conversation with Omar yesterday. I forgot to say something I'm talking about the I'm interested in Governors Road between Main Street and Hwy 52 as a truck route. It is a very scary. I mean it has been a truck route. It has been very scary. Some changes were made by the schools but it's still a very dangerous situation. There are three schools, 2 elementary schools and one high school on Governors Road. There are also lots of kids, babies, mothers, dogs, there's three long term care homes on Governors Road right there and 4th enormous Amica just around the corner which it uses the Metro which is on Governors road. There was an old woman killed actually I think it was in 2012 who lived-in long-term care on Governors Road. Then as you go further up there's a conservation area entrance, Conservation areas on both sides of Governors Road. So, there are people crisscrossing on bicycles and walking, walking dogs, going along the side of the highway and there's the Rail Trail access to get onto the Rail Trail to cycle to Brantford. So, cyclists use Governors Road as a corridor to get in-and-out of Dundas and out to the country. It was just three days ago that I saw a neighbor who happens to be an Olympic cyclist, going to be Olympics in two weeks, who was aggressed, and I mean that aggressed buy Two dump trucks that were tailgating each other and racing along Governors Road probably around 90 - 100 kilometers an hour, speeding up behind him and then tailing him and playing chicken with one another. And a third one came along a couple of minutes later and it just seems to me, like I suppose my question, is given the criteria for selecting truck route how is it possible to even consider that stretch just that one segment of Governors Road between Main and Hwy 52 as a core as a truck route? when it has three schools for long term retirement homes and conservation area and cycling corridor on it?

Answer: As a high-level commentary it is an arterial Rd that connects other Arterial roads. We know that there are adjacent land uses, I can't comment on the specific behavior of specific truck drivers but from the criteria of a role it would serve in the in the City of Hamilton road network it's part of the existing Road Network for those reasons and we did not through our process come up with reasoning to remove it from the road network or the draft truck route network. As part of the overall process it came up that Governor Road to remain as apart of the draft truck route network but also it's not worthy to mention that infrastructure improvement has occurred along Governor Road and with the installation of the new

multiuse path there was a desire to separate the different road users to improve safety for school kids and for all road users. Along that section of the corridor now we are looking into the details of where these trucks are coming from and going to and why what is the reason that these trucks are using that section of Governors Road. It's the growth within the area of the industrial park within the Dundas community which are using that section to go towards the west parts of the City or connect to the Highway 52 and eventually connect to the 403. Even though I don't have the specific numbers in front of me, but the volumes are low. Again, part of the whole process is engagement, enforcement and education and we're adding more emphasize on the education to change the behavior of those truck drivers by different means. And also educating them by providing them with different toolkits to ensure that they are driving on these roadways much more safely. Engaging with the business owners who are operating in the area to encourage their drivers or incentivize them to behave and be good neighbor within the communities. Those are I think more efficient and critical means we're looking into. As I said, this is a draft and we're looking into the more details based on the number of feedbacks were receiving from the public at the stakeholders.

Question: My question to whoever wants to answer, and I know I've had conversations with Omar with regards to the truck route changes for the North Service Road from Grays Road to the Fifty Road and on the diagram, I just want clarification there was a mention of a dotted blue line so there may be some segments changed etc. Could I ask clarification on that and that's at the Grays Road overpass from the south side to their side of the community?

Answer: That is one section of the roadway which remains part of the truck route network, however I should mention that that's currently part time truck route and there have been an error on the mapping that is showing it as a full time. We acknowledge that there are a number of concerns from the community and specifically the Lakewood Beach Community regarding truck operation in that area. This study has identified infrastructure improvements to ensure that trucks that are using those sections of the roadway, in order to access North Service Road for delivery or accessing to the QEW, are not imposing any safety risks to the community and other road users. The community has been quite active in providing feedback and having their voices heard. Changes will be coming to those roadway sections, at this time I wouldn't know and I'm not sure if the team might offer specifics on what those improvements would be? but obviously we're not aiming to make that overpass a full-time route.

Question: Thank you and I want to be sure that was clarified for the viewing public so we're going to maintain that as a part time so from 7:00 AM to 7:00 PM and I know infrastructure improvements are coming as far as signalization, as I'm going to call it Drakes, it's not Drakes, since another name now it just keeps me. Can you just also, if someone could please just address the concerns that residents have that were not reduced removing truck traffic completely from the north side of the QEW including the Grays Road overpass and I know Omar we chatted and you had a great explanation, so could I please ask if you could reiterate that with regards to the capacity etc. issues on the South side of the Service Road.

Answer: So, regarding South Service Road, as we're now removing north service Road and other overpass on Millen Road given the sensitive community and residential community and the senior home, South Service Road is seeing is an enormous amount of traffic including the trucks that are currently using it. There are some bottlenecks, or I should say pinch points at the intersection of Centennial Parkway and South Service Road. Since the Ministry of Transportation is operating that intersection, Hamilton has minimal influence on intersection operation, infrastructure improvements

and changes. So, the challenge would be, not that as part of these removals we are improving things, but we will encourage more trucks to violate the truck route within the north section of the community just to get to the QEW. And part of keeping that section of Grays Road and the overpass and ensuring that the impact is distributed but in a more controlled fashion. Also, with the infrastructure improvements those concerns by the community are addressed. The other element would be education and enforcement being focused on that section which the residential community is concerned about.

Question: Very quickly, Omar is there a timeline for construction to implementation? I couldn't see it in the package. Previous caller earlier asked for a feedback on the traffic study. I live on Milborough Line. Previous caller's views are very correct. Milborough Line is an unsafe road right now and you cannot have an 11,000-kilogram tractor trailer going down there and there are road restrictions in the winter because we're on a tar and gravel road. So specifically, do you have to lift those restrictions seasonally and, but will all the road construction happen before you allow trucks on there?

Answer: We don't have the specific timings on infrastructure improvements but before the infrastructure improvement is implemented, we are not removing any of those restrictions. We understand that the infrastructure is currently prone to damages during the spring thaw and that's a Highway Traffic Act requirement that those roads be identified and protected during the spring season from heavy Loads.

Comment: I am also on 11 E which is mixed up of Milborough and the thought of two small cars travelling down the road is scary let alone a tractor trailer or truck. So, I'm glad they were a concern. Second I am a mother of five kids and our kids wait for a bus on the side of the road as do a lot of the kids on 11 E. So, this isn't really a question but more of a concern in that there's I can appreciate that every resident is upset about the fact that they'll be a truck route coming through their neighborhood or road but the fact that our kids wait at the edge of the road for bus is really concerning for their safety. And also, we are farmers we have horses and teach horse back riding. There are three or four of us that teach lessons that have farms and just the concern of you know our horses can get spooked easily and if a child is riding on a horse that's a major concern with trucks in the traffic coming by that would spook a horse and that result in injury to the child. So, these are just major concerns I have as a mom but also as a farmer having horses and animals close to the road as well.

Question: My question is specifically about LCV vehicles on the road, those long combination vehicles so the double tractor. I live on Victoria Ave North near Barton and even this morning four of them went by in a space of 30 minutes and I wonder I thought the ministry of transportation had specific rules about limiting these vehicles on the roads and I don't see any mention of these in the traffic plan. My only research I can find is that Hamilton has said they don't want these trucks on the road so they're not even part of the truck route plan. So how are these trucks even on the truck route and especially in the downtown truck routes?

Answer: LCVs are heavily regulated by the Ministry of Transportation and they require special permit to travel on the Provincial networks and they can only exit the provincial network within three to four-kilometre periphery of the freeways. They're not allowed within the municipal roadways and the roads are not designed to accommodate for those size of vehicles. Those are normally over 40 meters in length and they're pretty large. To be more clear, there are different classification of double tandem trucks which are called A-train and B-train, and these are not considered to be LCVs. So, the A-Train and B-trains are allowed on municipal roadways based on their current regulations and those are the one

carrying grain and farming products into processing centres either to the Bay Front Area or any other processing centres within the city of Hamilton.

Question: Can I ask a quick follow up question? why is there no limitation on the length of vehicles in these downtown routes? And wait only.

Answer: There are different ways of how we introduce different regulations for managing these trucks and as Ron alluded to them earlier. Tiers of truck route regulation that we can introduce could be either by weight or by vehicle length or by number of axles or by time of day. As many more of these tiers we introduced at once, enforcement and education get much more complicated and to be more specific people (truckers) would just do anything as they wish, and that's not the intention of the truck master plan. There have been discussion of having two tiers based on the weight from 11,000 and then certain vehicles above the 11,000 would be eligible there, that option has been reviewed and it was a concern by the industry, by the police and our team due to how we can sign it, enforce it, and educate drivers? So, it creates more complexity if you add more tier of truck regulation within the network.

Question: So just following up on some of the concerns raised by previous callers regarding the through downtown traffic and recently discussed the grain trailers (A-Train and B-Train). So, when we're talking about the through downtown traffic, we're talking about the 403 to Burlington Street. Basically, it's a circuit. It is a grain truck pipeline from the 403 to Burlington Street. And Previous comments about the liquid Nitrogen, you know, that is a truck that meeting barely to be on Burlington Street. Mr. Shams you mentioned you know how it has to go down Queen and King if it wants to go to Brantford bound on 403. And it was terrible that you did not mention the option of taking of Burlington Street to the highway network. And Ron you mentioned you don't want to facilitate through traffic through the downtown. But the simple fact is this network does facilitate it. It is a red carpet rolled out for the traffic from Burlington Street for these double rail trailers of the grain mill at the Port. You know trucks like these that are not making local deliveries, they are leaving Burlington and Gage and are going Brantford bound on 403. The fact is Burlington-Red Hill or Burlington-QEW and 403 is the network that needs to be used by trucks that has sources and destination on Burlington Street. And if you don't want to facilitate the flow through these trucks route moving through downtown, the simple solution is break that network in the industrial areas of the north make it cut on those north-south links between the downtown and Burlington Street. It pushes them out on to the circle highway network. Ultimately, my question is this: on slide 21, you talk about the short distance requirement and when you read the slide out, you said we're going to get a lot of comments about this. Basically, I wonder is that firm upon when we talked about short distance. Are we just wasting our breath or are we talking about forcing the trucks of Burlington Street around in the circle network or are we wasting our breath no matter what commentary comes in, or what analysis is done, this red carpet is going to be laid down for the grain trucks to go from Burlington Street to 403 no matter what? Because I have to deal with this requirement here at principle two that there's no amount of commentary delivered and no amount of feedback from citizens that would be able to cut off the pipeline from the 403 through the downtown to Burlington Street. And that's what we want to see. We don't care about tractor trailers going to Cops Coliseum for concerts or going to grocery stores to drop off groceries. It's about this pipeline of huge truck traffic with no source or destination to the downtown that's really severely impacting quality of life there. So, my question is there any conceivable truck network, that you would say yes that would not facilitate that.

Answer: I thank you for being very specific about a specific type of vehicle making that specific trip and that is helpful. We have this input from this PIC, we also have input from the goods movement community, and we have input from the business community. I will tell you that we get many different opinions and philosophies about what is good and bad, and I would say that all parties identify certain components that they are unhappy about. We get comments about certain farmers and industries are 24-hour day operation she shouldn't just do date time that the Hamilton port is being promoted and now you're cutting it off. I'm just sharing with you that we get a variety of opinions we even get opinions that there shouldn't be trucks on the LINC or the Red Hill. I'm just stating that we get a variety of opinions and so I do welcome and will take it away the commentary about a specific type of truck movement taking specific routes.

We have received additional comments from others, including yourself. We do appreciate them, and the team is well aware of your input in the process. This a multipronged study and there are different stakeholders involved and we're trying to get that balanced approach. Not necessarily were saying one type of trucks or one route specifically will be added or removed at this time. Because we don't got all the answers and all the inputs as of now, but as we move into the next phase will have a better understanding of what those specific needs are? And if we cannot accommodate them, what are the alternatives that we could improve the movements of trucks and minimize their impacts on the downtown community. At this time we are looking forward to additional comments from other members of public and stakeholder groups until July 9, and we will determine what the next steps would be and how this network will be modified.

Comment: I have a suggestion and then I request the suggestion revolves around the criteria and the principles that you had set out in the slide presentation. I was a little bit surprised at the criteria was equally balanced and I would like to submit a revision for consideration to your principles. I'd like to see a principle in there that says where a conflict presents itself between expediency and public health and safety, public health and safety will prevail. I think in that way you will signal to people that what's most important is the very people that these trucks service and I don't think that we should lose sight of that. And I'm surprised that that hasn't had created. So that's my observation suggestion.

The request I have is when we signed in everyone of us needed to provide their first last name an email address and I think it's only fair that we told which elected politicians are on the call as well it's not a question of similar modifications transparency.

Question so much for staying late and listening to all of us. I'm another 11th east concession road resident and after listening to other callers, I basically reiterate what they say as far as this road being, it's an undulating road, it's a rural road, it's a quiet road, there's very very slim shoulders, we already are inundated with speeding, I mean we do have some trucks to go up and down the road especially with COVID and again I back what they say as far as Milborough Town Line. So, I guess my question would be well there's I guess were limited but why was 11th concession chosen in the first place?

Answer: as a first comment right now the only route in that area is Carlisle Rd which goes through the Carlisle. So, we had concerns about the availability of truck routes up in that area. We absolutely recognize significant operational improvements would be required in order for it to serve in the role of a truck route. If for example one were to say Concession Road 11, Take it off the board, Milborough Line in that type of thing. Again, the handling trucks in that area solely falls to Carlisle Road.

Follow-up: if I may add, because I'm fairly close to 11th on the Centre road intersection I'm not sure how trucks are going to handle a four way stop and the air brakes and so forth. You know you're living in the country and being right at that intersection to hear that ongoing, whether it's from 7 to 7 or whatever. It's dangerous there's! A lot of cars that run through that stop sign anyways, plus you know this is a school route, this road there's two there's a public school and a Catholic school. As well it's a route that serves other schools in the area. So, it's a fairly busy road for children like the last caller said, from 11 Concession, she has five kids. I just wonder how much research has gone into what goes on the 11th Concession and these railroads and how our sort of feedback will factor into your decision making? you know whether it's the conservation authority or this current committee how much they will factor into your decision making as well?

Answer: I would say all responses and feedbacks have an impact on the decision making and that's part of the environmental assessment processes. Your input is as much valuable as those organisations and it will be taken into consideration moving forward as part of the network revision. As Ron alluded to, there would be infrastructure improvements at these routes that are identified as truck routes, specifically around the signalization of Hwy 6 and Concession 11. But again, this is this is just a draft network and it will evolve as we move to the next steps.

Chat Questions

Question: I live on Gore Road (between sideroad 20 and 25). What I do want addressed if you don't are the following?

1. Has this route started already - we are all day with dump trucks and transports now? It is so loud.
2. consideration for noise - this is not city residential but family homes - we chose not to live on Highway 6 or at the 401.
3. Road quality - who will invest and will it be continually as heavy trucks will destroy the road.
4. Speed limit is 60. I am out cutting grass and trucks are whipping by, far faster than 60. It's unsafe. Let's say i'd like to be hit by a car than a truck.

Answer: Gore Road is not a designated truck route and is not proposed to become one. Only local delivery trucks are allowed to use the road to access property(s) at which they are carrying services/products. Road maintenance is done by the City of Hamilton as part of the asset management and annual roadway maintenance programs. Hamilton Police Services, enforces the Highway Traffic Act and bylaws stipulations across the City of Hamilton transportation network.

Question: What is the decision making process around having trucks off the road for 12 hours and on for 12 hours? Would trucks over night have to use a different route than during the day, or would trucks simply wait and there would be twice as many overnight? How would such a system be enforced? Our studies have shown that there is approximately the same amount overnight as during the day. Why do you feel it is important to have trucks off the roads overnight, when they are arguably doing more harm during the day? Wouldn't it be simpler to only use the "full time" routes and avoid residential areas

completely? Why do you feel it's necessary for non-delivery trucks (ie, those simply cutting through, not making local deliveries) to be in residential areas at all?

Question: City of Hamilton is currently building a Bypass around Waterdown, Flamborough. Is your group aware of this, and what are the implications for reducing truck traffic through Waterdown which is needed due to the large volume.

Answer: The master plan review integrates existing and planned road infrastructures and provides flexibility for future amendments. Upon completion of North Waterdown Drive (By-pass) and its connection to Highway 6, all truck traffic from Parkside Drive and a proportion of truck traffic from Dundas Street will be diverted to the new corridor.

Question: It seems ridiculous to have trucks carrying hazardous materials like liquid nitrogen going through residential roads like Queen St North from York to King - next to seniors homes and apartment buildings. Especially when they could stick to York St to access highways.

Answer: Transport of dangerous goods are heavily regulated By Province of Ontario under Dangerous Goods Transportation Act, R.S.O. 1990, c.D.1 and by Federal government under the Transportation of Dangerous Goods Act, 1992. The two regulations set forth the quantity limits, safety requirements, documentation and inspection mechanism for transport of dangerous goods by road. This plan will review the opportunities to apply further restriction on transport of dangerous goods through residential communities, where applicable.

Question: what are the weight capacity limit for the trucks on all these new truck routes.

Answer: Any commercial vehicles allowed under Highway Traffic Act, to operate on a public roadway without requirement for special overweight/oversize permit will be permitted to travel on truck routes. Maximum allowable gross weight on designated truck-trailer combination is 63,500 kilograms. Any vehicle over 4,500 kg gross weight is required to follow the truck routes when operating on City of Hamilton Transportation network.

Question: What is the timeline for road improvements on the truck network?

Answer: The timing of road improvements are subject to location and type of improvement. They will be planned as part of the capital projects over the next ten years.

Question: Why can't streets be designed to deter trucks from using them? That would alleviate the enforcement issue. It would also help with the complete livable streets mandate also happening concurrently. Can the report address street DESIGN, in conjunction with truck routes?

Answer: As part of this review, the project team evaluated the signing methodology for truck routes and identified a hybrid system (augmenting the permissive signage with restrictive signs) is proven to be most effective from enforcement and compliance perspective. This system also minimizes sign pollution in alignment with urban design guideline. The study coordinates with complete-liveable-better streets design guidelines and identifies opportunities to provide safe environment for movement of people and goods within the right of way.

Question: Has the City ever entertained the idea of an east-west truck tunnel, to mitigate truck traffic through the downtown / Lower City?

Answer: An east west truck tunnel or over-pass bridge are mega infrastructure projects which require extensive capital and maintenance budget. Given the geographical constraints and sensitive environmental features in the lower parts of the city, the implementation of a tunnel would not be a practical solution. There had been studies (HAT 1960) to complete the periphery road network to connect Burlington Street to Highway 403, however, it was not supported at the time.

Question: When the LRT is built in Hamilton parts of King St will become 2-way or has that plan changed? Will we still have to deal with these big trucks on a reduced number of lanes?

Answer: Design of LRT accommodate for certain truck types that are necessary for goods movement and restricts vehicles with large turning movement swept path.

Question: The new Waterdown Community Node Plan by the Planning Dept has spend great efforts over 3 years to encourage a quality central commercial area, small town values, pedestrians and bicycles and historic preservation recognizing the past and present character of Waterdown. To that end, the huge Bypass construction is nearly completed. All large truck traffic must be redirected as soon as possible, OFF of Dundas Street TO the ByPass in order to re-establish community safety for the families, seniors and retailers of central Waterdown. Why is this not already a priority feature of your plan? Likewise the Highway#5 designation must be assigned to the Bypass Route as is always the case when Bypasses are built. When will this be done?

Answer: The master plan review is in concert with the Waterdown Transportation Management Study and Waterdown Node Secondary Plan. the plan integrates existing and planned road infrastructures and provides flexibility for future amendments. Upon completion of North Waterdown Drive (By-pass) and its connection to Highway 6, all truck traffic from Parkside Drive and a proportion of truck traffic from Dundas Street will be diverted to the new corridor.

Question: The new segments added west of West Lincoln and north of Haldimand County, are these anticipating the amazon influx?

Answer: These links are added to fill the network gap in Glanbrook Areas and manage safe and efficient movement of truck carrying e-commerce, agriculture products, aggregate and other goods.

Question: I live on Carlisle Rd in Carlisle, next to Courtcliffe Park. You have one criterion in your decision making model that looks at Environment and Public Health issues. With no bike lane, no sidewalk, and little to no shoulder on Carlisle Rd, Courtcliffe Park has been rendered essentially a car-access only major city park Will the road improvements planned include addressing these access issues?

Answer: The plan identify infrastructure and operational improvements for Carlisle Road to improve safety for pedestrian and cyclist while sharing the right of way with truck traffic.

AIM Survey

Advantages: What specific advantages do you see of implementing this Truck Route network?

Advantages depend on effective enforcement

I don't see any advantages unless you actually enforce the bylaw.

An updated truck route network will be helpful in trying to address growing concerns about truck issues as Hamilton's population continues to grow. The success of the update, however, will depend on co-operation from the trucking industry, responsible truck drivers, and the need for effective police enforcement as required.

I don't see any advantages with trucks going 70-80 km along mud street. They blow red lights. This is a residential area (mud and paramount). I ride my bike through this intersection. There are numerous times I've almost been hit while it's been my green light. These huge trucks are going too fast and they don't want to stop so they blow yellow/red lights. People cross these intersections and there is no place for big fast heavy vehicles

the only advantage would be if the truck routes are monitored, patrolled by MTO and by-law and the appropriate roads are not in residential areas.

As much as I'm pleased that many streets have been removed from the existing route in residential areas I'm surprised at the many roads/streets that have not been removed. And frankly, the daytime routes that you have outlined are useless. I have seen trucks on "daytime" routes regularly well after 7 pm. without enforcement they are just regular truck routes which is not acceptable to those who live near or on streets like Cannon for example.

Advantages to time-of-day restrictions

A small relief of banning shortcutting trucks at night in the city.

The reduction of truck traffic to a 7:00 a.m. to 7:00 p.m. is a START to an improvement .

Reduced noise pollution at night is a very welcome change. My community on Victoria Ave N has many retirement homes with residents who have their health significantly impacted by the current network.

It directs trucks away from downtown in the overnight hours, however it does not go far enough!

I can't see many advantages of this proposed plan over the current plan. Restricting time of use is the only positive change, but it's not enough, especially in the downtown where the issue of heavy trucks shortcutting through the city (i.e., not making local deliveries or pickups) is having a very negative impact on health, safety, and the environment.

While freight delivery is necessary, the advantage would be keeping these vehicles to roads which are suitable for this time of traffic.

That part is a good idea ie. to restrict overnight useage in residential areas.

As a home owner of on White Church Road E, we often hear trucks driving past our house in the early morning hours. Sadly, often times these larger trucks do not adhere to the speed limit (60km/h) as there is little to no law enforcement at that time. By formalizing a designated time larger trucks are allowed to travel a road, which has residents living by, will be beneficial. - We are also understanding that products/goods needs to be transported, thus a window in which such business can be conducted is fair.

Truck route network is important to provide safe and reliable routes for both trucks and other motorized vehicles. It should divert overnight traffic away from residential areas where possible.

I think the distinguishing between daytime and full-time routes is a good move. I think the big issue is the transport trucks on the routes (18 wheelers), so enforcing their use in the city is a positive.

I might not get killed or breath toxic air after 7pm for an hour or two before heading inside.

Directing trucks away from inner city areas at night will improve residents well being.

People can sleep.

No advantages

With regard to Milborough Line and 11th concession....absolutely no advantages.

NONE!!!!Absolutely outrageous. Milborough Line is a bike route. Its residential. People go for walks or take their dogs down this road. There are better options.Campbellville Road to Guelph Line. This will completely ruin the beautiful scenic area.

None

None - no trucks on rural / residential roads. Figure out another way.

This route you presented is dangerous. The roads are narrow, hilly, and many curves. Not a good route trucks at all.

Almost none when it is through the city from 7AM-7PM.

None

Many that don't concern me as a resident

Personally speaking I can not see any worthwhile changes to direct any traffic away from sensitive lands. You are actually adding way more roads to rural and residential neighborhoods. Leave the trucks to drive on the underused major highways and truck routes already in place. They are not even utilized properly. The trucks are still breaking the law driving down residential side roads without any penalty. Make them use the roads adequately provided and leave the farm lands alone and the rural areas free from transports and dump trucks.

Very little since the trucks will still be travelling along Cannon, Queen to King and out to the 403.

There are absolutely no advantages with the projected routes south of Rymal Road. The Highway 6 bypass is there for that purpose. Please don't destroy PRIME FARMLAND with more roads and trucks.

NONE! Pre-existing rural truck routes already exist. There is NO need for other heavy truck routes. The City of Hamilton blatantly snuck this information to a select few on Sawmill Road in a careless and disrespectful manner into the mailboxes. The white photocopied sheet read as junk mail. At a time when our trust is at the absolute lowest in our politicians, this was an insult to the people who rely on agriculture as their sole means of income. Tearing up and dividing agricultural lands is taking away food production in what is the last of the agricultural properties of Southern Ontario. NO EXTRA TRUCK ROUTES REQUIRED!

I live on the 4th concession west, in Waterdown, and I am OPPOSED to making the 4th Concession West, Waterdown, as a truck route! There is NO advantage to having this road, between Millgrove Side Road and Highway 6 as a truck haul route, it would be dangerous for trucks that would then have to turn north or south onto highway 6.

It seems to keep the status quo and only advantage large trucks and not those who live and work in this city.

NONE !!!!

It is not the appropriate place to have this route, Ottawa is a pedestrian street with lots of foot traffic.

Not much

None on Garth St. TOO Many senior complexes and community

Keeping trucks out of residential area

None

There are no advantages when proposing to add a 24 hr truck route in water source areas.

<https://cleanairhamilton.ca/wp-content/uploads/2017/05/Hamilton-neighbourhoods-2011.pdf> I saw this report several years ago, and the map on slide 11 has never left me. I live in Ward 1, one block off of the Main St West Truck route, and I'm aware of my privilege. If anything, I would value "equity" as 150% in the balanced scorecard, where equity includes care for our vulnerable citizens in north end neighborhoods adjacent to the industrial areas.

I really don't see any.

None!. It is just going to disrupt people lives and cause greater stress to the people that live in the area. Build train networks and get the trucks off the roads.

None

None

Using Haldibrood Rd. as a Heavy truck routes,I see little advantages.

None

none

As far as the inner city is concerned: none

None.

safety, noise, air quality, road destruction

Specific to Carlisle Road: None

Absolutely none for the residence. As a truck driver this would not make a significant change. Haldimand road 9 works efficiently

None. You are still bringing heavy truck traffic through a residential neighbourhood in Carlisle that wasn't built to take that heavy truck traffic.

None Keep trucks on major roads and off community streets

none

None

Very few

This network does not indicate sufficient efforts to Reduce the number of trucks on the road.

No advantage except Added costs of road repairs on King/Main.

None

I see no advantage to this truck route. The cost of road reconstruction alone is what??? Leave it as is --- truck down Hwy #56 --- that road is made for larger trucks.

Nothing. It is literally a useless waste of time with no meaningful change.

None

It's a start but falls far short of what is needed.

None

Absolutely none.

'Designating Concession 4 West (Flamborough) a truck route biggest current advantages to - quarry truckers and hydro-vac industryBenefit for Truckers- not residents- for hydro-vac super sucker trucks traveling from within Hamilton and also neighboring municipalities in accessing the Flamborough Dump for Hydro-Vacs situated on Con 4 West and Middletown Rd short cutting, by passing and avoiding Ontario Highway 5 its stop lights and truck congestion at Clappison's Corner- for accessing Dufferin Aggravates Quarry - trucks from 10ft dump to live bottom tractor trailers with diesel, noise and vibration polluting monster stacks in order to avoid more suitable trucking route along Ontario Highway 5 and north along Brock Road(we can only hope and pray that Lafarge has no future plans to open another processing location and dump truck access off Con 4 W., as they buy up homes and town road while expanding their giant operations along Con. 4 and Moxely Rd.) Even without such Lafarge plans, it is easily foreseeable that Con 4 W if designated as an all open truck route will become a major trucking thoroughfare, with heavy trucks and a steadily increasing truck volume, especially as Highway 5 is likely to establish more traffic lights; the Waterdown by-pass is completed; and construction of Highway 6 and 5 takes place and/or even after completed.Con. 4 W as a no limit truck route would immediately support and benefit two truck intense economies and greatly diminish residents quality of life by saving trucks a little traveling time when not using instead the near and parallel running Highway 5. The Truck Plan does nothing in directing trucks way from residential homes during the overnight hours by limiting hours of use. Presently and often quarry trucks can be heard rumbling along Highways 5 and 6 before 4am as they decelerate and their straight stacks emit that too common staccato thunderous noise (as loud as 96-101 dB) . Instead the vibration and significant noise will become more frequent, louder, closer and more stressful for residents along Con 4 W.To enforce noise pollution is not easy but to restrict truck route use from 10 am to 4 pm as is currently proposed by the cyclists makes sense for Con 4 residents while still enabling trucks..... if it has to be.

It's not enough. it still allows freight trucks on city streets. It's cleaned up some of the edges, but is catering to the freighters.

None. Have trucks use highway as they are designed to. Have permit policy for daily access to deliver goods to the area only.

I don't see any advantages. The TRMP prioritizes industrial traffic over the safety and health of residents. Changing routes to daytime only is asinine as that is the timeframe when there is the greatest chance of conflict.

none

No advantages.

None!

Not sure about advantages.

I am specifically addressing the proposed addition of Concession 11E and Milborough Line in East Flamborough to the proposed network. I see no advantages whatsoever to the local economy, the overall economy of the City, the smooth function of City transportation networks or to local residents.

The truck routes make no sense whatsoever. They cut through eco sensitive farmlands, hilly and curved existing roads which would be exorbitant in cost or cut through city centers. In most instances there are already pre-existing truck routes to utilize. Adjoining counties such as Haldimand and Brant do not support these routes in partnership with Hamilton Wentworth.

No advantages. This is obscure to put trucks on rural country roads where cyclists frequent and neighbours walk, without sidewalks. Specifically milborough Line

None having trucks entering residential areas.

It should be stopping large trucks (excludes those making local deliveries such as those going to grocery stores) from driving through the downtown core to avoid what may be a longer route to the nearest highway access. They are putting pedestrians and bicyclists (neither of which are allowed on the highways!) in danger. Allowing them access to downtown roads during the day is harder to control (outside of those daytime hours) than if they were NEVER allowed on these roads.

I don't see any. It allows trucks to pass through the city via streets where children live, play and go to school.

Other comments

BURLINGTON STREET WAS DESIGNED FOR HEAVY TRAFFIC. ECONOMICALLY SPEAKING, THE PORT WILL NOT SHUT DOWN IF YOU FORCE TRUCKS ONTO BURLINGTON STREET/QEW/LINC. IT IS NOT SAFE FOR 18 WHEELERS DOWNTOWN, MAKES IT VERY UNLIVEABLE, NOT TO MENTION IMPROVEMENTS OF AIR QUALITY, TRAFFIC, NOISE, ETC.

How will a truck route leading past some heritage homes, others close to the road and no noise barriers, be supporting local economy driving down #8 Hwy hill leading directly through the main street of downtown Dundas? How would truck traffic be supporting "our local economy"???? There has been no support from police services to manage speeding vehicles (including transport trucks) from Brock Road to the foot of the hill in some time!! People live in this area too!!! This is a sensitive land area!!

It is extremely important to have a truck route for our city that reflects the well being of the health and well being of its citizens. The pollution and noise and safety are paramount to me and in addition, the effects on our historical buildings and all physical buildings with added pollution to the degradation of materials. As such no trucks should be allowed in the city core at all!!!!!!!!!!

In my area L9G there aren't too many significant changes.

I am opposed to trucks on concession st.

In an age when many cities are looking to limit car traffic in their downtown core, It is difficult to find any real advantages of a Truck Route network that allows industrial trucks to make their way through the downtown.(e.g., 18 wheeler trucks, trucks that are 11,000kg & over). If Hamilton chooses to intensify the urban boundary (GRIDS), the industrial trucks need to use the highway. I wish the presentation slide maps showed the Skyway and QEW on them. Also, I wish the street names on the presentation maps were legible and the Bay is named as Lake Ontario in slide #44.

Why not extend Tesla to the 403 like was originally proposed?

None, I understand one must be made ,but not on 11th concession where there is million dollar homes and this is a residential road. We have just built a home here 2 years ago, and if this is proposed I along with all the neighbors on our rd will have our homes value plummet, not to mention the noise pollution and air quality pollution. You need a farmland area not with a residential community to build your trucking route the the railyard in milton.

Keep the trucks on the main highway arteries please. The proposed map is extremely dangerous for people living in rural communities.

none. it is ridiculous to have trucks using the city as a highway to go to major highways. The plan is fine for local deliveries only

It is clear that the trucking volume avoiding the major routes (400 series) is on the continuous increase as mapping and traffic technologies improve you can see a marked change during congested time of the trucks using alternative routes. It is a necessary review. There should be additional East west passage in the Village of Carlisle.

None. The only advantages are for industry and not the citizens who live, work and play along the 7am-7pm truck routes. This "new" network will allow ALL DAY heavy truck traffic through the heart of the city, demonstrating that those with money in the trucking and industrial sector are who matter to the City and NOT the people who live, work and play in the City of Hamilton.

I do not wanna see truck route goign through residential areas period

It look like it will be much harder for trucks to navigate throughout the city

So right now, the entire center of the city is one big truck route, and your proposal is to restrict a few north/south connections, but still trucks to cross the center of the city during the day. What's the advantage of that? Why do trucks need to cross the center of the city at all? How does this "support the local economy"? It *devastates* the local economy!

I see advantages to implementing the full time routes but the part time routes need trimming. Keep trucks away from vibrant retail streets. It's daytime when they are open.

I oppose the conversion of Concession 4 West to a Truck Route. Concession 4 West was proposed to its residents between Milgrove Side Road and Hwy 6 to be closed when MTO implements the dividing of Hwy 6. The residents of Parkside Drive and Northlawn Avenue were assured in 2012 that Concession 4 West would not be linked to the Waterdown East West Bypass and that Quarry Trucks would not be allowed to use the bypass. To assure this measures were taken including moving the bypass spur north of Concession 4 so that it would not make it convenient for Quarry Trucks to use the bypass. We were also assured that Parkside Drive and the Bypass would not become an official Truck Route.

Trucks are too dangerous on hwy 6, every week someone is killed by a trucker on hwy 6. There needs to be a change. Too many people dying

THE PLAN PROPOSES DISSIPATING SOME OF THE TRUCK TRAFFIC LOAD TO NEW ROUTES

There comes a moment when we need to begin to put Safety ahead of a minor hiccup this reroute will cause. Yes, money and road improvements need to happen to support this. But when tasked with the question of Safety there is no argument which can overcome the need for this change. I find it hard to believe this decision is so difficult.

So far but really too many, other than catering to the transport industry and businesses. The City should strive for improving residential areas, especially in the lower part of the city by reducing/eliminating truck traffic. You can not have safe and healthy communities with 18 wheelers turning on tight city streets (i.e. Wellington/Cannon).

I believe that the 2010 changes already choked the ability of trucking companies to move product efficiently through the city. Continuing to reduce truck routes will only drive commercial investment out of Hamilton.

None: We are tired of having to reply to the Truck Route Master Plan Committee with the same answers to your questions every 8 months, as to why Nebo Road should NOT be a truck route as well as Whitechurch and Dickenson Rd. We have addressed this too many times, I am not sure why it keeps being put back on the Truck Route Network as this has been addressed with valid reasons.

You couldn't even get the mail out to our home in time so I have no confidence in the City whatsoever. Arlene Vanderbeek is a disgrace to the town of Freelon for her inability to do anything with regard to the truck route and the heavy metal industry of Titan recycling that was allowed to open in the quaint little village of Freelon across the street from a backer. Get your act together man. Why destroy the northern part of the city? What's your thinking? Why spread more pollution and destruction up this way.?

Hi do not understand why you want to change Concession 4 west into a truck route over the existing Concession 5 west without spending globs of more money. Concession 4 will need to be physically upgraded to become a truck route. So all the money already spent on concession 5 west has been wasted. Why not take a small portion of the money required to upgrade concession 4 west, to just improve concession 5 west to make it safer for existing residence.

Pls contact the Provincial government regarding the Mid-Penninsula Highway. The Liberals put a stop to it. But now it is imperative, that we have better Truck Route access for the Hamilton/Niagara area. This would make sense. The future of truck traffic will increase substantially in the upcoming 5-10-20 year plan.

None at all, how do you expect to have transport trucks use a road like Milborough line that isn't even wide enough for passenger vehicles? To top it off the turn off of Conc 11 is dangerous now with no site line! With the lack of police presence in this area it's nothing but a bad idea.

I see none for my area. Westbrook Rd area is a farming community and the road is already too narrow. I've personally witnessed a transport truck being stuck with no where to go when approached by super sized farming tractors travelling in the opposite direction. The truck operator was forced to back up over a kilometer to the previous intersection and take another route. The current speed limit is already set too high at 80 KM/H south of Binbrook Rd, at these speeds someone is going to lose their life. Equestrian riders, cyclists and local residents who frequently use our road for walking exercise, makes this plan is a disaster waiting to happen. I see no advantage to this plan for our community. Please let my statement be recorded by The City of Hamilton.

Keep the truckers off small residential roads! As a first time home owner, my husband and I have found we've dealt with increased stress from living behind the BMW dealership on Upper James. Large transport trucks pull up right to the side of our house and offload vehicles to both Honda & BMW. After they're done idling, making a great deal of noise, and adding to the pollution (that we smell in our backyards!) They proceed to turn around and block traffic both ways. The road is a no-stop, no-park road!!! John-Paul Danko has been involved in this issue and helped get a median built beside our house. As much as this has helped push them back a bit, they are still try squeezing in between the median and don't mind running over curbs. I see these same truckers all over hamilton on main roads where the dealerships are. Why isn't the city enforcing these corporations to make it their responsibility to have THEIR product delivered to them on THEIR property where they clearly have their own loading docks!!!! They refuse to listen to anyone and do whatever they want. The city doesn't do enough to fine them or hold them accountable. Does your new master plan include what you're doing about the truckers for all the dealerships across this city?! Why are they blocking traffic?! Why are they disrupting neighborhoods and trying to take shortcuts!? Why are they making oil spills and ruining our roads?! The people of this city will stand together and a rebate in property tax will be our next fight.

I personally see no advantage to implementing Nebo road a trucking route at any time. We currently see a high volume of traffic never mind trucks of all sizes that are not supposed to be on the road. I do not see why the preexisting truck route on Upper James to the Linc. is not being used. That's what it was built for. This addition will depreciate the value of my home as people do not want to live on a trucking route! This is most upsetting.

First of all I just got a notice in the mail after the June 24th date. I do not have a subscription to the Hamilton Spectator either. This is already starting off in a negative pattern. Again how is it I'm receiving this notice July 5th? No advantages whatsoever. Only additional noise pollution and destruction to our current infrastructures. We've already contacted our MP regarding Arlene Vanderbilt the filthy disgusting recycle company called Titan Recycle in Freelon who were allowed to open the eyesore that is noisy all day long with clamouring and banging of metal, and she's done nothing to look into it. It too isn't meeting code but no body does anything. They were allowed to open a metal recycling plant in downtown Freelon, residential area. Now the truck route is proposed to be exiting out of Concession 11 east which is across the street from downtown Freelon, you've got to be kidding me. You can reduce my taxes by 75% if you want to continue with this. Does anyone know what they're doing with these choices to our neighbourhood? So no truck route and get rid of the metal recycling business that has opened across the street from a restaurant pizza store.

Specific advantages

Making narrower two-way streets safer for residents and children. Moving the larger vehicles further from busy school zones.

The routes for our area (Millgrove), will help to move truck traffic to less populated areas.

It's half way there. It clearly shows the preferred routes out of town.

It permits local businesses on 5th Conc West to continue to operate (at the speed limit, please) but eliminates the large numbers of trucks that have been using the road (which includes two daycares, an elementary school, a park) to by-pass highway 5 (or to travel to the 4th concession quarry) in recent years. Our road is heavily used by cyclists and there have been many close calls - so their safety is enhanced. The road is also used by pedestrians and will be much safer once the truck traffic is reduced.

The fact that certain sections of the road network had been removed helps.

Keeping trucks off side roads, and only allowing them to use major streets. Amazon will be allowed to operate beside the airport but not disturb local residents.

Getting trucks off of hwy 6, but as close to the 401 is a great idea for the safety of commuters. The roads chosen will need to be upgraded for truck traffic.

Concentrates truck traffic on specific roads away from residential areas and so that roads can be better maintained.

The use of Haldibrook rd as a truck route is a good alternative as Haldimand has made 66 a non truck route through Blackheath which it has been a truck route for years if 66 was a truck route again that would be the viable option

Removing the truck route from 5th Concession West in Millgrove. This is a small community that is not suited to be a truck route

This new network removes the truck route from my street which includes a public school and two daycares on it and moves it to Conc 4. This is safer.

Less traffic and potential accidents on highway 6.

It is time for this work to be done as Hamilton has grown exponentially. I think the plan is a step in the right direction and I appreciate the public involvement.

It helps businesses with the movement of goods. Some additions may save time for drivers.

We completely understand the economic benefits to be derived for the City of Hamilton. Commerce is the lifeline of any community.

It has possibilities in our rural area

The only advantage I see is that the truck route will be moved from 9th concession (Carlisle road) but will in turn greatly affect the rural community of concession 11.

Reduced traffic on Lottridge north of Barton. High density residential. Several multiple use homes, lots of children playing etc. Already an abundance of vehicular traffic exiting/entering McDonalds situated at intersection of Barton & Lottridge.

I can't comment on the entire network since I only know how local changes would affect my own community, which is Dundas. The advantage to removing the partial truck route on Sydenham St. is that it will direct trucks away from an increasingly residential area. Since 2010, there has been a substantial increase in pedestrian and bike traffic along Sydenham, and removing trucks will make it safer for all to use.

At least i don't see too many major bottlenecks.

more enforceable designations

I am pleased to see that the village of Freelon has been removed from the truck route. I have been a long time resident and have never understood why heavy trucks were permitted to travel through a residential area.

Easier access

Getting trucks off the North Service Road, as it is better suited to cyclists.

Well we do need to transport product, the roads are getting busier all across the southern ontario area. The 401 and 403 along with hyw 6 just crazy busy

Thank you for adding Concession 11 E to the truck network. Makes more sense, less homes, less people biking/walking.

I see that citizens are safer when they are aware that trucks must do the utmost to use the network and avoid side streets where their presence presents a danger to residents, both young and old.

A clear network. No guesswork for delivery trucks.

I see that truck travel on weekdays will be westbound only along York Blvd towards the 403 in the Strathcona area. I think this will greatly reduce neighbourhood noise by eliminating east out traffic on York.

Having designated routes that will provide various options for trucks as opposed to just a few. City of Hamilton residence having clear and defined truck routes that will be enforced, supported and take into consideration the safe, health and wellbeing of community neighbourhoods.

Less congestion. Less pollution, from idling slow traffic.

It partially removes volume off of Carlisle Rd

I agree trucks need a designated route thru and around the city. So everyone knows where the trucks are suppose to be traveling

It demonstrates that Hamilton is acknowledging the impacts of truck traffic on residents

Impediments: What specific hurdles are there to implementing this network?

4th Concession

Concession 4 West from Hwy 6 to approximately a mile west of Millgrove Sideroad currently has shoulders that are nonexistent or far too narrow to even walk our dogs safely. Adding large trucks will make walking incredibly unsafe. There are multiple areas of roadside gullies where creating an adequate shoulder will be difficult. There are also extensive areas of roadside swampland that will be unstable if filled and that are also a part of the local protected wetlands. There is a city plan which arose as part of the Waterdown Bypass project that involved closing access to Hwy 6 at the east end of Concession 4 W, for safety reasons. The visual obstruction created by the hill on Hwy 6 to the north of that intersection, combined with the fairly acute angle created at the northwest angle of that intersection, make it very difficult to make a safe turn to the right when entering Hwy 6 but make it frankly impossible to make a safe turn to the left or north. Speeding traffic southbound on 6 will inevitably plow into cars stopped at any new traffic light, creating a multi-vehicle accident like the one that recently occurred at Hwy 6 and Carlisle Road, where there is no such visual obstruction!!

- Significant costs for road improvements in certain areas
- Safety - to cyclists, pedestrians, children in the area; speeding on concession roads is a serious issue. Cars often speed and try to pass others. Concern about adding trucks to the road and creating worse issue (impatience/passing). Also concerned about turning onto off of Concession 4W from Highway 6 due to traffic/speed.
- Environmental impact - truck route through Hamilton watershed and sensitive marsh areas (e.g. Concession 4W); concerned for the impact on this environment - Overnight truck routes in residential area (e.g. Concession 4W); why do trucks need access to these sideroads 24/7? Could these roads be daytime truck routes only?

There are lots of protected wet land along the concession 4 west, making it a truck road will put many protected animals in danger. Concession 4 west is not equipped to handle heavy truck traffic without spending millions of dollars to upgrade it.

It is not an industrial area so spend lots of money on it is not a good investment. Plus there are already highway 5 nearby, no need to add another route.

Concession 4 bypass will be closed eventually based on MTO needs and commitments to the residents of Parkside Drive and Northlawn Avenue that there would be no possibility that the East West Bypass would become a truck route or to serve quarry trucks from the quarry on Concession 4.

Centre Rd between Parkside Dr and Concession 5 is included in the 24hr portion of truck route master plan. This road also has a lot of pedestrian and bicycle traffic traveling to Guardian Angels School, St Thomas the Apostle Church and Joe Sam's park. Without sidewalks and streetlights along this section of road it poses a significant risk to cyclists and pedestrians.

By moving the truck route to 4th Concession West, you are simply moving the problem from one small community to another. Along with having to spend millions of dollars on "road improvements", you will be endangering the many young families and residents of this residential area. There is virtually no police presence in this area and adding more traffic to this road will make it almost unbearable to live on. Also, where 4th Concession West connects to Highway 6 is extremely dangerous and should not be used as a through-way for traffic. This road should be closed at Highway 6 and the Waterdown By-pass should meet up to Highway 6 in a new location. The proposed road improvements will cost millions and will only result in tremendous negative effects for the community that lives there. Highway 5 and Brock Road should be utilized as a truck route and money should be spent on improving those roads.

HEALTH & SAFETY & MONEY (INCREASED TAXES) Major road improvements will be require huge capital outlay to Con 4 West Who pays for the required major road improvements - Super sucker and quarry trucks or Hamilton tax payers, including those whose quality of life will be most negatively impacted? **SAFETY** - For several months we haven't seen or thought too much about school buses. There 2 schools close by and at least 4 or more school bus routes that use Con 4 morning and afternoon. Often school children need to cross the road to their homes or vice versa onto the bus. Heavy trucks that currently use the road have demonstrated little regard for speed limits. Increasing truck volume without major capital outlay to road improvement and additional enforcement will result in decreased safety for school buses. Now Con 4 W has little or no shoulders. Pedestrians including school children must find the end of a drive way quickly, stand sideways or step off into deep ditches as vehicles approach. Cyclists hope for the best as they try to share the road. Road improvement must improve safety for all. There is no traffic light at the corner of Con 4 W and Highway 6. The intersection is blind to traffic coming south Highway 6. Con 4 meets the Highway 6 just below the crest of a hill at a dangerous stretch of the highway where loss of life has occurred. Truck skid marks show how difficult it is for large trucks to stop easily at the current Highway 6 and Parkside intersection, one that is not far from the more blind Con 4 W intersection.

Con 4 W. as truck route will increase vehicle congestion making for another dangerous Highway 6 intersection. Safety concerns will grow with additional trucks trying to turn left from Con. 4 and go north on Highway 6 and also, those turning west off Highway 6 onto Con 4 W. Lack of traffic lights, a partially blind intersection and fast on coming traffic equals major danger. Traffic lights may alleviate some concern but not all. **HEALTH - ENVIRONMENT AND HUMAN** Con 4 W. has significant and sensitive wetlands just off Highway 6, where the road has been closed to heavier trucks during spring months as thawing road and underground cannot support the wear and tear of heavy vehicles. Have or will wetland assessments be done to determine impact to environment for both lands adjacent to Con 4 W and waterways fed? Will required road improvements be of further detriment to these wetlands and wildlife? Have Conservation authorities been approached for their input, concerns and recommendations with regards to major changes to adjacent and surrounding wetlands and waterways? Will water tables, residential and farm fresh water wells be impacted from required road improvements and road use changes? Has there been a study in this regard? **VIBRATION, AIR & NOISE POLLUTION, SPEEDING** - More and more trucks and with many more truck warriors Con 4 is only about 2 km north of Highway 5. Is it really necessary to have an east west truck route that runs parallel and in such close proximity to an Ontario Highway, a road already well constructed for heavy trucks and substantial truck volume and that meets the needs of trucks especially the hydro-vac and Dufferin aggregate truckers? What future truck traffic volume are you projecting by identifying Con W 4 as a truck route? Are there projections of significant increases to Con 4 truck traffic? Are you projecting more trucks who will use Con 4 W to simply short cut or avoid Highway 5, and the current delays at Clappison's (as trucks can often wait 2-3 signal changes before being able to turn west and move along Highway 5)? What impact on truck volume for Con 4 are you projecting with the opening of Waterdown by-pass, and Highways by 5 & 6 - Clappison's construction? It seems that Con 4W is in line to become a major truck thoroughfare and at what cost to the environment and those living near and at whose real benefit? What plans are in place to mitigate increased **NOISE, VIBRATIONS** and decreased Air quality? Enforcement by traditional means or posting avoid engine braking seems to have little positive and lasting impact. Huge straight or monster stacks that can reach loud noise levels have become the norm on many dump and tractor trailers. As trucks simply decelerate they produce noise so loud it carries for miles. Some US jurisdiction have audio sensors and those trucks producing noise over a certain dB level are automatically licensed photoed and the truck owner fined. Is that a possibility here, if not why not? To have some peace and quiet during early morning hours, trucks should be restricted to certain hours of use. Con 4 W. being so close to Highway 5, many trucks will find Con 4 W a viable alternative. Recently, traveling to Burlington at 3:30 a.m., it was observed that aggregate tractor trailers were already lined up part way down Clappison's Hill waiting to turn west onto Highway 5. If hours of use are not restricted one can foresee that these quarry trucks will try their luck to turn west at Con 4 and avoid waiting for traffic lights. Time restrictions need to be part of the truck route plan. If quarry trucks use Con 4 W, residents especially near intersections will experience significant noise change. Has the Ontario Rd Analysis Method of Environmental & Transportation been used to predict road traffic noise with the proposed route changes to Con 4 W? Will any type of noise assessment and noise change be completed prior to adoption of plan? Trucks with monster or straight stacks generate significant noise pollution simply from deceleration. The reasonable way to have some quality of life is to restrict times of truck route use! Will any type of Air Quality assessments be done? What projections are there regarding diminished air quality with significant traffic increase of diesel engine trucks? Will vibrations assessment be done? Currently, we live on Con 4 W and often feel vibrations simply with a pick up truck pulling a tandem trailer as it hits a rough patch on the road.

The 4th concession west, Waterdown, is a road that has no shoulders, just drainage ditches. The road was never built to handle heavy truck traffic. It would also make it dangerous for pedestrians that walk or cycle on this road.

Trucks will turn left at the concession 4 and millgrove side road intersection, using millgrove side road which is not a trucking route as a route to highway 6.

Binbrook area

Turning rural roads into truck routes is not good. Fletcher between Binbrook road and Guyatt has a fair number of homes on it. City needs to do pre-planning and pull the upper Red Hill road extension to the airport ASAP. In my opinion it is poor planning - it seems that we build and then try to figure out where the traffic goes. Should be the other way around.

see above: Road widths, speed limits and lack of stop signs and traffic lights to slow traffic down. Especially the lack of a traffic light at Binbrook and Westbrook Rd. Trucks hinder traffic, impatient drivers already speed up and down Westbrook Road as the number of police enforced speeding tickets will clearly show (north of Binbrook Rd 60km/h zone). Turning Westbrook Rd into a truck route will only cause the speeding incidents to go up. Drivers will constantly try to pass the trucks over the solid line which will increase potential accidents for those already impatient drivers. The actual road is unsuitable to take truck traffic as it continues to crack in front my house from current vehicle usage. Heavy truck usage will exponentially make the roads worse than they already are.

I live on Westbrook road ---- u have only road reconstruction that would have to be done ---- has anyone taken a look at the intersection of Binbrook Road and Westbrook Road --- I think not --- it is brutal and now u want large trucks to go thru that intersection. Do your homework.

Binbrook's main Street, hwy 56 between Southbrook dr and cemetery rd, is still considered a truck route. It should not be. The large scale trucks speed through red lights at southbrook and fall fair way, or just plain hold up smooth traffic through town for the traveling tax basin within. Why is our mostly young family and working commuter town considered a trucking fare still? Move it away from downtown Binbrook.

Carlisle

You are completely failing to address the key issue of SAFETY on the truck route through Carlisle along Carlisle Road from Milborough to Highway 6. This is a more densely populated rural core area and the following issues are causing huge RISK exposure for the residents.1. There are NO sidewalks connecting the dense core of the village - pedestrians are at extreme risk from normal traffic, however in the 8 years I have lived here, the volume of heavy trucks has grown exponentially especially large moving bed gravel trucks. There is a negligible shoulder in many areas. This is extremely dangerous and have high use by pedestrians accessing the library, parks and stores.2. My small children have been allocated a bus stop directly on Carlisle road. Trucks volume appears to be in the range of 10-20x higher than 8 years ago. The bus pickups and drop offs and biking/walking all occur during daytime hours or between 7am-7pm. How does limited the use of this road overnight help at all? This makes no sense. If I had a choice, I would rather the trucks use the route overnight as a bit of noise is better then a fatality. They have to stand so close to highway speed trucks that even a thrown stone could be catastrophic. I absolutely believe that trucks are using this route as a faster alternative to safer but longer/congested alternatives. It is not for local deliveries or services - it is being treated as a bypass route for the 401 that veers too far north between Milton and HWY 6. They are cutting the corner and putting us all at risk.3. They are frequently passed by trucks travelling 80 km/hr in a 50 km/hr zone. A couple years ago there were some "safety zone" signs that were erected on Carlisle road and they say "SAFETY ZONE 40km/h" which is ridiculous because it doesn't agree with the posted speed limit. This is not significant and creates confusion. The speed limit is not respected by most vehicles - which is compounded by a lack of investment in sidewalks.

Carlisle = Small town of a few thousand people with two roads in & out of town. Many hidden driveways, mail box pick ups on Carlisle Road and cars entering and leaving subdivisions. Add in Children on bicycles, people walking with their dogs, jogging etc. without sidewalks in the majority of the area. Now why would you allow cement trucks, 18 wheelers etc. to come through town at speeds of 70K & 90K (50K posted) ruining the road surface with the weight of their trucks. It becomes even more dangerous when cyclists cannot ride on the right side of the road given big pot holes created by these trucks. This is just a recipe for a disaster. Why wait until somebody is killed when you could use some common sense and eliminate the use of this road by trucks (many other options to get around Carlisle; Hwy#6, Guelph Line, Campbellville Rd., Hwy#5/Dundas St).

Carlisle road is disintegrating. Might need to be repaved.

Costs/infrastructure

The truck route roads need to be built properly so the trucks don't destroy it more than they do now.

York Road in Dundas needs to be redesigned to support the increase in traffic and the actual weight of the amount of trucks and busses, or better yet, redirect trucks to Main Street West.

Widening these roads and maintenance.

There is a huge cost financially and environmentally. Once the roads are built then you can't get that green space back. Not everyone wants a transport driving by their front door. The cost for upgrades, maintenance will cost the city taxpayers a lot of money when their are existing truck routes available within a short distance from anywhere in Hamilton and surrounding areas.

Infrastructure changes will need to happen.

Cyclists/pedestrians

Pedestrian safety seems to be of little concern - I live at 75 Queen St N across from Queen's Garden senior's residence and there are many apartments around us with seniors and small children who are walking through the neighbourhood, to the park to school, etc. Why are they walking beside large trucks filled with oil and waste? If there is to be no change to the route, sidewalks need to be widened and the hours modified and lessened.

I appreciate trucks and cyclists are both considered slow moving vehicles however as a cyclist for more than 30 years I would never purpose that cycling routes share the same road ways as trucks. Even with reconstruction it's a recipe for disaster.

We are trying to have a pedestrian friendly neighbourhood on Concession St. Trucks are loud and dangerous. I don't support this. There are also lots of stops and goes which will make their start and stops loud too.

There are too many pedestrian streets which have a lot of foot traffic

Several of these routes are within residential areas ie) Queen Street North. These areas are transitioning to multi-modal areas with large numbers of vulnerable road users including pedestrians, cyclists and future transit users.

Truck routes should not go through areas where pedestrians or bike riders are, for example, Cannon, Queen or Bay Streets. A cyclist lost his life due to this dangerous truck route. We need to put human life above corporate profit.

Centre Road requires extensive improvements for pedestrian and cyclist safety before allowing increased truck volume. There is currently no street lighting or sidewalks between Parkside Drive and Concession 5, despite dense housing and frequent pedestrian travel to a large park, church, and school.

Cannon St bike lanes will continue to be unusable by small kids as trucks will still be entering the space a few mm beside their bodies

Downtown

IF they go ahead with LRT construction and with the elimination of a lane on Cannon St for bike lanes, you'll no doubt have a huge gridlock of trucks coming out of the north end.

I live on York Street at Dundurn, and there are many many large industrial trucks using this road instead of taking the highway to Burlington St. This makes walking in my neighbourhood extremely unpleasant. It is very loud and dangerous. Going around the bay, is a very minor inconvenience for people who are long-hauling. If you lived here you would agree. Citizens should take precedence over industry in this case. You have the power to make Hamilton better a much better place. Please do the right thing.

The biggest hurdle of this network is to get the large trucks off the city streets. One only has to live on the proposed truck route network to experience the noise, dirt and pollution and safety issues that these vehicles produce. The infrastructure is compromised by the weight of these vehicles and repairs will be costly. The congestion on Queen St. is bad enough and will only get worse when the developments at Queen and King Sts. are finished. What is going to happen on King St. at Queen when the LRT becomes a reality.

It allows trucks to use an urban core's streets to pass through when there is no destination

The large trucks ruin our city roadways for regular transport and for walks to be using the sidewalks for transportation. Aside from the noise and pollution the spashing on the walks in the winter slush and rainy days make it impossible to use them. Is the city for residents or large trucks. Even Ron Joyce agrees.

I am opposed to opening a truck route during the day in Queen Street between King and Main. The conversion of Queen street to allow south bound trafficking between Herkimer and Main has already increased traffic with ensuing noise and air pollution. Opening the north part of Queen to trucks simply increases noise and pollution in a densely populated urban area with disproportionate impact on poorer and racialized communities.

BURLINGTON STREET WAS DESIGNED FOR HEAVY TRAFFIC. ECONOMICALLY SPEAKING, THE PORT WILL NOT SHUT DOWN IF YOU FORCE TRUCKS ONTO BURLGONTON STREET/QEW/LINC. IT IS NOT SAFE FOR 18 WHEELERS DOWNTOWN, MAKES IT VERY UNLIVEABLE, NOT TO MENTIION IMPROVEMENTS OF AIR QUALITY, TRAFFIC, NOISE, ETC.

Large trucks should not be allowed to travel during business hours along King Street in Dundas between York Street and Market Street. King is too narrow and congested in the daytime. Hatt Street is an acceptable alternative, and this should be the street onto which trucks, and eventually all traffic, should eventually be diverted, leaving the commercial section of King Street pedestrianized except for public transit and deliveries during business hours. Meanwhile, trucks entering Dundas from the east should travel from Cootes Drive left up York Street (street parking will need to be banned on York) and then up Hatt Street as far as Market Street.

This is running right through neighbourhoods with schools and kids. Large trucks blasting through downtown Hamilton. Brutal

I don't understand why you don't just ban industrial, non local delivery trucks, from going through downtown. I think implementing the 7-7 ban will require enforcement and culture shift the same way banning all industrial, non local delivery trucks and so this enforcement challenge will be just as hard for a half a fix.

This network plan does absolutely nothing to bar or even disincentivize heavy trucks from shortcutting through the city centre

Enforcement is needed

We have truck routes now. What we don't have is enforcement of these rules. Trucks are shortcutting all over the city, especially notied in the rural areas from Nebo thru Airport Rd to highways and Monroe AirportWill get even worse once Amazon opens in Mount Hope

By implementing an allowable time window for truck operations on designated roads, does not have that much needed infrastructure, since these roads are already being used on a daily basis. Enforcement of these rules will be a hurdle, but again, should be minor. White Church road is heavily used and will need maintenance, but this is standard, regardless of these new/planned regulations.

Changing operator behaviour and detecting noncompliance.

Enforcement. How are daytime routes going to be enforced. Without enforcement they are just regular 24 hour routes which truck drivers use any time of day or night.

Enforcement. While I have seen the Hamilton police frequently on Millgrove Side Road, I seldom see them west of Millgrove.

Truckers don't follow the existing network. There will need to be consistent monitoring of the routes and serious infractions given.

Necessary physical upgrades but also enforcement to ensure adherence to the proper route(s).

There is a kind of game that working people play - and I'm sure truck drivers play it well. The most 'economical' route (time, fuel cost, direct) is the best route no matter what part of the city the driver finds him/herself. It is costly to enforce good behaviour by police or MoTT personnel.

Trucks will still have to contend with not hitting people as they speed through my neighbourhood

None that I see except enforcement and clear signage on the 403 approaching York Blvd.

Haldibrook

Haldibrooke rd is a small rd and may be an issue for truck travel

Other Counties which are not in favour (Haldimand County) of implementing alternative truck routes due to EXISTING truck routes in place. Sawmill Road/Haldibrook Road is NOT designed for heavy trucks, nor is the uphill/downhill, curved roadscape conducive for large trucks. This road runs through ecologically sensitive wooded lots which can not afford to lose further endangered species already on the cusp of loss. This would be a very expensive and non-sensical route to choose given that a pre-existing truck route already exists within Haldimand County to offset any truck traffic on Sawmill Road. Other than the road "appearing" to be a straight line on the map, which is not the case, this road runs through a COMMUNITY of farmers and slow moving tractors, wagons and other farming equipment. How can fast moving heavy trucks possibly be in harmony with an agriculturally sound region?

The roads where you want to put the new truck routes were not made to hold these heavy trucks. Also the intersections are not truck friendly in particular the intersection at Haldimand Rd. and Hwy 56. People like to walk along this road and bike and if you get these huge trucks going along it, it won't be safe for the people in the area who have been able to enjoy the fresh air and get exercise.

Haldibrook: The cost for one in order to gain what? If this was considered a few years ago, money would have set aside to do proper upgrades to the road condition instead of cutting cost and resurfacing a cheap way which it shows in a short period of time. Because it is a road maintained by both Haldimand county and the city of Hamilton, neither one can really afford this huge expense for such little if any gain.

I live on Haldibrook Road, cars are already going way faster than the 50 km/h posted speed. If we have to deal with trucks as well, we will never be able to safely walk the few hundred meters to the park. It would also bring a lot of noise to the street with constant truck traffic.

The fact that Haldibrook road has the Chippewa trail on it and not consistent shoulders the entire road. Some are very small and soft and the road is not equipped for heavy trucks to be going over it all day. Not to mention the residents who have mail boxes at the end of the road and can not walk down the road safely anymore with a high traffic of large trucks

Significant road improvements and intersection improvements at Haldibrook and both Hwys 6 and 56 need to take place. Provincial intersection improvements also needed. Enforcement of non-truck route restriction areas that impact local residential roads a safety must ie. Blackheath Road. (After 9 pm Blackheath is currently a heavily travelled large truck route (large transports and heavy haulers using the local residential road every 5 to 10 minutes until well past midnight. The road is not built for that.)

Industry challenges

The backlash from industries that benefit from trucks shortcutting through residential neighborhoods. Wealth amplifies voices.

Resistance from the trucking industry

As a truck driver I typically try to be in and out of downtown before the morning rush which will be impossible with the 7-7 rule

I'm not sure if this halts the waste industry from providing services before or after the 7AM-7PM window. I work for a company that services many locations thru the new planned "7am-7pm" areas, and this will affect not only our business, but each business that uses our services as well if we are not able to access them outside of these hours now. We cannot fit all customers into this timeframe, whether it is because of our own requirements or theirs. Does this halt us? If so, did anyone think of deliveries or services with commercial trucks that still need to happen?

The trucking industry will oppose some of this. Most of these trucks don't pay any taxes to Hamilton.

Milborough/Concession 11/Freelton

Did anyone actually drive Milborough Line before recommending the 11th Concession /Milborough Line segment? The scope of the upgrades that will be required to this narrow, winding country road AND the damage to the environment is not reasonable, nor is it rational.

Huge hurdles in place is replacing the bridge on concession 11 and the 0 visibility 3 way stop from millborough town line. This is a serious blind corner that I have had many close calls with over time. The twisty section of mill borough town line will not suffice a large number of trucks going down. Constant upkeep of the railway tracks on the corner of concession 10 and mill borough town line will cost tax payers thousands. The track section right now is smooth but go and drive the section on Carlisle road and prepare to have a ball joint let go on your vehicle. The community of concession 11 and mill borough town line will be in havoc due to high number of trucks on a rural road. I have grown up my whole life on concession 11 and have been very close to being struck by highway trucks going down my street while I'm walking on the shoulder. This road is not wide enough to support any major traffic and therefore would cost millions in widening and making the corners safe on mill borough town line at the same time cause dangers and noise complaints of the people at most affected.

I would suggest you adopt a process of 1 km added of truck routes for every 1 km removed. There is no need to continually add more truck routes rather than improve the existing one. For example, in the Concession 11/Milborough Line area I see no need to spend the time and money reconstructing Milborough Line. The money is better spent on improving Carlisle Road or Campbellville Rd rather than adding completely reconstructing a road so that you can add another set of roads to the network.

There is residential settlements in Flamborough that don't want to hear truck traffic at all hours of the day and night. That is why citizens move to the country. Most concessions would need major upgrades to make it safe for everyone. Concession 11 would need road widening and a light to make it safe for trucks to turn.

I am a lifelong resident of Freelon (70 years), and have great concerns about the proposed truck route on Concession 11 and Milborough Line. Hwy 6 is a terribly busy highway and continues to get worse daily. I have seen many very deadly accidents, and everyday see drivers breaking the rules to go faster and use the centre lane as their personal passing lane. I would like to see Hwy 6 with a centre divider for safety of all! Something needs to be done to help the truck situation for sure but this is not a good solution. Firstly, the intersections at Freelon are deadly at best. There already needs to be a traffic light either at Hwy 97 or Conc. 11 to make access and crossing the highway safer. Asking countless trucks to turn here would only make a bad situation, much worse. Having travelled these rural roads all my life and watched residential development, it is ludicrous to now ask all those people with hidden driveways, children playing, enjoying the rural quietness and beauty, the decrease in property values, to give this up to the potential dangers and noise that would come with the truck traffic. We all know that the truck drivers are trying to make money by making time! The intersection at Centre Road and Conc. 11 is also already a safety risk and accident zone as southbound traffic is only visible at the last minute. Milborough Line is a twisty, rocky, narrow road and in order to develop this, the conservation of countless old trees would be lost. It also has a dangerous corner where Conc. 10 joins in and then the Rail Track!!! How many dangers need to be listed? And at what cost?? I believe this is a very poor option for a truck route change and needs to be reconsidered. Thank you for your time and reconsideration. Sharry
Egosharry_ego@yahoo.ca

The roads would have to be widened and straightened and at least one bridge rebuilt. A traffic light would be needed at Highway 6 and Conc. 11E. Many mature trees would need to be taken down. Local properties would require expropriation. All these would cost the City millions without any return. Many driveways open onto these roads and school buses use them, threatening local safety. Recreational cyclists from all over the GTHA use these roads and their safety would be threatened. A local farm operates a farm to consumer business on Milborough Line and access to that business would be threatened.

I drive up 11th concession and turn on Millborough road every day, and come home that way every night. It is an extremely dangerous intersection, sight lines are impeded by greenery and the structure of the road, there are many bicycles on it in the summer. If you add large trucks, someone will get killed there. On paper it looks great, but in reality it is not.

Milborough Townline is not a truck route and never should be.

'Re the section of millborough townline from Derry to 11th concession-visibility very poor on both roads, tight curves, many hills and rises- active farming community, slow moving vehicles -t junction at 11th and millborough is very tight with extremely limited visibility both directions -proposed route crosses wetlands, heavily forested areas with deer crossing - hydro poles on millborough are right beside the road, there is no shoulder, is extremely narrow, most driveways are hidden - old growth trees come right up to the edge of the road, will need to be cut down to allow passage - millborough townline has heavy recreational traffic, cyclists, walkers, motorcycles and car clubs regularly use the road at great frequency - this road is absolutely not suitable for truck traffic, you have hwy 6, centre road, and Guelph line as north south options, Carlisle road as east west, all are currently suitable for truck traffic

I would like to speak to the addition of the segment 11 concession east to millborough line to derry road segment in Flamborough. The section of Millborough line between the 11th and 10th concession east is a narrow winding road with no shoulders. There are also a number of low hanging trees along that route. There would need to be major upgrades to that roadway for it to be used as a truck route. ie. widening straightening, many trees to be removed. The province of Ontario has already received an F for land conservation It does not seem to be prudent to destroy a small country road for a new truck route. This is a quiet section of road very also very popular with many cyclists. I suggest this section to be reconsidered It needs to be physically viewed not just on a map from city hall

With the proposed new routes in place, a truck travelling east on regional road 97 to derry rd after 7pm. The truck is required to stop where 97 meets #6 The truck would then be required to make a left hand turn on a grade across 4 lanes of hwy 6 north to make a rt turn onto concession 11. Perhaps a traffic light needs to be install at 97 and hwt 6 north

Concession 11 and Millbrough are residential roads and your proposal to reconstruct them would destroy many mature trees, endanger conservation land the many species of wildlife, farm animals, people and pets - this is a threat to the ecosystem! It is abundantly clear that the equivocation of the presenters omitted the underlying purpose of making this a truck route to enable a quarry to be opened on concession 11. Several years ago this community fought against the quarry and nothing has changed to make a quarry acceptable now. Concession 11 is already a dangerous road with three fatalities and one life altering injury in the past decade that I am aware of. I walk this road daily and am very familiar with traffic. Commuters who use this road to get to the highway and Milton and back home race along here far above the posted 60km limit. It is far too common for cars to pass anyone doing the speed limit or the numerous cyclists and adding trucks to the mix is nothing short of a disaster. Police presence is nonexistent despite complaints There will be more accidents and fatalities- that blood will be on the hands of the people who are placing more value on profit than the welfare of humans animals and the environment The millions of dollars required to reconstruct these roads could be better allocated for improving the city and its residents

I'm very concerned with the proposed use of Milborough Line in this plan. I'm not sure how you could assess this road and feel it's appropriate for a truck route. It's a narrow, windy route that is frequented by many cyclists and local farmers and a terrible choice for any truck. There is already a perfectly good route on Carlisle Road. Or alternatively add Campbellville Road to Guelph Line - a route that can easily accommodate the traffic.

I can speak for Concession 11E, Freelon . The road is narrow but more importantly hilly with many hidden driveways. Way too many cars already drive way too quickly causing hazards in pulling in these hidden driveways. Adding this as a trucking route would increase these hazards causing a very unsafe situation. While understanding trucking is a necessity it is best kept to bigger wider roads with less hilly and hidden driveways While on the topic concession 11E could use the solar speed signs indication current speed and flashing slow down. Many close calls

While roads can not accomidat ethe truck traffic, there are some properties where homes are close to the road. would it not be easier to just buy land and build another road through connecting Derry to 6? Disrupting the residents along the concessions, well it is not fair, we enjoy using our roads, walking biking driving.

There are no lights at highway 6 and concession 11, there is also a blind corner at 11 and Millborough, making left or right hand turn from 11 E is very dangerous on a good day. The speed limit on the road is 60km, which no one seems to follow., we have many large trucks flying down the road already. Having a young family we enjoy walking on along the road, this will impact our ability to enjoy this as these are already very narrow roads, with no shoulders.

Trucks WON'T enter Highway 6 from 11th concession (or any cars) without a traffic light there.

With regard to Milborough Line and 11th concession....this route is not conducive to trucks. They are too narrow with no shoulders or sidewalks.They are rural roads in natural state used by people walking and cyclists not to mention the residents living there. Increased truck traffic would be hazardous.Hwy. 6 is a death trap with weekly car/truck fatalities.

You are still proposing carlisle rd with trucks from 7am to 7 pmi suggest you remove trucks from carlisle rd all together and move to 11 east. carlisle rd has pedestrian sidewalks, no shoulders in some or most of road. Deaf child, horses, dogs, nursing home. we have all witnessed flyrock from dump truckson carlisle road. this is a city lawsuit ready to happen from death or injury to people and property. i drove up and down 11 east and at least 90% is clear for trucks. No pedestrians, large properties set back from road, a canoe club, huge farm. the issue you have is fixing Milborough line for trucks to turn.delete carlisle rd from yor truck route as it has no business being there in a residential area with children and homes close to road.

No impediments

Non applicable. Apart from signage removal (ie truck routes).

None

None. All through trucks have access to highways on every side of the city with access to all of them from nikola tesla.

Not many impediments to implementing this plan, because the proposed network introduces very few changes from the current network (i.e., if you aim very low, you'll hit the target every time).

It looks the same as it is already so none.

Other comments

the routes work only if drivers are aware of them. Will these streets be labelled as truck routes in Google Maps or other navigation systems that truck drivers use? I suggest having traffic signs that clearly show that a truck cannot turn into certain streets. Furthermore, the trucks that do not need to deliver downtown should not be allowed to cut through just for convenience. We are thriving towards a walkable city where people prefer to walk or ride their bikes but this is impossible when there are a lot of trucks passing by.

Upgrades to the roads are unnecessary when there is a perfectly good Truck Route on Hwy 5.

Crazy network for heavy long haul trucks right through the city. What other cities were used as comparison for best practices?

Why not extend Tesla to the 403 like was originally proposed?

Input from concerned and interested residents have been largely ignored on certain issues

I do not see any benefit in adding additional truck routes. On the contrary I suggest to reduce the truck route network to improve the quality of life for residents near major roads.

It shouldn't be implemented, it should be redone entirely.

More discussions with the trucking industry re: rerouting industrial trucks out of the downtown core.

No one wants a truck route on their street. Hard to hear impartial comments.

Token concessions of no truck traffic at night are not helpful. Most truck traffic ceases in the hours proposed

How do you monitor/ control the volume of truck traffic particularly in full time areas?

Peace and quiet

Other specific impediments

How will you protect the other users using this road, bicyclist, pedestrians, animals crossing the road ie der, snapping turtle's and other small animals. The pollution of these trucks coming through. The excessive noise of air breaks and load truck muffler's etc..

To increase the weight and size of trucks in the Kenilworth access is irresponsible and foolish. For erosion. For pollution. For noise. We have the red hill parkway for a reason. Please consider more than commercial convenience in your decisions.

To start, there's no way a reasonable and informed person can look at your proposed network and accept that it's some kind of attempt to balance economic needs with resident health and wellbeing. Your starting point is that trucks need to be able to cut across the city center. That's baffling! Why? There are so many examples of cities reaping tremendous health benefits *and* economic growth by just yanking trucks from the core outright. Why in heaven's name aren't we even considering that in this proposal?

There are a number of residential development projects occurring near the Garner Rd segment, which may lead to increased traffic on this part of the route, which may be an important factor to consider

This plan doesn't take into account how heavily residential rural areas such as Blackheath between Stoney Creek Road and Hwy 56 and that there is less than 2 km between stop signs in which trucks will gear up and gear down, in which there are no shoulders to walk on how and in which this road is already heavily traveled by speeding cars and already dangerous to community members.

On some roads, it will change the nature of the road and thus the residents that live on it. Road will require improvements, possibly widening, which has a may reduce the size of and nature of front yards. Pushing a truck route through a residential neighbourhood is expected to reduce property values for home owners. How is this fair? What compensation are you offering for home owners?

Road expansion and repairs are needed with new routes

Agricultural equipment using this road. A new survey of 3500 homes around the corner from us is providing much more traffic and speed limits don't help

I live on a residential road and do not want trucks driving by 24/7. I find it loud enough as it is and I don't want it any noisier! I walk with my grand child to get to the trail and find it hard to be safe as it is.

You will destroy prime farmland by expanding what is already in place south of Rymal road. Work on the Highway 6 bypass if there is a need. You are promoting more pollution both noise and exhaust pollution.

Narrow roads, lack of police patrols, environmental impact caused by transport trucks, what is this necessary at all?

It's putting local communities at risk in order to avoid a minor industrial inconvenience

I can feel my house rattle as its an old victorian when trucks drive by, also all roads would need upgrading and some compensation would need to be implemented for those homes whose foundation are impacted as a result

Garth st - many seniors residences. Dangerous!

There are significant blind spots on Milborough Line that need to be addressed before this project goes forward. I feel there could be serious consequences to motorists traveling Milborough Line with the current blind spots and narrow lanes

Centre road would require upgrades to sustain this level of traffic. Also have concerns with increased traffic on centre and the local schools there that rely on busing/vehicles for students to arrive. (Flamborough Centre, Our Lady of Mount Carmel, Balaclava).

With all due respect there are many young families that live on Nebo Road. My husband and I are one of them. We have 4 children under the age of 7. We are always fearful of the busy road we live on as drivers don't often abide by the speed limit. We have written emails, called the police, begged for lower limits and nothing has been done. In addition to this, there have been a number of fatalities on the corner of Nebo and Airport. Making this a truck route will only result in many more fatalities that will include young children. Another thing to note is the number of bus stops we have along Nebo Road and Bellstone school on the corner. Making this a truck route and increasing traffic on a stretch with so many busses and young children would be an irresponsible, dangerous mistake.

Nebo Rd, Dickenson Rd and Whitechurch Rd are not wide enough. There are no sidewalks, there are deep ditches, and no place to walk or bike. We have many tractors and school busses travelling our road daily. Bellstone School is located at White Church Rd and Nebo and a Marydale Park is at the end of Nebo Rd with access to both by school bus. Putting trucks on these roads ahead of the children is wrong. We have already had more than one fatality at Nebo Rd and Airport Rd. Adding trucks just increases the risk of more fatalities. Not sure what the purpose is of using Nebo Rd with four 4 way stops?

Fletcher rd has become a drag strip because of all the surveys that have been built a new school was built on it just below binbrook rd. every other ahole is already racing down the rd now they will to race past the trucks doesn't sound safe police presence would be nice once in awhile

MAJOR road reconstruction through Conservation areas, farmland, and an existing gravel road that borders 2 regions and 2 conservation authorities.

Shaver Road in Ancaster between Garner and Wilson was never designed for heavy trucks and now there are large trucks speeding down the road all day. It is noisy and completely unnecessary as there are other major supporting roads. When I moved here, this road was specifically not a truck route, now there is a new facility with loads of trucks. It is interesting when all these changes were proposed we never received anything in the mail and now that the routes are set, we are being asked for our input? Doesn't feel like the city really values our feedback.

Getting trucking companies on board

Ensuring that truck drivers stay off side roads. Like not taking Glanaster Rd, to Dickerson Rd. Rather using Rymal, and Upper James.

The WhiteChurch Rd route is a terrible choice. The road, including Carluke Rd, is narrow, has no shoulders, is filled with major peaks and valleys, has many hidden driveways. Many homes are close to the road, especially between Upper James and the #6 by-pass, and the noise would be unbearable, especially when air-brakes are used. During the growing season, there are many farm vehicles that use this road at low speeds, making it dangerous in terms of higher speed trucks approaching from behind, especially when visibility is poor just beyond any hill. Many residences can only enter the road by backing out of their driveways onto this road with no shoulders. This also creates a dangerous situation, especially in winter. School buses use this road as well. As a resident who has lived here for over 40 years, I have traded my serene surroundings for an overpass beside my house, a new highway right behind my house, a survey of 1000 homes directly across the street (all with no enhancement of services), and now I would have to face a barrage of noisy and dangerous trucks in front of my home each day!

Upper James St. is a concern. Given the amount of residential and business development in the Mount Hope area, we can assume there will be massive increases in truck and commuter travel along Upper James. Traffic will further be impeded if the city also allows commercial sprawl to continue from Rymal Road to Mount Hope, with multiple entrance and exits to the businesses. Upper James north of Rymal Road is already considered a congested, unsightly and dangerous route. Encouraging and adding to these problems by designating Upper James a major truck route seems short sighted to say the least.

Affecting residential areas that do not have the capacity to accommodate (even though the current truckers do not respect the no truck on routes), nor is it safe for young families who cannot travel by foot or bike due to no sidewalks, little or no shoulders. Residential communities should not be truck routes.

The west end truck corridor (Westbound) is without doubt the biggest challenge for the city. In an effort to keep trucks off smaller corridors the city has funneled all heavy westbound traffic onto Cannon, then up Queen and onto King. Now they want to shut this route down overnights. Assuming the overall daily truck count will not change, the daytime numbers would almost double on this corridor. Some providers would be forced to go all the way to the Red Hill to get to the 403. This would only hurt companies operating in the North end perhaps causing some to move to areas of greater highway access. The South mountain is a mess. There is no southern east west corridor south of Rymal Rd and Rymal itself should have been planned far better for heavy truck traffic flow. Gas stations, supermarkets, and banks do all their replenishing overnight. Moving this to daytime will increase gridlock, daytime truck traffic, pollution, and accidents.

The people who live in the 7am-7pm downtown heavy truck use route might be hurdles for these trucks to drive through.

The lives of the people who would be living next to these routes. Too many part time routes in downtown core and into the east end.

I live on the corner of Trinity and Sawmill Road. I have lived there for over years. The amount of trucks on this road has increased significantly. It decreased when the bypass went it for awhile but that did not last long. I have concerns for the safety on that road between bicycles, horses, farm equipment, tons of motorcycles (going to Port Dover), large trucks and the high volume on a winding road with visibility issues. I have had trucks and cars go off the road many times in front of my house, one car in the middle of my front yard. There was another accident on the intersection of Book and Trinity again a few days ago. Speeding is a huge issue and is rarely monitored, I would like to see the limit go down but I don't think it will stop the speeding. I would love to have evenings of peace and quiet without large trucks rumbling by at high speeds ALL the time. patvanbregt@gmail.com

Rural roads. Lots of bends, turns, blind spots, wildlife.

A truck route in a residential area is preposterous. We are completely opposed to the truck route in Ancaster (Shaver, Jerseyville and Wilson). It will be constant air and noise pollution, and a danger to bikers and pedestrians. Ancaster is home to several biking groups, there are schools (Ancaster Highschool, Firestone Arena) and community Centres in this proposed route. Please have trucks use the highway instead.

Cost issues associated with an improved network are always a concern with some of the more frugal members of city council, who emphasize spending restraint rather than investment in infrastructure improvements such as an improved truck network and better public transit. I'm especially concerned with the damage to roads caused by heavy truck traffic. Hamilton's lower city roads are not in good shape and, given how the city is well behind in road maintenance, I think the proposed network should suggest methods of financing the costs of repair and maintenance to roads that have the greatest volume of heavy trucks.

Truck drivers and their employers who allow them onto city roads to save time. They are prioritizing time over safety.

Derry Road should not be considered as a truck route this is an environmentally sensitive area and protection of the environment should be a priority. There are also many residential areas that will be impacted with added trucks, pollution, noise etc. Were the impacts to local residents in the rural area and to local roads assessed?

Brock Road leading down the hill on Hwy #8 to downtown Dundas is an EMERGENCY ROUTE! How will emergency vehicles get through when the transport truck is "backing up the hill" because he is too tall to get under the CNR bridge!! Where are the police when this is happening? Certainly not here and this is an all too often problem. We just had Hwy #8 roadway reconstructed. Trucks are the cause of the roadway destruction. This area is a Water Protected Area. Trucks with their heavy loads and jake brakes is a constant rumble on the escarpment that potentially could disrupt our wells.

This section of Hwy #8 is used frequently by hikers, people walking their dogs, pushing baby buggies and bicyclists! Truck routes and unprotected people is NEVER a good mix. The speed limit here is 50 kms max. There is no police monitoring the speed in this section so the use of jake brakes is frequent.....at all hours.....day and night....because they are travelling too fast. The nature of this road is a route for Sunday drivers. Adding truck into the mix going through downtown Dundas is a sure way to ruin the tourist effect of the town. Dundas is a village! With buildings close to the roadway and single lanes, there is constant disruption of visitors and shoppers trying to cross the road. Respiratory health concerns are already a concern on this natural route with standard traffic. Diesel fumes pose an even larger threat of those who live in this area

This is a residential road [i.e. Concession 11 E] with million dollar homes, so first off the menu would be our property values which will be worthless, then we have the noise pollution issue, the air quality pollution. The danger to my children of this truck route through my residential street!

Dickenson ave is a neighbourhood of families with children. This rerouting endangers kids and trucks rumbling by disturbs folks .saves a buck —perhaps!!

For Hamilton North. Waterdown area we already have impacts of the current route on highway 5 especially in the centre. We need the CN/CP rail bridge to be overhauled which there is a plan but it needs to be done now more than ever. I don't see the inclusion of the bypass North of Parkside When that is completed will there be a change in this current plan so we can get trucks off parkside

This plan does not seem to sufficiently reduce the number of trucks on the road

If you are hoping to make nebo road a truck route Around the business on nebo between rymal and Dickenson then that may work. But to have a truck route south of Dickenson would be a terrible idea. As a school bus driver I see vehicles and truck absolutely flying down this section and with the amount of families living in this area with small children this is a huge liability and safety concern. Not to mention the amount of accidents that have already occurred at the corner of airport and nebo. We have been advocating for a lowered speed limit and for the city to take action in regards to this part of the road and have yet to receive a response. To now make this a truck route would be totally irresponsible.

The environment impact water sheds we have 2 in this area, aboriginal archeological sites,

Budget to complete improvements and make necessary changes and making the upgrades in a reasonable yime frame.

Halfway measures, like allowing FT truck travel along Wellington St N, but only above Ferrie St, create inequity and resentment in the neighbourhood, will hyperconcentrate the noise and diesel fume pollution in a few blocks of the North End and will significantly depreciate the value of just those homes north of Ferrie St, at a time when the rest of the neighbourhood home values are skyrocketing. In addition, it deprives just those residents of a quality of health and life. There is such limited value in keeping that route FT, when a truck coming from Burlington St to do pick ups or deliveries at the Bunge or Flour Mill already have to turn around to get back to Burlington St and there have the option of turning onto Burlington St instead of looping through a residential neighbourhood needlessly.

ANGRY residents !!!

Heavy trucks are still allowed to cut through residential and commercial areas downtown. This is unsafe, particularly for vulnerable road users. Trucks should be required to utilize the external highway network around the city that were built for trucks, instead of cutting through the central part of the city that was built for shared mobility. Note that this does not prevent businesses from receiving deliveries by truck. But through traffic should never be permitted in urban Hamilton where children ride their bikes to school, families shop and disabled residents go to work.

The general public does not support these routes. In the initial public meeting the public upheld their concerns and asked repeatedly why these nonsensical routes had been chosen but did not receive logical answers. These routes steal from the peace of mind safety and tranquility of rural roads which are farm vehicle routes or bus routes or in de densely populated neighbourhoods where heavy truck routes should not be considered.

Upgrading always has side issues that need attention, do what needs to be done.

You cannot continue having trucks down Carlisle Road and Centre. This is a community hub with many young children biking and walking in the area. Someone is going to get badly hurt.

My family & I moved into the Greenwood Estate project in 2005. Since 2005 I have been in direct correspondence with both the Ministry of Transportation, The Ministry of the Environment, Hamilton City Council, Mayor of the City of Hamilton, the Provincial Member of Parliament to no avail. At issue is the abatement of my property to the Highway #403. The current Noise wall was established by the developer of the day, Baldin & Beltrame. Between the various provincial groups & the City it was resolved that the present Noise Wall (which is extremely outdated & now deemed to be ineffective) belongs to the residential homeowners. As such, all our requests for a berm wall, upgraded wall have gone on deaf ears. Now the City wants to add further aggravation & noise pollution to our environment. As stated in this presentation our quality of life is seriously being compromised. The Highway 403 was built in 1997, all studies were based upon late 1985 statistical data inclusive of traffic volume (projections). Then the Lincoln Alexander parkway was built (increased volume of traffic). Then followed the Highway #6 South bypass adding yet significantly increased traffic volumes onto the understated traffic volumes noted on the Highway #403 passing by my property 7/24. The City of Hamilton has advised the Greenwood Estate owners that it is our issue & we own the problem. We have on numerous occasions sought formal Noise studies & an Acoustical study be commissioned. We have gone as far as challenging the City & the Province on a differentiated experience (Re: Highway 404 - Neighbourhood wall replaced & upgraded) with dealing with our Noise Wall issues. Lastly, we have even suggested to the City that we as homeowners be provided with a \$100K grant or loan amortized to enable us to replace the Noise wall in accordance with the present environment, eco challenges & highway buffer grading. Yet again, these asks have gone unheeded. Now we are being asked to support even further contributions of traffic & noise without addressing existing know issues to constituents both Municipal & provincial.

Address the present root cause & then we can assess this request with a different sense. Avoidance of the matter is not a solution. Hence, I vehemently object to any and all proposals until such point as the present issues on the table are remediated & resolved to our satisfaction. After all "Quality of Life" needs to be respected. Also, health studies about the impact of highway noise contributions are well documented.

Road upgrades, safety of intersections, education and enforcement

Traffic lights will need to be installed where truck routes intersect with HWY 6.

- Without this requirement being fulfilled trucks will continue to use Millgrove sideroad (Current no-truck route).
- The only other way to prevent offenders is to post a police officer 24 hours a day or use an electronic policing method e.g. photo type with fines and CVOR penalties. Due to police resource limitations, social media and traffic APPs notifying offenders of police presence, an electronic solution would be the best option.
- 5th concession west is proposed to be a no truck route. There are multiple businesses on concession 5 w. that are trucking related. The trucks are not only owned by these businesses but their customers and suppliers. These trucks are of a significant volume, therefore, what difference will there be in truck traffic? How will offenders be identified? Further – Though on the call it was stated that City of Hamilton heavy trucks are to follow the same traffic laws as all other operators our councilor states otherwise. She states (summarized understanding) they are exempt to use non truck routes at will. City of Hamilton BY-LAW NO. 01-215 states under "Authorized Emergency Vehicle" "any vehicle owned or operated by the City of Hamilton while the operator is engaged in the performance of his or her duties "is exempt. This is very loose wording open to interpretation of what an "emergency" is, and "engaged in the performance of his or her duties" of this emergency means. As these by laws are to protect Hamilton's citizens, there isn't any logic as to how a city truck is not as dangerous or different in any other negative affect it has on Hamilton's citizens as any truck. It would be reasonable to understand the intent of the wording was "when performing duties on a city project located on a prohibited road." I have followed city trucks breaking these laws without justification. These instances had truck routes that would get them to their destination, yet they drive on multiple prohibited roads in one trip. We have city trucks on Millgrove Sideroad breaking this safety law every day. As there is a city yard close by this means many trucks daily. The city's disregard to comply with their own bylaws intent needs to be dealt with.

Lots . Cost and there is no benefit for residents. Only benefit is the trucks that don't want to use highways to stay away from MTO inspections

The designated truck route along Governor's Road, while serving local Dundas industries, has serious negative implications for major residential areas along this route. The urban portion of Governor's Road is already very congested at rush hour, school times, and in the commercial/Creekside area between Main St. And Ogilvie St. The 3 km stretch between Main St. and Pirie Dr. has had massive increases in residential traffic in the past 10 years, with the loss of the only alternative grocery store at University Plaza, the amalgamation of Dundas high schools and increase in the catchment areas of elementary schools, and a general increase in commuter traffic from rural Ancaster and Flamborough. These changes have led to the addition of two user activated pedestrian crossings, and two additional traffic lights to the pre-existing four traffic lights, with two of them so close together that 2 or 3 tractor-trailers stopped at one light could interrupt the entire flow of traffic. The City has also approved more than 40 new residential units in this section, and has applications pending for several hundred more, which will both increase traffic on this busy, hilly road, and potentially add dangerous residential access points. Heavy truck use would frequently make this road, which has no capacity for expansion in the historic centre of Dundas, both congested and accident prone. As a cyclist, I have also noted a huge increase in both recreational and commuter cycling, and of pedestrian use, on Governor's Road in the past ten years. Increased heavy truck use is problematic on a fairly narrow two lane road with shoulders that are often gravelled and not always at grade.

THE BIGGEST HURDLE I SEE IS COSTS ARE GOING TO BE EXORBITANT, AND IMPROVED ROAD CONDITIONS NOT LIKELY GOING TO HAPPEN GIVEN THEY HAVEN'T WITH THE EXISTING DESIGNATED ROUTES. CARLISLE ROAD IS A GOOD EXAMPLE OF THIS.

No home owner wants the noise, pollution, damage to infrastructure and cost to taxpayers. You will be destroying the original lands for what, to have more pollution and damage. Not to mention there are possibly some aboriginal lands along the route that will be destroyed. Schools and churches nearby don't need this addition. Downtown Hamilton is an absolute shit show and now your 2021 planning is trying to destroy our beautiful lands with truck route. I vote a big no. Who wants the cost to the taxpayers. Downtown Hamilton is disgusting to walk or drive through so your plan is to ruin the northern part of our town. Look elsewhere.

Consider the implications to young families using these streets

Too much NIMBY, people worried about their homes and neighborhoods, plus cyclist and what not. Truck routes are for the good of all. There is NO point making a slow peaceful small town area. This is how we make ALL of us poor. The advantage of a city is to move good and service quickly and efficiently for max benefit of our employers ours selves. There is no point to live in a city if it takes hours to get to work, to find specialists or for big city infrastructure. Otherwise this is just a bunch of disconnected small towns with crazy land values.

Large 18 wheel trucks coming through neighborhoods

Don't allow trucks traveling at these speeds in residential neighborhoods

Problematic time-of-day restrictions

traffic is worse in the day and now you want my trucks on the road only during the day instead of the evenings when the traffic gets lighter. especially in the mountain where the Walmart's and everything else are in the middle of neighborhood's.

Maybes: What additional information or steps might encourage your support for this network?

Mitigating: What specific suggestions do you have to improving this network?

4th Concession: Close this road at Hwy 6

Do not send 24 hour truck traffic through small hamlets and communities on 4th Concession West. Highway 6 and 4th Concession West is a very dangerous intersection. Close 4th Concession West and create a new safe outlet that will connect with the Waterdown Bypass.

Closing 4th Concession West at Highway 6 and creating a new outlet to Highway 6 and the Waterdown Bypass that does not send dangerous truck traffic through small communities with young families.

4th Concession: Continue to use Concession 5 instead

Continue to use Concession 5 West as the Truck Route. Do not change Concession 4 West to a Truck Route.

Leave the truck route on Concession 5 W, which has very adequate shoulders move the light at the north end of Millgrove Side Road to the end of Concession 5 W or create a gentle curve at MSR/Con5W to facilitate safe truck movement onto Hwy 6

4th Concession: Hwy 6 traffic signals are needed

As a resident on Millgrove Side Rd south of the 5th concession, I am very concerned that trucks will begin turning left onto Millgrove Side Rd at the 4th concession intersection to shortcut up to the lights at highway 6 concession 6 intersection. This would negatively affect everyone on the street and on a personal level my house being the oldest and therefore closest to the road, our quality of life would be changed drastically for the worse.

4th Concession: I agree with moving trucks from Concession 5 to Concession 4

I do recommend you move the trucks off Conc 5 and onto Conc 4 to make the millgrove neighborhood safer for our kids in the school and in the day care.

4th Concession: Many safety improvements would be needed

If Con. 4 W becomes an unnecessary and not wanted truck route, the following will be needed

- improved road safety foll
- assurances that improvements address school buses, pedestrian and cycling safety and not just saying its in the works,

the improvements need to come before the designation of the truck rout

- restrict truck route use to day time only, no early morning or night use fine trucks re excessive noise by using automated means (akin to photo radar) safety aays
- active enforcement of speed limits, add additional stops signs if necessary to prevent wide open runsensure Lafarge does not develop 2nd processing operation and truck access location off Concession 4 ensure science based studies are undertaken so that adverse affects are truly understood, minimized and/or completely avoided in order to protect human health and safety; the environment- wildlife, water, air, land etc., both adjacent and downstream.

4th Concession: Remove from truck route

ban trucks on millgrove side road or do not allow concession 4 to become a trucking route

4th Concession: Use Hwy 5 only

Not to have it on any of the Concession Roads - they are already busy enough with local deliveries and residents/local businesses. Move the route to Hwy 5.

NONE! Move the route to Hwy 5 only.

Add sidewalks and traffic calming

again sidewalks and adding traffic calming measures.

Amberley Blvd (Ancaster): Stop truck from using this as a shortcut

Please consider banning trucks from turning left at Amberly Blvd. Frequently trucks get off at Fiddler's Green exit and turn left. Appropriate signage indicating that turning left is not allowed would improve pedestrian and cycling safety for the area.

Ancaster: Ancaster Village Heritage Community is opposed to using Wilson Street as a truck route - it is redundant with Hwy 403.

ANCASTER VILLAGE HERITAGE COMMUNITY RESPONSE TO THE 2021 HAMILTON TRUCK ROUTE MASTER PLAN CONSULTATIONS

I am writing as President of the Ancaster Village Heritage Community, Inc. (AVHC). AVHC and our over 100 local members are engaged in promoting the quality of life in Ancaster by advocating for traffic controls, preservation of heritage, and mitigation of overdevelopment in our lovely Town of Ancaster. Development along Wilson Street going westward from Rousseaux Street has gathered apace in the past 15 years, leading to increased truck and smaller vehicle traffic that is beginning to overwhelm our streets during the day. Wilson and Rousseaux Streets are currently Major Truck Routes, and this status promises to contribute to serious problems of adherence to the Ancaster Wilson Street Secondary Plan Bylaw (AWSSP), which envisages Ancaster Village as an attractive community which is viable, vibrant, and pedestrian friendly, with low-rise, heritage-styled residential, commercial and retail facilities serving the needs of adjacent neighbourhoods. The Wilson/Rousseaux intersection is among the busiest in the entire Region. Nevertheless, considerable new development is ongoing on Wilson Street, with many new multi-storey condominiums, retail, and commercial buildings planned and in various stages of build, including a 7-storey retirement complex at the Rousseaux/Wilson intersection. These projects will add significantly to both truck and smaller vehicle traffic on Wilson Street unless truck traffic in particular is restricted. The way that the Wilson/Rousseaux truck route is now configured means the route will certainly become impassable at times during the day when these developments are completed, and will reduce the efficiency of truck traffic. For a number of years now truck, school bus, and small vehicle traffic has tried to avoid the crush on Wilson and Rousseaux Streets by cutting through the narrow residential corridor along Church, Lodor, and Academy Streets in the Maywood neighbourhood. The average width of this corridor is just over 6 meters, with parking allowed on one side where it is permitted. Parked vehicles, of course, narrow the street even further, rendering truck traffic highly problematic. Maywood is particularly subject to cut-through traffic of trucks and other vehicles, but other Ancaster neighbourhoods are suffering as well. Maywood is currently in transition from an elderly population to a younger cohort with children. Many of the children ride bicycles and play on the neighbourhood streets, while the elderly walk their dogs and ambulate to the recreation and library facilities at Ancaster Square. Ancaster Square, which can be referred to as a "Major City Park" and a "Recreation and Community Centre", is located at the end of Lodor Street. It is Ancaster's primary centre of recreational and civic facilities, and provides well-used lawn bowling; tennis courts; the Village Green children's playground and splash pad; the Ancaster Library; new Town Hall; and the Old Town Hall facilities. In normal times, when these facilities are fully open, parking for patrons is not always adequate, especially during the summer. In that case overflow vehicles will park along Lodor Street. As noted, this street has sidewalks on only one side for pedestrians. Such pedestrian traffic is at risk at times, especially because these recreation and service facilities serve two populations which the HTRMP defines as "vulnerable age cohorts": the elderly and the very young. We propose the following modifications to the Hamilton Truck Route Master Plan. 1) The HTRMP recommends that the Main Street West/Wilson Street traffic corridor should continue as a Major Truck Route. This is despite Provincial Highway 403 having been purposefully built in 1969 to replace this Main/Wilson Street corridor as a westward through-route to Brantford. Further, the Main/Wilson Street corridor connects to no major arterials other than the 403. Since the Main Street West/Wilson Street corridor duplicates the 403 route and unnecessarily duplicates its function as a Major Truck Route, while connecting with no other major arterials, the Main Street West/Wilson Street corridor should be withdrawn as a Major Truck Route and become restricted to trucks engaged in local delivery or other local business, and to Emergencies only. The 403 runs parallel to Main Street West and Wilson Street just a short distance away, and intersects with these City streets at two points. The Main West/Wilson Street corridor connects with no arterials additional to the 403. There is no need for trucks to travel through Ancaster on Wilson Street, nor to access the residential and commercial area along this corridor except for local business and deliveries. Notably, the Wilson Street Major Truck Route passes through the heart of the Ancaster Village Heritage District, a Cultural Heritage Landscape. The Ancaster Master Transportation Plan of 2011 identified a need to maintain Ancaster's "community and historical village character" as a major priority in Traffic Planning. A major truck route passing through has contributed to the deterioration of the streetscape in recent years. Further, as previously mentioned, the AWSSP Bylaw envisions Ancaster Village as a socially vibrant, viable, and relaxing pedestrian district with low-rise residential, commercial and retail facilities reflecting the heritage character of Ancaster and serving the needs of adjacent neighbourhoods. If Wilson Street continues as a Major Truck Route, i.e., with unrestricted truck traffic travelling through - and given the extensive new development which is anticipated - the AWSSP vision for Ancaster will suffer serious injury. It will also add incrementally to unnecessary safety, public health, and environmental risks, as the population density of Wilson Street - especially the vulnerable aging population - grows. 2) The HTRMP appears to make no distinction between different intensity levels of truck traffic which are permitted on City streets. For example, on the maps provided in the HTRMP Presentation, the colours used to mark truck routes indicate that the Linc (a highway with restricted access) shares the same status as Rousseaux and Wilson Streets in the way that these are colour-marked. This must be confusing for both truck drivers and citizens if and as the City attempts to restrict certain types of truck traffic on some streets but not others, while marking them with the same colour scheme and so failing to clearly differentiate them. It can also lead to trends of violations of these restrictions by truck drivers. More categories of truck and traffic routes should be developed for different streets, reflected by different colour markings on maps and information documents, in order to enable drivers to

make good decisions about which routes are permitted for them to use.3)The definition of a “truck” should include school buses, as it does in other areas of the Province - including Toronto - for Safety, Equity and Public Health Purposes. In Maywood our streets are only just over 6 meters wide (the narrowest public streets in Ancaster), and as mentioned we have sidewalks on only one side of the street. A number of school buses serving different schools cut through our neighbourhood every day during the week, without picking up passengers. They are highly disruptive, detrimental to our quality of life, environmentally unsound, noisy, just as large as many trucks, and a danger to the health and safety of our neighbourhood - and surely to many others in the City as well.4)Unfortunately, AVHC was not included in the HTRMP community group/consultations. We have serious problems in Ancaster regarding truck traffic, and we are disappointed that we were not consulted.5)Wilson Street in Ancaster Village (between Rousseaux and Halson Streets) is a Business Improvement Area which requires protection from truck traffic in order to facilitate retail and commercial operations.6)Retirement homes and lodging homes for the elderly and mental health patients should be added to the list of “Sensitive Land Uses” for Safety, Equity, and Public Health Purposes. Residents of retirement and lodging homes are typically members of a “vulnerable age cohort” and are more likely to have serious mobility and cognitive challenges which render them vulnerable on the street. Many residents of these types of facilities also have mental health challenges. The 176-unit retirement complex with memory units (which is proposed but not yet permitted) at the corner of Rousseaux and Wilson Streets on one of the busiest intersections in the City; on a Major Truck Route; and on sloping terrain, is clearly an inappropriate location for such a purpose. Given its location, serious mitigation of truck traffic at that intersection should be implemented if building goes ahead.7)Entrances to Maywood have signs forbidding truck traffic, which should also include school buses. The neighbourhood should have traffic control measures installed for trucks and other vehicles that frequently cut through the neighbourhood, despite the signage, often at inappropriate speeds, and often failing to stop at Stop Signs in the neighbourhood. 8)We note that the City is planning Operational Improvements and Segmentation along the Wilson Street Major Truck Route between Rousseaux Street and Garner Road. AVHC should be included in future consultations regarding the implementation of these measures.

SUMMARY OF RECOMMENDATIONS:1)Since the Main Street West/Wilson Street corridor parallels the 403 route, unnecessarily duplicates its function as a Major Truck Route, and connects to no other major arterials, the Main Street West/Wilson Street corridor should be withdrawn as a Major Truck Route and be restricted to trucks engaged in local delivery or other local business and to Emergencies only.2)More categories of truck and traffic routes should be developed for different streets, reflected by different colour markings on maps and information documents, in order to enable drivers to make good decisions about which routes are permitted for them.3)The definition of a “truck” should incorporate school buses, as it does in other areas of the Province, including Toronto, for Safety, Equity and Public Health Purposes. 4)AVHC should be included in consultations to develop future plans for the Main Street West/Wilson Street corridor.5)Wilson Street in the Heritage Village between Rousseaux and Halson Streets is a Cultural Heritage Landscape and a Business Improvement Area and should be protected from truck traffic in order to facilitate retail and commercial operations.6)Retirement homes and lodging homes for the elderly and mental health patients should be added to the list of “Sensitive Land Uses” for Safety, Equity, and Public Health Purposes.7)The Maywood neighbourhood, frequently used by trucks and smaller vehicles as a cut-through between Rousseaux and Wilson Streets, should have traffic control measures installed for trucks and other vehicles that frequently cut through at inappropriate speeds, and often fail to stop at Stop signs.8)We note that the City is planning Operational Improvements and Segmentation along the Wilson Street Major Truck Route between Rousseaux Street and Garner Road. AVHC should be included in future consultations regarding the implementation of these measures. Thank you, Bob Maton Bob Maton, PhD, President Ancaster Village Heritage Community 330 Lodor Street Ancaster, ON L9G 2Z2/905-304-0932

Ancaster: Trucks should not be allowed to enter/exit Hwy 403 at Fiddlers Green.

Trucks should not be allowed to enter/exit the 403 at Fiddlers Green. There are 2 alternate routes within approximately one kilometer. These alternates do not go through a residential area. They are also better laid out for a large truck to navigate.

Barton Street: Remove from truck route

Make the heavy haul route Burlington st to the on ramp to QEW Niagara to South Service rd. Eliminating trucks steel trucks entirely on Barton.

I live on Barton St at the Redhill most of the trucks that go by are coil carriers most of which go to Stoneycreek or up the Redhill I see no reason why they can't go to Burlington st to access Redhill or service rd in Stoneycreek

Better placement of daytime routes is needed

better placement of daytime routes.

Binbrook area: Fletcher Road and Guyatt Road are not suitable for trucks

Fletcher Road should not be a truck road for daytime. Road is narrow and has alot of homes on that stretch. Guyatt does as well. Trucks from the Airport and new Amazon building should be forced to go to the link via the expanded Garth street or the highway 6 bypass. City's lack of transportation planning now turns rural, residential streets into truck traffic - no thanks

Binbrook area: Leave as current truck route

Continue to use Hwy 6, Hwy 56 and Rymal Rd as truck routes. Using Whitechurch Rd, Nebo Rd. and Dickenson Rd is merely creating short cuts on roads that do not have the infrastructure to support this.

My suggestion --- is leave it as is --- who authorized the boom of housing in town of Binbrook --- trucks going down hwy 56 has been always been there and now u want to move it to areas with less housing. It makes no sense.

Stick to the existing truck routes , improve the roads to accommodate heavier traffic , especially for the new airport expansion , You have Upper James , Hwy 6 , connection to 403 . There is no acceptable or justified reason to use country side roads !!

Binbrook area: remove Fletcher road from truck route

not Fletcher rd

Binbrook area: Route trucks around Binbrook

Stop directing heavy truck traffic through the center of a child heavy residential neighborhood [i.e. Binbrook], and use the several country roads surrounding binbrook.

Binbrook area: Use White Church Road instead

I think a heavy truck route would be better suited for White Church Road to Fletcher road and that way you bypass the town of Binbrook.

Binbrook area: Westbrook Road and Binbrook Road intersection safety improvements are needed

I will only speak for my area: First and foremost a review of the number of accidents that have occurred at the intersection of Westbrook and Binbrook Rds. Whomever is conducting this plan should drive these roads during a rush hours when Covid ends, doing it now is not a fair representation of how bad the traffic really is, truck traffic will make it worse. The speed limit must be reduced on Westbrook Rd south of Binbrook Rd where the speed limit is set at 80 KM/H, vehicles take off from the stop sign heading south on Westbrook Rd because they see the sign posted 80 KM/H directly on the other side of the intersection. How is it possible that Westbrook Rd has the same speed limit as The Redhill Expressway??? Westbrook Rd is far too narrow with farm tractors frequenting the road. There are not enough stop signs to slow traffic down on the whole length of the road. Trucks already speed up and down the road and use the engine brake 24 hours a day, so noise is a constant issue now. Simply put a traffic light is a must at the intersection of Westbrook and Binbrook roads. Speed reduction on Westbrook Rd south of Binbrook Rd is also necessary. A review of the design of this intersection needs to be revisited. Painting of road lines at the intersection is insufficient and is just ignored by drivers. Also more police presence south of Binbrook Rd would be helpful to reduce speeding.

I have seen the aftermath of far too many accidents and far too many near misses at the intersection of Westbrook and Binbrook Rds. I've seen ambulance after ambulance take people to the hospital because of the dangerous intersection at Westbrook and Binbrook Rds. Without proper stop lights and enforced speed limits, I'm confident in saying that the accidents on this corner will increase, especially with truck traffic hindering already impatient drivers. IF there was a 'proper' study to witness the day to day traffic at the above mentioned intersection at 'rush hours' during the work week from September-May 6-9am and 3-6pm and not between 10am-2pm as I have seen in the past, I'm sure that the city would have taken further steps to correct the flow at this intersection, besides painting lines on the road that NO one pays any attention to. The design of the intersection is flawed. At bare minimum the speed limit needs to be lowered on Westbrook Rd south of Binbrook Rd. and a traffic light installed at the intersection. More police presence enforcing speed limits on Westbrook Rd south of Binbrook Rd before and after the speed limit drops. Without these changes I will never consider supporting this truck route planning.

Blackheath Road: remove from truck route

Find a route [other than Blackheath] that has a wide enough road, proper shoulders and not so heavily populated in a 2 km stretch between stop signs.

Blackheath Road: restore as truck route

If regional rd 66 in blackheath was a truck route again to 6 would be the viable option as it has been for many years

Brampton Street: not suitable for all-day

Why is Rennie St. switching to day time only and Brampton St. remains all day? There are many children who play along Brampton St. especially with Woodward park right there. Trucks also fly by and create excessive noise and dust in the neighbourhood. Please consider changing this street's function.

Brock Road: end truck route at Hwy 5

Make the truck route for Brock Road to highway 5 (Dundas Street) only.

Brock Road: remove from route (too steep and curving, and natural habitat)

None!! But the thought of making Hwy #8-Brock Road a truck route is a ludicrous idea to even put on the table! This is natural habitat area for wildlife as well as human beings who have lived here longer than idea. Why would you destroy natural habitat? Why have you even considered a very steep road with sharp turns for routing transport trucks???? Hardly safe!!!

Cannon: remove from truck route

Remove Cannon St from the route. It is a residential street as it comes west. Trucks should use the expensive highways taxpayers built to get out of town.

Cannon: trucks use right lane only

No trucks in left lane of Cannon, ever. Right lane only.

Carlisle: Add a weight limit to Carlisle Road to remove quarry trucks from the route.

Add weigh limit to Carlisle road. No huge quarry trucks. They drive too fast. Too many kids walking/biking to village. The new library on Carlisle will only add more kids on road.

Carlisle: Get the trucks off Carlisle Road and Centre Street.

Get the trucks off Carlisle Road and Centre.

Carlisle: Milton trucks should not be using Derry Road

Continue to use Highway 6 and Hwy 401 and avoid Derry. Do not include local roads such as Derry which will direct truck traffic to local rural roads having a huge impact to the environment.

Carlisle: Route trucks around Carlisle.

make 11 east and campbellville rd the full time routes

DO NOT ROUTE TRAFFIC THROUGH A HEAVILY POPULATED VILLAGE SUCH AS CARLISLE. RATHER, ROUTE AROUND IT.

Take routes off small community streets such as Carlisle I am will support

1. Don't allow Carlisle Road to be used as a truck route. 2. Install High Speed Speed Bumps 3. Install 4 way flashing red lights at Progreston Rd & Carlisle Rd., and at Flamborough Hills Dr. & Carlisle Rd.

Carlisle: Safety improvements are needed

If one or more of the above 3 suggestions were implemented I would consider supporting it. People have been complaining about trucks on Carlisle Road for 20 years plus and nothing has changed. I am hopefully that maybe this time is different, but believe the status quo will remain.

Eliminate daytime truck route along Carlisle Road for heavy trucks. Addition of sidewalks. Addition of speed calming measures (bumps etc).

Centre Rd requires sidewalks, curbs, and street lighting. The speed limit should be lowered to 50 km/h.

Carlisle: The underlying issue is the growth of industrial traffic on Derry Road, Milton and its connection to rural Hamilton

This comment relates to the draft planning for the North corner of Hamilton east of Hwy 6 and above Waterdown. The draft proposal appears to be focused on addressing the problematic truck route existing on Carlisle Rd. by developing a poor and very costly partial, band-aid solution via the 11E to Milborough Line to Derry. This is a planning mistake at this time. The planning does not appear to be building on a sound foundation given the unique issues that have existed and are evolving in the area. The most notable issue relates to the transportation impacts of Milton's rapid development growth slamming into a very rural area of Hamilton as a consequence of the existence of Milton's Derry Rd. At this time the planning effort should first and foremost be addressing and providing a comprehensive review and detailed justification and analysis on why a truck route needs to slicing through a rural settlement and/or any of the rural roads north of Hwy 5/ Dundas St. at all. It is difficult to comprehend what need can reasonably justify or continue to justify the significant negative impacts a truck route has on this area and the true operating improvement costs involved. Conceivably the Carlisle Rd. route should never have been approved in 2010. And it is probable that the scoring tool weighting and key principles currently endorsed by the Master Plan Review may not be well suited to this case. The local area receives very, very limited benefit from the route. Instead the route appears to primarily serve as a "shortcut" in-transit benefit for a small number of businesses beginning their travel many, many kilometres away elsewhere in Hamilton, and beyond, and destined for Milton, or vice versa. These users should be forced to make use of the heavy duty transport links strategically provided for by roads such as Hwy 5, Hwy 6, and the 401 and other arterial roads capable of handling truck traffic now or in the future. Carl Galloway Carlisle

Change Wellington Street, Dundas to an alternate truck route only

I would like to see Wellington Street in Dundas be removed from the truck route and only be assigned as an alternate truck route if the main route is unusable for any reason. I simply do not see Wellington street as a safe and suitable route for large trucks.

Clear signage and navigation systems are needed

Will these streets be labelled as truck routes in Google Maps or other navigation systems that truck drivers use? I suggest having traffic signs that clearly show that a truck cannot turn into certain streets.

Concession 11 E: A traffic light would be needed at the intersection with Hwy 6

Keep Carlisle Rd the main route as there is a stoplight. Don't understand why we would need to change this as no other concession is safe to turn onto hwy 6.

At 11th concession and highway 6 where the proposed additional route could be, is to put a stop light there. On a good day it's not safe to enter highway 6 cause of the speed of vehicles. Many many deaths have already happened on this stretch and why would you think a Tractor Trailer would feel safe turning without a light. So they will revert back to entering off Carlisle Road like everyone else. This is a residential street and not giving trucks a good option is a futile attempt at solving this problem

Main concerns is concession 11 in Flamborough changes as this particular intersection is very dangerous to turn both left and right as it is difficult to see traffic coming both ways and vehicles can accelerate to higher speeds because they are far enough away from Carlisle Rd stoplight. As well, concession 11 is not a very wide road and would need some work to accommodate this change. A better plan would be to keep Carlisle rd as the main route because of the light and make the secondary route Concession 10 as it is much easier to turn both right and left onto hwy 6 because of the openness and because of the light on Carlisle Rd slows the traffic down and allows for breaks in the traffic.

Concession 11 E: Major improvements are needed to Concession 11E and Milborough Line BEFORE allowing trucks on it

1- Milborough TownLine road needs to be significantly upgraded BEFORE designation: Currently tar & chip with shallow base Hydro poles are right up beside the road..will need to be moved back No shoulder road & is very narrow Many hidden driveways2- Very poor visibility both roadstight curves, many hills3- T junction of Milborough & 11th concession is very tight...poor visibility4- Active farming community with slow moving vehicles5- Century old tree lines at the current road allowance border6- Milborough Town Line crosses wetlands7 - Both roads have heavily forested areas with deer crossing

Concession 11 E: Remove from truck route

Do not put it in a residential area [i.e. Concession 11 E]. With million dollars homes.. if you moved up to puslinch there is more farming communities with lots of space and acerage to make this type of proposal. But not down a residential road with high valued properties!

Do not attempt to make use of these rural roads for heavy trucks. This is a horse community and tragic accidents will be a consequence. These specific roads are frequented by cyclists and pedestrians and they will also be at risk. Rural Flamborough wants and needs to remain a quiet country area.

I see no benefit to the area by implementing the truck route proposed with 11E and Milborough Line.

Choose area that are not conservation or water shed areas our world has damaged itself far to much we must stop. The trucks have several roads that are main roads to disturb country roads like Millbrough line and the 11 concession east, how many trees will be downed because of this? sure your plant a few but they will be babies. there are roads like Campbellville road that connect the Guelph line / 401 and the 6 / 401 Are you aware that there are 22 people who walk the 11 concession east daily? the eldest is 94, the youngest in a stroller. did you know that people ride horses on the 11 th con? Did you know that people drive slow, 60 KLM, 50 at 6 / the 11th? Did you know that kids ride there bikes from home to home? your gonna take that all away if it is a truck route. to you it may be a Concession rd or a side Road but to the families in this area it is a community.

Cancel Milbrough Townline portion of your route system

Remove the millborough townline and 11th concession addition

Seriously reconsidering not using 11th concession at Millborough line

Use the existing infrastructure that is already in place [i.e. not 11th concession]

I do not support the use of Milbrough Line as a full time day and night truck route.

We have serious concerns with increased traffic on roads such as Centre and Concession 11. How do you plan to ensure the safety of the families and children who walk, bike and rely on these roads for travel to school? How will speed be enforced as we see many trucks go well over the 80 speed limit on highway 6 now.

We do not support a dangerous truck route through 11 th concession for aggregate to be supplied to Milton for residential stone ! To build homes, for their growing population , please note we are not fooled by the reasons you are trying to build this route and destroy our community only to build another. Thanks for listening.

Keep the routes on hwy 6 as is. Everyday even though I live .5 of a km away the hwy noises are deafening outside. Air breaks going engines revving it's non stop. Now you want to bring transport trucks with their air brakes and bad drivers to exit from 11 east concession so we will hear more noise, pollution and destruction. The area you're proposing has had a multitude of fatal accidents. What are you thinking by planning this route. Brock road has seen a fair share of accidents as well so why propose this? It's accidents waiting to happen. It's the capacity of truck drivers to have better training and skills to prevent further deaths, not a truck route. What are you thinking? You are planning on surrounding our community with additional pollution, damage to existing infrastructure and the possibility of destroying aboriginal lands.

This proposed route has already seen a higher amount of traffic in the last 5 years due to the increasing size of towns around and doesn't feel like the quiet rural road it used to. Making this into a truck route does not seem feasible

Concession 11 E: remove from truck route - Concession 10 may be a better option

I understand moving the route from Carlisle road, but 10th concession may be a better route. Even with the elementary school there, students are all bussed so none are walking on the roads

Concession 11 E: Remove from truck route - use Campbellville Road instead

Trucks that have nothing to do with the quarry and need to pass through this area can use Campbellville rd and Guelph line which already accommodate large trucks without spending millions of dollars destroying a valuable ecosystem and endangering lives

You could use Campbellville road which is a more safe, more direct route, it has a traffic light already there and is already deemed a truck route, which would be quicker access to Derry rd

Campbellville Road to Guelph Line is already in need of repaving and could easily be widened to accommodate trucks and it leads to Guelph Line/401 area which is also very suitable for truck traffic.

I truly support a truck route but take the time to build a new road, or widen Reid side road & Campbellville road & #5 Highway. Trucks do not belong on narrow country roads, Conservation lands, Water shed areas, protect and conserve our environment. Allow the humans to exercise, the deer and other wildlife to roam, and not be worried about a large truck, honestly the hills on the 11th are difficult enough for cars and the community walking and biking please do not add in trucks.

Divert the expenditure on Milborough Line to Campbellville Road which already is a major roadway and better alternative to support truck traffic.

Use the infrastructure already in place that can accommodate the requirements. E.g: Campbellville Rd to Guelph Line; Hwy 401 to RR25.

This network should be adjusted to a road that can handle the traffic and where houses are not close to the road and the shoulders are wide. Campbellville road would be the next one in line as mountsberg road will need bridge upgrading and road widening

Concession 11 E: Remove Milborough Line from truck route and preserve its current character

I suggest leaving Milborough Line as a single lane rural route. Milborough Line is heavily used by cyclists and pedestrians. It is also a heavily tree lined scenic road and route and should remain as such.

Concession roads: Make these daytime routes only, if they are absolutely necessary

- Don't change the truck route unless absolutely necessary. Why spend the money when it won't fix the issues? - Add speed awareness signs and speed humps in residential areas of roads - Make concessions daytime truck routes only (if absolutely must change)

Concession Street: Reduce speed limit to 40 km/h

Concession st needs to be fully 40 km/h. There is a section between upper Sherman and upper gage that changes to 50km/h. I am opposed to trucks on concession st. The noise is already so loud with busses, street cleaning, ambulances and motorcycles. It echoes off the buildings.

Consider recent reductions in safety and environment downtown

I appreciate all the work that has gone into this study. I don't know of another city that allows large rigs to travel through their city streets. When we decided to come to downtown Hamilton to live in 2004, it was wonderful. It was true that the city offered many exciting things to do and places to go. It offered a safe, friendly and healthy place to live. I want to be positive but the safety and clean environment has plummeted. Thank you for the opportunity for me to express my thoughts.

Dickenson Road East: Remove from truck route network

Remove Dickenson Rd East from Upper James St to Nebo Rd. With the 600 meters from Up James to French Road there are 42 children 0 to 18 years old. French Road, a dead end, has an additional 10 children which have to walk/ride on Dickenson to leave there street. Additionally, many including seniors walk and cycle on Dickenson Rd. Please remove it as a truck route.

Downtown: Further reduce truck routes

Truck routes must cut the industrial sector off from downtown and residential areas

Change the routes. No King, No Main.

Obviously, removing the routes through downtown, specifically Main, King, Queen, Cannon & York.

Simple: "no heavy trucks"

Eliminating most of the Daytime truck routes through the lower city. Trucks should only be allowed to make a delivery and return to the freeway via the shortest distance, not transit the city.

Downtown: Impose a maximum truck weight/length limit

Additional traffic control measures around industrial trucks, 11,000 kg & over must take an alternate route e.g., Nicola Tesla Blvd, QEW, Skyway, Burlington Street, Linc.

There need to be limits on the weight for trucks cutting through downtown streets (King, Cannon, Main, Victoria, Wellington). People live on these streets and they often have limited frontage onto the streets themselves. I see trucks loaded so heavy that it feels like an earthquake has happened when they roll past. The addition of a weight limit on downtown streets needs to be seriously considered. You want to cut through downtown to save 2 minutes, then you cannot be loaded so heavy that you would be illegal on some highways in other places but can travel through a street with residential homes in Hamilton.

Adjust the red "daylight" routes to add limits to truck weight / length / or preferably "local deliveries only".

Downtown: Improve traffic flow downtown (better intersections, turn lanes, etc.)

Wider right turn lanes, wider lanes, longer traffic signals on major routes, right turn triangles. Remove low use bike lanes. I'm sick and tired of living in an expensive small town like community where i can't reach what i want in reasonable amounts of time. (I just moved from Toronto out here to a get better transportation network but Hamilton is working fast to make it just as bad as Toronto.) No wonder so many clients have left Canada for the upstate new york.

Downtown: Make north end of Wellington Street daytime only

I just want to cry. No changes proposed for out front of our home on Wellington St N above Ferrie St. There is no reason why trucks should come through neighbourhoods with families period when Hamilton has so many industrial, ring and highway routes available. At a minimum, let us have the option to sleep with our windows open at night and restrict truck traffic to daytime only, which is bad enough. Truncating the route to just our stretch of Wellington St N means those trucks will park and idle that much more outside our homes and at times when no by law officers are available. Is the City going to compensate the homeowners above Ferrie St? Because we are the only ones in the neighbourhood now whose home values will depreciate and whose health problems will continue to be aggravated.

Downtown: only local deliveries

Moving towards restricting traffic of heavy vehicle operators strictly to those making local deliveries at all hours would encourage my support

Downtown: Queen Street needs increased separation between trucks and sidewalks

The Queen St N stretch has no margin between the sidewalk and the curb lane. and of course the trucks like to be on the right curb lane as they will be turning right onto King. It terrifies me to walk on that sidewalk. There is also a longterm care facility on this stretch which puts it in the "sensitive" category. there does not seem to be an accommodation for this for the general public, it is catering to the truckers. I have lived here 3 years and the number of trucks going this way has increased steadily.

Downtown: Queen Street needs to be maintained to a good standard, as it has deteriorated due to truck use

I live on Queen Street North and, given Hamilton's reputation as an industrial city, I accept the volume of heavy trucks from Queen and York to King Street. However, I'm concerned with noticeable deterioration of the previously smooth Queen Street North pavement from Napier to Queen and also some deterioration of King Street just west of Queen. Residential construction at Queen and King has added to the volume of trucks coming and going --- unfortunately with detrimental impact on the pavement. Accordingly, I would like to see more attention paid to the issue of how to maintain the condition of the roads in the network. Trucking companies should help the city to pay the costs of road repairs and reconstruction for the roads they use if they are not contributing now.

Downtown: Remove Bay and Queen Streets from truck route

If you stay away from BAY and QUEEN streets. Noting that 3 more living spaces are being built as we speak on King and Queen and thus more livelihoods will be affected!!!! The desires and convenience of industry MUST NOT take precedence over those individuals who live and breathe daily and pay very high taxes for the privilege of doing so!!!!

Downtown: Remove mini full-time truck loop along Wellington/Ferrie/Victoria

Reconsider creating a mini full time truck loop along Wellington St N to Ferrie to Victoria. It will actually intensify truck presence and there is already an option that does not continue to endanger citizens or depreciate home values. Trucks that come out this far should be here because they are making trips to the pier at the top of Wellington St N or adjacent businesses, and there is already a turnaround north of Burlington there for them, and a light so that they can turn directly back onto Burlington St in an orderly fashion without impeding the health, safety and home equity of just the first few blocks of Wellington St N for no value.

Downtown: Remove north part of Wellington St N from truck route

You have come so close to allowing the North End to be relatively truck free, why leave one corner of the neighbourhood to needlessly suffer? Trucks are going to have to get used to Wellington St N not being a cut through, so why continue to allow them to use it partially as such on a FT basis. Delivers no value to trucks and suppresses home values, health and safety of residents in just a few blocks of an otherwise truckfree neighbourhood. There is a turnaround already north of Burlington St there between the Bunge plant and the Flour Mill. Please I beg you to reconsider keeping those few blocks of Wellington St N a FT truck route. No major city allows trucks to use neighbourhood/inner city roads as throughways, why should we? Trucks have already adapted to that reality, why sacrifice citizen health and quality of life to passers by who don't need to be here?

Downtown: Remove Queen Street from truck route

Stop truck access on Queen street.

Stopping truck traffic on queen street,. People still breathe and live during the day. Heavy metals from truck brakes are a known pollutant that is deleterious to health. Noise pollution is also bad for children's development.

Downtown: Route trucks through Ancaster and Westdale instead

Route the trucks through Anaster and Westdale

Dundas: Governor's Road and Dundas Street should be for local deliveries only

If Governor's Road and Dundas St. could be designated as local truck routes, for deliveries to and from Dundas businesses and sites, but not a through route, it would mitigate the concern that a through route between Cootes Dr. and Hwy. 52 might become a preferred path for vastly increased large truck traffic, while still allowing these streets to fulfill their current essential functions.

Dundas: Remove York Road from truck route

York Road in Dundas is a poor route for trucks to enter Dundas. Trucks should be directed to Main Street West and into Dundas that way.

Dundas: Removing Sydenham Street puts more trucks on York Road

My concern with deleting the existing truck route on Sydenham Road in Dundas is the resulting increased truck traffic on York Road. This is already a challenging route with the numerous vertical and horizontal curves and narrow road platform making the situation dangerous for cyclists trying to connect from Dundas to Aldershot GO or up to Waterdown and Burlington. With no practical transit connection and an unsafe cycling route one is forced to rely on driving to these destinations. Implementing the proposed change to the truck route should be contingent on first providing the separated bike lane shown on the proposed bike route map. This would be consistent with the city's goal of increasing modal split, improving road safety for all users and decreasing our carbon emissions from transportation sources. Thank you for the opportunity to comment. Allan Magi, Dundas

Enforcement and safety improvements are needed

Better monitoring of trucks using residential areas, more stop signs, stop lights, speed bumps, speeds of 30-40 km/hr, road cuts, narrowing intersections to one lane in each direction.

Enforcement is needed

Also, what training/support will Hamilton Police have with enforcing the Truck Route?

I am in support of this network as long as you enforce the rules

2) if there was a police unit dedicated to enforcing it.

To get the most out of ANY truck route master plan, the main ingredient will be increased enforcement. As a retired police officer that spent many years in the Traffic Division enforcement unit, I can safely say that deterrent is required to make these changes a success.

COPS ENFORCING! It would be great revenue for the city! Better than traffic tickets! Five trucks just went up Wellington after hours in just 5 minutes! Would be insanely lucrative to ticket these truckers!

I would suggest that new signs be erected at highway 6 and further west along 5th concession, indicating the road is for local truck traffic only. And an enforcement blitz with police and by-law officers when the changes are introduced.

Enforcement of Daytime Truck routes, all the time! Who enforces this? How often? Without enforcement any daytime route becomes just a regular truck route. That is not acceptable! How is the network even shared with heavy vehicle operators? Google maps?

We currently see many people rolling through or not stopping at stop signs, speeding and passing including trucks!

More monitoring of truck volumes on routes and adjustments made accordingly. Better enforcement of traffic speeds .

There has been no show of enforcement for speeding, noise and pollution in this area up to now even though we were advised there would be support once the road was reconstructed. Why should we believe you this time? There are children who live in the area of this route. They are picked up and returned by bus for school. This is only one lane. Where is the law enforcement when speeding cars pass the bus with flashing lights? Heavy trucks that must stop for these school buses, driving up the hill, will only slow down vehicles behind them where they are pushing to pass with only one lane!!!!

Enforcement would be by default. Signage and a two way conversion of Sherman would be sufficient.

Getting them off the city streets and substantial fines for those who break the rules.

Again I believe the main issue is enforcement of what ever rules you have in place Without enforcement rules are redundant

We continually have trucks driving down our road now without any enforcement. Today we had over 15 that I saw go past our house illegally. This is not enforced now so how confident can we be when there are times out in place on a truck route and nobody to enforce it.

Enforcement of City trucks is needed

Further – Though on the call it was stated that City of Hamilton heavy trucks are to follow the same traffic laws as all other operators our councilor states otherwise. She states (summarized understanding) they are exempt to use non truck routes at will. City of Hamilton BY-LAW NO. 01-215 states under "Authorized Emergency Vehicle" "any vehicle owned or operated by the City of Hamilton while the operator is engaged in the performance of his or her duties "is exempt. This is very loose wording open to interpretation of what an "emergency" is, and "engaged in the performance of his or her duties" of this emergency means. As these by laws are to protect Hamilton's citizens, there isn't any logic as to how a city truck is not as dangerous or different in any other negative affect it has on Hamilton's citizens as any truck. It would be reasonable to understand the intent of the wording was "when performing duties on a city project located on a prohibited road." I have followed city trucks breaking these laws without justification. These instances had truck routes that would get them to their destination, yet they drive on multiple prohibited roads in one trip. We have city trucks on Millgrove Sideroad breaking this safety law every day. As there is a city yard close by this means many trucks daily. The city's disregard to comply with their own bylaws intent needs to be dealt with.

Enforcement of engine brake use is needed

I would like to see a engine law that is enforceable there is no reason if they are going the speed limit on level ground that they need their engine brake

Enforcement of time-of-day restrictions is needed.

HAVE COPS TICKETING TRUCKS THAT ARE USING ROUTES AFTER HOURS!

Enforcement of Titan Recycling depot operations is needed.

None. Leave our community as is and please look at the sneaky business of Titan recycling depot that was allowed to operate in downtown Freelon without us being advised or aware. Titan arrived Jan 1 2021 and prior to that it was a trailer sales depot. Now it's noisy all the time and operates outside of business hours but have never been caught. Now this truck route...come on ...your killing me with these proposed changes. I never should've moved here now that I see how the natural beauty of the lands are being destroyed by heavy industry transports truck routes and Titan recycling on Freelon rd.

Enforcement: Photo radar is not effective enforcement

Re, enforcement. Photo radar is nothing but tax grabbing money machine. It's the company owners that loose. The fines are way above the standard and they do nothing to slow traffic

Enforcement: Photo radar would be effective

A little enforcement would help but as long as it's the police , probably won't happen in a consistent manner. We need automated enforcement ie photo radar.

Expand list of sensitive uses to residences, day cares, community shelters, and significant natural environments.

I think residences, day cares, community centers, shelters for emergency housing, and significant natural environments should be included as sensitive land uses (slide 18) and factored into the analysis when determining the truck route network. I understand that the 'balanced network' was selected as the evaluation tool for the draft plan. I think the 'public health focused network' philosophy should be used as the evaluation tool. One death on the road to move our 'stuff' efficiently is one death to many. In my opinion, safety and community health should outweigh convenience. Will implementing 'daytime only' routes actually make our roads less safe and increase health impacts by concentrating the volume of heavy truck traffic at the same time as the roads are already at their busiest with pedestrians, cyclists, and passenger vehicles. While understanding that the nuisance factor would be increased for some residents, would it not be safer and better for the health of the broader community if truck traffic was actually limited to the time between 7PM to 7AM?

Extend Tesla to Hwy 403

Why not extend Tesla to the 403 like was originally proposed?

Further limit daytime truck period

I truly do not think that truck routes and cyclist routes should be on the same road. 18-wheelers are so high up, they could easily jump a separated bike lane's curb and the cyclist would not stand a chance. I understand the need for goods movement but I really think there should be a movement away from 18-wheelers on Main and King Streets in the lower city. Main and King are literally highways. You do not see east/west corridors on the mountain (e.g. Fennel or Mohawk) treated the same way. 18-wheelers go down Main (a, for the most part, 5 lane highway) to bypass the bay/Skyway and head onto the Niagara-bound QEW. If we want to design a city for people first, perhaps the truck route (for 11,000 kg vehicles) should simply go along Burlington/Nikola Tesla in the lower city, and up the mountain via Red Hill Pkwy.

I think the daytime use hours route needs to be further shortened to 7am-3pm. As 3pm-6pm is the biggest rush hour period of the day as many people are returning from work and school during these times and therefore the roads are most congested during these periods and there are more pedestrians, cyclists and small vehicles on the routes at this time and has the highest risk for collisions.

Other than an earlier nighttime cutoff if in favour of the plan. As mentioned above, I'm wondering how it will be visible to trucks not to exit at York. Also, how will this be enforced? Cameras like at red light intersections?

reduce the hours even further for truck traffic on city streets (other than to direct them to red hill parkway). the current change of 7am-7pm will only limit a few hours of trucks. reducing the hours might encourage the trucks to use the access to the highway instead because of local traffic. I live on Queen St N between York & King and almost anytime you look out there is a truck >11K. at busier times there make up a large percentage of the traffic. 6-8am is always very busy.

I think the daytime hours should be limited -- let's say 8am to 5pm. As early as 7am will add additional traffic during morning commutes + when school buses are on the roads and when kids are walking to school. In the evening you have evening commutes, and when individuals may be enjoying recreation in their neighbourhoods (e.g. cycling).

As a resident of this area and living right at the corner of York I'd prefer a 5pm or 6pm vs. 7pm to reduce noise and traffic.

In the least limiting daytime hours to not interfere with morning and afternoon commutes. Enforcement/limiting of 11,000kg (18 wheeler) trucks on city streets as well.

Further reduction of trucks in residential neighbourhoods

Happy with this step in the right direction. Would like to see further dissuasion of the use of residential neighborhoods for heavy truck shortcuts and a greater emphasis on livability.

Garner Road: Pedestrian/cyclists safety improvements are needed.

I live in the recently built subdivision near the corner of Garner Rd and Raymond Rd and I am a student at Redeemer University. In order to get to school, I and other students living in the area usually walk or bike down Garner Rd. I see that Garner Rd is designated as a full-time truck route and this concerns me because I am worried about the safety of fellow cyclists and pedestrians on Garner Rd. The road is not well-lit at night, there is no bike lane or sidewalk (not even a paved shoulder), and trucks and other vehicles often drive quickly down the road. Since there is no bike lane, it is difficult for trucks to pass cyclists safely and the lack of streetlamps makes it hard for truck drivers to see pedestrians and cyclists. In order for this segment of the network to function more efficiently and safely, it is necessary for additional road infrastructure, including bike lanes and streetlights to be installed on Garner Rd.

Garth Street: remove from truck route

Re route from Garth Street

Haldibrook: Enforce the 50 km/h speed limit at east end

Haldimand Rd. at Hwy 56 is a 50km/hr zone and needs more enforcement as most of the traffic along there goes over 50. When you get large trucks going along there it will be a lot worse. Speed bumps would go a long way to slow the traffic down

Haldibrook: Remove from truck route

Keep the truck routes where they were and don't disrupt more peoples lives. When we moved to the area we aren [Haldibrook] we didn't expect 40 yrs later to see transport trucks go pounding down our road.

EXISTING rural truck routes already exist. Why are you proposing repeating what is already in place? This is a tactic to further slice and dice rural agricultural lands. Taxpayers will be paying for unnecessary road infrastructure. I do NOT support a Heavy Truck Route down Sawmill or Haldibrook Roads.

keep Haldibrook rd the way it is.

Find another route or improve the current one. Haldibrook road is not a safe alternative truck route and non of the residence which to have this change made. Not to mention one side of the road is haldimand county and the other is Hamilton. Wouldn't that cause some issues with regards to tax dollars from residence

Nothing and essentially suggesting a 24/hr truck route. Just outrageous for the people living on this road [Haldibrook]

Haldibrook: remove from truck route as road is not suitable

Sawmill/Haldibrook Roads are not conducive to heavy trucks. Frontage of most homes sit immediately close to the road so that homeowners would lose their front yards right up to their doorsteps. As a community of cyclists/walkers/joggers we have already lost our safety due to speeding cars and pickup trucks on this stretch of road. Despite pleading for police surveillance we have not received police monitoring during heavy rush hour times where people are speeding up to 3 times the set limit of 50km/hour.

Haldibrook: widen road to allow for slow-moving, cyclist and pedestrian; add turning lanes

Widening Haldibrook to include wide, safe margins for slow moving, cyclist and pedestrian traffic. At present there are not even shoulders in some areas. Police enforcement of truck routes to prevent spill over into local residential roads. Turning lanes and traffic lights at Hwy 6 and Hwy 56.

Hamilton Airport: trucks should use Hwy 6 and not shortcut across south Hamilton

Use 403 's hwy 6 exit to get to and from airport. Leave our neighbourhood alone.

Have all truck traffic, (with the possible exceptions of cargo vans and small light trucks) from the Airport industrial area use the Highway 6 bypass to the 403 and Linc.

For Dickenson Rd East I suggest not making it a truck route but improving another way from the 6 bypass in Mount Hope to the Redhill. For the AEGD expansion have those trucks either go south or North on Upper James a few minutes and they will have access to major highways or a truck route.

Hwy 6 safety improvements are needed.

Make highway 6 safer and it is perfect for large transport vehicles, no need to have trucks traveling conc roads.

Upgraded roads, stop lights at Hwy 6, proper signs marking the route with speed limit restrictions in place. Carlisle is not the place for heavy truck traffic..

Additional measures taken to enhance highway 6 for better traffic control, safety and infrastructure.

Improve truck routes for other road users.

Improvements to these roads for other road users.

Improve truck travel routes downtown rather than force them around downtown

The city needs to make some tough choices. It cannot promote industrial growth while at the same time saying you cannot operate a truck in this city. Industry is a 24hr day business and if the city will not accommodate them, there are plenty of other cities close by with plenty to offer. Who wants to ad 20k per trip if they have to go all the way to the Red hill all night. You will drive business out of this town. In the lower city perhaps open up the bottle necks. expropriate properties so trucks can safely make wide turns from Wellington onto Cannon. Queen st. is a mess but it is the only exit left. Do not remove any truck routes north of King or Main.

Increased separation of truck and bike routes

Make corners wider on truck routes and eliminate bike lanes on the road put them as a wider sidewalk lane making near misses less often.

Industries/businesses must also be treated fairly

Consideration for the people that are truly being affected by the changing of truck routes. While I see many questions from residents or pedestrians that use these areas, I did not really find questions or comments from anyone in the trucking industry, who this actually affects as well.

As far as I'm concerned, Hamilton is very industrious in parts and other parts are thriving for different reasons (even communities with housing are becoming more built-up with added grocery stores as well as other amenities). This needs to be considered or else all you are doing is making residents happy and making businesses suffer. Businesses need to be treated just as fairly; without them being successful residents would have to travel elsewhere to get their supplies.

Information is needed on who should or should not be on the road with respect to local businesses

Will the "local businesses" be identified so we are all clear on who should / should not be on the road?

Information on current and projected truck volumes is needed

PROVISION OF EXISTING LOADS AND PROJECTED LOADS WOULD BE INFORMATIVE.

Information on environmental impacts of truck routes in communities is needed

More specific information on environmental impacts of Truck Routes in communities (e.g., noise, pollution, safety). More specific information about how the truck route will take into consideration the Public Health Sensitive Land Use and Scoring/Indicators outlined in your presentation. For example, I live in the Strathcona Community and there are a number of seniors that cross the proposed Day Time only Truck Route to access grocery stores and pharmacies. There are also a number of students, both elementary and secondary, that cross King Street (Dundurn and King, Strathcona and King, Pearle and King) to access school. There is a major East/West bike route that crosses over the 403 East onramp traveling West on King Street. How can we use the Daytime Only Truck Route (which is also when most of these vulnerable pedestrians/cyclists are present) to ensure the health and safety of our community residence as well as those who travel through our community? Presently, I do not feel it is safe for many pedestrians or cyclists. I do not have to think too far back in the past to the death of a community member's father who was cycling on Queen St. N and King St. W. and was struck by a cement mixer in 2019. The City of Vancouver was mentioned in your presentation as an example. What additional changes were introduced that made their city's truck route network function well?

Information on how much of this truck traffic is shortcutting between provincial highways is needed

Has there been any study done to track the trucks using the Linc/Redhill? I travel them frequently and a high percentage of the trucks are just using them as a short cut back to the Provincial highways. Of these trucks many travel in the left lane to avoid merging traffic off the ramps. No doubt the resurfacing that has had to be done is as a result of the heavy traffic using these roadways.

Information on how safety for vulnerable users, environment and climate emergency, public health and safety and social equity will be positively impacted.

At 26:37, "Issues to be focussed on in this study". Please explain how safety for vulnerable road users and air quality will be positively effected. At 26:59, "Taking into account these key influencers & issues". Please address how the environment & climate emergency, public health & safety, and social equity will be positively impacted.

Information on impacts of truck routes on communities are needed

More specific data on the impact of Truck Routes on the people who live in the communities that they pass through. I understand that a certain level of trucks are needed for industrial and economic reasons. I do not think that this should be at the cost of quality of life for the residence of Hamilton.

Information on implementation steps is needed.

Clear implementation steps (with timelines and action items for the specific departments) that go beyond a planning report

Information on road standards for residential communities, e.g. sidewalks, shoulder width, etc.

Questions: What parameters define residential neighbourhood in the city of Hamilton ? What width does a road have to be in order to accommodate trucks (all)? Without sidewalks what width of shoulder is required?

Infrastructure improvements to make pedestrians and cyclists safer OR separation of truck and cyclist/pedestrian routes.

Infrastructure improvements to make pedestrians and cyclists safer.

I would like to see more thought to ensuring trucks and bicycles are not sharing the same road . If it must be done then there should be designated bike lanes. Centre road has some shoulder space but not all the way to Campbellville road for example. Also there are bike routes in many places but with no cohesive connections without going on major highways where the truck traffic is high.

Suggest and encourage cyclists and trucks to use alternative roadways.

Keep large trucks on major roads (e.g. Burlington St) and not downtown

The most important change is to stop large 18 wheeler transport trucks from using Cannon, York and King streets. The majority of these trucks service the north end commercial businesses and factories. Based on issues raised such as noise, air quality and health and safety and influences noted in the presentation such as Environment, health and safety then these large trucks should not be allowed going along the streets mentioned. Trucks that only service the north end can enter from the QEW and go along Nicola Tesla Rd to access their destination. To exit the area they can go back the same way. There is NO justification to allow this groups of trucks to use Cannon, York or King Streets to get to the 403. The mileage from Victoria Street to the QEW is 9 km while from Victoria to York to access the 403 is 5 km. So for a saving of 4 km you would allow harmful consequences for residents!

Non local delivery trucks should go around the city

Eliminate all truck routes that enable cut-through of Downtown / Central Hamilton, for all hours of the day.

They should use red hill, Lincoln Alexander parkway or rymal only

The major source of the heavy trucks is from the Burlington St. industrial area. The city has spent millions of dollars building the Red Hill Expressway. Trucks with a west destination can go east on Burlington St. to the Red Hill Valley Expressway, to the Linc and then to the 403 towards London. Trucks with an east destination can use Burlington St. to the east bound QEW. These are perfect Hamilton By Pass solutions. Yes, there may be times that issues may arise on this route eg. accident which would cause a need for the trucks to come through downtown Hamilton. Ron Foxcroft's Flute Transportation already uses the highway network to negate his trucks from using the city roadways. Much appreciated!!

Would like to eventually see a movement of heavy trucks out of the downtown area at all hours unless they are fulfilling a local delivery.

The majority of "heavy" trucks heading to the industrial area is my biggest concern. A constant running of these vehicles on Main, Victoria, Wellington, and Cannon is not necessary. Trucks traveling from the East should be taking the QEW to Nikola Tesla. Trucks traveling from the West should be taking the Lincoln Alexander to Redhill to QEW and exit Nikola Tesla. We have major urban and provincial highways built for this type of traffic. It's high time that we forced them to use them and stop cutting through the inner city past schools, hospitals and neighborhoods (not to mention the wear and tear on the inner city roads that are not built for these super heavy vehicles)

Very simple- have trucks use highways. Permit when they need to deliver goods to the local area. Stiff fines to enforce

1) If it banned heavy diesel trucks that don't have a destination in a core from using the core's streets

Medium and heavy trucks should be limited in the downtown core altogether, and encouraged to use the QEW and Redhill / Linc to travel into and out of the City. Only trucks that are servicing the downtown core should be using the roads. No medium or heavy trucks should be permitted on Queen Street North. Consideration should be given to another N-S connection, away from residential uses and a future LRT station. It is important to protect vulnerable road users. Anywhere there are truck routes, dedicated cycling facilities and wide sidewalks and/or multi-use pathways should be used. Consideration to dedicated pedestrian crossings ie) pedestrian scrambles or no right turn on reds, should also be considered to minimize impacts of right hand turns.

This survey is complete garbage and structured to avoid actual input on the truck route. The lack of responses will be used to indicate a lack of involvement. All heavy trucks from the Industrial area should be removed from downtown, there is no reason why trucks should be using Wellington to Cannon to the 403 when there is an overdesigned road system to the QEW.

All trucks servicing the north industrial lands and pier 8 development should be required to use Burlington street access to the QEW

Use Burlington St, RHVP, Link, 403 rather than core streets. Don't allow heavy diesel trucks anywhere near schools or residential neighbourhoods if they don't have a destination in those neighbourhoods.

If trucks can be redirected away from inner city areas at night, then they can most certainly use those same routes during the day. If we want to say we have an inclusive cycling network suitable for all residents, then we most certainly can't have >11000 kg vehicle operating less than a metre away from cycle lanes. Additionally, we need to do everything we can to reduce general traffic on our roads. This will make them more desirable to walk and cycle, thus encouraging desirable neighbourhood developments that will help us achieve our carbon reeducation targets.

Do not let industrial trucks short cut through the city and force them to use the ring highway. Enforcement of this is not rocket science, heavy penalties and random enforcement would almost certainly cut down the levels of truck traffic drastically. Another option would be to place traffic cameras near highway routes to catch offenders.

I would suggest removing the downtown core as a thoroughfare for transport trucks. I do not agree with the proposed plan. The LINC, the Red Hill Expressway, Burlington St/Nikola Tesla Blvd, and these roadways connections to the 403 and the QEW allows for this preferred alternative. Use the routes created for transportation of goods and not our core city streets which have essentially become truck transportation corridors instead of vibrant multi-functional spaces safe for pedestrians, cars and cycling.

Get rid of the red "daylight" routes completely or mark them as "local delivery" only. The massive grain and steel coil trucks heading West on Cannon / Queen are not making local deliveries - they're looking to save a buck on the city's back by shortcutting to the 403. There is absolutely no downside to forcing truck to use the Nikola Tesla Expressway to reach the highway network. Hamilton built a ring road system at enormous expense. Make trucks use it!

Take the trucks along Burlington to Nikola Tesla to the QEW - not through town, particularly when we are looking forward to LRT on King.

Remove all heavy vehicles from downtown streets. There is no reason that trucks coming to or from the industrial area need to move through the downtown core. There is a ring-road highway system that should be used.

Ban all industrial, non local delivery trucks from downtown because of bike routes, elementary schools, houses, and the way in which they devalue citizens and undermine the city of Hamilton plan to be the best place to raise A family and age

I agree with Ron Foxcroft, who, in a letter to The Spectator, stated that he saw NO REASON why trucks should go through downtown Hamilton, and that all his trucks followed Burlington Street to the QEW and Redhill/Linc to get to the 403. Big trucks in downtown neighbourhoods tear the urban fabric.

Please remove trucks from streets keep them on the green roads.

Eliminate all truck routes that enable cut-through of Downtown / Central Hamilton, for all hours of the day.

Not have trucks drive through the middle of Hamilton.

Keep to major pre established routes

Remove large haul trucks from the downtown core and neighbourhoods where people live. With this plan, the routes through the core of the city are open for large trucks to use as a "scenic detour" past children, seniors, families, cyclists, schools, libraries, etc. These large trucks (mostly delivering grain or large industrial equipment and supplies) have multiple other routes that can be taken in and out of the industrial sector. Do NOT allow them to move through the core and the network will improve.

Get trucks out of the core. Stop disingenuously trying to represent this plan as some kind of attempt at 'balance.' It's insulting.

Route trucks to avoid downtown.

I would support these network changes with the following changes: Please reconsider removing truck routes in the downtown (especially Queen and Cannon Streets). As our downtown intensifies and as bike use increases and bike lanes increase it makes less and less sense to have truck routes in downtown. A night-time restriction on these routes is a start but not at all adequate. These streets could remain available as an emergency detour only route. There are many reasonable routes from the harbour industrial area to the QEW and the Redhill Expressway. Please do more to remove downtown streets from the truck route.

There should be exactly zero truck routes on downtown roads, we have a major industrial connection, Tesla Blvd, which connects to the QEW which connects to all other major Highways. This is a half measure which will still result in health impacts for downtown residents and dangerous roads. Have any of you every walked on the West side Queen St when a truck is coming? This is a major Street children use to go to school. This is completely ignoring our most vulnerable citizens.

Force ALL businesses that operate along Burlington St. to use Burlington/Nikola Tesla out to the QEW. From there the City provides the Red Hill/Linc network for connections in various directions. The City of Hamilton is most likely one of the last municipality to allow dangerous goods (i.e. fuels) to be trucked up to 10km right through the city on either Cannon or Wellington/Upper James while there are truck perfect road alternatives as described above. A shortcut for the trucks means a taking a shortcut about safe transport routes.

- '- large trucks heading to or from the industrial port lands should exclusively rely on Burlington Street-Nikola Tesla Boulevard to connect with major highways or parkways
- .- ban highway-bound trucks from the downtown. - local delivery trucks are fine downtown, but 18-wheelers carrying goods from the port to the highway should not go downtown. Trucks using a downtown shortcut to the highway makes like worse for the residents of downtown.

I would fully endorse the TRMP if it stopped Heavy trucks from "accessing the industrial" area via inner city streets.

BURLINGTON STREET WAS DESIGNED FOR HEAVY TRAFFIC. ECONOMICALLY SPEAKING, THE PORT WILL NOT SHUT DOWN IF YOU FORCE TRUCKS ONTO BURLGONTON STREET/QEW/LINC. IT IS NOT SAFE FOR 18 WHEELERS DOWNTOWN, MAKES IT VERY UNLIVEABLE, NOT TO MENTIION IMPROVEMENTS OF AIR QUALITY, TRAFFIC, NOISE, ETC.

Make trucked use qew & red hill

Truck routes should continue to be located on larger main roads.

Have trucks use highway only.

Keep heavy trucks on the green roads. Remove them from the suggested dotted line (after hours proposed roots) also ban them during day

It seems ridiculous to have grain trucks coming off 403 and proceeding down Main St and Victoria to the bayfront. Similarly returning on Canon, Queen and King . There is absolutely no reason for this except to save a few dollars. Grain trucks and other heavy trucks should be routed via the 403 to Burlington St. and return the same way. These city streets were not designed for big trucks- lanes too narrow and no proper turning radii.

Do NOT allow heavy trucks to run through downtown AT ALL.

Stay away from downtown completely and do NOT allow BAY or QUEEN streets as routes!

Get rid of all the red daytime routes in the city core! All of them! At no point in any of your materials do you present a single compelling reason why trucks can't use the fulltime routes and highways that circle the core. I mean just look at York Boulevard. It runs parallel to the 403! Why the heck would you allow big trucks to use it instead of just getting on to the 403? You are kneecapping the economic growth engine of the city - and the health and wellbeing of its citizens - so that truck drivers can maybe shave a few minutes off their routes by bombing through the city center. It's obscene.

Keep large trucks on major roads (e.g. Hwy 6) and not rural roads

Keep trucks of large thoroughfares. Not on country roads. Ex: stick to hwy 6

Work with what you have.. Don't destroy prime farmland.

Trucks have no business being on community streets. Stick to the main arteries (hwy6) and 401. Keep you citizens safe and keep the trucks out of the small town cores.

Any suggestions would include redoing the road [Concession 11 E] with widening and taking out the hills that cause hidden driveways but this would take away the country charm that drew us to the area. Trucking routes should be on larger roads. Not country roads

Keep the trucking routes to larger roads, less hills and less hidden driveways.

Keep trucks away from rural water source areas

Keep the truck routes away from the rural water source areas.

Keep trucks on highways and main roads

Get the trucks as soon as possible onto the the LINC and they can go east and west from there.

Listen to your constituents.

Listen to the public and acknowledge their wisdom and experience.

LISTEN TO YOUR CONSTITUENTS!

Lower Mountain: Return Sherman to 2-way to avoid needing to have Ottawa on the truck route

Return Sherman Ave to two way traffic. Will prevent trucks from having to circumvent the area just to change direction. If Sherman Ave was returned to two way, would also alleviate pressure off of Ottawa and connecting roads between Ottawa and Sherman (Barton for example). Having resided in this area since the 60's. I do recall Sherman being a two way. At one time it may have had its benefits with the amount of industry along Burlington street. (International harvester. Proctor & gamble etc.). Also with steel companies scaling back too. I'm sure Sherman can accommodate two way traffic.

Lower the speed limits in residential areas to 50 km/h on truck routes.

Lower the speed limits in residential areas to 50 km/h on the truck route. Ie. Garner Road between Fiddlers Green and Pannabaker.

Make Main, King and Cannon 2-way streets

Making Main, King and Cannon 2 way streets

Millgrove: Close Millgrove Sideroad to Hwy 6, etc.

Close Millgrove Sideroad at HWY 6 to eliminate trucks from using it as a by pass of truck routes to get from HWY5 to HWY6. See above & below:

- Traffic lights at intersections of HWY 6 and truck routes. (This will also help to slow traffic down on HWY6)
- Correct City operator behaviors.
- More enforcement (police) resources
- Institute electronic enforcement. Traffic lights will need to be installed where truck routes intersect with HWY 6. - Without this requirement being fulfilled trucks will continue to use Millgrove sideroad (Current no-truck route).
- The only other way to prevent offenders is to post a police officer 24 hours a day or use an electronic policing method e.g. photo type with fines and CVOR penalties. Due to police resource limitations, social media and traffic APPs notifying offenders of police presence, an electronic solution would be the best option.
- 5th concession west is proposed to be a no truck route. There are multiple businesses on concession 5 w. that are trucking related. The trucks are not only owned by these businesses but their customers and suppliers. These trucks are of a significant volume, therefore, what difference will there be in truck traffic? How will offenders be identified?

More public consultation

People are very busy and often distracted these days, so the more public consultation on the network, the better! Possibly a town hall type meeting or two should be considered.

Keep us updated as the process continues

Nebo Road: remove from truck route

To whom it may concern, We have lived at 2535 Nebo road since 1985. We are tired of having to reply to the Truck Route Master Plan Committee with the same answers to your questions every 8 months, as to why Nebo Road should NOT be a truck route. We have addressed this too many times, I am not sure why it keeps being put back on the Truck Route Network as this has been addressed with valid reasons. Nebo between 3 and 5 pm, and 7-9am (rush hours in Glanbrook) has seen a triple increase in speeding traffic including many trucks. Nebo Road-is a country road and like all rural roads in Glanbrook wasn't built for heavy truck traffic. It is not wide enough, with no sidewalks, deep ditches, and no place to walk or bike. We have many tractors and school busses travelling our road daily. There is a school at White Church Rd and Nebo and a Catholic park at the end of Nebo which makes a ridiculous idea of even thinking of putting trucks on this road ahead of the children that live on this road. Please take Nebo road off of this study. Our traffic is very bad already with the new town of Binbrook and with the expansion of Caledonia. Our road is unsafe enough as it is. Keep all trucks out of the County Of Glanbrook and let them use the highways like they are supposed to and not short cut through our rural city roads. Lastly, we are saddened that the City would consider such drastic changes to road and community we live in and expect virtual consultation to be sufficient. This roadway was by-lawed under the previous Township for the reasons the residents have brought up time and time again. The question remains, what has changed? Has safety improved? Has infrastructure been improved? Have vehicle speeds been reduced? Has any additional traffic calming measures been implemented? The short answer is no – the City has identified a requirement to connect the Red Hill Business Park and Airport Lands via a dedicated link – has that happened or been studied yet? It seems just like previous studies, making Nebo Road a truck route is the easiest path line on the map....but that still doesn't answer all the historical information, past decisions do not support this and current state of affairs that have been identified by those residents living on this road. We strongly oppose this recommendation and if required will work with our neighbours to provide a petition to the City and this committee with the residents on this roadway should this be required as well. Thank you Jo-Anne & Erwin Mataitis 2325 Nebo Road Mount Hope

No maybes/mitigations will have me support this plan.

See above. Millions of dollars of road, bridge and traffic control measures, including expropriations, would be required, to the detriment of the local community and Hamilton taxpayers

I do not support this. This is planned by people that have no clue of what is happening in the area

none

None whatsoever!!!

None. This plan is heavily flawed and fails to provide the supports our downtown and communities need to thrive

Upon research we discovered that other municipalities do not allow large trucks in their core. I cannot support your plan as it stands because your group ignored so much of the public input. The changes do not support the people living along these routes. The hours you stated for trucks to use the routes coincides with the time that people and cyclists use those routes the most. Hamilton has major perimeter roads that allow access to different parts of Hamilton. The QEW, The Red Hill, the Linc and the 403. These roads allow access to specific areas so there is no logic to allow trucks to drive through the core.

None

None! This is a foolish suggestion which helps no one but the trucking industry which is not based in the community or even largely in the City of Hamilton. None of the economic advantages are local, but all of the disadvantages, both economic and with respect to quality of life, are born by the local and larger community.

None

Not have trucks drive through the middle of Hamilton.

I will never support this trucking network ---this as your solution and I am sure at an incredible amount of my tax dollars

Nothing, there are tons of kids, residential homes and ppl that walk 11th not to mention conservation concerns!!

None. Trucks have no place on mud street. There are 4 area schools that people travel on mud street to get to school. There are shops with people coming in and out of. Trucks are often too big to stop on a dime in case someone suddenly stops or appears. Don't allow big trucks in a residential district. Period

No

absolutely none!!!

nope

Nothing, this is one of the thoughtless ideas I have ever heard of! It seems the city has trouble now enforcing the rules of the road now in the Carlisle/ Freelton area. Have someone from the city spend a day around Carlisle and notice the speeding and lack of safe driving. I hope the city has good insurance for when one of my family members is injured or worst due to the increase of heavy transport trucks driving these small COUNTRY roads when there is a 4 lane highway connecting all the major highways in the area. Plus I hope my taxes are now lowered too because of the commercial/industrial area I will now be living in. This is the silliest idea of city planning to have ever put forward. Again it shows that the "city" of Hamilton gives little to no thought to the RURAL communities that are the highest financial contributors to their tax coffers.

No additional information about the routes chosen will make sense.

None

No mitigations are needed

None, looks very well thought out

No time-of-day restrictions on main roads.

make all the main streets truck routes. 24 hrs a day.

Noise attenuation along Parkside Drive

Build a higher noise attenuation wall for residents on Fellowes Cres. Do not allow quarry trucks to use a Parkside Drive Truck Route. Do not allow trucks to use the road outside 7 am to 7 pm. People sleep next the road. My house is only 10 meters from the fence, and 18 meters from Lane 1.

Noise dampening is needed.

I am curious to know if there is an opportunity to implement some noise dampening efforts, such as trees.

North Service Road: expand cycling/pedestrian routes

Open the North Service Rd to bicycle and pedestrian traffic all the way to Fifty Rd.

Other comments

Stay away from country roads !!!!

Thank you for all your time and efforts.

Some more feedback: In future, such surveys should be simplified in terms of language and scope to ensure people of all socioeconomic backgrounds are able to participate

Acknowledgement by the trucking industry that driver training include following the rules about using network roads. It is not OK to sidestep a busy road by using a side street. Encourage citizens to note and report trucks where they should not be. And don't tell me about the 'delivery of goods' may be an excuse to use streets that are off-limits.

None. Concession st needs to have less traffic. Not more.

I support the changes that affect my local area [i.e. removal of partial route from Sydenham Street]

Have non heavy truck route to enter residential areas only.

Address the existing problem before we proceed to next steps. Resolve old issues before you magnify the issues further.

Accept short term pain for long term gain.

Why not extend Tesla to the 403 like was originally proposed?

BURLINGTON STREET WAS DESIGNED FOR HEAVY TRAFFIC. ECONOMICALLY SPEAKING, THE PORT WILL NOT SHUT DOWN IF YOU FORCE TRUCKS ONTO BURLINGTON STREET/QEW/LINC. IT IS NOT SAFE FOR 18 WHEELERS DOWNTOWN, MAKES IT VERY UNLIVEABLE, NOT TO MENTION IMPROVEMENTS OF AIR QUALITY, TRAFFIC, NOISE, ETC.

How were these conclusions reached, did anyone actually walk on these roads?

Ottawa Street: remove from daytime truck route

fewer part time routes especially on streets that have a lot of retail businesses with a lot of foot traffic. Ottawa for example has a lot of restaurants with street side patios. Not a good area for daytime truck routes

Ottawa Street: remove from the truck route and make it an emergency route only

Remove Ottawa St as a truck route and make it an emergency route for use only when the primary uses are unavailable due to construction or emergencies that force closures of Parkdale.

Ottawa Street: remove from truck route

I do not like that Ottawa St between Barton and Main is even on the truck route. This section has a high volume of pedestrian and bicycle traffic and in my opinion is not suited for anything other than an emergency truck route. If the trucks in this area want to get to Main St, take Burlington St to Parkdale and use Parkdale to Main.

Remove Ottawa street from the truck route. Any street that has 40 km/hr speed limit that is a community hub is not acceptable as a truck route. There are plenty of streets like Main, King, Burlington St/Tesla Blvd all take trucks to major routes that surround the city like QEW, 403 the Linc/Red Hill. There is no reason that a truck from the heavy industry carrying toxic materials/fuel/etc needs to cut through the city, they need to take those major roads to the closest highway and stay out of the city.

Remove streets like Ottawa St. and others with a 40km speed limit and only stores restaurants from the truck route list. Again no need since there is Nikola Tesla/QEW to come and go.

Move the network to streets that have at least 2 lanes or more without as much foot traffic.[vs. Ottawa Street]

Prioritize reducing community impacts

I would like to know why opposition to a changing dynamic is so hard to accept? We've traditionally seen this in other urban communities when facing changing dynamics. They adapt to the change. Safety and the community are put ahead of old ideas and the unwillingness to evolve.

Put citizens first. Approach this problem from the perspective of someone living along the many 7am-7pm truck routes downtown. Consider if this "plan" is making Hamilton the "best place to raise a child" for these citizens and not just those who live in more affluent suburban areas. Whose priorities are you putting first? The trucking industries? The grain industries? Or the citizenry of the entire city?

A focus on removing large trucks from local, neighbourhood streets. The large haul trucks that have highway and industrial road routes readily available to them should NOT be put ahead of the people living in these communities and this current plan does put a truck ahead of people, unfortunately. Put the people who live here first by having those large trucks go through the industrial roads/highways only.

Ensuring that private enterprise does not dictate over the wishes of local area residents.

As someone who lived on a truck route in downtown Hamilton for many years, I'm very familiar with the toll that heavy trucks take on health and safety. I'm dissatisfied and concerned about the proposed recommended TRMP that the consultants presented at this meeting. At a previous Truck Route Sub-committee meeting, councillors asked for the terms of reference to prioritize public health and safety. The consultants indicated they had evaluated scenarios that prioritized movement of goods, community resiliency, and public health. After discussing this, they presented their own set of principles, with no explanation of what these principles were based on, and then offered a recommended plan based on these principles. It appears that they arbitrarily decided to ignore their own analysis and all the input from concerned citizens in favour of their own principles, which are heavily slanted towards the needs of the trucking industry and the movement of goods. The result is a proposed plan that is mostly the same as the previous plan. The time of use restrictions are the only (small) concession to public safety and health, and are inadequate for addressing the significant negative impacts that the shortcutting of heavy trucks through the downtown is having.

Give more priority to home owners. It isn't a good safety measure to turn residential streets/roads with children into truck routes.

Please listen to the concerns of citizens instead of allowing the consultants to impose their own priorities. The public is asking for environmental and public health and safety to be prioritized, and city councillors have said the terms of reference must prioritize these things ahead of trucking interests. If the proposed plan is allowed to go through, it will send a strong message that input from citizens is not welcome or listened to.

Reduce downtown truck traffic further

Would prefer that trucks do not use downtown roads.

Eliminate 18 wheeled traffic in the downtown neighbourhoods. Take cue from other cities around the world who limit commercial deliveries on certain days only, and utilizing smaller trucks dispatched from hubs that are off the major highways, and in close proximity to train, airport and existing industrial sector lands.

If you ban all industrial, non local delivery trucks from downtown.

Reduce stop-and-go for trucks to reduce fuel consumption

Higher speeds ticket illegal stopping, crappy cyclists, longer lights on the main routes. stop and go for trucks are murder for fuel consumption.

Reduce the number of trucks on roads overall.

Address the need to reduce the number of trucks on the road and limit the truck network to local delivery only. We need to better support our local economy.

Remove Nebo Road from truck route network

Only allow vehicles less than 11,000 kg down Nebo road only! I have contacted the police several times and they are not interested in enforcing the trucks or traffic on Nebo Road. Decrease the speed limit to 50km an hour and put stop lights on Dickenson and Airport road

Ridge Road: Remove from truck route - this road is not appropriate

The segment along the eleventh in the extreme east turns right onto Ridge Road, a busy cycling route with foot traffic and residences and no escarpment access for trucks until you reach Mountain Road Grimsby. Ridge Road is also winding, far from ideal for a truck route. There is enough east to west capacity below the escarpment and along Mud St above.

Road improvements are needed

Concession widening and repair is needed for new truck route

Rymal Road: Remove from truck route due to poor planning in the past that put houses right next to the road

Put some people in planning with vision. Drive them to Burlington/ Oakville and let them see what Dundas street looks like. Its big and wide!!! Rymal rd has no room for expansion because city let developers build right to edge of Rymal? Where are all the right turn lanes gone? Now 10 vehicles sit at intersections with right turn signal on as first car is going straight and waiting for light to change? Polluting and causing grid lock.

Sawmill: Remove from truck route network

Also adding Sawmill Road to the network is very upsetting to homeowners. Suggest not adding that to the new routes.

South Hamilton: Plan for secondary east-west routes within Hamilton boundaries

Where no other east - west route exists south of Rymal Road, plan for secondary routes within Hamilton city boundaries. There will be traffic snarls due to flooding, farm equip., cyclists and volume. Mixing current use with high volume truck use and little or no improvements is VERY DANGEROUS.

Turtles: Do not allow trucks along Cootes drive and York road during turtle season.

Do not allow trucks along Cootes drive and York road during turtle season.

Update routes in consideration of LRT

Update the routes for LRT consideration.

Waterdown bypass: Significant noise abatement is needed

It looks as if the new Waterdown East-West bypass is being considered as a truck route. If this is the case, and being directly adjacent to a residential area, the residents will expect that significant noise abatement measures will be added along the south side of the road.

Waterdown: Centre Road between Parkside Dr and Concession 5 needs curbs, sidewalks and streetlighting

Curbs, sidewalks and streetlighting along this section of roadway [Centre Rd between Parkside Dr and Concession] would improve safety for other road users.

White Church Road: A better understanding of the indicated planned future link is needed

Lastly, on the map I noticed "Future Link" with a New road going beside White Church Road along the South. What will this look like? What is the plan? - I acknowledge that this is likely a long term plan, but would like to have a better understanding of what this may look like-Thank you for your time and efforts!

White Church Road: How will this work with a planned bike lane?

Also, I noticed that White Church Rd will have an added bicycle lane, and curious what that would look like, since this will require a large road widening effort.

White Church Road: I support the plan to make this a truck route

On the south mountain the change of White Church Rd to truck route is way overdue. The mistake was in not planning for this years ago. Heavy traffic should not detour up Fletcher to Guyatt and Kirk Rd's. Major reconstruction would be necessary. The traffic should run right through Binbrook onto RR65 or Hwy 56. The Traffic circle on White church Rd in Binbrook should be at least doubled in size. Hwy 56 should be 4 lane to Binbrook. Rymal rd should be at least 4 lane Ancaster to Hwy 56. There are lots of new south mtn routes planned but no infrastructure for heavy trucks on Nebo or Dickenson. No airport connection to Dartnal or Upper red hill extension.

White Church Road: Improve Hwy 6 instead

The number 6 HWY by-pass was constructed to alleviate the need for trucks to utilize side roads. It was built to accomodate 2 lanes in each direction. Build the 2 additional lanes. There is no reason to make White Church Rd a truck route.

White Church Road: Plant trees to dampen noise and limit snow drifting

Again, focusing on White Church Road. There is currently not enough law enforcement and infrastructure to support the volume of traffic. The road is getting very busy, yet is still a "country road". We need a better road, with the added efforts of noise dampening. - Plant trees. During winter this will also limit the amount of snow that drifts over the road from the fields.

Work with neighbouring municipalities to identify alternative routes

Stay off of residential roads even if they are rural. Have bordering municipalities offer routes that may be less residential to use as truck routes. Communicate to all residents affected, not just random mail drops and newspaper (social media).

Work with Province on mid-peninsula highway

Pls contact Premier Rob Ford [re mid-peninsula highway]. This would be \$\$\$ wisely well spent.

<https://niagaracanada.com/niagara-hamilton-trade-route-gaining-more-visibility-and-traction/>

Questions Submitted

Q&A Topic :

Virtual Public Information Centre #1

15-Jun-2020

14-Sep-2020

Tool Status	Published
Visitors	194

Date of contribution	Q&A Question	Login (Screen name)	Contributor Details		Admin Response Details	
			Contributor Summary (Signup form Qs - Detailed breakup on the right >)	Response Type	Admin Response	

Sign Up form Details					
Usertype	USERNAME (when registered and logged in, your anonymity remains protected as you will only be identified by your chosen username when interacting or posting on the site.)	Email	Postal Code	Age Category	Which city ward do you live in?

Contributors	33
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Aug 10 20 11:57:36 am	York Street to DundurnSt South to King West has been the route proposed to carry the traffic that will need to be diverted from King St if/when the LRT project moves forward. Dundurn is NOT a truck route. Is there assurance that this will continue to be the designation moving forward? York and Queen Street intersection is already the highest density of truck traffic in the city according to a CHCH story last week. If the truck and other traffic are diverted from King Street what environmental impact will this have on this neighbourhood? Traffic is already bumper to bumper along this route.	[REDACTED]			Public Answer	<p>This study takes into account major transit corridors that have been identified (e.g. LRT, BRT and BLAST). Certainly, transit networks can impact goods movement. In some cases, it means rerouting and in other cases, it might mean change in goods movement services by different vehicle type or size. At this stage, no decision has been made on route selections. Route selection will be dealt with in phase 2 and 3 of the study. The alternatives, and the draft recommendations, will be presented through Phase 2 of the Stakeholder Engagement, and presented for input and discussion.</p>
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UnverifiedUser	Tree	treeflynn5300@gmail.com			
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Registered	7
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Aug 10 20 04:29:18 pm	before rushing into another nature such as the Red Hill express-way and the Link, please install decibel (DB) Recorders and MORE importantly Audio recorders for a period of 2-weeks at any existing route and those you wish to change or modify. Monitor each of locations for 24 Hr. periods. you will be surprised at the results. HIGH DB levels are one annoyance and the type of generated noise tell another story. # 1 is Truck engine braking. " refrain from " is totally ignored and is not necessary. Reduced speed LMTS for trucks works if enforced. CURRENTLY, TRUCKERS drive over the posted limit and follow too close behind cars to intimidate their drivers to drive over the limit or get out of our way AS do a idiot of idiot car drives. Take a look at the black tire marks of the trucks heading to the shoulder to avoid hitting the rear end of a vehicle in front of them. I have seen so many of these "please refrain from using engine brakes" when on level straight roads. NOISE POLLUTION at it's BEST. Truckers want engine brakes for A FEW REASONS. DRIVE HIGHER THAN POSTED SPEED, AND USE THERE ENGINE BRAKES TO HELP THEM STOP FASTER. BUT HURTS THE CATALYTUE	[REDACTED]	Robert Hanson;mrbbobhanson@hotmail.com;Hamilton, ON, L8K4T9;65+;Ward 4		Public Answer	<p>This study consider noise and other environmental impacts as they are related to the appropriateness of the route, the appropriateness of the truck, speed, and etc. </p><p>Public health, safety, speed, enforcement and other criteria will influence the policy directions and development of truck route network in the stage 2 and 3 of the project. The alternatives, and the draft recommendations, will be presented through Phase 2 of the Stakeholder Engagement, and presented for input and discussion.</p>
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User	Robert Hanson	mrbbobhanson@hotmail.com	Hamilton, ON, L8K4T9	65+	Ward 4
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Unverified	26
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Aug 10 20 07:15:03 pm	Centre Road is to be a Designated Truck Route? Why would they go through a residential area, past a very busy public park and a school/church and not up highway 6 or am I reading this incorrectly?	[REDACTED]			Public Answer	<p>At this stage, no decision has been on specific route selections. Route selection will be dealt with in phase 2 and 3 of the study. The alternatives, and the draft recommendations, will be presented through Phase 2 of the Stakeholder Engagement, and presented for input and discussion. Public and stakeholders will have the opportunity to voice their concerns and opinions about the specific routes in the network.</p>
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UnverifiedUser	Wanda	wandafor3@yahoo.ca			
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Anonymous	0
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Aug 10 20 07:51:02 pm	How will you keep business here if you stifle there transport options? this is an industrial city by nature so limiting truck movement can close business and reduce employment. Find ways to clean the emissions within the city. Mass air purification?	[REDACTED]			Public Answer	<p>This study strives to balance the needs of the business industry and the community at large by developing a safe, reliable and efficient truck route network. At this stage no decision has been made on the network type and route selection. Route selection will be dealt with in stage 2 and 3 of the project. The alternatives, and the draft recommendations, will be presented through Phase 2 of the Stakeholder Engagement, and presented for input and discussion. The business community and the members of public will have the opportunity to review and voice their concerns and opinions about the network and/or specific routes in the network.</p>
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UnverifiedUser	Mr Red	rustyhamilton@hotmail.com			
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Admin	0	Aug 12 20 02:30:01 pm	<p>If Vision Zero is a goal - for our children's safety and the safety of the other children on Millgrove Sideroad (in our case - north of 5th concession west and south of the lights on Hwy 6 and 6th concession east) how can this goal be reached? We all know in the future there will be lights put in at Hwy 5 and Millgrove Sideroad and the cloverleaf of Hwy 6 and Hwy 5 is going to greatly impact the amount of ALL traffic on our road. This is a very scary future reality for all families living on Millgrove Sideroad. Thank you for your time.</p>	[REDACTED]	Public Answer	<p><p>Safety is a top priority for the City and for this study. This study will strive to balance the needs of the business industry and the community by developing a safe, reliable and efficient truck route network. At this stage no decision has been made on the network type and route selection. Route selection will be dealt with in stage 2 and 3 of the project. The alternatives, and the draft recommendations, will be presented through Phase 2 of the Stakeholder Engagement, and presented for input and discussion. Members of the public will have the opportunity to review and comment on the proposed network and specific routes in the network. </p></p>	UnverifiedUser	[REDACTED]	[REDACTED]		
QUESTIONS ASKED	36	Aug 12 20 03:03:01 pm	<p>Problem #11 Queen Street North should read that it is from Barton to King where it then turns west and where large high risers and student housing is being built. It is a dangrous turn now and will be so much more so in the near future. Queen N is too narrow for the amount of truck traffic and the sidewalks are narrow so that the water and slush splashes make it hazardous to try and walk much less try to cross the road.</p>	[REDACTED]	Public Answer	<p><p>This study will strives to balance the needs of the business industry and the community at large by developing a safe, reliable and efficient truck route network. At this stage no decision has been made on the route selection. Route selection will be dealt with in stage 2 and 3 of the project. The alternatives, and the draft recommendations, will be presented through Phase 2 of the Stakeholder Engagement, and presented for input and discussion. Members of the public will have the opportunity to review and comment on the proposed network and specific routes in the network. </p></p>	UnverifiedUser	[REDACTED]	[REDACTED]		
PUBLICLY ANSWERED	21	Aug 12 20 07:03:47 pm	<p>A review of the Truck Route Master Plan is required, but of equal or more importance is supporting policies or strategies to enforce said truck routes. Having a master plan with designated routes and signage means nothing if no enforcement takes place. From experience (Con. 5 E., Waterdown), it is blatantly obvious that HPS is incapable of providing enforcement. My question - is it possible for some other department (By-law), or agency (MTO) to be given the authority to enforce and ticket drivers /companies who refuse to follow designated routes?</p>	[REDACTED]	Public Answer	<p><p>Hamilton Police Service and Ontario Provincial Police are the authorized enforcement agencies that are actively enforcing provisions of traffic bylaws and highway traffic act in the City of Hamilton. </p></p>	UnverifiedUser	[REDACTED]	[REDACTED]		
PRIVATELY ANSWERED	0	Aug 13 20 05:59:56 pm	<p>What ever happened to all the road signs that indicated what tonnage was allowed on certain roadways.</p>	[REDACTED]	Public Answer	<p><p>With the road reconstructions and structural improvements over the past number of years, there has been improvements in the load carrying capacity of the roads. Therefore, the load restrictions, and signs identifying load restrictions, are no longer necessary, other than the reduce load restriction signs. </p></p>	UnverifiedUser	[REDACTED]	[REDACTED]		
		Aug 17 20 10:50:49 pm	<p>My Question is why not . why would any committee decide without community input to place a major truck route to Milton through two small villages one Carlisle and part of Kilbride, Ontario just to make it a easy access to go Through to Milton/ My comments There are several highways to support this traffic volume noise and speed. This Carlise road is only a two way roadway with several hundreds of homes 30 feet frontage from the Carlisle Road. A road other than highway that do not have several homes on them and of those which sit back 100s of feet from the road. The 10th 11th or Campbellville roads are also alternates that could have been used. More importantly the 401 or QEW a 4 way highway would be much safer than within two rural communities. There is an Increasein exposure to our School children, bus routes with limited speed on these roads of 50km. There has now been even more of an increase in acuity of sound and nosie, weight of the trucks damage the roads, rattles our homes windows and our brains. These trucks going so fast could never stop for a flashing school light in a few seconds. No possible way would it be safe to continue these trucks throug this small 2 way roadway throughout a village. It is devastating to see a major truck route in 2020 now exceeding 200</p>	[REDACTED]	Public Answer	<p><p>At this stage, no decision has been on specific route selections. Route selection will be dealt with in phase 2 and 3 of the study. The alternatives, and the draft recommendations, will be presented through Phase 2 of the Stakeholder Engagement, and presented for input and discussion. Public and stakeholders will have the opportunity to voice their concerns and opinions about the specific routes in the network. </p></p>	UnverifiedUser	[REDACTED]	[REDACTED]		
Demographics Graphs Below		Aug 21 20 10:43:00 am	<p>Why are trucks allowed to go through the city when the Lincoln and red hill were built to stop that from happening?</p>	[REDACTED]	Public Answer	<p><p>It depends on the origin and destination of the trips. The Linc and the Red Hill (along with the QEW) play a major role in truck movements. But there are many origins and destinations for trucks within the City of Hamilton. A fundamental question is: &ldquo;Does the truck need to be there?&rdquo; This will be addressed in route network development.</p></p>	UnverifiedUser	[REDACTED]	[REDACTED]		

Aug 21 20 01:54:11 pm	Residential area border of York Blvd & Queen St N and King St need to be addressed. Either eliminate route of truck for that small area or reduce truck traffic with no access 7pm -7am	[REDACTED]	[REDACTED]	Public Answer	<p><p>At this stage, no decision has been on specific route selections. Route selection will be dealt with in phase 2 and 3 of the study. The alternatives, and the draft recommendations, will be presented through Phase 2 of the Stakeholder Engagement, and presented for input and discussion. Public and stakeholders will have the opportunity to voice their concerns and opinions about the specific routes in the network.</p></p>	User	[REDACTED]	[REDACTED]	[REDACTED]	55-64	Ward 1
Aug 21 20 09:25:32 pm	Can we keep trucks off of major urban revitalization areas such as James St, Locke St, Ottawa Street N?	[REDACTED]	[REDACTED]	Public Answer	<p><p>We know that the street environment is important. We also know that there are adjacent land uses that need to be accessed for deliveries. Again, the question is &ldquo;Does the truck need to be there?&rdquo; In some cases, the answer may be &ldquo;Yes, but perhaps not at that time of day&rdquo;. Some older areas have quite limited delivery access alternatives. Overall, this study strives to balance the needs of the business industry and the community at large by developing a safe, reliable and efficient truck route network.</p></p>	UnverifiedUser	[REDACTED]	[REDACTED]	[REDACTED]		
Aug 25 20 09:25:57 pm	<p>Given that,</p> <p>There's really no easy to get across the city in a truck without roaring through an urban neighborhood.</p> <p>A safe and accessible highway in the Linc and red Hill already exists,</p> <p>The city has committed to vision zero,</p> <p>Particulate matter, dust, and fuel pollution from trucks is widely known,</p> <p>Can the city of Hamilton please mandate an end to all cut-through truck traffic from large trucks?</p>	[REDACTED]	[REDACTED]	Public Answer	<p><p>At this stage, no decision has been on specific route selections. Route selection will be dealt with in phase 2 and 3 of the study. The alternatives, and the draft recommendations, will be presented through Phase 2 of the Stakeholder Engagement, and presented for input and discussion. Public and stakeholders will have the opportunity to voice their concerns and opinions about the specific routes in the network.</p></p>	UnverifiedUser	[REDACTED]	[REDACTED]	[REDACTED]		
Aug 26 20 11:44:41 am	How do we voice our opinion about your chosen routes?	[REDACTED]	[REDACTED]	Public Answer	<p><p>The alternatives, and the draft recommendations, will be presented through Phase 2 of the Stakeholder Engagement, and presented for input and discussion.</p></p>	User	[REDACTED]	[REDACTED]	[REDACTED]	65+	Ward 11
Aug 28 20 09:24:35 am	What is your committee's definition of "a truck" ?—a very ambiguous question—as there about 20 different shapes, sizes and weights of trucks—and you obviously want to put any truck on our Nebo Road!!!!	[REDACTED]	[REDACTED]	Public Answer	<p><p>The descriptions of categories of trucks are provided in the presentation material on the project page. The status of specific roads will be dealt with in Stage 3 of the study.</p></p>	User	[REDACTED]	[REDACTED]	[REDACTED]	65+	Ward 11
Sep 01 20 06:29:12 am	The Fiddler's Green Offramp exits into a residential street called Amberly. Huge trucks don't stop at the intersection, even when presentations are there, on there way to big box stores, most of them the next exit (a mere 1k or so down the highway). Can this exit just be closed altogether?	[REDACTED]	[REDACTED]	Public Answer	<p><p>At this stage, no decision has been on specific route selections. Route selection will be dealt with in phase 2 and 3 of the study. The alternatives, and the draft recommendations, will be presented through Phase 2 of the Stakeholder Engagement, and presented for input and discussion. Public and stakeholders will have the opportunity to voice their concerns and opinions about the specific routes in the network.</p></p>	UnverifiedUser	[REDACTED]	[REDACTED]	[REDACTED]		
Sep 01 20 09:35:24 am	How are you going to differentiate and limit industrial trucks that are short cutting through the heart of our city to save 5 mins on their trip? Are the health and safety of Hamiltonians worth 5 minutes to you?	[REDACTED]	[REDACTED]	Public Answer	<p><p>Public health, safety, speed, enforcement and other criteria will influence the policy directions and development of truck route network in the stage 2 and 3 of the project. The alternatives, and the draft recommendations, will be presented through Phase 2 of the Stakeholder Engagement, and presented for input and discussion.</p></p>	UnverifiedUser	[REDACTED]	[REDACTED]	[REDACTED]		

Sep 02 20 09:07:37 am	I'm most interested in reducing the amount of transport truck traffic through the hamlet of Millgrove, Flamborough. I live on the 5th Concession West just west of the public school and transport /gravel trucks start at 5 a.m and often continue throughout the day. These trucks should be direct to access their destinations through a Dundas and Brock Rd approach and not through the hamlet - especially before 7 a.m. I also note that transport traffic one or two trucks a night travel through before 5 a.m. destination unknown. The village has no sidewalks to speak of making it dangerous for pedestrians and cyclists - existing sidewalks are long past due for upgrades and do not conform to any current accessibility standards. More traffic enforcement is required something that has been asked for by the community for well over ten years with only sporadic appearance by law enforcement. " the transport truck traffic issues need to be solved before work at Clappison corners is undertaken or Millgrove will be inundated with detoured traffic. Please note that a number of local business' require trucks to operate - that's not my concern - just those transports that are going to the gravel pits or making their way probably to Cambridge.	[REDACTED]	[REDACTED]	Public Answer	<p>Route selection will be dealt with in phase 3 of the study. The alternatives, and the draft recommendations, will be presented through Phase 2 of the Stakeholder Engagement, and presented for input and discussion. This study will also identify practical and efficient truck enforcement tools and mechanisms.</p>	User	[REDACTED]	[REDACTED]	[REDACTED]	14-24	Ward 14
Sep 02 20 10:00:30 am	Trucks going south bound on Millgrove Side Road, ie 18 Wheelers, &dump trucks, speed,	[REDACTED]	[REDACTED]	Public Answer	<p>Route selection will be dealt with in phase 3 of the study. The alternatives, and the draft recommendations, will be presented through Phase 2 of the Stakeholder Engagement, and presented for input and discussion. This study will also identify practical and efficient truck enforcement tools and mechanisms.</p>	UnverifiedUser	[REDACTED]	[REDACTED]	[REDACTED]		
Sep 02 20 12:12:28 pm	Will the master plan have recommendations about improving the roadways of designated heavy trucks? Dundurn Street North between King Street North and York Boulevard has a hill that causes loud noises because the grade is uneven for the wheels of Eva you trucks.	[REDACTED]	[REDACTED]	Public Answer	<p>Regular maintenance and improving quality of pavement condition for designated truck routes is discussed in early stages of this project and will be a recommendation of this master plan. </p>	User	[REDACTED]	[REDACTED]	[REDACTED]	55-64	Ward 1
Sep 02 20 02:48:08 pm	Why are huge trucks using Westdale's residential side roads to get to Food Basics? Three yesterday.	[REDACTED]	[REDACTED]	Public Answer	<p>Trucks deliver goods and basic human need products to the communities to support the quality of life for residents. Trucks are allowed to use non-designated trucks for local deliveries, provided they follow the shortest path to and from designated routes. </p>	UnverifiedUser	[REDACTED]	[REDACTED]	[REDACTED]		
Sep 02 20 04:40:10 pm	At the present time in the preparation of this MP, do you feel that public transit vehicles will continue to be excluded from the truck definition?	[REDACTED]	[REDACTED]			UnverifiedUser	[REDACTED]	[REDACTED]	[REDACTED]		
Sep 02 20 04:45:17 pm	In By-Law 01-215 "heavy vehicle" does not include a bus travelling on a designated bus route. Could the MP include a piece that confirms "designated bus routes" are to include official bus deadhead routings used to travel between bus MSF's and bus route ends-of-line?	[REDACTED]	[REDACTED]			UnverifiedUser	[REDACTED]	[REDACTED]	[REDACTED]		
Sep 02 20 04:46:37 pm	Will supporting MP policies be reviewed to examine the potential for an enhanced level of road maintenance & repair on designated truck routes?	[REDACTED]	[REDACTED]			UnverifiedUser	[REDACTED]	[REDACTED]	[REDACTED]		
Sep 06 20 08:22:03 am	Why can't cycling infrastructure be installed on a streets that are not existing main routes for trucks and that have always been a main route for trucks such as Cannon/York. There are so many alternative options that could work and would provide a safe(or more safe) feeling for various skill level of cyclist while maintaining trucks for means of future economical growth. If it's important to consider all means of transportation for Hamilton to strive and not be under the impression it's one or the other.	[REDACTED]	[REDACTED]			UnverifiedUser	[REDACTED]	[REDACTED]	[REDACTED]		
Sep 08 20 09:00:56 am	Why does the city allow heavy industrial trucks from the north end industrial core to short cut through urban Hamilton? We have Burlington Street/ Nikola Tesla and the QEW/ Red Hill & LINC - roads designed for heavy trucks. These vehicles are damaging urban roadways not designed to carry them and exposing more people to problem air emissions. Will the city finally use its powers to route these trucks appropriately? The problem is actually growing with the Port and City of Hamilton Ec Dev promoting agri-industry in the west harbour area!	[REDACTED]	[REDACTED]			UnverifiedUser	[REDACTED]	[REDACTED]	[REDACTED]		

Sep 08 20 02:46:15 pm	Governors Road in Dundas has seen increasing heavy truck traffic for which there seems no reason. It is a residential street, fairly heavily traveled by commuters and city buses, with virtually no business that would require these massive trucks. The noise level is horrendous. Noisy mufflers and motorcycles are an added annoyance. Please if possible, do what you can to re-route all but necessary traffic. Norma Young	[REDACTED]			
Sep 09 20 10:19:18 am	How can we decrease the number of large trucks traveling through the village of Millgrove? I live near the 4-way stop in 'downtown' Millgrove and am concerned with the continuous line of huge trucks that pass by the local church, public school, daycare and general store on a daily basis. (As I sit here typing, 2 tanker trucks, 4 dump trucks and an 18-wheeler have gone by in a short 7 minute time span. Ridiculous!) There are cyclists, pedestrians, dog walkers and parents pushing young children in strollers all travelling along a 'major truck route.' That does not make sense to me. Please help to keep our little community safe by removing the excessive trucks on the 5th Concession West, through Millgrove. Thanks.	A [REDACTED]			
Sep 09 20 10:32:51 am	Roads and streets are for the efficient passage of Goods, Services and People. They are not to be constricted by those "assuming" they are speeding, notwithstanding the ridiculous slow limits which actually create a danger. They are not for Patios and 'bump outs'. It is disparaging to call people names who are taking alternate routes due to constricting truck travel. Where do you think stuff gets to stores etc.? The maximum speed limit should be allowed . 25 MPH is not realistic (40kph).	[REDACTED]			
Sep 09 20 02:20:37 pm	Have public health officers and the healthcare community been consulted about the master plan? Between road safety, air pollution and noise levels (which add to stress), there are obvious health impacts from having heavy trucks roll through our residential communities.	[REDACTED]			
Sep 10 20 03:39:31 am	What was the rationale for making Wilson Street two ways, leaving Cannon Street one way, putting a two way bicycle lane on Cannon St and then adding many more parking meters along Cannon St and no bicycle lane on Wilson? Would not it have made far more sense and been cheaper to leave Wilson one way east with an eastbound bicycle lane and Cannon St. one way west with a westbound bicycle lane and not added meters to keep each and three lanes of traffic with a wide safe bicycle lane on each?	[REDACTED]			
Sep 10 20 07:30:18 am	Why does your Rural problem area map not show that the Haldibrook Road E. from Reg. Hey 56 to Carluke Rd is a problem. Currently designated as a non truck route with signage but no enforcement of said signage.	[REDACTED]			
Sep 10 20 10:44:53 am	I understand trucks need to make deliveries, but can there not be some limit to the times, for the sake of noise reduction? I live on Cannon St and trucks are waking me up at 2, 3, 4 in the morning.	[REDACTED]			
Sep 10 20 12:07:52 pm	What is the prevention/penalty for trucks caught using inappropriate routes?	[REDACTED]			
Sep 11 20 12:20:16 pm	We have roads closed and bike lanes interfering deliveries also medics firetrucks so you need to alter the bike lanes for safety. have cut off time for trucks none past 11pm	[REDACTED]	[REDACTED]		

UnverifiedUser	[REDACTED]	[REDACTED]			
UnverifiedUser	[REDACTED]	[REDACTED]			
UnverifiedUser	[REDACTED]	[REDACTED]			
UnverifiedUser	[REDACTED]	[REDACTED]			
UnverifiedUser	[REDACTED]	[REDACTED]			
UnverifiedUser	[REDACTED]	[REDACTED]			
UnverifiedUser	[REDACTED]	[REDACTED]			
User	[REDACTED]	[REDACTED]	[REDACTED]	45-54	Ward 2

Sep 11 20 07:28:04 pm

Why is Upper James a Truck route for heavy duty trucking that has nothing to do with any of the businesses that are located on Upper James st. I live on Upper James St near Fennel, and the truck traffic is so heavy, there are times my house shakes. These are not trucks and transports that are delivering to the many businesses in the area, but heavy duty dump trucks, and huge commercial construction trucks. This is a very people dense area, with lots of shopping and many personal vehicles. Why are these industrial vehicles not using the Red Hill/Linc to get from the industrial areas of the city, instead of coming up Wellington to Upper James st, and using the same route in the opposite direction. This is not an industrial route from Barton St, to Rymal Rd. It is all residential with some businesses. These trucks have no deliveries on this route, and should be using the route that was built for this purpose, at the cost of millions of dollars!

User

55-64

DEMOGRAPHIC ANALYSIS of Contributors - Based on Sign-up form responses

**special characters like '&' will be removed from options*

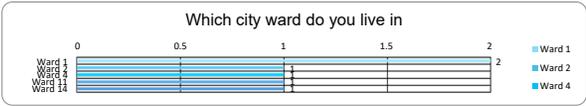
Postal Code	
Hamilton ON L8R3J3	1
Hamilton ON L8K4T9	1
Mount Hope ON L0R1W0	1
Millgrove ON L0R1V0	1
Hamilton ON L8R1R1	1
Hamilton ON L8N3W3	1
Hamilton ON L9C2Z2	1



Age Category	
14-24	1
45-54	1
55-64	3
65	2



Which city ward do you live in	
Ward 1	2
Ward 2	1
Ward 4	1
Ward 11	1
Ward 14	1



Q&A Topic : Virtual Public Information Centre #2 **01-Jun-2021** to **02-Aug-2021**

Tool Status	Published
Visitors	836
Contributors	156
Registered	30
Unverified	126
Anonymous	0
Admin	0
QUESTIONS ASKED	173
PUBLICLY ANSWERED	0
PRIVATELY ANSWERED	0

Demographics Graphs Below

Date of contribution	Q&A Question	Contributor Details		Admin Response Details		Sign Up form Details					
		Login (Screen name)	Contributor Summary (Signup form Qs - Detailed breakup on the right >)	Response Type	Admin Response	Usertype	USERNAME (when registered and logged in, your anonymity remains protected as you will only be identified by your chosen username when interacting or posting on the site.)	Email	Postal Code	Age Category	Which city ward do you live in?
Jun 10 21 09:04:28 am	I can't blow the existing route up and see it clear enough to tell, but we live close to the linc, and use it a lot. There are so many really large trucks using it, making it really difficult to get on and off at times. Yesterday for example, I was driving east from the red hill and was in the right lane. At least 5 large trucks went flying past me. I was doing the posted speed limit. So dangerous. It's also hazardous with the entrance/exit from the linc in Ancaster onto the highway.					UnverifiedUser					
Jun 11 21 09:35:44 am	Why is shortcutting not addressed in a meaningful way? At the last public meeting there was a lot of gaslighting going on about this issue.					UnverifiedUser					
Jun 11 21 04:36:29 pm	If you have found alternative truck routes for night time, why not use them in daytime also. I estimate that there are over 700 of us living on 2 blocks between York and King on Queen N. I can sleep just fine it is when I am awake that the noise, pollution and difficult mobility bother me.					User		Hamilton, ON, L8R3J3	65+	Ward 1	
Jun 14 21 08:05:01 pm	Garner road farm land near the 403 exit/entrance has been zoned for commercial/trucking. How is this road gonna support this type of traffic and how will noise be controlled for the community that is surrounded by this expansion? This is a two lane road that does not have great accessibility to the airport or 403 west. Will the roads be expanded and highway 6 access be created?					User		Ancaster, ON, L9K0E1	25-34	Ward 12	
Jun 17 21 10:30:12 am	Lots of new housing, shops, schools along Rymal/Garner Rd. Can you please clarify noise restrictions and address plans to ensure pedestrian and cyclist safety. How long is the project, when does it start, etc...					UnverifiedUser					
Jun 17 21 10:33:54 am	Forgot to ask about reduction in speed along Rymal/Garner - the excessive speed (well over the speed limit) is dangerous. Please address any traffic calming measures that will be implemented - again lots of people walking along road.					UnverifiedUser					
Jun 17 21 12:19:47 pm	CARLISLE ROAD SHOULD NOT BE A TRUCK ROUTE AT ALL, EVEN DURING DAY TIME HOURS OF 7AM TO 7PM. THIS IS A COMMUNITY AREA WITH SEVERAL HOMES ON EACH SIDE OF CARLISLE ROAD FROM MILLBROUGH TO HIGHWAY 6. LOTS OF KIDS I GUESS IT WILL TAKE ONE TO GET HIT BY ONE OF YOUR TRUCKS???????????????????? I HAVE A VIDEO OF AN 18 WHEELER PASSING A CAR ON CARLISLE ROAD AROUND 9AM GOING MUCH FASTER THEN 50 KM/HR					UnverifiedUser					
Jun 17 21 12:50:28 pm	WILL THERE BE ANY SINGLE LANE ROADS BE INCLUDED FOR TRUCK ROUTE DESIGNATION? (eg, Twenty Road). If so, will widening the road to double lanes be incorporated before designation?					UnverifiedUser					
Jun 17 21 01:10:03 pm	What does this have to do with Smithville and why did you send out flyers to us ?					UnverifiedUser					
Jun 17 21 01:44:34 pm	Is trinity church rd affected I live at #688 corner of golf club rd					UnverifiedUser					
Jun 17 21 02:17:26 pm	In your document 'Existing Truck Route Network Draft Changes' there is a blue dotted line indicating "Future Link" - can you provide more information about what these plans would include?					UnverifiedUser					
Jun 17 21 03:42:14 pm	Fruitland road has no police presence...7pm to 7am truck curfew is not policed...too much pounding noise from trucks and air pollution...speed limit is still 50 kph and speed bumps have not been installed...My question is this...When is the bypass going to be built?					UnverifiedUser					

Jun 18 21 03:59:16 pm	I live on Sheffield Road right in the village of Sheffield by the park. We have quite a few young families with children and feel that having a Full-time Truck route would be a hazard and dangerous to our community members. How can I be added to the project list and have a say in what is happening in my community? I am also wondering what would define a Full-time Truck route, ie; how frequent , speed, how many trucks are expected to be coming through, also will this be happening on a daily basis and would it be happening during all hours of the day and night?						User	Sheffield, ON, L0R1Z0	65+	Ward 12
Jun 18 21 04:33:35 pm	Where do the trucks go on Sheffield Rd in North Dumfries in order to get to 401 from Townline?						UnverifiedUser			
Jun 18 21 06:58:37 pm	I live on Westover Road it is noted as being operational improvement exactly what does that mean I can't find it anywhere in the report. And when will these improvements occur.						UnverifiedUser			
Jun 19 21 02:34:01 am	Why is it that a neighbour had to bring this to my attention? None of my other neighbours have heard this was going on either .We have not been notified properly to be involved in this discussion. We live on Dickenson which is a rural Rd . Farms with animals, cyclists , people walking their dogs, children out playing and you want to put transport trucks on our street? The Linc was closed recently on a Friday and the trucks rerouted to Dickenson Rd . I was in my driveway on a phone call and I had to go into the house because I could even hear the person. The noise and vibration was horrible. The dust being kicked up during that one day was terrible. There are horse stables and animal farms along this route which will be affected by the constant traffic. Why was this road even considered to be a truck route when it's rural and residential ? Why have we not been notified of this going on?						UnverifiedUser			
Jun 19 21 02:57:23 pm	I heard recently that the City of Hamilton dump trucks (and others larger vehicles) are exempt from no truck routes. I totally appreciate the need if there is business to be done (garbage, plows, etc) but I have followed City dump trucks, almost daily, and they are simply using no truck roads as a convenience and cut through with no regard to the no truck access and speed signs. It sends the message that if they are able, why are others not. It only perpetrates more violations. I know no one wants to take an extra 5 min to travel in the allotted areas, but the safety of the residents and their children should be more of a priority, would it not? Why are we permitting this to continue and how do we go about making it change.						UnverifiedUser			
Jun 19 21 08:22:39 pm	Where is the map showing the proposed location?						UnverifiedUser			
Jun 20 21 10:48:13 am	How will the proposed LRT route which reduces traffic on King Street impact this truck routes?City Representatives supportive of the LRT have suggested westbound traffic could travel east on Canon/York to Dundurn then travel south on Dundurn to King and continue their eastbound travel on King. Many trucks are already using this route and indeed travelling on the streets intersecting Dundurn to reach King. Is there any assurance that Dundurn Street will never be deemed a truck route in the future ?						UnverifiedUser			
Jun 21 21 06:57:12 am	it looks like they are planning on making haldibrook between hwy 6 and mines a truck route?? thats ridiculous since there are houses with children there and the speed limit is already 80km/hr. right now when we get trucks on our street the cars are going even faster to pass the trucks even tho its a no passing area. adding trucks on regular basis is a recipe for disaster.						User	Caledonia, ON, N3W2G9	55-64	Ward 11

<p>On this website, it reads that two considerations the City of Hamilton utilizes to decide where to have a truck route is 1. Avoiding roadways not built for truck traffic and 2. Improving Public Safety.</p> <p>With respect to #1 - Haldibrook Road was not built to support heavy loads. It does NOT have a proper road base to support heavy loads. Historically, it was simply a country gravel road and in the 1970's they just paved over the gravel. Consequently even with the traffic it has now it breaks up badly each winter and it is hard to stay in your lane and avoid a head-on collision so how can the City even consider having heavy trucks on it 24/7 when they say the wish to avoid roadways not built for heavy truck traffic ?</p> <p>Question 2 - Public Safety - Most of Haldibrook Road has NO meaningful gravel shoulder. In most places there is only 16 inches of shoulder before dropping off into a deep ditch. Right now, just getting your mail from the mail box is incredibly dangerous as traffic drives by you with just inches separating you from being hit. This is very dangerous for walkers, joggers, children and cyclists. With large heavy trucks it will be a life threatening situation. How can the City of Hamilton say it considers public safety when it is I live in the Lakeside community area of Stoney Creek and have to endure truck and heavy equipment movement on the N. Service Rd. The new stoplight is regularly run through when red by large trucks and heavy equipment being moved (to service facilities, I would believe). This area is growing in residential use with several large condominium projects proposed for the near future. Am I to understand that this already overused road network will be a full time truck route?</p>								User		Caledonia, ON, N3W2G8	55-64	Ward 11
<p>Jun 21 21 04:49:11 pm</p>								UnverifiedUser				
<p>Jun 21 21 06:18:54 pm</p>								UnverifiedUser				
<p>Jun 21 21 07:25:39 pm</p>								UnverifiedUser				
<p>Jun 21 21 07:27:09 pm</p>								UnverifiedUser				
<p>Jun 21 21 07:38:50 pm</p> <p>I have a few questions/concerns: 1) What study results have indicated a need to make Nebo Road south of Dickenson Rd. a heavy truck route (>11,000 kg)? The large industries are all north of Dickenson in the Industrial Park area. Nebo Rd. south of Dickenson is rural residential and farmland with no industry. 2) What is the proposed cost to upgrade Nebo Rd to handle heavy truck use and ensure safety? 3) Nebo Rd has little to no shoulders, it is narrow and hilly which causes poor visibility of oncoming traffic. There is often slow moving farm vehicles that travel on Nebo to gain access to their fields. This is a safety issue for all vehicles. 4) How will the proposed "no trucks" from 7PM-7AM be enforced? There is currently no enforcement of the heavy trucks that already use Nebo Rd. 24 hours/day. Thank you, a concerned resident</p>								User		Mount Hope, ON, L0R1W0	65+	Ward 11

<p>Jun 21 21 08:45:32 pm</p> <p>1. Haldibrook Rd is surrounded by many working farmlands...it is used by many farmers to drive their farming machines to get to each site, do you not feel that by allowing this road to be a major truck route there will be potential risk to these farmers and cars while on the road as they drive at a very slow speed? 2. Haldibrook Rd has only two lane used for both directions, there are no sidewalks and they are not very wide, with large trucks driving both ways this will be a hazard to cars and people. 3. Your "Existing Truck Route Network Draft Changes" site plan show Haldibrook Rd with markings that indicate "Operational Improvements" what does that mean? 4. Haldibrook Rd is already dangerous at times due to speeding cars and the odd truck. The speed limit in my section is 80 making it difficult to back out of our driveway and due to the dip in the road, its hard to see what's coming until it is right at your driveway. With this road as a truck route, the volume of trucks will increase therefore making it extremely dangerous for our families. 5. Haldibrook Rd is part of Caledonia...we moved here for peace and quiet...to get out of the noisy, smelly city due to traffic and truck volume...making this a truck route 24/7 will be disruptive to our</p>								UnverifiedUser										
<p>Jun 21 21 09:13:29 pm</p> <p>As a resident of Woodhill Road in Flamorough, I am wondering why our road is a designated truck route when there are absolutely NO shoulders, there are blind spots in the hills and valley's on this road, there is a weight restriction on this road in March and April, bicyclists use the road daily and now it is down to one lane at Barlow Creek due to a underground sink hole, necessitating the installation of a box drain which will require a road closure to install (as told to us by a roads work inspector) and no timeline as to when this will be done. I believe this road to be a dangerous route for trucks as they should be using the main route at Peter's corners and use highway 8 to go northbound. Sincerely Maureen Rieger</p>								UnverifiedUser										
<p>Jun 21 21 11:08:11 pm</p> <p>I don't have a actual question, but would like to comment on the Draft Recommended Truck Route Network (PDF, 2 MB), if I understand what I'm seeing on this map the proposed truck route with the daytime allowances makes perfect sense. It allows truck operators options when other routes are impacted by construction or accidents.</p>								UnverifiedUser										
<p>Jun 22 21 10:00:24 am</p> <p>Westbrook road is a road for many residents and should not be used as a truck route. The speed limit is presently 60 km and is often used as a 100 km highway, with this in mind, there will be trucks speeding causing many concerns for families with children. There is a small bridge between golf club and guyat which is now blocked to heavy traffic in the spring. Wake up..this is not the route to take. Also, this road is half west Lincoln and hamilton. Not yours to ruin.</p>								UnverifiedUser										
<p>Jun 22 21 12:03:52 pm</p> <p>As a long time resident on Haldibrook Road, I am concerned with this recommended change to our Road. We have never been contacted about the change and this road is not designed for the proposed changes. Can you tell me how this benefits anyone? And the traffic heading onto Highway 6 is already a concern at this point.</p>								User				Caledonia, ON, N3W1A6	65+				Ward 2	
<p>Jun 22 21 12:27:02 pm</p> <p>Has anybody actually driven through the rural areas? The routes south of Rymal Road will cut into Prime Farmland and promote pollution, both noise and exhaust. We have lost enough prime farmland with URBAN SPRAWL. Why isn't the Highway 6 bypass enough? It's never really full as it is....</p>								UnverifiedUser										
<p>Jun 22 21 12:52:14 pm</p> <p>the increase in housing on the stoney creek mountain along with MORE trucks will make travel extremely difficult - there are NOT enough routes from stoney creek mountain to hamilton mountain as is when there is a accident - I think this is very poor planning -- you should only use ONE major route on stoney creek mountain and that should be RYMAL</p>								UnverifiedUser										

Jun 22 21 02:18:51 pm	South west bound trucks must go south on Queen then west on King to the 403. What are the alternates during and after LRT construction?				
Jun 22 21 03:35:59 pm	The township that was amalgamated with Stoney Creek during the 1970's was named Saltfleet for a reason. There is sulfur in the ground water on top of the escarpment an most of that area to this day is still rural and without city delivered water. This means that the trucks have to deliver it to us. If these trucks are restricted on were they can go it will in the end cost more to deliver the water and water is a necessity of life. Will these truckers be able to get exemption so that they can deliver without the police giving them tickets? This would be better financially then the City putting in water lines or the city subsidizing for the added cost because of the fines.				
Jun 22 21 04:58:55 pm	No need for transport trucks using Centre Road starting from Parkside drive to Campbellville road. Trucks can use #6 Hwy and deliveries can be driven down each concession until truck reaches drop off point.				
Jun 22 21 05:00:04 pm	<p>What is the criteria for full-day truck routes being changed to daytime (ie., King street) or removed as a truck route (Main st downtown Hamilton)?</p> <p>The update to the routes changes how trucks can go up/down the escarpment (especially when Hwy 403 is blocked). The only Hamilton roads over the escarpment for overnight truck routes will become Governors Rd (Dundas), Wilson street (Ancaster), the Linc to Redhill or Hwy56/Centennial Rd (Stoney Creek).</p> <p>Wilson Street from Garner Rd to Main Street is a 2 lanes, very residential and a shared on-road bike route through the town. It is not like a highway like Linc/Red Hill, nor commercial like Centennial Rd.</p> <p>I request that Wilson should be removed from being a truck route, so that trucks of that size only drive the road when they must make a delivery locally.</p>				
Jun 22 21 05:55:08 pm	Having trucks enter highway 6 north off 4th concession west is suicidal. It would have trucks entering the highway onto highway six on a blind spot of a small hill with traffic at full speed. Truck traffic needs lights like in Millgrove to allow access.				
Jun 22 21 06:08:37 pm	Does anyone ever drive a actual transport truck along these routes? Concession 11 to Milborough line is just craziness! No room to turn- this is a residential area with children and families!				
Jun 22 21 06:20:00 pm	I have concerns re safety for intersection of Milborough Line & 11th concession as well as poor visibility all along Milborough Line due to hidden driveways as well as hills and curves. Has a safety study been completed?				

User			Hamilton, ON, L8S4C7	65+	Ward 1
UnverifiedUser					
UnverifiedUser					
User			Ancaster, ON, L9G1Z4	45-54	Ward 12
UnverifiedUser					
UnverifiedUser					
UnverifiedUser					

Jun 22 21 07:06:51 pm	Currently transport trucks (tractor trailers, double trailers, etc.) exit the 403, and proceed to the industrial lands along Burlington St. by cutting across the downtown. Numerous neighbourhood associations and other citizen groups have explicitly requested that the truck route network be revised to eliminate this cut-through traffic, while still facilitating local deliveries. Industrial lands in the north of the city could be directly accessed via Nikola Tesla and Burlington St. However, the revised network still allows the downtown cut-through traffic via Main/Victoria in one direction, and Wellington/Cannon/York or Wellington/Cannon/Queen/King in the other. Some minor, simple changes could remove the downtown cut-through traffic while still facilitating access to industrial areas and downtown deliveries. Yet you have chosen to build a network that continues to facilitate the downtown cut-through truck traffic. Can you please explain why you have chosen to not address the specific requests from citizen groups, and rather continue to allow the downtown cut-through traffic?						User	Hamilton, ON, L8R1Y3	35-44	Ward 1
Jun 22 21 07:11:06 pm	The revised truck route network designates the corner of King and Queen for truck traffic with no size limit. Can you please explain how large trucks will navigate the King/Queen intersection once the LRT station is built, and there is a single lane of westbound traffic running next to the mid-street LRT platform? Can you also please explain whether you think it is wise that such a sensitive location be designated as a route for large truck traffic?						User	Hamilton, ON, L8R1Y3	35-44	Ward 1
Jun 22 21 07:32:04 pm	Let me put it simply, in respect of large trucks cutting through the downtown between the 403 and Burlington St. There are two requests in front of you: 1) citizens want the trucks to avoid the downtown, and access Burlington St. via the highway network; or 2) truckers want to be able to continue cutting through the downtown. You could have picked option 1. But you picked option 2. Citizens deserve a good explanation about why you said no to option 1, and yes to option 2. Can you please explain? P.S. There is still time to change the proposed network.						User	Hamilton, ON, L8R1Y3	35-44	Ward 1
Jun 22 21 07:43:25 pm	Haldimand County Road 66 is an existing truck route parallel to and close south of Haldibrook Road, east of Highway 6. Were existing signed routes in neighbouring municipalities considered in the proposal, and if not, why not?						UnverifiedUser			
Jun 22 21 07:54:31 pm	As a resident of Brant County, I object to the City of Hamilton pushing truck traffic down Jerseyville Road beyond your City Limits onto our County Roads. I have expressed these concerns to our Mayor David Bailey.						UnverifiedUser			
Jun 22 21 07:54:31 pm	There is a small business centre on Concession rd east. How is a truck suppose to get there for deliveries						UnverifiedUser			
Jun 22 21 07:55:21 pm	Guiding principles in the TRMP include "Transferring of truck traffic to higher quality facilities; and Matching relationship of trucks to road category and roadway configuration." Secondary rural roads which have narrow lanes and shoulders, and surfaces not built for heavy trucks would be a serious safety concern if not upgraded at substantial cost. This seems to violate these guiding principles. Will upgrades be completed before these routes are signed as truck routes?						UnverifiedUser			
Jun 22 21 08:44:03 pm	From you map it appears the 6th conc. E Flamborough is a valid truck route in this draft. What hours can a truck use this road? Noise brake signs have already been posted on this road which indicates that residents have complained.						UnverifiedUser			

<p>Jun 22 21 08:49:49 pm</p>	<p>As I have read all the questions and answers is the Committee actually talking to, involving, discussing with the transportation, farming and manufacturing community that need and require these trucks to maintain a supply of raw materials and or finished goods to their facilities? The farmers deliver their products to the dock refining and export businesses. The farmers also pickup and take to the farm fertilizer and feed for their operations. This along with the other operations in the port lands (and other places) that provide employment to city residences by operating 24 hours a day - some cannot shutdown daily as a refining or steel operation must maintain product and production to be efficient. As someone involved in transportation for 40 years (not as a driver) and a resident of Durand area of Hamilton we must allow a balance of all parts of the transportation system to be economical and cost effective for the final consumer - in some cases the Hamilton residents.</p>									<p>UnverifiedUser</p>											
<p>Jun 22 21 10:23:51 pm</p>	<p>Trucks should be required to circle around the southern border of the city as much as possible and not go through the city proper, doing their unloading at designated outlets, such as malls, shopping malls, etc. When necessary, their cargo should be unloaded onto smaller trucks (of a designated size) which would be required to have special permits giving them limited permission to travel through the city—perhaps on designated lanes.... N.B. With regards to climate change and energy conservation, smaller trucks should be mandated at all levels of city work and passenger trucks and other over-sized personal vehicles should be ...well,outlawed.</p>									<p>UnverifiedUser</p>											
<p>Jun 22 21 10:27:38 pm</p>	<p>Many roads are still in shockingly rough shape for Canada, and when trucks that cannot securely tie everything down must drive long those roads, the rattling ruckus makes it difficult to conduct business phone calls, video conferencing, reading, training or even having family discussions. As well, we all know not every driver is aware of every route and time restriction, so even just once an hourly rattling during the night is sufficient to awaken residents within earshot. If we can remove truck routes from wealthier areas, can we not at least pave the remaining truck routes to permit a modicum of peace and civility in daily life? Thanks for your consideration.</p>									<p>UnverifiedUser</p>											
<p>Jun 22 21 10:35:12 pm</p>	<p>No question, but a thank you and feedback about improving cycling routes over the pandemic. My family preferred to bike more frequently, but were prevented from doing so due to the danger from traffic, especially trucks. The new lanes have permitted us to substitute the car with Bicycles much more often, and the proposed routes will foster even more of the same. You are increasing our health and safety and reducing vehicles on the road. Much appreciated.</p>									<p>UnverifiedUser</p>											
<p>Jun 22 21 10:48:59 pm</p>	<p>Can you present truck usage data i.e. which routes tend to be more heavily utilized?</p>									<p>UnverifiedUser</p>											

<p>I looked at the Carlisle sub Area maps pertaining to Existing versus Recommended routes and understand there are no changes planned, i.e., status quo will remain. As a concerned Carlisle resident, I look at the safety issues as they relate to handling of pedestrian traffic. The infrastructure for vehicular movement appears to have been given a priority over the safe passage of pedestrians, particularly along Carlisle Road and Centre Road arteries.</p> <p>1. 6. What are the criteria for assigning a road as a truck route?</p> <p>2. Is there a separate detailed report available pertaining specifically to the Carlisle sub-area?</p> <p>3. In your review, was any data gathered with regard to vehicular movement/counts in the Carlisle sub Area and Pedestrian traffic; with a view to safety first.</p> <p>4. What are the current and the projected number of Trucks passing through Carlisle village?</p> <p>5. Has any consideration and budget been put aside to extend the pedestrian-based infrastructure of sidewalks, bridge widenings and bicycle pathways to ensure the safety of pedestrians?</p> <p>6. What are the current and the projected number of Trucks passing through Carlisle village?</p>										UnverifiedUser									
<p>I am happy to see that trucks will be limited to daytime hours on Victoria Ave. North. My question is about the increasing number of LCV trucks and double axle trucks on this route. I can look out of my home office window on Victoria Ave. N. and see so many of them pass by daily. According to the MTO "LCVs may only operate on predetermined multi-lane, controlled access, divided highway routes and to and from terminals close to highway ramps that have been approved by Ministry of Transportation officials. All off-highway routes require an engineering and traffic safety assessment and route plan as well as consent to operate LCVs by the local road authority." I want to know if the City of Hamilton has conducted the necessary engineering and safety assessments for these trucks on both Victoria Ave N and Wellington St. North. There are more than 1600 of these truck in Ontario and they are often carrying dangerous goods. They speed down Victoria Ave N. towards Burlington St. How can this be safe? Isn't the speed limit here 40 km/hr? Even enforcing that might improve the safety of this street. My last point... both Victoria Ave. and Wellington St. are residential streets. The only part that is commercial would be the sections north of Barton.</p>										UnverifiedUser									
<p>Any thoughts about how to manage traffic through subdivisions? After thinking about what I've read, I have a concern about smaller trucks using subdivisions to "skip" high traffic corners. For my personal example, I live in a subdivision where cars and the occasional small truck will cut through the subdivision to skip the traffic at Upper James and Stone Church. (Upper James to Chipman to Jeremy to Bridgette to Benjamin to Stone Church) If the enforcement limit is increased to 11,000kg, I'm concerned that the smaller trucks will start using this shortcut more often, since there would be no legal ramifications for doing so, and delivery trucks are always under pressure to be on schedule. What are the options under the revised plan if it turns out smaller trucks do end up abusing this route or other shortcuts in other parts of the city?</p>										UnverifiedUser									
<p>How is additional truck traffic on Wilson St. in Ancaster will be minimized?</p>										UnverifiedUser									
<p>Concession 4 West addition to truck route. One of the first signs you see as you enter Concession 4 West from Highway 6 North reads no truck traffic between March 1 to April 30. Obviously this road is not equipped to handle large truck traffic through out the year. How many hundreds of millions of dollars are you suggesting be spent to upgrade the road and keep our community SAFE?</p>										UnverifiedUser									

Jun 23 21 11:34:43 pm	<p>In regards to Ward 2 and the proposal to have trucks that are now full time to only run part time between 7 - 7 on Wellington street north. I see that the proposal still gives trucks full access to run full time to Ferrie street to turn left, as someone who lives on that route along with many of my neighbours I do not see the logic of allowing trucks to travel to Ferrie to only make a left to take them back down to Burlington street. I would ask for all travel emanating from Burlington street north on Wellington be limited to part time only as well.</p> <p>In a perfect scenario I would see no need for Heavy truck coming out of the many industries located on Burlington street to have to run on Wellington street or any of the other residential streets then through the heart of the city causing noise and air pollution along with speeding up the damage to city roads in an attempt to shave time to access the highways.</p> <p>Burlington street where these companies are located has access to all the major highways and would only add minutes to travel time for heavy industrial trucks.</p> <p>On the proposed route change, can the full time permission of trucks to run through Wellington. Several corridors that remain on the recommended Truck Route Network (e.g., Cannon, Concession, Wellington, and Victoria) have a significant number of sensitive land uses, including hospitals, elementary schools, long-term care, and city parks. How does this lead to a balanced network if public health is compromised (e.g., traffic/noise pollution, less desirability for active travel, etc.)?</p>						User	Hamilton, ON, L8L3X8	35-44	Ward 2
Jun 24 21 08:48:12 am	<p>Recent research conducted with cyclists in Hamilton has revealed that many avoid routes that have a lot of trucks. Cannon, York, and Victoria are important corridors with protected or buffered infrastructure in the cycling network. Why are "efficiently connected" and "reliability" for trucks prioritized (e.g., numbered) above "safety"? What is the potential loss of cyclists along these corridors because they are perceived to be unattractive or less safe?</p>						User	Hamilton, ON, L8S3M1	25-34	Ward 1
Jun 24 21 08:59:23 am	<p>As it seems that the Linc will remain a designated truck route, will proper sound barriers be installed along its entire length? Along the sections without a sound barrier the constant noise is very loud--and getting louder every year.</p>						UnverifiedUser			
Jun 24 21 09:31:42 am	Will sound barriers be installed along the length of the Link?						UnverifiedUser			
Jun 24 21 09:33:13 am	Will there be changes to the roads (lanes, shoulders, speed limits) and private properties along Haldibrook and Sawmill Road in this proposed plan?						UnverifiedUser			
Jun 24 21 09:38:53 am	<ol style="list-style-type: none"> 1. What will future fines be and Paid by who and to which dept? 2. How long will the roll out take before fines start and how will every company and driver know the new route? 3. What options will be available if a driver has various drop off spots at opposing areas? Will the plan accommodate exceptions or how will drivers handle that complication? 4. Will drivers be given warnings if they don't know how to deliver to a location not in the new route boundaries? 						UnverifiedUser			
Jun 24 21 10:10:24 am	For the new segments that are proposed, do you have statistics about the number of trucks that will travel that route in a 24 hour period as well as what percentage of that traffic would occur between evening and morning (night)?						UnverifiedUser			
Jun 24 21 10:25:12 am	Lynden Road is a residential street with many children and retired people. The trucks that barrel down the road are noisy, polluting and often traveling above the speed limit. This road should not be included in the Truck Route. Please find an alternative route for these industrial, commercial vehicles.						UnverifiedUser			
Jun 24 21 10:25:28 am							UnverifiedUser			

Jun 24 21 10:52:05 am	Will the new transportation plan re-route the truck traffic from travelling along Dundas St. (Highway 5) through downtown Waterdown. The truck route could be changed to follow the new Waterdown bypass to highway 6. The Waterdown Node Secondary Plan is recommending making downtown Waterdown a more pedestrian friendly area in town and with heavy transport trucks allowed to travel right through town, it makes the area very unsafe not to mention the damage heavy trucks cause to the heritage building foundations in the area.						User	Waterdown, ON, L0R2H0	55-64	Ward 15
Jun 24 21 10:53:24 am	What is preventing removing Cannon St. (Victoria to Queen) from the truck transport list? Given the development of downtown and bike lines, would it not be beneficial to reduce heavy traffic? Pre-COVID, I have seen heavy trucks roar through yellow/red lights at James and Cannon in the middle of Art Crawl. It seems very dangerous. Thanks,						UnverifiedUser			
Jun 24 21 11:29:27 am	In follow up to my earlier question. A City of Hamilton document from 2014 clearly states this in item 7.3: "Given the unique geometric requirements associated with LCVs, the truck route network developed through this study is not intended to accommodate their unrestricted operations (i.e., the truck route designation does not negate the need for the provincially-mandated engineering and safety assessment). Additionally, the City has indicated that until such a time as a business operating within the City of Hamilton requests consent to use LCVs, the City has no interest or intent to accommodate such vehicles on any City roadway (including the Linc and RHVP). Therefore, no further action related to LCVs is recommended at this time." What has changed? This morning at 10:52 am, 2 LCV trucks drove past my house on Victoria Ave. N. At 11:03 am, another LCV and again at 11:19 am. Four LCV trucks in less than 30 minutes! One was from Snobelin Farms so I am guessing it's going to the Bunge facility. Have they applied for a variance to allow LCV trucks?						UnverifiedUser			
Jun 24 21 12:20:45 pm	11E is a poor choice for truck traffic and the winding road of Milborough Line is arguably worse. Horse farms, narrow bridges, substantial hill, blind spots and poor egress to both Hwy 6 and Milborough Line. What possible logic is there for this choice? I asked for stats from Omar and have not received them.						UnverifiedUser			
Jun 24 21 12:33:58 pm	Why does the city want to make a beautiful country road into a truck route? We moved out here for peace and quiet not the sound of trucks day and night!						UnverifiedUser			
Jun 24 21 01:17:05 pm	What necessitated or was a key driver in the addition of Westbrook Rd as a truck route?						UnverifiedUser			
Jun 24 21 01:17:14 pm	Because Fruitland Road has no police presence, why is the speed limit not reduced to 40kph and speed bumps installed until the bypass is built? Also why is the truck curfew not policed?						UnverifiedUser			

Jun 24 21 01:26:31 pm	<p>Which roads are existing trucks using today without utilizing Westbrook Rd?</p> <p>What truck volumes are anticipated for Westbrook Rd?</p> <p>What geometric and operational improvements will be made to Westbrook Rd to accommodate trucks?</p> <p>Will the improvements be made prior to the truck route being implemented on Westbrook Rd?</p> <p>The intersection of Westbrook and Binbrook Roads is skewed and dangerous today, will improvements be made here? Have truck turning wheel paths been examined?</p> <p>What are the connections outside of Hamilton and neighbouring municipalities?</p> <p>Will noise and air studies be completed prior to implementation to determine pollution impacts?</p> <p>Will the speed limit on Westbrook between Binbrook Rd and York St be lowered from 80 km/h to 60 km/h like the rest of Westbrook Rd</p>									UnverifiedUser											
Jun 24 21 01:45:54 pm	<p>I'll likely not be able to attend the meeting, but I'm wondering who pays for increased wear and tear on roads? Do the trucking companies pay fees or taxes to cover the required improvements and maintenance, or do we pay with our taxes?</p>									UnverifiedUser											
Jun 24 21 02:33:34 pm	<p>How and Where has "Truck" be defined as it pertains to the existing and proposed routes?</p> <p>Example: " Truck" definition: a commercial motor vehicle with a weight when unloaded, of three tonnes or more, or when loaded, of five tonnes or more, but does not include a passenger vehicle, an ambulance or any Vehicle of a police or fire department.</p> <p>Local deliveries and collections are exempt from heavy truck restrictions if the location cannot be reached by any other road and provided that the route taken is the shortest possible to and from the location on the truck restricted route.</p>									UnverifiedUser											
Jun 24 21 02:51:35 pm	<p>How will the "day time only" be enforced? Currently trucks use Fruitland Road 24 hours and don't always stay to posted speed limits. Trucks should not use Fruitland any time. There are no stop signs between Barton and hwy 8 to ensure speed limits are maintained. If this stays a "day time only" route or any form of a truck route, a stop sign (all way stop) needs to be put at Fruitland and Sherwood. This is the longest stretch of city road with no stop signs and there is a park kids play at.</p>									UnverifiedUser											
Jun 24 21 02:51:47 pm	<p>What if any consideration has been given to removing the segment on Ottawa St. extending from Barton St. Through King St.?</p> <p>With similar access at Sherman and Parkdale and many independent businesses, restaurants, street patios, and pedestrian traffic along Ottawa, why continue to route 5 tonne vehicles along this segment of Ottawa St.? At a minimum could this route segment be rezoned for warm weather months?</p>									UnverifiedUser											

Jun 24 21 08:35:56 pm	By forcing the trucks coming from distances when delivering to the Port and forcing the 7am to 7am time slots, the city will be placing a large amount of trucks at 7 am coming from the west into the city. As many come a fair distance up to 6 hours away. This will download a high volume both on the 403 down the hill and on to Main Street to get to the port. The option would be to go around the bay at 6 to 7 am when the traffic is the highest putting more trucks on Burlington street which is currently falling apart.						User	Hamilton, ON, L8P4S5	55-64	Ward 2
Jun 24 21 08:40:24 pm	To force the type of truck to be smaller going to the port HOPA will be losing business as they lose their ability to compete on a competitive business model and will slowly force farming away from the port and their ability to make a living. Once again a city with the ability to compete on a world stage will cut off their nose too spite there face much like Toronto and lose their marine heritage						User	Hamilton, ON, L8P4S5	55-64	Ward 2
Jun 24 21 08:44:17 pm	Good presentation and as long as there is a balance in choices to help maintain both city competitiveness and employment it will work. I have been in Transportation for over 45 years Marine Freighters, and Trucking						User	Hamilton, ON, L8P4S5	55-64	Ward 2
Jun 25 21 02:07:43 pm	You have no truck routes connecting QEW and Queenston after 7Pm except Fifty and Centennial. Truckers are exiting on Fruitland and continuing down Fruitland at ALL times of the night because they are not going 5-7 km out of their way to get to Queenston. There needs to be another option because truckers are NOT following these rules currently and it is absolutely not an option to open Fruitland as a 24 hour truck route when it's 100% residential. What happened to the proposed trucker route that ran parallel to Fruitland? This is a residential area and we are not welcoming to truckers that are not following the rules and better enforcement needs to be addressed as well. I have never seen a police patrolling Fruitland in my 3 years of living here apart from a possible 3 times. It is essential to enforce any plan that is established or there is no point to al of the work that is being done.						UnverifiedUser			
Jun 25 21 04:17:16 pm	Why is it necessary for heavy trucks to run through the downtown heart of the city of Hamilton? In this proposed "new" routing, from 7am-7pm, for 12 hours a day, for half of the entire day, for all of daytime hours heavy trucks will continue to drive, break and wide turn past densely populated neighbourhoods, schools, playgrounds, and bike routes in the downtown core. Why?						UnverifiedUser			
Jun 25 21 07:38:32 pm	I live on Conservation Rd Milton, (opposite 11th Conn E.) I understand that there is a need for truck connection between Derry Road and Highway 6, but is the section of Millborough town line between Derry and 11th Con E. really suitable for heavy trucks?						UnverifiedUser			
Jun 25 21 09:23:18 pm	You want to send transport trucks down Sherman Avenue when it is all residential. There is also a school, the trucks don't adhere to the speed limit already around the school as well as it being a residential area. Trucks are going fast to "beat the light" something needs to be done to help with the safety of children and other pedestrians on this street if you are going to be sending potentially more trucks down.						UnverifiedUser			
Jun 26 21 06:53:33 am	Why is the city putting money in to this? when they need to put it into the cop funds. so the law can be pushed. by some of the questions tucks are going where they should not. by putting it to the cops you mite control more laws and crime. this is just like the one that mad a two way bike lanes on a one way street. how is that safe? the city needs to look a other ways to control truck. like better signs. that mite stop the trucks from going north on Kenworth and getting stuck under the train bridge.. just kiss it. if you know what it is . look at the reel problem why truck are going where they like and how to stop it. comin sense.						UnverifiedUser			

Jun 26 21 08:14:43 am	According to your master plan Grays Rd. N, Francis Ave, Drakes Dr to N. Service Rd. will become a full time truck route. This is a quiet suburban neighborhood already subjected to high traffic. Your plan crosses a bike route and an area with no sidewalks. It passes by a conservation area also. This route should only be used in the event of the closure of S. Service Rd. Please note also, your plan to close N. Service Rd. Fruitland to Grays for trucks may also increase truck traffic on Grays as trucks may find it easier to access the QEW from N. Service Rd. We in the Lakegate neighborhood have been rallying for years to have this sensitive area dedicated a non truck route. Please don't set us back and give us the same courtesy other areas have received.					UnverifiedUser				
Jun 26 21 08:26:49 am	Trucks and bus's cannot safely turn from Gage Ave. To Beach Rd, they have ruined Beach road, caused many road rage, accidents, and have to go onto side walk turning right onto Beach Road, almost hitting Children on by cycles. is the city waiting for a death before they correct this problem, truck route a joke, I even get Tractor Trailers on my street (Avondale Street) where kids play.					User		Hamilton, ON, L8L7C8	65+	Ward 3
Jun 26 21 08:56:57 am	I live on con 6w who occasionally brings my truck (overnight stays only) , there's other's that park all week. We've been doing this for 40 years, never had a complaint. You already closed the safest excess to hwy 6, now you want to completely close it? Will there be exemptions for those who live here and pay taxes I might add?					UnverifiedUser				
Jun 26 21 10:57:36 am	How do you expect to provided adequate safety measures on Parkside drive from Highway 6 to Centre rd while continuing to allow trucks to continue to use this road to pass through. This passage needs to be safe for all the children that travel this route to get to and from school. I can ensure you multiple heavy vehicles are consistently speeding and blowing through the red lights daily. This is no need to allow these heavy vehicle to use this road when there are alternatives routes to use.					UnverifiedUser				
Jun 26 21 03:20:26 pm	Don't change current routes at all. these trucks support our city industries and businesses. People have adapted for years with these routes. We don't need change.					UnverifiedUser				
Jun 26 21 05:53:07 pm	Truck route on centre road is within 100 meters of two schools. You have a provincial truck route running parallel to centre. Why would you still have centre road included in the truck route?					UnverifiedUser				
Jun 26 21 09:42:31 pm	Is there a way to reroute the loud big trucks so they are not going directly past my home? I have a baby and with the loud big trucks she wakes up and makes it for a long miserable night.					User		Hamilton, ON, L8S2H8	35-44	Ward 4
Jun 27 21 08:24:43 am	Keep large trucks off of Carluke Road West !!!!!					UnverifiedUser				

<p>I am writing on behalf of my 92 year old father (Beniamino Brunato) and my 82 year old mother Pierina Brunato. They live at 14A Concession 11 East and just discovered their home is on a proposed truck route.</p> <p>They have been living on Concession 11 East for over 50 years and hope to continue living there as long as they are able. They are concerned about the safety of persons associated with this truck route.</p> <p>My father uses a walker and his exercise is to go out for his walks along the road, sitting on his walker when he needs a rest, and continuing on. Many times the persons in the community stop to make sure he is OK which is great to hear. My mothers health and walking ability are also deteriorating and I could easily see her needing to use a walker in the near future. Because of these two factors they are opposed to the route for their own safety. The road simply is not wide enough for trucks and pedestrian users that need to use mobility aids and there are many elderly people on the street. In the winter with limited shoulders the problem becomes worse. My parents are also worried about children that may be riding bikes in</p>								UnverifiedUser					
<p>Thank you for this PIC. I support the development improvements along concession 4 west to HWY 6 for the proposed full time truck haul route.</p> <p>Please advise when the city would release concept designs and start construction? Would a middle turning lane be added as part of the improvements? Are sidewalks and urbanization part of the ROW development plans?</p> <p>Thanks.</p>								UnverifiedUser					
<p>During the June 24th Public Information Meeting, participants noticed that Quality of Life or Public Safety Concerns were not presented equitably in the presenters comments about proposed truck routes. Specifically, Project Managers Shams and Stewart made specific reference to the detailed considerations around central Binbrook. It was explained that the proposed routes would skirt all around Binbrook - and not only that, but these routes around Binbrook would be Day Time Use Only truck routes - to provide quality of life for the residents. But when Haldibrook Road was mentioned, we heard nothing about Public Safety or Quality of Life. Mr. Stewart simply said "There's no east-west corridor for trucks south of Highway 53 / Rymal Road"</p> <p>My question to Mr. Stewart and Mr. Shams is why is there no consideration for the health, well-being and Quality of Life for Haldibrook Road residents? Why did you not propose a Day Time Use Only designation - rather than Full Time designation of Heavy Trucks 24/7 365 days a year? Why are you eager to reduce the impact of heavy trucks to Binbrook residents but not to Haldibrook Road residents?</p>								User		Caledonia, ON, N3W2G8	55-64	Ward 11	
<p>No big trucks on Carlisle Road at any time of the day or night between Highway 6 and Milborough town line. This is a major bicycle route. For pedestrians, there is NO sidewalk along most of the road. It is unsafe for bicyclists, joggers, pedestrians, school buses. No big trucks should be allowed on Carlisle Road.</p>								UnverifiedUser					
<p>Looking at proposed routes, it is clearly evident that some proposed routes (eg Milborough Town Line) are completely unsuitable to sustained large truck traffic due to blind curves, blind intersections and narrow roadways with barely sufficient room for two cars to pass. Is it therefore part of the project that extensive restructuring of existing roads will take place before routes are activated?</p>								UnverifiedUser					
<p>Will truck traffic on Rymal increase as a result of these new plans?</p>								UnverifiedUser					

<p>I live on the 4th concession between millgrove side road and highway 6. This road is not suited for truck traffic, and is already very unfriendly for those brave enough to walk their dog or cycle on this stretch, due to speed of traffic and lack of shoulders.</p> <p>What is the rationale for moving the truck route from 5th concession to 4th concession?</p> <p>How can this stretch be made safer for non-vehicular traffic?</p> <p>What is planned for the intersection between the 4th and 6? (this interchange is arguably not safe for existing traffic let alone become recommended for truck traffic)</p> <p>I am baffled by this proposal. I cannot see how it can make more sense than the existing route in terms of economics, safety or otherwise.</p>									
<p>Jun 28 21 09:24:28 am</p>	UnverifiedUser								
<p>Jun 28 21 09:27:57 am</p>	UnverifiedUser								
<p>Jun 28 21 09:33:30 am</p>	UnverifiedUser								
<p>Jun 28 21 10:33:48 am</p>	User					Waterdown, ON, L8B0E8	35-44		Ward 15
<p>Jun 28 21 01:30:21 pm</p>	User					Hamilton, ON, L8M3K8	55-64		Ward 3
<p>Jun 28 21 01:32:34 pm</p>	User					Hamilton, ON, L8M3K8	55-64		Ward 3
<p>Jun 28 21 01:42:55 pm</p>	UnverifiedUser								
<p>Jun 28 21 02:51:12 pm</p>	UnverifiedUser								
<p>Jun 28 21 06:28:33 pm</p>	User					Waterdown, ON, L8B1K1	45-54		Ward 14

<p>Jun 29 21 09:36:56 am</p>	<p>how much is this costing tax payers? I live on Brighton Ave between Mead and Brampton St. at Brampton St there is 2 No Truck signs but at Mead no sign ,constantly we have tractor trailers drive up and down our block to and from the Tim Hortons 634 Parkdale N. A number of residents have told the trucks not to drive on our block, but they laugh and give us the finger. So my question is, just how effective will your master plan be if they won't respect or abide by the laws that are already in place. I just wished the City would do more on signage and improve enforcement before wasting money on some high in the sky projects to waste money on consultants and their unrealistic approaches in resolving issues.</p>									<p>UnverifiedUser</p>						
<p>Jun 29 21 12:59:48 pm</p>	<p>What is being proposed re: the 8th Conc. East which is currently being used by all manner of trucks, including 18 wheelers, as a bypass route from Milton and Burlington? It is extremely dangerous to residents and hazardous to the road surface when truckers are using this route to shave a few minutes off of their time table. Pls. advise, thanks</p>									<p>UnverifiedUser</p>						
<p>Jun 29 21 01:05:18 pm</p>	<p>Why are you again looking at Haldibrook Road when this issue was already dealt with years ago? The road is too narrow, highly populated in Blackheath, has a dangerous turn on and off hwy 56, has no shoulders now to walk on and widening the road will cause issues for sept systems located on front yards. This community fought this before and you agreed then it was not suitable, why do you think it is NOW suitable?</p>									<p>UnverifiedUser</p>						
<p>Jun 29 21 08:51:27 pm</p>	<p>Why are trucks continued to be allowed on victoria ave north, now as 'daytime only'? Several residents have expressed deep concerns regarding noise and safety. As the parent of 3 young children, I am strongly considering moving from this neighbourhood due to the heavy trucks careening down the street and skidding to a stop on Cannon street. Our Lansdale/Beasley neighbourhood is rife with heavy truck traffic, especially on Wellington and Victoria. Daytime use? Our children cannot walk to school or the park without enormous tractor trailers speeding past. We need to do better.</p>									<p>UnverifiedUser</p>						
<p>Jun 30 21 07:44:46 am</p>	<p>We have fought for 10 years to make Haldibrook Road a "no trucks" road. I live at the four way stop located at Haldibrook Road and Tyneside road. The amount of noise generated from transport trucks going through out country community is terrible. Haldibrook was finally signed as "no trucks " allowed road within the last few years. Why are you considering making Haldibrook Road a FULL TIME truck route when there is already a full time truck route just one concession south on Haldimand Road. Having two truck routes on two successive roads Haldimand ROad 66 and now as proposed Haldibrook Road makes no sense. Haldibrook Road is a road where the houses are situated close to the road, and the NOISE from trucks vibrate the house and make sleeping impossible. This is unacceptable for this residential country road!</p>									<p>UnverifiedUser</p>						

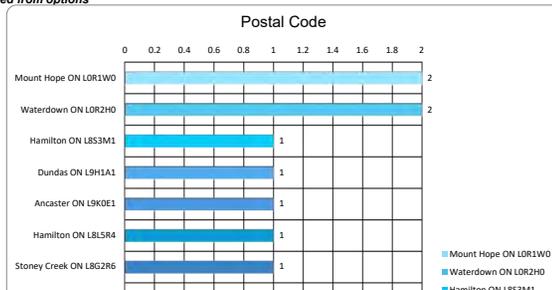
Jun 30 21 05:42:04 pm	<p>I was recently made aware of the Truck Route review and watched the PIC #2 video. I live on Concession 4 West, between Ofield Rd and Millgrove Side Rd. Concession 4 W includes many residences, including young families. The road is often used by pedestrians going for a walk, kids bike to neighbours, and a popular route for cyclists, is changing this road to Truck Route a safe and feasible option without creating a significant safety concern? I believe it is a concern and do not support it. I am aware (and agree) that the current truck route Concession 5 W is a concern, particularly within Millgrove. However, I do not think moving changing the route one road south 'solves the problem', but simply 'shifts the problem' to a new road. I believe most of the truck traffic on Concession 5 W is related to local businesses, Millgrove Garden Supplies, London Brothers, to name just a few. This truck traffic will obviously remain due to the business's location. Similarly, the local truck traffic on Concession 4 W will remain, for example to Murrays Truck Repair shop. Neither of these roads should be a Truck Route. Keep the trucks on the major arteries, Hwy 5, and Hwy 6. The intersection of Concession 4 W and Hwv 6 is How quickly will these changes take effect? Also, if truck traffic does use Governors Road I would suggest the speed limit from Osler west to Pirie be changed to 40 km/h and to 60 km/h from there to Highway 52.</p>									UnverifiedUser							
Jul 02 21 08:29:20 am	<p>Mud street east seems to be a truck route. Do they take into consideration the community of people that live there. It is a truck route yet there are stop signs at every corner. When these large trucks start to gear up to start of it is very noisy, it's like sleeping in the middle of the highway. That is not to mention the public school on Mud street east at Tapytown road. The MP changed speed limiters on Regional road 20 with no signs to let you no about the NEW speed limit,so after living in the area for 22 years I recieved a fine! They lowered the speed limit on this highway yet on Mud street where there is a school the speed limit is higher for the blocks before and after the school. Not to mention that I asked for a sign to be put in place for people using there air brakes to come to a stop at all the multiple stop signs, still no sign. It has been a year with several reminders. Do they even take into consideration there is a SCHOOL there?</p>									UnverifiedUser							
Jul 02 21 09:50:46 am	<p>Why would you open Queen Street from King to Main to tucks during the day? The area is residential and indiscriminately low income residents. The heavy metals released from truck brakes is widely known to be a health hazard. In addition, day time noise of these trucks is deleterious to children,'s development.</p>									UnverifiedUser							
Jul 04 21 09:30:09 am	<p>What measures are being taken to ensure that trucks don't cut through neighboring residential streets?</p>									UnverifiedUser							
Jul 05 21 10:58:14 am	<p>why this stupid idea to change haldibrook rd to a truck route</p>									User			Caledonia, ON, N3W1N1	65+			
Jul 05 21 03:32:37 pm	<p>Truck traffic through downtown remains horrific most of the time. Trucks using this route may not reach the definition of a semi but I have been hemmed in by dump trucks or larger more times than I care to count. There should be NO trucks allowed to use King or Main as a thoroughfare, the Linc or Nicola Tesla should be used for that purpose. If their destination is not in the downtown core of the city (between Highway 403 and the Red Hill) they shouldn't be down here. Trucks should be required to leave the main routes (Highways or the Red Hill) at the closest access to their destination, not shortcut through the city. Yes, this may increase truck traffic on the major routes, that's where it belongs. City Hall has allowed business to dictate what THEY want for too long. Time to answer to the citizens who elect you, not big business.</p>									User			Hamilton, ON, L8N1V7	55-64			Ward 2

Jul 09 21 08:03:41 pm	<p>When I look at the comments that have been submitted so far I do not see representation from the logistics companies. Moving goods in and out of the City of Hamilton has been happening since the beginning of time so it is a part of the city requirements. It is important for all operators to obey the rules of the road and they need to operate with safety as being a top priority. I believe that it is also important that these trucks need to be given safe roads to travel on. they need to be safe road surfaces, safe sized road to travel on, safe for multiple uses ie: cars, motorcycles, bicycles, mopeds, wheel chairs to name a few. If a business is given the right to operate then there is a chance that they may need a pick up or delivery of products and truckers should have a right to make that pickup or delivery. Maybe business location in the city has to be looked at for the future.</p> <p>I know for a fact that some logistic companies refrain from driving on city roads during the day and make pick or deliveries in the evening or night hours. Maybe the city needs to open conversations with representatives from the trucking organizations to see what can be done to reduce trucks that can't use the main truck routes during daytime hours.</p>					User	Dundas, ON, L9H1A1	55-64	Ward 13
Jul 14 21 12:44:49 pm	<p>PLEASE STOP THE FLOW OF TRUCKS THRU WATERDOWN. HI- WAY 5. PLEASE PUT NO TRUCKS ALLOWED UP AND DIRECT THE TRUCKS AROUND WATERDOWN PLEASE. BECAUSE THE TRUCKS ARE TARING UP THE ROADS. PLEASE SAVE OUR ROADS. THANK YOU.</p>					UnverifiedUser			
Jul 22 21 02:10:07 pm	<p>I would like to see the heavy truck traffic reduced through the Village of Millgrove on Concession 5 West. I worry for the safety of children walking to Millgrove Elementary School. I frequently see parents walking against traffic where there are no sidewalks and very narrow shoulders, sometimes pushing strollers as well, trying to deliver their children safely to school. The speed limit through the school zone is 40km/h, but frequently is ignored by drivers who are hurrying to get to highway 6. We also have the Millgrove store and Post Office on the concession which attracts pedestrians, children on bicycles and larger groups of cyclists who stop at the store for breaks. Seems incredibly dangerous when large trucks are trying to pass groups of cyclists, sometimes riding side by side, forcing the trucks to pull entirely into the on-coming lane. Why is heavy truck traffic allowed to travel through the heart of the "Village" where houses are most concentrated and close to the road, as well as the location of an elementary school, daycare and General Store ?</p>					UnverifiedUser			
Jul 24 21 04:16:13 pm	<p>Have the project consultants spent any time on a truck route? There are multiple sections that travel through significant residential areas, in the case of Victoria Street it passes a neighbourhood park. Why do the consultants think that heavy industrial traffic should be prioritized over residents in a neighbourhood?</p>					User	Hamilton, ON, L8L5R4	35-44	Ward 3

DEMOGRAPHIC ANALYSIS of Contributors - Based on Sign-up form responses

*special characters like '&' will be removed from options

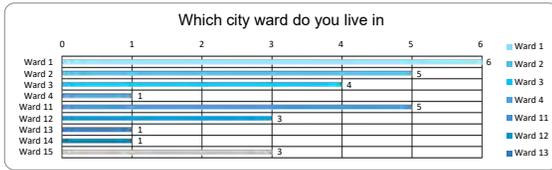
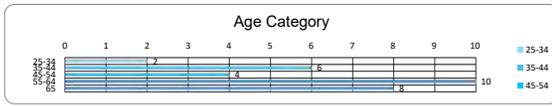
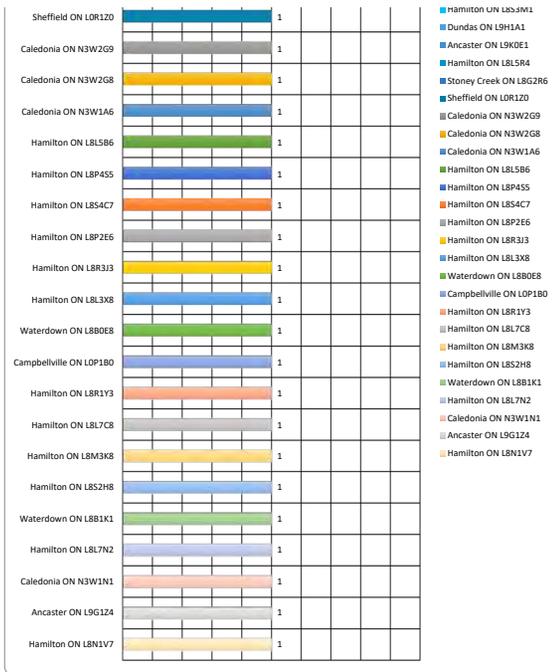
Postal Code	Count
Mount Hope ON LOR1W0	2
Waterdown ON LOR2H0	2
Hamilton ON L8S3M1	1
Dundas ON L9H1A1	1
Ancaster ON L9K0E1	1
Hamilton ON L8L5R4	1
Stoney Creek ON L8G2R6	1
Sheffield ON LOR1Z0	1



Caledonia ON N3W2G9	1
Caledonia ON N3W2G8	1
Caledonia ON N3W1A6	1
Hamilton ON L8L5B6	1
Hamilton ON L8P4S5	1
Hamilton ON L8S4C7	1
Hamilton ON L8P2E6	1
Hamilton ON L8R3J3	1
Hamilton ON L8L3X8	1
Waterdown ON L8B0E8	1
Campbellville ON L0P1B0	1
Hamilton ON L8R1Y3	1
Hamilton ON L8L7C8	1
Hamilton ON L8M3K8	1
Hamilton ON L8S2H8	1
Waterdown ON L8B1K1	1
Hamilton ON L8L7N2	1
Caledonia ON N3W1N1	1
Ancaster ON L9G1Z4	1
Hamilton ON L8N1V7	1

Age Category	
25-34	2
35-44	6
45-54	4
55-64	10
65	8

Which city ward do you live in?	
Ward 1	6
Ward 2	5
Ward 3	4
Ward 4	1
Ward 11	5
Ward 12	3
Ward 13	1
Ward 14	1
Ward 15	3



Frequently Asked Questions

How was a specific road selected for the recommended truck route network?

- The road was of a classification that included truck traffic
- It provided a connection to a truck route of an adjacent municipality
- It could serve as part of a network of roads to distribute truck traffic in an area
- It had a minimum score based on the established criteria
- Engineering judgement?

Specific Roads

How was the Milburgh Side Road/Concession 11 route chosen?

- The road was of a classification that included truck traffic
- It provided a connection to a truck route of an adjacent municipality – Halton Region
- It could serve as part of a network of roads to distribute truck traffic in an area – it would serve as an alternate to Carlisle Road
- It had a minimum score based on the established criteria
- It would require future study, and upgrades to the road to make it feasible

How was Haldibrook Road chosen?

- The road was of a classification that included truck traffic
- It provided a connection to a truck route of an adjacent municipality – Haldimand Region
- It could serve as part of a network of roads to distribute truck traffic in an area – it would connect Hwy 6 to Hwy 56, and serve as an alternate to Whitechurch Road?
- It had a minimum score based on the established criteria
- It would require future study, and upgrades to the road to make it feasible

How was Westbrook Road chosen?

- The road was of a classification that included truck traffic
- It provided a connection to a truck route of an adjacent municipality – Niagara Region
- It could serve as part of a network of roads to distribute truck traffic in an area – it would connect Regional Road 20 to Whitechurch Road, and serve as an alternate to Hwy 56?
- It had a minimum score based on the established criteria
- It would require future study, and upgrades to the road to make it feasible

Why was Concession Road #4 chosen?

- The road was of a classification that included truck traffic
- It has a quarry adjacent to the road
- It would reduce the truck traffic through Millgrove
- It had a minimum score based on the established criteria
- It would require future study, and upgrades to the road to make it feasible

Why can't the truck route be removed on Dundas Street east of Hwy 6?

- The road was of a classification that included truck traffic
- It would put all of the truck traffic on Parkside Drive
- It had a minimum score based on the established criteria

Why was Dickenson Road chosen?

Why are you proposing truck routes through the downtown?

- The road was of a classification that included truck traffic
- It could serve as part of a network of roads to distribute truck traffic in an area
- It had a minimum score based on the established criteria

Why would the part-time routes be daytime only, instead of nighttime only?

- It is based on a "quality of life" assessment
- Stakeholders indicated concern about noise and vibration from trucks on nearby roads at night time

Additional Engagement Post the November 2021 Truck Route Sub-Committee Meeting

Hamilton

Hamilton Truck Route Master Plan Update Truck Route Subcommittee Meeting #2



IBI GROUP
In association with GLPj and
David Kriger Consultants
November 29, 2021

Outline

- Study Recap: Overall Scope and Major Activities
- Recommended Truck Route Network
- Recommendations
- Financial Outlook
- Next Steps

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Study Recap

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Truck Route Master Plan (TRMP) Review Objectives

The objectives of the TRMP Review are to:

- Review Hamilton's existing truck route network;
- Identify the current and projected truck route-related problems;
- Develop, evaluate, and recommend practical solutions; and
- Recommend supporting policies and tools that the City can consider to mitigate the current problems and manage the potential future challenges.

City of Hamilton Transportation Master Plan (2018)

The plan provides a comprehensive and attainable transportation blueprint for Hamilton as a whole that balances all modes of transportation to become a healthier city. The success of the plan is based on specific, measurable, achievable, relevant and programmed results and actions.

The TMP identifies three desired outcomes for the future transportation system:

1. A Sustainable and Balanced Transportation System;
2. Healthy and Safe Communities; and
3. Economic Prosperity and Growth.

The TRMP Review is a direct action of the Transportation Master Plan, and will support the desired outcomes.

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The Vision of the City of Hamilton

The City of Hamilton Strategic Plan: 2016 to 2025

According to the Plan, the Vision means:

"...having an inclusive community, actively engaged in making Hamilton a better place for everyone. It is creating an accessible environment, supporting residents through all of life's stages, and one that encourages positive development of children as they grow towards becoming healthy adults and seniors."

City of Hamilton's Vision

To be the best place to raise a child and age successfully

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What is a Truck Route Network?

The Truck Route Network defines the roadways that trucks are allowed to use in Hamilton.

Any vehicle or trailer with a registered gross weight of more than 4,500 kg is required to use the truck route network.

Trucks are permitted to travel on roads that are not part of the designated truck route network when making a local delivery. They are required to take the most direct path to/from the truck route network to the destination.



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What is a 'Truck'?

According to the City of Hamilton Traffic By-Law, a "truck" ("heavy traffic") means and includes:

... any vehicle or trailer for which the permit fee under the Highway Traffic Act is based upon a weight of vehicle and load in excess of 4500 kilograms, excepting however buses, fire fighting equipment, public utility vehicles and authorized emergency vehicles

- Traffic By-Law 01-215, Section 56 (m)

All of the vehicles shown to the right are considered "trucks" and must use the truck route network, except when taking the shortest path from the network to make a local delivery.

HEAVY - Tractor Trailer Combinations (typically 5 or more axles)



MEDIUM - Single-Unit Trucks (typically 3-4 axles)



LIGHT - Light Single-Unit Trucks (2 axles, 6 tires)



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Scope and Approach

1

Background Review & Problem Identification

2

Policy Review & Development

3

Development of Alternative Solutions & Evaluation

Ongoing Stakeholder & Public Consultation

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- ### Public & Stakeholder Consultation
-
- #### Phase 1: Let's Talk Trucks

 - Truck Route Subcommittee
 - Technical Advisory Committee
 - Meeting with adjacent municipalities and provincial Agencies
 - Business Community (BIAs, Chambers)
 - Goods Movement Community
 - Community Group Workshop/Focus Group
 - Virtual Public Information Centre
 - Website with interactive online survey

Phase 2: Preliminary Findings

 - Technical Advisory Committee
 - Community Group Workshop/Focus Group
 - Meeting with adjacent municipalities and provincial Agencies
 - Business Community (BIAs, Chambers)
 - Goods Movement Community
 - Virtual Public Information Centre
 - Truck Route Subcommittee
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- ### Stakeholder Engagement
- Project Webpage:** A separate project page was developed in the Engage Hamilton portal to increase engagement efforts and project visibility.
 - Online Mapping Tool:** An interactive mapping tool was developed to solicit location-specific input from the community.
 - Surveys:** Two on-line surveys were conducted.
 - Virtual Public Information Centres (PIC):** Two virtual PICs were held. A total of 64 individuals attended the first PIC and 240 attended the second PIC.
 - Speaking Engagements:** City staff attended the following eight events to discuss the study objectives, evaluation process and progress
 - Digital Communications:** Social media was used during the TRMP Update as a method to inform the community on upcoming public meetings, engagement and on-line surveys.
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- ### Stakeholder Engagement (cont.)
- In addition to public engagement, extensive internal engagement was undertaken throughout the TRMP update.
- Technical Advisory Committee:** An internal multi-departmental project team consisting of staff members from across the City.
 - Truck Advisory Focus Group:** An external advisory group comprised of equity-seeking groups, agriculture and farming community, representatives from the business community, port and airport, public health, and six members of the public representing urban, suburban and rural communities.
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Truck Route Network Pillars and Goals

Economic Prosperity	
	Economic Aspirations Develop employment centres, promote freight-friendly land use planning, help ensure direct access to these centres.
	Efficient Connectivity Develop an efficient truck route network that provides direct connections among goods-generating land uses and regionally.
	Reliability Improve travel reliability; design resilience and redundancy into the transportation system in the event of incidents

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Truck Route Network Pillars and Goals

Community Liveability	
	Safety Apply appropriate design standards and limit conflicts.
	Equity Minimize and distribute impacts of the truck route network away from areas that currently experience societal burdens.
Environment and Public Health	
	Environmental Sustainability and Public Health Reduce impacts of truck operations to improve environmental, climate change and public health outcomes.
	Adaptability Anticipate emerging trends and new technologies, provides framework for addressing future issues.

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Policy Review and Development Summary

The following are examples of policies that were identified for consideration:

- Develop a regular commercial vehicle data collection program
- Work with private sector truck generators to encourage strategies to reduce size and number of truck trips
- Integrate commercial vehicle movements into the Complete-Liveable-Better Streets design process
- Provide Police with enforcement tools – by-laws and resources
- Establish framework to review goods movement in the rural road rehabilitation process
- Work with the Ministry of Transportation of Ontario to include the City of Hamilton's truck route network and other municipal truck route networks on provincial platforms and apps such as Ontario511 and route-finding apps

Network Evaluation Framework



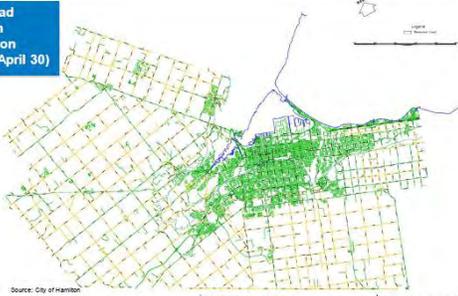
Rural Hamilton Official Plan: Functional Road Classifications



Urban Hamilton Official Plan: Functional Road Classifications



Reduced Load Roadways in Rural Hamilton (March 1 to April 30)



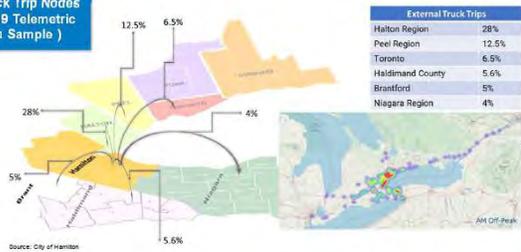
Map of Permitted and Restricted Links to Adjacent Jurisdictions

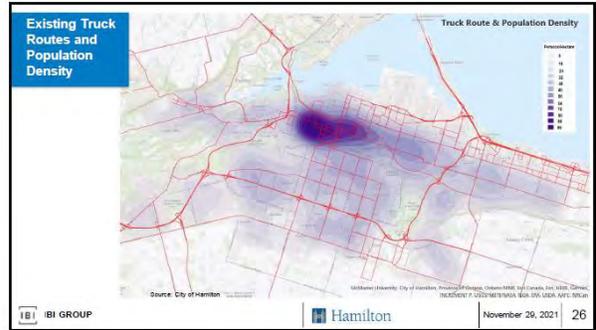
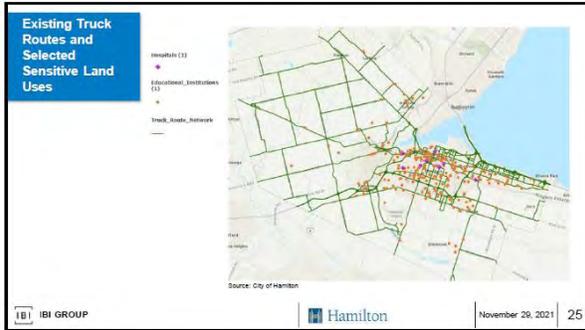


City of Hamilton Employment Lands Relative Current Truck Route Network



Key External Truck Trip Nodes (2019 Telemetric Data Sample)





Scoring Criteria and Indicators

Criteria	Indicators
1: Efficiently Connected	<ul style="list-style-type: none"> Functional Road Class Truck Volumes
2: Reliability	<ul style="list-style-type: none"> Emergency Detour Route Barrier Crossing Travel Time Index (congested vs. free-flow travel time) Seasonal Reduced Load
3: Safety	<ul style="list-style-type: none"> Safety - Potential for Safety Improvement Road Uses - BLAST Network Shared Road Uses - Cycling Pedestrian Density
4: Equity	<ul style="list-style-type: none"> Low-Income Household Prevalence (%) Vulnerable Age Cohort (<19 and 65+) (%) Adjacent Residential Zoning (%)
5: Public Health	<ul style="list-style-type: none"> Sensitive Land Uses and Community Facilities

Public Health: Sensitive Land Uses

Very Sensitive Land Uses:

- Hospital (adjacent)
- Elementary or school (adjacent)

Sensitive Land Uses:

- Hospital (within 100 m)
- Elementary or secondary school (within 100 m)
- Post-secondary school (adjacent)
- Long-term care (adjacent)

Sensitive Community Facilities:

- Major city park
- Business Improvement Area

Other Community Centres:

- City and non-City recreation and community centres
- Library
- Places of Worship

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Network Evaluation Scenarios

- Five network evaluation criteria were developed, each with indicators and scoring
- Four network philosophies were developed, each with different criteria weightings
- The network of road segments scoring 50 or greater for the **Balanced Network** were the starting point for developing the 24-hour truck route network

Criteria	Weighting	Public Health-Focused	Goods Movement/Mobility-Focused	Community Resiliency-Focused	Balanced Network
Efficiency	50%	100%	100%	50%	100%
Connected	50%	100%	100%	50%	100%
Reliability	50%	100%	100%	50%	100%
Safety	150%	100%	100%	150%	100%
Equity	100%	50%	50%	100%	100%
Public Health	150%	50%	50%	150%	100%
Total	500%	500%	500%	500%	500%

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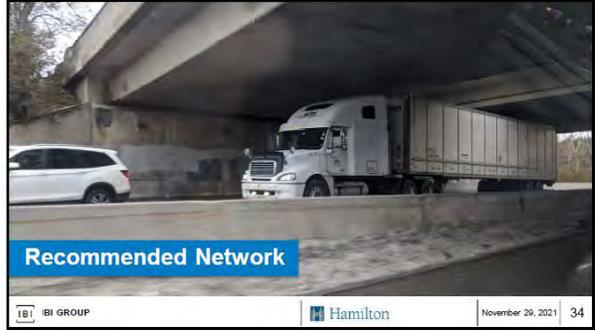


- ### Principles to Complete the Truck Route Network
- Provide at least **one full-time truck route connection** between existing or planned **heavy industry** and the provincial highway network.
 - Provide sufficient **connectivity** and truck route network **spacing** to avoid excessive additional truck travel time compared to the shortest travel distances, and to ensure that a feasible **redundant** route is available when part of the truck route becomes temporarily unavailable (e.g. due to traffic incidents or construction).
 - Provide one or more truck route connections (full-time or part-time) at each **provincial highway or municipal parkway interchange**.
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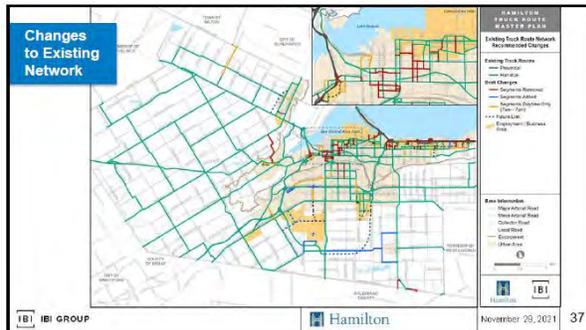
- ### Principles to Complete the Truck Route Network (cont'd)
- Provide at least one full-time truck route connection to each **bordering truck route** in adjacent municipalities.
 - Maintain the **Provincial Emergency Detour Route (EDR)** as part of either the 24-hour or daytime-only truck route.
 - Avoid **truck route "dead ends"** for both the 24-hour network and the daytime-only network (e.g. provide truck route connections and/or turn-around loops).
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Impact of Public and Stakeholder Engagement

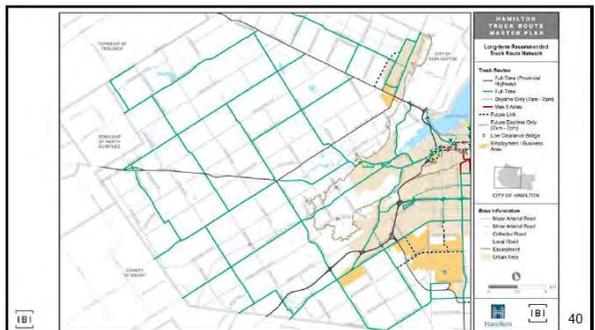
- Development of the Five Criteria
- Identification of Scoring Indicators
- Development of Four Network Philosophies for comparison
- Identification of specific locations with issues

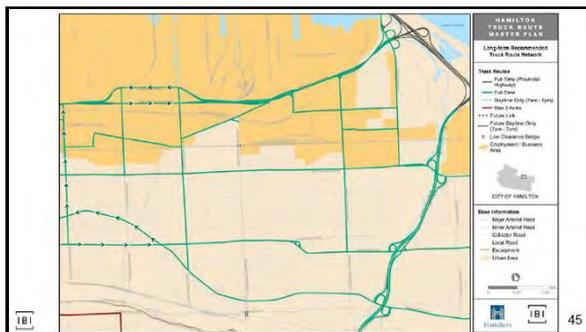
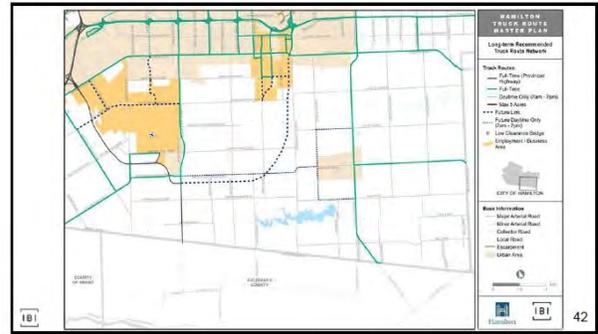
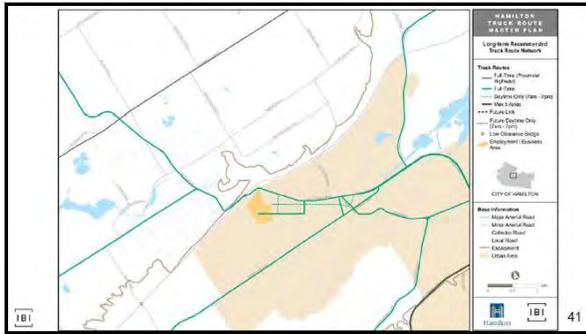


Recommended Network



Recommended Truck Route Network by Sub Areas





- Implementation Strategies**
1. Focus on limiting larger trucks by adding restrictions (maximum 5-axle) in downtown.
 2. Implement "daytime only" routes – 7 a.m. to 7 p.m.
 3. Implement Operational Improvements.
 4. Add the segments once necessary approvals and improvements have been made.
- IBI GROUP
- Hamilton
- November 29, 2021
- 48

Maximum 5-Axle Segments: Sample Allowable Trucks



Maximum 5-Axle Segments: Sample Prohibited Trucks



Recommendation

- a) That the City of Hamilton Truck Route Master Plan (TRMP) update be approved;
- b) That the General Manager of the Planning and Economic Development Department be authorized and directed to file the City of Hamilton Truck Route Master Plan Update with the Municipal Clerk for a minimum thirty-day public review period;
- c) That the Transportation Operations and Maintenance (TOM) Division develop a truck route signing implementation strategy and that the estimated cost of \$300 K for signage modifications and installations be funded from the Unallocated Capital Levy Reserve Account #108020;
- d) That the Transportation Operations and Maintenance (TOM) Division prepare an amendment to the City of Hamilton Traffic By-law 01-215 for consideration by Council;

Recommendation

- e) That, where truck routes have been identified along various roads within the Recommended Truck Route Network - Future Conditions, as presented in Exhibit 4.13 of Appendix "A" attached to Report PED19073(b), that these roadways are planned and designed with the appropriate roadway and pavement structure to support truck movement and reflect a Complete-Livable-Better Streets and Vision Zero approach; and
- f) That Hamilton Police Services (HPS) be requested to review and develop an enhanced commercial vehicle enforcement strategy in collaboration with Transportation Planning (TP) and Transportation Operation and Maintenance (TOM).



Next Steps



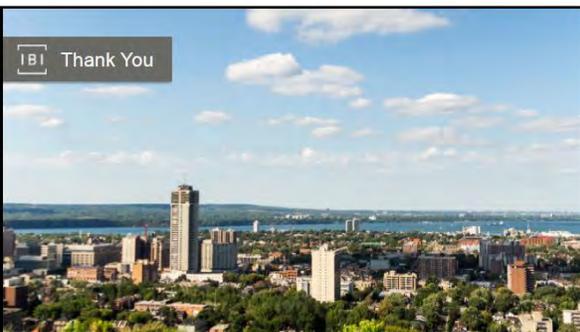
Fall 2021

Project File Report Present master plan report, truck route network maps and report to Truck Route Sub-committee, Public Works and City Council



Winter 2022

Develop a detailed sign installation plan; an enhanced commercial vehicle enforcement strategy, and finalize By-Law changes and related schedules



Hamilton Truck Route Master Plan Review and Update

February 28, 2022



Hamilton
Planning and Economic Development Department
Transportation Planning and Parking

Outline

- Study Recap
- Recommended Truck Route Network and Sub-committee Recommendations
- Alternative Network Solutions
- Potential Infrastructure Improvements
- Next Steps

Hamilton

Truck Route Master Plan (TRMP) Review Objectives

The objectives of the TRMP Review are to:

- Review Hamilton's existing truck route network;
- Identify the current and projected truck route-related problems;
- Develop, evaluate, and recommend practical solutions; and
- Recommend supporting policies and tools that the City can consider to mitigate the current problems and manage the potential future challenges.

City of Hamilton Transportation Master Plan (2018)

The plan provides a comprehensive and attainable transportation blueprint for Hamilton as a whole that balances all modes of transportation to become a healthier city. The success of the plan is based on specific, measurable, achievable, relevant and programmed results and actions.

The TRMP identifies three desired outcomes for the future transportation system:

1. A Sustainable and Balanced Transportation System;
2. Healthy and Safe Communities; and,
3. Economic Prosperity and Growth.

The TRMP Review is a direct action of the Transportation Master Plan, and will support the desired outcomes.

Hamilton

The Vision of the City of Hamilton

The City of Hamilton Strategic Plan: 2016 to 2025

According to the Plan, the Vision means:

"...having an inclusive community, actively engaged in making Hamilton a better place for everyone. It is creating an accessible environment, supporting residents through all of life's stages, and one that encourages positive development of children as they grow towards becoming healthy adults and seniors."

City of Hamilton's Vision

To be the best place to raise a child and age successfully

Hamilton

What is a Truck Route Network?

The Truck Route Network defines the roadways that trucks are allowed to use in Hamilton.

Any vehicle or trailer with a registered gross weight of more than 4,500 kg is required to use the truck route network.

Trucks are permitted to travel on roads that are not part of the designated truck route network when making a local delivery. They are required to take the most direct path to/from the truck route network to the destination.



Existing Truck Route Network

Hamilton

What is a 'Truck'?

According to the City of Hamilton Traffic By-Law, a "truck" ("heavy traffic") means and includes:

... any vehicle or trailer for which the permit fee under the Highway Traffic Act is based upon a weight of vehicle and load in excess of 4500 kilograms, excepting however buses, fire fighting equipment, public utility vehicles and authorized emergency vehicles

- Traffic By-Law 01-215, Section 56 (m)

All of the vehicles shown to the right are considered "trucks" and must use the truck route network, except when taking the shortest path from the network to make a local delivery.

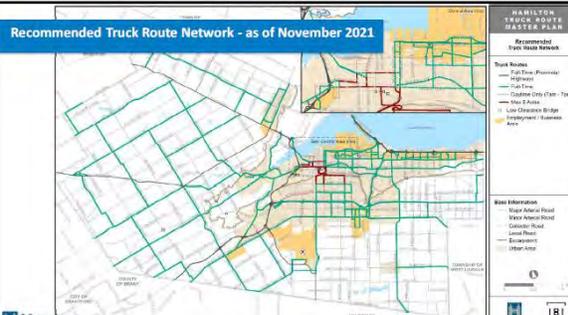
HEAVY - Tractor Trailer Combinations (typically 5 or more axles)

MEDIUM - Single-Unit Trucks (typically 3-4 axles)

LIGHT - Light Single-Unit Trucks (2 axles, 6 tires)

Hamilton

Recommended Truck Route Network - as of November 2021



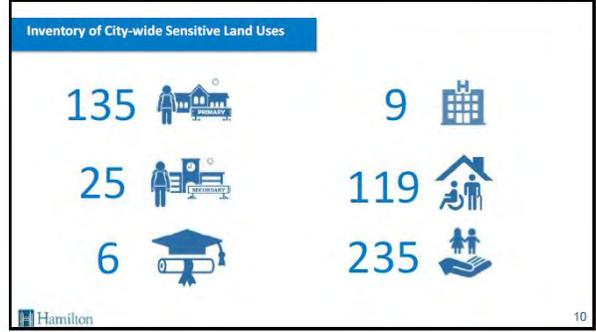
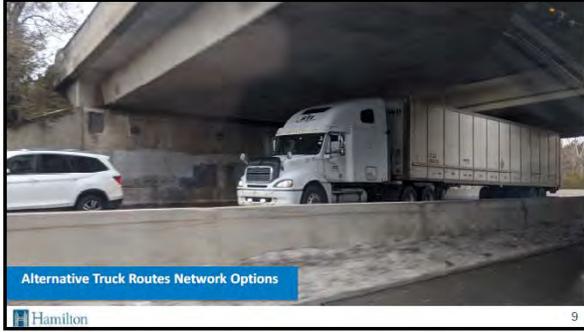
Hamilton

Truck Route Sub-Committee, November 29, 2021

Truck Route Master Plan Update (PED19073(b)) (City Wide)

- That the Truck Route Master Plan Update (PED19073(b)) (City Wide), be received, and;
- That staff be directed to review the recommendations in Report PED19073(b) Truck Route Master Plan Update with prioritization given to the Terms of Reference ratified by Council, including an analysis that would permit a ring road approach for the Truck Route Master Plan Update and report back to the Truck Route Sub-Committee by March 31, 2022.

Hamilton



Potential Network Alternatives

Alternative 1
Draft Recommended Truck Route Network

Key Features

- Maximum 5-Axle restriction for select routes in downtown and parts of the mountain.

Alternative 2
Expanded Restriction Area

Key Features

- Expanded Max 5-Axle restrictive area easterly in the lower city.

Alternative 3
Expanded Restriction Area with Max 4-Axle Network

Key Features

- Max 4-Axle restriction on most lower city routes and parts of the mountain.

Alternative 4
No Downtown Routes

Key Features

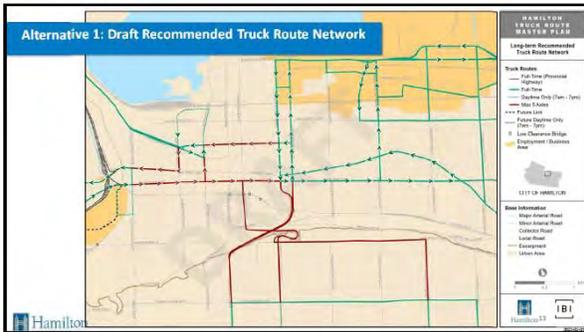
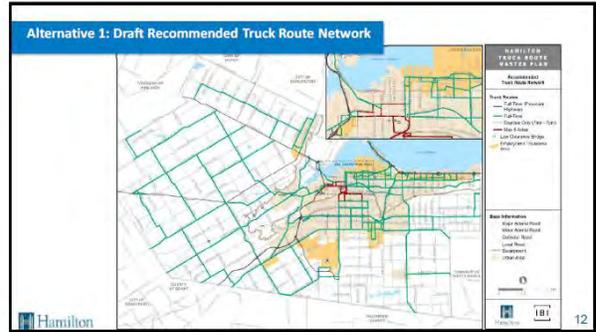
- Replacement routes through the downtown, between Wellington Street and Bay Street.

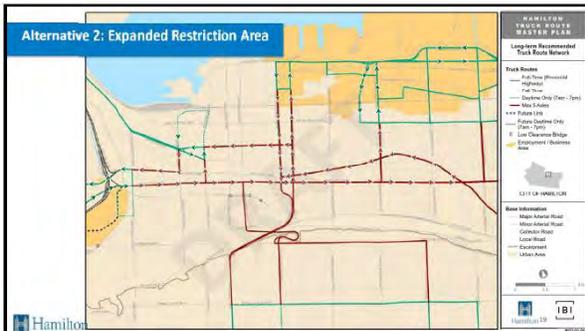
Alternative 5
Vibrant Concept

Key Features

- No truck routes in select communities in the lower city and mountain.

Hamilton 11





Maximum 5-Axle Segments: Sample Allowable Trucks

Maximum 5-Axle Segments: Sample Prohibited Trucks

Alternative 2: Expanded Restriction Area

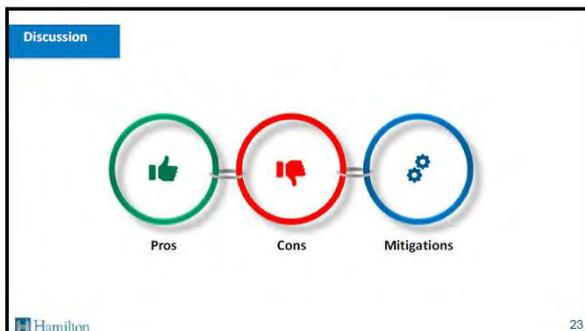
- Precludes large and heavy non-local delivery trucks from passing through downtown and surrounding communities
- Shifts unavoidable impacts (noise, vibration and carcinogenic pollutant) of large and heavy trucks away from sensitive receptors and residential neighbourhoods
- Potential for road user safety improvement
- Provides network connectivity, truck accessibility and positive guidance for local delivery trucks
- Matches local delivery vehicle class with road typology
- Supports local economic growth and development

Sensitive Receptors on Truck Routes:

19	7	4	9	48
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- Requires increased enforcement resources and tools
- Shifts the impact of truck traffic to communities adjacent to RHPV, The LINC and Burlington Street.
- Increases travel time and operational cost for large truck operations with a destination to Port and industrial areas

Pros (Green arrow pointing left), Cons (Red arrow pointing right)



Maximum 4-Axle Segments: Sample Allowable Trucks

Dump truck 4-axle
 Postal Service Delivery Van 2-axle
 Delivery Van 2-axle
 Refuse truck 3-axle
 Landscaping truck with Trailer 4-axle
 Cement Mixer 4-axle
 Utility Truck 3-axle

Hamilton 25

Maximum 4-Axle Segments: Sample Prohibited Trucks

Tanker truck 4-axle
 Tractor with trailer 2-axle
 Tractor with two tanker trailers 8-axle
 Tim Hortons Truck 5-axle
 Concrete Mixer 5-axle
 Pet Valu tractor trailer 3-axle
 Tractor with dump trailer 7-axle
 Tractor with soft-sided van 7-axle

Hamilton 26

Alternative 3: Expanded Restriction Area with Max 4-Axle Network

- Restricts large and heavy vehicles from downtown and surrounding communities
- Reduces noise pollution and adverse impacts on sensitive receptors and neighbourhoods
- Provides network connectivity and positive guidance to local delivery trucks
- Encourages use of small & medium trucks for local deliveries
- Shifts the unavoidable impact of truck traffic away from low income, densely populated and vulnerable communities

- Prohibits multi-point delivery to local business by 5-axle trucks (e.g. No-Frills, Hospitals, Tim Hortons)
- Requires increased enforcement resources and tools (difficult to distinguish local delivery and pass through trucks with 5-axle)
- Increases the impact of truck traffic on communities adjacent to RHVP, The LINC and Burlington Street
- Increases travel time and operational cost for trucks with 5-Axle and over with a destination to Port and industrial areas

Sensitive Receptors on Truck Routes

Hamilton 27

Discussion

Pros Cons Mitigations

Hamilton 28

Alternative 4: No Downtown Routes with Max 4-Axle Network

Hamilton
 Long-term Recommended Truck Route Network
 Truck Routes
 High-Speed Potential
 Highway
 Rail Line
 Double-Only (One-Way)
 Low Clearance Bridge
 Employment/business Area
 Sensitive Receptors
 High School
 Hospital
 Local Road
 Commercial
 Urban Area

Hamilton IBI 29

Alternative 4: No Downtown Routes with Max 4-Axle Network

- Restricts large and heavy vehicles from downtown and surrounding communities
- Reduces noise pollution and adverse impacts on sensitive receptors and neighbourhoods
- Encourages use of small & medium trucks for local deliveries
- Potential for improved liveability, walkability and vibrancy in the downtown and surrounding neighbourhoods
- Shifts the unavoidable impact of truck traffic away from low income, densely populated and vulnerable communities

- Prohibits multi-point delivery to local business by 5-axle trucks (e.g. No-Frills, Hospitals, Tim Hortons)
- Requires increased enforcement resources and tools
- Disrupts the existing freight management for local business using 5-axle trucks
- Does not provide network connectivity, positive guidance and truck accessibility for local delivery trucks in downtown
- Increases the impact of truck traffic on communities adjacent to RHVP, The LINC and Burlington Street
- Exposes additional 6 elementary schools to truck traffic

Sensitive Receptors on Truck Routes

Hamilton 30

Discussion

Pros Cons Mitigations

Hamilton 31

Alternative 5: Ring Road Concept

Hamilton
 Long-term Recommended Truck Route Network
 Truck Routes
 High-Speed Potential
 Highway
 Rail Line
 Double-Only (One-Way)
 Low Clearance Bridge
 Employment/business Area
 Sensitive Receptors
 High School
 Hospital
 Local Road
 Commercial
 Urban Area

Hamilton IBI 32

Alternative 5: Ring Road Concept

- Restricts large and heavy vehicles from downtown and select lower city and mountain communities
- Provides truck accessibility to and from key truck generators to local and provincial expressways via at least one full time truck route
- Potential for improved walkability and vibrancy in the downtown and surrounding neighbourhoods

Pros

Cons

Sensitive Receptors on Truck Routes

13
 6
 1
 5
 37

- Provides local delivery truck drivers full autonomy of route choice
- Exposes all elementary schools, hospitals and other sensitive receptors to truck traffic
- Requires exorbitant enforcement resources and tools
- Unequitable truck route distribution across the city
- Does not form a network nor provides connectivity and redundancy
- Increases safety concerns due to lack of positive guidance
- All escarpment crossings will be treated equally by local delivery trucks (Kenworth Access, James Mountain Drive, Claremont Access and Beckett Drive)

Hamilton 33

Discussion

Pros

Cons

Mitigations

Hamilton 34

Alternative 1: Draft Recommended Truck Route Network

Hamilton 35

Discussion

Pros

Cons

Mitigations

Hamilton 36

Preferences

Hamilton 37

Implementation Strategies

Hamilton 38

Potential Geometric Improvements

Hamilton 39

Next Steps

March/April 2022

Present the Truck Route Network Alternatives and the Preferred Network to the Truck Route Sub-committee, Public Works and City Council

Q2 - 2022

Project File Report
Develop a detailed sign installation plan; an enhanced commercial vehicle enforcement strategy, and finalize By-Law changes and related schedules

Hamilton 40

Thank you!

Upcoming Truck Route Sub-Committee Meeting - March 28, 2022



Planning and Economic Development Department
Transportation Planning and Parking

FED 19073(c)



HAMILTON TRUCK ROUTE MASTER PLAN REVIEW AND UPDATE

March 28, 2022

Brian Hollingsworth/Slove Molloy/Omar Shams

Planning and Economic Development Department
Transportation Planning and Parking

Agenda

- Study Recap: Overall Scope and Objectives
- Truck Route Sub-committee Recommendations (November 29, 2021)
- Additional Engagement Activities
- Alternative Network Solutions
- Implementation Strategies
- Recommendations

Hamilton

Planning and Economic Development Department
Transportation Planning and Parking



Study Recap

Hamilton

Planning and Economic Development Department
Transportation Planning and Parking

Truck Route Master Plan (TRMP) Review Objectives

The objectives of the TRMP Review are to:

- Review Hamilton's existing truck route network;
- Identify the current and projected truck route-related problems;
- Develop, evaluate, and recommend practical solutions; and
- Recommend supporting policies and tools that the City can consider to mitigate the current problems and manage the potential future challenges.

City of Hamilton Transportation Master Plan (2018)

The plan provides a comprehensive and attainable transportation blueprint for Hamilton as a whole that balances all modes of transportation to become a healthier city. The success of the plan is based on specific, measurable, achievable, relevant and programmed results and actions.

The TMP identifies three desired outcomes for the future transportation system:

1. A Sustainable and Balanced Transportation System;
2. Healthy and Safe Communities; and,
3. Economic Prosperity and Growth.

The TRMP Review is a direct action of the Transportation Master Plan, and will support the desired outcomes.



Hamilton

Planning and Economic Development Department
Transportation Planning and Parking

Vision Statement

Vision/Opportunity statement:

A truck route network that supports Hamilton and regional economic prosperity, coexisting with a high quality of life for communities as well as environmental and public health.



Hamilton

Planning and Economic Development Department
Transportation Planning and Parking

Study Process



01 Work Plan Project Initiation (Q3-Q4, 2019)

02 Problem Identification (Q1, 2020)

03 Two phases of Public and Stakeholder Consultation (Q1 2020-Q4, 2021)

04 Develop Alternative Network Solutions (Q4, 2021)

05 Truck Route Sub-Committee Meeting (November 2021)

Hamilton

Planning and Economic Development Department
Transportation Planning and Parking

Truck Route Sub-Committee Recommendations

Truck Route Master Plan Update (PED19073(b)) (City Wide)

- That the Truck Route Master Plan Update (PED19073(b)) (City Wide), be received, and;
- That staff be directed to review the recommendations in Report PED19073(b) Truck Route Master Plan Update with prioritization given to the **Terms of Reference ratified by Council**, including an analysis that would permit a **ring road approach** for the Truck Route Master Plan Update and report back to the Truck Route Sub-Committee by March 31, 2022.

7

Highlights from Terms of Reference

Modifications Approved at March 26 2019 Truck Route Sub-Committee Meeting

- That the Terms of Reference for the Truck Route Master Plan review be revised to include reference to the City of Hamilton's **vision statement** and the goal of **Vision Zero**;
- That the City's vision statement – to be the best place to raise a child and age successfully – and the goal of Vision Zero be set out at the start of the terms of reference; and,
- That the City's vision statement and Vision Zero action plan guide the objectives and principles of the Truck Route Master Plan;

8

The City's Strategic Vision

The City of Hamilton Strategic Plan: 2016 to 2025
According to the Plan, the Vision means:

"...having an inclusive community, actively engaged in making Hamilton a better place for everyone. It is creating an accessible environment, supporting residents through all of life's stages, and one that encourages positive development of children as they grow towards becoming healthy adults and seniors."

City of Hamilton's Vision

To be the best place to raise a child and age successfully

9

Inventory of City-wide Sensitive Land Uses



10

Additional Stakeholder Consultation

Consultation Activities following November 2021 Sub-Committee Meeting

- Hamilton Oshawa Port Authority (HOPA) – February 2, 2022
- Environment Hamilton – February 7, 2022
- Truck Advisory Focus Group – February 28, 2022
- Agri-business Industry Representatives – March 10, 2022
- Hamilton Industrial Environmental Association – March 14, 2022

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Alternative Truck Route Network Options



Current Truck Route Network

The Truck Route Network defines the roadways that trucks are allowed to use in Hamilton.

Any vehicle or trailer which weighs more than 4,500 kg required to use the truck route network.

Trucks are permitted to travel on roads that are not part of the designated truck route network when making a local delivery. They are required to take the most direct path to/from the truck route network to the destination.



Existing Truck Route Network

13

Hamilton
Planning and Economic Development Department
Transportation Planning and Parking

Types of Trucks

According to the City of Hamilton Traffic By-Law, a "truck" ("heavy traffic") means and includes:

...any vehicle or trailer for which the permit fee under the Highway Traffic Act is based upon a weight of vehicle and load in excess of 4500 kilograms, excepting however buses, fire fighting equipment, public utility vehicles and authorized emergency vehicles

- Traffic By-Law 01-215, Section 56 (m)

All of the vehicles shown to the right are considered "trucks" and must use the truck route network, except when taking the shortest path from the network to make a local delivery.

HEAVY - Tractor Trailer Combinations (typically 5 or more axles)



MEDIUM - Single-Unit Trucks (typically 3-4 axles)



LIGHT - Light Single-Unit Trucks (2 axles, 6 tires)



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Planning and Economic Development Department
Transportation Planning and Parking

Network Alternatives

Alternative 1
Draft Recommended Truck Route Network
(November 2021)



Key Features
Maximum 5-Axle restriction for select routes in downtown and parts of the mountain.

Alternative 2
Expanded Restriction Area (5-Axle)



Key Features
Expand maximum 5-Axle restriction area easterly in the lower city.

Alternative 3
A No Downtown Route Option



Key Features
Maximum 4-Axle restriction on most routes in the central area of the city.
No east-west routes through the downtown, between Wellington Street and Bay Street.

Alternative 4
A Ring Road Concept with Shortest Path Routing



Key Features
Expressways loosened
No prescriptive truck routes in the central area of the city to provide positive guidance for local delivery truck.

Alternative 5
A Ring Road Concept with Positive Guidance



Key Features
Prioritize expressways for heavy trucks and augment them with 4-axle restricted routes in the central area to provide positive guidance for local delivery trucks.

Alternative 6
Ring Road Concept with Alternative Central and an Outbound Route to Highway 403



Key Features
Prioritize expressways for heavy trucks and augment them with 4-axle restricted routes in the central area
Provide one outbound route to Highway 403 via Wellington, Central and York Boulevard.

15

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Transportation Planning and Parking

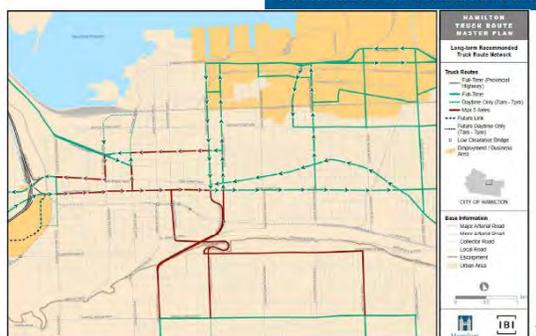
Alternative 1: Recommended Truck Route Network (as of November 2021)



16

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Transportation Planning and Parking

Alternative 1: Central Area Inset

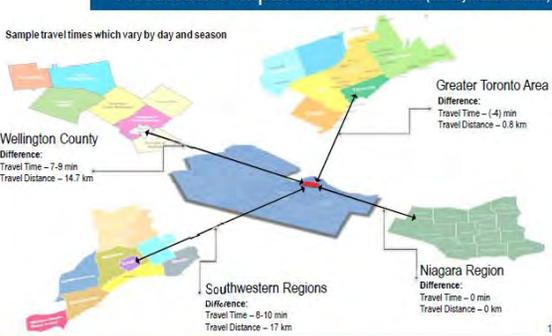


17

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Transportation Planning and Parking

Restrictions Impact Assessment (Mid-day Traffic Condition)

Sample travel times which vary by day and season



Greater Toronto Area
Difference:
Travel Time - (4) min
Travel Distance - 0.8 km

Wellington County
Difference:
Travel Time - 7-9 min
Travel Distance - 14.7 km

Southwestern Regions
Difference:
Travel Time - 8-10 min
Travel Distance - 17 km

Niagara Region
Difference:
Travel Time - 0 min
Travel Distance - 0 km

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Transportation Planning and Parking

Maximum 5-Axle Segments: Sample Allowable Trucks

Dump truck 4-axle
Cement Mixer 4-axle
Refuse truck 3-axle
Film Studio tractor-trailer 5-axle
Delivery Van 2-axle
Many tractor-trailers (van style) 5-axle
Vehicle carrier with trailer 5-axle

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Planning and Economic Development Department
Transportation Planning and Parking

Maximum 5-Axle Segments: Sample Prohibited Trucks

Dump truck with trailer 6-axle
Tractor with two dump trailers 7-axle
Tractor with soft-sided van 7-axle
Tractor with dump trailer 7-axle
Tractor with tanker trailer 6-axle
Tractor with two tanker trailers 8-axle

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Transportation Planning and Parking

Alternative 2: Expanded Restriction Area

HAMILTON TRUCK ROUTE MASTER PLAN
Long-term Recommended Truck Route Network
Alternative 2

Truck Routes
Full Time (Prohibited)
Part Time
Daytime Only (7am - 7pm)
Max 4 Axles
Full Lane
Partial Lane Only
Day Time
Low Clearance Bridge
Employment Business Area

Base Information
Major Arterial Road
Minor Arterial Road
Collector Road
Local Road
Employment
Urban Area

21

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Planning and Economic Development Department
Transportation Planning and Parking

Alternative 2: Central Area Inset

HAMILTON TRUCK ROUTE MASTER PLAN
Long-term Recommended Truck Route Network
Alternative 2

Truck Routes
Full Time (Prohibited)
Part Time
Daytime Only (7am - 7pm)
Max 4 Axles
Full Lane
Partial Lane Only
Day Time
Low Clearance Bridge
Employment Business Area

Base Information
Major Arterial Road
Minor Arterial Road
Collector Road
Local Road
Employment
Urban Area

22

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Planning and Economic Development Department
Transportation Planning and Parking

Alternative 3: No Downtown Route Option

HAMILTON TRUCK ROUTE MASTER PLAN
Long-term Recommended Truck Route Network
Alternative 3

Truck Routes
Full Time (Prohibited)
Part Time
Daytime Only (7am - 7pm)
Max 4 Axles
Full Lane
Partial Lane Only
Day Time
Low Clearance Bridge
Employment Business Area

Base Information
Major Arterial Road
Minor Arterial Road
Collector Road
Local Road
Employment
Urban Area

23

Hamilton
Planning and Economic Development Department
Transportation Planning and Parking

Alternative 3: Central Area Inset

HAMILTON TRUCK ROUTE MASTER PLAN
Long-term Recommended Truck Route Network
Alternative 3

Truck Routes
Full Time (Prohibited)
Part Time
Daytime Only (7am - 7pm)
Max 4 Axles
Full Lane
Partial Lane Only
Day Time
Low Clearance Bridge
Employment Business Area

Base Information
Major Arterial Road
Minor Arterial Road
Collector Road
Local Road
Employment
Urban Area

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Hamilton
Planning and Economic Development Department
Transportation Planning and Parking

Maximum 4-Axle Segments: Sample Allowable Trucks



Maximum 4-Axle Segments: Sample Prohibited Trucks



Alternative 4: A Ring Road Concept with Shortest Path Routing



Alternative 4: Central Area Inset

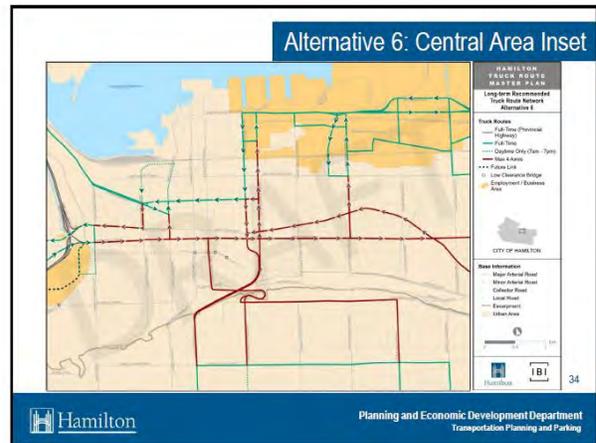
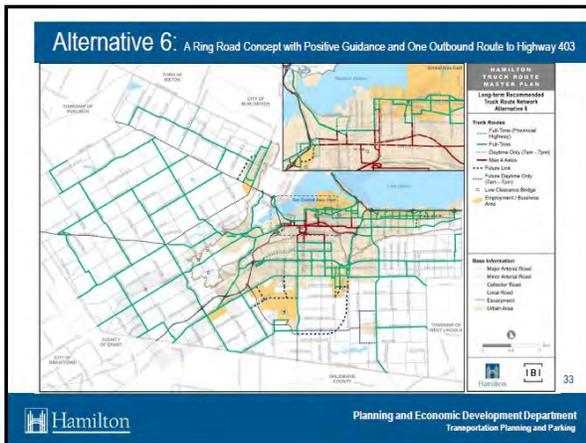
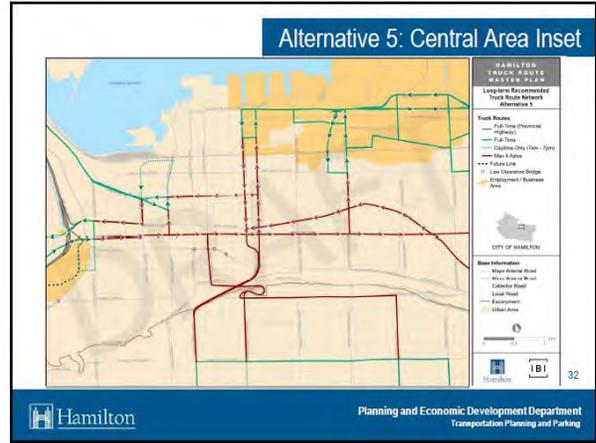
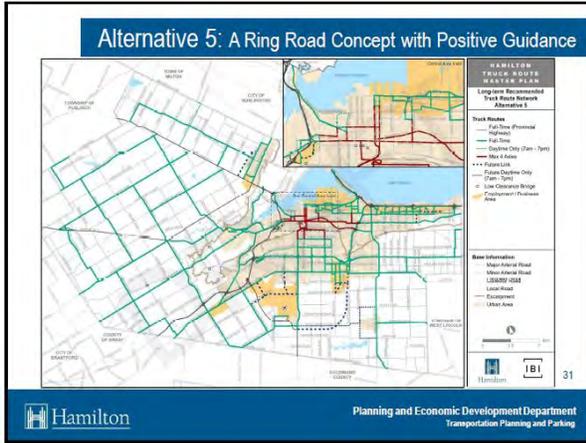


Ring Route Concept – Possible Route Choices (Grocery Store)



Ring Route Concept – Possible Route Choices (Hospital)





Evaluation of Alternatives

Sensitive Receptors	Alternatives						
	Existing Network	Alternative 1	Alternative 2	Alternative 3*	Alternative 4*	Alternative 5	Alternative 6
Primary Schools	27	18 (1)	14 (4)	14 (4)	13	14 (4)	14 (4)
Secondary Schools	7	7	6 (1)	6 (1)	6	6 (1)	6 (1)
Hospitals	4	2 (2)	1 (3)	1 (2)	1	1 (3)	2 (2)
Long Term Care Facilities	9	5 (4)	5 (4)	5 (4)	5	5 (4)	5 (4)
Child Care Facilities	63	47 (2)	42 (6)	41 (6)	37	42 (6)	42 (6)

Note: Facilities presented in (parenthesis) are located on axle restricted truck routes
* In absence of positive guidance all roads can become part of the shortest path and conceivably expose more sensitive land uses to truck traffic (e.g. Dr. J.E. Davey Elementary School, Cathedral High School, et al.)

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Transportation Planning and Parking

- ### Feedback Received Since November 2021
- Industry Feedback:**
- Requested that City provide at least one inbound and outbound connection between the Industrial Bayfront and Highway 403
 - Noted freight transportation costs have increased in some segments of the marketplace, these costs being incurred by businesses will undoubtedly be passed on to the consumers
 - Driver shortages, the pandemic, and rise in fuel price has also led to significant supply chain issues and cost
 - Axle limitations would require more trucks to move the same amount of freight, increasing traffic and congestion in certain areas
 - Any Ring Road option that does not include a connection to Highway 403 would increase operational and supply chain costs for agroindustry further which will be passed to end users.
- 36
- Hamilton
Planning and Economic Development Department
Transportation Planning and Parking

Feedback Received Since November 2021

Community Feedback:

- Prohibit industrial trucks from travelling through the core and city streets;
- Positive guidance should be provided to minimize ambiguity for local delivery truck drivers and limit the possibility of human errors;
- Lack of truck routes in the urban areas can conceivably increase the risk of exposing more sensitive receptors to truck traffic;
- Restriction by vehicle size can improve air quality in densely populated communities;
- Minimize conflict between vulnerable road users and local delivery trucks, where conventional bike lanes are located on truck routes; and,
- A vastly permissive truck route system does not achieve the objective of this Study and the City's Strategic Vision

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Recommended Revised Network Alternative

Based on Direction provided at the November 29, 2021 TRSC, and feedback from stakeholders, staff recommend the Ring Road Concept with Positive Guidance. This alternative:

- Precludes large and heavy passthrough vehicles (five-axle and above) from downtown and surrounding communities
- Reduces impacts (noise, vibration and emissions) of large and heavy trucks on sensitive receptors, low income, and vulnerable neighbourhoods
- Provides network connectivity and positive guidance to local delivery trucks
- Encourages use of small and medium trucks for local deliveries
- Potential for improved air quality and all road user safety

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Implementation Strategies & Recommendations



Implementation Strategies

- Focus on limiting larger trucks by adding restrictions (maximum 4-axle) in downtown.
- Implement Geometric Improvements (i.e. separated cycling infrastructure along truck routes, Well-designed intersection and mid-blocks for improved safety)
- Operational Improvements (i.e. way finding tools such as ON-511, restriction of truck to inner lanes on multilane highways, speed limit reduction and automated speed enforcement, address operational issues along Burlington Street)
- Collaborate with Ministry of Transportation Ontario (MTO) and Ministry of Environment, Conservation and Parks (MECP) to enforce emission tampering and use of engine braking at problem areas in Hamilton
- Modify segments once necessary approvals and improvements have been made

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Recommendations

- a) That "Alternative Five - Ring Road Concept with Positive Guidance Concept" be adopted as the Recommended Truck Route Network;
- b) That the Draft October 29, 2021 City of Hamilton Truck Route Master Plan (TRMP) Update, attached as Appendix "A" to Report PED19073(b) from November 29, 2021, be amended to reflect the Ring Road Concept with Positive Guidance Concept Recommended Truck Route Network;
- c) That the General Manager of the Planning and Economic Development Department be authorized to file the City of Hamilton Truck Route Master Plan (TRMP) Update as amended with the Municipal Clerk for a minimum thirty-day public review period to formally complete the Class Environmental Assessment (EA) process;
- d) That the Transportation Operations and Maintenance (TOM) Division develop a truck route signing implementation strategy

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Recommendations

- e) That the Transportation Operations and Maintenance (TOM) Division prepare an amendment to the City of Hamilton Traffic By-law 01-215 for consideration by Council to incorporate the Recommendations within the Truck Route Master Plan (TRMP) Update;
- f) That, where truck routes have been identified along various roads within the Recommended Truck Route Network (TRN) - Future Conditions, as presented in Appendix "A" attached to Report PED19073(b), that these roadways are planned and designed with the appropriate roadway and pavement structure to support truck movement and reflect a Complete-Livable-Better Streets and Vision Zero approach;
- g) That Hamilton Police Services (HPS) be requested to review and develop an enhanced commercial vehicle enforcement strategy in collaboration with Transportation Planning (TP) and Transportation Operation and Maintenance (TOM).

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Hamilton

THANK YOU



Hamilton

QUESTIONS?

Public and Stakeholder Feedback

HWDSB

Dawn Danko
Chair of the Board
Hamilton-Wentworth District School Board
20 Education Court, P.O. Box 2558
Hamilton, ON L8N 3L1

March 15, 2021

Mayor Fred Eisenberger
Hamilton City Hall
2nd floor - 71 Main Street West
Hamilton, Ontario L8P 4Y5

Delivered via electronic mail: mayor@hamilton.ca

Dear Mayor Eisenberger,

During Hamilton-Wentworth District School Board's February 22, 2021 Board Meeting, Trustees heard concerns from numerous community members. The discussion topic of "traffic calming and pedestrian safety on Wilson Street, at the Dr. J. E. Davey Elementary School" was led by Beatrice Ekoko, a Senior Project Manager at Environment Hamilton. After reading and examining various letters and pieces of evidence, Trustees unanimously passed the following motion:

- *RESOLUTION #21-38: Trustee Bingham, seconded by Trustee Miller, moved: That the correspondence regarding the traffic calming and pedestrian safety on Wilson St. for Dr. J. E. Davey Elementary as well as Hess St. Elementary be referred to the City/School Board Liaison Committee. That a letter be written to the City, and copied to Hamilton Police Services, regarding the impact of the truck route on active, safe and sustainable school transportation.*

The purpose of this letter is to honour a commitment made by HWDSB Trustees to bring this matter to the City of Hamilton's attention. It is also being copied to Hamilton Police Services due to the public safety concerns that have been relayed. In addition to this communication, HWDSB will also present community members' correspondence at a future City/School Board Liaison Committee meeting that will take place at a later date. We appreciate the shared commitment from the City of Hamilton and School Boards to Active Sustainable School Transportation (ASST) and hope that we can collaboratively work to address the issues herein.

Here are some of the main concerns and potential solutions that were brought forth by community members and shared by Trustees:

- **Truck traffic**
 - Wilson Street is a heavily-used industrial truck route. Data from the correspondence shows that very few of these vehicles are making local deliveries, with most just using the street to pass through the city. Along with Dr. J.E. Davey Elementary School, this traffic impacts Hess St. Elementary School, which is located just down the road on York Boulevard. The high volume of truck traffic makes this a dangerous area for students and families to walk or bike to school. The trucks also contribute to air and noise pollution in the area, which impacts students who are playing or learning outside. The harmful side effects of air pollution were stressed by the delegation. Trustees learned that teachers have avoided outdoor classrooms as a result of the two forms of pollution. Community members and Trustees both feel it would be beneficial to reroute this truck traffic to the grade-separated Nikola Tesla Boulevard. The rerouting of truck traffic would immediately make Wilson Street safer and would help address the next two concerns.

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HWDSB

Dawn Danko
Chair of the Board
Hamilton-Wentworth District School Board
20 Education Court, P.O. Box 2558
Hamilton, ON L8N 3L1

- Sidewalks
 - Community members also highlighted issues with the Wilson Street sidewalks near Dr. J.E. Davey. Their narrowness makes it difficult for students and families to pass by one another when travelling to school. This issue has been heightened during the COVID-19 pandemic when people are being asked to be physically distant. It is also important to consider this problem in relation to the industrial truck traffic. Families in the community have said they do not feel safe walking on these narrow sidewalks due to the number of heavy vehicles passing through. Trustees also learned of reports of uneven sidewalks, further contributing to the issue. A proposed solution is to reduce the number of lanes on Wilson Street to allow for more sidewalk development. The surrounding sidewalks would be improved as a result of the redevelopment allowing pedestrians to safely spread out when walking to and from school.
- Pedestrian safety
 - Pedestrian safety can be improved by addressing issues with the sidewalks and truck traffic, but there are still other concerns from community members. The lack of cycling infrastructure and pedestrian crossings are two issues that were brought forth. Dr. J.E. Davey Elementary School is located in a dense population zone. As a result, more families walk or bike to school. It is also important to note that the school population has a higher rate of underserved families. Vehicle transportation is not always an option for them, which points to a greater need for safer streets. Trustees learned that some students run across the road when travelling to school due to the lack of crossings. The narrow sidewalks also make biking difficult and dangerous. Increased cycling infrastructure and pedestrian crossings will make these community members feel safer when travelling to school.

HWDSB and its Trustees feel that the concerns brought forth by this delegation are important and need to be addressed for the well-being of our school communities. We hope to work with the City of Hamilton to find solutions that will result in safer and healthier streets for our students and families. Issues surrounding industrial truck traffic, adequate sidewalks, and pedestrian safety have the ability to be remedied if all parties involved are able to collaborate. We owe it to the students, families, staff, and other community members who feel unsafe when travelling through these areas.

Sincerely,



Dawn Danko, Chair
Hamilton-Wentworth District School Board

Cc: Hamilton Police Services

curiosity • creativity • possibility

City of Hamilton
71 Main St. W
Hamilton, ON L8P 4Y5

March, 2021

Attention: Omar Shams, Project Manager, Transportation Planning, City of Hamilton

Re: City of Hamilton Truck Route Review, with specific reference to Bayfront Industrial Area

As business operators and partners in the City of Hamilton, we are pleased to offer our comments as part of the City of Hamilton Truck Route Review. The City of Hamilton's truck route network is an essential component of the city's transportation system. It is a well-functioning system that serves a wide variety of companies and industries. This review provides a welcome opportunity to modernize, refine and improve the network with current and future needs in mind.

Hamilton's transportation network underpins a stable and supportive business environment.

Hamilton's long-range plans have confirmed the City's commitment to the Bayfront Industrial Area's role as an industrial employment area, with modernized municipal zoning in 2018.

The Province of Ontario's Provincial Policy Statement emphasizes the importance of protecting goods movement facilities and corridors, to ensure they are able to fulfil their essential economic role. Much of the Bayfront is also designated as a Provincially Significant Employment Zone (PSEZ).

The Bayfront area is one of eight business parks actively marketed by the City of Hamilton as a location for new investment. The area is home to 18,000 jobs, Canada's largest steel cluster, and Ontario's largest port. The port lands alone have attracted more than \$350 million in investment in the past decade, and the area's multimodal transportation infrastructure is a primary attractor of this new business investment.

Businesses making investments have done so with confidence in the City of Hamilton as a stable and supportive economic partner. A radical change to the City's goods movement network would disrupt established supply chains and business processes, with real business impacts for Hamilton companies. In the case of the grain terminals located at the Port of Hamilton, for example, a restructuring of truck access would increase the cost for a farmer delivering grain to one terminal relative to others, disrupting the competitive balance.

Trucks accessing the Bayfront Industrial Area are serving an essential transportation function for Hamilton businesses, some of which have been in Hamilton for decades, and some of which have chosen very recently to locate and invest in the city.

Steps to achieving a better balance for all road users

We appreciate the input and hear the concerns of community members and all road users through this process, and we are supportive of initiatives that seek to improve safety, environment, and quality of life in Hamilton neighbourhoods.

Changes to the truck route network: adding, deleting or changing routes, is only one element of the toolkit the City of Hamilton has available to it in pursuit of a safe and practical approach to accommodating the needs of all road users.

The trucking industry is making continuous progress on issues like speed, noise, safety and air quality on a provincial and national basis. The Ontario Trucking Association (OTA)'s submission to the City of Hamilton on this topic provides further details on these ongoing improvements.

Through the City consultation process, Hamilton industries have worked with City staff to identify routes in the current truck route network that are not business-critical, which could be eliminated. Conversely, we wish to strongly emphasize the need to maintain key routes critical to goods movement within the city. Routes like Main, Cannon, Wellington, Victoria and others are absolutely essential to business. In most cases, these routes have more than sufficient capacity for all users, including trucks, automobiles and cyclists. Key routes should be designed to safely accommodate all of these users, including through the redesign of key intersections (such as Wellington-Cannon) to accommodate truck turning, and the implementation of protected bike lanes where appropriate. As well, we are supportive of measures to minimize impacts on pedestrian and neighbourhood uses, such as designating truck lanes away from the curb, as well as sidewalk enhancements.

Through the consultation process, we have heard calls for a wholesale elimination of truck routes in the lower city, save for Burlington/Tesla. Such a move would result in increases of time and cost borne for the most part by independent haulers, such as the farmer bringing their grain to port. Greenhouse gas emissions would increase overall. Traffic funneled onto single routes: Burlington-Tesla-Red Hill-Linc, for example, would impact volumes on these roadways as a result.

We recommend an approach that encourages the diversion of trips where the time/distance differential is minimal to the Burlington/Tesla route, while still permitting the use of in-city routes when necessary. We recommend a combination of driver in-cab information (GPS/511 app), signage and information provided at the business location to encourage those optimal choices.

The City of Hamilton has invested significantly in support of key routes within the existing network. For example, a specialized intersection at Victoria and Burlington was designed and implemented by the City of Hamilton to encourage safe truck access south on Victoria toward Cannon. The Port Authority for its part is making infrastructure investments that help to reduce overall truck movements in a systemic way: e.g. the development of a food cluster at Pier 10 allows for direct vessel unloading and eliminates

thousands of truck trips from Pier 15 to Pier 10 carrying raw sugar; the extension of a new rail line between Piers 12-15 creates the opportunity to shift more truck cargo to rail.

Technology toolkit

The Ontario 511 App is growing in popularity among drivers and presents an excellent opportunity to push preferred route information directly to drivers. As mentioned in the OTA submission, there may be opportunity to customize the app to include Hamilton-specific guidance.

A group of partners including HOPA Ports, the City of Hamilton, and Transport Canada has been working throughout 2020 on a pilot project to include RFID readers in trucks accessing port terminals, with additional readers on the City road network. This approach has the potential if expanded to provide robust, real time data on truck numbers, speed, and routes, which can help to inform targeted and effective problem-solving on an ongoing basis.

HOPA Ports, Transport Canada and the Ontario Ministry of Transportation also worked together in 2020 to undertake a special module of the Ontario Commercial Vehicle Survey, with roadside surveys at several locations in Hamilton's Bayfront Area. More than a traffic count, this survey offers insight into the origin, destination and cargo of trucks, and introduces the potential to develop solutions like load consolidation, delivery timing, and route selection. Data analysis on this module is currently underway by MTO and is expected to be released in 2021.

Recommendations

1. The undersigned concur with the Ontario Trucking Association's recommendation of the establishment of a focus group of trucking companies with operations in Hamilton.
2. We encourage the deployment of a full range of tools to manage the flow, volume, safety and impacts of truck traffic, including: good route and intersection design; truck-only lanes; protected bike infrastructure; electronic guidance for drivers to influence route choice; simplified and improved signage.
3. We ask the City of Hamilton to adopt a practical and moderate position with respect to the inclusion and exclusion of specific routes, and ask that the needs of Bayfront Industrial Area businesses are reflected in those decisions.
4. We encourage the City of Hamilton to continue to seek industry's continued collaboration on technology and other initiatives alongside local community representatives to improve outcomes for all road users.

Thank you for the opportunity to contribute our views on this important project.

Sincerely,

[Redacted Name]

*Director Public Affairs & Corp.
Secretary
HOPA Ports*



[Redacted Name]

*Chair, Hamilton Industrial
Environmental Association*



[Redacted Name]

*President & CEO
Hamilton Chamber of Commerce*



[Redacted Name]

*President & CEO
Ontario Trucking Association*





Lafarge Canada Inc.



July 30, 2021

Omar Shams, Project Manager
Transportation Planning
City of Hamilton
Hamilton, ON
L8P 4Y5

DELIVERED VIA EMAIL TO: transportation@hamilton.ca , omar.shams@hamilton.ca

RE: City of Hamilton Truck Route Master Plan Review
Lafarge Canada Inc.

Dear Mr. Shams:

Lafarge Canada Inc. ("Lafarge") is in receipt of the documents and materials circulated with respect to the draft Truck Route Master Plan (TRMP) for the City of Hamilton. We request to be included on any future master plans, notice of decisions, Council/Committee or public meetings in which the recommended truck route network is discussed.

The Importance of the Aggregate Industry

Lafarge is the leader of sustainable solutions to the construction and development industry in Canada. We are the largest producer and supplier of aggregates based on the number of licensed sites, and as a result have made substantial investment in Ontario. Lafarge employs approximately 1,500 people in Ontario and its businesses actively engage with the local communities in which we work and live.

The Draft Truck Route Master Plan (TRMP)

The City of Hamilton acts as a goods and services movement gateway between Southern Ontario and international markets via rail lines, highways, airport, port, etc. Given recent challenges, such as roadway safety, network connectivity, and unprecedented growth in residential and employment areas, updates to the existing truck route network are required to meet the changing needs of the region. The City of Hamilton has prioritized a comprehensive review of the existing truck route network to determine strategies for addressing these concerns. We welcome the opportunity to collaborate with the City of Hamilton on a recommended truck route network that considers the outlook of local Lafarge businesses, including aggregate, ready-mix, and cement sites.

The draft TRMP sets out to ensure the safe and efficient movement of goods and services, support the growth of residential and employment areas, and improve the impacts of truck traffic. The City of Hamilton suggests that a recommended truck route network should, a) focus on larger trucks, b) implement more "daytime only" routes (i.e. 7:00am to 7:00pm), c) implement operational improvements, and d) add the segments once necessary approvals and improvements are complete. We note that the



Lafarge Canada Inc.



draft TRMP also includes new weight limits for enforcement on trucks that create the greatest impacts on safety, infrastructure, and quality of life.

The key factor to determine the method by which goods and services is transported are the additional costs incurred by the selected means of transportation and the ability of the existing truck route network to accommodate a range of demands in multiple locations. Across aggregate, ready-mix and cement businesses, the use of large trucks is the most used tool for movement as this allows shipments to occur at separate intervals set by the operator while ensuring the needs of the project and customer are met. Generally, delivery by truck can take place wherever infrastructure exists and in most cases, no special equipment is required. That being said, there are significant economic, environmental, and social implications associated with the shift away from a close to market approach in favour of daytime only routes that increase the distance travelled. Lafarge does not support the use of daytime only routes within the draft TRMP strategies due to the potential negative impact on the economic and operational viability of aggregate, ready-mix and cement businesses.

Lafarge's position is that daytime only routes do not allow operators to load, unload, stockpile, and deliver resources in an efficient and consistent way. The use of daytime only routes restricts heavy trucks that carry aggregate, ready-mix or cement from completing early morning and late evening delivery, as well as requires that haul patterns be modified to fit within a shortened 12-hour timeframe. It is essential that a recommended truck route network accommodate a variety of businesses, that require routes with extended hours (early morning or late evening) to ensure products or materials are onsite prior to the start of operations. Lafarge has concerns that the draft TRMP strategies will result in increased costs to haulage, make the movement of goods or services more cumbersome, and cause pits, quarries, ready-mix and cement businesses to become less competitive within the City of Hamilton. As a result, Lafarge is of the opinion that daytime only routes should not be implemented to ensure there are no limitations or restrictions on the mineral aggregate industry.

If the City of Hamilton intends to proceed with use of daytime only routes, we ask that Lafarge be consulted further to guarantee that the recommended truck route network reflect current business practices. This ensures flexibility for aggregate, ready-mix and cement sites and alleviates some of the issues associated with daytime only routes. Finally, we request clarification on which roadways are to be included in full time access (i.e. 24-hour) routes. Changes to the draft TRMP strategies are recommended to ensure that the position of Lafarge is considered and its diverse businesses are protected from policy or legislation that affects existing and future outlook.

Additional Comments

Further to the above comments, Lafarge has identified several proposed changes to the draft TRMP that requires further review and consideration before commenting fully:

- The City of Hamilton ban or restrict the use of "Jake Brakes". When trucks employ the "Jake Brakes" on roadways, the noise is unpleasant and causes disturbance. Trucks should be equipped with exhaust systems that are approved by the appropriate Ministry or Municipality.
- The City of Hamilton consider the use of speed limit reductions on roadways that are of concern, rather than implementation of daytime only routes. The improvement of roadways and use of engineering solutions can effectively decrease noise, and concerns associated with truck traffic.



Lafarge Canada Inc.



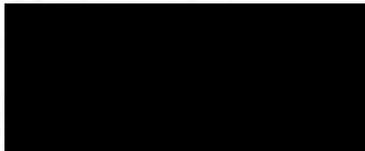
- The City of Hamilton revise the recommended truck route network to exclude the implementation of daytime only routes.
- The City of Hamilton recognize special requirements for aggregate truck traffic in operational improvement plans to minimize interference with other traffic.

In Closing

Thank you for your cooperation and opportunity to provide feedback on this matter. Please do not hesitate to contact the undersigned if you would like to meet to review any specific comment.

Respectfully,

LAFARGE CANADA INC.



Cc:



Motion: Truck Route Master Plan Proposal

Mover: C. Ritsma

Seconder:

WHEREAS the proposed truck route master plan includes trucks on roads included in the cycling master plan and urban streets where cycling is likely to take place;

WHEREAS the proposed truck route master plan includes truck routes 7am-7pm which is the most common time cyclists and pedestrians will be utilizing roads, and in parts of the year this is after dark which is far more dangerous for cyclists and pedestrians;

WHEREAS the cycling advisory committee recommended the proposed truck route changes not include streets where cycling is likely to take place;

WHEREAS there are alternative routes for trucks to take such as small detours and longer ones around the Burlington Bay, LINC, RHVP, 403 and Burlington St, while cyclists cannot take detours to avoid trucks under the current plan.

THEREFORE, BE IT RESOLVED:

- (a) Truck routes not be allowed on streets listed as "Daytime only (7am - 7pm)" under the draft proposed truck route map;
- (b) Truck routes be removed from Rymal Rd within the urban area and Gamer Road from Glanaster to Highway 6;
- (d) Committee will draft a report to Public Works committee regarding recommendations on the truck route as it relates to cycling and active transportation that connects to cycling.



June 16, 2021

Omar Shams
Project Manager, Transportation Planning
City of Hamilton
Hamilton, Ontario

(sent via email: omar.shams@hamilton.ca)

RE: Hamilton Truck Route Master Plan Review

Dear Omar,

Grain Farmers of Ontario is the province's largest commodity organization representing Ontario's 28,000 barley, corn, oat, soybean, and wheat farmers. The crops they grow cover over 6 million acres of farm land across the province, generate over \$4.1 billion in production value, result in over \$18 billion in economic output and are responsible for over 75,000 jobs in the province.

We have reviewed the draft truck route network for the City of Hamilton and have reservations on the impact of the proposed changes to our farmer members and the Ontario grain sector. Exports play a critical role for Ontario grain farmers and the Port of Hamilton is a vital gateway for international trade. Nearly 30% of all grain produced in Ontario is exported annually to over 50 different countries. For example, soybeans are the largest individual crop exported with 53% of production – nearly 1.6 million metric tonnes – traded each year. Ontario also ships 700,000 metric tonnes of food-grade soybeans per year with major markets around the world. Similarly, corn exports have seen significant growth in recent years with over 1.1 million metric tonnes shipped to foreign markets.

While the drafted proposed route map simplifies the network and avoids sensitive uses as much as possible, there are several key areas of the network that must be maintained to avoid disruptions to the movement of harvested grain, crop inputs (e.g., fertilizer), and processes materials (e.g., flour and other food-grade materials made from Ontario grains) to and/or from the Port of Hamilton. As currently proposed, the drafted network does not offer satisfactory connections to the south and west, which serve as the primary flow of grain and trade from the London-area as well as Wellington Country and adjoining catchment areas. Accordingly, we request that the City of Hamilton amend the draft Truck Route Master Plan to identify the following routes as full-time (green):

- Wellington St. between Burlington St. and the Claremont access (with the segment between Burlington and Cannon being extremely important),
- Victoria Ave. between Main St. and Burlington St.,
- Cannon St. between Victoria and York Blvd.,
- Main St. from Highway 403 to Sherman Ave.,
- Queen St, between York and King St., and



- King St., between Queen and Highway 403

Our farmer members would be significantly impacted by the proposed changes to the traffic network and associated time limits. Farming is unpredictable as weather and mechanical issues can impact the timing and pace of harvest. As well, many farmers do not have on-farm storage for their harvest and need to be able to deliver grains to the Port of Hamilton in a time sensitive manner. Beyond the harvest windows for winter wheat (i.e., summer) and corn, soybeans, and other grains (i.e., fall), the timely delivery of crop inputs (e.g., fertilizer) from the port into the Ontario agri-retail channel is critical for spring planting.

The drafted restrictions would potentially add up to 25 minutes to each trip outside of the currently proposed 7 am to 7 pm window, further complicating the grain harvest season that is already logistically complex. These delays would result in increased fuel costs – expenses that farmers cannot pass along to the customer – and additional greenhouse gas emissions. Farmers would often prefer to be on the road at non-rush-hour times, to the benefit of all drivers. For our members, an early start may mean the difference between one and two deliveries per day, seriously impacting their productivity and farm income. As a result, consistent, day-long truck access to the port is required throughout the year.

The port of Hamilton is critical infrastructure for the Ontario grain sector. Flexible access to this facility is needed to support Ontario farmers and international trade. We look forward to the opportunity to discuss these points further as you continue your consultation.

Sincerely,



Vice President, Strategic Development



VIA EMAIL

March 18, 2022

Tom Jackson
Councillor Ward 6
Hamilton City Hall
2nd Floor, 71 Main Street West
Hamilton, ON L8P 4Y5

Dear Councillor,

RE: Hamilton Truck Route Master Plan

I am writing to you on behalf of Grain Farmers of Ontario. Grain Farmers of Ontario is the province's largest commodity organization, representing Ontario's 28,000 barley, corn, oat, soybean and wheat farmers. The proposed changes to the Hamilton Truck Route Master Plan (TRMP) raises several concerns for our farmer-members, who are frequent users of Hamilton's ports.

Our farmer-members travel from across Ontario to Hamilton in support of Canada's import and export markets. The crops our farmers grow result in over \$18 billion in economic output and are responsible for over 75,000 jobs in the province. The movement of fertilizer and grain from the manufacturer to the producer through Hamilton's ports is a vital piece of Ontario's economy.

In our review of the TRMP, we have found that the proposed 5-axle restriction on key Hamilton roads will greatly impact Ontario grain farmers accessing the port from outside of the Niagara region. A significant portion of Ontario farmers truck grains to Hamilton's ports for both export and, in the case of wheat, for processing at the P&H flour mill located at the port. Ontario grain farmers transport their grains using either 6+ axle dump trailers or 8+ axle B-trains and are significant users of the current route system. If the proposal passes, they will be forced to travel longer routes, resulting in added labour costs amid a country-wide labour crisis, increased fuel usage amongst some of the highest fuel prices Ontario has seen and additional kilometres when international transport truck supply chains are facing unprecedented stress.

These ramifications will put undue pressure on our farmer members, reduce the competitiveness of the region's agricultural production for export and the local food supply chain. If Hamilton wants to maintain its competitiveness internationally the city should reconsider this revision. Lengthening the route to access Hamilton's ports will reduce the volume of goods entering and leaving the port daily.

[REDACTED]

We look forward to working with you and the Hamilton City Council on these issues, as well as other issues that will require attention in the months and years ahead. I hope we can count on your support during this time of continued uncertainty.

I would appreciate the opportunity to meet with you on this issue in the near future. Please respond to Allison Hessels at ahessels@gfo.ca with your availability.

Thank you in advance for your time.

Sincerely,

A handwritten signature in black ink, appearing to be "S. Hessels", written over a light grey rectangular background.


Chair
Grain Farmers of Ontario



515 Victoria Ave N
Hamilton, Ontario, L8N 3K7

March 25, 2022

Truck Route Sub-Committee
Hamilton City Hall
71 Main Street West
Hamilton, Ontario, L8P4Y5

Delivered by: Email

Attention: Chair and Members of the Truck Route Sub-Committee

RE: Hamilton Truck Route Master Plan Review and Update

I am writing on behalf of Bunge to provide comments with respect to the Hamilton Truck Route Master Plan Update and the recommendations of the City's Transportation Planning and Parking Division, to the Truck Route Sub-Committee as contained in the staff report for February 28, 2022.

Originally known as CVOP, Bunge has been part of the Hamilton community and located at Pier 11 since 1942. Many of our employees and retirees are life-long residents of Hamilton. As part of the Hamilton community, we understand that issues such as truck routes are complex and affect many different stakeholders.

Bunge is a critical food processing facility and one of only three oilseed crushing facilities in eastern Canada. We purchase soybeans and canola grown on 2.3 million acres in Ontario and convert them into meal for animal feed and oil. Some of the most recognized names in the industry use our ingredients for products we all consume every day including salad dressings, baked goods and mayonnaise. Leading restaurants use our products as well.

Our location at the west end of the Port has always been strategic to Bunge's operations. Direct access to Hwy 403 using the Main St./Victoria and Wellington/York/Cannon truck route is crucial to our business.

Much of the material processed by Bunge comes from farmlands west and north of Hamilton. Most of the meal returns in those same trucks back to feed mills located west and north of Hamilton. Most if not all of these trucks have more than five axles. Cutting off direct access to and from the 403 will have negative effects on Bunge's competitiveness by increasing transportation costs, through increased fuel consumption and increased delivery route times. At a time when we are already experiencing supply chain issues due to reduced driver availability, the change would limit the capacity of the existing drivers as they would spend more time on the road for each load. The longer drive times would also result in increased greenhouse gas emissions and poorer air quality across Hamilton as a whole. In addition, cutting off access to Hwy 403 will



515 Victoria Ave N.
Hamilton, Ontario L8N 3K7

Increase traffic across the Skyway Bridge and/or the Lincoln Alexander Parkway/Red Hill expressway, especially as traffic flow increases post-Covid.

The economic unknowns are already impacting Bunge's potential growth in Hamilton. A proposed multi-million dollar project to expand one of our product lines is now delayed from 2023 to at least 2024. The engineering work continues, but pre-approval of long lead time equipment has been pushed back until the transportation and related economic consequences are better understood. The longer it takes to get the project approved, the more projects it must compete against internally for funds, which reduces the chances of getting the needed investment approved for the Hamilton facility.

We are committed to working with the city towards an equitable truck route network that balances the needs of industry with the safety and livability of neighbourhoods. We strongly recommend that the committee retain access from the 403 along Main Street to Victoria Avenue as well as access to the 403 along Wellington to Cannon to York for trucks of all sizes. This will eliminate many routes through downtown, including Queen and King Street, while maintaining access to Hwy 403.

We thank the Sub-Committee for its consideration.

[Redacted Signature]
Plant Manager

Cc: Omar Shams, Project Manager, City of Hamilton
[Redacted]



Omar Shams Project Manager, Transportation Planning
Planning and Economic Development City of Hamilton

March 11, 2022

RE: City of Hamilton Truck Route Review

Dear Omar,

Thank you for the opportunity to share our contribution to the revision of the truck route network for the City of Hamilton.

The Hamilton Industrial Environmental Association (HIEA) is a non-profit association representing 14 industrial and manufacturing companies in the City of Hamilton. HIEA's mandate is to improve the local environment through partnerships with government, educational institutions, individual residents, and environmental groups. We also collaborate with our stakeholders to help understand environmental issues and to develop and implement sustainable programs and policies. HIEA members believe their organizations are not only a key contributor to both Hamilton and Ontario's economy, but also an essential part of the fabric of the community.

HIEA member companies provide employment for over 7,300 direct industrial and manufacturing positions as well as an estimated 56,000 indirect jobs in Hamilton and surrounding municipalities. Since its inception in 1998 HIEA and its membership has invested over \$1.1 billion in environmental capital expenses, contributed more than \$720 million in municipal property taxes, and contributed over \$1 million in community and educational activities in Hamilton.

HIEA's members have not only embraced and adopted a circular economy but practice it every day as part of their core business. HIEA members are part of an industrial ecosystem that reuses and recycles member companies' by-products and waste, recovering value and protecting the environment. HIEA and its members are committed to fostering a strong and sustainable future for the Province of Ontario, the City of Hamilton, and all its residents.

HIEA has taken the opportunity to review the proposed truck routes presented to the Advisory Group on February 28th, and would like to make the following comments:

HIEA is concerned that:

- an impact assessment has not been completed for each of the proposed options. We are not aware of a full traffic survey being done for this project and as such any of changes being proposed cannot be properly or fully evaluated. In particular, the impact on existing 24/7/365 industrial and commercial operations has not been documented.



P & H Milling Group

A division of Parrish & Heimbecker, Limited

June 10, 2021

Hamilton-Oshawa Port Authority
605 James St. North, 6th Floor
Hamilton, Ontario, Canada L8L 1K1

Attention: [REDACTED]
Director, Public Affairs & Corporate Secretary

RE: Daytime-only In-City Routes
Hamilton Truck Route Master Plan Review

We write to provide the concerns of Parrish & Heimbecker Limited (P&H) to the recommended truck route network recently released by the City of Hamilton in the Truck Route Master Plan Review process. As you know, P&H has operated a grain terminal and flour mill on Pier 10 since 2008, and in fact, was encouraged by the City and Port Authority to locate within the Port. P&H ships and receives a high volume of grain and flour at Pier 10, involving hundreds of trucks per day, and therefore is a key stakeholder in the truck route study.

As a food manufacturer, it is our strategy as a company to provide the highest quality grain and flour to market on a 24/7 schedule. Often our products are made to order, with little lead time to provide optimum freshness. Efficient transportation routes are vital to our business, both for the grain and the flour components. Efficiency is critical to competing effectively with global scale operations and larger agricultural regions like the US and Brazil. At the same time, local distribution of flour to regions surrounding Hamilton is vital to our Milling business.

Currently, approximately two-thirds of the grain truck traffic uses the Wellington/Victoria corridor, and about one-third uses the Burlington corridor. For flour, P&H estimates almost half of the truck traffic uses the Wellington/Victoria corridor.

[REDACTED]

We have reviewed the draft of the City of Hamilton's recommended truck route network and have serious concerns with the restrictions on routes proposed, particularly to the south and west. Our primary concern lies within the Wellington/Victoria/Cannon/York circuit, with the restricting of hours to only daytime hours (7am to 7pm):

- 1) While P&H operates 24/7, as a rule we do not deliver or receive the majority of our product between 11pm and 5am. This is to help reduce noise for many of the surrounding areas we currently service. Maintaining the ability to use the above-noted circuit for truck traffic between 5am and 7am and between 7pm and 11pm is critical to P&H;
- 2) P&H only permits fully OEM exhaust equipment on our fleet of trucks, and drivers are trained to avoid engine brakes at all times when entering residential areas. We believe sign posting and enforcement is the appropriate response to noise concerns arising from drivers who do use engine braking, not complete daytime prohibition on these routes.
- 3) Restriction on the south and west trucks routes to daytime hours as proposed will only serve to increase congestion at key intersections serving port truck traffic, particularly at Wellington and Burlington. Truck traffic volume is not going to decrease (in fact, Port truck traffic is increasing as the Port successfully attracts business); that traffic will simply be forced to compress movements to and from the Port into fewer hours, or travel many kilometers in a circuit to stay on full-time routes. The latter is simply not economically viable or sustainable.
- 4) There are serious questions as to the City's legal authority to impact operations within the Port by restricting traffic to and from it, and to regulate truck traffic that itself is often federally regulated.
- 5) The Victoria and Wellington corridors serve to support thousands of grain farmers to the North and West of Hamilton. To add congestion and cost to those arteries risks the success of our Nations export business and our commitment to the Federal government to grow our export volumes.
- 6) The restriction of truck traffic between 7pm and 11pm is not consistent with the approach to the same, or similar noise sources in either MECP's Environmental Noise Guideline NPC 300

(which differentiates between daytime/evening noise limits (7am to 11pm) and night time limits (11pm to 7am), or the City of Hamilton's Noise Control By-law, which effectively differentiates between day/evening (7am to 10pm) and night time (10pm to 7am) for certain activities (construction; audible combustion engines) and otherwise defers to NPC 300. There is no regulatory comparable to justify prohibition of truck traffic on the routes identified above between 7pm and 11pm.

P&H believes a reasonable compromise among stakeholders would be to adjust the recommended truck operation hours for in-city routes to 5am to 11pm. While not ideal from P&H's perspective given early morning truck traffic at the Port, P&H would work with the City and P&H's drivers to make the adjustments necessary. P&H also requests that any by-law regulating truck route hours include an exemption from the nighttime route prohibitions for truck traffic directly serving Port-based businesses, including P&H, in certain defined circumstances, such as when vessel loading or unloading demands such truck traffic. P&H would be pleased to work with the City in defining the parameters of such an exemption, which would allow for the ability to operate 24 hours consecutively when circumstances require. This would reflect the reality of Port-based activity, can be readily monitored and enforced if necessary, and would still serve to reduce nighttime truck volumes by prohibiting truck movements unrelated to Port businesses.

Please consider our position of extending in-city routes hours. We feel the current proposal of 7am to 7pm will have a direct adverse impact on our operations, while also risking our transit times for precise deliveries in Hamilton and surrounding areas.

Regards,





June 15, 2021

Omar Shams
Project Manager Transportation Planning - New Initiatives
Planning and Economic Development
Transportation Planning and Parking, City of Hamilton

Dear Mr. Shams,

I would like to provide the following feedback and suggestions in respect of the Draft Recommended Truck Route Network, presented and discussed on May 31, 2021. I offer this feedback from multiple perspectives: in my role as a citizen representative on the advisory committee representing urban communities, as a member of and former executive member of the Strathcona Community Council, and finally personally, as a citizen of Hamilton.

“Does the truck NEED to be there?”

Firstly, I would like to call your attention to statements made by the consultants preparing the plan during the first PIC on September 2, 2020, as well as during the meeting of May 31, 2021: namely, that the guiding principle in evaluating whether a truck route should be present is the question “does the truck *need* to be there”. For example, in the first PIC the question was asked about tractor trailers going from the industrial and port areas around Burlington St., bound for the 403 via Wellington and Cannon, crossing our downtown. The question was asked simply, will the truck routes facilitating this shortcut through downtown be removed? The consultant did not answer directly, but stated that the question guiding whether or not they would remain would be “does the truck need to be there?” He elaborated, discussing making a local delivery as “needing to be there”, but in the absence of such a need, there was a question of whether the truck should be there.

This same idea was expressed by the consultants in the meeting of May 31, 2021, again, that a primary question guiding whether or not a truck route would be maintained would be the question of whether the truck “needed to be there”. I should state that at face value this perspective seems like an excellent one to take when making such decisions. In my opinion, and from my experience in the Strathcona community, and in discussion with the other citizen representatives, including Environment Hamilton, this is a perspective that would be completely supported if used to make the decisions about truck routes.

I would in fact say that this perspective drives the very specific requests that have been made by the citizens of multiple downtown neighbourhoods, as well as Environment Hamilton: that transport trucks

that are destined for the port/industrial lands do not have a *need* to cross the downtown from the 403 to Burlington St. A perfectly suitable alternative exists: accessing the port/industrial lands via Burlington St./Nikola Tesla Blvd. via the QEW. Seeing dozens of trucks per hour pass through our neighbourhoods and the downtown between the port lands and the 403, in both directions, passing through with no local need being addressed but significantly degrading the quality of life of many thousands of citizens, is the specific instigation of the requests to remove these truck routes.

Again, make no mistake: no one is objecting to local deliveries being made along Main, Cannon, York, Queen, King, Wellington, or Victoria, by transport trucks. We object to tractor-trailers carrying (from our observations) largely grain, and sometimes aggregate, among others, in large hoppers and trailers, and frequently in double-trailers, across the downtown destined for the port. Coming into the city with their cargo they arrive from the 403 off York or Main, proceed eastbound, turn left onto Victoria, then proceed to their destination on Burlington (P&H Milling being a common destination, for example). They then return to the 403 via Wellington southbound, right onto Cannon, and then either proceed straight to York for eastbound access onto the 403, or make a left onto Queen, and a right onto King for westbound access onto the 403. The alternative route of Burlington/Nikola Tesla to the QEW to the 403, or the Red Hill/Linc to the 403, are not used by these trucks, when they are perfectly acceptable alternatives which would have far less of an impact on citizens, their neighbourhoods, and the downtown.

To reiterate: the current truck network facilitates large numbers of large transport trucks to pass through the downtown between the 403 and port lands, meeting no local needs in the downtown, while significantly impacting the quality of life of thousands of citizens, and degrading the quality of life in the downtown. The draft revised truck routes as presented on May 31, 2021 will continue to facilitate this same degradation of the quality of life, as it permits trucks meeting no local needs in the downtown to pass through the downtown. Again, let me be clear: trucks making local deliveries in the downtown and adjacent neighbourhoods are NOT the concern. Small trucks are NOT the concern. The concern is solely the facilitation of the pass-through large transport truck traffic.

This concern has been expressed clearly on multiple occasions, by many parties: multiple neighbourhood associations, Environment Hamilton, and even Ron Foxcroft, president of Fluke Transport, in The Hamilton Spectator! I would hope that the repeated expression of this specific concern drives the development of a truck route network which addresses the concern. If the revised truck route network continues to facilitate the ability of large trucks to make the 403 to port lands shortcut through the downtown, I trust that you will have a good explanation for the reasons why these repeated concerns are not being addressed, and why you have chosen to continue to allow large transport trucks to make the shortcut.

For your reference, please find below two examples of these concerns being expressed.

READERS WRITE

LETTERS WELCOME, 250-word maximum, full name required.
Send to letters@thespec.com

Fluke supports truck route changes

RE: CITY TRUCK ROUTE REVIEW

As the longest serving trucking company in Hamilton, Fluke Transport will mark 100 years in March 1, 2020. So our support for revamping the city's designated truck routes may be a surprise. We also sat on the committee to take transports off Airport Road (except for delivery) when I was chair of the airport.

It is now time to take transport trucks away from downtown, away from Cannon Street, and away from the Queen-King Street right turn.

The city advised us about two years ago that the LRT would prohibit right turns from Queen to King and then to Highway 403. Instead, we take Burlington Street eastward to the QEW then over the Skyway when our trucks head to Brantford (which is often).

Does it cost more money? Yes. However, we won't compromise when it comes to safety. One tragic loss of life, like the loss of cyclist Herman Ohrt, is one life too many. Safety always comes first.

We applaud Coun. Wilson and Coun. Farr for their leadership on revamping designated truck routes and taking transports away from downtown and residential streets.
Ron Foxcroft, CEO, Fluke Transport Ltd.



The Strathcona Community Council
Hamilton, ON



Omar Shams
Project Manager, Transportation Planning - New Initiatives
Planning and Economic Development
Transportation Planning and Parking, City of Hamilton

November 24, 2020

Dear Mr. Shams,

On behalf of the membership of the Strathcona Community Council (SCC), the neighbourhood association for the Strathcona neighbourhood of Hamilton, please accept the following input into the review process underway in respect of the Hamilton Truck Route Master Plan:

"The Strathcona Community Council supports the removal of designated truck routes from the Strathcona Neighbourhood (including York Blvd., King St., Main St., Queen St., and Dundurn St.), and furthermore from the whole of Downtown Hamilton. Currently, the majority of trucks travelling through our neighbourhood, and through the Downtown, are not making local deliveries, but are rather cutting through between the 403 and the Industrial areas off Burlington St. and the Port of Hamilton. This has detrimental impacts on the quality of life of the residents of our neighbourhood, and on the quality of our shared spaces and civic amenities of the Downtown. We request that the City change their Truck Route Master Plan to only allow trucks making local deliveries, and of a limited size and weight, in Strathcona and the Downtown. Truck traffic originating or ending in the vicinity of Burlington St. and the Port should be required to use Burlington St. to access the local highway network, and not be permitted to cut through the Downtown or Strathcona."

The above statement was approved by a majority vote (62 to 5, with 2 abstaining) by the SCC membership, conducted via an internet poll of the membership between September 23 and October 7, 2020.

Yours Sincerely,


President, Strathcona Community Council

Cc: Councillor Maureen Wilson

Your Neighbourhood Association: serving the residents of Strathcona

Area-specific concerns

I would also like to draw your attention to a few areas of specific concern that exist under the current truck route network, and will persist based on the draft revised truck route network. I have indicated the locations on the map on page 9, which depicts the draft truck route network for the downtown area. I would like to reiterate (as discussed above) that the concerns expressed below are primarily in relation to large tractor-trailer transport trucks, and not smaller vehicles.

A: Victoria Ave.

Note the presence of General Hospital and the local commercial district at the intersection with Barton. This area features a high degree of pedestrian traffic to the local businesses, but especially to and from the hospital. Note also the approved 2-way bike lanes extending down the entire length of Victoria (from Burlington St. all the way to the Jay Keddy bike lanes up the escarpment), but in particular the segment from the existing 2-way bike lanes on Cannon to the Hospital. The high degree of pedestrian/cyclist presence in this area should be seen as a reason to avoid its continued designation as a truck route.

See <https://globalnews.ca/news/7570919/more-safer-bike-lanes-hamilton-2021/>

And <https://www.hamilton.ca/streets-transportation/biking-cyclists/cycling-infrastructure>:

🕒 Projects in the planning stage

- **Victoria Avenue** - between Burlington Street & Cannon Street & Stinson Street, bicycle lanes/ cycle track & enhancements

B: Cannon/Wellington

Large trucks turning from Wellington onto Cannon is a common and dangerous occurrence, but is permitted under the existing truck route network, as well as in the draft revised network. The narrow street and large turning radii of the trucks make the dangerous incursions of trucks into the bike lanes a common occurrence. It has been noted numerous times to the City, with band-aid mitigations put in place. It is a high-density urban neighbourhood, with a highly-used cycling track. Interactions between these users and large transport trucks should be eliminated, through the removal of truck routes at this location.

Please see the image below for an illustration of the problem. Such interactions would remain permitted under the draft truck route network presented on May 31, 2021. Note the “Gleason Farms” double grain hopper tractor-trailer cutting through the city from the port lands (presumably one of the grain terminals, or P&H Milling, off of Burlington St.) to the 403, via the Wellington and Cannon intersection, the location of this photo.

Please consider whether this truck “needs” to be here.



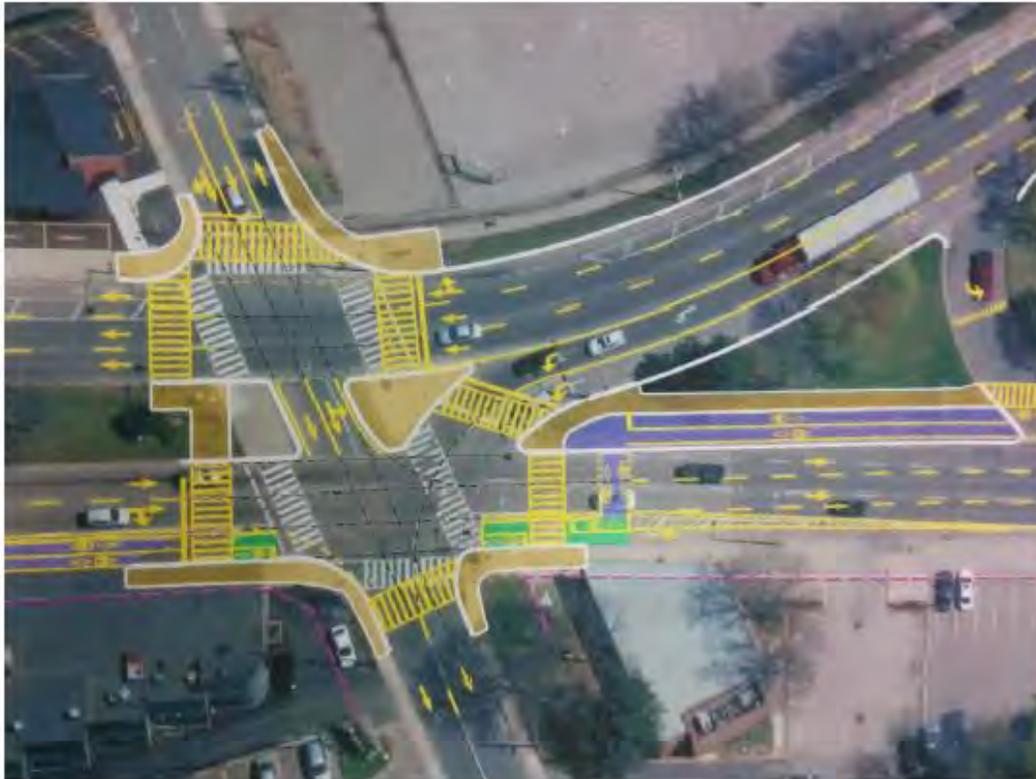
C: Cannon/York/Queen

At the three-way intersection of Cannon, York and Queen, there are multiple sensitive uses: the Victoria Park Community Homes buildings (large affordable housing apartment buildings with large numbers of high-needs individuals and families); the Hess St. Public School, one of the most under-privileged schools in Hamilton; the York Blvd. bike lanes; high-traffic commercial plazas drawing significant car and foot traffic; and bus stops serving HSR and Burlington Transit. Also planned and designed (only pending funding) is the extension of the 2-way protected cycle track from Cannon all the way up York, with a significant crossing at Queen St.

The corner hosts large numbers of children crossing to and from Hess St. Public School daily. Queen St. is very narrow south of York, and trucks turning from York onto Queen always present a very alarming sight to any pedestrians walking along the narrow sidewalks. Given the significant population density at this corner (with particularly high needs as well), the intensive pedestrian and cycling usage already present, and the significant cycling infrastructure planned, the revised truck route network should not allow for the continued presence of large transport trucks at this corner.

See the depiction below of the Cannon/York/Queen intersection, showing the Hess St. Public School playground at the top (north), Queen St. at the bottom, the numerous pedestrian crossings, and the proposed alterations resulting from the expanded Cannon St. bike lanes (shown in purple and green).

The intensity of pedestrian, cycling and other sensitive uses would suggest that large tractor trailer traffic should be routed elsewhere.



D: King and Queen

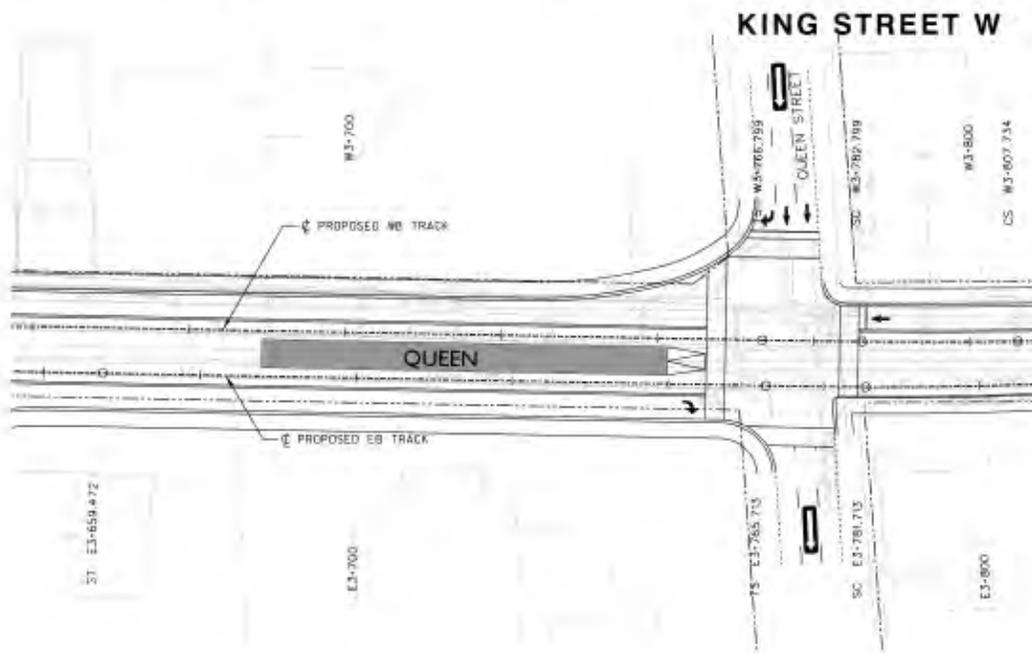
The Queen LRT station is proposed for this corner. A hotel and two high-rise apartment buildings are currently under construction on two corners of this intersection. It is immediately adjacent the King St. West BIA, with large numbers of pedestrian-oriented businesses and restaurants. HSR and GO Transit stops are currently at this corner. At present it has a high amount of pedestrian traffic, which will significantly increase upon the completion of the new buildings (with even more proposed immediately north on Queen St.), and the completion of the LRT.

It should also be noted that three years ago cyclist Herman Ohrt was tragically killed at this intersection by a truck.

This is a very densely populated neighbourhood, set to become even more intensively used in the very near future. The intensive pedestrian use that will further arise from the presence of the LRT station is a factor that cannot be ignored when considering where truck traffic should be routed. Furthermore, the

dimensions of the LRT station along King St., with the accompanying reduction in the traffic lanes (down to a single lane), makes the practicality of moving large tractor-trailers through this intersection problematic at best. Given the City of Hamilton's focus on intensification along the LRT corridor at the station "nodes", and supporting the increased population density with higher-order transit, supporting overall efforts to improve the share of trips made by transit, all fundamentally tied to safe and appealing pedestrian routes around these transit nodes, the revised truck route network should not permit large transport truck traffic at the King and Queen intersection.

Please see the diagram below showing the proposed LRT station at the corner of King and Queen. Note the single westbound traffic lane to the north of the platform, and the mid-street LRT platform. The empty space on the northwest corner is now a hotel under construction, with an apartment building currently under construction immediately to its west. The southeast corner is currently a 24-storey apartment building, nearing the completion of construction. It should be evident that an intersection hosting a higher-order transit station, surrounded by high-density housing, would be an unsuitable location to route large transport trucks.





LRT in general

I have noted above the concerns regarding the presence of the LRT station as it relates to the corner of Queen and King. However, very similar concerns apply to the presence of large transport truck traffic in the areas immediately around the other proposed LRT stations. As mentioned, the City's focus on intensification around transit nodes, accompanied by building transit ridership, relies on the arrival of transit users at the stations on foot or bicycle. This must be supported by a safe and appealing pedestrian environment surrounding these stations. Such an environment is incompatible with large transport truck traffic in these locations.

Consider the following rendering, showing the "Scott Park" Station, at the corner of Melrose and King St. East. The rendering is looking eastbound down King Street. On the left is Bernie Custis High School, and just a block further to the left is Tim Hortons Field, home of the Tiger Cats. Note the single lane of traffic heading towards the viewer: that is the lane of traffic proposed in the draft truck route network to allow heavy transport truck traffic, immediately between the LRT station and the high school.

Please consider whether large transport trucks "need" to be in this location.



I will note further that the draft revised truck route network as proposed allows for heavy transport truck traffic at all but two of the proposed LRT stations. The proposed LRT stations (listed from west to east), and the nature of large transport truck traffic allowed under the draft truck route network, is as follows:

- McMaster Station – full-time truck route, unrestricted by size
- Longwood Station – full-time truck route, unrestricted by size
- Dundurn Station – daytime only (7am-7pm) truck route, unrestricted by size
- Queen Station – daytime only (7am-7pm) truck route, unrestricted by size
- James Station – not along a truck route

- Mary Station – not along a truck route
- Wellington Station – daytime only (7am-7pm) truck route, unrestricted by size
- Sherman Station – daytime only (7am-7pm) truck route, unrestricted by size
- Scott Park Station – daytime only (7am-7pm) truck route, unrestricted by size
- Gage Park Station – daytime only (7am-7pm) truck route, unrestricted by size
- Ottawa Station – daytime only (7am-7pm) truck route, unrestricted by size
- Kenilworth Station – daytime only (7am-7pm) truck route, unrestricted by size
- Queenston Station – daytime only (7am-7pm) truck route, unrestricted by size
- Parkdale Station – daytime only (7am-7pm) truck route, unrestricted by size
- Nash Station – full-time truck route, unrestricted by size
- Eastgate Station – full-time truck route, unrestricted by size

While certain stations may not feature narrow roads or tight interactions with sensitive uses and pedestrian or cycling traffic, such as that depicted above, it is worth considering the magnitude of the city-building efforts supported by LRT, and consider carefully at each location whether the presence of large transport truck traffic is compatible with an LRT station.

Proposed changes

I would like to suggest the following changes to the draft recommended truck route network that was presented on May 31, 2021. I present two suggestions, which may be used in combination, to address the above concerns.

Suggestion 1: Upper weight or axle limits

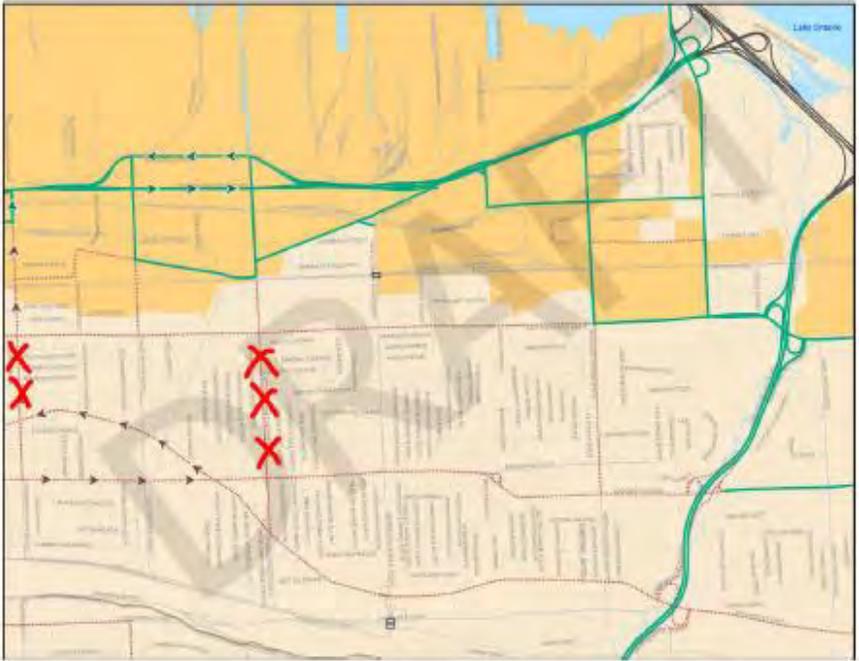
Select an upper weight or axle limit for areas with high-population density and no need to facilitate large transport truck traffic. Someone with more expertise than me could select the specific weight limit or number of axles, but it should be such that local deliveries are easily facilitated, but large transport trucks (e.g. tractor trailers, double-trailers) are excluded.

The area would need to be simply defined, so that it could be easily understood by truckers, and easily enforced. I suggest the following boundaries: within the lower city, south of the CN tracks, between the 403 and the Red Hill Creek Expressway. This closely corresponds with the bulk of the “Daytime only” routes suggested in the draft plan. For simplicity, it might be preferable to swap the bulk of the daytime-only routes for weight/axle-limited routes (with some exceptions, for instance Beach, Birch, the northernmost end of Sherman, could be unrestricted, perhaps). This solution addresses effectively all of the above-noted concerns.

Suggestion 2: Break the 403-Port “circuit”

There is a circle truck route that currently exists between the 403 and the port lands in the existing truck route network, and it remains in place in the draft recommended truck route network (via Main/Victoria/Burlington/Wellington/Cannon, then to either Queen/King for Brantford-bound 403 access, or York for Toronto-bound 403 access). A couple of simple removals from the network “break”

the circuit, and make it not possible for trucks to shortcut through the downtown. I have depicted the suggested cuts in the following maps:



The proposed changes remove the ability of trucks to cut through the downtown to the port lands from the 403. If they require port land access, Burlington/Nikola Tesla easily facilitates that. Trucks coming from any direction toward the city can use the ring of highways to make their way to Burlington/Tesla. From the south, the Linc and Red Hill can be taken to access Burlington St. via the QEW or Barton/Woodward. From the East or the north the QEW offers access. From the west, a loop either to the south of the central city via the Linc/Red Hill, or a loop to the north via the QEW, offers access to Burlington St.

Signs at the off-ramps along the 403 (Aberdeen, Main, York) would additionally clearly specify "No truck access to Burlington St. industrial and port areas".

These modifications have no downside to other truck traffic requirements in the downtown. There are no "dead-end" routes, and connections are made to adjacent highways, meeting your design objectives noted in the presentation of May 31, 2021. Downtown deliveries which require large transport trucks (e.g. grocery stores, First Ontario Place concerts, etc.) have a clear way of reaching their destinations.

However, this solution alone does not address all of the above-noted points regarding the locations of concern, or the LRT stations. But at least this will eliminate the vast majority (based on our observations) of the large transport truck traffic into and through the downtown, with no direct route across the downtown from the 403 to the port lands, but rather a direct route available via Burlington St./Nikola Tesla Blvd. off of the QEW. So at least the magnitude of the problem will be reduced, while maintaining a clear set of routes for trucks truly requiring downtown access for deliveries.

In respect of the locations of concern, and the LRT-related concerns, additional changes to the network could be considered, or the weight/axle limits suggested above could be considered in addition to the suggested route modifications.

Conclusion

I hope that you consider my comments and suggestions in future revisions to the draft truck route network. I would be more than happy to discuss these in more detail with you. If you find that addressing the concerns noted above is not possible, I would appreciate speaking with you in more detail as to why that is the case, and furthermore I would suggest that an explanation be provided to the citizens of Hamilton as to why these and similar concerns cannot be addressed.

Yours sincerely,





- the proposals do not appear to take into account possible impact on healthcare facilities and other commercial enterprises.
- the alternatives presented may negatively impact not only existing companies and their operations but also put Hamilton at a competitive disadvantage in attracting new industries and companies.
- the alternatives may negatively impact the redevelopment or re-purposing of existing vacant and brownfield properties by limiting accessibility. Incentivizing the remediation and development of brownfield lands is part of the City of Hamilton's 2021-2025 Economic Action Plan and aligns with the City of Hamilton's Strategic Plan for "Economic Prosperity and Growth", both of which could be impacted by this proposal.
- if a limit is placed on trucks larger than four or five axles, the result will be a corresponding increase in the number of smaller trucks. There has not been a clear articulation as to the objective of banning these vehicles.
- none of the alternatives presented include both a Southern and a Western connection to and from the regional transportation network.

HIEA and its members understand the need for the review and are pleased to participate in the process. Thank you for the opportunity to contribute our views on this important project.

Sincerely,

A handwritten signature in black ink, appearing to be "John Smith", written over a horizontal line.

[REDACTED]
Hamilton Industrial Environmental Association

cc [REDACTED]

Omar Shams
Project Manager, Transportation Planning
Planning and Economic Development
City of Hamilton

June 10, 2021

Re: Draft recommended truck route network for stakeholder comment

Dear Omar,

Thank you for sharing your team's draft recommended truck route network for the City of Hamilton. We have begun to receive feedback from companies located at the port, and are pleased to be able to provide you with some preliminary comments.

For the most part, the draft proposed route map seems to achieve the goals of the review by simplifying the network, prioritizing the Burlington St. corridor, and avoiding sensitive uses as much as possible.

The red circles on the map below indicate the key regional transportation connections (origin/destination nodes) that we believe the route network should maintain. While we believe the proposed network provides good connections to the east, we do not believe the current draft network offers satisfactory connections to the south and west.

Several companies located at the port have primary trade flows from the London, Ontario area, as well as from the Highway 6/Wellington County area.



We strongly advocate that the following routes be identified as **full-time** (green):

- Wellington St. between Burlington St. and the Claremont access, with the segment between Burlington and Cannon being extremely important
- Victoria Ave. between Main St. and Burlington St.
- Cannon St. between Victoria and York Blvd.
- Main St. from the 403 to Sherman Ave.
- Queen St, between York and King
- King St., between Queen and the 403

We note that all of these routes have ample capacity for all users.

Port operations take place 24-7; if a vessel is loading or unloading, trucks may be required to access port terminals any time. These users would be significantly impaired by the proposed network time limits, potentially adding between 15 and 25 minutes to each trip outside of the currently-proposed 7am-7pm window. Other impacts include the resulting fuel and GHG increases, and impacts for other road users as traffic is concentrated on a smaller number of full-time routes.

The port of Hamilton is critical infrastructure for a wide range of GTHA industries. Daily deliveries of flour and sugar are made from the port to food processors located within 100km of Hamilton, and deliveries from port terminals to GTHA gas stations regularly take place before 6:00am. Similarly trucks carrying commodities like fertilizer and grain routinely arrive at port earlier than the 7:00am proposed window.

Truck drivers often prefer to be on the road at non-rush-hour times, to the benefit of all road users. For drivers, an early start may mean the difference between one and two deliveries per day, seriously impacting their productivity and income.

We also take this opportunity to reiterate our previous comments that route restrictions are not the only tool we have at our disposal to influence the optimal routing of trucks for business and community. We appreciate the attention the review is placing on other methods of optimizing truck fluidity and safety in the City of Hamilton, including: good intersection design; better use of data and electronic driver guidance; education of fleet & independent operators; signage & enforcement.

We note that other stakeholders have identified other ideas such as purpose or destination exemptions that we would be pleased to explore in further detail.

We look forward to the opportunity to discuss these points further as you continue your consultation.

Sincerely,



Larissa Fenn
Director, Public Affairs & Corporate Secretary
HOPA Ports | lfenn@hopaports.ca

Omar Shams
Project Manager, Transportation Planning
Planning and Economic Development
City of Hamilton

MARCH 3, 2022

RE: City of Hamilton Truck Route Review

Dear Omar,

Thank you for the opportunity to further share our contribution to the revision of the truck route network for the City of Hamilton.

We continue to be hopeful that the City of Hamilton will recognize the immense stake industry has in this process, and trust that the essential needs of Hamilton business will be taken into consideration.

Our goal is to arrive at a truck route network near the port lands that is safe for all road users, minimizes impacts on port neighbours, is efficient, and that preserves industry-critical routes.

As you know, the Port of Hamilton is Ontario's largest port, and one that has successfully grown and diversified over the last decade. The west end of the port lands, most acutely affected by potential proposals to eliminate all in-city routes, has been the focus of more than \$85 million in agri-food investment, in the form of a new grain export terminal, a new flour mill, a mid-size brewery and a sugar refinery.

The City of Hamilton actively encouraged these companies to locate here, and to grow their businesses here. Agri-food is now a billion dollar industry in Hamilton, and the primary goods produced at Hamilton's Bayfront – flour, sugar, cooking oil – feed into a long list of Ontario food processors located within 100 kilometers.

The users most acutely impacted by a proposal to eliminate in-city routes would be those between Piers 10-14 making westbound trips, where the closest alternate route over the Skyway would triple the distance travelled, impacting time on the road; number of trips a driver can make in a day; fuel costs; greenhouse gas emissions; unpredictable transit times resulting in more queuing at the terminal.

Deliveries to bakeries and food processors are done on a "just-in-time" basis, and these companies have built their processes around the reliability of their supply chains.

We will take this opportunity to reiterate that the route network is only one of the tools we may use to achieve improved traffic flow and safety for all users. Indeed, in a network where there are

fewer routes designated for trucks, there is greater opportunity to augment those routes to optimize safety for all users. Measures may include:

- Well-designed routes and intersections, including separated bicycle lanes
- Interior truck lanes to introduce distance between trucks & sidewalks
- Turning lanes trucks can use without going into bike lanes
- Better data about route choices that allows for specific actions to reduce unnecessary trips
- Tools like the Ontario 511 app to 'push' information to drivers in-cab
- Practical speed and enforcement rules, where that's the issue, rather than the truck itself.

In addition to the safety measures mentioned above, we strongly advocate that the following routes be identified and maintained as full-time accessible truck routes:

- **Wellington St. between Burlington St. and Cannon**
- **Victoria Ave. between Main St. and Burlington St.**
- **Cannon St. between Victoria and York Blvd.**
- **Main St. from the 403 to Victoria.**

We would ask that at least one of the alternatives presented to the Truck Route Subcommittee at its March 28 meeting include a western connection to and from the regional transportation network.

We note that the critical routes we have identified have ample capacity for all road users. Cannon was identified as a good candidate for its bike lanes in part because it had this capacity. Main also, has excess lane capacity to make space between a truck lane and the sidewalk.

We also note that other stakeholders have identified other ideas such as purpose or destination exemptions that we would be pleased to explore in further detail.

We look forward to the opportunity to discuss these points further as you continue your consultation.

Sincerely,



██████████
Director, Public Affairs & Corporate Secretary
HOPA Ports | ██████████



Ontario
Trucking
Association

555 Dixon Road
Toronto, Ontario M9W 1H8
Phone 416.249.7401 / Fax 1.866.713.4188
Email: info@ontruck.org / Web: www.ontruck.org

Sent via Email: Omar.Shams@hamilton.ca

March 11, 2022

Omar Shams
Project Manager Transportation Planning
Planning and Economic Development
City of Hamilton

Re: Feedback on Hamilton Truck Route Master Plan Review

Dear Omar:

The Ontario Trucking Association (OTA) would like to thank the City of Hamilton for their ongoing communication and outreach regarding city's truck route master plan review. OTA is committed to working with city staff to develop a plan that serves the city's goal of improving livability for its residents, being environmentally conscious, while ensuring any new truck routes work operationally for trucking fleets and businesses they service.

Under a revised truck route master plan, many trucking companies that deliver to Hamilton will adapt their operations where feasible, but city officials should be aware that an operationally challenging network, could lead to some fleets becoming more selective in servicing customers in certain locations. This industry-wide trend is occurring because of economic and business-related circumstances impacting freight capacity. Further information on these factors and our industry's environmental record is provided below, which provides important context as proposed changes to the truck route master plan are finalized.

Although requested by city staff, specifying a preferred truck route alternative remains challenging. Trucking fleets have distinct preferences based on their operational capabilities, the unique customers/locations they service, and commodities they transport. However, there was a consensus that increased transit times and operational costs were likely for many, and that defining segments of the truck route by axle configuration would be problematic for several reasons.

Environmental Regulations and Trucking

The trucking industry is the only freight transportation mode in Ontario that is mandated to use engines that are regulated to deal with air quality and greenhouse gas emissions. The air quality regulations were tightened in the early 2000s, leading to production of what the US Environmental Protection Agency and Environment and Climate Change Canada (ECCC) have described as the 'near-zero emission' engine. Since 2010, every truck sold in Ontario operates a near-zero emission engine. The first phase of greenhouse gas regulations took effect in 2014 with a second phase introduced in 2018, which includes a seven-year phase-in of various standards. The phase two regulations govern tractor design, engine and trailer performance to reduce carbon emissions from heavy trucks. The regulation is projected to reduce heavy truck emissions in Canada by 100 million metric tonnes – the emissions equivalent of removing 22 million cars from Canadian roads. As the only mode in Ontario to be regulated on these two fronts, the trucking industry is proud to be doing its part to reduce its environmental footprint.

While the majority of trucking operations are compliant operators, there is a growing segment that is not, and have chosen to remove emission controls resulting in each non-compliant truck producing 300 times the acceptable level of Nitrogen Oxides (NoX) and 45 times the acceptable level of particulate matter (PM) into the air. Combined NoX and PM are a major source of smog and can have significant long-term impacts on human

health. Increased vigilance on trucks with deleted emissions is critical and will play a role in improving air quality and reducing heavy vehicle noise in Hamilton.

Current Business/Industry Conditions

The trucking sector has not been immune to the numerous and increasingly compounding factors that have impacted the business community across the country over the last several months. This includes both historic and emerging operational and business challenges which are largely out of the control of trucking operators.

The acute driver shortage being experienced across the industry continues to have an enormous impact on freight capacity and goods movement. As reported by Trucking HR Canada, the trucking sector currently has 23,000 vacant driver positions, a number which will continue to increase in the next few years. The increasing number of these vacancies have been further accelerated by vaccination mandates that have impacted our sector, and other considerations.

The pandemic has also led to significant supply chain issues being felt by various sectors of our economy, and the trucking industry remains no different. Due to global shortages in obtaining truck parts/components, fleets can expect delays of around 12-18 months to receive a new truck or trailer. Equipment scarcity combined with a shortage of drivers has tightened freight capacity and demand for freight transportation services further.

Inflationary pressures on everyday goods and services have touched every aspect of our lives. This includes a rise in global fuel prices, which have continued to rise steadily, but have accelerated dramatically by recent global events. Fuel is the first or second leading cost for trucking companies, and any increase to fuel costs will lead to a corresponding growth in operating costs, which simply can't be absorbed by fleets.

Impact of Business Conditions on Freight Transportation

The combination of these conditions will necessitate a trickle-down effect throughout the supply chain, ultimately increasing the bottom line of customers being serviced. These costs being incurred by businesses will undoubtedly be passed on to the consumer in some form. Freight transportation costs have increased dramatically in some segments of the marketplace due to the unprecedented demand for trucking services.

Due to these business and operational constraints, some fleets are now being forced to choose the customers/commodities that are the most profitable for their businesses to transport, and/or are less difficult to move operationally, amongst other considerations. This 'customer rationalization' is occurring on a sliding scale based on driver loss/availability, wait times for deliveries, and other issues.

Other factors which may impact the desirability of servicing certain customers, include businesses that are not tied to delivery windows or appointments, which may be required if time-of-day restrictions are implemented. Those who may be impacted most from service disruptions include businesses who might ship less frequently compared to major accounts who can adapt by securing dedicated trucks.

Governments should also be aware that carriers are currently at full capacity, but their customers are still well below their historic manufacturing capabilities. Therefore, when manufacturing facilities ramp up production, there could be little ability for the trucking sector to find drivers or the necessary equipment to meet the increased demand. This could potentially be disruptive to the manufacturing sector, considering the importance of the just-in-time inventory system in North America.

Truck Route Access by Axle Configuration

The City of Hamilton has proposed alternatives that could limit the ability of large trucks to travel through certain parts of the downtown core by the number of axles. If this became a policy for deliveries, this would be problematic because most trucking companies do not operate an abundance of 4-axle trucks. Also, very few trucking companies will be willing to make the financial commitment to buy new trucking equipment (if available

at all), solely to better service businesses in Hamilton. As indicated by city staff, enforcement by axle configuration would also be difficult and require considerable resources.

Axle limitations would also require more trucks to move the same amount of freight. This would not only increase traffic and congestion in certain areas but the potential for increased interactions with cyclists and pedestrians. This option would also essentially limit sections of the truck route to couriers/straight trucks, creating a competitive imbalance. Trucking operators would likely contract these last-mile deliveries to local cartage companies that have the proper equipment, only adding to increased operational and supply chain costs further.

Exemptions/Accommodations for Large Events

Some OTA members suggested that city staff remain cognizant of truck route revisions impacting service to large downtown venues/events when moving into and out of restricted areas within the city. If multiple smaller trucks were required to move large amounts of equipment while remaining compliant the truck route master plan, this could cause service issues. Most companies servicing these venues would require large moving trucks to deliver the equipment needed in a time sensitive manner.

The city may also need to consider potentially relaxing of time-of-day restrictions (if implemented) to ensure that the setup/breakdown of equipment for these events is done without prolonged delays that could impact congestion around these venues. These considerations may also be applicable to large moving trucks required to service certain residential areas or condo buildings along restricted areas of the truck route.

Other Enforcement Measures

As indicated through OTA's previous correspondence, there are multiple options within the purview of city officials that could be implemented as alternatives, that would have a significant effect on the behaviour of truck drivers, noise pollution and other impacts on residents:

- **Excessive Speed:** There are several effective measures that could be implemented to combat the issue of excessive speed, including: lowering speed limits; creating community safety zones; implementing red light camera programs; automated speed enforcement; and partnering on speed and/or inspection initiatives with the Ministry of Transport (MTO), Ontario Provincial Police (OPP) and the Ontario Police Commercial Vehicle Committee (OPCVC).
- **Noise Pollution:** Issues with excessive exhaust noise from trucks or other equipment has been identified as a persistent irritant for many residents. Most modern engine brakes are barely audible, and noise from exhaust systems or engines brakes are often a product of after-market modifications. These issues can be enforced to ensure that equipment is functioning properly, and in accordance with the Highway Traffic Act (HTA) regulations. This can be further reinforced by the creation of additional by-laws in designated areas.
- **Environment/Air Quality:** OTA recommends that the City of Hamilton work directly with MTO to enforce emissions tampering through focused enforcement at problem areas in Hamilton. Emissions tampering leads to a significant increase in both NOx and particulate matter from trucks, ruining air quality and having adverse health impacts. Through new powers given to MTO enforcement officers, trucks that are found to be non-compliant with emissions regulations can be subject to significant fines and operating restrictions for noncompliance.
- **Truck Safety and Pedestrians/Cyclists:** OTA strongly agrees that the safety of all road users such as pedestrians, cyclists, and other vulnerable road users (VRU) is extremely important along designated truck routes and remains a fundamental principle that the trucking industry strongly supports and has invested in. OTA, through the Canadian Trucking Alliance (CTA) have worked closely with the Council of Ministers Responsible for Transportation and Highway Safety, to contribute and produce a VRU countermeasures document specific to heavy trucks. The document outlines several countermeasures

that can be implemented to address the integration between heavy vehicles and cyclists and pedestrians within our communities, which can be reviewed [here](#).

- Ontario 511 app: A lack of knowledge regarding the truck route can cause confusion for drivers, especially those who do not use the city's truck network frequently. The Government of Ontario has introduced the Ontario 511 app designed help truck drivers make better route choices, improving traffic flows and predictability for deliveries. OTA supports the increased use of technology to assist with truck route related communications and promoting compliance.

Next Steps

Although industry stakeholders have continued to educate city staff on the economic and operational ramifications of a limited truck route network, OTA encourages city officials to solicit further feedback from the local business community regarding their ability to withstand significant cost increases, and the impact of additional transit times required for last-mile solutions to deliver their freight.

OTA looks forward to working with city staff as the truck route review commences and would welcome further discussions/feedback in advance of the Truck Route Sub-Committee as required. As changes to the network are implemented, OTA is happy to assist city staff in distributing this information to the broader trucking industry

Sincerely,



Director, Policy and Industry Awareness Programs



March 25, 2022

Truck Route Sub-Committee
City of Hamilton
71 Main Street West
Hamilton, ON L8P 4Y5

Re: Item 8.1 – Truck Route Master Plan Update

Dear Members of the Truck Route Sub-Committee,

On behalf of the Hamilton Chamber of Commerce, I would like to thank the members of the Truck Route Sub-Committee for seeking our recommendations on the proposed Truck Route Master Plan (TRMP). Moreover, we would like to thank and recognize the contributions of City of Hamilton Staff in the Transportation Planning and Parking division for their enormous efforts to consult with the public and stakeholders to inform this work.

As Interim CEO of the Hamilton Chamber of Commerce, Hamilton's oldest institution at 176 years old, I have the privilege of speaking for our 1,000+ members that employ over 75,000 people in our community. Decisions surrounding the design of the TRMP are not taken lightly as they not only impact the flow of goods and services movement through our City, but also reflect decisions about ensuring the health and safety of its residents.

Supply chain challenges are a critical issue facing the global economy and its impacts can be felt here in the City of Hamilton. Evaluating the City's own TRMP serves as an opportunity to assess opportunities to improve existing linkages, highlight shortcomings of the current network, and to facilitate a broader community conversation about goods movement within our community. Any decisions on the TRMP must take into consideration the variety of perspectives on an ideal network, but also maintain emphasis on the critical importance this network will provide for Hamilton-based businesses.

Based on the Chamber's historical participation in this process, our members are focused on ensuring that any network ensures safety for all road users, increases efficiencies, and preserves access to critical network linkages and thoroughfares.

With that said, it is important that any approved TRMP provides clearly defined access to large industrial yards and business parks, identifies clear routes for North-South and East-West access, and maintains linkages to critical transportation nodes including the Queen Elizabeth Way (QEW), Highway 403, Red Hill Valley Parkway (RHVP), and the Lincoln M Alexander Parkway (the "Linc").

As currently presented, the Hamilton Chamber of Commerce is supportive of the staff recommendation for "Alternative 5 – A Ring Road Concept with Positive Guidance." Whereas Alternative 5 delivers on providing clarity to businesses on shaping their own route planning for their staff by reducing the number of routes designated for trucks and allows for opportunities to augment those routes to optimize safety for all users, there is no western connection for to and from the regional transportation network, namely, Highway 403, for vehicles in excess of 4 axels.

The Hamilton Chamber of Commerce recommends that the sub-committee proceed with Alternative 5 with the addition of studying the long-term possibility of including a western connection in some time-managed form for larger trucks to and from Highway 403 to maintain network efficiencies. Failing to provide clear options to drivers to access this critical highway link, may facilitate the risk that undesignated routes take on truck traffic that they cannot handle, clearly increasing a risk to the health and safety of our community.

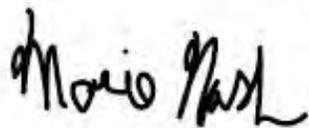
Absent links for larger trucks to the 403, the closest alternate route would be over the Skyway Bridge, ultimately tripling the distance travelled, impacting time on the road, fuel costs, increasing greenhouse gas emissions, and unpredictability on delivery times, each of which negatively impact Bayfront businesses that the City of Hamilton is eager to court and retain. We must ensure that Hamilton's dense employment nodes maintain long-term access to essential network linkages, including controlled and defined access to all major highways near Hamilton municipal boundaries. These implementations ought to be explored in a phased manner with attention being paid to economic, social and environmental impacts balanced with requisite enforcement applications to ensure compliance.

The Chamber also believes that the TRMP exercise has highlighted the experiences of all road users, not just trucks, and is supportive of additional safety measures on all routes including well-designed intersections with separated bike lanes, interior truck lanes to introduce distance between trucks and sidewalks, turning lanes for trucks, and access to better data about route choices that allows for specific actions to reduce unnecessary trips.

We thank the Sub-Committee for its consideration on the Chamber's perspectives on the proposed TRMP. We are committed to working together with all stakeholders to ensure that the TRMP serves our collective community interests, including the safe and efficient flow of goods and services to, from and within the City of Hamilton.

We welcome additional opportunities to discuss further route optimizations and increased safety implementations with community stakeholders as the route network is re-evaluated in the coming years.

Thank you for your consideration,

A handwritten signature in black ink that reads "Marie Nash". The signature is written in a cursive, flowing style.

Marie Nash
Interim CEO



CITIZEN COMMITTEE REPORT

To:	Public Works Committee
From:	Hamilton Cycling Advisory Committee Chris Ritsma, Chair
Date:	August 7, 2021
Re:	Truck Route Masterplan Proposal

Recommendation

That the City of Hamilton amend the Truck Route Master Plan draft proposal to avoid routes on the cycling masterplan, pedestrian oriented areas, unnecessary secondary detour routes, including the entire downtown secondary plan area, and future BLAST network, and maintain truck routes mostly to highways including the 403, QEW, LINC, RHVP, arterials with as few residential properties as possible and access directly via Burlington Street.

In particular non-local truck routes should not follow:

- (a) All daytime only routes within the urban boundary
- (b) Rymal Road, between Highway 6 and Upper Centennial Parkway

Background

At its October 7, 2020 meeting, the Hamilton Cycling Advisory Committee passed the following motion:

WHEREAS the Truck Route Master Plan is currently under review

THEREFORE, BE IT RESOLVED:

- (a) That the following feedback from the Hamilton Cycling Committee be forwarded to City Staff for consideration within the Truck Route Master Plan review:
 - (i) That within the scope of the truck route masterplan review, truck routes, cycling routes, as identified in the cycling masterplan shall be avoided. This includes existing cycling infrastructure (for example Cannon Street), cycling routes identified for future cycling infrastructure construction (for example, Victoria Street), and cycling assumed likely cycling routes as identified by the Hamilton Cycling Advisory Committee;

- (ii) That additional accommodations be made on streets where a truck route must exist beside or intersecting existing or planned cycling infrastructure. For example limiting the hours a truck route is usable or that the route is only usable outside peak times;
- (iii) That the highest safety features be added to cycling infrastructure along truck routes, wherever feasible. For example, additional separation of the cycle track/protected curb; and
- (iv) That any future changes to the truck routes that interact with cycling infrastructure shall be brought to the Cycling Advisory Committee.

At its August 7, 2021 meeting, the Hamilton Cycling Advisory Committee passed the following motion:

WHEREAS the proposed truck route master plan includes trucks on roads included in the cycling master plan and urban streets where cycling is likely to take place;

WHEREAS the proposed truck route master plan includes truck routes 7am-7pm which is the most common time cyclists and pedestrians will be utilizing roads, and in parts of the year this is after dark which is far more dangerous for cyclists and pedestrians;

WHEREAS the cycling advisory committee recommended the proposed truck route changes not include streets where cycling is likely to take place;

WHEREAS there are alternative routes for trucks to take such as small detours and longer ones around the Burlington Bay, LINC, RHVP, 403 and Burlington St, while cyclists cannot take detours to avoid trucks under the current plan.

THEREFORE, BE IT RESOLVED:

- (a) Non-local Truck routes not be allowed on streets listed as "Daytime only (7am - 7pm)" under the draft proposed truck route map;
- (b) Non-local Truck routes be removed from Rymal Rd within the urban area and Garner Road from Glanaster to Highway 6;
- (d) Committee will draft a report to Public Works committee regarding recommendations on the truck route as it relates to cycling and active transportation that connects to cycling.

Analysis/Rationale

The presentation information provided made a clear case that the urban streets of Hamilton's downtown are not best suited to truck traffic. There are numerous downsides, especially related to cycling and pedestrian safety. Sidewalks are narrower than recommended within the modern context. Historic neighbourhoods have reduced sightlines which can make corners dangerous, multiplied by the already reduced visibility of trucks. Trucks have more weight to stop than a typical automobile, and therefore can be a significant risk to pedestrians and cyclist behind blind corners.

Truck traffic is already able to make local deliveries without truck routes. Truck routes are not required for these local deliveries. Local delivery paths can be directed through street design and additional signage.

Truck travel was shown to have the lowest rating on the many of the streets downtown and in the urban area.

Non-local trucks that need to detour can be given detour routes, and these detours do not need to be placed as full-time truck routes. Full-time truck routes could lead to reduced comfort and safety for cyclists and pedestrians.

The current truck route masterplan proposal in its current form could be improved to better address the goals of the city including being the "best place to raise a child and age successfully" and encouraging residents to leave their automobiles behind for some trips in pursuit of addressing the climate emergency declared by the City on March 27, 2019. Large pieces of the cycling masterplan are parallel with the truck route masterplan proposal routes.



Mr. Omar Shams
Project Manager
Transportation Planning - New Initiatives
Planning and Economic Development
Transportation Planning and Parking, City of Hamilton

**Additional input from Environment Hamilton, combined with Truck Route Reboot Feedback to City of Hamilton Staff
RE: Proposed Truck Route Revisions**

Hello Omar and team,

Please accept this feedback regarding the proposed Hamilton truck route revisions shared with the Stakeholder Working Group back on May 31st. Environment Hamilton also organized a virtual meeting with other community members & community stakeholders who have been involved in the 'Truck Route Reboot' initiative to discuss the proposed revised truck route system for Hamilton. The group discussed a number of issues and concerns, and raised a number of questions about the proposed direction and the basis on which this direction has been established. Key concerns raised by Truck Route Reboot participants are shared below, along with additional concerns that Environment Hamilton has regarding the proposed new truck route system.

1. Truck Routes and Cycling Infrastructure - We are acutely aware of the reality that truck routes and major cycling infrastructure do not mix well. Any regular cyclist in Hamilton will know that it has become a 'normalized' reality to have an 18-wheeler heavy industrial truck at your right side as you cycle west on the Cannon Cycle Track, for instance. The knock-down bollards in between cyclists and heavy industrial trucks do not offer much assurance of street safety for cyclists, not to mention the exposure to diesel emissions and the noise and heat generated by these massive vehicles.

The worlds of active transportation and industrial goods movement/logistics continue to clash on urban Hamilton streets. On the one hand, the city continues to work to promote complete streets and to prioritize active transportation and public transit, but has failed to face the elephant in the room – the growing stream of industrial trucks that shortcut through non-industrial areas of our city from the industrial core. These vehicles are using city streets that were never designed to handle these loads – city streets that have become integral elements of our growing active transportation network. Meanwhile, the City of Hamilton has declared a CLIMATE EMERGENCY and has acknowledged that greenhouse gas emissions from vehicles are a major, and growing, part of the problem. **The city must commit to making changes to the truck route system that allow for the evolution of urban streets that are attractive for active transportation – both cycling or walking – to facilitate modal shifts away from personal automobiles.**

We are fiercely opposed to a truck route system that permits heavy industrial trucks to travel on routes with cycling infrastructure. We note that there are already cycle tracks and lanes that serve as core routes/connectors within Hamilton's cycling infrastructure network that are already on truck routes and proposed lanes (Victoria Ave) that will be added to routes dominated by industrial trucks. These situations are simply not acceptable.

2. Implications of Proposed Shift to Daytime Only Truck Routes - The proposal to transition a number of core truck routes from 24/7 routes to 7am-7pm routes is simply not good enough. At the most fundamental level, this proposal fails to differentiate between trucks that are making legitimate deliveries to urban locations and trucks that are simply cutting through the city to major highways and logistic hubs near highways (we are specifically referring to AM Dofasco/TransCare and the CN multi-modal hub as an example of the latter). **What are the anticipated impacts of condensing**

the period within which large industrial trucks can shortcut through the city to the 7am – 7pm timeframe? We are fearful that this proposal will only concentrate the numbers of heavy trucks in the core during daytime hours when there are more people in these areas – increasing the risk of exposure, making streets less safe for everyone, and contributing to noise and a generally negative experience on our urban streets. At the same time, we strongly support the nighttime restrictions for the benefit of residents living near these truck routes as we know many of them are currently struggling with sleep disruptions because of these vehicles. But the proposed solution will only exacerbate the daytime impacts from industrial truck traffic and this is not a solution at all!

3. Questions Regarding Route Revamp Evaluation Process – The details of the evaluation process shared with working group stakeholders at the May 31st meeting were appreciated but not detailed enough! We still have many unanswered questions about the evaluation method used. We requested more details at the stakeholder meeting and we hope to receive these details soon so that we can better understand the evaluation process. Related to this, we also asked whether any detailed origin/destination surveys were done as part of the truck route revamp. Based on the staff response, it is our understanding that the city and its consultants did not do any additional work, but that the team was able to access data from the Ministry of Transportation. We are eager to see any information that is available that sheds more light on truck movement in and through our city, particularly where origin/destination are concerned. To this end we are restating our request for such information and we understand fully that it may need to be provided in a form that ensures no privacy breaches.

The city's consultants explained that various scenarios were generated using a list that included criteria that community stakeholders pushed for the city to include. Our understanding, based on the information shared at the session is that the evaluation included consideration of the following criteria: *efficiently connected, reliability, safety, equity, public health*. These criteria were then applied to varying degrees to generate multiple scenarios. As far as we understand, it was the Balanced Network and roadways scoring >50 in that network scenario, that was used to create the proposed new network that was shared with working group stakeholders. What is unclear to us is how the network might have looked if any of the other scenarios were selected for assessment. Why were visualizations of how the truck route network would look applying these scenarios not shared with stakeholders? Are such visualizations available to stakeholders?

Additionally, our understanding is that, in addition to the application of these evaluation criteria, an additional set of criteria were applied beyond the five listed above – and to the Balanced Network scenario that included roadways scoring >50. These additional criteria were described to us as 'Principles to Complete the Truck Route Network' and they include:

- i. Provide at least one full-time truck route connection between existing or planned heavy industry and the provincial highway network.
- ii. Provide sufficient connectivity and truck route network spacing to avoid excessive additional truck travel time compared to the shortest travel distances, and to ensure that a feasible redundant route is available when part of the truck route becomes temporarily unavailable (e.g. due to traffic incidents or construction).
- iii. Provide one or more truck route connections (full-time or part-time) at each provincial highway or municipal parkway interchange.

It is our understanding that these principles were applied AFTER the core criteria were applied to the Balanced Network scenario. This would help to explain, in part, how we have ended up with a truck route system that will continue to allow industrial trucks to short cut through the city to access the provincial highway network. These principles effectively ensure that the industrial truck will continue to be 'king' on our city streets outside of the industrial core. If we are truly understanding this phased evaluation process, it is a deeply flawed approach if there is any genuine hope or

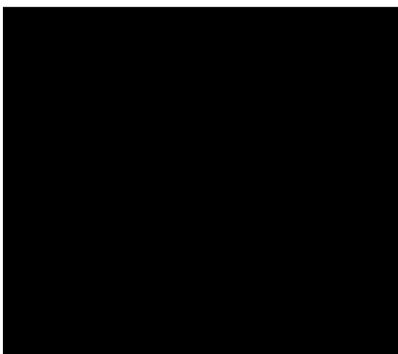
intention of putting a network in place that adequately recognizes sensitive land uses, and considers public safety, equity, and public health. This leads us to also wonder, how does the Balanced Network scenario look when these truck friendly 'Principles to Complete the Truck Route Network' ARE NOT applied?

4. Call to Maintain Existing Route Restrictions - Information shared at the May 31st Stakeholder Working Group included the explanation that trucks will be restricted to truck routes based on a new weight limit of 11,000kg . Concerns were expressed at the meeting that this might undo some of the restrictions that are currently in place – particularly Kenilworth Access restrictions. On further reflection, we worry that this weight restricted approach could do more than just undo those restrictions – it could open up streets not on any truck route to truck traffic as long as the truck falls below the 11,000kg weight limit. Are we understanding correctly that this is what could unfold with such a change? Further, would this change result in trucks that are currently not permitted to travel on restricted routes like the Kenilworth Access and the no truck stretch of Dundurn, to now be able to do so? We would like assurances that this change will not create new problems with truck impacts in areas where impacts are being effectively controlled.

Closing Comments

We appreciate the opportunity to share comments with you regarding the proposed revisions to Hamilton's truck route system. As you can see, we have a number of fundamental concerns regarding what is being proposed. We are also keen to access more detailed information about the evaluations undertaken, and the data the city has depended on – including origin/destination data – to come to the routing system that is now being proposed. Further, as we have explained, we do have concerns about the evaluation process as we understand it. We hope that we can arrange an opportunity to talk in more detail with you and the larger team so that we can better understand the process followed and so that we can have an opportunity to reiterate our concerns. At the heart of our concerns in all of this is the fact that, despite our repeated call for the city to restrict the ability of heavy industrial trucks to shortcut through non-industrial areas of our city, the proposed revisions to the truck route system fail to address this core concern.

We look forward to hearing back from you regarding our questions and concerns!



HAMILTON TRUCK ROUTE MASTER PLAN REVIEW AND UPDATE – March 12, 2022.

Comments and feedback: [REDACTED] Hamilton East Mountain Community.

City of Hamilton Truck Route By Law of 4,500 kilograms should be capped within the City of Hamilton, Lower and Upper City with the exception of emergency vehicles and other authorized vehicles.

Truck travel time and economical analysis would be helpful in decision making by the City of Hamilton and the Trucking Industry, Trucks using 403, Red hill Parkway, the Linc, QEW etc. to and from the Hamilton Port/Burlington St., rather than using city streets such as Main St, Victoria Ave. Wellington, Cannon St. and Kenilworth Access and Mountain Brow Blvd.

Cost of air Pollution in Hamilton and it costs to an over burden health system would help with an over all analysis in making the Truck Route more evidence based.

A Master Plan review and update of this complexity should be done at a Public Information Meeting in April, 2022. A wider community experience and participation should be the goal of the City of Hamilton.

POTENTIAL NETWORK ALTERNATIVE 2.

Alternative 2 expansion is not justifiable in this area of the City of Hamilton – Concession St./Mountain Brow and Concession to Upper Gage.

Concession St. is a very busy street with the Hospital, The Cancer Centre, Clinics and Medical Clinics etc. Note that the malls which may require very large trucks are on Fennell not Concession St.

Patient and their families attending appointments/treatments going to the Hospital, Cancer Clinic and Physicians offices for appointment, diagnostic testing, blood work etc. are already stressed.

Pedestrians are busy+++ in the area with grocery shopping, appointments etc.

School buses are frequently in the area and the area is very busy with children and parents.

Parking is very difficult and availability can be very difficult and costly.

Smaller trucks should be considered for this area.

Some Truck drivers consistently do not follow the truck network.

No one wants trucks in their neighbourhoods. The implication that trucks access to down town streets will be reduced at the expense of streets on the Upper City and Mountain, seems unfair and unjustified. Kenilworth South: is a residential community of single-family homes as is parts of Kenilworth North.

Mountain Brow Blvd. and Concession St. to Upper Gage is a residential community of single-family homes.

The area has a park, is a walking, cycling, jogging and skateboarding community for citizens in the area and other parts of the city and beyond.

Multi use Path, sidewalks and cycling lanes are in the process of a redevelopment from Concession/Upper Gage, Mountain Brow Blvd to Upper Ottawa and Oakcrest on the Hamilton east Mountain.

Hybrid model – work life balance.

Working from home has changed behaviours and more citizens are more active and cycling, walking in the neighbourhood.

ALTERNATIVE 5: RING ROAD CONCEPT.

Hamilton has a ring road which is not complete. Burlington St, Red Hill Parkway, the Linc and 403. The gap in this ring road is between Burlington St. west and the 403. Alternative 5, The Ring Road Concept seems to have nothing to do with Hamilton's almost complete ring road.

Does this mean that trucks of all sizes have limited access to this road?

The Kenilworth Access with its S shape bend and the Traffic Circle at the top of the Kenilworth Access is unsafe and dangerous for trucks.

The neighbourhood is a walking, cycling, jogging and skating boarding area.

Trucks and buses do not stay in their lanes.

The Hamilton Police services have documented the above dangers of the Kenilworth Access and traffic circle and this documentation has been submitted to the City of Hamilton Public Works Committee, the City of Hamilton in 2010.

All class of trucks and axils above alternative 2 in the potential network should be banned from using the Kenilworth Access and be mandated by the City of Hamilton to use other designated truck route options in the City of Hamilton, Highway 403, QEW, The Linc and The Red Hill Valley Expressway to deliver supplies and return to base.

INDUSTRIAL TRUCKS.

Industrial trucks coming from Highway 6 South should be using the Provincial Highways QEW,403, The Linc and The Red Hill Parkway, and should be keep out of the core of the City of Hamilton.

Trucks from Highway 6 north should be using the 403 Highway, Niagara exit to the QEW and exiting at Burlington St. if going to the Port and other industries in that area of the City of Hamilton.

Trucks should be avoiding Main St., Victoria Ave, Wellington St and Canon St. to get to the 403.

Industrial trucks travelling from Highway 6 North should be using 403, to The Linc, Red Hill Valley Parkway to Burlington St. to reach their industrial destination.

The above trucks should return on the same truck route as entering the industrial area.

KENILWORTH ACCESS AND MOUNTAIN BROW BLVD. AND CONCESSION STREET TO UPPER GAGE.

A great deal of work and public input was required to eliminate larger trucks from using Kenilworth Access South, Kenilworth Access, Mountain Brow Blvd and Concession to Upper Gage in 2010, 2013 and 2017.

The rationale for this decision remains today:

Public Safety, Public Health and Environmental Health.

Quality of Life issues: Noise and environmental pollution.

Economics of alternatives Routes: Red Hill Valley Parkway and The Linc. Versus Kenilworth Access to Upper Ottawa and Upper Gage:

More economical and efficient to use the Red Hill Valley Parkway:

Cost savings and time. Less wear and tear on Trucks. Less fuel used. Less pollution, noise on residential streets.

The City of Hamilton has a moral imperative to provide a safe and healthy environment.

Global Warming/Climate change and its damaging effects contribute to instability, slides and vegetation leading to damage of infrastructures such as roadways, loss of soil and fracturing of the bed rock.

“Climate on balance will bring more extreme weather, ecological and infrastructure damage, financial loss and human misery says Dr. Diane Saxe”, articulated on a visit to Hamilton in 2017 at McMaster University.

Dr. Caroline Eyles from the Earth sciences at McMaster University in an interview with CBC Hamilton, “says we have to respect the geological processes are going to continue”

Scientists say the city must plan for an Escarpment that will always be falling down.

POLLUTION

Cost of Air Pollution in Ontario is \$ 16 Billion dollars each year.

Where possible, the truck route review should attempt to eliminate trucks from residential streets.

The City of Hamilton and Ontario Ministry of Transportation working together to plan more effective and geologically stable routes.

Travel time between QEW/Burlington Street and Rymal Road using the Kenilworth Access takes 30 minutes. Travel time utilizing the Red Hill Parkway takes 12 to 14 minutes.

Hamilton Police Unit specific to the trucking industry should be considered in collaboration with the MOT. to monitor operations and standards that apply to the trucking industry.

New technology for monitoring compliance is desirable and cost effective.

Truck maintenance and safety practices should be audited and re-education and testing of drivers that do not meet the standards of the Ministry of Transportation.

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
1.	2021-06-17	HC/BG	<p>Attachment 1: RE Sharepoint site for project 121911</p> <p>What are the physical requirements for the TRMP road system? There should be a legal requirement for width of the road, wide paved shoulders for both pedestrian and cycle traffic. Durability and strength of the road systems must be studied to ensure the roads do not crumble under the excessive weight. Does the city plan on upgraded and strengthened pavement along this route. As I live on Hwy 8 in Greenville will my taxes be reduced to reflect the lowered property value of my home? Will the trucks be rolling past my home 24/7? Thank you for addressing my concerns. (Also a name change may be considered as I am already calling this "the Trump Plan". HC/BG</p>
2.	2020-06-16	<p>████████████████████</p> <p>Divisional Safety Officer Division 3</p>	<p>Attachment 2: truck route issues - Haldimand County</p> <p>It was brought to my attention by a resident of a new issue with the truck route in the area of Haldibrook Road and Blackheath Roads which is on the Hamilton border to the south. I attended there this morning and found the following.</p> <p>Haldibrook Road used to be a truck route on the Haldimand side for east bound traffic. There are now 3 restricted signs on the Haldimand side for eastbound traffic posted at Upper James, Tyneside and Stoneman Roads making Haldibrook a posted restricted truck route for both directions from Upper James east to 56.</p> <p>The new issue is on our side of the border. Currently anyone travelling south on Hwy 56 is directed by the permissive signs to turn right and go west on Hall Road. Once there they are again directed to turn left and go south on Blackheath Road. When they get to Haldibrook Road which is a 4 way stop, any southbound vehicle is now faced with 3 directions of restricted truck route signs at the intersection.</p> <p>It appears that Haldimand has made Stoney Creek Road (which Blackheath turns into) now a non truck route going south from Haldibrook. Can you confirm this for me and if that is in fact the case and is it temporarily or permanently? If it is permanent then the City of Hamilton needs to make changes to where we are sending southbound vehicles on Highway 56 by way of Hall Road.</p> <p>This is going to create numerous complaints from residents on Haldibrook as all southbound vehicles on Blackheath will have to go one of the 3 directions on Haldibrook illegally.</p> <p>City of Hamilton Response:</p> <p>Thanks for bringing this issue to my attention. Surprisingly, Haldimand County has moved forward with making changes to the truck route designation of Stoney Creek Road without consulting with/notifying Hamilton. As a result, Blackheath Road is now a dead-end truck route. A situation we unquestionably try to avoid on the truck route network.</p> <p>Nearly a month ago, a member of their Engineering Services team connected to inform us about this change and requested immediate restriction of trucks on Hall Road and Blackheath Road. Notwithstanding that, any amendments to the truck route designation of a roadway require council endorsement, updating the truck route bylaw schedule and changing the signage. Besides, we have to update the network map and inform the trucking industry accordingly.</p> <p>Given that we are in the midst of the Truck Route Master Plan (TRMP) review & update, it will be best-suited to consolidate all efforts and remove the two concerned corridors from the proposed truck route network as part of the TRMP update process. To your question, it is a temporary situation and will be addressed by the end of this year as we are expecting to complete the truck route master plan by the end of 2020.</p> <p>Likewise, Haldimand County allows northbound (Hamilton-bound) truck traffic to travel along Tyneside Road (on their side) that dead-ends at Haldibrook Road. We flagged this issue and requested them to restrict northbound through truck traffic on Tyneside Road.</p> <p>Thank you and have a splendid weekend.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
3.	2020-07-23	<p>██████████</p> <p>Registered Nurse</p>	<p>Attachment 3: Heavy truck traffic</p> <p>I would like to express concern over the heavy trucks Using this regional road from Derry to Carlisle road to highway 6. Even though it is designated as a truck road this is definitely an error. Derry rd has proper sized shoulders and sections of Carlisle rd are virtually in the front yards of homes. Centre road has shoulders. The lack of insufficient shoulders on Carlisle road does not allow for any room for error such as flinging gravel and bicycles and pedestrians. This is a lawsuit ready to happen.</p> <p>The dump trucks, trailers and riverbed trucks bounce along the road causing gravel to fling in the air and dust flying and clouding the air. This is not a speed complaint. This is a complaint that your official plan has this section wrong .</p> <p>This is residential with a narrow section of road and the volume of trucks coming through is a safety concern.</p> <p>Receiving emails back from your department with excuses like call the police is passing the buck when it is a city transportation problem.Why this is allowed is a travesty to the residents that pay taxes to the city.</p> <p>You must act to divert the trucks immediately.</p> <p>Something changed in the last5- 6 months and the trucks have been advised to use this route. This must change before studies are finished. I want to make it very clear that many residents have complained about the heavy truck volumes and the city has chosen to ignore these concerns. This means the ownership is on the city when a death or severe injury occurs.</p> <p>Thankyou</p> <p>Very concerned resident</p> <p>City of Hamilton Response:</p> <p>Good afternoon ██████████</p> <p>Thank you for your email and for sharing your concern regarding increase truck traffic and safety of vulnerable road users in mixed traffic with heavy trucks on Carlisle Road.</p> <p>Please be advised that the City has initiated the Truck Route Master Plan study and is striving to develop an alternative truck route network that enhances the safety, health and well-being of the community as well as meet the needs of the construction and goods movement industries.</p> <p>We have acknowledged the nature and extent of concerns on Carlisle Road due to truck traffic and identified this corridor as a significant area of concern. Given the truck route designation of Carlisle Road, trucks are legally allowed to travel through this corridor. Any amendments to the truck route status of Carlisle Road or any other truck route is subject to following the appropriate planning process.</p> <p>Since the Truck Route Master Plan review and update is in progress, we are receiving your concerns and will consider them during the development of the alternative network stage of the project.</p> <p>As of today, we have launched two engagement tools prepared for this study focused on gathering feedback from the public and all stakeholders to better understand their needs and concerns as well as desired study outcomes. Hereby, I am inviting you to visit the https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.engage.hamilton.ca%2FTRMP&data=04%7C01%7Cprj121911%40ibigroup.com%7C73932210535743258bf508d9325b6ce5%7C9093f1a387714fb78596d51eef18cda%7C0%7C0%7C637596190506968672%7CUnknown%7CTWFpbGZsb3d8eyJWIjojMC4wLjAwMDAiL_CJQljojV2luMzliL_CJBTil6Ik1haWwiL_CJXVCI6Mn0%3D%7C1000&sd=5BYyRKMTqVLCaHJNeZZiH6UbcXNITjPUmSWLzjoncS4%3D&reserved=0 for more information about the project and provide location-specific comments using the mapping tool and take the survey at your convenience.</p> <p>With your permission, I will add your contact information to the project contact list for future engagement opportunities related to this project.</p>
4.	2020-07-28	<p>██████████</p>	<p>Attachment 4: Waterdown.....Truck Route</p> <p>Dundas Street through the Town of Waterdown is quite literally a disaster waiting to happen....</p> <p>Massive trucks of all types and sizes...speeding through the core area , big rigs weighing thousands of pounds...travelling at speed within feet of walkers, children, parked cars from downtown Waterdown...all the way West to Clapiison Road....how in their right mind every decided that putting a Library on Dundas Street...so that younf families and children are forced to walk within inches of huge gravel trucks roaring by should have their collective ehads read...for lack of logic...</p> <p>One of these days...there will be sadly a significant disaster involving large trucks and a pedestrian and that will be a shame...</p> <p>The speed limits are not adhered to...the signs advising of speed limits are few and far between not too mention miniscule in size</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
5.	2020-08-05	[REDACTED]	<p>Attachment 5: CHARLES RODEN CARLISE RD. TRUCK ROUTE INQUIRY/COMMENTS:</p> <p>I would like to make some comments regarding the Hamilton Truck Route Survey but the map supplied is impossible for me to determine the Carlisle Road route from Millborough to Highway 6. We are still experiencing large trucks going through Carlisle every day. I don't know how many take this route but even one is too many as they are damaging to our roads and are going through a residential area for most of this route. If you could provide me with a point of reference to the route I have mentioned I will definitely voice by concerns and opinion. Thank you.</p> <p>City of Hamilton Response:</p> <p>Good morning [REDACTED] Councillor Partridge asked me to assist you with providing location-specific comments in the mapping tool for Truck Route Master Plan Review process.</p> <p>Please follow below simple steps to map your comments for one or multiple locations.</p> <ol style="list-style-type: none"> 1. Click the link https://engage.hamilton.ca/trmp/maps/map-your-comments 2. Zoom in to Carlisle Road 3. Select Add Pin on the top left side-bar 4. Drag the Map your comment icon and drop on Carlisle Road 5. A new comment prompt appears. Add your comment, select a category which relates to your comment, and submit. <p>Should you face difficulty following the above steps or tracing the area of interest, please do not hesitate to contact me via email or by phone (Ext. 7474). Alternatively, with your permission, I can take your comments and add them to the map. Please provide me with your concern and specific address/block of Carlisle Road that your concern relates to.</p> <p>Thank you for your participation in this public process and for voicing your concerns and opinions.</p>
6.	2020-08-07	[REDACTED]	<p>Attachment 6: Truck Route</p> <p>ny plan that allows big rigs to pass through the downtown area is disaster waiting to happen. The Linc/Red Hill and the 403/QEW are viable routes to Hamiltons north end industrial area.</p> <p>Burlington St, Industrial Drive, Tesla, were all reinforced for heavy vehicles, use them !</p> <p>I drove truck around this city for over 40 years, the time difference between these routes and driving through down town is negligible! The only thing the truckers will miss is Tim Hortons..</p> <p>Designate a portion of the city as "heavy industrial" and all trucks must use a designated truck route to enter and leave the area.</p> <p>Considering the expertise (Or lack of) of todays truck drivers and the size of the rigs. There is no way they should be down town...</p> <p>I won't even mention Dangerous Goods !</p>
7.	2020-08-06	<p>[REDACTED]</p> <p>Director of Operations Richardson International Limited</p>	<p>Attachment 7: Truck Route Review</p> <p>Richardson International Limited has been a proud member of the Hamilton business community for over 20 years. We've grown significantly over the years and have seen truck traffic increase along the way. This increased traffic is critical to the continued success of the port as a whole and must be supported with further investment to continue flourishing. We compete with a number of port facilities across Southwestern Ontario, and need to ensure infrastructure in Hamilton allows for easy access to the facility, otherwise agribusiness is likely support other cities and ports in Ontario. As members of the Eastport industrial zone, we are most concerned with traffic directly along Eastport Drive and the connecting QEW routes. We also support other agribusiness facilities along Burlington Street and need to see traffic move freely through that area. We want to see Hamilton grow as a hub of agribusiness in Ontario and ensuring ease of use and supportive infrastructure is key to that growth.</p> <p>City of Hamilton Response:</p> <p>We confirm receiving your comments and appreciate your input in the Truck Route Master Plan review process. Your comments are fundamental to the study and will be incorporated during the evaluation and development of alternative truck route networks phases.</p> <p>Besides, I encourage you to also complete the survey and anonymously map your comments using the mapping survey tool available on the http://engage.hamilton.ca/trmp.</p> <p>The project team invites you to review the material for upcoming virtual PIC posted in the aforementioned project website and participate at the Virtual PIC on September 2nd (6:30 p.m. - 9:00 p.m.)</p> <p>Please do not hesitate to contact myself, should you have any questions, or wish to schedule a meeting to discuss the project in further detail and provide additional feedback.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
8.	2020-08-10	██████████	<p>Attachment 8: Hamilton Truck Route</p> <p>I am writing as a representative of Parrish & Heimbecker Limited (P&H). P&H is a 111 year old Canadian, family owned agribusiness serving farmers across the country. In 2008 P&H was encouraged by the City of Hamilton and the Hamilton Port Authority, to locate their new Grain Terminal and Flour Mill on the Pier 10 site. The Terminal receives grain from Windsor to Trenton, and Port Colborne to New Liskeard. Inbound grain is delivered to the Terminal by local farmers and elevators by truck, and loaded onto vessels bound for customers in Europe and Asia.</p> <p>Owning and operating Ports in Vancouver, Fraser-Surrey, Thunder Bay, Owen Sound, Goderich, Port Colborne, and Hamilton give P&H staff first hand exposure to logistics and traffic flows throughout many of Canadas busiest Port cities. With that vantage point it is clear and obvious to see what a remarkable job the planners have done in the City of Hamilton. With the majority of grain delivered via the 403-Main-Victoria corridor and returning to the fields via Wellington-Cannon-403, our grain pipeline is able to compete with larger agricultural regions like the US Gulf and Brazilian Mato Grasso. In order to keep our region competitive on a global scale we must continue to keep our costs down and our efficiencies up, and the cost-of movement is a key component in that matrix.</p> <p>While it can be difficult to tell from the numbers, because most of the grain is purchased on a delivered Terminal basis, (farmers use their own trucks and for-hire trucks to deliver to the Terminal) we know that in a good year for exports, over 35,000 truckloads of grain are delivered to the terminal. And while it varies from year to year based on crop size and mix, we estimate that 65% would be delivered from the 403 corridor and 35% would be delivered from the QEW corridor. And because of the extreme competitiveness of world grain markets, it is imperative to the Port, the City, the Region, and to all farmers who rely on access to global markets that they be able to deliver through the most efficient transportation routes possible, and thus the protection of these corridors is paramount.</p>
9.	2020-08-10	██████████	<p>Attachment 9: Garth - btwn Linc & Hwy 53</p> <p>Caller states that city trucks and construction trucks are constantly using this street as a route to get to construction site</p> <p>She is very frustrated, why can't these trucks use a different route – she does not want these trucks on “her” street, asking for someone to get in touch and chnge the truck routing</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
10.	2020-08-17	██████████ Director, Policy and Industry Awareness Programs Ontario Trucking Association	<p>Attachment 10: Truck Route Master Plan Review - Goods Movement Community Stakeholders</p> <p>Hope you had a good weekend. Some of our initial thoughts are below to begin the conversation. I will work with ██████████ and our Chair ██████████ to setup a time to discuss the truck route further this week. I'll be in touch when I can confirm a date and time, thanks.</p> <p>OTA is committed to working with the City of Hamilton to develop a truck route master plan that works for the long term viability of the city;</p> <ul style="list-style-type: none"> - Trucking plays an important role in supporting every aspect of life in Hamilton and will continue to play a key role; - Like every other community the trucking industry and the needs of the community can be balanced to the benefit of all; - OTA would be happy to work with the City to address specific locations of concern to see if either additional enforcement / compliance tools or vulnerable road user countermeasures would work. <p>Enforcement Tools:</p> <ul style="list-style-type: none"> - Exhaust noise enforcement - ensure all trucks have properly functioning exhaust systems - HTA + by-law noise requirements - this will eliminate excessive noise from truck engine brakes or trucks without proper mufflers. - Emissions tampering enforcement - ensure truck emissions are activated and in working order – - Lower speed limits - Implement additional community safety zones (increased fine allowances) - Implement red light camera program - Implement automated speed enforcement for trucks - Implement specific speed enforcement or inspection initiatives with MTO, OPP and Hamilton Police Commercial Vehicle Enforcement Unit - Vulnerable Road User (VRU) Countermeasures <p>The Council of Ministers Responsible for Transportation and Highway Safety produced a VRU countermeasures document specific to heavy trucks. OTA through its relationship with the Canadian Trucking Alliance contributed to this effort. There are several countermeasures that can be implemented in specific cases to address integration between heavy vehicles and cyclists and pedestrians. The full document is here https://comt.ca/reports/safetymeasures.pdf</p> <p>We look forward to working with city of Hamilton to highlight economic impacts of the trucking industry and potential economic impacts of adjusting existing truck routes. We can assist in understanding approximate cost per km increases if truck traffic is diverted etc.</p>
11.	2020-08-18	██████████ Constituency Assistant City of Hamilton	<p>Attachment 11: truck route questions</p> <p>We've received an inquiry from a resident of Cline Ave. S. regarding truck traffic on his street. I've referred him to the Truck Route Master Plan as the ideal venue in which to raise his concerns, but he raised a couple of other questions I'm hoping you can answer.</p> <p>Does the city mandate routes for emergency vehicles, particularly heavy vehicles such as fire engines, in any way?</p> <p>Are charter buses considered trucks for the purposes of the study, and if not, are there any regulations mandating routes they must abide by?</p>
12.	2020-08-18	██████████	<p>Attachment 12: Truck Routes</p> <p>I am the owner of 2 grain trucks (██████████ Trucking). We haul to P&H Terminal and Bunge. I understand you want to close our main routes in and out. To have to go all the way around and come in Burlington would be very in economical for us. I understand that the cars are very impatient and go around us like raging idiots but please don't take away our routes. Nobody seems to understand the necessity of trucks. Remember if you got it a truck brought it. We pay more road taxes than anybody so please let us use them. Thanks</p>
13.	2020-08-18	██████████ President of AWDE TRUCKING INC.	<p>Attachment 13: Truck route in the city of Hamilton</p> <p>As a business owner who complete deliveries and pick up at all ports in Hamilton, the possible restriction of these truck routes would drastically affect the ability to complete our job in a timely manner, as a carrier who is primarily coming from the west I can only see one possible route and the would be all the way around and then taking the Nikola Tesla back to the ports that are at the end of Victoria street.</p> <p>I feel you need to make this decision with caution as it will cause many problems and concerns for the businesses that conduct movement in and out of that major hub of Ontario.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
14.	2020-08-18	██████████ Owner Empire Cattle & Trucking Company	Attachment 14: Hamilton Truck Route Hauling in and out of P & H, Bungee and Sucrocan – I use York, Victoria and Burlington in to the Port and Welland, Cannon and York out of the Port. Any changes to this route will effect the access to the Port for me. Suggestions are to pave the roads and limit car traffic during certain hours (6:00 am to 8:00 pm)
15.	2020-08-19	██████████ Gordons Trucking Services Ltd.	Attachment 15: Truck Route Plan Our company trucks different commodities to the port in Hamilton and we are quite satisfied with the truck route that is now in use. We use the route that we come off of QWE to Main, to Victoria then down to Burlington. We find this route in better shape vs the other route. The other route is much rougher and a lot harder on our equipment. Hoping this helps you in your review.
16.	2020-08-20	██████████ ████████████████████	Attachment 16: Feedback on Hamilton Truck Route The way the route is now, is the most efficient for us. Main-Victoria-Wellington-Cannon is the main route we travel. If they were removed it would be longer and more time consuming for us as a trucking company.
17.	2020-08-21	██████████ Manager, Sustainability, Urban Design, and Space Planning Facility Services McMaster University	Attachment 17: TRMP Review Meeting & Mailing List I will be attending the PIC Meeting on Sept.2 on behalf of the McMaster Facilities Group. Are there any instructions for attending the meeting online, or will it be through the engage.hamilton.ca/TRMP webpage? Also, could you please add me to the mailing list for this project. City of Hamilton Response: Hi ██████████ Thank you for confirming your participation at the upcoming PIC on September 2nd, Once registered for the PIC through http://engage.hamilton.ca/trmp , you will receive a confirmation email with instructions and a link to join the event on the day of. I have added you to the project contact list for future correspondence in this regard.
18.	2020-08-24	██████████ Parrish & Heimbecker, Limited	Attachment 18: TRMP Review Meeting & Mailing List All route from the QEW to the ports are very important for truck routes. We normally go over skyway and down Burlingston street.
19.	2020-08-24	██████████ Huron- Wendat Nation	Attachment 19: Hamilton Truck Route Master Plan Review - Notice of Commencement & Notice of Virtual Public Information Centre #1 Thanks for your email and information on the Hamilton Truck Route Master Plan Review. Can you please let us know if any archaeological assessment are anticipated as part of the study ? City of Hamilton Response: Good afternoon ██████████ As part of this master planning process, no archeological assessment is anticipated. We do not anticipate any new road infrastructure projects to be recommended. This study intends to enhance the goods/freight movement within the existing Hamilton transportation network and minimize the adverse impacts of truck traffic on the interests of the greater community, including health, safety and quality of life. Please let me know if you wish to receive additional information regarding the study via a meeting or a phone call, ██████████ Thanks for clarifying Omar. The Huron-Wendat Nation does not have any specific comments or concerns at this time.

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
20.	2020-08-24	[REDACTED]	<p>Attachment 20: No Trucks on Nebo Road - Truck Route Master Plan input</p> <p>Hello Councillor and Project Managers,</p> <p>Please be advised that as a concerned resident on Nebo Road, I am contacting you to provide the reasons why Nebo Road needs to remain a NO TRUCK route.</p> <p>WHY NO TRUCKS?:</p> <ul style="list-style-type: none"> · existing truck routes, either upper James to the link or the 403/hwy 6 bypass · Elementary school on Nebo · Pedestrian and cyclist safety – no sidewalks on Nebo · Road safety – Nebo was not designed for trucks, already heavy traffic in area with many collisions, speeding and a recent fatal accident · Increased air pollution · Nebo is located in sensitive farmland area · Slow moving farm vehicles in the area · Decreased quality of life and enjoyment for residents due to already increased passenger vehicle traffic from Binbrook and Caledonia <p>Thank you for taking my concerns into account when reviewing the Hamilton Truck Route Master Plan. Our once rural life has already been greatly diminished due to the increase in vehicle traffic, allowing a truck route would make it a truly unliveable area.</p> <p>Thank you for your time and consideration.</p> <p>City of Hamilton Response:</p> <p>[REDACTED]</p> <p>Thank you so much for taking the time to write your concerns</p> <p>We will be sure your email is received by the tribute route committee.</p> <p>Take care and [REDACTED]</p> <p>[REDACTED]</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
21.	2020-08-30	[REDACTED]	<p>Attachment 21: Trucks on Nebo Road</p> <p>Approximately 25 years ago we were experiencing 25 -50 trucks an hour going up Nebo Road. These trucks travelled at all speeds, deteriorated road conditions, increased risk of safety for those who travelled on the road. We the residents of Nebo road went to city hall to petition to restrict the road as a truck route. These issues of truck traffic are increasing again. We are a rural road were we see bicyclists, slow moving farm equipment and school buses. Nebo road is not designed as a truck route and so it should not be. There are many residential homes on this road none being industrial except for those north of twenty road. These companies should be using the northern route to travel. We are currently seeing increased traffic 10 fold including trucks illegally driving on this road ranging from 5-15 an hour. Car traffic is averaging 50-75 cars and commercial vehicles between 7am and 7 pm Monday thru Saturday. We are seeing Vehicles speeding, passing illegally and Several deaths and life altering accidents in the past 3 years have occurred on Nebo road. Any increase in truck traffic will Increase this risk of these issues. Let trucks and traffic use the roads they are designed to use, the major arteries and highways not rural side roads. There is no reason for trucks to be using this road and nor it should be allowed when there are many alternate routes to be used. City planners had projected closing Nebo road at Dickinson Road to prevent the over use of Nebo Road. What happened to that plan? We moved to this house because it was rural and in the country not on a highway or major artery. Say no to trucks !</p> <p>City of Hamilton Response:</p> <p>I hope this message finds you well,</p> <p>Thank you for sharing your concerns regarding increased truck traffic on Nebo Road.</p> <p>I confirm receiving your input in the truck route master plan review process. We will take your feedback and concerns into consideration while developing an alternative truck route network.</p> <p>Please register for the upcoming PIC at https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fengage.hamilton.ca%2Ftrmp&data=04%7C01%7Cprj121911%40ibigroup.com%7C4028b6f5a8344d6f58a708d9325bbec6%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637596191878939440%7CUnknown%7CTWFPbGZsb3d8eyJWljoimc4wLjAwMDAiLCJQljoiv2luMzliLCJBTiI6lk1haWwiLCJXVCi6Mn0%3D%7C1000&sdata=gzeOzfhfr7iN5sk8WslacyaZ2x1fhcWj0RCOko2nD6E%3D&reserved=0 to learn more about the study and find answer to questions you may have regarding the truck route network.</p> <p>Follow up email:</p> <p>It's been just under a year since my last email regarding the trucks on Nebo Road and the proposed truck route. There are still large volumes of trucks up and down this road everyday, no changes from my last email. No enforcement even when I call the police. I am yet to see a truck pulled over and this on a non truck route. By the meeting minutes and proposal for a 7-7 daily truck route on Nebo road our concerns are falling on deaf ears. Currently we are seeing all kinds of sizes trucks, 24 hours a day. How are you going to enforce the law when it is not happening now? You have suitable roads already with Upper James and the Linc.. It's bad enough we are seeing the volumes of vehicles coming from Caledonia, Binbrook, Mount Hope and further avoiding the major arteries some with only two lanes like Binbrook to Hamilton. Why hasn't Rymal Rd. expanded to 4 lanes from Dartnall to Upper James to allow for proper traffic flow. It has from Dartnall to upper Centennial! It would make sense to allow for proper truck access! You have to think how you would feel if you were having 50 plus trucks a day going up and down in-front of your house. I can't get cable, Fibe or wifi internet to my house but there can be a truck route. Do the needs of the many outweigh the needs of the few? Too many times we have seen decisions being made for the benefit of the many and not the consideration or the harm on the individual few. Why would you make a country road a truck route when you have built highways for them?</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

<p>22.</p>	<p>2020-08-27</p>	<p>██████████</p>	<p>Attachment 22 - 1: TruckRouteMP PIC1</p> <p>I am a long time resident of Fruitland Rd. and I also served for 7 years, as the elected Community Chair of the Stoney Creek Urban Boundary Expansion plan (known as SCUBE).</p> <p>I am writing to you to comment on the Truck Route Master Plan Review, in the context of PIC#1 and also, in more general terms. I am hoping that the lessons learned through the many years of hard work by the community, city staff and others, as part of the SCUBE effort, can be of use in the considerations related to the Truck Route Master Plan Review.</p> <p>During the SCUBE deliberations, the community and all others involved, worked diligently over many years to arrive at a plan for the area that would achieve that very balance you have cited in the PIC#1 materials. We were very interested in that balance, which would allow for responsible development which would compliment our existing community, our small town feel and preserve the precious and unique micro climate that we host. Our considerations included an overlay that included truck routing, bus routes and other modalities.</p> <p>Most importantly, we struck a good balance while ensuring that the health and safety of existing and future residents, took primacy.</p> <p>A plan that everyone agreed to, and represented a remarkable milestone in terms of thoughtful consideration and that was the result of many spirited discussions, compromises and greater understanding emerged. That plan was known as “Plan C”.</p> <p>Sadly, and what has proven to be to the great detriment of all involved, including community stakeholders, the development community and the city, Plan C was changed last minute without any consultation or notice to the community, and has since been shelved. In light of the years of effort and the achievement represented by that plan, it took everyone by surprise that it had been set aside, in favour of another plan that was developed unilaterally without the community.</p> <p>The net result was a failed opportunity:</p> <ul style="list-style-type: none"> • For residents to see their community grow in a responsible manner that complimented the area. • For the development community to realize profits from their land investments, in the context of a plan that was embraced by the community. • For the city to realize increased tax revenues from the growth. • For all the secondary benefits that come with growth, to be realized. <p>For that, it has been a significant and irrecoverable loss to all.</p> <p>This community is well served by a long standing established community association “The Fruitland-Winona-Stoney Creek Community Association for Safe and Healthy Neighbourhoods Inc.” The unexpected about face, where the implementation of Plan C was concerned, caused an era of turbulence. The community staged public protests, media coverage ensued and a period of intense and sustained community activism occurred.</p> <p>Little has changed in terms of the intense sense of pride and ownership our community has over its fate and potential growth. In particular, our concern about safety remains paramount. Using Fruitland Rd. as an example, the relentless onslaught of inappropriate truck traffic ravaging this residential road, continues to affect the health, welfare and safety of our residents and continues to be a grave area of concern.</p> <p>I believe there would be great utility and wisdom in revisiting Plan C, as it would serve as a much needed collegial reference point. The Truck Route Master Plan Review would be well served by taking a step back and starting from a plan that the community supports, as expressed in the aforementioned Plan C. We do not relish another round of contention and all that goes with that, and would hope that we could start with a positive reference point.</p> <p>Follow Up – Attachment 22 – 2: Correspondence</p> <p>I am wondering if you could provide a copy of this to Mr. Stewart as well. My attempts to send him an email have been rejected. I wonder if his email is correct in the correspondence we received.</p> <p>City of Hamilton Response:</p> <p>Thank you ██████████ for your correspondence and for representing the interests of your community in the Hamilton Truck Route Master Plan Review project.</p> <p>I confirm that Mr. Stewart and myself are recipients of your correspondence,</p> <p>Follow Up – Attachment 22 – 2: Correspondence</p> <p>Can you tell me how long the pic1 session tonight is expected to last?</p>
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SanID	Date	Name/Contact	Content
			<p>City of Hamilton Response:</p> <p>The PIC #1 is scheduled for tomorrow evening (Wednesday, September 2nd) between 6:30 to 9:00 p.m. (2.5 hours) The agenda includes 60 minutes for project introduction & presentation followed by 90 minutes of live question and answer period.</p>
23.	2020-08-31	██████████	<p>Attachment 23: Potential Truck Route on Nebo</p> <p>I was made aware of the new proposal for truck routes coming up. Please support the residents on Nebo Road to keep this as a non truck route for the below reason</p> <ul style="list-style-type: none"> - road is not nearly wide enough to support transports and other large trucks (Cement etc) - road surface will be broke down fast with the weight - already huge increase of fast traffic to go to the new McClung survey - the number of accidents and fatalities (one only a month ago) - NO policing on this section (White Church to Airport) even though numerous emails have been sent - transports continue to use this road as it is, at high rate of speed. See it everyday, again no policing - numerous children on this road - no sidewalk to walk safely - school route, without crossing guards or flashing light <p>These are only a few concerns. I know a lot of my neighbours have sent emails as well, to protest Nebo being a truck route. I hope we can truly count on your support at the upcoming meeting this week</p> <p>City of Hamilton Response:</p> <p>Thank you for your detailed email and for sharing your concerns regarding truck traffic on Nebo Road. We confirm receiving your concerns and will address them during the September 2 meeting, as well as during the evaluation and development of alternative truck route networks.</p>

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24.	2020-08-28	[REDACTED]	<p>Note from Omar, City of Hamilton:</p> <p>For your information and record.</p> <p>This active member of Flamborough community and representative of Beef Farmers of Ontario requested hard copies of the PIC material due to accessibility issues and lack of access to internet. His written comments are attached.</p> <p>Attachment 24: 24_20200827152550</p> <p>With the horrible gridlock and other traffic problems in Hamilton (esp. Flamboro) we need to consider not only truck routes but also the overall road system (or should we say lack of it)</p> <p>#5 highway between Clappison's Corner and Peters Corner is probably the most heavily travelled road in the city and also probably the worst designed in Ontario. A 2 lane road with very poor (or no) turning lanes, merging lanes, lack of stop lights at busy intersection etc. I would gladly discuss this with you or any else.</p> <p>Why was Main St. N in Waterdown dead end? There are also other rural roads that were dead end. Waterdown bypass has been talked about since 1953. How many more years before it is completed. "Hamilton" has sat on it for 20 years.</p> <p>You can't regulate traffic by hammering stop signs and ridiculous speed limits (High or Low) or by having turn restrictions. You do by a sensible traffic plan and enforcement of it.</p> <p>Trucks and agricultural equipment going from place A to place B has to travel by roads. Many times this means through residential areas and main roads.</p> <p>Though trucks should keep to main roads – in E Flamboro this would #5 Highway, Parkside Dr., Center Road, Carlisle Rd., Cambelle Rd. In W Flamboro the roads would be Highway 97 (con. 9), Safar Rd (Con 7), Millgrove Place (con. 5), #5 Highway, Bracie Road, Westover Side Rd, Highway #8, Sydenham Rd., Millgrove Sd Rd from #5 to #6 Highway.</p> <p>Sydenham Rd. should be re-aligned to meet Millgrove Side Rd. and have stoplight at #5. But because all drop off or pick up points are not on these roads, trucks would be expected to take the safest, most direct route and shortest way from A to B, while adhering to all other regulations i.e. stops signs and speed.</p> <p>It is my understanding that once Waterdown Bypass is completed, 4th Con. West is to be dead end. Why? Who made this ridiculous decision??? This <u>cannot</u> be done, we need access from West Flamboro to East Flamboro for fire, EMS, school bus, general population and agricultural operations. If you don't want the intersection on #6, fine, but reroute it to come out to Parkside or the new bypass. You don't put people at risk just because somebody says you have too many intersections on a highway, you have already closed up 2 between H5 and Parkside.</p> <p>I expect that these comments will be noted in your minutes and I would appreciate your comments.</p>

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SanID	Date	Name/Contact	Content
25.	2020-09-02	██████████	<p>Attachment 25: Truck Route Plan & Nebo Road</p> <p>To whom it may concern,</p> <p>The context of this email shall act as my official stance in opposition to the City of Hamiltons Master truck route proposal and the inclusion of Nebo Road in said report.</p> <p>Nebo Road is a quiet stretch of neighborhood that has seen an increase in traffic activity over the last several years. This traffic includes both consumer and commercial/industrial vehicles and as a direct correlation to the increase in volume, so has the risk factor for the residing members of our community on Nebo Road. We are aware that where higher volumes of traffic occur, so do drivers who have no regard for speed limits and community safety.</p> <p>However, as a resident of more than 17 years I can say with the utmost honesty that the vehicles which bring the most danger to our community are the industrial trucks which use our road (even during the previous exclusion from the truck route years ago). These drivers are not only aggressive, they give no regard to the speed limit assigned to our road and the warnings posted by residents to slow down for children.</p> <p>We cannot allow these vehicles to use our road as a drag strip for transport trucks. Our neighborhood is at a turning point in the ages of our residents. We are seeing a large number of young children become part of our families as our middle aged population starts to build their lives and their own families. I do not feel comfortable using my own front lawn to entertain my family, knowing that a transport truck travelling at 80 plus Km/Hr could roll by at any time and potentially impact a small child or other resident.</p> <p>Furthermore, as a former City of Hamilton Co-op student I was a team member of the Geomatics and Corridor Management department. With my direct experience with roadway surface and sub surface construction I can also say from a professional standpoint that Nebo Road is not physically designed and capable of use by these vehicles as a truck route. Not only does the road not adhere to safety standards for vehicles of this magnitude, there will be severe negative cost impact for the City if Nebo was to be added to the truck route. As opposed to having minor maintenance completed every couple of years with residential traffic, the tax payers and the City of Hamilton can expect more frequent and costly construction repairs if vehicles listed for truck routes would use Nebo road at both standard and illegal speeds. There will also be an increase in accidents, both minor and major as we have seen in the past when large trucks use our road.</p> <p>In conclusion, Nebo Road does not meet the safety standards to be included in the proposed truck route based on residing citizens and roadway construction/design. I encourage you from a professional and personal standpoint to remove Nebo Road from the truck route proposal before a life threatening or fatal accident occurs due to the irresponsibility and carelessness of these drivers and companies that would be allowed to use our road when it is not necessary.</p>
26.	2020-09-05	██████████	<p>Attachment 26: For all it is worth.....</p> <p>The current problem would not exist if alternate parallel east - west arteries had been selected for bike lanes in the first place.</p> <p>I am obviously referring to the corridors of Wilson / King William Streets that stretch from Sherman to the downtown (Bay street) area.</p> <p>This would've been a much safer and senically more pleasant route for cyclists.</p> <p>Bike lanes should not have to be on major arteries to make them work.</p> <p>Something that should've been explored..</p>
27.	2020-09-08	██████████	<p>Attachment 27: Truck Route Plan</p> <p>Further to the article in today's Spectator on the above subject, I would suggest consideration be given to reviving a perimeter roadway plan -- trucks would go directly from Burlington Street to the 403, bypassing downtown and Cannon Street.</p> <p>It is my recollection that this was considered many years ago, possibly never implemented due to the railway objections.... In today's world a perimeter road could be elevated if necessary.</p>

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28.	2020-09-01	[REDACTED]	<p>Attachment 28: Truck Route Plan</p> <p>I would like to address concerns for your current study on the Hamilton Truck Route issues, specifically Millgrove Side Road (listed #2 on your map).</p> <p>This road has been an ongoing issue for over 25 years. Unfortunately, the different levels of government have been pointing their fingers at each other for action, and nothing effective has been done to date.</p> <p>There have been traffic audits done, (one is attached) that clearly identify the severe conditions, and yet the speed of all traffic, and the excessive use of trucks has only increased. A polite conversation with a truck driver yesterday resulted in being told it is a matter of convenience for them. He said it is about the safe passage to cross or turn on Hwy 6, as he was going to Carlisle. I pointed out that there are safe designated truck routes to take, and that it was his responsibility to use them and follow the law, and that it could impact his CVOR if he were to be ticketed, however, he simply took Millgrove Side Road anyway. His convenience was clearly more important than the law or safety of the community.</p> <p>This road is not suitable for truck and traffic volumes and speed. It is very narrow, no soft shoulder and deep ditches in many areas, and most importantly, extremely unsafe to all residents of this neighbourhood. The rattling of windows, hiss of breaks, and the loud noise wakes us constantly, as trucks travel this road. Simply cutting grass, shoveling, pulling in and out of our drives, or even trying to take a walk is a risk, and certainly unfair to the voters and tax paying residents along this road. It is sad that our children can't even ride their bikes.</p> <p>We have not witnessed any trucks being ticketed, in fact, CITY OF HAMILTON dump trucks travel up and down this road all day long, which, frankly, implies that the City is complicit with them breaking the law. Information shared with residents to suggest that tickets are, in fact, being issued, and police presence is effective are not specific to Millgrove Side Road, but rather Hwy 6 and area.</p> <p>Perhaps continuous police and MTO presence and ticketing would be somewhat effective, but not possible 24 hours a day when these violations are happening. Previous discussions in the past suggested moving the light on HWY 6 down to the 5th Concession - on an actual truck route, but responsibility has never been taken to make that change.</p> <p>In these difficult and changing times, the growing number of children that now live here, cannot even walk around the corner to the school, rather than taking the school bus. That just resonates with us.</p> <p>It seems like an easy fix to stop the traffic issues is possible, but like all things, it costs money. I sincerely hope that the money is spent before it costs a life.</p> <p>Thank you for your time and attention to our community.</p>

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29.	2020-09-04	[REDACTED]	<p>Attachment 29: Hamilton Truck Route Master Plan Review - Virtual Public Information Centre #1</p> <p>I attended the session last night and found it excellent – informative and well organized. I wanted to add a couple of thoughts I had after the meeting.</p> <p>The map that you have for residents to pin issues is not up to date. I know buildings are just in shadow and not the point of the exercise but the condo community I live in is not shown on the map. It was finished in 2017 and is located at [REDACTED] between Locke and Queen and there are 34 units here. The map makes this area look like no one lives on this side of the street but there are probably about 50-60 people living here. Truck traffic definitely creates a lot of noise and dust in the area and I know since I live in the building that fronts on Barton. Yesterday I followed a tractor trailer down Locke from York, turning right on to Barton and passing in front of our buildings. It was clearly passing through and did not stop to make a delivery.</p> <p>I put some pins on the map highlighting truck issues in the area where I live but I couldn't find the survey on the site that was mentioned during the session. Can you send a link?</p> <p>The problem with the audio last night is that it was not user friendly and, as Leah pointed out, took time to become active after clicking the correct buttons. In my case the window that opened asking if I wanted to start the audio was so small that I almost didn't see it. I had to click yes, or maybe it was a blue button, and then I had to click the microphone to unmute it. That was all on my laptop. If a person was not too computer savvy they may not have been able to follow those steps. For future meetings there must be an easier way to allow people to speak as this might have prevented some people from contributing.</p> <p>Thank you for giving us an opportunity to have input into a very important issue in our city. Too bad more people didn't attend!</p> <p>City of Hamilton Response:</p> <p>Thank you for your active participation in PIC#1 for the Truck Route Master Plan review.</p> <p>For clear visibility, legibility and accessibility reasons, the interactive online map-based tool only highlights the employment and sensitive land uses (e.g. BIAs, industrial lands, long term care facilities, child cares facilities and other sensitive receptors). As part of this master planning exercise, Stage 3 of the project will incorporate the population density, road user safety, access to employment lands, network connectivity and other key factors to influence the route selection process and the draft truck route network alternatives.</p> <p>The Survey questionnaire is the third tab on the project page, as shown below:</p> <p>You can access the survey through https://engage.hamilton.ca/trmp?tool=survey_tool#tool_tab</p> <p>We acknowledged the technical difficulties with the audio connection during the session. We appreciated everyone's understanding and patience in this regard. With the new online engagement environment and given that participants were signed in with various electronic devices, it was hard to foresee and address the audio connection issues in advance. However, we will make every effort to address this issue in future virtual engagement opportunities for this project and others. To ensure every voice is heard and everyone is provided with equal opportunity to represent their community interests in this project, we developed the interactive map-based tool and the survey to receive feedback from all residents and stakeholder groups.</p> <p>Moreover, the recording of the session is now available on the project page for public review.</p> <p>Once again, thank you for your active participation and for your feedback.</p>
30.	2020-08-20	[REDACTED]	<p>Attachment 30: Hamilton Truck Route Master Plan Review - Grain Farmers of Ontario</p> <p>I am writing on behalf of Grain Farmers of Ontario and the 28,000 farmers who grow barley, corn, oats, soybeans and wheat in the province of Ontario. These crops are grown on six million acres of land, generating fifteen million metric tonnes of grain per year. The Port of Hamilton provides critical infrastructure for Ontario grain farmers. Each year over 3.5 million metric tonnes of grain moves through the port to end market destinations. These include the United States, the European Union and Latin America. This vital infrastructure is what allows Ontario grain to remain competitive in the global market place. Without it we risk losing out to our competitors such as the United States and South America .</p> <p>Domestically the Port is home to Canada's largest flour mill in P&H and one of two soybean crushing facilities in Bunge. Both of these are vital domestic markets for Ontario grain taking in thousands and thousands of metric tonnes of grain each year.</p> <p>Having the most efficient transportation routes possible is critical for farmers success. With the majority of grain delivered to the port via the 403-Main-Victoria corridor and returning to the fields via Wellington-Cannon-403, it is imperative that these roadways remain open for grain transportation.</p> <p>We are happy to make ourselves available at any time for a meeting to discuss this further.</p>

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<p>31.</p>	<p>2020-08-12</p>	<p>[REDACTED]</p>	<p>Attachment 31: Truck Traffic and Speed on Carlisle Road, Carlisle (between Alderson Road and Progreston Road) [REDACTED]</p> <p>I am writing with regards to the above mentioned traffic problem...not for the first time, as I have been informed that there have been many complaints, to you, the truck companies and the police department.</p> <p>I have been staying at my son's home and am now experiencing the problem first hand therefore I am going to add my concerns to the list.</p> <p>The truck traffic starts at 4 A.M. making it next to impossible to sleep and at no time can a window be open with the noise and dust. I realize that this is a truck route however, as it is a residential area too, I do think they could show a little consideration for the residents. I am not in the trucking business but I don't believe that the trucks are exempt from following the speed limit. They roar down the road constantly all day at speeds in excess of the 50 km limit that is posted and if there is more than one truck the windows in the house vibrate.</p> <p>I contacted the police department today to inform them of the situation and was told (Dave at a Hamilton Mountain Division) that there are only "two" officers for all of Flamborough and that they have other more pressing duties to attend to. As I'm sure you are aware and so are they, that if the officer stops one truck, the driver immediately warns his fellow truckers and the speed limit is then followed until the police leave. I was instructed to call the police when the trucks were flying by and they would "try" to send someone out otherwise there was nothing that they could do.</p> <p>As I mentioned to the officer that I spoke to today and I am sure that you have heard the news story from yesterday August 11/20, in the Toronto area, of the father and his two children that were struck and the 3 year old little boy was killed. Now there is the ritual of flowers and teddy bears being left at the crash site which is said to be well known for speeding drivers. There are five little children living on the stretch of road that I am referring to and the young fathers have taken to yelling and throwing basketballs (which is not acceptable) at the trucks out of concern for their children and total frustration. Truly, something has to be done before the problem becomes more volatile or worse yet, one of the children darts out and is killed. Let this be advance warning. We don't need another memorial set up on the roadside.</p> <p>As a former resident of Kilbride on Kilbride Street for over 35 years and having a husband who grew up in the village, the residents along with the help of our city councillor John Taylor were able to have stop signs installed which weren't a great expense to the taxpayers and they curbed the excessive speed.</p> <p>I am at my son's home daily, should you wish to spend some time evaluating the situation, I would gladly give you a chair and we can watch this dilema together.</p> <p>Thank you in advance for giving this matter your prompt attention.</p> <p>City of Hamilton Response:</p> <p>Thank you for reaching out to Councillor Partridge with your comments and concerns. Carlisle Rd has been on our radar for some time with consistant communication between Hamilton Police and our office as we continue to advocate for proactive enforcement. As you have mentioned in your email below, Carlisle Rd. is an active truck route and therefore we are limited in our ability to restrict usage by trucks. However, speeding is being monitored regularly by Police. I would also encourage you to utilize the Hamilton Police Aggressive Drivers Hotline as well, currently City staff are actioning a Truck Route Master Plan survey in which I would also encourage you and your son to participate in. I have included all of this information below for your review and use. As we realize, speeding has become a real issue in Ward 15 and city wide, we continue to do what we can to try and tackle the problems at hand. However, these aggressive and disrespectful drivers need to be held accountable for their actions, hopefully with continuous monitoring and the Truck Route study taking place we will see some type of resolution coming forward. I have copied our Hamilton Police Services as well as our Truck Route Study staff on this response for their acknowledgement.</p> <p>Please take care and be safe.</p> <p>www.hamilton.ca/TRMP / www.engage.hamilton.ca/TRMP</p> <p>Aggressive Drivers Hot Line</p> <p>The Aggressive Drivers Hot Line is a phone number that concerned citizens may call if they witness an act of bad driving on the streets of Hamilton and wish to report the incident. As a second option, driving complaints may also be submitted by email. Both the telephone hotline and email address are operational 24hrs a day.</p> <p>Aggressive Drivers Hotline: 905-546-1768</p> <p>Aggressive Drivers Email: aggressivedriver@hamiltonpolice.on.ca</p> <p>When a call is received the caller has access to a voice mail system, at which time the caller is asked to supply the following information:</p> <ul style="list-style-type: none"> · the date of the offence · time of the offence · location of the offence
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			<ul style="list-style-type: none"> · the caller is asked to supply their name and telephone number <p>The following information is requested of the offending vehicle:</p> <ul style="list-style-type: none"> · the licence plate number · description of the vehicle · description of the driver. <p>Once this information has been obtained the caller is asked to provide a brief summary of the events that have taken place.</p> <p>Once the information has been obtained, (the hot line is checked by Hamilton Police Service volunteers frequently throughout the day), a check is done on the licence plate of the vehicle, if the description of the vehicle; supplied by the caller, matches the police check of the vehicle, the volunteer then goes on to read the summary of the complaint. If the information contained in the summary conforms to the definition of an HTA violation a letter is sent to the registered owner of the stated motor vehicle advising them of the incident in question. Please note that this letter is not a fine.</p> <p>If something more substantial has taken place the officer looking after the Aggressive Drivers Hot Line will call back the reporter and advise the required course of action.</p>

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32.	2020-09-01	[REDACTED]	<p>Attachment 32: Truck Route Master Plan Study</p> <p>Please accept this email as our formal response for your request for feedback on the City’s Truck Route Master Plan Study. For many on us on Nebo Road this seems like an ongoing merry-go-round, where every so many years we have to dust off the last submission and historical facts and resubmit them again. Therefore, a serious question we have is what has changed since the last study and what interaction has taken place with the previous submissions of concerns? Going back further in time prior to amalgamation, the former Township of Glanbrook had specifically passed a by-law to restrict truck traffic on Nebo Road, in particular truck traffic from the Airport. Fast forward to five years ago, the previous study sought to remove these restrictions, all for the only reason of convenience, i.e. it was actually said in the Public Information Evening that this route represented the most convenient direct route to link the Airport Lands to the Red Hill. Ironically, jay walking can also be considered the most direct route, but that does not make it safe or something we should encourage or support does it? The issue as we see it is that the City’s Master Plan calls for a new direct route to be constructed to link the Airport Growth Area and the Red Hill Business Park. But no plans have been put into place, instead it seems turning rural two lane, 60 km/h, mixed residential/agricultural roads is the means to an end for the City planning folks. If you were to ask or poll each resident on Nebo Road outside of the current Red Hill Business park if they thought this was a good idea, I am sure you would know the answer. Therefore, we ask you again, what has changed since the original by-law was first introduced in the 1980’s to the previous Truck Route Master Study that now makes Nebo Road a good idea for a truck route? The only thing that we see is convenience – it connects the dots on a map so to speak that are already connected via other existing truck routes, but does not take into consideration any of the previous history, the rural/residential/agricultural enshrined in the Greenbelt and to this date has been upheld as a “no Truck Route” by previous Townships and City Councils.</p> <p>This is the road that kids walk on to the school at the corner, the road that many cyclists ride on, slow moving tractors going from farm to farm use, horseback riders taking a stroll use, with no sidewalk, no street lights, limited shoulders, with ditches on either side and City’s Planners and Consultant want to make it a truck route because of some dots on a map? The roadway like all rural roadways wasn’t even designed for heavy truck traffic, unless the City is going to ignore the seasonal load restrictions that are currently in place! Just to be clear, we are not asking for sidewalks and street lights, this is a rural area and the expectation is that it remain as such and we do not condone the waste of taxpayers’ money on wasteful solutions. Instead we encourage the City and the Planning Folks to work on the “missing” link, invest in the existing truck routes, if that is what is really needed and not turn existing rural roadways into truck routes.</p> <p>Lastly, the City already does provide two direct routes between the Airport Lands and the Red Hill Business Park, namely, the Linc via Upper James – both of which are designed especially for heavy truck traffic, and the Linc via Hwy 403 and the Highway 6 By-pass, again roadways designed very much for heavy truck traffic. So why are we again adding Nebo Road, a rural road that dead ends at Chippewa Rd as a truck route.....a truck route to where precisely?</p> <p>The same can be said about truck access via Hwy 56 to Binbrook as this route already exists and by diverting or promoting additional cut through truck traffic via the countryside within the greenbelt goes against the very essence of the City’s overall goal to be green and endorse sustainable living and development!</p> <p>Based on the above, and that nothing has really changed other than perhaps time and a new consultant’s report, we remain very much opposed to changing the existing restrictions on Nebo Road and would like to have these concerns answered in writing. The questions still remain, what exactly does adding these rural roadways to the truck master plan really achieve other than to provide additional cut through opportunities via rural roadways not constructed nor capable of handling this type of heavy truck traffic? What is the net benefit of adding these routes over and above the exiting routes already in place? What is the long-term cost of maintaining rural roadways vs investing these funds into already existing dedicated truck routes? How can the City tell its resident’s one thing i.e. your road will not be a truck route as has been said to numerous residents over the past years and then 5 years from the past truck route master plan make this proposal that clearly contradicts that?</p> <p>City of Hamilton Response:</p> <p>Thank you for your detailed email and for voicing your community interests and concern in the truck route master plan review process.</p> <p>As part of the first phase of public engagement, the City and the project consultant are actively soliciting feedback from the public and stakeholder groups to help us better understand their issues and needs with the existing truck route network.</p> <p>Based on feedback received and other technical criteria, the project team will develop alternative truck route networks for consideration. Thus far, no decision has been made whether a road will remain, added, or removed from the truck route network.</p> <p>Rest assured, all members of the community and stakeholder groups will be given the opportunity to review the proposed alternative truck route networks and express their concerns and opinions about the network and/or specific routes in the network.</p> <p>For your information, Nebo Road south of Twenty Road has been identified as a problem location (number 9 on the map/list attached). This study will strive to identify practical solutions to deter truck traffic from the identified problem locations, improve road safety for all road users and efficiency for goods & passenger movement across the City.</p> <p>I invite you to register and participate in PIC#1 scheduled this evening to learn more about the project and find answers to your questions.</p> <p>With your permission, I will add your name to the project contact list for future correspondences regarding this study.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
33.	2020-09-01	[REDACTED]	<p>Attachment 33: Hamilton Truck Route Master Plan</p> <p>I could not send a question through the website.</p> <p>Millgrove Sideroad between HWY 6 and 5th Concession West, has been a designated "no truck rote " for decades. Trucks still use this road in the hundreds daily. This includes City of Hamilton trucks. (see attached traffic audit MH Corbin Traffic Analyzer Study Location 12, 2018-10-01).</p> <p>Q- When and what will be done to enforce the law?</p> <p>Unfortunately, having meetings, asking for input and installing signs does not stop operators from using the road. Fines for operating a commercial vehicle on roads with such designation places demerit points on the trucking companies CVOR (Commercial Vehicle Operators Registration). As these points affect the company's ability to operate all of the trucks in their fleet (not just the offending driver), fines go a long way to achieve compliance. If a company's license is suspended, they are out of business and drivers out of work. A strong motivator. Lack of enforcement rewards the use of such roads with reduced operating costs and convenience. An unfair advantage to law abiding operators and disregard for the safety of the residence. This issue is long overdue to be corrected.</p> <p>Other options suggested in the past are;</p> <p>remove the incentive for trucks to use the road by blocking access to HWY 6 (close the road,</p> <p>Block truck access to the lights at the intersection of HWY 6,</p> <p>remove the lights at HWY 6. If lights are needed for truck "flow", place them on a truck route e.g. Concession 5 west.</p> <p>Omar please, if a response is to say "there have been fine levied", we have heard that before with vague reference to "the area" which includes other roads. We have not witnessed one truck pulled over, though, we have witnessed trucks passing police vehicles and as mentioned city trucks are offenders. If there have been substantial fines levied, please provide data to show the number of fines and the charges levied on this section of Millgrove Sideroad (Fines on HWY 6 or other roads are not relevant.)</p> <p>I assume vehicle speeds is not part of your scope, but, you will notice there has been a substantial issue of excessive speed on our road.</p> <p>Thank you for your consideration</p>

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34.	2020-09-06	[REDACTED]	<p>Attachment 34: Truck Route Master Plan</p> <p>Here are my opinions on the current review of the Truck Route Master Plan after watching the first PIC presentation:</p> <p>Please remove the hybrid routing network. Being unique is not an attribute if it causes confusion for the drivers as well as enforcement observations.</p> <p>Every one of the following streets are currently not pedestrian or cycling friendly because of the heavy trucks noise and air pollution. There is also a perceived danger because of their massive size. (Even if the speeds here were 30 km/h, a cyclist or pedestrian would obviously die if they came in contact).</p> <ul style="list-style-type: none"> -Victoria Ave -Main Street -Wellington Street -York Street -Wilson Street -Cannon Street <p>Also; the above innercity streets have personal family homes, schools, a major hospital and some small businesses. To quote one of your speakers “Do they need to be there”. I suggest to you that in the vast majority of cases they do not. We have the QEW/403/Linc/Redhill/Burlington/Nikola Tesla roads that are built to accomodate these heavy trucks.</p> <p>A vast majority of these trucks are headed for the Burlington/Tesla area. The above mentioned roads all lead there. There is no need to shortcut through the innercity.</p> <p>In conclusion, I recognize that removing the shortcutting will add time and cost (minimal) to the final product. However, I believe that the health and safety of our residents, students, patients and healthcare workers is far more important. And removing the heavy trucks from the innercity would comply with the city's vision best place to raise a child and age successfully.</p> <p>City of Hamilton Response:</p> <p>Thank you for your interest in the truck route master plan review and for sharing your opinion in the process,</p> <p style="text-align: center;">Your input is fundamental and will inform the development of alternative truck route networks and strategic directions.</p>
35.	2020-09-09	[REDACTED]	<p>Attachment 35: Truck Route through Millgrove</p> <p>I would like to know why there is a steady flow of large truck traffic through the community of Millgrove.</p> <p>I have lived here for eight years and the huge trucks travelling through the village has increased significantly. I am concerned about the numerous cyclists, pedestrians and young families that travel in this area daily. It seems strange...dump truck...to me that these trucks are allowed to even use this road when it...dump truck... has a public school, a daycare facility, a church and a small store with a post office all located within a very short distance...tanker truck. It is a very busy road without the truck traffic. These trucks add an excessive amount of unnecessary vehicles, noise and danger to our community. (I'm not...dump truck...referring to the...dump truck...local businesses that use this road. I understand it's necessary for them.)</p> <p>It is my hope that something can be done to reduce the amount of trucks that travel..flat bed truck...on the 5th Concession, through the village...dump truck...of Millgrove.</p> <p>Please help to make our community...dump truck...safer.</p> <p>Sincerely,</p> <p>[REDACTED]</p> <p>P.s I decided to include each truck type as it passed while I was typing my email.</p>

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SanID	Date	Name/Contact	Content
36.	2020-09-09	██████████	<p>Attachment 36: Truck Route Master Plan</p> <p>I have corresponded with you about a year ago in regards to truck traffic on Con. 5 E. in Waterdown. Thru my councillor, Judi Partridge, restrictive signs were posted at Centre Road and Hwy. 6 N.</p> <p>Since you are in the process of up-dating the truck route master plan, and looking for feed-back, I thought that I would contact you. It has been over a year now since this issue was raised and truck traffic has continued to increase, not diminish. I have contacted HPS, as you suggested, several times and get nowhere. It has become blatantly obvious that they are incapable of providing enforcement to help resolve this issue. I wonder if anyone else has raised the question of enforcement, or if it has come up in discussions/ meetings during the planning stage of truck routes? Its all well and good to have a master plan but seems to be a waste of time, money and effort without someone to enforce the routes.</p> <p>I have been struggling with this issue for some time now, and really have no idea how to proceed. I've even offered to pay an officers' wages for a day to provide enforcement. What should I do???? Do I live with it, move, jump in front of a truck?</p>
37.	2020-09-10	████████████████████	<p>Attachment 37: truck route master plan</p> <p>I'm contacting you in regards to the truck traffic review over Grays Road. I live at the corner of Teal and Frances and was informed of this review by the Lakewood Community Beach Council. We feel strongly that the truck traffic coming to the North Service at Grays Road should be halted. This is and has become an even more densely populated area of late, with increased car and pedestrian traffic running along Frances Ave. Trucks coming northbound from Grays Road require the full width of Frances Ave to make their turn. We often have to anticipate and stop well before the stop sign to allow the trucks room to get around into their lane. There are many people walking and riding their bikes along this stretch of road. This is a safety concern. This is a residential area that shouldn't have trucks coming through it, especially when there is an alternate route available on the South Service Road, which has no residential component.</p> <p>We trust that careful consideration will be given to this review.</p>
38.	2020-09-10	██████████	<p>Attachment 38: Trucks on Grays rd overpass and Millen rd</p> <p>Both these overpasses go into surveys where children play. There are no sidewalks which us dangerous for pedestrians. Also we have a person who is blind and is always walking along Frances Rd to Grays. Then up Grays. It is very dangerous for her along this route.</p>
39.	2020-09-10	Lakewood Beach Community Council	<p>Attachment 39: Truck Route Master Plan Review - Notice of Commencement & Notice of Virtual Public Information Centre #1</p> <p>Back in 2016 we submitted comments & the results of a survey conducted in our community in regards to the part-time truck route Grays' Road overpass. Can you please confirm they are still on file or do we need to go through our archives and try to find this again?</p> <p>In a nutshell, the overwhelming majority of the residents are opposed to this particular route into our residential roads being used as "loop" to the QEW and . This traffic and safety concern was suppose to be addressed back in the early 1990s and we're hopeful this time around, the route will be removed from our Master Plan.</p> <p>We have no commercial/industrial in our area that requires heavy trucks. It has been proven twice removing this route will have no demonstratable negative impact to the Movement of Goods. Once, when the Grays Rd bridge was closed a few years ago, and again just this past summer when the NSR from Grays to Centennial was closed. Access via the South Service Road to the QEW is the best option to ensure safety of all users of our roads in our opinion.</p>
40.	2020-09-11	████████████████████	<p>Attachment 40: Requesting the REMOVAL of the Truck Route Masterplan Gray's & Millen Rds overpass</p> <p>As a resident in this Community, I am voicing my concern as I do NOT SUPPORT & REQUEST the REMOVAL of the Truck Route Masterplan for the Gray's Rd & Millen Rd overpasses in our Community area!</p> <p>Due to reasons of Truck Traffic volume, Community & road Safety, & extra pollution (airborne & noise!) This area Community can not support that kind of truck traffic, currently or in the future!</p> <p>Especially with the new residential intensification proposals along this area that will also increase traffic volume, safety, pollution & street parking!</p> <p>I am requesting for you to do what is ever necessary to remove these truck routes from allowing trucks access through our area Community!</p>

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41.	2020-08-25	[REDACTED]	<p>Attachment 41: Abuse of the Truck Route Master Plan website</p> <p>It appears that the TRMP "mapped comments" site contains many notes written by trucking industry people using anonymous accounts such as "LF_PA_0820" and "Hamilton Has A World Class Truck Network".</p> <p>Considering the industry has functionally limitless resources to spam this site with fake positive truck traffic messaging, I am wondering what you are doing to ensure that these comments are not given the same weight as those written by people who actually live in Hamilton, own businesses here or work here - especially those who do so along the truck routes?</p> <p>If you can let us know how you are filtering out the spam that would be helpful. It 's frustrating to think that residents might be wasting their time contributing to this platform - and using their real names - while it is being hijacked by industry insiders posing as concerned Hamiltonians.</p> <p>Also, are you doing any polling in the physical world? Eg. door to door within a specific radius of existing truck route streets, mailings, or other measures that reach people who actually live here and may not be aware of the digital tools?</p> <p>Do the changes to the truck route require mailings the same way a zoning application does?</p> <p>I am very concerned that this process is becoming too industry-centric. The people who live here should be the top priority.</p> <p>Follow Up – Attachment 41: Abuse of the Truck Route Master Plan website</p> <p>As the online survey deadline is approaching, I was hoping to hear your response to my inquiries below.</p> <p>City of Hamilton Response:</p> <p>Good afternoon [REDACTED] I hope and trust this email finds you in good health,</p> <p>As part of an equitable and transparent engagement process, all members of the Public and stakeholder groups are given equal opportunity to provide honest feedback, voice their opinions and represent their community interests in this public process. Feedback received will help us better understand the needs and issues with the existing truck route network and develop a safe, practical, efficient and reliable truck route network that balances the needs of the community and the goods movement industry. The online map-based tool allows users to submit one comment per location. Participants can provide multiple comments at various locations specific to the nature of their needs or concerns. The survey is limited to one submission per IP address. The project team will review and assess each comment individually and, where appropriate, will consider them in the development of alternative truck route networks.</p> <p>Under Municipal Class EA requirements, master plans and city-wide initiatives do not require mailing to all residents. Mailing is a requirement for zoning applications, right of way widening projects, and other projects of similar nature.</p> <p>Given that Truck Route Master Plan Review is a city-wide initiative, we are communicating with all residents and stakeholders through the following channels:</p> <ul style="list-style-type: none"> • Newspaper ads • Public Information Centre (Virtual) • The City's social media feeds (Twitter, Facebook, Instagram, LinkedIn) • City Website and Engage Hamilton webpage • Focus/advisory group meetings • Goods movement, Agriculture and business industry meetings • Email to the members of the community previously expressed their interest in this project • Wards newsletters and Wards constituency office communication channels, • Mail and email to: <ul style="list-style-type: none"> ○ Community & neighborhood associations/councils ○ Indigenous communities ○ Advocacy groups ○ BIAs and Chambers of Commerce and ○ Other interested groups <p>As part of the second phase of consultation, all members of the community and stakeholder groups will be consulted and provided the opportunity to review and comment on the draft truck route alternatives.</p> <p>Rest assured, safety is the top priority for the City and will heavily influence the outcomes of this study. Besides, other key influences, as listed in the PIC material, will inform the policy directions and the development of alternatives. Through the survey questionnaire, participants have a say in the prioritization of the evaluation criteria.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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			<p>Follow Up – Attachment 41: Abuse of the Truck Route Master Plan website</p> <p>I'm sorry, but this does not truly address my concerns. As residents, we don't have the time or resources to comment on every intersection on the map. We will naturally comment on the few areas that directly affect us. We also comment using our real names. If the industry wants to comment on multiple intersections, they should be listing their company name on the comments. All anonymous comments should be discarded in my opinion.</p> <p>Additionally, the "survey" is poorly designed and industry centric. I am losing faith that the city has its residents' interests at heart. I'm providing a list at the bottom of this email in regards to the flaws in the survey questions.</p> <p>Even with physical separation, the trucks still plough into the bike lane - see attached. Who pays for this repair? Not the driver. Now as a resident, not only do I have to tolerate unsafe conditions but I also have to fund via my tax bill the repairs to damages of the road network caused by truck drivers working for freight companies that don't pay municipal taxes. And yet this process is giving more weight to the truck industry while residents fund the study. If freight companies want to use our roads, let them make a proposal and ask permission.</p> <p>Thank you for the clarity on the legal requirements for door to door engagement. But just because you don't *have* to doesn't mean you *shouldn't*.</p> <p>This entire process has been flawed from the start and I do not believe residents are being put first. The red carpet door to door service is given to industry while residents have to fight to be heard. The least you could do is fix the problems with the online engagement. And you really should be engaging in person with residents near current truck routes. And if this feels daunting, perhaps that's a sign that too many streets are on the route.</p> <p>Thank you for listening, </p> <p>PS: Filtering by IP address does not prevent ballot stuffing. The survey should require email verification just like online petitions do.</p> <p>Survey flaws:</p> <p>Q7 - the first three options have nothing to do with truck routes. The way this is worded could lead to conclusions that local streets should be added to the trmp to enable local deliveries and Amazon packages. The truck route does NOT restrict these movements so these questions have nothing to do with this process.</p> <p>Q9 - combining highways and arterial roads in one question is completely misleading. For instance, Wilson in front of dr davey school is arterial. How can that be classified the same as the Linc?</p> <p>Q9-24 - why are light trucks included at all in this survey?</p> <p>Q25+ - forcing ranking of indicators creates results that put the survey creators' word choice into the survey takers' mouths.</p>

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42.	2020-09-10	[REDACTED]	<p>Attachment 42: Hamilton Truck Route Master Plan Review</p> <p>Staff of the Niagara Escarpment Commission received the notice of public meeting regarding the Truck Route Master Plan review. We have reviewed the online presentation and maps. We offer the following comments.</p> <p>The study area and problem areas identified on the Urban and Rural maps include portions of the area subject to the Niagara Escarpment Plan and within the Area of Development Control. If road alterations and improvements are proposed in the final recommendations from the Study, Development Permits may be required from the Niagara Escarpment Commission as only certain road works (e.g. routine maintenance) are exempt from this requirement.</p> <p>As an agency of the government of Ontario, our involvement in the review of infrastructure improvements is usually through the EA process or the Development Review process. Our interest in road improvements arises from the policies of the Niagara Escarpment Plan. Part 2.12, Infrastructure policies of the NEP should be consulted if new roads or road improvements to accommodate truck traffic are being considered. In particular:</p> <p>2.12.4 Infrastructure should be sited and designed to avoid parks, open spaces and the Bruce Trail, a pedestrian footpath. The Bruce Trail Conservancy should be consulted in this regard.</p> <p>2.12.5 Infrastructure should avoid Escarpment Natural Areas unless the project has been deemed necessary to the public interest and all other alternatives have been considered.</p> <p>We appreciate and understand the need to balance economic development, goods movement and public safety but it is the opinion of NEC staff, based on our review of Master Plans and EA's, that there is a requirement to protect the natural heritage, wildlife habitat and water resources within the Plan Area in accordance with the policies of the NEP. Parts 2.6.2 e and 2.7.2 3 (Water Resources and Natural Heritage) allow infrastructure in key features but only if there has been a consideration of alternatives to ensure the least possible impact on the Escarpment environment, consistent with the Purpose of the NEP. Alternatives should include opportunities to improve road and wildlife safety through the introduction of wildlife fencing to direct them away from the road or provide under road wildlife crossings.</p> <p>Finally, in consideration of NEP policy relating to Scenic Resources and Landform conservation, the impact of new roads or road improvements to accommodate truck traffic must take into consideration the visual impact of infrastructure which can arise from vegetation removal, excessive signage and lighting. Opportunities to mitigate visual impact can include tree and other vegetation planting (including on retaining walls), directional lighting and minimizing signage to balance the need for safe and efficient roads with their visual impact on communities and the Niagara Escarpment.</p> <p>We suggest that the proposed Vision for the truck route include the need to protect the natural environment in addition to "community liveability and economic aspirations". We support Pillar 1 of the Master Plan, Sustainability as it responds to the issues we raise above.</p> <p>The Draft Principles stress the importance of mitigating impacts on "sensitive areas". In our view, sensitive areas should also include the Bruce Trail, key natural heritage features, key water resources and scenic resources within the Niagara Escarpment Plan Area, in addition to the examples provided.</p> <p>Thank you for the opportunity to comment. Please continue to keep us informed as the study progresses.</p> <p>City of Hamilton Response:</p> <p>Thank you very much for your detailed comments in the Hamilton Truck Route Master Plan Review.</p> <p>In this early stage of the project, we do not anticipate new road infrastructure projects to be recommended. This study follows stage 1 and 2 of the Municipal Class EA process. In case the final recommendations suggest infrastructure improvement and/or new road connections, we will conduct further EA studies to fulfill the requirements for stages 3 and 4 of the EA process. In addition, we will seek additional input and obtain permits from NEC and other agencies, as required.</p> <p>Most of the environmental issues and influences are addressed under the sustainability pillar of the study, which will guide the development of policies and alternative truck route networks. We will ensure your comments are thoroughly contemplated in this study and reflected in the final outcomes.</p> <p>As part of this study, sensitive receptors embrace a variety of sensitive areas and land uses. Within the urban settings, it refers to long term residential care, child care, schools, hospitals, Niagara Escarpment, and other sensitive land uses. However, in suburban and rural settings, it refers to the natural heritages, Niagara Escarpment, Bruce trail, scenic and water resources and other environmentally sensitive features.</p> <p>Once the draft alternatives are developed, all stakeholder groups and agencies, including NEC and MNRF, will have the opportunity to review and provide feedback.</p> <p>We will keep you informed as the study progresses,</p>

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SanID	Date	Name/Contact	Content
43.	2020-08-26	[REDACTED]	<p>Attachment 43: No Trucks on Nebo road</p> <p>Here we go again!!! We want Nebo Road to remain a NO TRUCK ROUTE—WHY?</p> <ol style="list-style-type: none"> 1. Nebo is a country road with many farm vehicles using it. We are deemed an agricultural area. 2. Nebo is 12/1/2 feet wide, a single axle standard dump truck is 8.5 feet wide—our gravel shoulder is 3 feet wide to a ditch with no sidewalks or room to walk or cycle safely. 3. There is a private elementary school at the corner of Nebo and White Church road. All children are bused to and from school daily—Trucks are noisy and cause much pollution. 4. There is a Catholic park Marydale at the end of Nebo and Chippewa Rd. which is used spring, summer and fall by school children bused there daily 5. We had one dump truck slide off the road into the ditch in 2019—luckily no one was hurt 6. We have a triple influx of speeding cars (At least 100k's) since Binbrook and Caledonia's areas are growing—presently we are trying to get the speed limit down to 50k. So, we can imagine cars trying to pass trucks on the double lined road— 7. We have had 3 deaths on Nebo from speeding 8. Trucks need to remain on Hwy 53, 56, 6, and Rymal to protect the health, and safety of our children and residents. 9. TRUCKS ARE STILL USING NEBO ILLEGALLY AS A SHORT CUT __THIS HAS TO STOP!!!! 10. The above shows you why NEBO should not be a designated truck route <p>City of Hamilton Response:</p> <p>Thank you for sharing your concern regarding truck traffic on Nebo Road and for the reasons why Nebo Road should not be designated as a truck route. We confirm receiving your feedback and will consider them as part of the truck route master plan review process. As mentioned in your voice message concerning the publication of the notice of PIC on August 7 and August 26 editions of the Hamilton Spectator, I have attached excerpts from both editions for your record. As requested, the PIC material is also attached to this email for your review. Alternatively, you can visit the project webpage at https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fengage.hamilton.ca%2Ftrmp&data=04%7C01%7Cprj121911%40ibigroup.com%7C5b57c0da030c4e622cb708d9325bd95f%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637596193753421402%7CUnknown%7CTWFpbGZsb3d8eyJWljoimc4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=E6k1E%2FS%2FWbS%2BxWK56dT1nIVmTtF39WOr6qIMh%2FPmcg%3D&reserved=0 or https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.hamilton.ca%2Ftrmp&data=04%7C01%7Cprj121911%40ibigroup.com%7C5b57c0da030c4e622cb708d9325bd95f%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637596193753421402%7CUnknown%7CTWFpbGZsb3d8eyJWljoimc4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=8UNW%2FpJIQ9r2PyUXnD960R3ZBA94Y2EVy43xURssg0A%3D&reserved=0 to obtain the most up to date information regarding the project and to find access to the material.</p> <p>During the first phase of public engagement for this undertaking, the City is soliciting feedback to help us understand the issues and needs of public and stakeholder groups with the existing truck route network and truck traffic in general. Based on feedback received and other technical criteria, the project team will develop alternative truck route networks for consideration. Later in the Fall, all members of the public and stakeholder groups will be given the opportunity to review the proposed alternative truck route networks and express their concerns and opinions.</p> <p>For your record, Nebo Road south of Twenty Road has been identified as a problem location (number 9 on the rural map of problem locations). This study will strive to identify practical solutions to deter truck traffic from the identified problem locations and improve road safety and efficiency for goods movement and other road users city-wide.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
44.	2020-09-09	[REDACTED]	<p>Attachment 44: Conservation Halton - truck route master plan</p> <p>I have undertaken a general review of the materials posted online for the Hamilton Truck Route Master Plan, as per the attached notice. It is my understanding that the study is looking at truck routes on existing roads. Is there a possibility that the outcome of the study may recommend the construction of new roads or infrastructure?</p> <p>Follow Up – Attachment 44: Conservation Halton - truck route master plan</p> <p>Conservation Halton (CH) staff has reviewed the materials online regarding the Hamilton Truck Route Master Plan PIC#1. Given the scope of our comments I wasn't sure that filling out the survey online would be useful for the Study Team, but if you prefer I fill it out please let me know.</p> <p>We note that a portion of the study area is within CH's regulated area as it contains watercourses, wetlands and is adjacent to Hamilton Harbour. Pursuant to Ontario Regulation 162/06, CH regulates all watercourses, valleylands, wetlands, Lake Ontario and Hamilton Harbour shoreline and hazardous lands, as well as lands adjacent to these features. CH regulates a distance of 15 metres from the greater of the limit of the flooding or erosion hazards associated with major valley systems (Grindstone, Bronte and Sixteen Mile Creek systems); and 7.5 metres from the greater of the limit of flooding or erosion hazards for minor valley systems (all other CH creeks). CH also regulates 120 metres from the limit of Provincially Significant Wetlands and wetlands greater than 2 hectares in size; and 30 metres from wetlands less than 2 hectares in size. Permission is required from CH prior to undertaking any development within CH's regulated area and must meet CH's Policies and Guidelines for the Administration of Ontario Regulation 162/06 (https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fconservationhalton.ca%2Fpolicies-and-guidelines&data=04%7C01%7Cprj121911%40ibigroup.com%7Cfeb0ee2ac9794cf9418808d9325c2fd5%7C9093f1a387714fb78596d51eef18cda%7C0%7C0%7C637596193789204138%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C1000&data=o1E7NvqJd8mz5DZ0NsRY0hIkZ6KpG2XCwRlg2alqlyk%3D&reserved=0).</p> <p>CH may provide comments on this study if some of the outcomes may involve development, such as construction of new truck routes or infrastructure. We would appreciate if the Study Team could confirm if such development may be considered through this study so that CH can provide recommendations into the criteria for evaluating alternatives (i.e. considerations for natural features and hazards).</p> <p>CH would appreciate being circulated as this study progresses to provide comments as applicable. Please circulate future material to myself (edefields@hrca.on.ca) as well as our general planning inbox (chplanning@hrca.on.ca).</p> <p>Please feel free to contact me should you have any questions or wish to discuss.</p>
45.	2020-09-11	[REDACTED]	<p>Attachment 45: truck route feedback for Millgrove</p> <p>I have come to understand that the City is considering changes & updates to its transportation routes throughout the City & suburbs. I have been a resident of Millgrove since 1987 and have seen many ugly & nuisance changes in the traffic coming down 5th Concession W. over those 33 yrs. In the 90's there was a review & agreement that any trucks West of Brock Rd. would proceed along there to Hwy.#5. This plan has not been adhered to & I understand that 5th Conc. W has been deemed the major truck access Rd. Particularly a in the Spring, Summer months we have dirt dump trucks from Millgrove Sod & Landscape Supply Co. noisily barrelling down our street as many as one/minute. The noise for most of the year is unbearable with the screeching breaks, engine gearing up & down & driving through the village at all hours of the day & evening. My house shakes with the passage of the trucks. The road was not built to carry such heavy loads. Then there are the stone slinger trucks from the quarry. They are definitely W. of Brock Rd. but they also come down through the village. There are the recreational, farm & motor racing vehicles as well with which to contend. There is no peace in the Village. What's wrong with them using Hwy #5????</p> <p>I heard that there was a light planned for 5th Conc.W. & Hwy #6 which I assume would be to facilitate the trucks even more to come down our road even though there is a light at Hwy #6 & Millgrove Side Rd. That area has managed to get a 40 km. speed limit with flashing lights & stop sign to slow down & divert truck traffic so I don't understand why the rest of the Village cannot be afforded the same respect & consideration. I AM SO TIRED WITH ALL THE YEARS OF DIRTY, NOISY TRUCK TRAFFIC. PLEASE FINALLY DO SOMETHING ABOUT IT.</p> <p>I will also email this letter to my City Counsellor.</p>

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<p>46.</p>	<p>2020-09-11</p>	<p>  EA/Planning Coordinator Ministry of the Environment, Conservation and Parks Project Review Unit, Environmental Assessment Branch </p>	<p>Attachment 46: City of Hamilton Truck Route Master Plan Acknowledgement</p> <p>This letter is in response to the Notice of Commencement for the Truck Route Master Plan issued by the City of Hamilton. The Ministry of the Environment, Conservation and Parks (MECP) acknowledges that the City of Hamilton will follow the master planning process in accordance with the MEA Class EA in order to identify opportunities to improve truck traffic safety, support economic activities while balancing the needs of residents and communities.</p> <p>In the completion of this Master Plan, it is expected that the City will consider impacts to air quality and climate change adaptation and mitigation.</p> <p>The Crown has a legal duty to consult Aboriginal communities when it has knowledge, real or constructive, of the existence or potential existence of an Aboriginal or treaty right and contemplates conduct that may adversely impact that right. Before authorizing this project, the Crown must ensure that its duty to consult has been fulfilled, where such a duty is triggered. Although the duty to consult with Aboriginal Peoples is a duty of the Crown, the Crown may delegate procedural aspects of this duty to project proponents while retaining oversight of the consultation process.</p> <p>Your proposed project may have the potential to affect Aboriginal or treaty rights protected under Section 35 of Canada’s Constitution Act 1982. Where the Crown’s duty to consult is triggered in relation to your proposed project, the MECP is delegating the procedural aspects of rights-based consultation to you through this letter. The Crown intends to rely on the delegated consultation process in discharging its duty to consult and maintains the right to participate in the consultation process as it sees fit.</p> <p>Based on information you have provided to date and the Crown’s preliminary assessment you are required to consult with the following communities who have been identified as potentially affected by your proposed project:</p> <ul style="list-style-type: none"> · Six Nations of the Grand River · Haudenosaunee Confederacy Chiefs Council · Mississaugas of the Credit First Nation <p>Steps that you may need to take in relation to Aboriginal consultation for your proposed project are outlined in the “Code of Practice for Consultation in Ontario’s Environmental Assessment Process” which can be found at the following link: https://www.ontario.ca/document/consultation-ontarios-environmental-assessment-process</p> <p>Additional information related to Ontario’s Environmental Assessment Act is available online at: www.ontario.ca/environmentalassessments</p> <p>You must contact the Director of Environmental Approvals and Permissions Branch under the following circumstances after discussions with the communities identified by MECP:</p> <ul style="list-style-type: none"> - Aboriginal or treaty rights impacts are identified to you by the communities - You have reason to believe that your proposed project may adversely affect an Aboriginal or treaty right - Consultation has reached an impasse - A Part II Order request or elevation request is expected <p>The Director of the Environmental Assessment and Permissions Branch can be notified either by email with the subject line “Potential Duty to Consult” by mail, email or fax at the addresses provided below:</p> <p>Email: enviopermissions@ontario.ca Subject: Potential Duty to Consult</p> <p>Fax: </p> <p>Address: Environmental Approvals and Permissions Branch 135 St. Clair Avenue West, 1st Floor Toronto, ON, M4V 1P5</p>
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			<p>The MECP will then assess the extent of any Crown duty to consult and will consider whether additional steps should be taken, including what role you will be asked to play in them.</p> <p>Royal Assent was given on July 22nd to Bill 197 which made changes to the provincial environmental assessment process. Proponents are still required to submit a Notice of Completion providing a minimum 30-day period during which documentation may be reviewed and comment and input can be submitted to the Proponent.</p> <p>Now however, the Notice of Completion is to advise that outstanding concerns are to be directed to the proponent for a response, and that in the event there are outstanding concerns regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, Part II Order requests on those matters should be addressed in writing to:</p> <p>Minister Jeff Yurek</p> <p>Ministry of Environment, Conservation and Parks</p> <p>777 Bay Street, 5th Floor</p> <p>Toronto ON M7A 2J3 minister.mecp@ontario.ca</p> <p>and</p> <p>Director, Environmental Assessment Branch</p> <p>Ministry of Environment, Conservation and Parks</p> <p>135 St. Clair Ave. W, 1st Floor</p> <p>Toronto ON, M4V 1P5 ClassEAnotices@ontario.ca</p> <p>In this case, given that the EA is in the form of a Master Plan, only specific projects for which the Master Plan completes the EA process could be subject to a Part II Order request. Please note that the City of Hamilton cannot proceed with the project until at least 30 days after the end of the comment period provided for in the Notice of Completion. Further, the City may not proceed after this time if:</p> <ul style="list-style-type: none"> · a Part II Order request has been submitted to the ministry regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, or · the Director has issued a Notice of Proposed order regarding some aspect of the project. <p>If other concerns with the ESR and/or EA process are made known to the minister, or determined following a review of the Master Plan, the Minister reserves the right to issue an order on his or her own initiative within a specified time period. Within the 30 days following the Notice of Completion, the Director would first issue a Notice of Proposed Order to the City if the Minister is considering an order for the project. At this time, the Director may request additional information be submitted. Once the requested information has been received, the Minister will have 30 days within which to make a decision or impose conditions on your project.</p> <p>If you have any questions or require clarification on any of the points provided herein, please contact me at via email at Barbara.slattery@ontario.ca</p>

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			<p>City of Hamilton Response:</p> <p>Thank you for the letter through which the procedural aspect of right-based consultation is delegated to the City of Hamilton as the project proponent.</p> <p>The City of Hamilton will ensure all comments and procedures outlined in the letter are thoroughly incorporated in all phases of this project and reflected in its final outcomes, moreover, that the Aboriginal consultation process is in accordance with the standard procedures outlined in the Code of Practice for Consultation in Ontario's Environmental Assessment.</p> <p>As part of the first phase of consultation for this project, the City has consulted with the identified Aboriginal communities and is in receipt of their feedback. As the project progresses to the next stages, the City will continue to consult the potentially affected Aboriginal communities to ensure their community interests are represented and their needs and concerns are addressed accordingly throughout this project.</p>
47.	2020-09-03	██████████	<p>Attachment 47: Truck Route Master Plan (TRMP)</p> <p>Omar,</p> <p>It was indeed a pleasure talking to you this afternoon regarding my input pertaining to the TRMP review project.</p> <p>As discussed, by completing the online survey, I have provided input regarding my concerns with the existing Carlisle Road route going through our village of Carlisle. I wish to elaborate on my key points, and wanted to emphasize that these are concerns that are equally shared by many of my neighbours.</p> <p>Carlisle is a hub of activity at most times throughout the day, be it vehicular and/or pedestrian traffic. My primary focus pertains to safety, and hence, the size and frequency of "heavy trucks" that are coming through our busy village is a concern. This situation is already extremely dangerous, particularly given the lack of continuous sidewalks or multi-use paths running the length of the route. In other words, pedestrians cannot safely walk or bicycle between Milborough Line and Hwy 6 via Carlisle Road. In this regard, I would like to suggest that an alternative route between Hwy 6 and Milborough Line could be Concession 11. Hwy 6 already presents its challenges from a safety perspective, so installing a stop light at the Concession 11-Hwy 6 intersection may actually be beneficial.</p> <p>Another key point is that the existing condition of the surface of Carlisle Road is already very poor. This accentuates the noise, dust and tremors currently being generated by the heavy trucks. Without question, this item needs to be addressed sooner than later, regardless of the outcome of the TRMP review.</p> <p>Should the results of your review conclude Carlisle Road is to remain a Truck Route, I recommend that that decision be "contingent on" sidewalks being extended the length of that route and supplementary multi-use (bicycle) paths also be provided. In addition, Carlisle Road needs to be totally resurfaced, not patched further. I recognize that these actions would likely need to be tied in with the review of the Access Guidelines by the Access Management Committee. Omar, I would like to look to you to carry this forward to them.</p> <p>I look forward to having the opportunity to providing further input into the TRMP review process and to receiving the TRMP Committee's recommendations.</p>
48.	2020-09-04	██████████	<p>Attachment 48: Truck Route Master Plan (TRMP)</p> <p>Hi Omar -</p> <p>As one of ████████ neighbours, that typically walks portions of Carlisle Road on a daily basis, I would certainly echo his comments regarding the volume of heavy truck traffic.</p> <p>The increased volume of (very) large trucks on Carlisle Road has become increasingly noticeable.</p> <p>These trucks are pretty hard to miss given their size, coupled with the noise and air disruption resulting from the speed at which they are often traveling. In addition, they often seem to be traveling in pairs, which only compounds the issue.</p> <p>While I appreciate these trucks need a route to reach their destination, using Carlisle Road for that purpose comes with safety concerns that need to be addressed.</p>
49.	2020-09-04	██████████ CASM Agency AAR/ARG	<p>Attachment 49: Truck Route Master Plan (TRMP)</p> <p>Omar: As a Carlisle resident living on Carlisle road, I agree fully with Dan's assent below. I would be happy to meet or zoom, etc regarding this matter as the trucks make living on this road very dangerous. Not only are they destroying the road, but the drivers are going way too fast and it makes for a very dangerous condition. Thanks for your consideration.</p>
50.	2020-09-04	██████████	<p>Attachment 50: TRMP</p> <p>Hello Omar I ██████████ am also concerned about the truck traffic I live close to Carlisle road and Milborough line and my son rides his bicycle to Carlisle village when I feel the truck traffic is low I agree with ██████████ something needs to be done</p>

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51.	2020-09-13	██████████	<p>Attachment 51: Hamilton Truck Route Master Plan Review comments/feedback.</p> <p>I hope these comments are helpful to you and your team. I believe we should have restrictive signage because of safety concerns. Keep the big trucks on the Highway and Expressways and do not allow them to short cut through the City and Residential areas. Trucks and industrial trucks should stay off urban streets and use the QEW/Red Hill Parkway/ QEW and Nikola Tesla to come in and out of the City. More citizens are walking, bicycling, skate boarding and generally involved in recreational pursuits. Public health and safety concerns are a major issue because of trucks. Covid-19 has increased recreational activities.</p>
52.	2020-09-16	██████████ Business Development Consultant, City of Hamilton	<p>Attachment 52: Truck Routes Info</p> <p>I have a developer, ██████████ who would like to provide comments re: truck routes. They are building the ██████████ development. I noticed the comments and survey are closed. Is there any way that they can provide comments? I think it would be very valuable to have them provide feedback as they will be developing quite a bit within the AEGD and it's all Goods Movement related. Please let me know how it is that they can provide comments.</p>
53.	2020-09-18	██████████	<p>Attachment 53: truck traffic</p> <p>We on macdonald ave, have a truck problem, the one way streets of course can exacerbate the problem, many trucks, some of them heavy, come through here on the way to somewhere else, because it is easy I suppose. Limiting truck traffic through signage and enforcement to ensure compliance would certainly be welcome. We also have a bump in the road so that when a heavy vehicle or one pulling a trailer hits it, we hear it, loudly. It seems to me that people living on a residential street should have the right and expectation that their street will not be regularly used a conduit for access to other streets in the area. Let us hope some progress can be made as a result of this timely study.</p>
54.	2020-09-23	██████████	<p>Attachment 54: Truck Route Survey</p> <p>Hello,</p> <p>I live in the north west area of downtown Hamilton. I was very pleased to discover that there was a truck route survey on the city website requesting input from the community. The launch of the survey indicated to me that the transportation department and city staff were acknowledging the issues the downtown core is experiencing with heavy truck traffic.</p> <p>So to give you an idea of what we are experiencing on our street, I would like to add a few images for your perusal.</p> <p>(In brief, there is significant road work done on Hess St N in tandem with the construction of Central Park. And yet, that does not seem to deter huge tanker trucks from using Hess St as a thoroughfare even though the street is not part of the truck route!)</p>

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55.	2020-09-03	[REDACTED]	<p>Attachment 55: Comments - Truck Route Study - Concession 5 West</p> <p>I could not get your interactive tool to drop a "pin" on Conc 5 West, so I am writing this email.</p> <p>I am a Crown Attorney who resides on 5th Conc 5 West. I am opposed to its continued use as a major truck route. Conc 5 West passes right through a densely populated area in Millgrove (the area near the intersection of Millgrove Side Road and Conc 5 West). There is a park on Millgrove Side Road, and a day care and grade school on 5th Conc 5 West. There are no sidewalks. All of the houses in this area are located very close to the road and, in speaking to my neighbours, I have been advised the sounds and lights produced by the heavy truck traffic that now passes through the town make it impossible to enjoy rural life.</p> <p>I reside further west on Concession 5, near Carey Street. Vehicles, including truck traffic, routinely travel by at well in excess of the posted speed limit. My house actually shakes (and it is made of brick) at times. There was a single motor vehicle accident a few months back, where a speeding vehicle lost control and ended up upside down on my neighbour's lawn. There are no sidewalks. Before our road became a designated truck route, people routinely walked along it for exercise. Now, I see fewer pedestrians and I fear for the safety of those I do see walking. Our area is still densely populated (my house is east of Brock) - with lots of houses located very close to the road. The noise created by the trucks is incredible, particularly when they are speeding. As residents, we understood our road was supposed to be approved for local truck traffic only, but in seeing the study it seems to be approved for all truck traffic without limits. This is dangerous given the proximity of houses to the road and the desire of local residents to use the roadway to walk and cycle.</p> <p>Please add Conc 5 West to your list of "problem rural areas".</p> <p>City of Hamilton Response:</p> <p>Thank you for voicing your concern and sharing your community interests in the truck route master plan.</p> <p>On your behalf, I will add your comments to the online map-based interactive tool and categorize your comment as "Exclude from the truck route network."</p> <p>In the meantime, I invite you to also complete the online survey, which is open until September 11.</p> <p>I have taken the liberty of sharing your comments with the study consultant for their consideration while developing the alternative truck route network.</p> <p>Follow Up – Attachment 55: Comments - Truck Route Study - Concession 5 West</p> <p>Thanks, Omar.</p> <p>I wonder if you would pass along one or two further observations to the consultant.</p> <p>It makes little sense to me, if a secondary east/west corridor is required to supplement Hwy 5, that you have chosen 5th Concession given the dense population in Millgrove and the presence of two day care centres and a primary school there. I note that there is a quarry on 4th Concession. Trucks destined for the quarry are now routinely taking 5th Concession, instead of 4th, even though they inevitably have to travel on 4th Concession to reach the quarry. So now residents on both 4th and 5th Concessions are being subjected to the noise, pollution, and danger posed by truck traffic.</p> <p>I also wonder if any of the rural roads (4th, 5th, 6th, Safari Road, etc...) should be open to truck traffic on weekends. Surely everyone should be able to enjoy the peace and quiet of their residences on weekends without truck traffic? Businesses located on our rural roads have the regular work week (Monday to Friday) to ship materials and product in and out. Surely they don't need Saturday and Sunday as well?</p> <p>Finally, has anyone considered installing photo radar on these rural roads? I suspect it would be highly lucrative for the City and enforcing the speed limit would do much to reduce the noise and pollution produced by the truck traffic on whatever route they travel.</p> <p>Finally - will there be further opportunities for public consultation or participation in the study?</p>
56.	2020-09-16	[REDACTED]	<p>Attachment 56: Planning Comments - TRMPR</p> <p>Please find attached Planning staff comments.</p> <p>Do not hesitate to contact me directly should you want to discuss anything in more detail or have any questions. I look forward to being part of this process further.</p>

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57.	2020-09-30	██████████	<p>Attachment 57: Hamilton Truck Route Master Plan Review Study: Notice of Commencement</p> <p>I hope this email finds you well. ENDM received the Notice of Commencement for the Hamilton Truck Route Master Plan review study, at this time we do not have any comments but would like to continue to receive any details on this project as it move through the EA process.</p> <p>Thank you for the opportunity to respond to the Notice of Commencement.</p>
58.	2020-10-07	Strathcona Community Council Executive - President	<p>Attachment 58: Truck Route Master Plan Community Statement</p> <p>The Strathcona Community Council would like to submit the following statement on the Truck Route Master Plan:</p> <p>"The Strathcona Community Council supports the removal of designated truck routes from the Strathcona Neighbourhood (including York Blvd., King St., Main St., Queen St., and Dundurn St. North), and furthermore from the whole of Downtown Hamilton. Currently, the majority of trucks travelling through our neighbourhood, and through the Downtown, are not making local deliveries, but are rather cutting through between the 403 and the industrial areas off Burlington St. and the Port of Hamilton. This has detrimental impacts on the quality of life of the residents of our neighbourhood, and on the quality of our shared spaces and civic amenities of the Downtown. We request that the City change its Truck Route Master Plan to allow only trucks making local deliveries, and of a limited size and weight, in Strathcona and the Downtown. Truck traffic originating or ending in the vicinity of Burlington St. and the Port should be required to use Burlington St. to access the local highway network, and not be permitted to cut through the Downtown or Strathcona."</p> <p>Follow Up – Attachment 58: Strathcona Community Council - Truck Routes Submission</p> <p>Please accept the SCC more formal statement on the truck route master plan. It is now on letterhead and in PDF format.</p>
59.	2020-10-15	██████████	<p>Attachment 59: truck rout sept 29 revised.docx 9pm..docx OCTOBER 12, 2020..docx Final document.</p> <p>I hope this message finds you safe and well.</p> <p>I am forwarding this document to you as you are the Project Manager, Transportation Planning- New Initiatives. ██████████ and I are also members of Hamilton Truck Route Master Plan Review.</p> <p>I have forwarded this document to our Councillor Tom Jackson, and The Hamilton Police Service. We as a Group from the Hamilton East Mountain have worked over many years with our Councillor and the Hamilton Police on safety and compliance issues.</p> <p>We have requested Photo Radar for the Mountain Brow area and the Kenilworth Access for many years. We have a telephone call and and an update from Mr. Jackson tomorrow, 16 October, 2020.</p> <p>A few other safety observations:</p> <p>23 September. Time 8:20 am. I was stopped at the traffic light on Charlton Ave. East/John St. South at 08: 20 am.</p> <p>A flat bed truck with a very, very, large flat bed came up John St. South and mounted the side walk as he tried to navigate the turn.</p> <p>There is condo developments on Charlton East/Wentworth South, the truck driver may have picking up equipment etc. at the Condo development.</p> <p>This is a very busy intersection as i am sure you are aware with Hospital staff, families, visitors going to St. Joe's etc. There were also parents walking their children to school on Charlton East. There are also school buses in this area.</p> <p>6 October, 2020. Time 10:15 am.</p> <p>I travelled down the Sherman Access West at approximately 10:15 am As I approached the Charlton Ave. East traffic light, a very, very large truck was indicating that he planned to go up the Sherman Access. ?This truck may also have come from the Condo development.</p> <p>We both know that a truck of this size should not be using the Sherman Access. He would not be able to make the first bend.</p> <p>The Sherman Access west was already reduced to one lane part of the way up. There were several Engineers and staff working on the north side of the Escarpment.</p> <p>I am reporting these major incidents to you as there is the potential for major injuries and death.</p>
60.	2020-10-16	██████████ ██████████ ██████████ Heritage Planner	<p>Attachment 60: File 0013037: Truck Route Master Plan Review - Notice of Commencement and Notice of Virtual Public Information Centre 1</p> <p>Please find attached the Ministry of Heritage, Sport, Tourism and Culture Industries' comments on the above reference project update. Apologies for the delay in responding. If you have any further questions, please do not hesitate to contact ██████████</p>

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61.	2020-10-23	[REDACTED]	<p>Attachment 61: Truck route through Carlisle Village</p> <p>Please inform me how I can be present during the planning of the recent changes of the truck route through Carlisle village.</p> <p>This outdated plan of having large trucks speeding through the village of Carlisle is ludicrous and who ever allowed it in the first place should be doing something else for a living. Carlisle Road is a very narrow road usually crossed, bicycled, walked by kids for school bus services. It's only a matter of time a fatality is going to happen.</p> <p>I don't understand who in there right mind would allow trucks to use a small village road to have a truck route on it??</p> <p>There are concessions within minutes with only farms and hardly any residential that could safely have a truck route.</p> <p>This current route absolutely makes no sense.</p> <p>Please let me know how I can be more involved in changing this dangerous outdated decision.</p> <p>City of Hamilton Response:</p> <p>Good Afternoon [REDACTED]</p> <p>Thank you for reaching out to Councillor Partridge with your concerns. Currently City Transportation staff are engaged in a Secondary Plan which includes several components. One of which is the Transportation Master Plan and Truck Route Master Plan. This is an 18 month study and is slated to conclude end of June 2021. Following it's conclusion staff will present the data to Council.</p> <p>A public meeting was just held this past Wednesday and I have copied key staff on my response for their acknowledgement of your comments to be added accordingly. Below is a link that will take you to the web page containing information to these studies. Thank you again for your engagement within the community.</p> <p>https://engage.hamilton.ca/TRMP</p> <p>*Please provide your home address for our email/call log. Thank you for your consideration*</p> <p>Follow Up – Attachment 61: Truck route through Carlisle Village</p> <p>Hi Judy</p> <p>Hope all is well.</p> <p>Please advise on the progress of changing the truck route through the village of Carlisle and proposing it through a rural area such as concession 10?</p> <p>I just had a large dump truck fly by my house at a dangerously fast speed</p> <p>City of Hamilton Response:</p> <p>I apologize for my delay in responding to your email, the Councillor has been in Committee meetings this week and I am providing coverage for her assistant Christine. Thank you for your follow up email, as you have kept staff copied on your message, I will ask them to please provide a response with any information that can be shared at this time.</p> <p>Appreciate your patience, thanks so much</p> <p>City of Hamilton Response:</p> <p>A comprehensive review and evaluation of the truck route network have been completed. Currently, the project team is identifying practical measures to minimize truck traffic impacts on the residential communities (including Carlisle) while maintaining a network for efficient movement of freight vehicles.</p> <p>In the Spring/Summer of 2021, we will launch the second phase of engagement to present the network review findings and draft network alternatives. Given your previously expressed interest, your name and contact info are added to the project contact list. You will be informed about any forthcoming engagement opportunity for this project.</p>

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62.	2021-01-21	[REDACTED]	<p>Attachment 62: School buses and trucks</p> <p>Lloyd; I was recently advised by the City that School buses do not fall under truck traffic restrictions in Hamilton. Most municipalities, like Toronto, include school buses, but not Hamilton for some reason. As a result we get numerous schools buses using narrow Adademy/Lodor/Church every day as a cut through even though they do not pick up an children in this neighborhood. These buses can barely make the turns and often end up with wheels on the sidewalks and large mirrors over the sidewalks putting pedestrians at risk of injury.</p> <p>Additionally, the no Truck traffic signage are not visible until trucks have made the turns off Rousseaux and Wilson, they need to be clearly visible before the trucks make the turns.</p> <p>Can you look into this and advise how we get this oversite rectified and have the truck traffic bylaw amended to include school buses.</p>
63.	2021-01-14	[REDACTED]	<p>Attachment 63: Consideration for Hamilton Truck Route Master Plan Review</p> <p>Upon reviewing the "Hamilton Truck Route Master Plan", I noticed that feedback from Hamilton residents has closed. Please consider Mud St W between Paramount and Upper Centennial a problem area. While I understand the need for Mud St to be part of Hamilton's truck route, please consider better infrastructure for pedestrians and cyclists in this area. This is a residential community and the safety of the residents should be a priority especially considering the high volume of trucks that travel this route at all hours of the day. Another serious issue is the noise that the trucks create. I live at the corner of Mud St W and Echovalley Dr and the noise/vibration from trucks is really detrimental to both quality of life and physical health. Excessive speed is also a common issue in this area and it is not enforced. Excessive speed further amplifies the above-mentioned issues. A review of this problem area would be appreciated.</p> <p>Thank you for your time and consideration. Please let me know if you have any questions.</p> <p>City of Hamilton Response (to IBI):</p> <p>Hi</p> <p>A response has been provided to this resident. No further action is required!</p> <p>Thanks,</p> <p>Omar Shams</p>
64.	2021-03-15	[REDACTED]	<p>Attachment 64: Truck Route Plans for Dickenson Road E.</p> <p>Hello Omar Shams, my name is [REDACTED] and my husband [REDACTED] Mount Hope just east of French Road.</p> <p>Approximately a month ago I contacted Brenda Johnston's office, our City Councillor for our area and have been corresponding with [REDACTED] her assistant. I contacted her regarding the number of trucks using Dickenson Road East as a route to get to Upper James and back to Rymal despite Dickenson Road being a NO TRUCK ROUTE ZONE. These transport trucks are not only breaking the NO TRUCK ROUTE law but are also risking our safety while travelling at very high speeds. It is already unsafe to walk due to speeding cars but now we have to risk our lives due to increased truck traffic. The road is clearly marked as a no truck route road but is not being enforced by police due to safety issues of not having a shoulder to safely pull trucks over. There are many young children, seniors and a very large number of cyclists who enjoy using our picturesque country road. This has been impacted because of the increase in speeding vehicles and large trucks on our road. It was difficult enough having to share the road with speeding cars but now we have to worry about getting hit and injured due to illegal truck traffic. This has become a serious safety issue for the residence of Dickenson Road.</p> <p>It was during a conversation with Heidi, that she informed me that the city's truck routes are currently being reviewed including Dickenson Road East and that you are the person who I should contact. I am writing to you to request information on the City's Truck Route Plan. Is Dickenson Road East, east of Upper James heading towards Miles Rd. and Nebo Rd. being considered for changes? I am requesting to be provided with more details regarding that review as this will have serious safety impacts on our peaceful residential neighbourhood.</p> <p>I have already discussed this with some of the residents of Dickenson Road and we are all very disturbed by the possibility of Dickenson Road even being considered as a truck route.</p> <p>I am requesting additional information on the review so that the residence in the area can be informed. I am looking forward to hearing from you and can be reached via email or by phone or text at 905-869-3798. I am looking forward to hearing from you as soon as you possibly can as this issue may already be time sensitive.</p>

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65.	2021-03-17	[REDACTED]	<p>Attachment 65: Truck Route Plans for Dickenson Road E.</p> <p>In response to the discussion below , I'm adding myself and some neighbors of Dickenson Rd East / Mount Hope ON.</p> <p>My friend [REDACTED] spoke with your earlier , we will try to get as many people as we can to support our cause.</p> <p>The idea of considering Dickenson Rd East a truck route shouldn't be even there . Many elderly people live here , it's already a nightmare with all these illegally passing by trucks !!! It's a quiet country side neighborhood , we want to see it stay that way</p>
66.	2021-03-26	[REDACTED]	<p>Attachment 66: Joint Letter From Port of Hamilton, Chamber of Commerce, OTA</p> <p>Attached, please review the joint letter submitted on behalf of OTA, HOPA, Hamilton Chamber of Commerce and HIEA for our consideration in the truck route review.</p>
67.	2021-03-28	[REDACTED]	<p>Attachment 67: HAMILTON Dickenson Road East "non-designated truck route"</p> <p>Dear Project Team,</p> <p>Couple of days ago, to my big surprise I learned - just by chance - that our street is assigned as "non-designated" truck route.</p> <p>From other sources, I got the hint that I could get additional information on the City's website "engage.hamilton.ca", so visiting the website I found and studied more details about the related project. I also saw that the deadline to send our welcomed comments, opinion, etc. expired about 6 months ago.</p> <p>I am wondering whether you got any comment -related to our street - because I did not speak to anybody who knew about the project.</p> <p>I also read an email written to one of our neighbours - who had also learned about the project only after the deadline - that the communication about the project took place through different media channels (newspaper, social media, city-website etc.) that seemingly fulfilled the official requirements of communication but - for whatever reason - it obviously did not work.</p> <p>Interestingly, some other projects -e.g. "Mount Hope playground development" - is communicated through a simple sign that everybody can see who goes to the park. If a similar sign would have been placed on our road -e.g., beside the mailboxes at the French road, etc. - then everybody would have known about the project.</p> <p>Regarding the project itself, it's quite normal that no residents like when trucks are rumbling through their road , especially if they moved there exactly for the quietness and rural charm.</p> <p>Beside this, I do not understand why should a relatively peaceful road be devastated when the Airport Employment Area can be accessed from the highways through the planned business area, highway 6, etc.</p> <p>We are already accommodating and resigning to the much higher than usual traffic and its consequences - e.g. the vibration related phenomena like cracks or trembling pictures on the walls, the fireplace moving away from the wall, etc. - but an added truck traffic load would be really painful and unbearable not just for us but also for our narrow road that is already in bad shape.</p>
68.	2021-03-26	[REDACTED]	<p>Attachment 68: HWDSB letter Re, Wilson Street truck traffic</p> <p>Attached, please review the HWDSB submission regarding truck traffic diversion from Wilson Street to improve the safety of the Dr. J. E. Davey Elementary School students'.</p>
69.	2021-06-10	[REDACTED]	<p>Attachment 69: A new question has been added to Virtual Public Information Centre #2</p> <p>I can't blow the existing route up and see it clear enough to tell, but we live close to the linc, and use it a lot. There are so many really large trucks using it, making it really difficult to get on and off at times. Yesterday for example, I was driving east from the red hill and was in the right lane. At least 5 large trucks went flying past me. I was doing the posted speed limit. So dangerous. It's also hazardous with the entrance/exit from the linc in Ancaster onto the highway.</p>
70.	2021-05-27	[REDACTED]	<p>Attachment 70: Dickenson Road East Petition</p> <p>For your record and information, The first petition submitted to the city and council concerning Dickenson Road East as a prospective truck route in the proposed truck route network.</p>
71.	2021-06-11	[REDACTED]	<p>Attachment 71: A new question has been added to Virtual Public Information Centre #2</p> <p>Why is shortcutting not addressed in a meaningful way? At the last public meeting there was a lot of gaslighting going on about this issue.</p>

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72.	2021-06-10	██████████	<p>Attachment 72: P&H Hamilton Truck Route Study Response</p> <p>Please find the attached response from Parrish & Heimbecker, to the draft Truck Route Study recently distributed. And while this is a response written and submitted by P&H, I would note that it is supported by the Grain Farmers of Ontario and 20,000 farmers from across the Province, whose livelihoods depend on the efficient movement of grain and food products.</p>
73.	2021-06-11	J.██████████	<p>Attachment 73: A new question has been added to Virtual Public Information Centre #2</p> <p>If you have found alternative truck routes for night time, why not use them in daytime also. I estimate that there are over 700 of us living on 2 blocks between York and King on Queen N. I can sleep just fine it is when I am awake that the noise, pollution and difficult mobility bother me.</p>
74.	2021-06-10	██████████	<p>Attachment 74: Preliminary comments</p> <p>Our preliminary comments on the draft network map are attached.</p> <p>Please let me know if you would like to discuss.</p>
75.	2021-06-13	██████████	<p>Attachment 75: Hamilton Truck Route Master Plan Review</p> <p>It is with great interest that I read about the Truck Route Master Plan Review, Virtual Public Information Centre #2 in the Hamilton Spectator.</p> <p>I live at ██████████ Hamilton, which as you know, is along a truck route.</p> <p>Brampton Street to the north is the other east west route for trucks. Woodward and Parkdale are the north south.</p> <p>My husband works in the trucking industry, and I understand that we require trucks to bring in our goods. What I am looking for is some compromise or help with the current situation that our neighbourhood, sandwiched between the above-noted trucking route, is having issues with.</p> <p>Currently, our residential streets Tate and Shynal, have No Trucks signage. However, on a daily basis, we have commercial trucks coming through our streets, Even though just going straight on Rennie to Parkdale or Woodward is shorter, easier, smoother for a large truck. I am not sure why they want to come through our side streets. But they do. So, I am looking for a solution there. So far, the signage isn't working. Approximately 500 plus trucks come through monthly (traffic study done by City) on our tiny little street.</p> <p>There is a warehouse across the street from us, currently owned by ██████████ We understand that they need to do business there. However, there are many 3am stops there, with trucks unloading and backing up etc. Very noisy.</p> <p>Another issue is that many of the drivers (not ██████████ drivers, outside truckers) drive half way up Tate, then back up blind across Rennie to back into the warehouse. Extremely dangerous. Signage isn't working. Thoughts? My idea is to completely block off Tate where it hits Rennie. Supposedly many years ago that was to happen (residential was here before the commercial business).</p> <p>Another issue we have is truckers parking on the north west side of Rennie and Tate. There is a no parking sign but the truckers ignore that. The problem when they park there, if you are on Tate trying to get onto Rennie - you cannot see past the truck. Or if you are on Rennie, turning left onto Tate, you cannot see who is walking across Tate or any oncoming cars. So dangerous.</p> <p>I know that some of the above aren't truck route issues - but hoping that you can see what issues we are having because of a truck route nearby and the truckers having no respect for what the truck route is and isn't. I am also just hoping that you can help, somehow. We are in Ward 4, and well, Sam Merulla is retiring after this councillor run and it shows. The neighbourhoods to the south, east and west have speed bumps and clever road design to keep the trucks out - but I cannot get anyone to pay any attention to the danger we are in.</p> <p>One more item - the trucks waiting to get into the warehouse here at Tate and Rennie will often leave their trucks idling for HOURS....I am sure that is a health issue for the residents here.</p> <p>Rennie could also use some speed calming measures if it is going to be a truck route - you should see the trucks screaming down Rennie, it is a very wide street so it is very tempting to give it gas. The large trucks really barrel down. Now we have many more children in this neighbourhood, and going to get many more with a new subdivision built nearby.</p> <p>I guess it's also important to remember that I can see most of the truck drivers now drive while texting on their cell phones, you can see it while they are driving, so the traffic issues we used to have that were tolerable, are now really dangerous.</p>

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76.	2021-06-14	<p>██████████ ██████████ ██████████ Fluke Transportation Group</p>	<p>Attachment 75: Feedback for Truck Route Master Plan Meeting - FLUKE Transport!</p> <p>In anticipation of the Truck Route Master Plan meeting this Wednesday, I wanted to provide to you our feedback in advance. We have studied the proposed maps and weighed our feedback against how we need to effectively run our business, while taking into consideration the safety, noise, pollution and other concerns of nearby residents. It's a delicate balance that we are in tune to.</p> <p>By giving you our feedback in advance, it allows you to perhaps streamline the meeting and reduce the amount of people who just repeat each other. It will also ensures our voice is heard in case we don't get recognized as a speaker due to internet failure etc...</p> <p>While we will react accordingly to final decisions, it is important to us that consideration be given to our need to be open 24-7. Many of our customers have, in the past decade, expanded their operations to 24-7 to alleviate congestions caused by capacity and traffic. Therefore, our feedback consists mostly that the following routes be designated as GREEN, FULL TIME:</p> <ul style="list-style-type: none"> • Wellington St. between Burlington St. and the Claremont access. • Victoria Ave. between Main St. and Burlington St. • Cannon St. between Victoria and York Blvd. • Main St. from the 403 to Sherman Ave. • Queen St, between York and King • King St., between Queen and the 403 <p>Thanks for the avenue to voice our thoughts.</p> <p>City of Hamilton Response: Thank you for your feedback on the draft recommended truck route network in advance of Wednesday's meeting. We will consider your feedback while finalizing the truck route network. As a key stakeholder, your active participation in June 16 meeting and other engagement events for this study is highly appreciated.</p>

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77.	2021-06-14	Ontario New England Express Inc.	<p>Attachment 77: Feedback for Truck Route Master Plan Meeting - ONE For Freight</p> <p>I hope all is well with you. I am looking forward to the upcoming Truck Route Master Plan meeting on Wednesday. Thank you very much for the information and the ability to provide some feedback. While I understand the need to consider safety, noise, pollution of the general public in the greater Hamilton area, trucking companies are a vital part of our economy and need access to these areas to get consumer goods and raw materials to market.</p> <p>Prior to the meeting, and any new information that is to come, I see some routes that are "recommended" to be restricted that I believe should be given consideration to continue to allow full time access or use by commercial vehicles.</p> <p>These would include:</p> <ol style="list-style-type: none"> 1. Main Street from the 403 thru to the Red Hill Parkway 2. King Street from Queen Street thru to the 403. 3. Queen Street from York thru to King Street. 4. Canon/York from Victoria thru to the 403 Eastbound access (past Dundurn) 5. Wellington from Burlington thru to Main Street 6. Victoria Avenue from Main Street thru to Burlington. <p>I do support the restrictions on other smaller/narrower streets running thru residential areas. (Dundurn as an example should be restricted from 7 to 7). I appreciate the ability to offer my input.</p> <p>City of Hamilton Response:</p> <p>Thank you for your feedback on the draft recommended truck route network. We will consider your input while finalizing the truck route network. While the community's desire is to restrict non-local delivery trucks from traversing through the downtown, this draft network was developed to strike a balance between the needs of the industry and the residential communities. The draft recommended truck route network is subject to change based on the feedback received throughout the second phase of public and stakeholder engagement.</p> <p>Your feedback and active participation in the upcoming engagement events for this study are greatly appreciated.</p>
78.	2021-06-14		<p>Attachment 78: Notice of PIC#2 follow up email to indigenous communities</p> <p>For your record!</p> <p>The follow-up emails with a copy of the letter and notice of PIC#2 was sent to the following on June 14, 2021:</p> <ul style="list-style-type: none"> • - Mississauga of the Credit First Nation • - Mississauga of the Credit First Nations • - Metis Nation of Ontario • - Metis Nation of Ontario • - Huron Wendat First Nation at Wendake • - Six Nation of the Grand River Elected Council (SNEC) • - Six Nation of the Grand River • - Haudenosaunee Confederacy Council
79.	2021-06-14		<p>Attachment 79: A new question has been added to Virtual Public Information Centre #2</p> <p>Garner road farm land near the 403 exit/entrance has been zoned for commercial/trucking. How is this road gonna support this type of traffic and how will noise be controlled for the community that is surrounded by this expansion? This is a two lane road that does not have great accessiblity to the airport or 403 west. Will the roads be expanded and highway 6 access be created?</p>

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80.	2021-06-15	[REDACTED]	<p>Attachment 80: Message from Unknown sender [REDACTED]</p> <p>Voicemail message:</p> <p>Hi [REDACTED]</p> <p>It's [REDACTED] calling. My phone number is area code [REDACTED] It's in regards to the truck master plan that's being scheduled for voting and everything else before the summary's all done.</p> <p>We here on the Ward 5, Ward 6, and Ward 7 are very upset about the process of changing the weight from 4,500 kg to 11,000. That's right 11,000. That 11,000 represents about a two and a half times more greater weight allowance, which actually means truck classifications 4, 5, 6, and even truck classification 7 being allowed on all the roads in the City of Hamilton. This only means chaos. That you will open up avenues for trucks to be going down and getting stuck, turning around, all sorts of traffic issues. We had a system wit the master plan, truck route plan, the accepted weight down normal residential streets was 4,500 kg and I think it should remain that weight. And I ask you to get involved in it if you possibly can and I would appreciate your help. I know you're a fair gentleman and maybe they need this extra truck room because of the LRT. I have no idea what the motivation is behind it, why staff would change it and add three, possibly four more classifications onto our roads. Hopefully I can hear back from you. Thanks very much for your time.</p>
81.	2021-06-16	[REDACTED]	<p>Attachment 81: Hamilton Truck Route Master Plan</p> <p>Pls see attached:</p> <p>www.engage.hamilton.ca/TRMP</p> <p>We received notice in our mailbox yesterday about this Truck Route Master Plan Review. I am trying to figure out their proposed mapping. We talked about a meeting a few years ago that came up and then it was cancelled by the City of Hamilton, and now it comes up again.amiltHa</p> <ol style="list-style-type: none"> 1. I understand that managing a truck route in the future is a necessity. What ever happened to the Niagara Mid Pennisula Highway plan? '<u>Niagara-Hamilton Trade Route</u>' <u>gaining more visibility and traction Niagara Economic Development (niagaracanada.com)</u> Alot of government monies were put into this study. This seems like a great solution for the future. Building on the materials you have, and working with the Provincial government. 2. We live in the (rural) country in a Residential (Hamlet) area, which we pay high rates for residential property taxes. Speed limit is 50 MPH. A lot of young families live in our vicinity and walking down our residential road is near impossible, with the increase of traffic. It is a safety concern as it stands today. 3. City of Hamilton... really. Have they notified Haldimand County office on their plans that effect 50% of all residents on Haldibrook Road (Halidimand side)? <p>There will be a Virtual PIC #2 Meeting on June 24, 2021. We were never informed about the PIC #1 Meeting.</p> <p>Do you know anything about this situation?</p>
82.	2021-06-17	[REDACTED]	<p>Attachment 82: Hamilton Truck Route Master Plan</p> <p>Lots of new housing, shops, schools along Rymal/Garner Rd. Can you please clarify noise restrictions and address plans to ensure pedestrian and cyclist safety. How long is the project, when does it start, etc...</p> <p>Additional email:</p> <p>Forgot to ask about reduction in speed along Rymal/Garner - the excessive speed (well over the speed limit) is dangerous. Please address any traffic calming measures that will be implemented - again lots of people walking along road.</p>
83.	2021-06-15	[REDACTED]	<p>Attachment 83: Truck Route Master Plan - Truck Advisory (Focus) Group meeting material</p> <p>Please find enclosed my feedback in response to the draft recommended truck route network presented on May 31, 2021. I would be happy to discuss my feedback with you in more detail if you would like.</p> <p>I would appreciate a response confirming receipt of this feedback.</p>

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84.	2021-06-14	██████████ ██████████ Facilities Management Hamilton-Wentworth District School Board	<p>Attachment 84: Truck Route Master Plan - Truck Advisory (Focus) Group meeting material</p> <p>Could you kindly identify any changes or impacts to HWDSB school locations as a result of this Master Plan?</p> <p>City of Hamilton Response:</p> <p>This study recognizes the inextricable relationship between sensitive land uses and freight vehicles. The draft recommended network suggests removal of the following routes to improve safety for school zones:</p> <ul style="list-style-type: none"> • Wilson Street (Beasley neighborhood) - to minimize truck traffic impacts on Dr. JE Davey Elementary School • Wentworth Street North - to improve safety for Cathedral High School and Cathy Wever Elementary School • Sanford Avenue - to minimize conflict between trucks and Cathy Wever Elementary School • Upper Sherman Ave. (Mohawk Road to Concession Street) - to improve safety for Franklin Road School • Hunter Street – in relation to Central Public School • John Street North – to provide a safe environment in the precinct of the Bennetto Elementary School and St. Lawrence Catholic Elementary School • Concession 5W – minimize conflict for Millgrove Public School with truck traffic • Sydenham Road – to minimize conflict around St. Augustine Elementary School <p>The study reintroduces White Church Road to the draft network to address major gaps in Glanbrook Area. This addition creates conflict in front of Bellstone Christian School. Given the rural land uses and low volume of school crossings, the risk is minimal.</p> <p>Moreover, we are exploring the opportunity to define school buses as emergency vehicles, whereas, if <u>not actively engaged</u> in service delivery, they will be required to follow the truck route network between their trip origin and destination. If endorsed by the council, this rule will only apply after service hours. Toronto and other regions identify school buses as emergency vehicles and require them to follow the truck route while not engaged in service delivery. We are open to any suggestions in this regard.</p> <p>Please let me know should you have any questions or concerns regarding the above-listed items.</p> <p>██████████ Response: Thank you for the detailed response. HWDSB supports the removal of routes to improve school safety.</p>
85.	2021-06-17	██████████	<p>Attachment 85: A new question has been added to Virtual Public Information Centre #2</p> <p>CARLISLE ROAD SHOULD NOT BE A TRUCK ROUTE AT ALL. EVEN DURING DAY TIME HOURS OF 7AM TO 7PM. THIS IS A COMMUNITY AREA WITH SEVERAL HOMES ON EACH SIDE OF CARLISLE ROAD FROM MILLBROUGH TO HIGHWAY 6. LOTS OF KIDS I GUESS IT WILL TAKE ONE TO GET HIT BY ONE OF YOUR TRUCKS???????????????????? I HAVE A VIDEO OF AN 18 WHEELER PASSING A CAR ON CARLISLE ROAD AROUND 9AM GOING MUCH FASTER THEN 50 KM/HR</p>
86.	2021-06-18	██████	<p>Attachment 86: A new question has been added to Virtual Public Information Centre #2</p> <p>WILL THERE BE ANY SINGLE LANE ROADS BE INCLUDED FOR TRUCK ROUTE DESIGNATION? (eg; Twenty Road). If so, will widening the road to double lanes be incorporated before designation?</p>
87.	2021-06-17	██████████	<p>Attachment 87: A new question has been added to Virtual Public Information Centre #2</p> <p>What does this have to do with Smithville and why did you send out flyers to us ?</p>
88.	2021-06-17	██████████	<p>Attachment 88: A new question has been added to Virtual Public Information Centre #2</p> <p>Is trinity church rd affected I live at ██████ corner of ██████</p>
89.	2021-06-17	████	<p>Attachment 89: A new question has been added to Virtual Public Information Centre #2</p> <p>In your document 'Existing Truck Route Network Draft Changes' there is a blue dotted line indicating "Future Link" - can you provide more information about what these plans would include?</p>
90.	2021-06-17	██████████	<p>Attachment 90: A new question has been added to Virtual Public Information Centre #2</p> <p>Fruitland road has no police presence....7pm to 7am truck curfew is not policed....too much pounding noise from trucks and air pollution...speed limit is still 50 kph and speed bumps have not been installed....My question is this....When is the bypass going to be built?</p>

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91.	2021-06-17	██████████	<p>Attachment 91: A new question has been added to Virtual Public Information Centre #2</p> <p>A new bike lane is presently being created on Market St S in Dundas between McNab and Mill but I see it has not been added to the maps. Is this an oversight, or will it be added to the new maps that are being drafted?</p>
92.	2021-06-16	██████████ Vice President, Strategic Development Grain Farmers of Ontario	<p>Attachment 92: Comments and Request for Participation</p> <p>Please find attached our comments on the proposed changes to the Hamilton Truck Route Master Plan.</p> <p>We understand that there is a consultation scheduled for 1 pm today. If possible, Grain Farmers of Ontario would like to participate. Please forward the meeting information at your earliest convenience.</p>
93.	2021-06-17	██████████ Partner ██████████ LAW LLP	<p>Attachment 93: TRMP</p> <p>Please add me to the project mailing list</p>
94.	2021-06-18	██████████	<p>Attachment 94: A new question has been added to Virtual Public Information Centre #2</p> <p>Why is Concession Street on the edge of the escarpment still on the truck route? It's two lanes for most of its length, with an elementary school, hospital, and an active walkable BIA. It seems inappropriate for large trucks to be encouraged to take this route on their way through the city. Other east-west corridors at Fennell and Mohawk are both much better suited for truck traffic, and eliminate the need for concession street to be on the truck route. Just like you have removed Upper Wellington and Upper Sherman from the truck routes, you should eliminate concession street too. I see no route where Concession street is preferable for a large truck. The use of Fennell, or Mohawk or even the Linc should be encouraged over Concession Street by removing Concession Street from the Truck Route. Stop funneling large trucks down Concession Street.</p>
95.	2021-06-18	██████████	<p>Attachment 95: A new question has been added to Virtual Public Information Centre #2</p> <p>Sawmill Road has been recommended as a truck route. Sawmill is a tar and gravel road with a speed limit of 50km/hr. It is renowned for speeding vehicles. The recommended route continues on Haldibrook Road across Upper James. Will Sawmill Road be upgraded to handle heavy trucks? Will a stoplight be added at Haldibrook Road and Upper James?</p>
96.	2021-06-18	██████████	<p>Attachment 96: A new question has been added to Virtual Public Information Centre #2</p> <p>Queen St. N. here and the noise is unbearable. I must turn my television up to a ridiculous level should I open the windows most of the time I have to stay enclosed. Has any testing been done for noise and if so what are the levels? I just counted more than 1 large transport truck per minute between 2:00 and 2:10 p.m. on Friday. When does this stop, I'm sure I will still have heavy truck traffic when the LRT is built but trucks won't be turning at King will they?</p>
97.	2021-06-18	██████████	<p>Attachment 97: A new question has been added to Virtual Public Information Centre #2</p> <p>nebo road between dickensen and airport road have far more private homes and residences then trinity church road. why would you allow any provision for daytime truck routes on this small residential road? ..its already extremely dangerous road and too much traffic. please remove Nebo Road from any proposed truck routes.</p>
98.	2021-06-18	██████████	<p>Attachment 98: A new question has been added to Virtual Public Information Centre #2</p> <p>I live on Sheffield Road right in the village of Sheffield by the park. We have quite a few young families with children and feel that having a Full-time Truck route would be a hazard and dangerous to our community members. How can I be added to the project list and have a say in what is happening in my community? I am also wondering what would define a Full-time Truck route, ie; how frequent , speed, how many trucks are expected to be coming through, also will this be happening on a daily basis and would it be happening during all hours of the day and night?</p>
99.	2021-06-18	██████████	<p>Attachment 99: A new question has been added to Virtual Public Information Centre #2</p> <p>Where do the trucks go on Sheffield Rd in North Dumfries in order to get to 401 from Townline?</p>
100.	2021-06-18	██████████	<p>Attachment 100: A new question has been added to Virtual Public Information Centre #2</p> <p>I live on Westover Road it is noted as being operational improvement exactly what does that mean I can't find it anywhere in the report. And when will these improvements occur.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
101.	2021-06-17	██████████	<p>Attachment 101: ██████████ completed PIC#2 Comments</p> <p>Advantages: What specific advantages do you see of implementing this Truck Route network?</p> <p>I personally see no advantage to implementing Nebo road a trucking route at any time. We currently see a high volume of traffic never mind trucks of all sizes that are not supposed to be on the road. I do not see why the preexisting truck route on Upper James to the Linc. is not being used. That's what it was built for. This addition will depreciate the value of my home as people do not want to live on a trucking route! This is most upsetting.</p> <hr/> <p>Impediments: What specific hurdles are there to implementing this network?</p> <p>How will you protect the other users using this road, bicyclist, pedestrians, animals crossing the road ie der, snapping turtle's and other small animals. The pollution of these trucks coming through. The excessive noise of air breaks and load truck muffler's etc..</p> <hr/> <p>Mitigating: What specific suggestions do you have to improving this network?</p> <p>We currently see many people rolling through or not stopping at stop signs, speeding and passing including trucks!</p> <hr/> <p>Maybes: What additional information or steps might encourage your support for this network?</p> <p>Only allow vehicles less then 11,000 kg down Nebo road only! \i have contacted the police several times and they are not interested in enforcing the trucks or traffic on Nebo Road. Decrease the speed limit to 50km an hour and put stop lights on Dickenson and Airport road</p>
102.	2021-06-17	██████████	<p>Attachment 102: ██████████ completed PIC#2 Comments</p> <p>Impediments: What specific hurdles are there to implementing this network?</p> <p>Shaver Road in Ancaster between Garner and Wilson was never designed for heavy trucks and now there are large trucks speeding down the road all day. It is noisy and completely unnecessary as there are other major supporting roads. When I moved here, this road was specifically not a truck route, now there is a new facility with loads of trucks. It is interesting when all these changes were proposed we never received anything in the mail and now that the routes are set, we are being asked for our input? Doesn't feel like the city really values our feedback.</p>

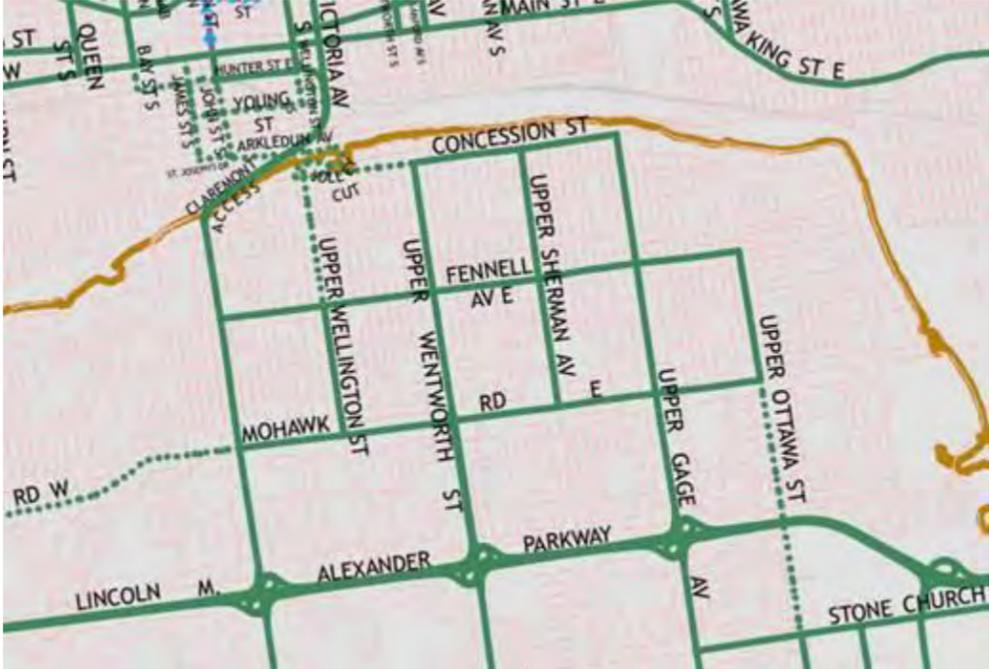
HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
103.	2021-06-17	██████████	<p>Attachment 103: ██████████ completed PIC#2 Comments</p> <p>Advantages: What specific advantages do you see of implementing this Truck Route network? It has possibilities in our rural area</p> <hr/> <p>Impediments: What specific hurdles are there to implementing this network? Trucks WON'T enter Highway 6 from 11th concession (or any cars) without a traffic light there.</p> <hr/> <p>Mitigating: What specific suggestions do you have to improving this network? At 11th concession and highway 6 where the proposed additional route could be, is to put a stop light there. On a good day it's not safe to enter highway 6 cause of the speed of vehicles. Many many deaths have already happened on this stretch and why would you think a Tractor Trailer would feel safe turning without a light. So they will revert back to entering off Carlisle Road like everyone else. This is a residential street and not giving trucks a good option is a futile attempt at solving this problem</p>
104.	2021-06-17	██████████	<p>Attachment 104: ██████████ completed PIC#2 Comments</p> <p>Advantages: What specific advantages do you see of implementing this Truck Route network? none</p> <hr/> <p>Impediments: What specific hurdles are there to implementing this network? Fletcher rd has become a drag strip because of all the surveys that have been built a new school was built on it just below binbrook rd. every other ahole is already racing down the rd now they will to race past the trucks doesn't sound safe police presence would be nice once in awhile</p> <hr/> <p>Mitigating: What specific suggestions do you have to improving this network? not Fletcher rd</p> <hr/> <p>Maybes: What additional information or steps might encourage your support for this network? zero</p>
105.	2021-06-17	██████████	<p>Attachment 105: Hamilton Truck Route Master Plan Review PIC#2 GRCA</p> <p>Thank you Omar, for providing the PIC #2 information for our review. We do not anticipate attending the meeting so appreciate the alternative opportunity to provide input.</p> <p>From our perspective, there are no major issues arising from the information provided to date. We have no objection to the draft recommended truck route network selected.</p> <p>The routes being considered appear to be limited to existing roads, so potential impacts would be relatively limited. I have highlighted the area where new routes are being considered on the attached mapping. These routes would cross through some sensitive areas, including floodplains and wetlands, with their associated areas which are regulated by the Grand river Conservation authority under O. Reg. 150/06.</p> <p>We note that the routes are on existing roads, and these may be adequate for the intended increase in load/use, but if upgrades are required, we would ask that you contact our office early in the planning process to discuss the scope of any required works.</p> <p>If you have any questions, or if we can be of further help, please contact me.</p>

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SanID	Date	Name/Contact	Content
106.	2021-06-19	██████████	<p>Attachment 106: A new question has been added to Virtual Public Information Centre #2</p> <p>Why is it that a neighbour had to bring this to my attention? None of my other neighbours have heard this was going on either .We have not been notified properly to be involved in this discussion. We live on Dickenson which is a rural Rd . Farms with animals, cyclists , people walking their dogs, children out playing and you want to put transport trucks on our street? The Linc was closed recently on a Friday and the trucks rerouted to Dickenson Rd . I was in my driveway on a phone call and I had to go into the house because I could even hear the person. The noise and vibration was horrible. The dust being kicked up during that one day was terrible. There are horse stables and animal farms along this route which will be affected by the constant traffic .Why was this road even considered to be a truck route when it's rural and residential ? Why have we not been notified of this going on?</p> <p>Please DO NOT reply to this email. If you want to provide an answer to this question, send the answer to webrequest@hamilton.ca and the web team will post the answer within the Q & A tool.</p>
107.	2021-06-19	██████████	<p>Attachment 107: A new question has been added to Virtual Public Information Centre #2</p> <p>I heard recently that the City of Hamilton dump trucks (and others larger vehicles) are exempt from no truck routes. I totally appreciate the need if there is business to be done (garbage, plows, etc) but I have followed City dump trucks, almost daily, and they are simply using no truck roads as a convenience and cut through with no regard to the no truck access and speed signs. It sends the message that if they are able, why are others not. It only perpetrates more violations. I know no one wants to take an extra 5 min to travel in the allotted areas, but the safety of the residents and their children should be more of a priority, would it not? Why are we permitting this to continue and how do we go about making it change.</p>
108.	2021-06-20	██████████	<p>Attachment 108: A new question has been added to Virtual Public Information Centre #2</p> <p>Where is the map showing the proposed location?</p>
109.	2021-06-20	██████████	<p>Attachment 109: A new question has been added to Virtual Public Information Centre #2</p> <p>How will the proposed LRT route which reduces traffic on King Street impact this truck routes?City Representatives supportive of the LRT have suggested westbound traffic could travel east on Canon/York to Dundurn then travel south on Dundurn to King and continue their eastbound travel on King. Many trucks are already using this route and indeed travelling on the streets intersecting Dundurn to reach King. Is there any assurance that Dundurn Street will never be deemed a truck route in the future ?</p>
110.	2021-06-21	██████████	<p>Attachment 110: A new question has been added to Virtual Public Information Centre #2</p> <p>it looks like they are planning on making haldibrook between hwy 6 and mines a truck route?? thats ridiculous since there are houses with children there and the speed limit is already 80km/hr. right now when we get trucks on our street the cars are going even faster to pass the trucks even tho its a no passing area. adding trucks on regular basis is a recipe for disaster.</p>
111.	2021-06-21	██████████	<p>Attachment 111: A new question has been added to Virtual Public Information Centre #2</p> <p>Heavy truck traffic management is clearly a double-sided issue. On one hand, we need the transportation corridors to work efficiently to get our goods into consumer's hands. On the other hand, we need to preserve what little rural communities we have to be just that: rural. I see that you've not adjusted the heavy truck route through the village of Sheffield. There seems to be no logical reason why heavy traffic should go through the village only to be shunted out onto Lynden Road anyway. Why can't truck traffic use ONLY Lynden road to get to Highway 5 rather than continue to destroy rural residential communities?</p>
112.	2021-06-21	██████████	<p>Attachment 112: A new question has been added to Virtual Public Information Centre #2</p> <p>The Garth road route between Rymal Road West and Twenty road I believe is too tight with blind spots for a truck to along there. Is there plans to expand Garth between Rymal Road and Twenty road?</p>
113.	2021-06-21	██████████	<p>Attachment 113: A new question has been added to Virtual Public Information Centre #2</p> <p>Why is Shaver Road in Ancaster, between Wilson St and Garner Rd even a truck route? One side is ALL residential, we have kids that catch buses, play in the area and tons of people crossing that road to Walmart and Canadian tire, etc... The trucks use it all the time, not during the time you indicate between 7am-7pm. Why is McClure left off as an alternate to Shaver, 1 block down the road? It does not have any residential near it and I assume there will be a light added since the industrial park being built there is going to need a light.</p>
114.	2021-06-18	██████████	<p>Attachment 114: Feedback - Proposed revisions to Hamilton's Truck Route System</p> <p>Attached you will find feedback from Environment Hamilton/ Truck Route Reboot regarding the proposed revised truck route system.</p>

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115.	2021-06-18	[REDACTED]	<p>Attachment 115: Hamilton Truck Route Master Plan Review</p> <p>We just received the review notice in our mail today and would like some clarification. On your "Existing Truck Route Network Draft Changes (External link)" map, are you proposing to move the truck routes from Upper Wentworth ('red segments removed') to Upper Wellington and from Upper Sherman to Upper Gage? Is this correct? If you are indeed proposing to change the truck route from Upper Wentworth to Upper Wellington, this conflicts with the map on page 40 of your "Draft Recommended Truck Route Network" where the trucks routes are shown as Upper Wentworth and Upper Gage. Can you please clarify where the current truck routes are located on the North Mountain and what changes you are proposing?</p> <p>City of Hamilton Response: As depicted in the excerpt below from the current truck route network, Upper Wellington St., Upper Wentworth St., Upper Sherman Ave. and Upper Gage Ave. are part of the truck route network north of Mohawk Road East.</p>  <p>The draft recommended truck route network proposes removing Upper Wentworth and Upper Sherman Streets between Concession Street and Mohawk Road from the network.</p> <p>To balance the needs of the community and business industry, the draft network also proposes a time of day restriction for nearly all truck routes in the North Mountain area. Please note that the draft network is subject to change based on the feedback received during the second engagement phase.</p>
116.	2021-06-21	[REDACTED]	<p>Attachment 116: A new question has been added to Virtual Public Information Centre #2</p> <p>Over five years ago we had an Noise Assessment done to determine the impact on our Dundas Street property of the widening of Dundas Street (former Highway 5) to SIX lanes before it connects with what we still understand will be a 'roundabout' just past Evans Side Road on the outskirts of the village of Waterdown. With this trucking route UPDATE, how has the basic truck-traffic information changed over those past five years? -- Also, when is the proposed traffic light intended to be installed at City View Park & Kerns Road? ie. At what point is truck traffic expected to 'slow down' before it enters the residential area? ... You mention that a "Technical Advisory Group ... are contributing from a health and perspective and are advising on air quality issues." -- Noise is a very real issue as is the attendant truck pollution, especially diesel.</p>
117.	2021-06-21	[REDACTED]	<p>Attachment 117: A new question has been added to Virtual Public Information Centre #2</p> <p>Haldibrook Rd divides Hamilton and Calidonia...this is my address with Caledonia..who was consulted in Haldimand country regarding this plan as I did not get previous notification of this change in route. What recourses do we have to stop this from happening? Who do we contact?</p>
118.	2021-06-21	[REDACTED]	<p>Attachment 118: A new question has been added to Virtual Public Information Centre #2</p> <p>How are you working with the City of Burlington to prevent Waterdown Road northbound being used by heavy trucks. The current signage is not working and the volume of trucks trying to get into Waterdown via Mill Street.</p>

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119.	2021-06-10	[REDACTED]	<p>Attachment 119: Truck Route Master Plan Review</p> <p>I am sending this email to let you know that I strongly hope that the Truck Route Master Plan Review includes a recommendation that no trucks be allowed on the Linc. Alex. Parkway and the Red Hill Expressway.</p> <p>Definition of a Truck: I'm not sure; bigger than a standard delivery van ?</p> <p>I live in a town-house complex on Limeridge Road West. [REDACTED] The south side of the property is next to the "Linc" and there is no sound-barrier wall. (even where there are walls, they are not high enough to block traffic noise). When the Linc was built, the noise from traffic increased but it was tolerable. When the Red Hill Expressway was built, the truck traffic increased 110% and so did the noise and the pollution. Therefore....</p> <p>I believe that trucks should not be allowed on the Linc and Red Hill Expressway because:</p> <ol style="list-style-type: none"> 1 - Traffic noise is not healthy 2 - Pollution from pavement/rubber tires is not healthy 3 - The trucks are not driven by the residents of Hamilton yet it is Hamilton that must pay for costly repairs, signage and resurfacing/maintenance, etc. <p>I realize that what should be done, is not always the case and I have no idea if your Master Plan Review considered truck routes beyond the lower city....ie - Cannon, Barton & Burlington Streets.</p> <p>(I am aware that citizens living on existing truck routes are hoping that the routes will be changed so that their neighbourhoods have safer streets, less traffic noise, and less pollution resulting from pavement.)</p> <p>The other options that would help to reduce the noise/pollution are:</p> <ul style="list-style-type: none"> - Make trucks pay tolls to use the "Linc" and the Red Hill (this should have been done when they were built) - Build another road south of Hamilton, with a truck only lane like they do in other countries, but restrict land development and preserve the green belt/escarpment lands. <p>It would please me greatly if you can confirm that these recommendations were in fact part of the Truck Route Master Plan Review.</p> <p>City of Hamilton Response:</p> <p>Thank you for sharing your concerns regarding truck traffic and truck-related impacts on The LINC and Red Hill Valley Parkways and adjacent communities.</p> <p>This is a citywide master planning process. As part of the network evaluation process, every roadway built to withstand heavy vehicles was evaluated against five evaluation criteria for consideration as a truck route.</p> <p>This study doesn't recommend new infrastructure projects such as a truck-only road south of Hamilton. Instead, this study integrates recommendations of the citywide transportation master plan (2018) and re-emphasizes the need for a roadway between Hamilton International Airport and Red Hill Valley Parkway for efficient movement of goods.</p> <p>Operational improvements are identified for various links to improve safety for all road users and minimize the impacts of trucks on the interests of the greater community, including noise and other environmental issues.</p> <p>We will consider your suggestions and concerns while finalizing the truck route network and the master plan.</p>

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120.	2021-06-21	[REDACTED]	<p>Attachment 120: Westbrook Route being proposed as Truck Route - Hamilton Truck Route Master Plan Review</p> <p>Our local councillors have received a number of calls regarding Westbrook Road, This item will come up at the Township's Public Works Meeting Tonight.</p> <p>After reviewing the project website, it looks like Westbrook Road is being added to Hamilton's Truck Route Plan as Part of the Truck Route Master Plan Review.</p> <p>Can you please give me a call today so that we can discuss further in preparation for questions that I may receive tonight.</p> <p>Best way to reach me is by cell phone – [REDACTED]</p> <p>Internal Communication:</p> <p>Good afternoon Omar,</p> <p>I assume that you will be calling [REDACTED]?</p> <p>Thanks,</p> <p>Ron Stewart B.A.SC., MBA, P.ENG.</p> <p>Good afternoon Ron,</p> <p>I called [REDACTED] and the West Lincoln councillor who was seeking additional information about the project and the impact of changes on their community.</p> <p>Thank you,</p> <p>Omar Shams (He/Him)</p>

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SanID	Date	Name/Contact	Content
121.	2021-06-21	██████████	<p>Attachment 120: Truck Route Plan I have received notice that the City of Hamilton is working toward altering the Truck Route Master Plan with a view to make Haldibrook Road a full time 24/7 heavy truck route.</p> <p>The most compelling reasons to NOT make Haldibrook a Truck Route are numerous Public Safety issues. - First - there are no adequate gravel shoulders for people to walk, jog or cycle on. Most areas on Haldibrook at best have an 18 inch gravel portion before a steep ditch. Consequently, if you are walking or cycling you will have huge transport trucks passing within inches of your body. This is a life-threatening issue. Currently, residents along Haldibrook are not safe even checking their mailbox and they have to stand on the 18 inches of gravel waiting for traffic to pass. The danger will be significantly increased when large heavy trucks will pass you allowing only inches from being struck.</p> <p>There is also the Haldimand Chippewa Rail Trail on Haldibrook at McClung Road. Many families with children use this rail trail and crossing Haldibrook with large trucks driving by at fast speeds is not safe. Cyclists using the rail trail could ride right up to and upon the road without realizing it. This is because, with no gravel shoulders the road width is narrow and a cyclist can easily not realize there is a road crossing before actually arriving upon it. I have seen this myself.</p> <p>Right now trucks use Regional Road 66 which was designed for Heavy Trucks. It is a heavily constructed road with very few private residences. This is where heavy truck traffic needs to remain. Haldibrook Road is completely different. It was never built to take heavy loads - that is why it breaks up so badly each year with just the limited traffic it has now. Currently, during winter, it is difficult to stay in your lane without crossing into oncoming traffic due to the roadway being so badly broken up. This is because it was a gravel road that they simply paved over decades ago without ever building a proper road base.</p> <p>Many truck routes are daytime only but it appears they are seeking to make it a heavy truck route 24/7 to have Heavy Trucks driving along Haldibrook Road at all hours of the day and night. Haldibrook Road has many private residences with many homes just a mere 60 feet from the roadway. Their quality of life will be significantly altered with day and night heavy truck noise. They will not be able to open their windows at night without hearing loud trucks. Haldibrook Road was never designed or built to be a major truck route.</p> <p>Before even contemplating increasing truck traffic it would be required, for public safety, to build proper 6 foot wide gravel shoulders all along Haldibrook to ensure the safety of walkers, joggers, children and bicyclists. And with Haldibrook Road having such a large number of private residences, there should <u>never</u> be any thought to making this aa 24/7 heavy truck route. At the very worse it, and only after the building of proper gravel shoulders, could be Daytime Only as many other heavy truck routes are.</p> <p>City of Hamilton Response: Thank you for your feedback regarding the draft recommended truck route network. Your input is valued and will be considered in the next revision of this draft network. The draft master plan recognizes the need for operational/infrastructure improvements to increase road user safety along existing and proposed. While the city appreciates your feedback in advance, we invite you to attend the upcoming PIC#2 on June 24 and learn more about the process and implementation strategy. Please note the draft recommended network is subject to change based on the feedback received during this engagement phase.</p>
122.	2021-06-21	██████████	<p>Attachment 122: A new question has been added to Virtual Public Information Centre #2 Shaver Rd. between Wilson St. and Jerseyville Rd. is currently not a truck route. The draft proposal now designates this as 'daytime only'. This short portion of Shaver road is fully developed and is entirely residential. There are no sidewalks, no shoulder and heavy pedestrian and bicycle use. Because of the hills at both ends of this piece of road, speed enforcement is an ongoing issue. The only reason for truck travel on this portion would be as a short cut to avoid a short trip to access Jerseyville Rd from Hwy. 52. This creates an unacceptable hazard on this road. Why is Shaver Rd. not being left as a non truck route?</p>
123.	2021-06-21	██████████	<p>Attachment 123: A new question has been added to Virtual Public Information Centre #2 On this website, it reads that two considerations the City of Hamilton utilizes to decide where to have a truck route is 1. Avoiding roadways not built for truck traffic and 2. Improving Public Safety. With respect to #1 - Haldibrook Road was not built to support heavy loads. It does NOT have a proper road base to support heavy loads. Historically, it was simply a country gravel road and in the 1970's they just paved over the gravel. Consequently even with the traffic it has now it breaks up badly each winter and it is hard to stay in your lane and avoid a head-on collision so how can the City even consider having heavy trucks on it 24/7 when they say they wish to avoid roadways not built for heavy truck traffic ? Question 2 - Public Safety - Most of Haldibrook Road has NO meaningful gravel shoulder. In most places there is only 18 inches of shoulder before dropping off into a deep ditch. Right now, just getting your mail from the mail box is incredibly dangerous as traffic drives by you with just inches separating you from being hit. . This is very dangerous for walkers, joggers, children and cyclists. With large heavy trucks it will be a life threatening situation. How can the City of Hamilton say it considers public safety when it is intended to have heavy truck traffic on a road with virtually no shoulders to provide safety for residents walking, jogging or cyclist along Haldibrook?</p>

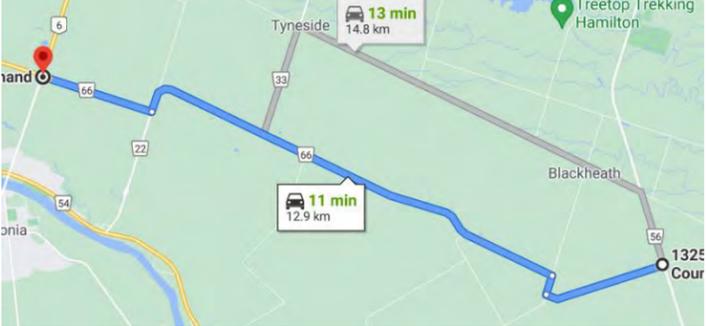
HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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124.	2021-06-21	██████████	Attachment 124: A new question has been added to Virtual Public Information Centre #2 I live in the Lakeside community area of Stoney Creek and have to endure truck and heavy equipment movement on the N. Service Rd. The new stoplight is regularly run through when red by large trucks and heavy equipment being moved (to service facilities, I would believe) . This area is growing in residential use with several large condominium projects proposed for the near future. Am I to understand that this already overused road network will be a full time truck route?
125.	2021-06-21	██████████	Attachment 125: Addition to mailing list Please add the following email addresses to your mailing list for continued information: 1. ██████████ 2. ██████████ and 3. ██████████
126.	2021-06-21	██████████	Attachment 126: A new question has been added to Virtual Public Information Centre #2 How will truck routes interface with surrounding municipalities? Is route planning coordinated with neighboring regions?
127.	2021-06-21	██████████	Attachment 127: A new question has been added to Virtual Public Information Centre #2 Why is there not a bike lane along Fennel? Is it because its a daytime truck route?
128.	2021-06-21	██████████	Attachment 128: A new question has been added to Virtual Public Information Centre #2 Has this study looked at how this will impact the climate? It seems with Hamilton in a climate emergency as declared, that the impact to the environment should always be considered.
129.	2021-06-21	██████████	Attachment 129: A new question has been added to Virtual Public Information Centre #2 I have a few questions/concerns: 1) What study results have indicated a need to make Nebo Road south of Dickenson Rd. a heavy truck route (>11,000 kg)? The large industries are all north of Dickenson in the Industrial Park area. Nebo Rd. south of Dickenson is rural residential and farmland with no industry. 2)What is the proposed cost to upgrade Nebo Rd to handle heavy truck use and ensure safety? 3) Nebo Rd has little to no shoulders, it is narrow and hilly which causes poor visibility of oncoming traffic. There is often slow moving farm vehicles that travel on Nebo to gain access to their fields. This is a safety issue for all vehicles. 4)How will the proposed "no trucks" from 7PM-7AM be enforced? There is currently no enforcement of the heavy trucks that already use Nebo Rd. 24 hours/day. Thank you, a concerned resident
130.	2021-06-22	██████████	Attachment 130: A new question has been added to Virtual Public Information Centre #2 1. Haldibrook Rd is surrounded by many working farmlands...it is used by many farmers to drive their farming machines to get to each site, do you not feel that by allowing this road to be a major truck route there will be potential risk to these farmers and cars while on the road as they drive at a very slow speed? 2. Haldibrook Rd has only two lane used for both directions, there are no sidewalks and they are not very wide, with large trucks driving both ways this will be a hazard to cars and people. 3. Your "Existing Truck Route Network Draft Changes" site plan show Haldibrook Rd with markings that indicate "Operational Improvements" what does that mean? 4. Haldibrook Rd is already dangerous at times due to speeding cars and the odd truck. The speed limit in my section is 80 making it difficult to back out of our driveway and due to the the dip in the road, its hard to see what's coming until it is right at your driveway. With this road as a truck route, the volume of trucks will increase therefore making it extremely dangerous for our families. 5. Haldibrook Rd is part of Caledonia ..we moved here for peace and quiet... to get out of the noisy, smelly city due to traffic and truck volume...making this a truck route 24/7 will be disruptive to our lives, peace of mind and safety for our children and grandchildren. We have no side walks for them to use so changing this to a truck route is a danger to all of us.
131.	2021-06-22	██████████	Attachment 131: A new question has been added to Virtual Public Information Centre #2 As a resident of Woodhill Road in Flamborough, I am wondering why our road is a designated truck route when there are absolutely NO shoulders, there are blind spots in the hills and valley's on this road, there is a weight restriction on this road in March and April, bicyclists use the road daily and now it is down to one lane at Barlow Creek due to a underground sink hole, necessitating the installation of a box drain which will require a road closure to install (as told to us by a roads work inspector) and no timeline as to when this will be done. I believe this road to be a dangerous route for trucks as they should be using the main route at Peter's corners and use highway 8 to go northbound. Sincerely Maureen Rieger
132.	2021-06-22	██████████	Attachment 132: A new question has been added to Virtual Public Information Centre #2 I don't have a actual question, but would like to comment on the Draft Recommended Truck Route Network (PDF, 2 MB), if I understand what I'm seeing on this map the proposed truck route with the daytime allowances makes perfect sense. It allows truck operators options when other routes are impacted by construction or accidents.

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SanID	Date	Name/Contact	Content
133.	2021-06-18	[REDACTED]	<p>Attachment 133: Truck Route Master Plan Review</p> <p>I live in the recently built subdivision near the corner of Garner Rd and Raymond Rd and I am a student at Redeemer University. In order to get to school, I and other students living in the area usually walk or bike down Garner Rd. I see that Garner Rd is designated as a full-time truck route and this concerns me because I am worried about the safety of fellow cyclists and pedestrians on Garner Rd. The road is not well-lit at night, there is no bike lane or sidewalk (not even a paved shoulder), and trucks and other vehicles often drive quickly down the road. Since there is no bike lane, it is difficult for trucks to pass cyclists safely and the lack of streetlamps makes it hard for truck drivers to see pedestrians and cyclists. In order for this segment of the network to function more efficiently and safely, it is necessary for additional road infrastructure, including bike lanes and streetlights to be installed on Garner Rd.</p> <p>I hope that my comments are helpful and I thank you for your consideration. Please contact me if you have any further questions.</p> <p>City of Hamilton Response:</p> <p>Thank you for sharing your concerns with respect to truck traffic on Garner Road.</p> <p>Garner Road is one of the essential corridors for the movement of people and goods. The city recognizes the need for infrastructure improvement along Garner Road to create a safe environment for all road users. The Environmental Assessment for the corridor is completed, and the infrastructure improvement timing will be determined as part of the GRIDS2 (Growth Related Integrated Development Strategy) process.</p>
134.	2021-06-21	[REDACTED]	<p>Attachment 134: TRMP HALDIBROOK ROAD SAFETY CONCERNS</p> <p>Hello this is in regards to the TRMP plans to turn haldibrook road into a 24/hr truck route. My husband and I have lived here for 5 years and are expecting our first child next month. We highly object to the change of haldibrook road to a full time 24hr truck route. We already have truckers breaking the current non truck Route signs on a regular basis. They already exceed the 70-80km speed limits not to mention that a lot of the shoulders are soft and not up to the 6 foot min they would need to be to be safe for the trucks to pull over as well as residence able to walk safely. There is the Haldimand Chippewa trail which many residence of haldibrook road use. It is unsafe for people using the trail or residence to have to cross the road with trucks coming non stop 24hrs a day. A lot of residence mail boxes are on opposite side of the road and most of us have to collect our mail from the edge of the road and this increases our risk having trucks speeding by all day. There are families and older residence that live closer to road or have small children that would be put at a higher risk with the road becoming a truck route. It not only affects our property values but safety and quality of our lives.</p> <p>The letters sent to inform us of this meeting was very vague on details of its intentions and looked very much like “junk mail” as it was not addressed to our names just address. I have reached out to the community and a lot of people had no idea these change we’re taking place or the meetings times but also highly object. Please reconsider changing Haldibrook road to a full time truck route and keep our residence safe.</p> <p>City of Hamilton Response (Brenda’s office):</p> <p>Thank you for your email.</p> <p>By copy of this email I will include Omar Shams so that he is aware of your comments and can record them.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback in this planning process.</p> <p>Please note that the boundary roads are joint jurisdiction between adjacent municipalities and are subject to terms of the Joint Road Agreement. Therefore, no decision can be made unilaterally regarding the truck route designation of Haldibrook Road without consensus from Haldimand County. As you might be aware, Haldimand County Council passed a resolution on June 28, <u>opposing the truck route designation of Haldibrook Road</u>. Please note the draft recommended truck route network is subject to change based on the feedback received, and it will be amended accordingly. Above et al. in advance, congratulation on the new addition to your family.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
135.	2021-06-21	[REDACTED]	<p>Attachment 135: Haldibrook - Truck Rout proposal.. The proposed revised truck rout has been poorly conceived.. Haldibrook Rd. can not support heavy truck traffic – without resurfacing and widening ..</p> <p>Not to mention a huge safety risk.. current speed limits is 70 klm – reduces down to 60 – and 50 klm after James st. Needless to say – the average is 80 – 100 on a good day.. no law enforcement, no traffic stops to address the high speeds and volume. The traffic has increase 100 fold since the new development on McClung Rd. south of 66 (slated development to double).. traffic overtaking is common with many close calls... Currently, safety is a main concern, adding trucks with no traffic restrictions (Stop signs – speed enforcement) will only increase risk.</p> <p>Currently Rout 66 is rated for trucks and has 80 kg limit, with very limited residential impact...</p>  <p>City of Hamilton Response (Brenda’s office): Thank you for your email. I see that you have already included Haldimand county on this email. By copy of this email I am also passing along your comments to Omar Shams from the City of Hamilton.</p> <p>City of Hamilton Response (Omar): Thank you for your feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback in this planning process.</p> <p>Please note that the boundary roads are joint jurisdiction between adjacent municipalities and are subject to terms of the Joint Road Agreement. No decision can be made unilaterally regarding the truck route designation of Haldibrook Road without consensus from Haldimand County. As you might be aware, Haldimand County Council passed a resolution on June 28, opposing the truck route designation of Haldibrook Road. The draft recommended truck route network is subject to change based on the feedback received and will be amended accordingly.</p> <p>Follow up email: Thank you for the response Even the fact this Rd was even considered is somewhat confusing - when #66 is established - and built to support trucks</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
136.	2021-06-21	██████████	<p>Attachment 136: question about truck route master plan</p> <p>I was wondering if you might have a moment to read my little blog article about the truck route master plan?</p> <p>https://cassidy.tech/truck-route-master-plan/</p> <p>The reason I ask is that I am wondering if the savings on time and cost for trucking companies is really worth the full social cost of allowing trucks into and through the downtown core:</p> <ul style="list-style-type: none"> • death and injuries - could be \$15 million per death • general well-being - see this video from the CBC • wear and tear on roads • congestion and lost time • policing and response to accidents • pollution <p>To that end, I was wondering if it might be possible to remove all the dotted red roads or at least compromise on the day/time at which such travel is permitted.</p> <p>And, where not possible, I was noticing that congestion and accidents peak during afternoon rush hour so wondered if compromise is needed if it ought to be on a case-by-case basis for intersections and certain times of the day/week. Then beyond that it could also make sense to make trucks pay for the ability to travel through the core so that highly urgent shipments can be immediately dispatched - but where possible the lower urgency ones can be planned and run across a highway.</p> <p>Thank you in advance for your time. I would appreciate the favour of a reply and would be very happy to discuss and learn more about why things were set in the manner they were. No doubt there are many other people weighing in on this issue.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
137.	2021-06-21	[REDACTED]	<p>Attachment 137: Truck Route meeting</p> <p>I live on the West Lincoln side of Westbrook Road. It has come to my attention that Hamilton is strongly considering making our road a designated truck route.</p> <p>Brenda, I will be watching the meeting on the 24th, and I hope whoever thinks that move is a good idea will reconsider.</p> <p>Making this road a designated truck route would make it very dangerous for we residents. There are at least 10 children in my little area of the road that I know of.</p> <p>As it is now, seniors take their life in their hands just going for a walk. One elderly gentleman wears one of those bright orange safety vests to walk. I heard of another neighbour who had to once jump into the ditch to keep from being hit.</p> <p>And....not only would it be a major expense to upgrade the road, but two bridges would probably have to be replaced. I believe our road was not made for that kind of traffic.</p> <p>41 years ago when we moved here, the road (called the Glanbrook West Lincoln Town Line, at the time) was not even paved between the 20 mile creek bridge and Regional Road 65, Binbrook Road. They just gave it a quick tarring over.</p> <p>Our West Lincoln councillor Jason Trombetta told my husband that every year part of the road needs repairing...The road was never intended on being used for massive amounts of huge trucks "just passing through". This is a rural road. The occasional livestock truck, the big milk truck, the occasional delivery truck..farm machinery, that's what the road was intended for.</p> <p>The sinkhole bridge, near Hwy 20, had to be replaced about 30 years ago. And there used to be a sign at the end of the road saying trucks over 5K were not to use our road in the spring. That gets ignored regularly.</p> <p>There are other roads in the area that I believe are already heavier duty to accommodate these huge tractor trailer rigs....Hwy 56 is where they should really be going....</p> <p>Tonight, Monday June 21, 6 pm. I was told that West Lincoln council will be meeting, and that West Lincoln will be against making Westbrook Rd a designated truck route. You can watch it , go to</p> <p>West Lincoln Public Works, June 21, You tube..</p> <p>I'm not sure if that exactly gets you to the right place online, but you should be able to find it. I was told the you tube video will be online for a few days.</p> <p>Thank you for reading my email, and I we would appreciate it if you would let my feelings be known at the meeting this Thursday June 24.</p> <p>City of Hamilton Response:</p> <p>Thank you for your email.</p> <p>I am happy to hear you will be watching on Thursday. I am also copying Omar Shams on this email as he is our lead for the Truck Route Master Plan and your comments will be helpful to him.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
138.	2021-06-21	██████████	<p>Attachment 138: Proposed Truck Route Master Plan(TRMP)</p> <p>We have never met you but have communicated with you a variety of times over the years by email.</p> <p>We have a few concerns about the TRMP and would love to have an opportunity to speak with you about them. We are happy to meet with you in-person, outside.</p> <p>1) What study results have indicated a need to make Nebo Road south of Dickenson Rd. a heavy truck route (>11,000 kg)? The large industries are all north of Dickenson in the Industrial Park area. Nebo Rd. south of Dickenson is rural residential and farmland with no industry.</p> <p>2)What is the proposed cost to upgrade Nebo Rd to handle heavy truck use and ensure safety?</p> <p>3) Nebo Rd has little to no shoulders, it is narrow and hilly which causes poor visibility of oncoming traffic. There is often slow moving farm vehicles that travel on Nebo to gain access to their fields. This is a safety issue for all vehicles.</p> <p>4)How will the proposed "no trucks" from 7PM-7AM be enforced? There is currently no enforcement of the heavy trucks that already use Nebo Rd. 24 hours/day.</p> <p>We look forward to hearing from you.</p> <p>City of Hamilton Response:</p> <p>Thank you for your email.</p> <p>I think it will be best that I put you in touch with Omar Shams who is the lead on this project so that he can provide you with the answers to your questions.</p> <p>Councillor Johnson’s schedule is very full at this time and it would be a bit if time before she would be able to meet with you in person. Perhaps after you speak with Omar and hopefully join in on the information session on Thursday we can arrange a phone call to go over any further questions you may have.</p>
139.	2021-06-18	██████████	<p>Attachment 139: LRT - Yes, Trucks - NO</p> <p>In your flyer you are asking for input. All for LRT; we turned down a Monorail up the Mountain 33 yrs. ago; Too bad, for the LRT route would already be running..... Go for it !!</p> <p>But, Trucks on the Line, ban them ! And if you allow it, their speed should be only 70, they go much too fast all the time. And no tickets. There might be a planned blockage of the Line for trucks at certain times, if nothing is done. They use it as a short cut and are annoying and dangerous !</p>

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<p>140.</p>	<p>2021-06-22</p>		<p>Attachment 140: Truck Route Plan Review re Haldibrook Road</p> <p>We have a number of concerns and questions regarding your proposed Truck Route Plan for Hamilton.</p> <p>First of all, when will you be actually speaking to the residents concerned on your proposed routes, as your info flyer that we received late last week is the first time that we have been informed of your intent to make Haldibrook Road a 24 Hour truck route and you're having a virtual meeting on the 24th ... is this your idea of communicating with the residents, by having a virtual meeting to tell them that this what going to happen to their street?</p> <p>Here are some of our questions that we'd like responded to ...</p> <ol style="list-style-type: none"> 1. How was it that Haldibrook Road was selected? What criteria was used? What made it a preferred route over other roads? 2. What changes will you be making to the road to minimize the "damage" that these larger trucks will incur? Are you just going to do what you do now ... fill a pothole here and there with some asphalt? This road is a narrow "tar and chip" road with no shoulders and/or sidewalks. 3. Are there any other improvements that will be made to the road and/or intersections to alleviate traffic congestion? 4. Why does it have to be a 24 hour route? Why not a 7am to 7pm like Whitechurch Road? 5. Where is the "existing or planned heavy industry" that would necessitate the use of Haldibrook Road as a truck route? <p>I guess it's safe to assume that none of you actually live on a truck route so it won't affect you, but I can safely state that this will cause more problems than improving these routes on Haldibrook. People use this as a shortcut to the new survey off of McClung Road and even though it is a 60KPH zone most people are doing more than that by the time they are even a half km from the Highway 6 intersection, and I have seen many people being passed at that point as well. Not to mention all the "ricer" race cars that are on the road every weekend on their way to the racetrack doing the same. We haven't seen a police car on the road in a couple of years now and we used to see them regularly. I can only imagine what people will do once the trucks are allowed on the road ... we see what they do to cyclists already.</p> <p>What about the use of engine brakes? We all know that putting up signs will ensure that trucks do not use them ... ya right! There are already trucks coming down this road in the middle of the night and they have no qualms about using their engine brakes, and this will just continue to happen but on a more regular basis.</p> <p>These are just a few of our concerns and I could go on but I'll stop now. I do not have a problem with having trucks on Haldibrook Road, if you can ensure that these concerns are addressed, but would also prefer it to be a daytime route only.</p> <p>We await your response.</p> <p>Follow up email:</p> <p>I sent an email earlier last week but have only received a reply from Haldimand County but nothing from Hamilton ... no response, no acknowledgement of receipt, nothing! I guess contrary to your webex meeting, our concerns and questions really don't mean anything!</p> <p>I've had some more time to think about this and have some additional points that I'd like to bring to your consideration/attention (and maybe even respond to this time)...</p> <ol style="list-style-type: none"> 1. You talked about the fact that you spoke with the trucking sector and encouraged them to reduce the size of their trucks and the number of trips they make, yet you want to add more truck routes ... seems a little contradictory to me. Why do we need more routes if there are going to be less trucks on them? 2. Why do you need to add more truck routes through a residential area that borders another County(s) that have an existing truck route(s) only a few KM away (I'm speaking specifically about Haldimand's Hwy 66 as I don't know about the other County's)? Seems a little pointless to have 2 routes that close together ... not to mention being fiscally irresponsible in light of the current economic times and situations. Or is it just so that you can say that the City of Hamilton has a truck route there? 3. You've had a proposed route in the "plans" in excess of 15 years connecting the Hwy 6 bypass (south of the airport) with The Linc/Red Hill which to me makes a lot more sense seeing as that will take the truck traffic off the residential roads and onto a proper road. Why is this still a proposed route yet you're going to "bully" new routes asap? 4. Trucks aren't looking for the longest route around nor the slowest route as they're trying to get from Point A to Point B with the fewest amount of interruptions in the least amount of time and having them drive down rural residential roads with 60KPH speed limits is not an attractive route for them. If it was, then you might as well make every road a truck route and who cares what the impacts on the residents/environment are. Or is it your intention to increase the speed limits along these routes too (because that's not what is needed either)? 5. A lot of the houses on rural residential roads are not setback that far from the roads, so if you're planning on widening the roads and adding a large shoulder then these roads will decrease the distance from the houses to the edge of the road. In our case, my water well could also be affected due to the proximity of where that road could end up. There are no water lines or sewers down our road and we have been responsible for our own upkeep and upgrades. Who will be responsible for the cost of replacing/upgrading it if the road expansion affects the water table and the well runs dry and/or the quality of the water is affected... City of Hamilton?
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>We await a response</p> <p>City of Hamilton Response:</p> <p>Thank you for your participation in the June 24 Public Information Centre and for your input in this planning process.</p> <p>Please consider this email as a confirmation of receipt of your feedback regarding the draft recommended truck route network.</p> <p>The Hamilton Truck Route Master Review is conducted in accordance with the municipal class environmental assessment, in which public input is an integral part of the decision-making.</p> <p>The draft network is subject to change based on your feedback received during the engagement phase. The City has coordinated the proposed changes to the boundary roads with our counterparts at Haldimand County and other adjacent municipalities. The Haldimand County Council has passed a resolution on June 28 opposing the truck route designation of the Haldibrook Road.</p> <p>In addition, Haldimand County staff expressed their concern regarding the maintenance of the roadway under a Joint Jurisdiction Agreement. Feedback received during this phase of engagement will be reflected in the next revision of the truck route network.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
141.	2021-06-20	██████████ retired Director of Administration and secretary to the Committee on Works	<p>Attachment 141: TRMPR</p> <p>I worked in the Department of Engineering from 1959 to 1994 a total of 35 years. During my time there were numerous reviews carried to advance the safe and efficient passage of trucks in Hamilton, the Chedoke expressway, the mountain expressway, the red hill valley expressway, the Clairmount access, and the perimeter road. Although it took many years fighting the environmental groups opposed to building anything most of these projects were finally built and greatly reduced truck traffic on local streets.</p> <p>However the perimeter road after we acquired and demolished all the houses on the proposed route from Burlington Street to the 403 was cancelled.</p> <p>I believed then and still do that this road should have been built so all the truck traffic from the harbour and industrial area can access the highway without using local streets. I suggest you look look at the 1960 HAT study.</p> <p>Better late then never.</p>
142.	2021-06-22	██████████	<p>Attachment 142: Proposed Truck Route Changes to Haldibrook Rd</p> <p>To whom it concerns:</p> <p>My name is ██████████ I have been a resident of ██████████ for the past 17 years. During that time, I have watched this section of the road become a menace for pedestrians and local traffic due to the increased volume of cars and trucks. In fact, in June of 2017 a women riding her scooter on the shoulder of this very section of road under the proposed change was killed by a vehicle.</p> <p>Pedestrians regularly walk with their family and pets on the very narrow section of gravel walkway at the edge of the road and passing by them requires a driver to get way over into the oncoming lane to leave adequate safe distance from them. What would happen should two eighteen wheel trucks be travelling down the road as these people are out for a walk? This is a tragedy waiting to happen, even with the present restrictions. This road is not safe for residents as it is and the fact you want to allow increased truck traffic at all hours of the day is absurd!</p> <p>Every time I cross the street to get mail from my mailbox I risk being run down by vehicles flying by in excess of 80-100km/hr, even though the posted speed is 60km/hr. This is a narrow two lane country road that was never designed or built for truck traffic, in fact every spring the road is littered with potholes from heavy vehicles using it in the winter and spring months. The city then comes by, dumps a shovel full of asphalt in the holes, and calls it fixed.</p> <p>I as a tax-paying citizen in the City of Hamilton most STRONGLY oppose this proposed change to Haldibrook Rd and will do whatever I can to stop this from proceeding.</p> <p>City of Hamilton Response (Omar): Thank you for your feedback regarding the draft recommended truck route network and opposing truck route designation of Haldibrook Road.</p> <p>Please consider this email as a confirmation of receipt of your feedback in this planning process.</p> <p>Please note that the boundary roads are joint jurisdiction between adjacent municipalities and are subject to terms of the Joint Road Agreement. No decision can be made unilaterally regarding the truck route designation of Haldibrook Road without consensus from Haldimand County.</p> <p>As you might be aware, Haldimand County Council passed a resolution on June 28, <u>opposing the truck route designation of Haldibrook Road</u>.</p> <p>Given that the draft recommended truck route network is subject to change based on the feedback received, it will be amended accordingly in the next stage of the study.</p>
143.	2021-06-22	██████████	<p>Attachment 143: Project Mailing List (PIC) #2</p> <p>Omar Shams,Ron Stewart. I would like to be added to Hamilton Truck Route Master Plan emails. Thank you.</p>
144.	2021-06-22	██████	<p>Attachment 144: A new question has been added to Virtual Public Information Centre #2</p> <p>Westbrook road is a road for many residents and should not be used as a truck route. The speed limit is presently 60 km and is often used as a 100 km highway, with this in mind, there will be trucks speeding causing many concerns for families with children. There is a small bridge between golf club and guyat which is now blocked to heavy traffic in the spring. Wake up..this is not the route to take. Also, this road is half west Lincoln and hamilton. Not yours to ruin.</p>
145.	2021-06-22	██████	<p>Attachment 145: A new question has been added to Virtual Public Information Centre #2</p> <p>As a long time resident on Haldibrook Road, I am concerned with this recommended change to our Road. We have never been contacted about the change and this road is not designed for the proposed changes. Can you tell me how this benefits anyone? And the traffic heading onto Highway 6 is already a concern at this point.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
146.	2021-06-22	██████	Attachment 146: A new question has been added to Virtual Public Information Centre #2 Has anybody actually driven through the rural areas? The routes south of Rymal Road will cut into Prime Farmland and promote pollution, both noise and exhaust. We have lost enough prime farmland with URBAN SPRAWL. Why isn't the Highway 6 bypass enough? It's never really full as it is....
147.	2021-06-22	██████████	Attachment 147: A new question has been added to Virtual Public Information Centre #2 the increase in housing on the stoney creek mountain along with MORE trucks will make travel extremely difficult - there are NOT enough routes from stoney creek mountain to hamilton mountain as is when there is a accident - I think this is very poor planning -- you should only use ONE major route on stoney creek mountain and that should be RYMAL
148.	2021-06-22	██████████	Attachment 148: A new question has been added to Virtual Public Information Centre #2 South west bound trucks must go south on Queen then west on King to the 403. What are the alternates during and after LRT construction?
149.	2021-06-22	██████████	Attachment 149: A new question has been added to Virtual Public Information Centre #2 The township that was amalgamated with Stoney Creek during the 1970's was named Saltfleet for a reason. There is sulfur in the ground water on top of the escarpment and most of that area to this day is still rural and without city delivered water. This means that the trucks have to deliver it to us. If these trucks are restricted on where they can go it will in the end cost more to deliver the water and water is a necessity of life. Will these truckers be able to get exemption so that they can deliver without the police giving them tickets? This would be better financially then the City putting in water lines or the city subsidizing for the added cost because of the fines.
150.	2021-06-22	██████████	Attachment 150: A new question has been added to Virtual Public Information Centre #2 No need for transport trucks using Centre Road starting from Parkside drive to Campbellville road. Trucks can use #6 Hwy and deliveries can be driven down each concession until truck reaches drop off point.
151.	2021-06-22	██████████	Attachment 151: A new question has been added to Virtual Public Information Centre #2 What is the criteria for full-day truck routes being changed to daytime (ie., King street) or removed as a truck route (Main st downtown Hamilton)? The update to the routes changes how trucks can go up/down the escarpment (especially when Hwy 403 is blocked). The only Hamilton roads over the escarpment for overnight truck routes will become Governors Rd (Dundas), Wilson street (Ancaster), the Linc to Redhill or Hwy56/Centennial Rd (Stoney Creek). Wilson Street from Garner Rd to Main Street is a 2 lanes, very residential and a shared on-road bike-route through the town. It is not like a highway like Linc/Red Hill, nor commercial like Centennial Rd. I request that Wilson should be removed from being a truck route, so that trucks of that size only drive the road when they must make a delivery locally.
152.	2021-06-22	██████████	Attachment 152: A new question has been added to Virtual Public Information Centre #2 Having trucks enter highway 6 north off 4th concession west is suicidal. It would have trucks entering the highway onto highway six on a blind spot of a small hill with traffic at full speed. Truck traffic needs lights like in Millgrove to allow access.
153.	2021-06-22	██████	Attachment 153: A new question has been added to Virtual Public Information Centre #2 Does anyone ever drive a actual transport truck along these routes? Concession 11 to Milborough line is just craziness! No room to turn- this is a residential area with children and families!
154.	2021-06-22	██████	Attachment 154: A new question has been added to Virtual Public Information Centre #2 I have concerns re safety for intersection of Milborough Line & 11th concession as well as poor visibility all along Milborough Line due to hidden driveways as well as hills and curves. Has a safety study been completed?
155.	2021-06-22	██████████	Attachment 155: A new question has been added to Virtual Public Information Centre #2 Currently transport trucks (tractor trailers, double trailers, etc.) exit the 403, and proceed to the industrial lands along Burlington St. by cutting across the downtown. Numerous neighbourhood associations and other citizen groups have explicitly requested that the truck route network be revised to eliminate this cut-through traffic, while still facilitating local deliveries. Industrial lands in the north of the city could be directly accessed via Nikola Tesla and Burlington St. However, the revised network still allows the downtown cut-through traffic via Main/Victoria in one direction, and Wellington/Cannon/York or Wellington/Cannon/Queen/King in the other. Some minor, simple changes could remove the downtown cut-through traffic while still facilitating access to industrial areas and downtown deliveries. Yet you have chosen to build a network that continues to facilitate the downtown cut-through truck traffic. Can you please explain why you have chosen to not address the specific requests from citizen groups, and rather continue to allow the downtown cut-through traffic?

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
156.	2021-06-22	██████████	<p>Attachment 156: A new question has been added to Virtual Public Information Centre #2</p> <p>The revised truck route network designates the corner of King and Queen for truck traffic with no size limit. Can you please explain how large trucks will navigate the King/Queen intersection once the LRT station is built, and there is a single lane of westbound traffic running next to the mid-street LRT platform? Can you also please explain whether you think it is wise that such a sensitive location be designated as a route for large truck traffic?</p>
157.	2021-06-22	██████████	<p>Attachment 157: A new question has been added to Virtual Public Information Centre #2</p> <p>Let me put it simply, in respect of large trucks cutting through the downtown between the 403 and Burlington St. There are two requests in front of you: 1) citizens want the trucks to avoid the downtown, and access Burlington St. via the highway network; or 2) truckers want to be able to continue cutting through the downtown. You could have picked option 1. But you picked option 2. Citizens deserve a good explanation about why you said no to option 1, and yes to option 2. Can you please explain? P.S. There is still time to change the proposed network.</p>
158.	2021-06-22	██████████	<p>Attachment 158: A new question has been added to Virtual Public Information Centre #2</p> <p>Haldimand County Road 66 is an existing truck route parallel to and close south of Haldibrook Road, east of Highway 6. Were existing signed routes in neighbouring municipalities considered in the proposal, and if not, why not?</p>
159.	2021-06-22	██████	<p>Attachment 159: A new question has been added to Virtual Public Information Centre #2</p> <p>There is a small business centre on Concession rd east. How is a truck suppose to get there for deliveries</p>
160.	2021-06-22	██████	<p>Attachment 160: A new question has been added to Virtual Public Information Centre #2</p> <p>As a resident of Brant County, I object to the City of Hamilton pushing truck traffic down Jerseyville Road beyond your City Limits onto our County Roads. I have expressed these concerns to our Mayor David Bailey.</p>
161.	2021-06-22	██████████	<p>Attachment 161: A new question has been added to Virtual Public Information Centre #2</p> <p>Guiding principles in the TRMP include “Transferring of truck traffic to higher quality facilities; and Matching relationship of trucks to road category and roadway configuration.” Secondary rural roads which have narrow lanes and shoulders, and surfaces not built for heavy trucks would be a serious safety concern if not upgraded at substantial cost. This seems to violate these guiding principles. Will upgrades be completed before these routes are signed as truck routes?</p>
162.	2021-06-23	██████	<p>Attachment 162: A new question has been added to Virtual Public Information Centre #2</p> <p>From you map it appears the 6th conc. E Flamborough is a valid truck route in this draft. What hours can a truck use this road? Noise brake signs have already been posted on this road which indicates that residents have complained.</p>
163.	2021-06-23	██████████	<p>Attachment 163: A new question has been added to Virtual Public Information Centre #2</p> <p>As I have read all the questions and answers is the Committee actually talking to, involving, discussing with the transportation, farming and manufacturing community that need and require these trucks to maintain a supply of raw materials and or finished goods to their facilities? The farmers deliver their products to the dock refining and export businesses. The farmers also pickup and take to the farm fertilizer and feed for their operations. This along with the other operations in the port lands (and other places) that provide employment to city residences by operating 24 hours a day - some cannot shutdown daily as a refining or steel operation must maintain product and production to be efficient. As someone involved in transportation for 40 years (not as a driver) and a resident of Durand area of Hamilton we must allow a balance of all parts of the transportation system to be economical and cost effective for the final consumer - in some cases the Hamilton residents.</p>
164.	2021-06-23	██████████	<p>Attachment 164: A new question has been added to Virtual Public Information Centre #2</p> <p>Trucks should be required to circle around the southern border of the city as much as possible and not go through the city proper, doing their unloading at designated outlets, such as malls, shopping malls, etc. When necessary, their cargo should be unloaded onto smaller trucks (of a designated size) which would be required to have special permits giving them limited permission to travel through the city—perhaps on designated lanes.... N.B. With regards to climate change and energy conservation, smaller trucks should be mandated at all levels of city work and passenger trucks and other over-sized personal vehicles should be ...well,outlawed.</p>
165.	2021-06-23	██████	<p>Attachment 165: A new question has been added to Virtual Public Information Centre #2</p> <p>Many roads are still in shockingly rough shape for Canada, and when trucks that cannot securely tie everything down must drive long those roads, the rattling ruckus makes it difficult to conduct business phone calls, video conferencing, reading, training or even having family discussions. As well, we all know not every driver is aware of every route and time restriction, so even just once an hourly rattling during the night is sufficient to awaken residents within earshot. If we can remove truck routes from wealthier areas, can we not at least pave the remaining truck routes to permit a modicum of peace and civility in daily life? Thanks for your consideration.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
166.	2021-06-23	█	<p>Attachment 166: A new question has been added to Virtual Public Information Centre #2</p> <p>No question, but a thank you and feedback about improving cycling routes over the pandemic. My family preferred to bike more frequently, but were prevented from doing so due to the danger from traffic, especially trucks. The new lanes have permitted us to substitute the car with Bicycles much more often, and the proposed routes will foster even more of the same. You are increasing our health and safety and reducing vehicles on the road. Much appreciated.</p>
167.	2021-06-23	█	<p>Attachment 167: A new question has been added to Virtual Public Information Centre #2</p> <p>Can you present truck usage data i.e. which routes tend to be more heavily utilized?</p>
168.	2021-06-23	██████████	<p>Attachment 168: A new question has been added to Virtual Public Information Centre #2</p> <p>I looked at the Carlisle sub Area maps pertaining to Existing versus Recommended routes and understand there are no changes planned, i.e., status quo will remain. As a concerned Carlisle resident, I look at the safety issues as they relate to handling of pedestrian traffic. The infrastructure for vehicular movement appears to have been given a priority over the safe passage of pedestrians, particularly along Carlisle Road and Centre Road arteries. 1. 6. What are the criteria for assigning a road as a truck route? 2. Is there a separate detailed report available pertaining specifically to the Carlisle sub-area? 3. In your review, was any data gathered with regard to vehicular movement/counts in the Carlisle sub Area and Pedestrian traffic; with a view to safety first. 4. What are the current and the projected number of Trucks passing through Carlisle village? 5. Has any consideration and budget been put aside to extend the pedestrian-based infrastructure of sidewalks, bridge widenings and bicycle pathways to ensure the safety of pedestrians? 6. What are the current and the projected number of Trucks passing through Carlisle village? 7. What are the key milestone and dates as to when the plan is solidified, i.e., frozen?</p>

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SanID	Date	Name/Contact	Content
169.	2021-06-23	[REDACTED] [REDACTED]	<p>Attachment 169: Help-Hamilton Truck Route Master Plan Review</p> <p>Good evening,</p> <p>I'm writing with concerns as we've just been informed of the following information about truck route. We're quite upset about the lack of communication, almost feels like we used covid to cover this up. The information is not getting into the hands of the community. One of our neighbors came across the information and we need to talk about it. Westbrook road is a community road (Speed is already a safety issue) this will only multiply with the trucks and cause lots of safety concerns. Please read the follow and answer them clearly and completely.</p> <ol style="list-style-type: none"> 1- The study is detailed as to why a road is needed for a truck route. What necessitated or was a key driver in the addition of Westbrook Rd? 2- Which roads are existing trucks using today without utilizing Westbrook rd 3-What truck volumes are anticipated for Westbrook Rd? 4- What geometric and operational improvements will be made to Westbrook rd to accommodate trucks? 5- Will the improvements be made prior to the truck route being implemented on Westbrook rd? 6- The intersection of Westbrook and Binbrook rd is skewed and dangerous today, will improvements be made here? Have truck turning wheel paths been examined? 7-What are the connections outside of Hamilton with neighbouring municipalities? 8-Will noise and air studies be completed prior to implementation to determine pollution impacts? <p>Very concerned Family of 3164 Westbrook Road</p> <p>[REDACTED] [REDACTED] [REDACTED] (7 year's old) [REDACTED] (6 year's old) [REDACTED] (4 year's old)</p> <p>As parents it's our duty to keep our children a safe, I'm doing so with this letter.</p> <p>It's your duty to ensure you do your part to protect us.</p> <p>Trucks on Westbrook road is not safe.</p>

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SanID	Date	Name/Contact	Content
170.	2021-06-23	██████████	<p>Attachment 170: Truck route master plan</p> <p>As residents of Lynden road between Hwy 5 and Concession 4W we would like to offer our input on the draft recommended truck route network plan pertaining to this section of roadway. As a collective group of neighbours we are adamantly opposed to Lynden road becoming a truck route. We understand the importance of the movement of goods to the economic development of the city, however not at the expense of road safety.</p> <p>We have a number of concerns pertaining to the proposed truck route, but our primary concern is the safety of the residents, pedestrians, cyclists, and motorists. This section of road creates a number of safety issues:</p> <ul style="list-style-type: none"> i. Bridge width: 6.2 m wide with only 5.71 m of actual paved roadway ii. Bridge pooling: significant pooling of water during inclement weather iii. Lane width: although the roadway measures 7 m wide in some areas, but due to the disrepair of the roadway it is much narrower in a number of places. iv. Shoulders: there are little to no shoulders for residents to safely walk or cycle making it extremely dangerous v. Pavement condition: during spring months there is already limitations/restrictions for vehicles vi. Speed: 70 km/h along a very narrow, hilly roadway is a huge concern for Many residents who have children or grandchildren <p style="padding-left: 40px;">Also 70 km/h is too fast for the many blind spots created by the hilly road making it dangerous to back out of driveways</p> <ul style="list-style-type: none"> Vii. Current truck route: Why create a another truck route on an unsafe Roadway when there is an approved truck route approximately 2km west running in the same direction(Woodhill Rd) <p>Although safety is our primary concern, other issues with this proposed truck route to the residents on this section of roadway are:</p> <ul style="list-style-type: none"> i. Devalue in real estate, also limiting potential buyers ii. Noise pollution, proposed 24 hour truck route iii. Diminishes the tranquility of rural living, a reason for buying a home in the area <p>We hope you reconsider making Lynden road a truck route for the reasons stated. We strongly feel that increased truck traffic would be very unsafe to the residents, pedestrians, and motorists currently using this road and could result in a tragic event. If anything this section of roadway should PROHIBIT truck access!</p>

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171.	2021-06-23	██████████	<p>Attachment 171: A new question has been added to Virtual Public Information Centre #2</p> <p>I am happy to see that trucks will be limited to daytime hours on Victoria Ave. North. My question is about the increasing number of LCV trucks and double axle trucks on this route. I can look out of my home office window on Victoria Ave. N. and see so many of them pass by daily. According to the MTO "LCVs may only operate on predetermined multi-lane, controlled access, divided highway routes and to and from terminals close to highway ramps that have been approved by Ministry of Transportation officials. All off-highway routes require an engineering and traffic safety assessment and route plan as well as consent to operate LCVs by the local road authority." I want to know if the City of Hamilton has conducted the necessary engineering and safety assessments for these trucks on both Victoria Ave N and Wellington St. North. There are more than 1600 of these truck in Ontario and they are often carrying dangerous goods. They speed down Victoria Ave N. towards Burlington St. How can this be safe? Isn't the speed limit here 40 km/hr? Even enforcing that might improve the safety of this street. My last point... both Victoria Ave. and Wellington St. are residential streets. The only part that is commercial would be the sections north of Barton. Such large trucks should not be allowed on residential streets. Thank you for your time and consideration.</p>
172.	2021-06-23	██	<p>Attachment 172: A new question has been added to Virtual Public Information Centre #2</p> <p>Any thoughts about how to manage traffic through subdivisions? After thinking about what I've read, I have a concern about smaller trucks using subdivisions to "skip" high traffic corners. For my personal example, I live in a subdivision where cars and the occasional small truck will cut through the subdivision to skip the traffic at Upper James and Stone Church. (Upper James to Chipman to Jeremy to Bridgette to Benjamin to Stone Church) If the enforcement limit is increased to 11,000kg, I'm concerned that the smaller trucks will start using this shortcut more often, since there would be no legal ramification for doing so, and delivery trucks are always under pressure to be on schedule. What are the options under the revised plan if it turns out smaller trucks do end up abusing this route or other shortcuts in other parts of the city?</p>
173.	2021-06-23	██████████	<p>Attachment 173: A new question has been added to Virtual Public Information Centre #2</p> <p>How is additional truck traffic on Wilson St. in Ancaster will be minimized?</p>
174.	2021-06-23	██████████	<p>Attachment 174: A new question has been added to Virtual Public Information Centre #2</p> <p>Concession 4 West addition to truck route. One of the first signs you see as you enter Concession 4 West from Highway 6 North reads no truck traffic between March 1 to April 30. Obviously this road is not equipped to handle large truck traffic through out the year. How many hundreds of millions of dollars are you suggesting be spent to upgrade the road and keep our community SAFE?</p>

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SanID	Date	Name/Contact	Content
175.	2021-06-23	[REDACTED]	<p>Attachment 175: Hamilton Master Truck Route</p> <p>Councillors,</p> <p>I live on Westbrook Rd, on the West Lincoln side, between Golf Club Rd and Hwy 20. I listened to your meeting of June 21, and I wanted to relay my comments.</p> <p>My husband and I have lived here since 1980. When we moved in, Westbrook Rd was called Glanbrook West Lincoln townline Rd. The section of the road going south from 20 mile creek bridge, (just south of Golf Club Rd) was not even paved. Just a country gravel road. Since it was, and continues to be a shared road, Hamilton looks after the care of the road from the Binbrook Rd, # 65, going north to Hwy # 20. Westbrook Rd. from Binbrook Rd # 65 going south to York St. is taken care of by West Lincoln.</p> <p>The reason being,..common sense really, For example, in the winter, are you only going to plow or sand half a road ? Who paints the line down the middle of the road ? Who fills in a pot hole in the middle of the road ? This agreement seems to work very well..</p> <p>I also understood that the COST of the services and repairs is SHARED.</p> <p>About 1993 ish...the bridge over Sink Hole Creek, near Hwy 20, was declared unsafe and had to be replaced. I remember hearing something about restricting certain heavy trucks, because the new bridge could only handle a certain weight... Fast forward from then to 2016. Hamilton planned on making Westbrook Road an " Interim Truck Route"..To say they handled it badly would be an understatement.</p> <p>Notices were ONLY sent to residents on the Hamilton side of the road.</p> <p>We on the West Lincoln side of the road only learned about it from our neighbours, who are all good people,..we look out for one another. A letter came, dated Oct 01, 2016, with the trial truck route to start October 24. The envelope was post marked November 03. The notice was received on November 07. My husband and I called several people in Smithville.... Mayor, Councillor, the manager in charge of the roads...Nobody knew anything about the plan. We residents let our voices be heard, and Hamilton stepped back and cancelled the plan. So, here we are again,.. 2021.</p> <p>I think this time, Hamilton is trying somewhat to do better at consulting the people affected, or at least pretending to consult with us. I agree with Councillor Rehner, ...The West Lincoln Mayor, Councillors etc. should all have been consulted well in advance of sending out notices. Half the road belongs to West Lincoln for heaven sake... I can tell you, that even with the current truck traffic, our road is dangerous. We have a dozen seniors and several young families with children. From my house alone, I could point to homes were collectively at least 10 children live. We have a speed limit but an awful lot of people don't obey it now. If our road was overhauled for a major truck route, how fast would the traffic go then. As for the seniors,..one gentleman wears one of those orange safety vests while walking. Another senior told me how he has had to jump into the ditch to prevent from being hit.</p> <p>What will it be like if our road is designated a Full Truck Route? If you go to the web site as shown in the attached notice, you will see a link that will show what roads they are considering. This is not a general ...let's see what's out there discussion. They have a definite plan in place. I do not believe we are premature with our concerns. Our road is not in very good shape. You all heard what Councillor Trombetta said about the annual repairs. It would have to be a major, major overhaul of a very long road. Possibly replacing two bridges. I believe you are talking a major expense.</p> <p>As you heard, this particular part of the road is quite narrow, with almost no shoulder to walk on now,.. how would that be addressed? And yes, we certainly need trucks to transport our goods around, but there are better roads than little Westbrook Road to do so. I sincerely hope you stand up and fight for your constituents. As was mentioned, Woodburn Road which is only 1.6 km west of Westbrook Rd. is a much sturdier looking road, and Hendershot Rd another 1.6 km west, seems to be deemed more commercial, and even has traffic lights where it meets Hwy 20. Then Hwy 56 is right there, and it has just had a major overhaul...</p> <p>So please, don't anyone try and tell me that little Westbrook Road is the only and best truck route. Westbrook Road is not anything like Silver Street, not even close. You are all right that Hamilton should have consulted you first. Half of the road is in West Lincoln. Hamilton should not be allowed to make this decision alone. If the trucks are going into Hamilton, or wanting to connect with the QEW, or the link,..keep them on the big roads that are out there now... Not little residential roads where seniors and children live.</p> <p>Thank you for taking the time to read my somewhat lengthy email.</p>

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176.	2021-06-22	[REDACTED]	<p>Attachment: 176: FW: truck route proposal for 11 east MARY-LOU NERBONNE 11TH CONCESSION E</p> <p>Judy,</p> <p>As a resident of 11 east I want to know if you as our councillor will be voicing our concerns at the meeting Thursday evening?</p> <p>I and my family moved to [REDACTED] east Freerton May 2020, we love it here! a family of 5, three generations living in one house. I do hope that you will be supporting our voice to be sure we are heard loud and clear that a truck route on 11 east is not wanted, it is not good for the 94 year old man whom walks daily from #14 to beyond 79, the 84 year old lady who walks from #6 to centre daily and the many others who walk bike and enjoy the concession. The deer and other wild life that travel east west north and south freely, we are a property who have a conservation of land attached as are our neighbours, the water and land must be protected. The road with the slight hills and driveways does not accomidate truck traffic, Please be sure to join us and voice why this is not good for the 11 east</p> <p>Best Regards,</p> <p>[REDACTED]</p> <p>Concession 11 east neighbour's, (this is time sensitive!)</p> <p>6 highway to Millbrough line Concession 11East could become a truck route!!!!!! Have you heard about the proposal up for discussion this Thursday, June 24th, to possibly change 11 east to a truck route? This concerns me as I do not want this wonderful area that has an abundance of conservation land and community usage to become a truck route. See some of my reasons below:</p> <ol style="list-style-type: none"> 1. Protect the conservation Land and the water, it is my understanding that this is a water protect area and no salt is used on the road.The wildlife, the deers that cross the road from pasture to pasture would be killed or move on. 1. The people who walk (some in there 90's), or bike our road, the children on dirt bikes and ATV's (some very young), the horse farm who crosses the horses from pasture to pasture, as well as the driver's, there are many hilly spots that you can not see oncoming traffic, therefore unsafe to pass.Add in trucks and it will be deadly. 1. The intersections at 6 and Millbrough at the 11 East, the bridges over the creeks and river's the width, blind spots can not accommodate trucks.Difficult enough in a car! <p>We are newbies here on the 11 east but we love it here, please join me and have your voice heard.Participate in the Review, provide your Comments and contact the Councillor: Judi Partridge Email: judi.partridge@hamilton.caPhone: 905-546-2713 https://engage.hamilton.ca/trmp this is where you can find more info, see proposals, please let you voice be heard!</p> <p>City of Hamilton Response: Thank you for reaching out to Councillor Partridge. Currently the Councillor is in Council and Committee meetings. I am the Councillors liaison person who works with residents to resolve their issues in Ward 15.. I will be sure to discuss your email with her at our earliest opportunity to be taken under advisement accordingly.</p> <p>Additionally, I would encourage you to participate in the upcoming Public Information meeting this Thursday at 6pm. I see you have the link below in your email correspondence and therefore will assume you have the information to log in. If you need further assistance you can also reach out to the contact found within the link.</p> <p>Thank you for your comments and concerns. The Councillor is always very appreciative of residential engagement within the Ward 15 community. Take good care and be well during these challenging times.</p>
177.	2021-06-23	[REDACTED]	<p>Attachment: 177: FW: truck route proposal for 11 east MARY-LOU NERBONNE 11TH CONCESSION E</p> <p>Would you please note that I am also not supportive of the 11th Conc being a truck route connecting to Hwy #6 north. There have been a number of fatal accidents at that intersection, the sight lines/angle of the highway are dangerous. Also note with the centre turn lane on Hwy #6, it is also six lanes across exactly where the rise in the road is, with no stop light control intersection.</p>

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178.	2021-06-23	[REDACTED]	<p>Attachment: 178: Truck Route @Mount Hope</p> <p>My name is [REDACTED] and I live at Mount Hope. I would like to tell you that I do not want Haldibrook Road to become a truck route. I have concerns about safety for the residents in the area and also for the environment. So I want to object to the proposal to make the road a truck route.</p> <p>City of Hamilton (Brenda):</p> <p>Thanks for your email It is my understanding that Haldimond does not support their half be a truck route. So practically speaking, it would be irrational to designate half the road a truck route. I'm not supportive Hope this helps to explain Take care and stay safe</p> <p>Follow Up:</p> <p>It does. Thank you for the update.</p> <p>City of Hamilton (Omar):</p> <p>Please consider this as a confirmation of receipt of your input regarding the draft recommended truck route network. This study is conducted in accordance with the municipal class environmental assessment, and public feedback is an integral part of this process. Please note the draft network is subject to change based on the feedback received during this engagement phase. Therefore, we will consider your input in the next revision of the network.</p>
179.	2021-06-23	[REDACTED]	<p>Attachment: 178: Master Truck Route - Fruitland Road</p> <p>I received the Hamilton Truck Route review and looked at the maps . Two questions : Are trucks presently allowed on Fruitland rd?- I don't see many . Will the Proposal allow more trucks on Fruitland Road b/w Barton + Highway 8 ? Thanks</p>

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180.	2021-06-23	[REDACTED]	<p>Attachment: 180: Road Improvements on Barton St. Stoney Creek</p> <p>I sent this letter to [REDACTED] and now sending it to you.</p> <p>I actually have considered if I need new windows, doors or even insulation but when I bought the house the inspector said it was all ok, the house is a back split and the land isn't even...ive had so many questions and if the road is going to be even closer to the house the truck noise level is even going to be louder.</p> <p>Hopefully what ever the plan is it will ghost the truck noise.</p> <p>I wasn't able to attend the last meeting computer issues.</p> <p>Hope improvements are fit the better.</p> <p>Hello,</p> <p>My house is [REDACTED] bought Sept 2019. The noise level starts at 5 am with truck going, don't hear much noise when cars are going buy but with trucks some times the house seems like it shakes and feels like a plane is going to crash. The house is only 15 years old and I have been thinking maybe it's a house default but the noise is only when trucks go by.</p> <p>I live alone widow, my grandson (7yrs) used to stay with me when I lived in Oakville but here he refuses to. He says my house is haunted because of the noise and its all due to the trucks.</p> <p>So if the road is going to be widen it better be smooth and I mean smooth assuming trucks are going to continue (if so needs speed limit) most time trucks go 80km on this stretch.</p> <p>Please take this into consideration or I might have to relocate.</p>

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181.	2021-06-20	██████████ Lakewood Beach Community Council	<p>Attachment 181: Truck Route Master Plan Changes - Public Information Virtual Meeting this Thursday, June 24th at 6:00 p,m</p> <p>Dear Omar (Project Manager, City of Hamilton) c.c. Councillor Pearson (Truck Route Sub-Committee Member) and City Council</p> <p>Pic: Red is removed full time routes from Master "Plan", Green circled area is changed from part time to full time:</p>  <p>Can you please confirm that we are reading the proposed changes correctly in that:</p> <p>(a) The draft plan is to remove the Truck Route along the North Service Road in 99.9% of Ward 10? ... Excluding the .1% part that is located in our residential neighbourhood of Ward 10?</p> <p>(b) And that after all of our years of advocating for removal of the Grays Road, Frances Avenue, Drakes Drive part time Truck Route into our inferior neighbourhood road network has resulted in a draft recommendation to remove the Truck Route Community Ave to South Service Road, and expand the residential neighbourhood route to a full-time Truck Route !?!</p> <p>We would like to know if we are reading these presentation slides correctly since if this is the case, we believe our community members need to be aware of these proposed amendments. We already note that some residents did take the time to provide online mapping comments last Fall; however those comments appear to have been completely disregarded. For those that are unaware, this route has ZERO sidewalks yet is the route to the Confed PEDESTRIAN entrance/Ontario Waterfront Bike Trail.</p> <p>On the surface, the optics here are extremely poor. The changes will not only increase the residential area truck traffic; especially those travelling along NSR from the west, it will result in trucks 24 hours a day.</p> <p>In a nutshell, the proposed amendments are beyond our comprehension and the complete opposite of Vision Zero / Healthy Neighbourhoods.</p> <p>We look forward to your response.</p>

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182.	2021-06-23	[REDACTED]	<p>Attachment 182: Truck Route Master Plan Changes - Public Information Virtual Meeting this Thursday, June 24th at 6:00 p,m</p> <p>Dear Omar (Project Manager, City of Hamilton) c.c. Councillor Pearson (Truck Route Sub-Committee Member) and City Council</p> <p>We voiced our concerns to you in an earlier email, in that we feel very strongly that the truck traffic coming to the North Service via Grays Road should be halted. It is so incredulous to us that that new plan still proposes to not only continue this, but to extend it to 24 hours! We feel we need to reiterate our concerns.</p> <ul style="list-style-type: none"> -This area has become increasingly more densely populated with much more vehicle and pedestrian traffic running along Frances Ave. - Trucks coming northbound from Grays Road require the full width of Frances Ave to make their turn. We often have to anticipate and stop well before the stop sign to allow the trucks room to get around into their lane. - In the past trucks have actually toppled their load of steel coils and plates coming around that corner. - There are many people walking and riding their bikes along this stretch of road as well as on the overpass. It is part of the waterfront trail! There are NO sidewalks! This is a safety concern. This is a residential area that shouldn't have trucks coming through it, especially when there is an alternate route available!! <p>Our area is facing even more pressure from development in ridiculous proportions - 50+ story triple towers and so on. How is that corner going to look then? Its current state is bad enough. We ask, when there is a safer and less intrusive route through the industrial zone of this area, why is this route not being the one proposed? It is very disheartening to us that it seems our neighbourhood is repeatedly facing community pressures and having to advocate for basic sensible solutions and outcomes.</p> <p>We strongly urge you to please change your proposal to the rational alternate solution.</p> <p>City of Hamilton Response: Please consider this as a confirmation of receipt of your feedback and concerns regarding the draft recommended truck route network. This study is conducted in accordance with the municipal class environmental assessment, and public feedback is an integral part of this process. Therefore, your input is valued by the City and will be considered in the next revision of this network. Please note the draft network is <u>subject to change based on the feedback received</u> during this engagement phase.</p> <p>I invite you to attend the Public Information Centre on June 24, 6-8 p.m., to learn more about the process, the implementation strategies and steps moving forward.</p>
183.	2021-06-23	[REDACTED]	<p>Attachment 183: Hamilton Truck Route Plan - Concerns</p> <p>Halidbrook Road, and the western extension of the route, Sawmill Road is unsafe and structurally unsuitable for use by heavy trucks. Other more suitable routes that will not require the investment required for reconstruction are already designated as truck routes.</p> <p>Thank you for taking the time to read the attachment and consider my concerns.</p>

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SanID	Date	Name/Contact	Content
184.	2021-06-23	[REDACTED]	<p>Attachment 184: Heavy Trucks - Haldibrook Road</p> <p>After having just received the notice regarding the proposal by the City of Hamilton of Haldibrook Road becoming a heavy truck route 24/7 by the City of Hamilton (June 22, 2021), I wish to express how much I oppose this decision. As it is, our road is very busy just during daytime hours let alone it becoming a 24/7 truck route of which this road was never intended to accommodate.</p> <p>As a long term resident of the Caledonia area for 64 years being raised on Argyle Street prior to the Caledonia bypass, the heavy trucks would actually shake the house.</p> <p>My family and I have lived on Haldibrook Road for 34 years since 1987 and this road is hard enough now to cross and get mail from the mail box let alone having heavy truck traffic to contend with. Also, this road is an 80 km speed zone in our area which should be reduced to at least 60 km as most roads with a cluster of houses are reduced to a lower speed. We have about 12 - 15 houses in this area with some having small children, walkers and bicyclists. We also have grandchildren who visit quite often and we are afraid of them getting anywhere near the road.</p> <p>I cannot imagine why anyone would think it is a good idea having heavy trucks going through a residential area, it just seems to be a very dangerous situation. Haldibrook Road has always been very busy and cannot imagine it getting any busier.</p> <p>I would like to take this time also to mention that with our road being as busy as it is, there should be a traffic light at Upper James and Hwy #6, especially with people pulling out of Petro Canada with the intersection being so close to each other, it is an accident waiting to happen.</p> <p>I would appreciate any help that you could give us and our community with this issue.</p>
185.	2021-06-23	[REDACTED]	<p>Attachment 185: Hamilton Truck Route Master Plan Review</p> <p>I think residences, day cares, community centers, shelters for emergency housing, and significant natural environments should be included as sensitive land uses (slide 18) and factored into the analysis when determining the truck route network.</p> <p>I understand that the 'balanced network' was selected as the evaluation tool for the draft plan. I think the 'public health focused network' philosophy should be used as the evaluation tool. One death on the roads to move our 'stuff' efficiently is one death to many. In my opinion, safety and community health should outweigh convenience.</p> <p>Will implementing 'daytime only' routes actually make our roads less safe and increase health impacts by concentrating the volume of heavy truck traffic at the same time as the roads are already at their busiest with pedestrians, cyclists, and passenger vehicles. While understanding that the nuisance factor would be increased for some residents, would it not be safer and better for the health of the broader community if truck traffic was actually limited to the time between 7PM to 7AM?</p>
186.	2021-06-23	[REDACTED]	<p>Attachment 186: A new question has been added to Virtual Public Information Centre #2</p> <p>Specifically regarding the addition of concession 11 e (a residentially populated rural route): was there an independent non biased transportation planner consulted that has taking into consideration: density of homes, proximity to homes to the concession, demographics of the homeowners along this route, impact to protected wetlands and watershed?</p>
187.	2021-06-23	[REDACTED]	<p>Attachment 187: A new question has been added to Virtual Public Information Centre #2</p> <p>I live on Westbrook Rd, between Golf Club Rd and Hwy 20. We are a neighbourhood of 21 homes, including about 14 seniors, about 12 children. Our road is dangerous now to be near, how are you going to keep us safe as a truck route? We have no sidewalks. Just ditches, and very narrow shoulders.</p>
188.	2021-06-23	[REDACTED]	<p>Attachment 188: A new question has been added to Virtual Public Information Centre #2</p> <p>My question pertains to enforcement of the truck routes. I know HPS is responsible for enforcing truck routes, however it seems to be a lost cause here on Con. 5 E. in Waterdown. The creation of the Traffic Service Unit helped at the beginning of the year, but I've seen no one for over 4 months, even with multiple calls to district crime prevention. Do I not pay enough in taxes to warrant some degree of enforcement?</p>
189.	2021-06-23	[REDACTED]	<p>Attachment 189: A new question has been added to Virtual Public Information Centre #2</p> <p>How is it safe to turn haldibrook road into a truck route for residence and farmers? The road and shoulders are not equipped for all day truck use. The road is not very wide or designed for safe use of daily trucks. Our mail boxes are on the small shoulders and majority of haldibrook is farm fields so what about Harvest time and the safety of the farm workers in speed restricted tractors and the regular traffic already on the road.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
190.	2021-06-24	██████████	<p>Attachment 190: A new question has been added to Virtual Public Information Centre #2</p> <p>Who made these proposals without the input of the residents who's lives are affected by this? Will our taxes be decreased as the value of our homes will be decreased? Have you even see what it is like on our road when traffic is diverted due to an accident? I have seen trucks already using Dickenson Road speeding 75to 80km knocking branches off trees while children are waiting for school buses. Who is legally responsible for injuries? I believe the city now knowing this is a possibility should be legally responsible for injuries to children from the implementation of trucks on our road. This is a residential area. It may not be zoned as such as the city has changed this to suit their purposes over the years but people live here. Let's change the mayor's street to a truck route or Brenda Johnson's street...</p>
191.	2021-06-24	██████████	<p>Attachment 191: Re:truck route Haldibrook rd</p> <p>I am a resident at ██████████ for over 20 years. I am curious as to the thought process in thinking of making this a 24/7 truck route. This is a residential area with some young families with children. The speed limit is 80 klm which is the same as HWY 6 and the Red Hill. We are surrounded by 60 klm streets. I can tell you from personal experience that cutting the grass in the ditches or checking for mail can be very dangerous, you can feel the wind as speeding cars and trucks go by! I know this will fall on deaf ears as we have contacted the city, police and mto regarding speed limits and truck traffic to no avail. Just wondering why was the hwy 6 by-pass built if not to used to divert the truck traffic off of residential streets? I await your response lol.</p> <p>City of Hamilton Response (Brenda's office):</p> <p>Thank you for your email. By copy of this email I am sending your comments to Omar who is the lead on this project. I have also included the information for the Virtual meeting being held tomorrow evening at 6pm. Hopefully you are able to make it!</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network and for sharing your concerns regarding the truck route designation of Haldibrook Road. Please consider this email as a confirmation of receipt of your feedback in this planning process.</p> <p>As part of a comprehensive network evaluation process, Haldibrook Road was identified as potential future truck route to provide network redundancy and accessibility for goods movement vehicles. Its function as a truck route in the network would minimize ambiguity for truck traffic to follow the shortest path from the truck route network to the end destinations and return. It would serve as an east-west connection in south Hamilton and fill the truck route network gaps in the area. Given the safety concerns, the intention of this future route designation would have only been operational once infrastructure upgrades were implemented.</p> <p>However, the boundary roads are joint jurisdiction between adjacent municipalities and are subject to terms of the Joint Road Agreement. No decision can be made unilaterally regarding the truck route designation of Haldibrook Road without consensus from Haldimand County.</p> <p>As you might be aware, Haldimand County Council passed a resolution on June 28, <u>opposing the truck route designation of Haldibrook Road.</u></p> <p>Given that the draft recommended truck route network is subject to change based on the feedback received, it will be amended accordingly in the next stage of the study.</p>

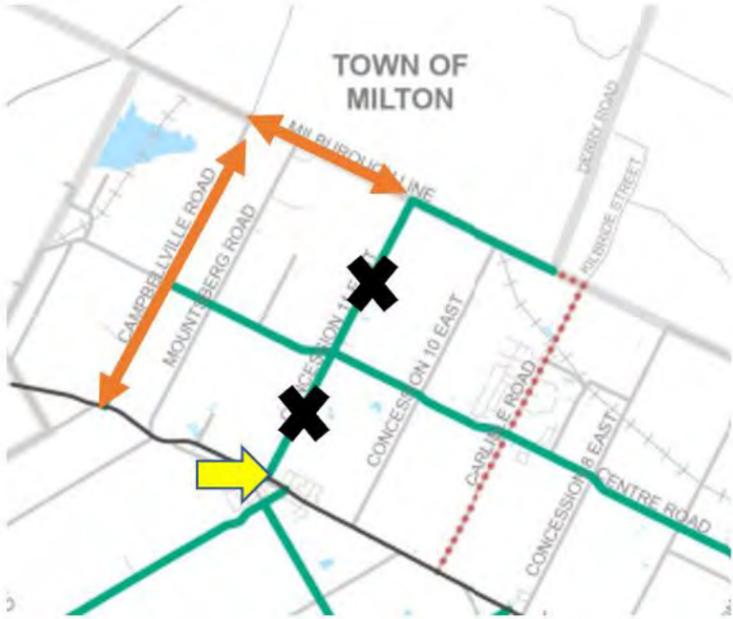
HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
192.	2021-06-24	[REDACTED]	<p>Attachment 192: project mailing list</p> <p>I presently live on 6th Conc. E. Flamborough and I would like to be put on the project mailing list.</p> <p>This review plan directly affects the community that live on this road and have only become aware of this project due to a mailing in my mailbox.</p> <p>What are the criteria being used to allow movement of trucks on rural residential roads.? This road has a very narrow shoulder, is travelled on by farm equipment , school buses and many charitable organizations use this road as part of their route(e.g.cancer bike ride) It appears that this is not a day use only road in your plan review, what are the criteria for that change?</p> <p>The balancing of residential and commercials needs is difficult and I would like to think safety of residents would override goods movement by trucks..</p> <p>Please provide me with the information requested at your earliest convenience.</p>
193.	2021-06-24	[REDACTED]	<p>Attachment 193: A new question has been added to Virtual Public Information Centre #2</p> <p>The 2010 CITY OF HAMILTON TRUCK ROUTE MASTER PLAN STUDY indicated that 75 to 85 percent of truck traffic was between 7 am and 7 pm. The report also indicated that enforcement of "time of day" restrictions is "minimal" and "not of high priority" to Hamilton Police Services? Isn't restricting trucks rumbling through residential neighborhoods and pedestrian commercial corridors really just the status quo with a ribbon?</p>
194.	2021-06-24	[REDACTED]	<p>Attachment 194: A new question has been added to Virtual Public Information Centre #2</p> <p>In regards to Ward 2 and the proposal to have trucks that are now full time to only run part time between 7 - 7 on Wellington street north. I see that the proposal still gives trucks full access to run full time to Ferrie street to turn left, as someone who lives on that route along with many of my neighbours I do not see the logic of allowing trucks to travel to Ferrie to only make a left to take them back down to Burlington street. I would ask for all travel emminating from Burlington street north on Wellington be limited to part time only as well. In a perfect scenario I would see no need for Heavy truck coming out of the many industries located on Burlington street to have to run on Wellington street or any of the other residential streets then through the heart of the city causing noise and air pollution along with speeding up the damage to city roads in an attempt to shave time to access the highways. Burlington street where these companies are located has access to all the major highways and would only add minutes to travel time for heavy industrial trucks. On the proposed route change, can the full time permission of trucks to run though wellington street be changed to only include part time travel as completely banning them does not seem to be an option on the table? Let me also note that during the one week span that the railroad tracks were being repaired on Wellington and Ferrie the noise and especially air quality was dramatically improved in the area. All the residents I spoke to noticed the absence of residue on there backyards and in front of their homes. This is what our neighborhood is breathing in every day in the north end in order to save industries minutes on their travel. Thank you for your time and consideration.</p>
195.	2021-06-23	[REDACTED]	<p>Attachment 195: Grays Rd.</p> <p>I have had only a short opportunity to view the new TRMP. It appeared to me that the Grays Rd, Frances Ave, Drakes Dr portion ,which is daytime only, will be moving to full time. Surely this is not the case. Directing trucks through a residential area at night vs going through an industrial area as is now the case would be farcical. We don't even have sidewalks here!</p> <p>City of Hamilton Response;</p> <p>Please consider this a confirmation of receipt of your comments regarding the DRAFT recommended truck route network. Please note the draft network is subject to change based on your feedback received during this engagement phase.</p> <p>As part of this draft plan, truck traffic from the industrial/business park is required to use South Service Road as their primary route to connect to QEW and beyond. In addition, this study recommends operational improvements at intersections and mid-block to minimize conflict between truck traffic and other road users.</p> <p>Your input in this planning process is valued and will inform the next revision of the truck route network.</p>

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196.	2021-06-24	██████████	<p>Attachment 196: Proposed Truck Route (Concession Road 11 East, Hamilton)</p> <p>Good Morning</p> <p>First off let me thank you for taking the time to read this email. I'm sure you're busy in preparation for the many agenda items on your plate, so I really do appreciate you taking a portion of your day to read over my thoughts.</p> <p>My name is ██████████ and I live at ██████████ east in Freelon, which is just on the outskirts of Hamilton, very close to the border of Milton. It has come to my attention that the city of Hamilton is proposing turning my road into a full time Truck route. As I'm hoping you've already had several concerns from other members of my community on this, I too am writing you today to voice my concern about this proposed plan. Unfortunately, I cannot attend tonight's virtual meeting, so I'm reaching out to you via email to point out some of the reasons why I believe that making this road into a FULL TIME truck route would be a bad idea.</p> <ol style="list-style-type: none">1. Conservation Lands. This area of Hamilton has a tremendous amount of conservation which houses much wildlife among the forests and waters, and I am sure was probably one of the main reasons why most of us moved out here. Introducing a constant flow of large polluting vehicles will only disrupt this natural habitat. From the deer's that are constantly crossing the roads to the salt and chemicals these trucks will seep into the water that we drink, this natural environment we love so much will be lost if the city of Hamilton approves this truck route. What I find funny is that I couldn't build a swimming pool within a 100 Feet of conservation on my own property because of the negative affects it would have on the wildlife, but implementing a massive truck route through the heart of it is okay? This just does not seem right at all and to be honest, completely unfair.2. Logistics – Looking at the truck route that the city is proposing really doesn't make any sense to me why they need to implement this artery through our street. Milborough Line and Campbellville road are large streets that spam over many kms and can house large vehicles. I'm having a hard time understanding why the full time truck route simply doesn't go from Campbellville road directly to Milborough line. There is absolutely no purpose to include "Concession Road 11 East" in the plans because it serves no purpose. The only time that a truck would maybe need to take our street is if crossing over to Regional Road no 97. This not only would happen very few times but would be near impossible to do because of the type of intersection that exists at HWY 6. To make a left-hand turn onto HWY 6 from our road is simply a death trap and would NEVER happen during normal commuting hours in the day for a large vehicle. Honestly, this would be an accident just waiting to happen.
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			 <p>3. Horse Farms – If you’ve been out to our street you would see that many of our properties have horses and it is very common to see members of our community riding their beloved companions from pasture to pasture which would involve crossing the street at various times. Can you imagine how difficult and dangerous this would be if introducing large commercial vehicles to our streets.</p> <p>4. Bridges. There are two bridges on “Concession road 11 East” and the construction of these bridges were NEVER designed to accommodate a constant flow of large vehicle traffic. I have been at these bridges when two cars have pass at the same time and the distance between the vehicles is minimal and to be honest, quite dangerous. In most instances, when this occurs, vehicles will pretty much come to a complete stop because the width of the bridge is simply too small to safely accommodate 2 vehicles at once. I just don’t know how a truck and a car, or 2 trucks would cross paths at these points and not get into a major accident.</p> <p>5. Runners/Walkers/Bikers – I am an avid runner and walker, and I am constantly on our street taking in the natural environment while getting my exercise at the same time. In fact, one thing I love about our community is that I see many others doing the same thing and they vary in age from teenagers to 90-year-old retirees. In fact, we have one member on our road that walks everyday at lunch (with his walker) when he can because he knows how valuable exercise is at his age. However, what makes this slightly dangerous to do is that there are NO sidewalks on our streets to accommodate this and the curb area on the side of the road is pretty much nonexistent. So, for those that venture outside for a run/walk or bike will have to do so on the street. I can tell you that there have been SO many occasions where I have been nearly hit by a car while going for a run. Most vehicles will slow down or even cross to the other side while passing, but there have been many times where this can’t happen because there is another car coming from the opposite direction. In these instances, I usually find myself jumping into the bush along the road to avoid any sort of fatal collision. In addition, it doesn’t help the amount of hills on our street make seeing pedestrians very difficult for cars at times. I am telling you RIGHT NOW, that if the city decides to make Concession Road 11 east a full-time truck route, there will be a fatality for sure because trucks will not be able to avoid pedestrians with how the infrastructure of the road currently stands.</p> <p>Those are just a few points that I wanted to bring to your attention when it comes to this proposed FULL time truck route on Concession Road 11 East. I hope that you really consider the negative affects such a decision will have on our community. I love where I live and I would hate to have oversized vehicles disrupt the natural beauty of the street.</p> <p>Thank you for your time. I’ve attached a copy of the email if viewing the content is easier to do</p>

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197.	2021-06-24	██████████	<p>Attachment 197: A new question has been added to Virtual Public Information Centre #2</p> <p>Several corridors that remain on the recommended Truck Route Network (e.g., Cannon, Concession, Wellington, and Victoria) have a significant number of sensitive land uses, including hospitals, elementary schools, long-term care, and city parks. How does this lead to a balanced network if public health is compromised (e.g., traffic/noise pollution, less desirability for active travel, etc.)?</p>
198.	2021-06-24	██████████	<p>Attachment 183: A new question has been added to Virtual Public Information Centre #2</p> <p>Recent research conducted with cyclists in Hamilton has revealed that many avoid routes that have a lot of trucks. Cannon, York, and Victoria are important corridors with protected or buffered infrastructure in the cycling network. Why are "efficiently connected" and "reliability" for trucks prioritized (e.g., numbered) above "safety"? What is the potential loss of cyclists along these corridors because they are perceived to be unattractive or less safe?</p>
199.	2021-06-24	██████████	<p>Attachment 199: A new question has been added to Virtual Public Information Centre #2</p> <p>As it seems that the Linc will remain a designated truck route, will proper sound barriers be installed along its entire length? Along the sections without a sound barrier the constant noise is very loud--and getting louder every year.</p>
200.	2021-06-24	██████████	<p>Attachment 200: A new question has been added to Virtual Public Information Centre #2</p> <p>Will sound barriers be installed along the length of the Link?</p>
201.	2021-06-24	██████	<p>Attachment 201: A new question has been added to Virtual Public Information Centre #2</p> <p>Will there be changes to the roads (lanes, shoulders, speed limits) and private properties along Haldibrook and Sawmill Road in this proposed plan?</p>
202.	2021-06-24	██████████	<p>Attachment 202: A new question has been added to Virtual Public Information Centre #2</p> <p>1. What will future fines be and Paid by who and to which dept? 2. How long will the roll out take before fines start and how will every company and driver know the new route? 3. What options will be available if a driver has various drop off spots at opposing areas? Will the plan accommodate exceptions or how will drivers handle that complication? 4. Will drivers be given warnings if they don't know how to deliver to a location not in the new route boundaries?</p>
203.	2021-06-24	██████████	<p>Attachment 203: attention : Ron Stewart</p> <p>We live on Middletown Road next to Christie Conservation Area. The trucks from the quarry continually cut through between Hwy 5 and Hwy 8 (Christie's Corners). It is even more a a problem since the Hwy 8 hill is closed.</p> <p>The cars also speed along the road. It is essentially a residential road the same as all of the other community roads in Greensville where the speed has been lowered to 40km</p> <p>There are no shoulders for the bikes, pedestrians, equestrians and dog walkers.....</p> <p>HELP!!!!</p> <p>Please call me to discuss this.</p>
204.	2021-06-24	██████	<p>Attachment 204: A new question has been added to Virtual Public Information Centre #2</p> <p>For the new segments that are proposed, do you have statistics about the number of trucks that will travel that route in a 24 hour period as well as what percentage of that traffic would occur between evening and morning (night)?</p>
205.	2021-06-24	████	<p>Attachment 205: A new question has been added to Virtual Public Information Centre #2</p> <p>Lynden Road is a residential street with many children and retired people. The trucks that barrel down the road are noisy, polluting and often traveling above the speed limit. This road should not be included in the Truck Route. Please find an alternative route for these industrial, commercial vehicles.</p>
206.	2021-06-24	██████████	<p>Attachment 206: A new question has been added to Virtual Public Information Centre #2</p> <p>Will the new transportation plan re-route the truck traffic from travelling along Dundas St. (Highway 5) through downtown Waterdown. The truck route could be changed to follow the new Waterdown bypass to highway 6. The Waterdown Node Secondary Plan is recommending making downtown Waterdown a more pedestrian friendly area in town and with heavy transport trucks allowed to travel right through town, it makes the area very unsafe not to mention the damage heavy trucks cause to the heritage building foundations in the area.</p>

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207.	2021-06-24	██████████	<p>Attachment 207: A new question has been added to Virtual Public Information Centre #2</p> <p>What is preventing removing Cannon St. (Victoria to Queen) from the truck transport list? Given the development of downtown and bike lines, would it not be beneficial to reduce heavy traffic? Pre-COVID, I have seen heavy trucks roar through yellow/red lights at James and Cannon in the middle of Art Crawl. It seems very dangerous. Thanks,</p>
208.	2021-06-24	██████	<p>Attachment 208: A new question has been added to Virtual Public Information Centre #2</p> <p>In follow up to my earlier question. A City of Hamilton document from 2014 clearly states this in item 7.3: "Given the unique geometric requirements associated with LCVs, the truck route network developed through this study is not intended to accommodate their unrestricted operations (i.e., the truck route designation does not negate the need for the provincially-mandated engineering and safety assessment). Additionally, the City has indicated that until such a time as a business operating within the City of Hamilton requests consent to use LCVs, the City has no interest or intent to accommodate such vehicles on any City roadway (including the Linc and RHVP). Therefore, no further action related to LCVs is recommended at this time." What has changed? This morning at 10:52 am, 2 LCV trucks drove past my house on Victoria Ave. N. At 11:03 am, another LCV and again at 11:19 am. Four LCV trucks in less than 30 minutes! One was from Snobelin Farms so I am guessing it's going to the Bunge facility. Have they applied for a variance to allow LCV trucks?</p>
209.	2021-06-24	██████████	<p>Attachment 209: A new question has been added to Virtual Public Information Centre #2</p> <p>11E is a poor choice for truck traffic and the winding road of Milborough Line is arguably worse. Horse farms, narrow bridges, substantial hill, blind spots and poor egress to both Hwy 6 and Milborough Line. What possible logic is there for this choice? I asked for stats from Omar and have not received them.</p>
210.	2021-06-24	██████████	<p>Attachment 210: A new question has been added to Virtual Public Information Centre #2</p> <p>Why does the city want to make a beautiful country road into a truck route? We moved out here for peace and quiet not the sound of trucks day and night!</p>
211.	2021-06-24	██████████	<p>Attachment 211: A new question has been added to Virtual Public Information Centre #2</p> <p>What necessitated or was a key driver in the addition of Westbrook Rd as a truck route?</p>

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212.	2021-06-24	<p>██████████ ██████████</p>	<p>Attachment 212: Hamilton TRMP Review</p> <p>Thank you for your email the other day. After viewing the policy and considering the impact we wish to express our concern and discomfort with a plan that would consider Sawmill Road as a possible truck route.</p> <p>We live on Sawmill Road and walk it every day. Safety is an issue for us. There are several blind hills between Onondaga Road and the point where Sawmill meets Carluke Road, the very stretch we walk on every day. The road is busy and often treacherous to walk. We often have to step into the ditch to get out of the way of distracted drivers. Speeding vehicles is also an issue on Sawmill Road. The Hamilton Police have recently increased their vigilance on the road due to the number of speeding vehicles. If large trucks were permitted to use Sawmill Road it would be even less safe.</p> <p>The construction of the roadway is tar and gravel. It is not the same construction as roads in the city. The roadway is crumbling at the edges as there is no curb. Large trucks wreak havoc with the surface of the road. There are potholes of varying size along the length of the road already. More trucks would destroy the roadway.</p> <p>We strongly believe using Sawmill Road as a truck route would not be safe and would not be efficient.</p> <p>Additional Email:</p> <p>We continue to be very concerned that the city of Hamilton may designate Sawmill Road as part of their truck route system. We believe it would neither be a safe route nor an efficient route.</p> <p>Sawmill Road is the west end of Haldibrook Road. It is narrow, winding and hilly. It would not be safe for the farmers who move equipment to be on the road with large trucks. It is also used by locals for biking and walking. Bike races occur here regularly during the warmer months. Practices which would no longer be possible if large scale trucking took place on the road.</p> <p>The very west end of Sawmill Road ends at a T junction with Carluke Road. Large scale changes would have to be made in order for large trucks to manage the turn at that junction.</p> <p>We remain opposed to Sawmill and Haldibrook Roads becoming part of the truck route.</p> <p>I would appreciate a written response from you.</p> <p>City of Hamilton (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback in this planning process.</p> <p>As part of a comprehensive network evaluation process, Haldibrook and Sawmill Roads were identified as potential future truck routes to provide network redundancy and accessibility for goods movement vehicles. Their function as a truck route in the network minimizes ambiguity for truck traffic to follow the shortest path from the truck route network to the end destinations and return. They would serve as an east-west connection in south Hamilton and fill the truck route network gaps in the area. Given the safety concerns, the intention of these future routes designation would only be operational once infrastructure upgrades were implemented.</p> <p>Please note that the boundary roads are joint jurisdiction between adjacent municipalities and are subject to terms of the Joint Road Agreement. No decision can be made unilaterally regarding the truck route designation of Sawmill Road without consensus from both Haldimand County and Brant County. We have engaged with our counterparts in both Counties and received some feedback. As you might be aware, Haldimand County Council passed a resolution on June 28, opposing the truck route designation of Haldibrook Road.</p> <p>Moreover, the draft recommended truck route network is subject to change based on the feedback received and further technical analysis. Therefore, your input is an integral part of this process and will inform the study path forward.</p>

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213.	2021-06-24	[REDACTED]	<p>Attachment 213: 11th Concession East, Freilton ON - Proposed Truck Route</p> <p>Yesterday we received a letter in our mailbox from a neighbour, letting us know that our road is up for a proposed truck route.</p> <p>Please tell me that this is not true!</p> <p>I have already been in contact with your assistant, Christine re the issues we have with speeding as well as drivers who disregard the safety of our family & our neighbours. I cannot imagine that there is a motion on the table to add trucks to the mix.</p> <p>Firstly, this is a RESIDENTIAL road. Yes, we are in the country, but it is not a country road in the sense that, our concession is primarily made up of houses - larger than city lots, yes, but by no means, long meandering driveways and frontage - therefore, trucks driving by at all hours of the day, would completely disrupt our quality of living. We moved here to get a way from the traffic, not live on a truck route! I do not want to hear the constant drone of airbrakes at all hours of the day!! We live close to the 11th/Centre Rd intersection.</p> <p>Second, we pay high taxes (with less services to boot) and I know that we, along with our neighbours have put time, money to maintain their homes/properties. A truck route will devalue our homes. Who is planning to compensate us for the loss of value in our homes - who would want to buy a house along a truck route? (I suppose if you knock thousands & thousands of dollars off the home price, there would be takers).</p> <p>Third, this is a road that has small children living on it, dog walkers, joggers along with horses that meander up and down the road, and is a bike route as well. The road is hilly, therefore has blind spots. Should a transport truck come barreling over a hill, who is going to take responsibility for the accidents/deaths that might occur. Again, this is a quiet country road - or is supposed to be. It is my understanding that this is a water protect area and no salt is to be used on the road. The wildlife, the deers that cross the road from pasture to pasture would be killed, or move on. There has been nothing done to address the speeding on the concessions, so...what will happen when trucks race up and down the road?</p> <p>Lastly, I feel that the rural area has been largely ignored - even though per capita, we pay the highest taxes. The issue we are having with the gypsy moths is an example of how our needs are not being met. Just look on the Carlisle FB page to see how caring and involved our residents are - and going by this, I am sure there will be a out-and-out revolt should this truck route proposal move forward. I know by the St. Mary's quarry fight that this would fall within the parameters of residents taking action to protect our land, environment and way of life. I myself will do what it takes to ensure this does not happen and believe my neighbours will do the same.</p> <p>Judi, please tell my why this proposal is even on the table and what you and our community can do to ensure that it does not get passed.</p> <p>City of Hamilton:</p> <p>Thank you for reaching out to Councillor Partridge. Currently the Councillor is engaged in a Council meeting and I am monitoring her emails. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor is actually a former resident of the 11th Concession and is also against this proposal. She has made her position quite clear to Transportation staff that she has significant concerns in which are inclusive of your concerns noted in your email below. I have also forwarded your email to Omar Shams who is overseeing the Truck Route Master Plan and have asked to have your opposition noted accordingly. If you're able to participate this evening in the Public Information Meeting at 6pm I would strongly encourage you to. Below is the link to participate. We appreciate hearing from the Ward 15 residents on such critical issues and thank you for your engagement. Please take care and be well during these challenging times.</p> <p>Follow up email:</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks.
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			<p>know how the City of Hamilton came up with the # of trucks (45/day) that would use this route. Do you have any information about how this number was calculated and by whom?</p> <p>I am aware that a neighbour of mine has invited you up to have a look at this area, but as far as I know, you have not responded to her request. I hope you will consider this Omar, as a map does not give you a full understanding of the situation. One discrepancy to note; Milborough Twn Line shows on the map as a straight road – it is not at all. I believe once you actually see the roads in question, you might think differently about designating the 11th /Milborough Line as a 24/7 truck route. It does not seem feasible at all – especially given the City’s budget. If IBI is pushing for this and there is money involved in their proposal, I can only hope that the City of Hamilton will be transparent with its residents.</p> <p>Again, thank you for responding and letting me know that our concerns are being heard....I really hope that they are being taken into account.</p>
214.	2021-06-24	██████████	<p>Attachment 214: A new question has been added to Virtual Public Information Centre #2</p> <p>Because Fruitland Road has no police presence, why is the speed limit not reduced to 40kph and speed bumps installed until the bypass is built? Also why is the truck curfew not policed?</p>
215.	2021-06-24	██████████	<p>Attachment 215: A new question has been added to Virtual Public Information Centre #2</p> <p>Which roads are existing trucks using today without utilizing Westbrook Rd? What truck volumes are anticipated for Westbrook Rd? What geometric and operational improvements will be made to Westbrook Rd to accommodate trucks? Will the improvements be made prior to the truck route being implemented on Westbrook Rd? The intersection of Westbrook and Binbrook Roads is skewed and dangerous today, will improvements be made here? Have truck turning wheel paths been examined? What are the connections outside of Hamilton and neighbouring municipalities? Will noise and air studies be completed prior to implementation to determine pollution impacts? Will the speed limit on Westbrook between Binbrook Rd and York St be lowered from 80 km/h to 60 km/h like the rest of Westbrook Rd (North of Binbrook Rd)? Who will enforce that speed limits are respected? Hamilton police? Niagara? OPP?</p>
216.	2021-06-24	██████	<p>Attachment 216: A new question has been added to Virtual Public Information Centre #2</p> <p>I'll likely not be able to attend the meeting, but I'm wondering who pays for increased wear and tear on roads? Do the trucking companies pay fees or taxes to cover the required improvements and maintenance, or do we pay with our taxes?</p>
217.	2021-06-24	██	<p>Attachment 217: A new question has been added to Virtual Public Information Centre #2</p> <p>How and Where has "Truck" be defined as it pertains to the existing and proposed routes? Example: "Truck" definition: a commercial motor vehicle with a weight when unloaded, of three tonnes or more, or when loaded, of five tonnes or more, but does not include a passenger vehicle, an ambulance or any Vehicle of a police or fire department. Local deliveries and collections are exempt from heavy truck restrictions if the location cannot be reached by any other road and provided that the route taken is the shortest possible to and from the location on the truck restricted route.</p>
218.	2021-06-24	██████	<p>Attachment 218: A new question has been added to Virtual Public Information Centre #2</p> <p>How will the “day time only” be enforced? Currently trucks use Fruitland Road 24 hours and don’t always stay to posted speed limits. Trucks should not use Fruitland any time. There are no stop signs between Barton and hwy 8 to ensure speed limits are maintained. If this stays a “day time only” route or any form of a truck route, a stop sign (all way stop) needs to be put at Fruitland and Sherwood. This is the longest stretch of city road with no stop signs and there is a park kids play at.</p>
219.	2021-06-24	██	<p>Attachment 219: A new question has been added to Virtual Public Information Centre #2</p> <p>What if any consideration has been given to removing the segment on Ottawa St. extending from Barton St. Through King St.? With similar access at Sherman and Parkdale and many independent businesses, restaurants, street patios, and pedestrian traffic along Ottawa, why continue to route 5 tonne vehicles along this segment of Ottawa St.? At a minimum could this route segment be rezoned for warm weather months?</p>
220.	2021-06-24	██████████	<p>Attachment 220: A new question has been added to Virtual Public Information Centre #2</p> <p>I'm sure this is a concern throughout this project, but as a resident of Binbrook, I feel compelled to inform you of what I describe as a strong concern with truck traffic on Regional Road 56, travelling in both directions. I feel it's only a matter of time before a serious injury or death occurs at our only major intersection (56 & 65). With the growth in the area, and truck traffic increasing, I have witnessed over 25 instances of loaded trucks blow through the red light, while heading out to the landfill location on Hall Rd. Just 2 weeks ago I called a business about one of their "dumps" doing approximately 75k in a 50k approaching Maggie Johnson on 56 in the center lane passing vehicles. I received no reply. Something should be done to have these vehicles re-routed from 56 through town, as they are not equipped to stop in appropriate time when carrying that amount of material. It will save a life!</p>

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221.	2021-06-24	█	<p>Attachment 221: A new question has been added to Virtual Public Information Centre #2</p> <p>I have two questions. 1. How will the proposed changes to the truck route achieve vision zero? My Dad was killed on our roads by a heavy truck. I want to see significant changes to ensure that no one else loses their life by truck traffic. 2. How do the proposed changes align with Hamilton's vision statement? In what ways will these changes make Hamilton the best place to raise a child and age successfully, other than getting a better night's sleep? The safety and wellbeing of people is also important during the daytime hours. You have the power to help keep people safer and healthier. Please do that. Thank you</p>
222.	2021-06-24	██████████	<p>Attachment 222: A new question has been added to Virtual Public Information Centre #2</p> <p>Why were we informed about this meeting just today by a note in our mailbox when that would mean many people could not attend? Why is Concession 4 being added to the truck route and Concession 5 being removed? What are the "Traffic Control Improvements", "Segment Improvements", and "Road Reconstruction" measures planned for Concession 4 Rd W between Highway 6 and Brock Rd? How have the noise, traffic, speedy, and safety conditions been considered for the number of houses together on Concession 4 Rd W (especially near Hwy 6)?</p>
223.	2021-06-24	██████	<p>Attachment 223: A new question has been added to Virtual Public Information Centre #2</p> <p>Have the Hamilton Conservation Authority, Conservation Halton and Environment Hamilton been asked to comment on the impact of the proposed route, in particular, 11th Concession East and Milborough Line sub area? Will there be an environmental assessment done for any proposed road changes impacting wildlife travel routes, water flow and wetland storage capacity?</p>
224.	2021-06-24	██████	<p>Attachment 224: A new question has been added to Virtual Public Information Centre #2</p> <p>When is the proposed connection between Hwy 6 and the upper red hill valley set to be completed?</p>
225.	2021-06-24	██████	<p>Attachment 225: A new question has been added to Virtual Public Information Centre #2</p> <p>Is there any alternate route rather than using Whitechurch Rd?</p>
226.	2021-06-24	██████████	<p>Attachment 225: A new question has been added to Virtual Public Information Centre #2</p> <p>Crossing Hwy6 from Haldibrook Rd is very difficult, trucks will have a tougher time, a traffic light would help, is this possible. Also what adjustments can be made to the speed limit, lots of farm tractors use this route as well.</p>
227.	2021-06-24	██████████	<p>Attachment 226: Truck Route</p> <p>I have attempted to sign on and did not receive a four digit code and then I went to reregister I was told I was already signed up and then it asked me to reenter my email and submit the submit button wouldn't work.</p> <p>I want to make comments about this plan - but I am being blocked by a terrible set up system.</p> <p>Please advise.</p>
228.	2021-06-24	██████	<p>Attachment 227: Final reminder for Web seminar: Hamilton Truck Route Master Plan Review - Virtual Public Information Centre #2</p> <p>I have another meeting that I have to attend at 7pm but I would like to comment on the use of Wellington St, in Dundas, being used as a part-time route.</p> <p>If you have a specific email address for input please forward it to me.</p> <p>City of Hamilton:</p> <p>You can send your feedback via email to Transportation@hamilton.ca and truckrouteplan@ibigroup.com or provide your comments on the project webpage.</p>

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229.	2021-06-24	██████████	<p>Attachment 228 (Multiple emails compiled here):</p> <p>The slide that showed tri-axle dump are about 13000 kg.</p> <p>I hear about health, safety and enforcement. I can tell you from personal experience that when Lor Cor was using Haldibrook road as a short cut to hwy 56 or to the 403 all levels passed the buck. The police (Hamilton and OPP) local government and mto said that's not there job. Finally an email to the Hamilton chief of police saw some action.</p> <p>Why was the by pass built? It IS south of Rymal and Whitechurch! They are truck routes.</p> <p>Are speed limits going to be adjusted or is 80 km plus on a residential street sound ok?</p> <p>Operational improvements is a euphemism for wasting tax payers money</p> <p>Follow up emails:</p> <p>?</p> <p>You have no idea how much stress and anxiety this proposal is causing. This once non-truck route now being threatened with a 24/7 truck route. Thanks so much.</p>
230.	2021-06-24	██████	<p>Attachment 230: A new question has been added to Virtual Public Information Centre #2</p> <p>Has an environmental assessment/study been completed? To assess the effects of noise of trucks, habitats, tree loss in the rural areas where construction is necessary?</p>
231.	2021-06-24	██████	<p>Attachment 231: A new question has been added to Virtual Public Information Centre #2</p> <p>Why do trucks need to go through the village of Carlisle or any of the rural areas (unless out for delivery or pickup) to Milton? Why do they not use 401/403/407/QEW? All major highways available for through traffic. Trucks bypassing through rural areas are more than likely overloaded and avoiding weigh scales.</p>
232.	2021-06-25	██████████	<p>Attachment 232: A new question has been added to Virtual Public Information Centre #2</p> <p>By forcing the trucks coming from distances when delivering to the Port and forcing the 7am to 7am time slots , the city will be placing a large amount of trucks at 7 am coming from the west into the city. As many come a fair distance up to 6 hours away. This will download a high volume both on the 403 down the hill and on to Main Street to get to the port. The option would be to go around the bay at 6 to 7 am when the traffic is the highest putting more trucks on Burlington street which is currently falling apart.</p>
233.	2021-06-25	██████████	<p>Attachment 233: A new question has been added to Virtual Public Information Centre #2</p> <p>To force the type of truck to be smaller going to the port HOPA will be losing business as they lose there ability to compete on a competitive business model and will slowly force farming away from the port and there ability to make a living. Once again a city with the ability to compete on a world stage will cut off their nose too spite there face much like Toronto and lose there marine heritage</p>
234.	2021-06-25	██████████	<p>Attachment 234: A new question has been added to Virtual Public Information Centre #2</p> <p>Good presentation and as long as there is a balance in choices to help maintain both city competitiveness and employment it will work. I have been in Transportation for over 45 years Marine Freighters, and Trucking</p>

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235.	2021-06-25	<p>██████████</p> <p>Executive Director</p> <p>Helping Hands Street Mission</p>	<p>Attachment 235: Truck routes - Barton Village</p> <p>I am emailing you on behalf of both Helping Hands Street Mission and the Barton Village BIA. Thank you so much for the presentation this evening.</p> <p>On behalf of the community at Helping Hands Street Mission, we are excited to see that the section of Barton Street where we meet as community has been removed from the truck route network. As a street involved community, we spend a lot of time on the sidewalks of Barton Street between Wentworth and Wellington, and sharing the road with trucks has significantly impacted our ability to safely use our street (the location of Helping Hands Street Mission particularly is located at ██████████ and we currently do the majority of our community engagement on the sidewalk in front of our centre).</p> <p>On behalf of the Barton Village BIA, I would like to challenge you to remove more of Barton Street from the truck route network, even from the “daytime use” subsection. As Barton Street looks towards economic recovery, a lot of the BIA plans revolve around increasingly friendly streets, and pedestrian and cycling shared roads are an important part of this. The change to Daytime Use Only will not resolve the safety and economic concerns, as the trucks will continue to be active right when businesses are trying to attract customers and individuals are out and about on the street. You mentioned in the meeting that it’s difficult to enforce an increasing number of tiers, but segmenting the types of trucks allowed on the street would be a much more helpful way to deal with our BIA’s and community’s concerns than the simplistic “daytime use only” approach.</p> <p>Lastly, I am wondering about your definition of “local use”. Will trucks fit under the designation of local pick up or delivery if they are picking up from or delivering to industry on or nearer to Burlington Street? If that is the case, you can make all the changes you like, but the majority of trucks we deal with will be able to exempt themselves because of their “local” deliveries and pickups, and we’ll just remain at the difficult situation we currently find ourselves.</p> <p>I look forward to hearing back from you!</p>

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236.	2021-06-25	██████████	<p>Attachment 236: Feedback on truck route consultation **White Church Rd</p> <p>Hello, I am contacting you to share feedback regarding Hamilton's proposed truck route plan. I listened into the webinar on June 24, 2021 and wanted to share my concerns in writing. My concerns are specifically related to the proposed route on White Church Road (between Upper James and hwy 56) in Mount Hope. I live on White Church Road, between Tyneside and Nebo Road</p> <p>Summary of concerns:</p> <ul style="list-style-type: none"> • Elementary Bus Stops: Our children wait at the side of the road for elementary buses (buses for Mount Hope Elementary, Bellstone, and the local high schools use White Church Rd). There is a very small shoulder, and the bus makes multiple stops on White Church Rd. Children wait by the road on the narrow shoulder, and upon return at the end many have to cross the road unaccompanied on White Church Rd. • A church (Case United - on White Church between Nebo/Tyneside) is on the North side of the road, the parking lot on the south side: Seniors and families cross White Church Rd (no signal crossing) at multiple times during the day. This church also has a cemetery where families cross White Church Rd from the parking lot to the cemetery. And they also host a variety of community engaged events - eg. low cost yoga, community meeting space. • Bellstone School is located on White Church Rd - an elementary school where children are dropped off in the front of the school and play in a playground with no fencing • Agricultural activities: Our neighbourhood is zoned agricultural - throughout the day many tractors use the roadways. Introducing trucks would impede these activities, and would encourage unsafe passing of trucks/tractors etc (which is already a problem) - White Church is no-passing through most of Upper James to Trinity Church, but people pass anyways often. Furthermore many of us have animals (cows, horses, chickens) who would be adversely effected by truck traffic. Our community has many farms (crops, livestock, sod) and these require movement of specific machinery that is slow moving and occurs all hours of the day, also work involved in agriculture occurs close to the road. • Unlit - no overhead lights: White Church road has no overhead lighting (although you proposed 7-7 as a daytime route - in winter it is not light during these times) - the road is very dark • Narrow gravel shoulders: White Church Rd has very narrow shoulders - in front of my home it is 1.5ft. This does not allow space for large trucks. • Blowing snow: We struggle with blowing snow in winter - as we are an agricultural area we have large open fields which results in blowing snow even on days when there is no precipitation. This results in cars skidding off the road in winter. • Existing speeding problems: Hamilton police are regularly sitting on our road and ticket vehicle after vehicle for speeding which is a regular problem, as is unsafe passing in areas where passing is not permitted. • As stated on the call there has not been an environmental assessment of the area and we are home to the boundaries of Binbrook conservation area and many protected areas that border White Church Rd. • Noise: There are no noise break areas and because it is a lot of fields noise carries across our community. <p>City of Hamilton Response (Brenda):</p> <p>Thank you very much for taking the time to write your comments regarding White Church Road potentially being designated as a truck route.</p> <p>I also have those concerns.</p> <p>I have included the truck route master plan project manager Omar Shams to review and respond.</p>
237.	2021-06-25	<p>██████████</p> <p>Reporter, Dundas Star News Hamilton Community News Metroland</p>	<p>Attachment 237: Truck Route master plan public information centre 2 (media query)</p> <p>Thanks for the information and in-depth PIC on the truck route master plan (and for hanging around so long to give answers and listen to so many people)</p> <p>I wanted to confirm the spelling of one name for a speaker – it was a woman talking about her issues with Governor's Road – with a good response from Omar on the situation there.</p> <p>I believe her name was stated as ██████████ could you confirm that spelling?</p> <p>I'm writing up a little story about that this morning. If you could get that to me before my 12 Noon deadline today I'd really appreciate it.</p> <p>Thanks for your help,</p>
238.	2021-06-25	██████████	<p>Attachment 238: Trick route master plan</p> <p>FYI: the information flyer did not get to residence about the June 24th public information meeting until June 25th.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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239.	2021-06-25	<p>██████████ MPH</p> <p>PhD Student</p> <p>School of Earth, Environment & Society</p> <p>McMaster University</p>	<p>Attachment 239: Comments on the Truck Route Master Plan review</p> <p>Thank you for the opportunity to ask further questions and provide feedback on the Truck Route Master Plan review. I attended the virtual PIC #2 yesterday and appreciated the additional insight provided by IBI staff. I was quite happy with the facilitator's ability to give adequate time for residents' concerns to be heard. The turnout was quite impressive too - this is obviously an issue that Hamiltonians care deeply about.</p> <p>My primary concern remains the lack of transparency about the selection of the Balanced Network. After last night's PIC, it's still not clear to me why the Balanced Network is preferred and recommended over the other alternatives (i.e., Goods Movement-Mobility Focused, Community-Resiliency Focused, and Public-Health Focused). Slide 20 of the presentation panels shows the output of the evaluation tool for the Balanced Network, but what's missing is the output for all of the other networks that were considered. Without seeing the output for all of the other models considered, it's difficult to understand why the Balanced Network is recommended. Could you please make public a similar snapshot of the evaluation tool for the other 3 network philosophies that were considered? Additional information regarding the rationale for selecting the Balanced Network, after comparing it to the other potential networks, would increase transparency.</p> <p>While the Balanced Network allegedly scores each of the five predetermined criteria equally, the numbering of categories with Efficiently Connected as #1 and Public Health as #5 sends a strong impression that the impacts of the Truck Route Network on the Hamilton community are secondary to and less important than goods movement. This was disappointing to see. I understand that there are inherent challenges with balancing the needs of the goods movement industry and that of the broader Hamilton community, but public health ought to be a principle guiding any major transportation network given transportation's strong impacts on physical health and wellbeing. There are a significant number of sensitive land uses on Cannon, Wellington, Victoria, and Concession streets. According to Slide 20, these corridors score very low in the evaluation tool. Has the City (or IBI Group) conducted a health impact assessment (HIA) to evaluate the potential health effects of keeping a truck route near major hospitals, elementary schools, and city parks along those corridors? If not, could an HIA be conducted? It would be an informative and useful exercise.</p> <p>Finally, as you may be aware, I recently conducted research on cyclist route choice in Hamilton, which resulted in three peer-reviewed publications in transportation journals. Many participants in my second study, which involved interviews with local cyclists, reported that they avoid routes with lots of cars and trucks. This finding is mirrored in the literature; cyclists in most cities worldwide avoid routes that have heavy traffic. The City of Hamilton is dedicated to growing its cycling mode share and has made a number of impressive investments over the past year in connecting the cycling network. Keeping Cannon and Victoria on the Truck Route Network will negatively impact the City's efforts to provide a safe and enjoyable travel experience for cyclists. As a year-round cyclist and a researcher familiar with this issue, I echo similar concerns from other residents about this recommendation and would encourage the City to avoid including streets in the Truck Route Network that have cycling infrastructure.</p> <p>Thank you in advance for taking the time to answer my questions. I look forward to your reply.</p>
240.	2021-06-25	<p>██████████</p>	<p>Attachment 240: Truck route plan, Milborough town line - 11th Concession</p> <p>I am greatly opposed to developing Milborough town line/11th Concession for a proposed truck route. This is a beautiful quiet and peaceful road, with a very small town/country feel to it. Making it a truck route would destroy that. How/why was this route added, given that there is no mention of it in the first PIC presentation? How much valuable green space is going to be destroyed to make this stretch of road wide enough to be a truck route? What about the very likely decreased property values for the residents here? How will that be accounted for.</p> <p>This seems like a very poor and ill thought out decision to put a truck route down a twisty road.</p> <p>Have either of you actually driven on that road to see what it is like, and what you will be destroying?</p> <p>I hope that you listen to the residents on these rounds and surrounding areas, and do not proceed with this proposed route.</p>

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241.	2021-06-25	██████████	<p>Attachment 241: Truck Route Master Plan Review - feedback</p> <p>Thank you for your clear presentation of information about the truck route master plan and for sharing your materials in advance of the public meeting.</p> <p>I live in Strathcona, a downtown neighbourhood that is bound by York Boulevard, Queen and King Streets. Steady and heavy truck traffic is audible from my home several blocks away from each of these streets. Large trucks have a particular and recognizable sound.</p> <p>When they originate in Hamilton's industrial area or further east, heavy tractor trailer combinations (5-10) axles should never be permitted to short-cut through the city along the Cannon/Queen/King, toward the 403. Unfortunately, and although it will be more difficult to monitor and enforce, heavy and loaded trucks with fewer axles, such as cement trucks or truck loaded with aggregate should also be banned. They are all too large and heavy, too noisy, too windy, and pose a threat to pedestrians and cyclists at any hour.</p> <p>Permitting heavy truck transit through the city from 7 a.m. to 7 p.m. is not acceptable either, because these dangerous vehicles will occupy neighbourhood streets when pedestrians and cyclists are most likely to be present. The queues of such trucks at stop lights downtown illustrate how many drivers take advantage of Hamilton's lack of regulation.</p> <p>Rather than short-cut through the city, all heavy tractor trailer combinations should be required to travel east and north from the industrial area towards the QEW and Red Hill/ Lincoln Alexander Parkway to get around the city. No tractor trailer combination or heavy (cement or fully loaded dump truck) should be permitted to short-cut along downtown city streets to avoid travelling around the lake. This should be enforced, even if the destination is just at the other side of the downtown, for reasons of safety, equity and public health.</p> <p>I remember the morning when a man died after his bicycle was dragged under a heavy cement truck at the corner of Queen and King. It was a shattering experience for his family, everyone in the neighbourhood, and for the driver of the truck. It was an accident that would have been prevented if Hamilton had banned this kind of vehicle from travelling through downtown streets. You can never 'balance' an efficiently connected reliable route against safety, equity and public health.</p> <p>Safety, equity and public health deserve a much higher rating and should always trump efficiency and reliability. Anything else is unethical. I'm grateful for your attention.</p>
242.	2021-06-25	██████████	<p>Attachment 242: A new question has been added to Virtual Public Information Centre #2</p> <p>You have no truck routes connecting QEW and Queenston after 7Pm except Fifty and Cenntennial. Truckers are exiting on Fruitland and continuing down Fruitland at ALL times of the night because they are not going 5-7 km out of their way to get to Queenston. There needs to be another option because truckers are NOT following these rules currently and it is absolutely not an option to open Fruitland as a 24 hour truck route when it's 100% residential. What happened to the proposed trucker route that ran parallel to Fruitland? This is a residential area and we are not welcoming to truckers that are not following the rules and better enforcement needs to be addressed as well. I have never seen a police patrolling Fruitland in my 3 years of living here apart from a possible 3 times. It is essential to enforce any plan that is established or there is no point to al of the work that is being done.</p>
243.	2021-06-25	██████	<p>Attachment 243: A new question has been added to Virtual Public Information Centre #2</p> <p>Why is it necessary for heavy trucks to run through the downtown heart of the city of Hamilton? In this proposed "new" routing, from 7am-7pm, for 12 hours a day, for half of the entire day, for all of daytime hours heavy trucks will continue to drive, break and wide turn past densely populated neighbourhoods, schools, playgrounds, and bike routes in the downtown core. Why?</p>
244.	2021-06-25	██████████	<p>Attachment 244: A new question has been added to Virtual Public Information Centre #2</p> <p>I live on Conservation Rd Milton, (opposite 11th Conn E.) I understand that there is a need for truck connection between Derry Road and Highway 6, but is the section of Millborough town line between Derry and 11th Con E. really suitable for heavy trucks?</p>
245.	2021-06-26	██████	<p>Attachment 245: A new question has been added to Virtual Public Information Centre #2</p> <p>You want to send transport trucks down Sherman Avenue when it is all residential. There is also a school, the trucks don't adhere to the speed limit already around the school as well as it being a residential area. Trucks are going fast to "beat the light" something needs to be done to help with the safety of children and other pedestrians on this street if you are going to be sending potentially more trucks down.</p>

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246.	2021-06-26	██████████	<p>Attachment 246: A new question has been added to Virtual Public Information Centre #2</p> <p>Why is the city putting money in to this? when they need to put it into the cop funds. so the law can be pushed. by some of the questions tucks are going where they should not. by putting it to the cops you mite control more laws and crime. this is just like the one that mad a two way bike lanes on a one way street. how is that safe? the city needs to look a other ways to control truck. like better signs. that mite stop the trucks from going north on Kenworth and getting stuck under the train bridge.. just kiss it. if you know what it is . look at the reel problem why truck are going where they like and how to stop it. comin sense.</p>
247.	2021-06-26	██████████	<p>Attachment 247: A new question has been added to Virtual Public Information Centre #2</p> <p>According to your master plan Grays Rd. N, Francis Ave, Drakes Dr to N. Service Rd. will become a full time truck route. This is a quiet suburban neighborhood already subjected to high traffic. Your plan crosses a bike route and an area with no sidewalks. It passes by a conservation area also. This route should only be used in the event of the closure of S. Service Rd. Please note also, your plan to close N.Service Rd. Fruitland to Grays for trucks may also increase truck traffic on Grays as trucks may find it easier to access the QEW from N. Service Rd. We in the Lakegate neighborhood have been rallying for years to have this sensitive area dedicated a non truck route. Please don't set us back and give us the same courtesy other areas have received.</p>
248.	2021-06-26	██████	<p>Attachment 248: A new question has been added to Virtual Public Information Centre #2</p> <p>Trucks and bus's cannot safely turn from Gage Ave. To Beach Rd, they have ruined Beach road, caused many road rage, accidents, and have to go onto side walk turning right onto Beach Road, almost hitting Children on by cycles. is the city waiting for a death before they correct this problem, truck route a joke, I even get Tractor Trailers on my street (Avondale Street) where kids play.</p>
249.	2021-06-26	██████████	<p>Attachment 249: A new question has been added to Virtual Public Information Centre #2</p> <p>I live on con 6w who occasionally brings my truck (overnight stays only) , there's other's that park all week. We've been doing this for 40 years, never had a complaint. You already closed the safest excess to hwy 6, now you want to completely close it? Will there be exemptions for those who live here and pay taxes I might add?</p>
250.	2021-06-26	████	<p>Attachment 250: A new question has been added to Virtual Public Information Centre #2</p> <p>How to do you expect to provided adequate safety measures on Parkside drive from Highway 6 to Centre rd while continuing to allow trucks to continue to use this road to pass through. This passage needs to be safe for all the children that travel this route to get to and from school. I can ensure you multiple heavy vehicles are consistently speeding and blowing through the red lights daily. This is no need to allow these heavy vehicle to use this road when there are alternatives routes to use.</p>
251.	2021-06-26	██████████	<p>Attachment 251: A new question has been added to Virtual Public Information Centre #2</p> <p>Don't change current routes at all. these trucks support our city industries and businesses. People have adapted for years with these routes. We don't need change.</p>
252.	2021-06-26	██████████	<p>Attachment 252: A new question has been added to Virtual Public Information Centre #2</p> <p>Truck route on centre road is within 100 meters of two schools. You have a provincial truck route running parallel to centre. Why would you still have centre road included in the truck route?</p>
253.	2021-06-26	██████████	<p>Attachment 253: A new question has been added to Virtual Public Information Centre #2</p> <p>Is there a way to reroute the loud big trucks so they are not going directly past my home? I have a baby and with the loud big trucks she wakes up and makes it for a long miserable night.</p>
254.	2021-06-27	████	<p>Attachment 254: A new question has been added to Virtual Public Information Centre #2</p> <p>Keep large trucks off of Carluke Road West !!!!!</p>

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255.	2021-06-27	[REDACTED]	<p>Attachment 255: A new question has been added to Virtual Public Information Centre #2</p> <p>I am writing on behalf of my 92 year old father [REDACTED] and my 82 year old mother [REDACTED]. They live at [REDACTED] and just discovered their home is on a proposed truck route. They have been living on Concession 11 East for over 50 years and hope to continue living there as long as they are able. They are concerned about the safety of persons associated with this truck route. My father uses a walker and his exercise is to go out for his walks along the road, sitting on his walker when he needs a rest, and continuing on. Many times the persons in the community stop to make sure he is OK which is great to hear. My mothers health and walking ability are also deteriorating and I could easily see her needing to use a walker in the near future. Because of these two factors they are opposed to the route for their own safety. The road simply is not wide enough for trucks and pedestrian users that need to use mobility aids and there are many elderly people on the street. In the winter with limited shoulders the problem becomes worse. My parents are also worried about children that may be riding bikes in the neighbourhood for exactly the same reason, the road is simply not wide enough. My parents first question is why is there no consideration to widening the road with dedicated sidewalks or bike/pedestrian lanes for mobility impaired users and children on bikes so people can share the road safely? The other concern of my parents is exiting onto Highway 6. The Highway is becoming busier making it difficult to pull out safely onto the highway. If you add in additional traffic, such as trucks, without traffic lights, there is a concern that the highway will become extremely dangerous. It will increase the time persons will need to wait at the stop sign and with this increased time people may engage in riskier behaviours to pull onto the highway. Persons also get frustrated at elderly drivers/cautious drivers who may take more time to ensure the highway is safe to cross, honking and possibly causing someone to turn prematurely which is dangerous. The plans do not show any consideration for traffic lights on the road. My parents second question is why is there no consideration of installing traffic lights to assist with persons getting on Highway 6? My parents are asking for this route to be reconsidered for safety reasons. They do not want to see any persons die for the sake of moving trucks along the route. They are also concerned with the additional noise, especially during evening hours. Waiting eagerly for your response.</p>

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256.	2021-06-24		<p>Attachment 256: Truck Route Plan - Haldibrook Road</p> <p>I am writing to express my disapproval of making HALDIBROOK ROAD as a 24/7 truck route.</p> <p>Due to the late nature of receiving notice, other commitments don't allow for my attendance on the Virtual Meeting. For your information not everybody receives the Hamilton Spectator.</p> <p>The safety aspect of this proposal is horrendous and totally irresponsible.</p> <p>1) Highway 6 is a death trap and throwing the possibility of heavy trucks turning from highway 6 and crossing Highway 6 at this intersection will become one of the most dangerous intersections in Hamilton. This should not be news to you.</p> <p>2) Haldibrook Road is not constructed for heavy truck traffic as it is a rural road made for local traffic and farmers access. For local residents it is already dangerous to walk and ride a bike on let alone to cross the street to get your mail.</p> <p>3) Right know the speed limit is 60 kmh. with already increased speeding, do you really think trucks will observe that especially in the residential areas? I highly doubt that and that is from 20 years of experience living on this road. Will that speed be changed?</p> <p>4) What is the viewpoint of Haldimand County on this proposal? Have they been consulted on this? As you are aware this is a shared road between Haldimand & Hamilton.</p> <p>5) There are already truck routes that are constructed for this traffic and close by with safe traffic access, for example: Regional Road 66, Highway 6 to 403. and the Linc and Redhill expressway were all made for this use to avoid residential areas. Why is that not sufficient?</p> <p>6) Highways are built for 24/7 truck traffic not rural roads. Obviously, no thought has been put into the noise level that happens with 24/7 access. Why is this being ignored? I am sure you wouldn't like this if your road was a 24/7 truck route.</p> <p>7) A lot of money has been spent on upgrading and improving the Haldimand Chippewa Rail Trail over the years and the continuation to the Hamilton Rail trail requires people walking and biking across Haldibrook Road. Was the safety of this scenario considered?</p> <p>Based on my points above, I don't believe there is any need to make this change as the safest places for trucks to travel is on the highways and roadways constructed for their use.</p> <p>Think about the local residents that live on this road. Other than the enormous safety concerns the noise level will sky rocket considerable, especially with 24/7 access.</p> <p>I ask that this consideration be eliminated from the plan to ensure OUR safety as that is the most important aspect of road routes.</p> <p>The safety of all must be put ahead of making it easier access for trucks, put them where they belong not on rural residential roads.</p> <p>City of Hamilton Response (Brenda):</p> <p>Thank you for taking the time to write your concerns.</p> <p>Just to let you know. I don't support Haldibrook Road to become a truck route.</p> <p>Practically we also need an agreement between Hamilton and Haldimond as the road divides the municipalities and Haldimond doesn't support the road to be a truck route either. So it cannot happen.</p> <p>Hope that helps to explain.</p> <p>Take care and stay safe</p> <p>Follow Up:</p> <p>To all concerned, thank you for your time in considering my husband's concerns and all residents' regarding Haldibrook Road and the proposed change to being a truck route.</p> <p>In addition to not supporting the proposed truck route myself, I would like to request the following as a tangent to it:</p>
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			<p>Putting a 3-way stop at the intersection of Haldibrook Road and McClung Road for residential & regular traffic flow. It is very difficult to see coming off of McClung and the speed to which many travel our road (at least 100 km/h at times) can make it very dangerous. NOTE: It is a 60km/h zone. A 3-way stop would not only keep the cars at the intersection safe but will help to slow down the traffic.</p> <p>Thank you, in advance, for your consideration with this matter.</p> <p>City of Hamilton Response (Brenda):</p> <p>Firstly Haldibrook should not be on the truck route period!</p> <p>Haldimond County does not support it nor do I.</p> <p>There has to be formal agreements signed and approved by both Haldimond and Hamilton for the maintenance of your road.</p> <p>As I stated earlier, Haldimond will not agree so therefore the truck route is a non issue.</p> <p>I'm so sorry this issue has cause so many people stress unnecessarily.</p> <p>Hope that helps to explain</p> <p>Take care and stay safe</p>

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257.	2021-06-27	<p>[REDACTED] F.C.F.P.</p>	<p>Attachment 257: Truck Route Master Plan -PIC#2 Feedback</p> <p>Omar Shams, Project Manager, Transportation Planning, City of Hamilton Ron Stewart, Consultant Project Manager, IBI Group Councillor Judi Partridge, City of Hamilton, Ward 15</p> <p>Dear Mr. Shams, Mr. Stewart and Ms. Partridge,</p> <p>The movement of goods and freight is essential but this must be done safely and efficiently. Appropriate truck routes should minimize the impact of the trucks by using suitable roads.</p> <p>Milborough Line is not a suitable road for a designated truck route. This is a rural arterial road that safely provides for movement of walking, cycling, private cars and service vehicles. This road is also the primary access to individual properties and farm businesses.</p> <p>The road is tar & chip with a lane width of 3 meters. There are no shoulders in many areas and roadside drainage is achieved by vegetated filler strip. The sub grade is not adequate for regular truck traffic, too narrow for any reasonable recovery area and there is a risk of collision with the fixed objects abutting the edge of the existing paved lanes. (Hydro & phone poles, rock outcropping. See pictures attached)</p> <p>Collision threat is also increased by many hills and curves in the existing roadway. These reduced sight lines also threaten direct driveway exit for existing residents.</p> <p>Currently the road is lined with century old trees that provide adequate snow drift management. Any widening of the current lanes or shoulder development would remove these trees.</p> <p>Milborough Line is currently constrained by physical design features, turning radius at the intersection as well as lateral and vertical clearance.</p> <p>Major road improvements must be undertaken before any consideration of change in designation to “truck route”. According to Don McLean (Hamilton 350 Committee) “Hamilton is spending about\$200 million every year less than necessary to maintain our existing roads, pipes, fire stations, libraries and other city infrastructure. The accumulated maintenance shortfall is now \$3.8</p> <p>There are other nearby roads that have suitable features for truck travel (Campbellville road to Guelph Line for example) The cost of upgrading 11th concession and Milborough line to meet the standards of a truck route would be a major expense to an already strapped budget.</p> <p>To designate Milborough Line as it currently exists to a “truck route” is an accident waiting to happen. In my profession we have a basic principle...Firstly, do no harm.</p> <p>This letter stands as a public record that I am asking you to apply this same principal to your upcoming truck route planning.</p> <div style="display: flex; justify-content: space-around;">   </div>

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258.	2021-06-27	██████████	<p>Attachment 258: Hamilton Truck Route Master Plan Review</p> <p>As a resident of a condo on Queen Street North, I wish to comment on the plan to allow heavy truck traffic on Queen Street between York Boulevard and King Street during daytime hours. Certainly it was an improvement to curtail its use during nighttime hours, but the heaviest volume of traffic is during the day. Even living on the back of the building, I can still hear the trucks labouring up the street and now often having to stop at two separate traffic signals. All this to save a little time by not using the existing industrial routes to get to Highway 403.</p> <p>How many progressive cities allow heavy trucks to use shortcuts through their streets to get to the highways? Also, I wonder if the trucks would even be able to continue using this route once the LRT is in place? How could they make the wide turn onto King Street? Has anyone stood at that intersection and seen how dangerous it is for pedestrians, cyclists and even cars when a heavy truck is making that turn?</p> <p>Thank you for the opportunity to comment.</p>
259.	2021-06-27	██████████	<p>Attachment 258: Proposed Truck Route Master Plan</p> <ol style="list-style-type: none"> 1. Per the proposed truck route master plan, I would like to see the data collected to determine the expected increase in truck traffic coming and going from the AEGD (Amazon & others). 2. The City of Hamilton already has an existing strategic goods movement network for the East/West and North/South transportation of goods, known as the Red Hill Valley Parkway, Lincoln Alexander Parkway for east/west movement from the Q.E.W. and 403 and north/south movement from Upper James/#6 Bypass. Can you provide data on the current use by trucks on these corridors as a percentage of their maximum capacities? 3. If the data shows that we are not at maximum capacity on the existing east/west corridor and north/south corridor, then I believe there is no need to expand the existing truck route into the residential streets as proposed on the Truck Route Master Plan, specifically in regards to Dickenson Road E, Nebo Road and White Church Road. <p>I think that it is time for the City of Hamilton to look at accelerating the construction plan for the ARHVP link, per the "tmp-review-update-final-report-oct2018.pdf" document on page 159 map showing the "Strategic Goods Movement Network", and the Collector Road 2W per the "Appendix "A" Report PED18137(a) on page 2 of the "Network Improvement Projects", in preparation for any projected increases in truck transportation needs in the future.</p> <p>Thanks very much for your time and I look forward to hearing from you in the near future.</p>

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260.	2021-06-28	██████████	<p>Attachment 260: Proposed Truck Route North Hamilton 11E to Milborough Line</p> <p>I am writing to provide some comments regarding the proposed truck route from Hwy 6, E along Concession 11E, South on Milborough Line to Derry Rd. I reside on Milborough Line along this route with my wife and our 2 kids, on the East side so we are a part of Milton.</p> <p>Some comments may lead to questions, and vice versa, so I apologize for the seemingly unorganized thoughts below:</p> <ol style="list-style-type: none"> 1. Why is this change being proposed and considered? I've heard that residents in Carlisle have voiced concerns and complaints citing safety concerns, but am not sure if that is rumor or fact. If all of the residents along both 11E and Milborough Line are opposed to this proposed route, would that then terminate the project, or no? 2. The end of my driveway is already unsafe. Around 50 feet to the N is a hill that prevents us from seeing any oncoming traffic. Approximately 100 feet beyond that is a curve that prevents us from seeing any lights at night time. To the south, large growth trees inhibit our visibility. Having to deal with transport trucks on a regular basis would make just turning out of my driveway a terrifying experience as the speed limit of 60km/h is not obeyed by anyone. Drivers regularly speed along our road and this turn and hill will put us in jeopardy with every exit to the road. Many residents along this route have blind driveways. If this route does go ahead, could a cut and fill situation be entertained to remove this hill, eliminating this danger? 3. All Hydro poles are the minimum 24" from the side of the road. The road is already narrow as the growth along the sides inhibits ditches or shoulders. Our Hydro pole has been knocked to the ground by a passenger vehicle just last year, and those conditions involved only speed, not multiple vehicles. Having to have transport trucks pass each other in head on traffic would be difficult and is a concern. Even the southbound turn from 11E to Milborough Line is very difficult to make for a 53' trailer under current conditions. 4. It is not an exaggeration to say that hundreds of cyclists use Milborough Line daily. They tend to ride in groups and due to the winding and hilly nature of the road, passing is dangerous except for particular sections. Transport truck traffic would make cycling Milborough Line unsafe, or at least would hinder the path of the trucks if the cyclists were to risk it. 5. Milborough Line is the last road plowed by both Hamilton and Milton. If it becomes a major truck route, would that change? The road becomes even narrower and more treacherous in winter conditions as well as Spring when the road floods in isolated spots. 6. Have Conservation Halton, Conservation Hamilton, the City of Hamilton and the Town of Milton all been able to agree that this is an acceptable alternative that should be considered? Would you be able to provide me with your contacts at Conservation Halton and the Town of Milton so that I can inquire with them directly? 7. We all have our own mailboxes on the side of the road. Would they remain? Would we be moved to a communal mailbox at an intersection somewhere? 8. Milborough Line between Concessions 11E and 10E is the narrowest, most winding, and most up and down section of the entire road. Is there any reason why Concession 10E was not proposed as the turn off from Hwy 6? It would lead South to a paved section of Milborough Line (whereas turning North leads to unpaved), that is straight. Any modifications to the road would be a fraction of the length and likely cost considering the current condition of the road. 9. If Carlisle Rd. is no longer a viable option, or another route is required to supplement increased truck traffic, will it be based on cost? Has this route of 11E to Milborough Line undergone a cost analysis to determine that it is the most cost effective for the tax payer? <p>I'm aware this is a lengthy email, and I apologize, but I felt I needed to voice our concerns and ask our questions. I'd be happy to hear back from you regarding the above and can be reached anytime via email or at the number below.</p>
261.	2021-06-27	██████████	<p>Attachment 261: A new question has been added to Virtual Public Information Centre #2</p> <p>Thank you for this PIC. I support the development improvements along concession 4 west to HWY 6 for the proposed full time truck haul route. Please advise when the city would release concept designs and start construction? Would a middle turning lane be added as part of the improvements? Are sidewalks and urbanization part of the ROW development plans? Thanks.</p>

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262.	2021-06-28	██████████	<p>Attachment 262: A new question has been added to Virtual Public Information Centre #2</p> <p>During the June 24th Public Information Meeting, participants noticed that Quality of Life or Public Safety Concerns were not presented equitably in the presenters comments about proposed truck routes. Specifically, Project Managers Shams and Stewart made specific reference to the detailed considerations around central Binbrook. It was explained that the proposed routes would skirt all around Binbrook - and not only that, but these routes around Binbrook would be Day Time Use Only truck routes - to provide quality of life for the residents. But when Haldibrook Road was mentioned, we heard nothing about Public Safety or Quality of Life. Mr. Stewart simply said " There's no east-west corridor for trucks south of Highway 53 / Rymal Road" My question to Mr. Stewart and Mr. Shams is why is there no consideration for the health, well-being and Quality of Life for Haldibrook Road residents? Why did you not propose a Day Time Use Only designation - rather than Full Time designation of Heavy Trucks 24/7 365 days a year? Why are you eager to reduce the impact of heavy trucks to Binbrook residents but not to Haldibrook Road residents?</p>
263.	2021-06-28	██████████	<p>Attachment 263: A new question has been added to Virtual Public Information Centre #2</p> <p>No big trucks on Carlisle Road at any time of the day or night between Highway 6 and Milborough town line. This is a major bicycle route. For pedestrians, there is NO sidewalk along most of the road. It is unsafe for bicyclists, joggers, pedestrians, school buses. No big trucks should be allowed on Carlisle Road.</p>
264.	2021-06-28	██████████	<p>Attachment 264: A new question has been added to Virtual Public Information Centre #2</p> <p>Looking at proposed routes, it is clearly evident that some proposed routes (eg Milborough Town Line) are completely unsuitable to sustained large truck traffic due to blind curves, blind intersections and narrow roadways with barely sufficient room for two cars to pass. Is it therefore part of the project that extensive restructuring of existing roads will take place before routes are activated?</p>
265.	2021-06-28	██████████	<p>Attachment 265: A new question has been added to Virtual Public Information Centre #2</p> <p>Will truck traffic on Rymal increase as a result of these new plans?</p>
266.	2021-06-28	██████████	<p>Attachment 266: A new question has been added to Virtual Public Information Centre #2</p> <p>I live on the 4th concession between millgrove side road and highway 6. This road is not suited for truck traffic, and is already very unfriendly for those brave enough to walk their dog or cycle on this stretch, due to speed of traffic and lack of shoulders. What is the rationale for moving the truck route from 5th concession to 4th concession? How can this stretch be made safer for non-vehicular traffic? What is planned for the intersection between the 4th and 6? (this interchange is arguably not safe for existing traffic let alone become recommended for truck traffic) I am baffled by this proposal. I cannot see how it can make more sense than the existing route in terms of economics, safety or otherwise.</p>
267.	2021-06-28	██████████	<p>Attachment 267: A new question has been added to Virtual Public Information Centre #2</p> <p>Will you share the justification to move the truck route from Concession 5 to Concession 4 (in Flamborough)?</p>
268.	2021-06-28	██████████	<p>Attachment 268: A new question has been added to Virtual Public Information Centre #2</p> <p>How are you making this truck route network safe for cyclists and pedestrians? i.e. Will there be barriers in curb lanes for cyclists? Have you considered both cyclist and pedestrian traffic?</p>
269.	2021-06-28	██████████	<p>Attachment 269: A new question has been added to Virtual Public Information Centre #2</p> <p>Why do the trucks have to go through city centers instead of keeping to highways?</p>
270.	2021-06-28	██████████	<p>Attachment 270: A new question has been added to Virtual Public Information Centre #2</p> <p>Although it is really difficult to know what the future has in store with the segments added to the truck route, I am wondering what are the expectations when the LRT construction starts, it is bound to create problems for other alternative truck routes. What is the plan ? We live right by Main Street East and King Street East in the Delta, that would be very important for myself and my neighbourhood to get a grasp of the consequences.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

271.	2021-06-27	[REDACTED]	<p>Attachment 271: TRMP</p> <p>First let me say that I find it unacceptable to have only two weeks to research and prepare a response. I would like to have at least to September. This would also give the Conservation Areas and NEC responses available to review. Please consider this.</p> <p>My interest lies in the north east section including the 11th Concession and Milborough Line. This proposed route is totally unacceptable and I makes me believe that no one came to look at the road, only used a map and GIS (that comes with a disclaimer).</p> <p>I would like to invite you to tour the road with me so that you will get a better understanding of its history, challenges and really understand the damage that a truck route will do. I'm hope that you have driven it. However, to tour with a resident would be illuminating. There is another alternative.</p> <p>Next, I would like some additional information so that I can prepare a thoughtful response.</p> <ol style="list-style-type: none"> 1. How many trucks currently use Carlisle Road to access Derry? What goods are they carrying? And, what is their end destination? Are they accessing the Town of Milton proper? 2. Why was Campbellville Road not considered as it is virtually truck ready? I believe it was discounted in 2010. Could I please see the research that led to this decision? <p>Campbellville Road would get trucks to Guelph Line where they would have the choice of going south to Derry, north to the 401 and further north of the 401 to the east section of Campbellville Road. This would get them to Milton, many of the distribution centres and away from rural roads with little upgrading.</p> <p>I do understand that there is a price to doing business and firmly believe that the price should not be paid by the residents. The rail road at Campbellville would be a time price that the trucking companies would pay.</p> <p>Since you have only given us 2 weeks, I hope that you will provide this information immediately. My question from the webinar has not yet been answered.</p> <p>A more fulsome response will come once I have the information I requested.</p> <p>City of Hamilton Response:</p> <p>Thank you for reaching out to Councillor Partridge. Currently the Councillor is engaged in a Council meeting and I am monitoring her emails. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor is actually a former resident of the 11th Concession and is also against this proposal. She has made her position quite clear to Transportation staff that she has significant concerns in which are inclusive of your concerns noted in your email below. I have also forwarded your email to Omar Shams who is overseeing the Truck Route Master Plan and have asked to have your opposition noted and your questions answered accordingly. We appreciate hearing from the Ward 15 residents on such critical issues and thank you for your engagement. Please take care and be well during these challenging times.</p> <p>Follow up email:</p> <p>On June 27th I sent a email to Transportation@hamilton.ca, IBI, Judi Partridge and the Mayor. I have never received confirmation of receipt or a reply, except by Judy's office. I had asked for information that I feel is important to my preparing a thoughtful response. I have not received it.</p> <p>I also strenuously object to the July 9th deadline as it does not give enough time to gather information. The City has had a very long time to prepare the proposal and we don't even get two weeks to respond? September would be a more acceptable time as this is summer and many people may be going to cottages or elsewhere or have children now on summer vacation. I understand that many people along the route did not even receive the flyer.</p> <p>I also sent in a question to the presentation last week and did not receive a reply. The confirmation email I received when I sent in my question said:</p> <p>We aim to get back to you as soon as possible with a response.</p>
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SanID	Date	Name/Contact	Content
			<p>I have to say I am very disappointed in the City's handling of the TRMP and providing the citizens with all the information they need with a sufficient time frame to review and respond.</p> <p>City of Hamilton Response (Omar):</p> <p>My apologies for the delayed response.</p> <p>Given the high number of communications received for this study, we are striving to respond to all inquiries in an orderly manner.</p> <p>With an expected delivery date of June 17, the notices were sent to every household within Hamilton, with some spillover to adjacent municipalities. We will follow up with Canada Post on this matter.</p> <p>This study has an ongoing consultation approach where we invite feedback from the public and stakeholders throughout the duration of the study. The June 9 deadline is to receive feedback on the draft recommended truck route network and implementation strategies. The meeting recording has been made available on the project page for the public to review at their own convenience and provide feedback.</p> <p>Conservation Authorities, NEC, and other agencies have been engaged with prior to PIC#2. Feedback received from agencies in conjunction with input received from the community will inform the next revision of the truck route network.</p> <p>All roads in the transportation system were evaluated against the five key criteria. The draft recommended network was presented to the members of the community for their review and input. Please note the draft recommended network is subject to further refinement based on feedback received.</p> <p>Concession 11 East truck route designation is subject to infrastructure improvements and approval of Milborough Line as a truck route by adjacent municipalities. Under the stipulations of the joint jurisdiction agreement, changes to the designation of boundary roads can not be made unilaterally. Therefore, we have coordinated with our counterparts at the Town of Milton and Halton Region, seeking their input in this process before the next revision of the network.</p> <p>In response to your questions,</p> <ul style="list-style-type: none"> • On average, daily 120 medium and large trucks use Carlisle Road to deliver goods and services. The common type of products carried by these trucks includes agriculture and farming products, finished goods, parcels/packages, aggregates, building supplies, and farming machinery amongst others. • Section of Campbellville Road between Highway 6 North and Centre Road is a designated truck route. The Town of Milton and Halton Region does not support the truck route designation of Campbellville Road within their municipal jurisdictions. <p>We would be happy to extend the feedback time by an extra week should you require additional time to review the material and provide feedback. Alternatively, if you wish to schedule a call/meeting to discuss your community concerns regarding the draft truck route network, we would be more than happy to make arrangements at a time that suits your availability.</p> <p>Follow up email:</p> <p>Attached please find my objection letter and comments for the proposed TRMP with respect to the 11th Concession East and Milborough Line.</p> <p>It is an attachment as the images do not copy over into the body of an email.</p> <p>Please confirm receipt.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your detailed feedback regarding the draft recommended truck route network.</p>

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SanID	Date	Name/Contact	Content
			<p>Please accept this email as confirmation of receipt of our feedback in this planning process and your opposition to the truck route designation of Concession 11 and Milborough Line.</p> <p>Your constructive and insightful input is valued by the city and the project team and will inform our decisions path forward in the study. Please note that the draft network is subject to change based on the feedback received and further technical analysis.</p>

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SanID	Date	Name/Contact	Content
272.	2021-06-28	[REDACTED]	<p>Attachment 272: Dickenson Road E - potential truck route</p> <p>Good morning Ron - I am writing on behalf of a group of neighbours on Dickenson RD, east of Upper James.</p> <p>Did you receive a copy of our petition sent on 25 May 2021?</p> <p>I am asking because we want to be sure that you are receiving documents from Omar Shams expressing our opposition to the proposed Dickenson Rd E truck Route.</p> <p>The opposition to this proposed truck route is amazing. Of the estimated 90 residences, we have been able to reach 89. All were opposed and 88 were willing to sign the petition.</p> <p>We hope you will be able to see our point of view as true "stakeholders" in the TRMP. We also hope that the objections we will be presenting will help you resist the proposed truck route.</p> <p>We welcome any suggestions from you that would help us with our cause.</p>

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273.	2021-06-28	[REDACTED]	<p>Attachment 273: Truck Route Master Plan - Feedback</p> <p>I'm writing regarding the proposed new full time route along 11th Concession East and Milborough Line in Flamborough.</p> <p>I am opposed to this on many fronts, but what I am most opposed to at the moment is the insufficient amount of time that has been given for feedback from the presentation on June 24 to the deadline of July 9. This is an unreasonable amount of time given the magnitude of this proposal and the profound impact it will have on this rural area in terms of the environment, safety, community character & identity, and quality of life. The road reconstruction to make Milborough Line large truck worthy on its own, will be devastating to a road that everyone in the region refers to as "a gem of a rural road".</p> <p>People along these two roads and in the region are still only just learning about this. We only just found out about it a few days before the webinar, because a neighbour went door to door alerting people to it. I find it shocking that the city was not required to inform every resident along the route who would be affected by this individually by mail. When residents want to do any type of development on their property we are required to notify any neighbours who may be affected by it, and the city should be held to that same rule.</p> <p>I respectfully request that you extend the feedback period to September 1st, and give the citizens of the region adequate and fair time to both be informed about this proposal and to respond to it.</p> <p>City of Hamilton Response:</p> <p>Thank you for reaching out to Councillor Partridge. I will be sure to discuss your email with her at the earliest opportunity. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. Additionally I will be sure to include this recent issue that you have brought to our attention regarding insufficient notice. Please be advised that the draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process. As I see you have copied all involved staff and consultants on your email, I will defer your opposition and inquiry as to extending the timeline for feedback based on lack of proper notice given for their acknowledgement and consideration. Take care and be well.</p> <p>Follow up email:</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. My partner and I own a property in the area affected by the proposed route that his daughter and elderly father live in, and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right.
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			<p>Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it.</p> <p>5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate.</p> <p>6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</p> <p>7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p> <p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your thorough feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback in this planning process.</p> <p>Please note, the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. In addition, we have received input from other residents of Concession 11 East and Milborough Line. Input received from the community and stakeholder groups will inform the study process path forward.</p> <p>City of Hamilton Response (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan. Please also know that the draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process.</p> <p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>

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SanID	Date	Name/Contact	Content
274.	2021-06-28	██████	<p>Attachment 274: A new question has been added to Virtual Public Information Centre #2</p> <p>We live at the Delta triangle between Main Street east and King Street east. I know it it difficult to know what the future has in store, but what is the expectation for the truck route when the LRT construction begins. I know that would be a very important inquiry for our neighbourhood , with these main arteries being so close to our neighbourhood.</p>
275.	2021-06-28	██████████	<p>Attachment 275: A new question has been added to Virtual Public Information Centre #2</p> <p>I see that the new proposed truck route through Millgrove will be along 4th concession West. This is upsetting since you are not addressing the problem of there being a large volume of transport/gravel trucks going through a residential area with many young families. You are simply moving the problem to a new road. Trucks should be routed through Brock Road and Dundas and not be encouraged to endanger your residents of these small hamlets. There is virtually no police presence in this area and the proposed “road improvements” will not make it any safer to live on 4th Concession West. It will only encourage even more traffic than there ahead is. Why is this route being considered as it will make living on 4th Concession West incredibly unsafe for its residents?</p>
276.	2021-06-28	██████	<p>Attachment 276: A new question has been added to Virtual Public Information Centre #2</p> <p>Concerning Milborough Line: Why would you want to put large, heavy vehicles on a road that has a narrow publicly-owned right-of-way, and, passes through environmentally sensitive wetlands (including an area of corduroy road that has a history of breaking up), and through an area including archeologically significant aboriginal sites? Needless to say we are opposed to this new truck route location and believe there would be a negative cost-benefit impact on the City.</p>
277.	2021-06-28	██████	<p>Attachment 277: A new question has been added to Virtual Public Information Centre #2</p> <p>Why is there a need for this parallel to a provincial highway(#5)? I live at 1067 4th concession west and shortly after I moved in 7 yrs ago a dumping facility opened across the road from us. It has been terrible. Noise dust etc. I have to wash my house 3 times a year because of dirt and dust tracking on the road.I cannot imagine how bad it would be with increased through truck traffic.</p>

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SanID	Date	Name/Contact	Content
278.	2021-06-25	[REDACTED]	<p>Attachment 278: Truck Route Meeting</p> <p>Hello-will there be a recording of last night's meeting?</p> <p>We are very much opposed to the 11th Conc. E. being allowed to be a truck route when there are satisfactory alternatives close by. Using the 11th Conc. E. is ludicrous with 2 narrow bridges, lack of shoulders, steep ditches, sensitive wetlands, residential properties and people who regularly walk or cycle on it! It also ends at a gravel road at Millborough Line with a hill to the south making it a blind intersection.</p> <p>City of Hamilton Response:</p> <p>Thank you for your feedback regarding the draft recommended truck route network. Please note the draft network is subject to change based on the feedback received. This study is conducted in accordance with the municipal class environmental assessment, and public input is an integral part of this process and the decision-making.</p> <p>The June 24th PIC#2 session was recorded. Recording of the session is now available on the project webpage for your review. https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.engage.hamilton.ca%2FTRMP&data=04%7C01%7Cprj121911%40ibigroup.com%7Ce0ee4c2da44d46cbb1e708d93a9355f6%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637605226756331313%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQljoiv2luMzIiLCJBTiI6Iik1haWwiLCJXVCi6Mn0%3D%7C1000&sdata=MJ%2BizyoSip02Mh%2FTQz3j2FAMfxbloYVbWZqzyCO%2FrZs%3D&reserved=0</p> <p>A written script of the Q&A session will be posted on the project page by the end of this week.</p> <p>Follow up email:</p> <p>Hello - please find attached my official letter of opposition for changing the 11th Concession East, Freelton to a truck route. As residents of [REDACTED] we are extremely concerned that this change is actually being considered!</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the Hamilton draft recommended truck route network. Please accept this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Millborough Line and Concession 11 E as truck routes. Please note that the draft recommended truck route network is subject to change based on the feedback received and further technical analysis. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p> <p>Based on your interest, with your permission, I will add your name to the project contact list for future updates regarding this project.</p>
279.	2021-06-25	[REDACTED]	<p>Attachment 279: Truck route</p> <p>I live on Milborough Line. Please don't make this an truck route. I have 2 small kids that live on this road. The trucks are loud, speeding and don't share the road. We can hear engine brakes all day long starting at 6am with speeding trucks making a brake for the stop sign. They don't pay attention to cars turning in the driveways. If this road greats expanded it will only be worse for us home owners.</p> <p>We live in the country to get away from traffic and wanted peaceful streets, with this being an option, we will be living on a highway full of trucks. Not fair for our kids, family and neighbors around.</p> <p>Please reconsider this route and keep the trucks off our family streets.</p> <p>This is my rant!</p> <p>City of Hamilton Response:</p> <p>Thank you for your feedback on the draft recommended truck route network. Your input is valued by the city and will be considered in the next revision of the truck route network.</p> <p>Please note, the draft network is subject to change based on the feedback received from the community. If a boundary road such as Milborough Line is approved as a potential truck route, subsequent coordination with adjacent municipalities is required to initiate operational and infrastructure improvements prior to allowing trucks to use these roadways.</p>

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SanID	Date	Name/Contact	Content
280.	2021-06-29	██████████	<p>Attachment 280: Truck Route Master Plan Review</p> <p>As a long-time resident of Niagara Street, I have been concerned with "heavy" trucks coming down my residential street. I have expressed my views to my Councillor Nrinder Nann. When I talk about heavy trucks, I'm mostly concerned with those around the 11,000 kg weight, which happen to include transport trailer trucks.</p> <p>I strongly feel that these trucks have no reason to use my street since Wentworth is only a block away and many children live here. It is because of these trucks, that Niagara Street requires frequent patching. It's been over 40 years since this street has been completely resurfaced.</p> <p>If you find that you must continue to use this street for these heavy vehicles, then I suggest that Niagara Street be redone with a heavier asphalt or other material that will support this weight.</p> <p>However, if these trucks could be prohibited from using my street, that would be my preference.</p>
281.	2021-06-28	██████████	<p>Attachment 281: Truck Route Master Plan Review</p> <p>I joined the virtual TRMP meeting on the 24th due to concerns regarding the effects I am experiencing due to truck traffic on Main Street West at my house at ██████████ between Ray and Pearl. Unfortunately you ran out of time to get to everyone who had their hand up but indicated we could contact you after the meeting. So here I am taking advantage of the opportunity to express some concerns and beg you reconsider some of the routes.</p> <p>Based on the materials you provided, it seems you are well aware of the noise and vibration caused by the large heavy trucks as they drive the streets. Unfortunately the plan, as explained during the meeting, will not really alleviate the problem at my location. Noise wise, it may help somewhat in the evenings and overnight (loud motorcycles don't seem to have any time limits though) but the noise during the day will likely increase as the trucks will simply adjust their schedule to drive between 7am and 7pm that would normally pass in the evening.</p> <p>In addition to the noise from the trucks, which is so loud I cannot carry a conversation inside or outside, as they pass, the vibrations are so strong my whole 150 year old house shakes to the point the windows rattle. I fear that the vibrations are affecting the structure of the house and that one day I will wake up in a pile of rubble. These houses weren't built to withstand these heavy trucks which did not exist when the houses were built. Not to mention that it is very unnerving constantly feeling like there is an earthquake happening. It is no wonder there are so many unsightly crumbling buildings all along this route.</p> <p>With the Lincoln Alexander Parkway that connects to the Red Hill Valley (which seem to be more suited for trucks) the trucks can be routed to these highways instead of the city and residential areas.</p> <p>Please, please, please reconsider this route before making any final decisions.</p> <p>Your consideration is greatly appreciated.</p>
282.	2021-06-29	██████████	<p>Attachment 281: Hamilton TRMP - Sawmill Road Route</p> <p>My husband and I sat in on the Truck Route Master Plan meeting on June 24, 2021. We live at ██████████ Hamilton (mailing address Caledonia) and are very concerned about this road being a full time truck route. This is a small country road that was originally a gravel road which was changed to tar and gravel a few years ago. Parts of this road are very hilly and in some spots visibility of intersections is difficult. There was a fatal accident at Shaver and Sawmill a few years ago. The speed limit is currently at 50 km/hr and drivers usually ignore it. Speeding is a problem. We are very opposed to Sawmill being used as a truck route. Sawmill would need major upgrades and widening at a significant cost. Sawmill Road is also bordered by Haldimand County, and would have to be involved in the decision making process.</p> <p>We are also concerned because Sawmill is often used by walkers, cyclists, farm machinery and equipment.</p> <p>We are hoping that Trinity Road/Carluk Road will be used as the full time truck route as it is wide, paved and could easily linked on to the Highway 6 bypass. It also has a traffic light at Upper James Street.</p> <p>Some of our questions are: Cost of road improvement? Would both counties be affected by easements and if so what are the size of the easements? Would speed limit be changed? (We do not want a faster speed limit). Why would you not keep the truck route on Trinity/Carluk?</p> <p>We bought this property over 20 years ago because the road was a very quiet road (and at that time gravel which was fine with us). We have been concerned lately about the increased traffic, and speeding. Making this a truck route would make all these issues worse.</p>

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SanID	Date	Name/Contact	Content
283.	2021-06-29	██████████ ██████████	<p>Attachment 282: Question re: Environmental Assessment on Proposed Truck Route in Carlisle Area</p> <p>I am a very concerned citizen who lives on Concession 11 East just north of Carlisle, one of the proposed roads for Hamilton's new truck route.</p> <p>Has there been a Class Environmental Assessment done on this area?</p> <p>I observed on the City of Hamilton website that there have been 19 completed Environmental Assessments, and there are 29 current Environmental Assessments, but no where do I see whether there have been any inquiries into the potential environmental impacts of the truck route on the involved routes in the town of Carlisle (and the 11th Concession and Milborough Line).</p> <p>Please provide me with some details regarding this immediately.</p>
284.	2021-06-29	██████████	<p>Attachment 284: Haldimand County's Motion re: Hamilton Truck Route</p> <p>A resolution passed by the Haldimand County Council opposing truck traffic on Haldibrook Road is attached for your review and record.</p>
285.	2021-06-29	██████████	<p>Attachment 285: PIC 2 recording</p> <p>Hello there, I was unable to attend the PIC last week but would like to watch it. I see part of the recording is online, but not the entire thing. I am most interested in watching/hearing the Q and A portion, which does not appear to be online.</p> <p>Is there any intent to post this?</p>
286.	2021-06-29	██████████	<p>Attachment 286: Haldibrook Rd</p> <p>Nor sure what the big deal is, I grew up at 1309 and there were always truck using it, just need common sense on all parts!</p>
287.	2021-06-29	██████████	<p>Attachment 287: A new question has been added to Virtual Public Information Centre #2</p> <p>how much is this costing tax payers? I live on Brighton Ave between Mead and Brampton St. at Brampton St there is 2 No Truck signs but at Mead no sign ,constantly we have tractor trailers drive up and down our block to and from the ██████████ number of residents have told the trucks not to drive on our block, but they laugh and give us the finger. So my question is, just how effective will your master plan be if they won't respect or abide by the laws that are already in place. I just wished the City would do more on signage and improve enforcement before wasting money on some high in the sky projects to waste money on consultants and their unrealistic approaches in resolving issues.</p>
288.	2021-06-29	██████████	<p>Attachment 288: A new question has been added to Virtual Public Information Centre #2</p> <p>What is being proposed re: the 8th Conc. East which is currently being used by all manner of trucks, including 18 wheelers, as a bypass route from Milton and Burlington? It is extremely dangerous to residents and hazardous to the road surface when truckers are using this route to shave a few minutes off of their time table. Pls. advise, thanks</p>
289.	2021-06-29	██████████	<p>Attachment 289: A new question has been added to Virtual Public Information Centre #2</p> <p>Why are you again looking at Haldibrook Road when this issue was already dealt with years ago? The road is too narrow, highly populated in Blackheath, has a dangerous turn on and off hwy 56, has no shoulders now to walk on and widening the road will cause issues for sept systems located on front yards. This community fought this before and you agreed then it was not suitable, why do you think it is NOW suitable?</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
290.	2021-06-30	[REDACTED]	<p>Attachment 290: Truck Route Master Plan - concerned resident on Concession 11 East</p> <p>We attended the virtual meeting held on June 24th and have many concerns about the possibility of a truck route on Concession 11 East.</p> <p>Carlisle Road has always been a truck route; there is no reason to change this from being a 24-hour truck route as all the infrastructure is already in place, saving tax payers considerable amounts of money. I understand that some of the people who have moved in over the last several years on Carlisle Road have concerns, but this was a truck route when they moved here, so what has changed? Why has this now become an issue?</p> <p>What are the projected costs to improve Concession 11 and Millborough Town Line to accomodate the proposed truck route?</p> <p>If an alternative truck route is absolutely necessary, there are other options that make more sense such as Concession 10 East; it would be a better location to have a stop light installed at Hwy 6. It is not on a bend or on the top of a hill as is Concession 11. I realize the main concern on Concession 10 would be Balaclava Public School but for far less money than improving Millborough Town Line, the driveway and playground at Balaclava could be reconfigured to join with Our Lady of Mount Caramel with the entry being off Center Road rather than Concession 10.</p> <p>In my opinion there is absolutely no reason to change the existing truck route from its current location. It is the most direct route for trucks to get from Hwy 6, and well on there way to Burlington/ Milton and with the infrastructure already in place. Why go wasting tax payer's dollars to fix something that is not broken.</p> <p>I hope that you will take some time to make an actual visit out to see exactly what was referenced in the meeting, about the winding, narrow Millborough Town Line that should this Truck Route come into effect, would destroy acres of forest with loads of old growth trees; it is a very unique road in that respect, it would be a shame to lose it.</p> <p>I trust that you will read, and respond if possible, to all the emails that I am sure that you will be receiving regarding this very sensitivie topic and that you will make the right decision.</p> <p>City of Hamilton Response:</p> <p>Thank you for reaching out to Councillor Partridge. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor is actually a former resident of the 11th Concession and is also against this proposal. She has made her position quite clear to Transportation staff that she has significant concerns in which are inclusive of your concerns noted in your email below. I have also forwarded your email to Omar Shams who is overseeing the Truck Route Master Plan and have asked to have your opposition noted accordingly. We appreciate hearing from the Ward 15 residents on such critical issues and thank you for your engagement. Please take care and be well during these challenging times.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
291.	2021-06-30	██████████	<p>Attachment 291: Truck Route Master Plan - concerned resident on Concession 11 East</p> <p>I attended the virtual meeting held on June 24th and have many concerns about the possibility of a truck route on Concession 11 East.</p> <p>Carlisle Road has always been a truck route; there is no reason to change this from being a 24-hour truck route as all the infrastructure is already in place, saving tax payers considerable amounts of money. I understand that some of the people who have moved in over the last several years on Carlisle Road have concerns, but this was a truck route when they moved here, so what has changed? Why has this now become an issue?</p> <p>What are the projected costs to improve Concession 11 and Millborough Town Line to accommodate the proposed truck route?</p> <p>If an alternative truck route is absolutely necessary, there are other options that make more sense such as Concession 10 East; it would be a better location to have a stop light installed at Hwy 6. It is not on a bend or on the top of a hill as is Concession 11. I realize the main concern on Concession 10 would be Balaclava Public School but for far less money than improving Millborough Town Line, the driveway and playground at Balaclava could be reconfigured to join with Our Lady of Mount Carmel with the entry being off Center Road rather than Concession 10.</p> <p>In my opinion there is absolutely no reason to change the existing truck route from its current location. It is the most direct route for trucks to get from Hwy 6, and well on there way to Burlington/ Milton and with the infrastructure already in place. Why go wasting tax payer's dollars to fix something that is not broken.</p> <p>I hope that you will take some time to make an actual visit out to see exactly what was referenced in the meeting, about the winding, narrow Millborough Town Line that should this Truck Route come into effect, would destroy acres of forest with loads of old growth trees; it is a very unique road in that respect, it would be a shame to lose it.</p> <p>I trust that you will read, and respond if possible, to all the emails that I am sure that you will be receiving regarding this very sensitive topic and that you will make the right decision.</p> <p>City of Hamilton Response: Thank you for reaching out to Councillor Partridge. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor is actually a former resident of the 11th Concession and is also against this proposal. She has made her position quite clear to Transportation staff that she has significant concerns in which are inclusive of your concerns noted in your email below. I have also forwarded your email to Omar Shams who is overseeing the Truck Route Master Plan and have asked to have your opposition noted accordingly. We appreciate hearing from the Ward 15 residents on such critical issues and thank you for your engagement. Please take care and be well during these challenging times.</p>
292.	2021-06-30	██████████	<p>Attachment 292: A new question has been added to Virtual Public Information Centre #2</p> <p>Why are trucks continued to be allowed on Victoria Ave North, now as 'daytime only'? Several residents have expressed deep concerns regarding noise and safety. As the parent of 3 young children, I am strongly considering moving from this neighbourhood due to the heavy trucks careening down the street and skidding to a stop on Cannon Street. Our Lansdale/Beasley neighbourhood is rife with heavy truck traffic, especially on Wellington and Victoria. Daytime use? Our children cannot walk to school or the park without enormous tractor trailers speeding past. We need to do better.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
293.	2021-06-30	[REDACTED]	<p>Attachment 293: Carolyn and Kevin Beveridge - Input Regarding Hamilton Truck Route Master Plan</p> <p>Please find attached our letter of input regarding the Hamilton Truck Route Master Plan. We are residents of Haldibrook Road and we say NO to making Haldibrook Road a 24 hour/7 day a week truck route.</p> <p>City of Hamilton Response (Brenda):</p> <p>Thanks for your email</p> <p>Haldibrook will not become a truck route. As you know Haldimond County doesn't support the truck route so it is a dead issue</p> <p>Hope that helps to explain</p> <p>Take care and stay safe</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this as a confirmation of receipt of your feedback in this planning process. Please note the draft recommended network is subject to change based on the feedback received during this engagement phase. Your input is valued and will inform the path forward.</p>
294.	2021-06-30	[REDACTED]	<p>Attachment 294: A new question has been added to Virtual Public Information Centre #2</p> <p>We have fought for 10 years to make Haldibrook Road a "no trucks" road. I live at the four way stop located at Haldibrook Road and Tyneside road. The amount of noise generated from transport trucks going through out country community is terrible. Haldibrook was finally signed as "no trucks " allowed road within the last few years. Why are you considering making Haldibrook Road a FULL TIME truck route when there is already a full time truck route just one concession south on Haldimand Road. Having two truck routes on two successive roads Haldimand ROad 66 and now as proposed Haldibrook Road makes no sense. Haldibrook Road is a road where the houses are situated close to the road, and the NOISE from trucks vibrate the house and make sleeping impossible. This is unacceptable for this residential country road!</p>
295.	2021-06-29	[REDACTED]	<p>Attachment 295: truck routes</p> <p>We live on Mountsberg Road and travel Highway 6 daily, to and from work.</p> <p>It is our view that Highway 6 and Carlisle Rds are where the trucks should continue to travel – not on smaller roads like Centre Rd and Concession 11. If there was more traffic enforcement along these routes, I believe that these roads would be safer and there would be less accidents. Not sure that adding stop lights help – but the cars that cut off the trucks are just as dangerous as the trucks are when speeding.</p> <p>As an avid cyclist, I notice that the smaller roads become lethal when traffic is snarled on the 401 or Hwy 6 as many vehicles take the concession roads and use them as a speedway trying to get to their destination as quickly as possible.</p> <p>I see far too many animals and kids on the concessions and side roads and cannot imagine what may happen if the trucks are given the option of utilizing these roads.</p> <p>City of Hamilton Response:</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this as a confirmation of receipt of your feedback in this planning process. Your input is valued and will be considered in the next revision of the truck route network. We have also received input from other residents of Flamborough regarding Concession 11, which will inform our decisions moving forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
296.	2021-06-30	[REDACTED]	<p>Attachment 296: Haldimand County comments Hamilton Truck Route Master Plan</p> <p>Haldimand County's comments from the Stakeholder information session as well as PIC # 2 are as follows</p> <p>At the June 28th meeting, Haldimand County Council has passed the following resolution relating to the Truck Route Master Plan</p> <p>THAT Haldimand County Council has reviewed the City of Hamilton's draft recommended Truck Route Master Plan as outlined in the correspondence from the City of Hamilton sent on June 14, 2021;</p> <p>AND THAT given the overwhelming public opposition, lack of adequate infrastructure to support truck traffic and the existence of a designated truck route in close proximity, Haldimand County Council is strongly opposed to Haldibrook Road being included as a proposed truck route in the City of Hamilton's Truck Route Master Plan.</p> <p>Staff have the following additional comments</p> <p>There is an existing east west truck route in close proximity to Haldibrook road with a proposed future interchange to a future highway 6 connection at the Caledonia Bypass (Greens road at bypass)</p> <p>There should be a north south truck route that continues from the intersection of Tyneside and Haldibrook road to the proposed truck route on Binbrook road.</p> <p>The elimination of the truck route on haldibrook road east of 56 should be revisited as this leads to the Hamilton landfill site</p> <p>Please reach out if you would like to discuss this further.</p>
297.	2021-06-30	[REDACTED]	<p>Attachment 297: Feedback on proposed changes to truck route</p> <p>I'm writing regarding the proposed changes to the truck route on Victoria Ave North.</p> <p>Why are trucks continued to be allowed on victoria ave north, now as 'daytime only'? Several residents have expressed deep concerns regarding noise and safety. As the parent of 3 young children, I am strongly considering moving from this neighbourhood due to the heavy trucks careening down the street and skidding to a stop on Cannon street. Our Lansdale/Beasley neighbourhood is rife with heavy truck traffic, especially on Wellington and Victoria. Our children cannot walk to school or the park without enormous tractor trailers speeding past. We need to do better. This neighbourhood is already disadvantaged economically and socially, and this adds yet another barrier to safety and community. Please stop the trucks from roaring through our residential street, for the sake of our health and safety.</p> <p>City of Hamilton Response:</p> <p>Thank you for your feedback regarding the draft recommended truck route network and proposed changes on Victoria Avenue North.</p> <p>Please consider this as a confirmation of receipt of your feedback in this planning process. Please note the draft recommended network is subject to change based on the feedback received during this engagement phase. Your input is valued and will inform this study's path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
298.	2021-06-30	[REDACTED]	<p>Attachment 298: Proposed Haldibrook Truck Route</p> <p>My name is [REDACTED] and this is in regards to the proposed truck route on Haldibrook Road. I live on Haldibrook Road, very close to HWY#6 and I am very opposed to this new proposed truck route for the following reasons:</p> <ul style="list-style-type: none"> • There is already a very high volume of traffic on this road, due to the Empire Avalon development off of McClung Road. Since this development has started, many of the new residents use Haldibrook as a shortcut to HWY#6, which has highly increased the amount of traffic on the road and by the end of the development there will be a total of 3000 new homes. • There are also a lot of trucks that already travel on Haldibrook. They are not supposed to use this road, but they use it as a shortcut to get to HWY#56. • The road is not wide enough or built for heavy trucks and if you fix the road to accommodate them, we will lose property frontage and it will decrease the value of our homes. • The speed limit is currently 60km/h, but everyone speeds along here, especially the trucks. I live about 100 metres from HWY#6 and cars are already speeding by the time they get to my house. I used to be able to walk or ride my bike to the Rail Trail, but I am unable to do this now because the road is already too busy and unsafe. Police used to monitor our road and give out speeding tickets, but this still did not stop many from speeding. We do not want an increase to speed or volume as there are a lot of family homes along this road and many with small children. • We are opposed to the excess noise pollution that will come from a 24/7 truck route. At this time we already have to listen to the trucks breaking for the stop sign and we are opposed to increasing this. • It is already difficult to get out of our driveway due to the high volume of traffic. If you make this a 24/7 truck route, it will be almost impossible to get out safely. • We are also opposed to the fact that this truck route is proposed to be 24/7. Most truck routes have limits on the times they are able to drive, and we do not want this increased noise pollution at all hours of the day. <p>I believe that Regional Road #66 is a better alternative 24/7 truck route as it is already built for heavy trucks and there is a stop light and access to the Caledonia bypass.</p> <p>City of Hamilton Response: Thank you for your thorough feedback regarding the draft recommended truck route network. Given that Haldibrook Road is joint jurisdiction between Hamilton and Haldimand County, no changes to roadway designation can be made unilaterally. Please note, the Haldimand County Council passed a resolution on June 28 that oppose the truck route designation of Haldibrook Road. Moreover, our counterparts at Haldimand County also shared their concern related to the truck route designation of Haldibrook Road.</p> <p>Based on the feedback received from the community, Staff and County Council, we will revise the truck route network accordingly before it is presented to the City council for their review and input.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
299.	2021-06-30	[REDACTED]	<p>Attachment 299: Objection to TRMP</p> <p>As a resident of [REDACTED] I wish to protest the “Hamilton Truck Route Master Plan”.</p> <p>First and foremost, no decision should be made until all the interested parties can meet together in person. Virtual meetings do not suffice.</p> <p>This important decision should not be hidden behind the skirts of COVID.</p> <p>Secondly, this decision must be made accord to safety. Concession Eleven has one very steep incline and one more modest. Both these inclines give poor visibility to oncoming traffic.</p> <p>Concession Eleven has no shoulders, no sidewalk and is a mecca for cyclists and pedestrian traffic. During the spring, summer and fall, both Concession Eleven and MILBROUGH Town Line are hosts to considerable farm vehicle use.</p> <p>MILBROUGH Town Line is an even greater risk to safety. It is a quintessential country road with a staggering number of twists and turns; a narrow width and a route that would be the envy of any road in the Muskokas.</p> <p>If your intention is to lighten the truck traffic along Carlisle Road, may I remind you that you do not solve one problem by creating another.</p> <p>Thirdly, the end result of this plan is a further engorgement of traffic at Morriston. All the trucks heading to the 401 end up in Morriston and that is a serious problem which you have added to in your proposal.</p> <p>In my opinion, the traffic heading out of Burlington and the western area of Milton would be better served by using Guelph Line since that route is wide, already purposed for truck travel and the limited space taken up by the Campbellville retail strip has already been equipped with sidewalks.</p> <p>And finally, what would be your intentions if you should ignore the protests and bully your way through? Are you planning to expropriate the offending properties? Are you planning on widening both roads? Are you planning on moving all the utilities? Are you planning to install a bike lane? Are you planning on installing sidewalks? How does all this work jive with the taxpayer?</p> <p>If so, consider it worthy to park an ambulance at several spots along the new route since you are inviting casualties that might just challenge your liability?</p> <p>City of Hamilton Response:</p> <p>Thank you for taking the time to send your comments and concerns on the Truck Route Master Plan to Councillor Partridge and staff. As this study has progressed, the Councillor continues to work with Transportation staff to ensure all resident feedback is taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan. Please also know that the draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process.</p> <p>We appreciate hearing from the Ward 15 residents on such critical issues and thank you for your engagement.</p>
300.	2021-06-30	[REDACTED]	<p>Attachment 300: A new question has been added to Virtual Public Information Centre #2</p> <p>I was recently made aware of the Truck Route review and watched the PIC #2 video. I live on Concession 4 West, between Ofield Rd and Millgrove Side Rd. Concession 4 W includes many residences, including young families. The road is often used by pedestrians going for a walk, kids bike to neighbours, and a popular route for cyclists. Is changing this road to Truck Route a safe and feasible option without creating a significant safety concern? I believe it is a concern and do not support it. I am aware (and agree) that the current truck route Concession 5 W is a concern, particularly within Millgrove. However, I do not think moving changing the route one road south ‘solves the problem’, but simply ‘shifts the problem’ to a new road. I believe most of the truck traffic on Concession 5 W is related to local businesses, Millgrove Garden Supplies, London Brothers, to name just a few. This truck traffic will obviously remain due to the business’s location. Similarly, the local truck traffic on Concession 4 W will remain, for example to Murrays Truck Repair shop. Neither of these roads should be a Truck Route. Keep the trucks on the major arteries, Hwy 5, and Hwy 6. The intersection of Concession 4 W and Hwy 6 is not user friendly for turning with regular vehicles (particularly turning left from 4th onto Hwy 6), I foresee trucks turning here being a major safety concern. I was of the understanding that, when the Waterdown Bypass (on the East of Hwy 6) will (finally) connects with Hwy 6 in the future, then Concession 4 W may become a ‘dead end’ at Hwy 6. Does this not defeat the purpose of having Concession 4 W as a truck route, when the connection to a major artery is an issue? Thank you for taking my comments and questions.</p>

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SanID	Date	Name/Contact	Content
301.	2021-07-01	[REDACTED]	<p>Attachment 301: Proposed truck route</p> <p>I have just watched via youtube the online meeting. It concerns me that as a resident on concession 4 west you are thinking about making this a new truck route.</p> <p>Our concession is small we have a trailer park that in the summer season is busy with families that use the road for walking along . I do myself to walk my dogs also along with other neighbors. I have almost been hit by a vehicle that was not concentrating. We have many cyclists that use the concession. The traffic that comes through at the moment can be constant and some drivers speed dangerously.</p> <p>How do you propose to ensure the safety of pedestrians and residence of our concession?</p> <p>You mention that widening of the road; are you going to take part of our property?</p> <p>Why dont you use or improve hwy 5 instead of using the concessions.</p> <p>Will we get tractor trailers going through to the quarry's our roads are not built for that and we see how dangerous and speedy these truck drivers can be.</p> <p>I expect its a done deal and you guys have already made your decision and this is just to keep the locals quiet.</p>

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302.	2021-06-30	[REDACTED]	<p>Attachment 302: Heavy Proposed Truck Route on Haldibrook Road</p> <p>Our names are [REDACTED] and we live at [REDACTED]. We are 1/2 mile East of Hwy 6. We are very concerned about safety for all of us who live on this road and we completely oppose the proposal to have Haldibrook Road made into a Truck route.</p> <p>Safety concerns:</p> <p>Speed. It is a 60km/hr zone and currently traffic is exceeding the speed limit easily by doing 80-100 km/hr in a 60km zone.</p> <p>I have contacted the OPP and asked to have a police presence on our road. It has made a difference in the past because the OPP have spent time on our road and within a 1 hour span I saw the police officer pull over 4 cars for speeding. The police have an opportunity to pull people over all day long on this road, however the police have not been monitoring our road for a very long time.</p> <p>Small gravel shoulders to cycle, walk, jog on with children and pets, we even must be cautious when checking our mail because we are so close to the road and its a safety issue.</p> <p>Farming area. Farm tractors use this road to be able to plow their farms and tend their crops. They are obviously moving at a much slower speed. The potential for accidents is increased to allow Haldibrook to be a truck route.</p> <p>Residential area. There are small children that live along our road and our homes are so close to the road that the potential for a child to inadvertently run on the road to get their ball could cause a death. The likelihood of a truck stopping quickly is very slim. It is difficult to back out of our driveways with the speed of the traffic.</p> <p>While riding our bikes we have had instances that vehicles have not even slowed down or moved over when traffic is coming in the opposite direction and they have come so close to us that we could touch their vehicles if we reached out, and with such little shoulder area we could have easily ended up in the ditch.</p> <p>Obviously with trucks being much larger there will be even less room when we walk or ride our bikes on our road.</p> <p>Haldimand Chippewa Rail Trail. We are only 1km from the Haldimand Chippewa Rail Trail. This is a highly trafficked area for pedestrians walking, jogging, cycling. There is concern for everyone to cross the road safely.</p> <p>Horses. I am not sure if you are aware but there are people who ride horses on the trail and their safety will be jeopardized along with anyone involved in an accident with a horse.</p> <p>We do not understand why this is being proposed when there is a designated truck route on Hwy 66 already, which is so close to Haldibrook Road and it already accommodates trucks safely.</p> <p>Also what happened to the proposed route from the Hwy 6 Bypass, south of Airport Road, to connect with the Linc/Redhill? Would it not make more sense to continue with this project? The trucks will have a safe and efficient route. There would be less risk to the residents on Haldibrook Road.</p> <p>I understand you wanted our opinion and I know in talking with numerous residents all along Haldibrook Road, an overwhelming majority (actually every person we talked with) are opposed to allowing a truck route here.</p> <p>I trust that you will value our opinion, since you did ask for it, and honor the appeal of the concerned residents to not allow Haldibrook Road to become a truck route.</p> <p>Look forward to your reply.</p> <p>City of Hamilton Response:</p> <p>Thank you for sending your comments into staff of keeping Councillor Johnson in the loop.</p> <p>Follow up email:</p> <p>I am just resending this as I had an incorrect email address for Ken Hewitt and want to be sure everyone received it.</p> <p>Haldimand County Response:</p> <p>Our Council this past Monday passed a resolution stating our strong opposition to this proposed truck route and forwarded to the city of Hamilton.</p> <p>City of Hamilton Response (Brenda):</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>Let me say officially, I also do not support Haldibrook as a truck route. It was wrong to even propose this road as a truck route without the support of Haldimond County. I apologize for any angst this has caused unnecessarily. Hope this helps to explain. Take care and stay safe</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

303.	2021-07-02		<p>Attachment 303: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response:</p> <p>Thank you for your thorough, and insightful feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback in this planning process and that they will be considered in the next revision of the truck route network.</p> <p>Please note, the draft recommended truck route network is subject to change based on the feedback received during this engagement phase.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

304.	2021-07-02		<p>Attachment 304: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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			<p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p>
305.	2021-07-02	██████████	<p>Attachment 305: A new question has been added to Virtual Public Information Centre #2</p> <p>How quickly will these changes take effect? Also, if truck traffic does use Governors Road I would suggest the speed limit from Osler west to Pirie be changed to 40 km/h and to 60 km/h from there to Highway 52.</p>
306.	2021-07-02	██████	<p>Attachment 306: A new question has been added to Virtual Public Information Centre #2</p> <p>Mud street east seems to be a truck route. Do they take into consideration the community of people that live there. It is a truck route yet there are stop signs at every corner. When these large trucks start to gear up to start of it is very noisy, it's like sleeping in the middle of the highway. That is not to mention the public school on Mud street east at Taplytown road. The MP changed speed limiters on Regional road 20 with no signs to let you know about the NEW speed limit, so after living in the area for 22 years I received a fine! They lowered the speed limit on this highway yet on Mud street where there is a school the speed limit is higher for the blocks before and after the school. Not to mention that I asked for a sign to be put in place for people using their air brakes to come to a stop at all the multiple stop signs, still no sign. It has been a year with several reminders. Do they even take into consideration there is a SCHOOL there?</p>
307.	2021-07-02	██████████	<p>Attachment 307: A new question has been added to Virtual Public Information Centre #2</p> <p>Why would you open Queen Street from King to Main to trucks during the day? The area is residential and indiscriminately low income residents. The heavy metals released from truck brakes is widely known to be a health hazard. In addition, day time noise of these trucks is deleterious to children's development.</p>

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308.	2021-07-03	[REDACTED]	<p>Attachment 308: Truck Route Master Plan - Hwy 8 Thru Dundas???</p> <p>Are you kidding me??</p> <p>Is that why we got this road fixed up.....so the trucks can ruin it again?</p> <p>Not Happy!! Not Happening!!!! Not Here!!!!</p> <p>I submitted my answers and support any group with the same opinions.</p> <p>Advantages: What specific advantages do you see of implementing this Truck Route network?</p> <p>How will a truck route leading past some heritage homes, others close to the road and no noise barriers, support local economy driving down #8 Hwy hill leading directly through the main street of downtown Dundas? How would truck traffic be supporting "our local economy"???? There has been no support from police services to manage speeding vehicles (including transport trucks) from Brock Road to the foot of the hill in some time!! People live in this area too!!! This is a sensitive land area!!</p> <p>Impediments: What specific hurdles are there to implementing this network?</p> <p>Brock Road leading down the hill on Hwy #8 to downtown Dundas is an EMERGENCY ROUTE! How will emergency vehicles get through when the transport truck is "backing up the hill" because he is too tall to get under the CNR bridge!! Where are the police when this is happening? Certainly not here and this is an all too often problem. We just had Hwy #8 roadway reconstructed. Trucks are the cause of the roadway destruction. This area is a Water Protected Area. Trucks with their heavy loads and jake brakes is a constant rumble on the escarpment that potentially could disrupt our wells. This section of Hwy #8 is used frequently by hikers, people walking their dogs, pushing baby buggies and bicyclists! Truck routes and unprotected people is NEVER a good mix. The speed limit here is 50 kms max. There is no police monitoring the speed in this section so the use of jake brakes is frequent.....at all hours.....day and night....because they are travelling too fast. The nature of this road is a route for Sunday drivers. Adding truck into the mix going through downtown Dundas is a sure way to ruin the tourist effect of the town. Dundas is a village! With buildings close to the roadway and single lanes, there is constant disruption of visitors and shoppers trying to cross the road. Respiratory health concerns are already a concern on this natural route with standard traffic. Diesel fumes pose an even larger threat of those who live in this area and walk or ride bicycles.</p> <p>Mitigating: What specific suggestions do you have to improving this network?</p> <p>None!! But the thought of making Hwy #8-Brock Road a truck route is a ludicrous idea to even put on the table! This is natural habitat area for wildlife as well as human beings who have lived here longer than idea. Why would you destroy natural habitat? Why have you even considered a very steep road with sharp turns for routing transport trucks???? Hardly safe!!!</p> <p>Maybes: What additional information or steps might encourage your support for this network?</p> <p>There has been no show of enforcement for speeding, noise and pollution in this area up to now even though we were advised there would be support once the road was reconstructed. Why should we believe you this time? There are children who live in the area of this route. They are picked up and returned by bus for school. This is only one lane. Where is the law enforcement when speeding cars pass the bus with flashing lights? Heavy trucks that must stop for these school buses, driving up the hill, will only slow down vehicles behind them where they are pushing to pass with only one lane!!!</p> <p>City of Hamilton Response (Arlene):</p> <p>Thank you reaching out to me with your response regarding the Truck Route Master Plan Review.</p> <p>I appreciate knowing your thoughts and your concerns with regard to these two long-time existing truck routes on Highway 8 and Brock Road. City staff will certainly include your comments in the consideration of the review.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
309.	2021-07-02	[REDACTED]	<p>Attachment 309: TRUCK ROUTE PROPOSAL- 11TH CONCESSION FEEDBACK AND CONCERNS</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your thorough feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback in this planning process.</p> <p>Please note, the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. In addition, we have received input from other residents of Concession 11 East and Milborough Line. Input received from the community and stakeholder groups will inform the study process path forward.</p> <p>City of Hamilton Response (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan. Please also know that the draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process.</p> <p>*Please kindly provide your address and phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Ward 15 residents on such critical issues – thank you again for emailing the Councillor.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

310.	2021-07-03		<p>Attachment 310: Truck Route Master Plan- My Objections</p> <p>WHY?</p> <p>Once the source of cancer is found, then the patient can be treated and in most cases will have a good chance to live a long life.</p> <p>In this case, we have the city of Hamilton, wasting money which we do not have, attacking the taxpayers over truck routes we do not need. Does this sound like Ottawa? There has to be a reason to commit suicide: Pressure from your neighbours? Pressure from truckers? Or pressure from an unknown source ie. some nefarious group?</p> <p>ILL CONCEIVED</p> <p>The idea of putting a truck route through county around Carlisle is so absurd that only a politician or city planner would even “think” of such a thing.</p> <p>The physical impediments are : blind turns (Milborough Town Line); blind hills (opposite 408 Eleventh Concession East) and blind driveways too numerous to count.</p> <p>The human impediments are crazy cyclists, joggers, dog walkers and people taking an evening stroll along a country lanes. There are no sidewalks or bike paths so can you imagine the chaos?</p> <p>The noise from trucks is nasty and the concept of a tranquil countryside becomes a thing of the past.</p> <p>PAST BATTLES</p> <p>The taxpayers of the 11th concession have spent the bulk of the last decade fighting the Ministry of the Environment (MOE); and the Ministry of Natural Resources (MNR) over a proposed quarry and we WON!</p> <p>We are experienced, monied and tenacious and will give the city of Hamilton a formidable fight.</p> <p>Councillors who do not support us will be defeated and the planners who think they are tenured will be in for a shock. BULLIES SHOULD BE VERY CAREFUL WITH WHOM THEY TANGLE.</p> <p>ALTERNATIVES</p> <p>Highways and major roads are for trucks, trailers, intercity buses and high speed cars. We have the 402; 407; QEW; 403; and the Dundas highway as major east-west arteries.</p> <p>North and south we have Tremaine North (almost complete to the 401; Tremaine south (needs to be widened but open) and could include an access to 407 and finishes at Dundas.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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			<p>Guelph Line could be considered as a 12 hour route. The last route north-south is Highway 6. Instead of trying to destroy our countryside and angering hundreds, why not simply put 4 lanes through Morriston and relocate some decaying 150 year old storefronts.</p> <p>SUMMARY</p> <p>Trash and burn the plan; fire the consultant and let us get on with our lives.</p> <p>City of Hamilton Response (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan. Please also know that the draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process.</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>
311.	2021-07-04	██████████	<p>Attachment 311: Truck route planning</p> <p>For ten years we have lived at the corner of ██████████ on 2nd floor of the ██████████ We a delighted to see that we may no longer be living on an inner city truck route.</p> <p>With the expansion of the CN train yards a few years ago we found ourselves subjected to the noise and fumes of upwards to 20 huge tanker trucks each day for at least five days each week. At first they arrived in the street below at 7:30 or 8:00 AM. Now it's before 6:00 AM. Engine breaking is less common lately but it is still used a few times each day.</p> <p>We are wondering how these trucks are going to get to and from the CN yard under the new plan? This, of course raises the question as to why the yards is still there?</p> <p>We have always wondered why these yards are still there when many cities have made them relocate. Trains are a marvel and essential but a shunt yard in a city that is no longer a hub of heavy industry is out of place. We mention this because trucks and trains are always the interdependent halves of all transportation systems. Is the truck route planning effort exploring options for moving the yard out of here to a location with direct connections to highways?</p> <p>Thanks and good luck with this planning. It looks promising.</p>
312.	2021-07-04	██████	<p>Attachment 312: A new question has been added to Virtual Public Information Centre #2</p> <p>What measures are being taken to ensure that trucks don't cut through neighboring residential streets?</p>
313.	2021-07-04	██████████	<p>Attachment 313: Proposed truck route opposition</p>

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314.	2021-07-05	<p>[REDACTED]</p> <p>[REDACTED]</p>	<p>Attachment 314: Truck Route Plans for Concession Road 11 East</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate.
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			<p>6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</p> <p>7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p> <p>My family requests that you take into consideration the above concerns with respect to the plans to make Concession Road 11 East and Millborough Line a truck route.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your thorough, and insightful feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback in this planning process.</p> <p>Please note, the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. In addition, we have received input from other residents of Concession 11 East and Milborough Line. Input received from the community and stakeholder groups will inform the study process path forward.</p> <p>City of Hamilton Response (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan. Please also know that the draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process.</p> <p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Ward 15 residents on such critical issues – thank you again for emailing the Councillor.</p>

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315.	2021-07-04	[REDACTED]	<p>Attachment 315: Hamilton Truck route Concession 11E to Milborough Line to Derry Road</p> <p>If you could please reconsider another route for these large trucks to travel, the current proposed route is quite narrow and hilly with many bends. Having these large trucks on it could pose havoc traffic. Surely there must be a larger road that can be used. I would urge the councillors on this email to drive the route themselves and see first hand.</p> <p>City of Hamilton Response:</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback in this planning process.</p> <p>Please note, the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. In addition, we have received input from other residents of Concession 11 East and Milborough Line. Input received from the community and stakeholder groups will inform the study process path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

316.	2021-07-05	[REDACTED]	<p>Attachment 316: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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			<p>8. The Future: This has the potential to be ‘the thin edge of the wedge’. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar): Thank you for your thorough, and insightful feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback in this planning process. Please note, the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. In addition, we have received input from other residents of Concession 11 East and Milborough Line. Input received from the community and stakeholder groups will inform the study process path forward.</p> <p>City of Hamilton Response (Judi’s office): Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan. Please also know that the draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process.</p> <p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

317.	2021-07-05		<p>Attachment 317: Subject: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. The potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <p>1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a ‘corduroy’ sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges.</p> <p>Both roads have multiple blind spots, multiple hidden driveways and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks.</p> <p>2. Safety:</p> <p>We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes.</p> <p>There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands.</p> <p>Lawson Park, a mostly seasonal campground, operating from May to October on Concession 11E. has hundreds of vehicles frequently entering and exiting the park with limited visibility due to the hill east of the park entrance. It’s difficult for vehicles especially if pulling recreational trailers exiting safely, especially with the pickups (many transporting horses) and school buses coming over the hill; large transport trucks could be deadly unless major upgrades are done. It’s already one of the most dangerous areas for walkers and bicycling as the shoulders are abnormally narrow (due to a 3-4 ft drop-off to the creek bed) but also not safe to walk on the road with vehicles speeding blindly over the hill.</p> <p>3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest.</p> <p>Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure.</p> <p>4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route however attempting to alleviate that wrong by pushing traffic to another unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads.</p> <p>In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it.</p> <p>5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate.</p> <p>6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic.</p> <p>The draft report provides no apparent justification (new truck-intensive development plans or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community.</p> <p>Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</p> <p>7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>I'm personally concerned about the negative impact of these trucks in regards to our Lawson Park campers and my family's safety using these roads and the increased noise pollution of our rural environment.</p> <p>I am also concerned for the Snapping Turtles as their numbers are threatened and likely several who frequently cross the road to lay eggs along the roadside next to the creek a few weeks each year would be killed by these trucks.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your thorough, and insightful feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback in this planning process.</p> <p>Please note, the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. In addition, we have received input from other residents of Concession 11 East and Milborough Line. Input received from the community and stakeholder groups will inform the study process path forward.</p> <p>City of Hamilton Response (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan. Please also know that the draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process.</p> <p>*Please kindly provide your phone numbers so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

318.	2021-07-04	[REDACTED]	<p>Attachment 318: Proposed truck route on concession 11</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen <u>5 kms of road</u>. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be ‘the thin edge of the wedge’. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response:</p> <p>Thank you for your thorough, and insightful feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback in this planning process.</p> <p>Please note, the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. In addition, we have received input from other residents of Concession 11 East and Milborough Line. Input received from the community and stakeholder groups will inform the study process path forward.</p>
319.	2021-07-05	██████████	<p>Attachment 319: City of Hamilton TRMP – Comments and Feedback</p> <p>We are seasonal campers at ██████████ Freelon. We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP., one such proposed change designating Concession 11E and Milborough Line as a truck route. We live in the area 6 months of the year and will be affected by the proposed route and are strongly opposed to this change, as currently contemplated, for the following reason:</p> <p>Milborough Line and Concession 11E are characterized by large hills, narrow shoulders, and narrow bridges. Both roads follow a rolling ground line creating hidden dips and sharp curves. We are concerned about our safety as we are avid cyclists (along with many local cyclists) and use Concession 11 and Milborough Line several times a week. As it is, vehicles unsafely pass us going up hills and around curves. There have been close calls regarding head on collisions with vehicles coming from the other direction.</p> <p>If this proposal proceeds we would insist that both Concession 11 E and Milborough Line will be widened to allow for bike lanes on both sides of the streets and that mirrors or other warning devices are installed so that motorists have a view of oncoming traffic. Without these safety measures the probability of serious and fatal traffic accidents is high. You may be concerned that the responsibility and liability for any damages from expected accidents may rest with you, particularly having received our specific concerns. Nobody wants people to get hurt or die.</p> <p>Please provide us with confirmation of receipt of this email.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback in this planning process.</p> <p>Please note, the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. In addition, we have received input from other residents of Concession 11 East and Milborough Line. Input received from the community and stakeholder groups will inform the study process path forward.</p> <p>City of Hamilton Response (Judi’s office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan. Please also know that the draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process.</p> <p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

<p>320.</p>	<p>2021-07-05</p>	<p>[REDACTED]</p>	<p>Attachment 320: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar): Thank you for your thorough, and insightful feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback in this planning process. Please note, the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. In addition, we have received input from other residents of Concession 11 East and Milborough Line. Input received from the community and stakeholder groups will inform the study process path forward.</p> <p>City of Hamilton Response (Judi's office): Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan. Please also know that the draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process.</p> <p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Ward 15 residents on such critical issues – thank you again for emailing the Councillor.</p> <p>Follow up email: Good afternoon, thank you for your response, our home telephone number is 905-659-2974 Heather Warner and Andrew Warner 1749 Centre Rd</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

321.	2021-07-05	[REDACTED]	<p>Attachment 321: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 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The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

322.	2021-07-04	[REDACTED]	<p>Attachment 322: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. 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Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be ‘the thin edge of the wedge’. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar): Good morning Leslie Thank you for your thorough, and insightful feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback in this planning process. Please note, the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. In addition, we have received input from other residents of Concession 11 East and Milborough Line. Input received from the community and stakeholder groups will inform the study process path forward.</p> <p>City of Hamilton Response (Judi’s office): Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan. Please also know that the draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process.</p> <p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

323.	2021-07-04		<p>Attachment 323: Subject: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 1. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 1. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 1. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 1. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 1. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 1. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

324.	2021-07-04		<p>Attachment 324: Subject: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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			<p>8. The Future: This has the potential to be ‘the thin edge of the wedge’. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar): Thank you for your thorough feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback in this planning process. Please note, the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. In addition, we have received input from other residents of Concession 11 East and Milborough Line. Input received from the community and stakeholder groups will inform the study process path forward.</p> <p>City of Hamilton Response (Judi’s office): Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan. Please also know that the draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process.</p> <p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>
329.	2021-07-04	██████████	<p>Attachment 329: Heavy Truck Route</p> <p>Hello Onar, both ██████████ reside at ██████████ east and are opposed to this new proposed truck route as put forth by the city of Hamilton. Our opposition is based on some critical issues as outline herein but not limited to the following.....the first issue is that there is no traffic light at the intersection of highway 6 and 11th concession which as you may know is already a dangerous intersection... the second is that the right hand turn lane located on highway 6 northbound is too short to allow for a safe right hand turn onto the 11th concession....the third is that there are a number of elderly residents who walk along concession 11 on a daily basis, making this road a truck route will endanger the personal safety of these residents.....the fourth, the noise factor will make the truck route difficult to reside safely and peacefully....the fifth is the air pollution factor, we recommend a thorough and complete assessment of the environmental impact that such a truck route will have in this area....the sixth is the impact the truck route will have on the local wildlife which includes but not limited to deer, rabbits, many small mammals and birds...the seventh is the damage that triaxle and tandem trucks loaded with lose aggregate will have on our personal vehicles when traveling on this route in the event that the lose aggregate is left sitting on the roadway....the eighth is the new danger that these large trucks will pose when residents enter and exit their personal driveways while negotiating this new and dangerous traffic flow. These a just a few of our concerns but there are many others. I am confident that no person at the city of Hamilton reviewing this proposed truck route would want to be responsible for any personal injury, wildlife concerns, pollution or environmental issues or property damage done to any resident along this route as a result of allowing this truck route to move forward.</p> <p>City of Hamilton Response: Thank you for your thorough, and insightful feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback in this planning process. Please note, the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. In addition, we have received input from other residents of Concession 11 East and Milborough Line. Input received from the community and stakeholder groups will inform the study process path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

<p>330.</p>	<p>2021-07-05</p>	<p>[REDACTED]</p>	<p>Attachment 330: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelton Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback in this planning process.</p> <p>Please note, the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. In addition, we have received input from other residents of Concession 11 East and Milborough Line. Input received from the community and stakeholder groups will inform the study process path forward.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>City of Hamilton Response (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan. Please also know that the draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process.</p> <p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

331.	2021-07-05	[REDACTED]	<p>Attachment 331: Proposed change to Rural truck routes on Milborough line.</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. Please log my opposition to this proposal and provide me confirmation of this email.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

332.	2021-07-03	[REDACTED]	<p>Attachment 332: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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			<p>8. The Future: This has the potential to be ‘the thin edge of the wedge’. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your thorough feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback in this planning process.</p> <p>Please note, the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. In addition, we have received input from other residents of Concession 11 East and Milborough Line. Input received from the community and stakeholder groups will inform the study process path forward.</p> <p>City of Hamilton Response (Judi’s office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan. Please also know that the draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process.</p> <p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

333.	2021-07-05	[REDACTED]	<p>Attachment 333 – Hamilton Truck Route – Concession 11 East</p> <p>Our family sat in on the on-line meeting a few days ago. Our family resides on 11th Concession East. Can you please explain why there is a constant flow of dump and transport trucks travelling along my street. Does a proposal mean they have permission. Go buses also now feel this is their new route of choice.</p> <p>At every opportunity I will stop these vehicles and ask where they are coming from and headed. I will photograph their vehicle with plate #'s.</p> <p>I understand you have been invited to join a resident for a 'country' drive so you may witness our concerns for yourself- yet no response from you as of yet. Interesting.</p> <p>I would also like to know who put forth this proposal and who's pockets are being lined to do so.</p> <p>Your City has not even been able to make a decision on inner city transportation for how many years now. It's a sad state.</p> <p>Because more homes are being built in Milton and Burlington, we will be made to suffer. Pathetic. There are adequate routes currently available. 401, 403-QEW, Dundas, to access these markets.</p> <p>The 'backers' of this proposal are only looking to save time and money using our roads as short cuts to their destinations.</p> <p>I would like to know what your experience with a project of this nature is. Not just mapping out a route on a map but all the repercussions involved.</p> <p>You really should hop in your car and come travel our roads, you may want to move out here one day where you can enjoy the beautiful surroundings and quiet roads where a family can go for a walk or bike ride in peace.</p> <p>Follow up email:</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. <p>Concession 11E is also a Snapping Turtle Nesting Area – the turtles frequently cross the road and nest or burrow on the side of the road. I will be contacting the Snapping Turtle Ontario people to discuss this further, but here is some insight into the status of the snapping turtle in Ontario and what threaten them.</p> <p>From the Snapping Turtle Ontario Website: Status <i>Special Concern</i> "Special Concern" means the species lives in the wild in Ontario, is not endangered or threatened, but may become threatened or endangered due to a combination of biological characteristics and identified threats. What threatens it It takes 15 to 20 years for a Snapping Turtle to reach maturity. As a result, adult mortality greatly affects the species' survival. During the summer, many turtles cross roads in search of mates, food and nest sites. This is risky for turtles as they are too slow to get out of the way of moving vehicles.</p> <ol style="list-style-type: none"> Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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			<p>5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate.</p> <p>6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. Also, there is no information as to whether traffic lights will be set up on the 11E/Hwy 6 corner. If this does not happen, there is an added risk to what already is a dangerous Highway – and added risk to the residents of the 11E. If traffic lights are put in place, this would then warrant more traffic – not just truck traffic, but cars as well. Many residents of the area choose to get on and off the highway via intersections with lights, as it is safer to do so given the nature of Hwy 6. How many fatalities are there on this road – we read about them regularly – whether on the news or through our neighbourhood facebook group. So, not only would you be inviting more truck traffic, you would also be increasing car traffic as well – something, I feel, needs to be discussed further.</p> <p>7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p> <p>8. The Future: This has the potential to be ‘the thin edge of the wedge’. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Lastly, I would just like to say, that we did not move out to the country, purchase a home which is well above the average home price in Hamilton (we did because we wanted to live on a rural road, on a country lot), only to see our road turned into a truck route/artery for cars to get on and off Hwy 6. We already experience safety and speeding issues on this road – I know the other Concessions are having similar issues as I have been in discussions with Judi’s office re this. We are trying to work out a solution. One solution is to place a radar sign on our road but this is proving to be difficult ..why? because the City of Hamilton does not have the money to support radar signs (we were told that the City of Hamilton has to borrow signs from other municipalities) – how in the world is this going to be managed on a larger scale when it is not being addressed on a smaller scale?</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar): Thank you for your thorough, and insightful feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback in this planning process. Please note, the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. In addition, we have received input from other residents of Concession 11 East and Milborough Line. Input received from the community and stakeholder groups will inform the study process path forward.</p> <p>City of Hamilton Response (Judi’s office): Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to</p>

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SanID	Date	Name/Contact	Content
			<p>staff that she has significant concerns with a number of pieces to the Truck Route Master Plan. Please also know that the draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process.</p> <p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>
334.	2021-07-03	[REDACTED]	<p>Attachment 334: 11 th concession and mill borough</p> <p>Why don't you put it along the 10 th ?</p> <p>No major bridge work or road reconstruction.</p> <p>Better still let them go down to the dundas or up to the 401.</p> <p>These roads were built for trucks</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback in this planning process.</p> <p>Please note, the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. In addition, we have received input from other residents of Concession 11 East and Milborough Line. Input received from the community and stakeholder groups will inform the study process path forward.</p> <p>As part of the network evaluation process, all roads, including Concession 10, were reviewed and evaluated against five criteria. Given the presence of Balaclava Elementary School on Concession 10 East, the roadway scored lower than Concession 11 and other roads. Therefore, it was not proposed in the draft truck route network.</p> <p>City of Hamilton Response (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan. Please also know that the draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process.</p> <p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p> <p>Follow up email:</p> <p>[REDACTED]</p> <p>Again I will comment that these trucks should have to follow existing truck routes. They were established years ago and should remain in place.</p> <p>This should not be about a trucking company saving 15 minutes per cycle (round trip)</p> <p>I employ large trucks quite frequently in business and know that the routes are to be followed.</p> <p>We price the work accordingly.</p> <p>I also think that the MTO should be policing these side roads. They would make a large sum of monies on fines.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
335.	2021-07-03	[REDACTED]	<p>Attachment 335: Truck Route on Eleventh Concession</p> <p>My name is [REDACTED] and I have lived on the Eleventh Concession my entire life. I am writing to you today to air my thoughts on the proposed truck route that will run through the eleventh concession. Some of my fondest memories growing up have been riding my bike and going on walks around the concession and general area and the news of this trucking route saddens me deeply. The residents of this road take pride in how quiet and serene it is here and it would be a travesty for this to change suddenly. I am asking that you please reconsider these plans to protect residents and enjoyers of the eleventh concession, as well as the wildlife that resides here. Thank you</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback in this planning process.</p> <p>Please note, the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. In addition, we have received input from other residents of Concession 11 East and Milborough Line. Input received from the community and stakeholder groups will inform the study process path forward.</p> <p>City of Hamilton Response (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan. Please also know that the draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process.</p> <p>*Please kindly provide your home address and phone numbers so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>
336.	2021-07-05	[REDACTED]	<p>Attachment 336: Emailing: Truck Route Letter 4 Omar.docx</p> <p>Please see attached letter of opposition</p>
337.	2021-07-05	[REDACTED]	<p>Attachment 337: Objection Letter - City of Hamilton TRMP</p> <p>Attached you will find my formal objection letter to the proposed change/alteration to the Truck Route Master Plan ("TRMP"). Please log my opposition to this proposal and provide me confirmation of this email.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

338.	2021-07-04		<p>Attachment 338: City of Hamilton TRMP- Comments & Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>Please log our opposition to this proposal and provide us with confirmation of this email.</p> <p>City of Hamilton Response (Omar): Thank you for your thorough, and insightful feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback in this planning process. Please note, the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. In addition, we have received input from other residents of Concession 11 East and Milborough Line. Input received from the community and stakeholder groups will inform the study process path forward.</p> <p>City of Hamilton Response (Judi's office): Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan. Please also know that the draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process.</p> <p>*Please kindly provide your home address and phone numbers so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

339.	2021-07-04	[REDACTED]	<p>Attachment 339: City of Hamilton TRMP – Comments and Feedback</p> <p>Dear City Staff and Elected Representatives,</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a ‘corduroy’ sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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			<p>substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p> <p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan. Please also know that the draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process.</p> <p>*Please kindly provide your home address and phone numbers so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your thorough, and insightful feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback in this planning process.</p> <p>Please note, the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. In addition, we have received input from other residents of Concession 11 East and Milborough Line. Input received from the community and stakeholder groups will inform the study process path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

<p>340.</p>	<p>2021-07-04</p>	<p>[REDACTED]</p>	<p>Attachment 340: City of Hamilton TRMP-Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen <u>5 kms of road</u>. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p>
341.	2021-07-05	[REDACTED]	<p>Attachment 341: A new question has been added to Virtual Public Information Centre #2</p> <p>why this stupid idea to change haldibrook rd to a truck route</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

<p>342.</p>	<p>2021-07-05</p>		<p>Attachment 342: Proposed Truck Route Master Plan</p> <p>Dear City Staff and Elected Representatives,</p> <p>Our neighbourhood in the 15th Ward on the edge of the City is up in arms about the proposed truck route plan. If our neighbourhood is typical you might want to look into this proposal before it becomes a problem in your ward too. We recently became aware of proposed changes to truck routes as part of the City of Hamilton TRMP and understand we have until this Friday to comment. It would be nice if that was extended until the community hears more about its negative impacts. We understand that this is a community-wide planning effort and what happens in one remote neighbourhood may be "no big deal" to other areas however if every neighbourhood is threatened in the negative way we are there may also be issues in your neighbourhood that you would want to look into. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker WetlandComplex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that sufficient information has been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>Sincerely, William Brehm at 1617 Milborough Line, retired urban planner and former elected official and quite familiar with the implications of master plans to the future.</p> <p>Follow up email:</p> <p>Please allow me to update and revise my earlier letter of objection to the proposed truck route plan for the City. The extension of time to comment has given me the opportunity to do further study. I hope that this letter will be regarded as constructive and helpful as you go about the difficult task of developing a plan for the entire City of Hamilton that is workable for everyone.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

		<p>My wife and I live on Milborough Line [REDACTED] on the northeast edge of the City of Hamilton. She is a CPA, and I am a retired urban planning consultant. When I learned of the proposed changes to the Hamilton Truck Route Master Plan I looked up the draft report and maps on the City website. Before we moved to our present home north of Carlisle, I did an in depth study of the land use and drove all the roads in the neighbourhood to see for myself the character of the area, much like I had done for years as a planner when assisting communities or developers in making policy or investment decisions. I also visited the offices of Halton Conservation District since our property, and the neighbourhood, has a significant part of it designated environmentally sensitive and/or protected by the regulations of that agency. I learned that the entire area east of Highway 6 and surrounding Carlisle, and Kilbride (east of us in the City of Burlington) is located in the Escarpment Greenbelt. I studied aerial photos and the zoning maps of the City of Hamilton to get a better understanding of the character of the neighbourhood. One of the things I did not do was look for a Truck Route Map since I am aware that trucks are allowed to travel on all roads to make local deliveries subject to load restrictions. In studying the area around Carlisle, it made no sense to me that there would be any need for truck routes as it is now and will likely be for a long time an entirely low density residential area with agricultural uses that have limited need for daily trucking connections. The traffic passing through the area is predominantly located on Highway 6. I did notice Highway 6 truck traffic using Campbellville Road and Twiss Road to access the Highway 401 interchange at Campbellville, as well as substantial truck traffic on Highway 5 west of Highway 6 that connected to Highway 403 on Highway 6.</p> <p>In my experience, planning for truck routes requires consistency in the physical infrastructure if the street system is to be developed in a cost-effective manner. Rebuilding existing streets not intended for heavy traffic is often prohibitively expensive, as is maintenance of inadequate infrastructure. In other communities, new rights-of-way are often acquired, and roads constructed specifically for handling truck traffic, or high volumes of traffic, when trip generators or development planning identifies a need.</p> <p>All that said, I was shocked at the mapping of and presence of truck routes through rural areas where no logical purpose exists, or development need has been projected on area land use plans. It almost seems as though the traffic engineers are not communicating with the land use planners in making their recommendations. Given that any road can be used by trucks, designating specific routes for truck traffic can have a great impact on land use patterns over time and should be done carefully. Mapping truck routes is very proactive and assumes that existing and future needs have been clearly identified or are desired and encouraged.</p> <p>Unless there are specific truck traffic generators present or planned it makes no sense to draw lines on a map that mislead property owners and developers as to the intentions and desires of the City. Clearly mistakes were made sometime in the past to establish Centre Road (a local collector street at best) as a truck route considering it has at least three elementary schools located on it. The draft plan's own criteria identifies such facilities as "critical land uses" to be avoided by trucks.</p> <p>The entire area around Carlisle is in the escarpment greenbelt zone, as are large areas to the east in Burlington and Milton. This means that the long-range plan for this area is low density residential, agriculture, and environmentally sensitive lands, and that is the way it has developed. It is not unreasonable to expect that this area will change little in character over the next thirty years apart from some infill of residential or small local commercial uses in already developed areas.</p> <p>Extending truck routes on the 11th Concession, Milborough line, and Carlisle Road serves no sensible purpose for the greater Hamilton community, and is detrimental to the well-established development patterns of the neighbourhood. If the only purpose for a truck route is transporting aggregate to an adjacent community by damaging a Hamilton neighbourhood in the process, and costing the taxpayers significant expense for road improvements, this is not good planning or good public policy for Hamilton. Good planning builds on the success of the community by supporting employment centers and preserving the appearance, character, and property values of residential neighbourhoods.</p> <p>At this time there have been no comprehensive land use plans prepared for the northwest rural area of the City (East Flamborough) that I can find. They have not been needed while a greenbelt policy preserves the neighbourhood from development. I have prepared a concept plan for the area based on existing trends that might help you in getting a better idea of what the area north of Waterdown will probably look like in 30 years. What is needed now is the removal of designated truck routes through this neighbourhood that lead nowhere and only encourage activity detrimental to the property owners in this part of the City. There is no network to connect to east of Highway 6 until you reach Campbellville Road.</p> <p>I have also identified a logical truck route that links truck intensive quarries and industrial growth areas in Flamborough and to the east. There is currently a corridor available that has limited development and avoids environmentally sensitive lands. It connects the quarries at Brock Road and the Colling Road quarry at Guelph Line. It would also be the most effective intermunicipal route or link available long-term. I have a more specific description of the route if you are interested. This route would minimize conflicts and provide an efficient and cost-effective alternative to the currently proposed draft routes which would require costly and disruptive improvements and still not effectively link Hamilton roads to the areas to the east. It seems that the truck route planners have not yet considered this route in their study.</p> <p>The truck route proposals in the Carlisle area are not a good idea for the City of Hamilton or the region. The local road designations in the area are sufficient for the residents and visitors to the neighbourhood. Reducing heavy truck traffic on local streets will save expensive and unnecessary upgrades and repairs.</p> <p>I hope that you will consider my suggestions and at least postpone action until a comprehensive land use plan, integrated with those of our neighbours to the east, has been prepared. If you must act without further study, I also see no problem with deleting all the truck routes shown or proposed on the master plan north of the 7th Concession East.</p> <p>Please see attached copies of my road planning and land use planning proposals. They anticipate upgrades to Highway 6 (which are already past due) and significant continued growth in the Waterdown area. Further, if Milton is forced by the federal government into accepting the proposed CN Rail Intermodal Truck-Rail Transfer Center near Britannia and Tremaine the truck route I suggest would be much more appropriate than one at Derry Road.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

343.	2021-07-05		<p>Attachment 343: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.
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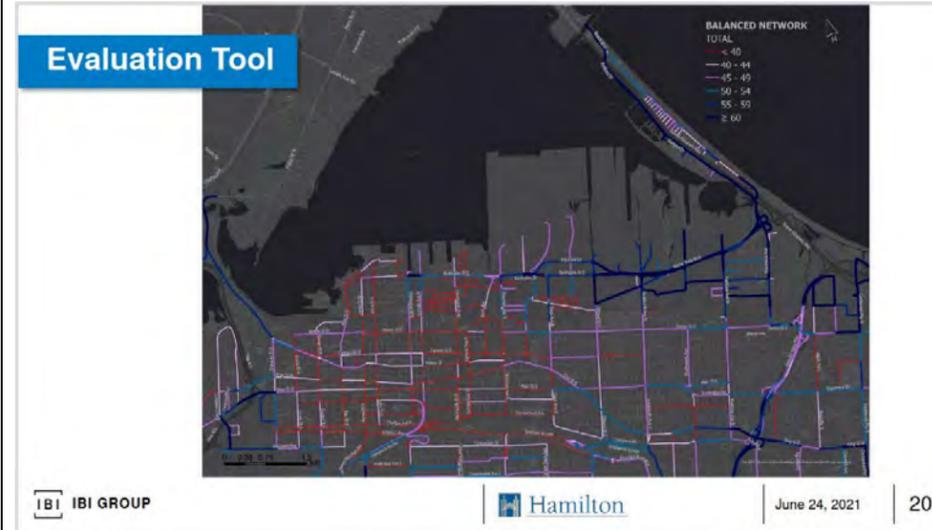
HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be ‘the thin edge of the wedge’. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>Follow up email (there is an attachment): ██████████ ██ ██</p>
344.	2021-07-05	██████████	<p>Attachment 344: A new question has been added to Virtual Public Information Centre #2</p> <p>Truck traffic through downtown remains horrific most of the time. Trucks using this route may not reach the definition of a semi but I have been hemmed in by dump trucks or larger more times than I care to count. There should be NO trucks allowed to use King or Main as a thoroughfare, the Linc or Nicola Tesla should be used for that purpose. If their destination is not in the downtown core of the city (between Highway 403 and the Red Hill) they shouldn't be down here. Trucks should be required to leave the main routes (Highways or the Red Hill) at the closest access to their destination, not shortcut through the city. Yes, this may increase truck traffic on the major routes, that's where it belongs. City Hall has allowed business to dictate what THEY want for too long. Time to answer to the citizens who elect you, not big business.</p>
345.	2021-07-05	██████████	<p>Attachment 345: A new question has been added to Virtual Public Information Centre #2</p> <p>Can you clarify what "operational improvement" means? I see Wilson Street that runs through the Ancaster core is flagged with this symbol. It was updated along with bike paths, etc. not too long ago - it is a very heavily used street with cars/trucks speeding in excess of the limits on a regular basis (dangerous for young kids to utilize the bike lane). Does this mean there is discussion around further expansion of the 2 lanes or does this symbol simply represent the fact that this roadway has already been updated? Thanks.</p>
346.	2021-07-05	██████████	<p>Attachment 346: A new question has been added to Virtual Public Information Centre #2</p> <p>What do the 3 red dots represent between fruitland and Jones on Barton.. thank you for your time</p>
347.	2021-07-06	██████████	<p>Attachment 347: A new question has been added to Virtual Public Information Centre #2</p> <p>Why use concession 11 does not make any sense so forget it!</p>

348. 2021-07-05

Attachment 348: Truck Route Master Plan

I attended the Virtual Public Information Centre #2 and I would like to record my comments with respect to the plan. I will limit my comments to Ottawa Street North. Using their own Evaluation Tool, staff and consultants decided Ottawa Street North, between King Street East and Barton Street East, is of a similar category as Nikola Tesla Blvd.



That section of Ottawa Street North encompasses leafy residential, an elementary school, apartments, churches, small businesses, and a busy commercial pedestrian strip with patios, sidewalk displays, and parents pushing strollers from art galleries to bakeries, but ...



HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>... it is somehow determined to be functionally the same as a partially elevated expressway:</p>  <p>Currently, Hamilton's YWCA is completing construction of an affordable housing project (https://www.ywcahamilton.org/ywca-ottawa-street-will-be-named-the-putman-family-ywca/) two blocks from where Indwell is launching their own (https://indwell.ca/pre-development/hamilton-180-ottawa-st/).</p> <p>By applying the criteria presented by consultants and staff, I fail to see how Ottawa Street North is compatible with the movement of heavy vehicles permitted as a designated truck route. Limiting hours to between 7:00 am to 7:00 pm offers no solace. The street is busiest during the day.</p>  <p>I respectfully ask that Ottawa Street North be removed as a designated truck route so that it may continue to thrive as a busy commercial corridor serving all of Hamilton and beyond.</p> 

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
349.	2021-07-05	[REDACTED]	<p>Attachment 349: Follow up</p> <p>Hi Omar,</p> <p>Thank you for listening to our concerns on Friday afternoon. I realized we did ramble on at times and just wanted to send you a more concise list so that they can be considered when moving forward on your truck route plans:</p> <ol style="list-style-type: none"> 1. The closure of Sheffield rd. as a truck route due to poor visibility (wood lot) when there is presently a three way stop <p>Also looking at the cost to improve infrastructure on Lynden Road compared to the present route on Sheffield. Considering tax payers money.</p> <ol style="list-style-type: none"> 2. Projected # of trucks and types of trucks that you see using this road. <p>Concerns that as Lynden Road south of hwy 5 is presently a truck route that it will make Lynden Road a through way for trucks in a rural residential area.</p> <ol style="list-style-type: none"> 3. Cost of the infrastructure needed on some roads versus others to be considered. 4. Timeline for proposed truck route plan to be completed. 5. The volume of trucks that are actually servicing the Hamilton economy versus surrounding communities? 6. Speed of Lynden Road a huge concern. <p>These are the things we discussed on Friday but would like them added to the safety issues pertaining to Lynden road we sent you earlier as a group of concerned residents. Again thank you for taking the time to address our questions and hope that they will be considered in future planning decisions.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

350.	2021-07-05		<p>Attachment 350: Truck route</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. <p>been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it.</p> <p>5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate.</p> <p>6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</p> <p>7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Judi's office):</p> <p>The draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process. Please also note that staff are extending the feedback deadline to July 25 to ensure most members of the public have the opportunity to partake in this public process and voice their concerns/support.</p> <p>*Please kindly provide your phone number and home address so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
351.	2021-07-05	[REDACTED]	<p>Attachment 351: Truck route regarding Nebo and Whitechurch</p> <p>Hi [REDACTED]</p> <p>We have drafted the following comments regarding the above subject. Can you forward this to the appropriate people for consideration.</p> <p>Thanks</p> <p>Regards</p> <p>[REDACTED]</p> <p>We are residents of [REDACTED] and fail to understand why this issue resurfaces every few years. The facts and concerns have not improved over time.</p> <p>Around 30 years ago, a large meeting was held to discuss this very issue with between the residents of Nebo Rd. and the Municipality of Glanbrook, to discuss the development the Nebo Industrial Park, south of Twenty Rd. and the proposal to make Nebo Rd. a truck route out to White Church Road. The resolution passed by the municipality disallowed the truck route designation from Dickenson Road to White Church Road and reduced the speed limit thereon from 80 to 60 kph. The municipality also promised to not support any future proposal to change this stretch of Nebo Rd to a truck route.</p> <p>Much of the support for these changes stemmed from the fact that Nebo Rd. south of Dickenson Rd., is a low capacity township road without meaningful shoulders. Non-essential truck traffic on this road was thus seen as a safety threat to the residents of Nebo Rd and also to its farmers who needed to use the road for slow moving agricultural equipment.</p> <p>On a personal level, the weakness of the road's structure results in significant vibrations in our house, and in fact in our bed, from current truck traffic even though our house is about 100 feet back from the road. This road weakness had also resulted in significant loss of the many trees that used to line its edges, a conclusion supported by consultation with a tree doctor who stated, the road was never designed to take heavy traffic, the latter of which is causing significant vibration to the roots of the trees along the road's edges, eventually killing many of the trees.</p> <p>Continuing with the safety concerns, Nebo Rd south of Dickenson Rd is not wide enough, its shoulders are very narrow and its edges are lined with deep ditches. Heavy truck traffic often causes chunks of asphalt to be thrown into our lawn because it is breaking off as the trucks are traveling close to the edge to avoid bicycles and pedestrians and farm equipment. This all makes riding a bicycle along Nebo just to get to the rail trail, uncomfortable.</p> <p>Subsequent to the amalgamation of Glanbrook with the City of Hamilton, the city's planning department made a presentation in the basement of Trinity United Church, proposing Trinity Church Road become a major route to Binbrook and construction of a round-about at the intersection of Nebo and Dickenson Roads. Additionally, Dartnall Road was to be extended to the same intersection and Nebo Rd. was to be cut off north of Dickenson Rd and turned to a T junction with the extended Dartnall Rd. All of this was designed to slow down traffic on Nebo Rd south of Dickenson Rd and deter large truck traffic.</p> <p>Nebo Rd. north of Dickenson Rd. would become old Nebo Rd., dedicated to the surrounding industrial park. Nebo Rd. south of Dickenson Rd. would remain designated as residential and agriculture zones.</p> <p>In conclusion, we feel it is unwise and unfair to designate Nebo Rd south of Dickenson Rd a truck route. Unwise from a structural and safety aspect. Unfair in that the municipality has already promised to not do this. (Even though the promise was made by the Municipality of Glanbrook, we feel its commitments to its residents must also be supported by the City of Hamilton).</p> <p>In the event the City disregards all of the forgoing and makes the road a truck route, then it must do so with the safety and quality of life of the residents in mind. This means a significant upgrading of the road, with shoulders and sidewalks for its residents and a speed limit of 50 or less. It should also mean infrastructure addition of water, sewer and fibre cable services to bring the area up to the standard of services that are taken granted for the rest of the City of Hamilton. Currently water and sewer do not exist on this part of Nebo Rd. and internet connections are at best. by inferior satellite subscriptions.</p> <p>It is very upsetting to deal with this issue every few years. Do you not have notes from previous objections and meetings?</p> <p>Though we may be unable to attend the virtual meeting due to the very poor internet service that is available to us at this time, we welcome any questions or requests to discuss the forgoing.</p> <p>Thanks for the opportunity to comment.</p>

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SanID	Date	Name/Contact	Content
352.	2021-07-06	[REDACTED]	<p>Attachment 352: TRMP</p> <p>I have lived on 6th Conc. E for over 45 years and have experienced personally the changes of traffic on this road. The bottom line for me is this road has become busier year by year and people do not adhere to speed limits. The middle section of this road(between hwy 6 and Centre Road) was 80 km, at present the built up residential areas at each end have two different speed limits, 50 and 60 km. respectively. There is no shoulder on this road for the safety of bikers, walkers and other users of this road(farm equipment that is wider than one side of the road.) This road is used for major charity fundraisers (e.g.Cancer Ride) This road is also a throughway for school buses that need to get children safely to their schools. You can't legislate good community members but you can plan.</p> <p>I do not see the necessity for truck traffic (E -W) movement to be placed on residential roads like 6E. The quality of life needs to be maintained for future generations, my experience with truck drivers has not been positive. Presently I have a neighbour that drives an 18 wheeler, leaving for work at all hours of the day(noisy at 4:30 a.m.), regularly uses the shoulder of the road as a truck stop and is in non compliance of city bylaws. The city cannot effectively enforce their own bylaws...so we must plan differently to effectively meet the needs of rural residential communities. More trucks on this road is a disaster waiting to happen. The city(?) has placed signs directing trucks to avoid the use of engine brakes at either end of the road.. I must assume a complaint was lodged or the city is preparing to implement their draft plan.</p> <p>In your draft plan 6E has been designated as a fulltime road to truck traffic.To summarize, I want truck traffic to move N and S, E and W outside of rural residential areas. Highway 401, 403, 5 and 6 are roads that are available for truck movement.</p>

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SanID	Date	Name/Contact	Content
353.	2021-07-05	[REDACTED]	<p>Attachment 353: City of Hamilton TRMP – Comments and Feedback</p> <p>As you are aware, residents of the community around the 11th Conc E and Milborough Line have recently learned of, and are objecting to, a proposed truck route through their community.</p> <p>What you do not seem to be aware of is that the City of Hamilton is prohibited from approving, altering or imposing any change that, in any way, impairs the protection, in part or in whole, afforded to the residents' in their landmark victory over St. Mary's. That includes a prohibition on aggregate extraction and the traffic associated with industrial activity. There is no clever loophole that would permit bringing industrial traffic from elsewhere.</p> <p>That prohibition applies to an area no less than a 10 (ten) kilometer radius from the 11th Conc. East proposed quarry site and, arguably, extends for a period of no less than 50 (fifty) years.</p> <p>While everyone is happy to hear our Ward 15 taxpayer paid representative has voiced opposition, the fact is there is no reason for a tepid response. That this proposal ever even got on someone's desk let alone out to public meetings without considering the ongoing harassment of a community still reeling from the trauma of a years long battle for the benefit of future generations is appalling. Far too egregious to merely be categorized as incompetence.</p> <p>Of course, we have the Ombudsman but this is a community that chose that hill, fighting environmental devastation, to die on. If we are called to fight that battle again, so soon, we would, and rightfully so, be seeking restitution from each and every party involved in this ongoing harassment and continued assault on such a clearly and unequivocally protected area.</p> <p>Other residents will have already sent a comprehensive list of reasons why this route should not be considered but again, I remind you, while valid they are all beside the point. You are all legally bound to continue the protection this community has earned the hard way.</p> <p>Our community will explore pre-emptive options if this form of continued harassment and threat is not immediately abated.</p> <p>City of Hamilton Response (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan.</p> <p>The draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process. Please also note that staff are extending the feedback deadline to July 25 to ensure most members of the public have the opportunity to partake in this public process and voice their concerns/support.</p> <p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p> <p>Follow up email:</p> <p>The fact that this area was ever included in any study of this kind and the fact that residents are being forced to participate in any form of public meeting that offers some kind of legitimization and cover to what is clearly harassment of the highest order and a violation of earned protection suggests the Councillor has not at all being doing a very good job of even standing up for the legal rights of the community.</p> <p>The mere fact that these 'public meetings' are being floated as potentially superseding our vested and inferred rights, to me, is patently predatory and constitutes sufficient grounds to file a complaint with the Office of the Ombudsman of Ontario against the City of Hamilton.</p> <p>Preparations are underway for that possibility. If there is any good reason why that avenue should not be pursued, please continue to contact me via email.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
354.	2021-06-30	██████████	<p>Attachment 354: Township of West Lincoln's Comments - Hamilton Truck Route Master Plan Review</p> <p>Please see attached letter / comments regarding the Hamilton Truck Route Master Plan Review Study.</p> <p>Please feel free to contact me if you have any questions or would like to discuss further.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network. Please consider this email as confirmation of receipt of your letter.</p> <p>We will consider your input in the next revision of the network. If the need presents itself, we will reach out to you and Carolyn in the Region to further discuss the road jurisdiction.</p> <p>Follow up email:</p> <p>I heard from one of our Councillors (through a local resident), that the Hamilton councillor (Brenda Johnson) has told a few of our residents that Hamilton has “officially” removed the recommendation of Westbrook Road being included a a truck route.</p> <p>Can you and the project team confirm if there is any truth to this?</p> <p>City of Hamilton Response (Omar):</p> <p>No decision has been made regarding removing Westbrook Road or any other road from the draft recommended truck route network.</p> <p>Given that the study is conducted in accordance with the requirements of the municipal class EA, public and stakeholder's input will inform our decisions path forward.</p> <p>Based on public request, we are extending the deadline for comments to <u>July 25</u>.</p> <p>After gathering all the feedbacks and further technical analysis, the team will determine which roads would remain in the truck route network, which roads require upgrades before they are operational for truck traffic, and routes that need to be removed.</p>
355.	2021-07-06	██████████	<p>Attachment 355: A new question has been added to Virtual Public Information Centre #2</p> <p>What will the legal speed limit be for the bypass route coming from Dickson rd and connecting to Southcote rd. On the south side of Book Rd. Will there be adequate traffic enforcement for this and many other areas because as of now there is “Zero!!!” Enforcement in the Rural part of Ancaster. Including all stop signs being ignored. The general consensus from city council and inclusion of the Mayor, it is Acceptable to violate traffic rules in Rural areas also does there have to be a four lane road in this same area?</p>
356.	2021-07-06	██████████	<p>Attachment 356: A new question has been added to Virtual Public Information Centre #2</p> <p>Will this affect delivery truck such as UPS, Cintas, Canadian linen, delivery trucks.</p>
357.	2021-07-06	██████████	<p>Attachment 357: A new question has been added to Virtual Public Information Centre #2</p> <p>I am a lifelong citizen, educator and husband to a wonderful woman who tragically was recently diagnosed with Stage 4 brain cancer. We like to be active, & thus appreciate & respect (& use) the growing installation of bike lanes While I also appreciate the hard work & innumerable considerations of the planning department, I along with many other citizens, am growing tired and frustrated with how little consideration is given to drivers & commute patterns. We have quickly become the "red light" city. We live exactly between the the Jolly Cut & Clairmount Access at the top of the escarpment. Thus, near all major arteries. That said, why does it take longer for me to exit the city than to drive on the highway to our medical appointments in Burlington?! That was not the case just a few years ago, or decades ago when we had one of the top & most efficient traffic flow patterns in the country, We live in the second largest country in the world. Urban sprawl continues. This 'European' redesign to our City is not conducive to Canadian/Hamiltonian needs & realities. Our reality is we are & always will be a car-driven culture because of the layout & vastness of our country. Stop disproportionately punishing drivers for something they in most cases, HAVE TO DO. Investment in e-cars will help alleviate some pollution. Congestion & idling will not. Driver frustration & consequential aggressive driving & road rage will only continue to rise if these trends continue. North-South flow is especially terrible now that two-way has been introduced almost everywhere where it was not before. I am concerned that these new Truck routes will only serve to exacerbate an already quickly deteriorating situation regarding traffic flow. What plan is there to accommodate the drivers of this great City?! re: traffic lights, lanes etc. They deserve some consideration & respect as well. Sincerely ██████████</p>
358.	2021-07-06	██████████ ██████████	<p>Attachment 358: City of Hamilton TRMP - Comments and Feedback</p> <p>are signing this petition</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
359.	2021-07-06	[REDACTED]	<p>Attachment 359: 11E to Milborough Line to Derry road</p> <p>Please take this as a formal opposition towards creating a proposed truck route on the above mentioned area. We are in the midst of working with City of Hamilton to get plot permits as we wanted to move into a safe neighborhood for our family with kids. We see a lot of concerns with this route and below are a few that must be mentioned</p> <ol style="list-style-type: none"> 1. Road condition - the road has narrow shoulders with many families taking strolls as well as cyclist using the route – this causes a massive safety concern for our family and other people using this road. 2. Safety of our kids – School busses takes these route and what we have seen many kids are dropped off on this route which causes another safety concern. <p>Please review this decision and do not proceed with the proposed amendment as we cannot wait for a fatality to happen and then review the past with only if.</p> <p>I could be reached at [REDACTED]</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback in this planning process.</p> <p>Please note that this Master Plan Review is conducted in accordance with the requirements of the municipal class environmental assessment, and public input is an integral part of the process. The draft recommended truck route network is subject to change based on the feedback received during this engagement phase.</p>
360.	2021-07-07	[REDACTED]	<p>Attachment 360: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reason (see attached word document).</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
361.	2021-07-07	[REDACTED]	<p>Attachment 361: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelton Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>Follow up email was sent (duplicate of the above)</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
362.	2021-07-07	██████████	<p>Attachment 362: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. 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There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelton Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. 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Which is why it must be stopped now. <p>A. Please log my opposition to this proposal and provide me confirmation of this email.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
363.	2021-07-06	[REDACTED]	<p>Attachment 363: Hamilton Truck Route Plan Proposal along Sawmill Road</p> <p>We are writing today because of our concerns about the above stated Truck Route Proposal. We are located in Brant County, at the corner of Onondaga Townline Rd and Sawmill Rd, which is at the intersection of Hamilton, Haldimand County and Brant County. Our farm has approximately one mile of frontage on Sawmill Rd. This road was a gravel road until 2009 and later was surfaced with tar and stone. This road is currently 50 mph with no shoulders.</p> <p>Our first concern is safety. There is a blind hill at the intersection of Sawmill and Onondaga Townline Rd. Turning left or right onto Sawmill from Onondaga is already challenging, with speeding vehicles. Along the side of our property, where Shaver Rd ends, Shaver meets Sawmill Rd at an extreme, acute angle, at the bottom of a hill where several vehicles have left Shaver Rd and landed in our field. A woman was killed at this location some years ago. We have 3 entrances to our fields and woodlot along Sawmill Rd for farm implement access. Further up, Sawmill Rd also intersects Carluke Rd at a fork in the road at a bend where many accidents have taken place. This presents a perilous situation for a truck route!</p> <p>Our second concern is environmental. Further down Sawmill Rd is our woodlot and directly across the road is a woodlot also, which are environmentally sensitive areas. They are home to several rare bird species, including the red-head woodpecker and pilliated woodpecker. These woodlots are Carolinian forests and are corridors for wildlife. A distinctive feature here is that the canopy of each forest meet overhead which is both rare and unique in Brant.</p> <p>The HWY 6 bypass to the Hamilton Airport was created to provide transportation from highway 403 to the airport and on to Caledonia. Why would they need to designate a hilly, narrow, rural road as a truck route when other options are already there? And risk disturbing farmland and wildlife?</p> <p>We have discussed this with our neighbours in all 2 jurisdictions, and all of us have concerns about safety, noise and environmental ramifications. We took part in the virtual public information meeting June 24. We were in the queue with these questions but unfortunately the meeting went long and we were unable to ask these questions.</p> <p>We kindly ask that you please address these issues for us, in writing. As this is a time-sensitive concern, we would appreciate your prompt response to this important matter.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your participation at the Public Information Center #2 on June 24 and for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback in this planning process.</p> <p>As part of a comprehensive network evaluation process, Haldibrook and Sawmill Roads were identified as potential future truck routes to provide network redundancy and accessibility for goods movement vehicles. Their function as a truck route in the network minimizes ambiguity for truck traffic to follow the shortest path from the truck route network to the end destinations and return. They would serve as an east-west connection in south Hamilton and fill the truck route network gaps in the area. Given the safety concerns, the intention of these future routes designation would only be operational once infrastructure upgrades were implemented.</p> <p>Please note that the boundary roads are joint jurisdiction between adjacent municipalities and are subject to terms of the Joint Road Agreement. No decision can be made unilaterally regarding the truck route designation of Sawmill Road without consensus from both Haldimand County and Brant County. We have engaged with our counterparts in both Counties and received some feedback.</p> <p>As you might be aware, Haldimand County Council passed a resolution on June 28, opposing the truck route designation of Haldibrook Road.</p> <p>The draft recommended truck route network is subject to change based on the feedback received and further technical analysis. A final draft network will be prepared and presented before the Truck Route Subcommittee and the City Council in Fall 2021 for their review and input.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

364.	2021-07-07	[REDACTED]	<p>Attachment 364: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ul style="list-style-type: none"> · 1 Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a ‘corduroy’ sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. · 2 · 3 Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. · 4 3 Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. · 5 Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. · 6 5 Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. · 7 Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. · 8 7 Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. · 9 The Future: This has the potential to be ‘the thin edge of the wedge’. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. · 10
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar):</p> <p>Please consider this email as a confirmation of receipt of your feedback in this planning process and opposition to the proposed changes.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. In addition, we have received input from other residents of Concession 11 East and Milborough Line. Input received from the community and stakeholder groups will inform the study process path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

365.	2021-07-07	<p>██████████</p> <p>████████████████████</p> <p>██████████</p>	<p>Attachment 365: Proposed milborough line truck route.</p> <p>I will make this very quick, this is a crazy idea. I know the area well, both as a rider who loves riding in this area also as a driver. I own a mobile bike shop ██████████ that has several customers on that road. Please take time to visit the area and think closely about the decision.</p> <p>██████████</p> <p>████████████████████</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. 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Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>B. Please log my opposition to this proposal and provide me confirmation of this email.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback in this planning process. We have logged your opposition to the proposed changes to Milborough Line and Concession 11 E for consideration in the next steps of this Master Plan Review.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback will inform the study process path forward.</p>
366.	2021-07-06	[REDACTED]	<p>Attachment 366: Milborough Line TRMP proposal</p> <p>Dear all, please find attached our responses to the above proposal. Please confirm receipt, sincerely [REDACTED]</p> <p>[REDACTED]</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed changes to Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback will inform the study process path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

367.	2021-07-07	[REDACTED]	<p>Attachment 367: Milborough Truck Route Plan (City of Hamilton TRMP - Comments and Feedback)</p> <p>I have just become aware of the draft plan which will affect my neighbourhood on the northwest corner of the City northeast of Hwy 6. One proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions <p>Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a "corduroy" sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks.</p> <ol style="list-style-type: none"> 2. Safety <p>We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk on the actual road), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly and seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility.</p> <ol style="list-style-type: none"> 3. Environment <p>The area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure.</p> <ol style="list-style-type: none"> 4. Community <p>The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Millborough Line. Carlisle Road should have never been made a truck route. Attempting to alleviate that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Noise/truck decibel levels/air brakes will all devastate the natural character of these beautiful Hamilton and Halton rural roads. Neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it.</p> <ol style="list-style-type: none"> 5. Heritage <p>Existing and potential archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate.</p> <ol style="list-style-type: none"> 6. Impact/Volume <p>It is unfortunate that the community has not been provided with comprehensive data that reflects current and projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</p> <ol style="list-style-type: none"> 7. Cost
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>Alterations to these rural roads to make them suitable for truck traffic will cost millions of dollars and do irreparable damage to a very special natural area. The City of Hamilton, currently struggling with a massive infrastructure deficit, should select roads that were originally constructed for city and/or truck traffic or that can be upgraded to that level without devastating a unique part of Flamborough totally unsuited to the proposed truck traffic.</p> <p>8. The Future</p> <p>If this route is allowed to be established, it will become a regular route for more truck traffic. That's why this proposal must be stopped NOW.</p> <p>PLEASE LOG MY OPPOSITION TO THIS PROPOSAL AND PROVIDE ME WITH CONFIRMATION OF THIS EMAIL.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

<p>368.</p>	<p>2021-07-07</p>	<p>[REDACTED]</p>	<p>Attachment 368: City of Hamilton TRMP - Comments and Feedback</p> <p>As a resident of Flamborough who has been affected by dump truck traffic on the road in which I live, I strongly oppose the changes to the truck route. I have lived in this area for over 50 years. Any decision to turn these into a truck route would be a complete disaster!</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>Please log my OPPOSITION to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>Please consider this email as a confirmation of receipt of your feedback in this planning process.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. In addition, we have received input from other residents of Concession 11 East and Milborough Line. Input received from the community and stakeholder groups will inform the study process path forward.</p> <p>City of Hamilton (Mayor's office):</p> <p>On behalf of Mayor Eisenberger, we would like to thank you for providing feedback in regards to the Truck Route Master Plan.</p> <p>Rest assured, we have forwarded your correspondence to our Planning and Economic Division to asses your feedback throughout the engagement phase. Provided that Omar Shams, Project Manager of Transportation and Planning- New Initiatives has also confirmed receipt of your email, please know that we appreciate your note.</p> <p>Please feel free to reach out with any further comments or concerns.</p> <p>Wishing you a safe and healthy week ahead.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

369.	2021-07-06	[REDACTED]	<p>Attachment 369: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. 9. Road Demographics and Population Density This route (11E and Milborough) is ROUTINELY travelled DAILY 12 months of the year by people walking dogs, young families with strollers, elderly folks with and without walkers, joggers, many many cyclists both learning to ride a bike and organized ride teams and horseback riders (signs on the road posted by the city actually indicate to beware and cautious of horseback riders using the road) Snowmobilers routinely cross the road in winter as well as folks who are able to travel short distances of the road on ATV's and dirt bikes. The density of the homes in this area is the reason why these roads are recreationally used. Two elementary schools within 2 km of this route means that young families have been, and will continue to be attracted to this area. These are the roads that our kids learn to ride bikes, play in the front yard and use 11th and Milborough for exercise and fresh air. Many of the houses (particularly close to hwy 6 and the centre road intersections) are located very close to the road. One cannot ever FATHOM having large trucks STOPPED in front of these homes waiting to turn onto hwy 6. The noise, pollution and safety concerns are even more prevalent at these
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>unavoidable intersections. Adding a stop light at hwy 6 and 11e will make the issue WORSE as not only trucks will take advantage of the lights, but cars will also use this intersection to cross the highway, thus exponentially making all of the above even more disastrous and deadly for the community.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton (Omar):</p> <p>Thank you for your thorough feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed changes to Milborough Line and Concession 11 E. Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

370.	2021-07-06		<p>Attachment 370: Oppose Truck Route on Concession 11 Road East</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be ‘the thin edge of the wedge’. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton (Omar): Thank you for your feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed changes to Milborough Line and Concession 11 E. Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p> <p>City of Hamilton (Judi’s office): Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan.</p> <p>The draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process. Please also note that staff are extending the feedback deadline to July 25 to ensure most members of the public have the opportunity to partake in this public process and voice their concerns/support.</p> <p>*Please kindly provide your phone number and home address so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>
371.	2021-07-06	██████████	<p>Attachment 371: Modifications to truck route masterplan</p> <p>As a resident of Derry Rd. West of Guelph line I am appalled at the suggestion that Mill borough Line to Derry Rd. become a designated truck route.</p> <p>For the reasons Milton Town staff have outlined in addition to the section of Derry Rd. from Mill borough to Guelph line being totally unsuitable for truck traffic...no shoulders, difficult site lines including blind corners, very large numbers of cyclist. I look forward to hearing that you have scrapped Carlisle road and Mill borough line as truck routes. Both are totally unsuitable.</p> <p>City of Hamilton (Omar): Thank you for your feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback and opposition to having any truck routes in Carlisle Community leading to the Town of Milton. Your feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
372.	2021-06-24	[REDACTED]	<p>Attachment 372: TRMP</p> <p>I would like to receive any materials related to truck route planning. I'm also not sure who to best voice my concerns too, would that be yourself?</p> <p>Follow up email:</p> <p>I am still awaiting a response in this.</p> <p>City of Hamilton (Omar):</p> <p>My apologies for the late response! The draft recommended truck route network maps and Public Information Centre#2 material and recording are available for your review on the project page https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.engage.hamilton.ca%2FTRMP&data=04%7C01%7Cprj121911%40ibigroup.com%7C6e727ee0ac4a4395945608d94159502e%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637612674136809673%7CUnknown%7CTWFpbGZsb3d8eyJWljoiMC4wLjAwMDA%7CilCJQjoiV2luMzliLjBTiil6lk1haWwiLCJXVCI6Mn0%3D%7C1000&data=jSSIOPdfHAgAnqfZQmTRYtflTbeL%2BXqLkmvJx6EpZgc%3D&reserved=0.</p> <p>Should you require printed copies of the maps and material, please let me know at your earliest. Please note that we have extended the deadline for comments to July 25 to allow communities to review the material and provide feedback in this public process.</p> <p>You can submit your feedback online through the project page or send them via email to Transportation@hamilton.ca and TruckRoutePlan@ibigroup.com.</p> <p>The draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Therefore, your feedback is an integral part of this study and will inform the steps path forward.</p> <p>Should you have any questions regarding the study, please do not hesitate to call my extension as provided below:</p>
373.	2021-07-05	[REDACTED]	<p>Attachment 373: Truck route Concession 11 E to Milborough line to Derry Road</p> <p>Road conditions: Milborough Line is a serpentine road with large rocks, narrow shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make roads unsafe for regular truck traffic. The corner of concession 11 E and Milborough Line is very problematic given the inadequate turning radius for large trucks.</p> <p>Safety : We fear for the safety of children waiting for school buses, cyclists, walkers, runners, dog walkers and people accessing postal boxes across the road from homes.</p> <p>Environment- This area features multiple watershed/habitat, migration routes and large growth heritage trees enjoyed by everyone who travels through.</p> <p>The Future : This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the city from pushing more truck traffic down this route.....Absolutely nothing!</p> <p>Please Stop This Proposed Plan Now!</p> <p>City of Hamilton (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed changes to Milborough Line and Concession 11 E. Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Therefore, your feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

374.	2021-07-05	[REDACTED]	<p>Attachment 374: Hamilton Proposed Truck route, 11th conc. & Milborough Line</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We have a seasonal camp site at Lawson Park which is in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <p>□</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed changes to Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Therefore, your feedback is an integral part of this study and will inform the steps path forward.</p>
375.	2021-07-07	[REDACTED]	<p>Attachment 375: A new question has been added to Virtual Public Information Centre #2</p> <p>The proposed Truck Route Network off HWY 6 with linking of Concession 11 East and Regional Rd 97 are extremely busy and highly dangerous. They take place where traffic is speeding beyond the limit in both directions on HWY 6 with limited visibility for turnings in both directions. This is a major factor in accidents on HWY 6. Serious consideration needs to be made to road improvements and traffic signals if these proposed routes are to succeed without more major accidents and fatalities on a HWY known for major incidents.</p> <p>Follow up email:</p> <p>I am resubmitting my previous comment as prior email was incorrect. The proposed Truck Route Network showing HWY 6 linking Concession11 E and Regional Rd 97 is a dangerous stretch of HWY 6 in both directions. HWY 6 traffic are speeding in both directions and not slowing for traffic turning on RR97 and Con11E. HWY 6 has a long stretch of flat road passing Freelon going south and traffic exceed speed limits. HWY 6 heading north faces this oncoming speeding traffic at considerable risk. This proposal requires better road visibility, warning signage, traffic lights and enforcement to avoid more major accidents and fatalities.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

376.	2021-07-06	[REDACTED]	<p>Attachment 376: Proposed Hamilton TRMP and Possible Truck Route - Concession 11E to Milborough Line to Derry Road - Comments and Feedback</p> <p>Our household recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP via our councillor’s monthly newsletter. While we were unable to attend the June 24th information meeting, we understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect our neighbourhood in the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the reasons outlined below. We understand that consideration of this possible route derives from complaints in the village of Carlisle about truck traffic there which we also find understandable and an inappropriate location for a route beyond local access.</p> <ol style="list-style-type: none"> 1. Road Conditions: Hamilton, Milton and Halton found this area inappropriate for trucks as part of consideration of the then proposed St Marys Cement Flamborough quarry. Staff may want to refer back to peer reviews and staff analysis of the then proposed haul route and expected pathways for independent haulers. It is also worth noting the number of local roads in the area with complete truck restrictions and with seasonal load limitations. Specifically, Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a ‘corduroy’ sub-surface construction to facilitate wetland migration. Staff have clearly not driven the S curves between the 10th and 11th Concessions East. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Similarly, Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. As noted by the study, the corner of Concession 11E and Highway 6 would require an additional stop light which is not guaranteed. One would presume that there are implications for Milton, the Region of Halton, and Halton Conservation with this proposal as well. 2. Safety: We express concerns for the safety of children waiting for buses, walkers (who already must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. Milborough Line, along with adjacent concessions, is a heavily used bike route reflecting that the Hamilton Rural Official Plan designates many of these roads as cycling routes. Truck/cyclist conflicts would be horrendous and could reduce the cyclist presence which has tourism and other small business benefits as the riders frequent local bakeries like Fleetwood Acres and local restaurants and stores at the 4 Corners in Carlisle. Numerous horse farms in the area necessitate animal transportation, and garden vegetable and livestock farmers operate slow moving agricultural machinery to move workers, equipment, seeds, fertilizer and harvested crops throughout three seasons. As well, greenhouse and roadside fruit/vegetable/plant stands draw regular customers. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, the Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species, especially those at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. We would like to see input from Conservation Halton, Hamilton Conservation Authority, the cities’ environment and forestry departments, and the Niagara Escarpment Commission. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should never have been made a truck route beyond that required for local service access. Perhaps the City should be investigating what is not working on Carlisle Road in terms of truck volumes, speeds, use of air brakes, turns at the intersection of Carlisle Road and Milborough Line, and other factors and revisiting how effective that route is. Alleviating that wrong by pushing traffic to another unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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			<p>6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. Need has not been demonstrated nor have other alternatives been sufficiently explored. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. As noted above, designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City, including across Campbellville Road with its proximity to Guelph Line and the 401.</p> <p>7. Cost: Alterations of the roads to make them suitable for truck traffic via right-of-way widening, structural and pavement upgrades, intersection upgrades and other improvements will cost many tens of millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. Residents of this area can offer numerous other suggestions for better use of our tax dollars.</p> <p>8. The Future: This truck route proposal has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. This is why its consideration must be stopped now.</p> <p>Please register my opposition to this proposal and provide me with confirmation of receipt of this email.</p> <p>City of Hamilton (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed changes to Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Therefore, your feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

377.	2021-07-06		<p>Attachment 377: City of Hamilton TRMP Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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We understand that consideration of this possible route derives from complaints in the village of Carlisle about truck traffic there which we also find understandable and an inappropriate location for a route beyond local access.</p> <ol style="list-style-type: none"> Road Conditions: Hamilton, Milton and Halton found this area inappropriate for trucks as part of consideration of the then proposed St Marys Cement Flamborough quarry. Staff may want to refer back to peer reviews and staff analysis of the then proposed haul route and expected pathways for independent haulers. It is also worth noting the number of local roads in the area with complete truck restrictions and with seasonal load limitations. Specifically, Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a ‘corduroy’ sub-surface construction to facilitate wetland migration. Staff have clearly not driven the S curves between the 10th and 11th Concessions East. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Similarly, Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. As noted by the study, the corner of Concession 11E and Highway 6 would require an additional stop light which is not guaranteed. One would presume that there are implications for Milton, the Region of Halton, and Halton Conservation with this proposal as well. Safety: We express concerns for the safety of children waiting for buses, walkers (who already must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. Milborough Line, along with adjacent concessions, is a heavily used bike route reflecting that the Hamilton Rural Official Plan designates many of these roads as cycling routes. Truck/cyclist conflicts would be horrendous and could reduce the cyclist presence which has tourism and other small business benefits as the riders frequent local bakeries like Fleetwood Acres and local restaurants and stores at the 4 Corners in Carlisle. Numerous horse farms in the area necessitate animal transportation, and garden vegetable and livestock farmers operate slow moving agricultural machinery to move workers, equipment, seeds, fertilizer and harvested crops throughout three seasons. As well, greenhouse and roadside fruit/vegetable/plant stands draw regular customers. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, the Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species, especially those at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. We would like to see input from Conservation Halton, Hamilton Conservation Authority, the cities’ environment and forestry departments, and the Niagara Escarpment Commission. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should never have been made a truck route beyond that required for local service access. Perhaps the City should be investigating what is not working on Carlisle Road in terms of truck volumes, speeds, use of air brakes, turns at the intersection of Carlisle Road and Milborough Line, and other factors and revisiting how effective that route is. Alleviating that wrong by pushing traffic to another unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. A truck route may also change the perception of the neighbourhood and facilitate consideration of other incompatible uses, including industrial and mineral aggregates, which have already been contained by provincial decision and Greenbelt Plan content. 24/7 operation of a truck route represents another completely incompatible use in this community and is inconsistent with daily use in Carlisle. This community has mobilized before and will not hesitate to do so again with a professional and evidence-based approach. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. Need has not been demonstrated nor have other alternatives been sufficiently explored. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. As noted above, designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City, including across Campbellville Road with its proximity to Guelph Line and the 401.</p> <p>7. Cost: Alterations of the roads to make them suitable for truck traffic via right-of-way widening, structural and pavement upgrades, intersection upgrades and other improvements will cost many tens of millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. Residents of this area can offer numerous other suggestions for better use of our tax dollars.</p> <p>8. The Future: This truck route proposal has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. This is why its consideration must be stopped now.</p> <p>Please register my opposition to this proposal and provide me with confirmation of receipt of this email.</p> <p>City of Hamilton (Omar):</p> <p>Thank you for your insightful feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed changes to Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Therefore, your feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

381.	2021-07-07	[REDACTED]	<p>Attachment 381: City of Hamilton TRMP - Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p>
382.	2021-07-07	██████████	<p>Attachment 382: trmp - proposed changes to concession 4</p> <p>I live on Concession 4 West between Highway 6 and Millgrove Sideroad. Changes proposed via the trmp, specifically the designation of Concession 4 as a preferred truck route have me concerned about the quality of life for my family and community. I appreciate that these are difficult decisions and I understand the economic need for the movement of goods through the city of Hamilton, however I believe that the amount of capital investment that would be required to make the 4th a safe route for heavy traffic would be enormous, and for this reason I am writing to voice my opposition to the proposed change.</p> <p>Should the proposal move forward in its current form, I would kindly request further public consultation throughout the planning stages of road reconstruction. I would take that opportunity to advocate for increased safety measures for cycle and foot traffic and reduction and enforcement of speed limits along more populated portions of the road, as these are concerns for me currently, even before the potential increase of traffic flow and truck traffic to this stretch.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

383.	2021-07-07	[REDACTED]	<p>Attachment 383: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the city northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route, and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees, and a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms, and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sightlines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers, and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old-growth heritage trees. Potential impacts exist for the Freulton Esker Wetland Complex, The Mountsberg East Wetlands, and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole nor neighbouring communities would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: Unfortunately, the community has not been provided with comprehensive data reflecting current truck traffic or projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. As proposed along Concession 11E and Milborough Line, designation of a truck route could be seen as encouraging major land-use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. Suppose the estimation of truck traffic (noted above) is accurate. In that case, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of two trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. This is why it must be stopped now.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			Please log my opposition to this proposal and provide me confirmation of this email.

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

384.	2021-07-07	[REDACTED]	<p>Attachment 384: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>C. Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. This is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>City of Hamilton (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed changes to Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Therefore, your feedback is an integral part of this study which will inform our analysis path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

385.	2021-07-07		<p>Attachment 385: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect our neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are <u>strongly opposed</u> to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks and poor visibility off/for oncoming traffic. 2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p><u>Please log our opposition to this proposal and provide confirmation of this email.</u></p> <p>City of Hamilton (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed changes to Milborough Line and Concession 11 E.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Therefore, your feedback is an integral part of this study which will inform our analysis path forward.

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

386.	2021-07-07		<p>Attachment 386: Rural Truck Route Objection</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the city northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route, and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees, and a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms, and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sightlines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers, and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old-growth heritage trees. Potential impacts exist for the Freelton Esker Wetland Complex, The Mountsberg East Wetlands, and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole nor neighbouring communities would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: Unfortunately, the community has not been provided with comprehensive data reflecting current truck traffic or projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. As proposed along Concession 11E and Milborough Line, designation of a truck route could be seen as encouraging major land-use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. Suppose the estimation of truck traffic (noted above) is accurate. In that case, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of two trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to two truck trips an hour? It makes no economic sense. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. This is why it must be stopped now.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton (Omar):</p> <p>Thank you for your insightful feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed changes to Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Therefore, your feedback is an integral part of this study and will inform our analysis path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
387.	2021-07-07	[REDACTED]	<p>Attachment 387: Truck Route Master Plan Review</p> <p>After reviewing the Truck Route Master Plan Review (TRMPR) circular sent out and the map referenced in that document I would like to pass on some comments I hope will be helpful and considered.</p> <p>My interest is our home is on Rousseaux Street (a proposed truck route in the TRMPR) in Ancaster at the corner of Wilson. We are exposed to the full impact of significant traffic issues that could be alleviated somewhat by routing large vehicles along roadways that are designed for them. The truck routes outlined in Ancaster on City streets are not designed for large trucks, and there are clear alternatives that will impose no inconvenience on truck operators. It is time to take advantage of the tens of millions of dollars invested in years past on infrastructure to direct heavy traffic to roads designed for them.</p> <p>Comments:</p> <ol style="list-style-type: none"> 1. In 1969 the multi lane Chedoke Expressway was completed from downtown Hamilton to Highway 2 in Ancaster. The Expressway ended at Highway 2 with a ramp all traffic was forced to take. It seems clear as I look at the TRMPR map the Expressway was designed to remove traffic from Main Street West and Highway 2 in Ancaster as both of those streets parallel the Expressway. 2. In 1997 the multi lane Lincoln Alexander Expressway opened which connects to 403, but more important it is a straight line from the end of the Expressway to Mohawk Road/Rousseaux Street which is now shown as a truck route in the TRMPR. This is a residential street—narrow by current standards. In 1999 there was a major rebuild of Rousseaux Street from Lime Kiln Road to Wilson Street that included bike lanes, 1 lane of traffic in each direction, and the addition of several large traffic calming planting beds in the center of the road. These structures require a deliberate manoeuvre to navigate and with the bike lanes on the outer edge there is no room for error. I suggest it is dangerous to route large trucks to this street. 3. The Rousseaux/Wilson intersection is a bottleneck, better today only because Covid has lowered traffic, and short cuts through very narrow residential streets (Lodor and Academy to Church Street and then to Wilson) are a significant issue. I have witnessed countless times large tractor trailer trucks, including tankers, doing this, and the streets are narrow enough that oncoming traffic has to stop for them. If these trucks were on 403 this temptation so save a few minutes would not be there. 4. In 1997 Highway 403 was completed in its present form by filling in the gap between Ancaster where the Chedoke Expressway ended and Garden Avenue in Brantford. At that time Highway 2 was downgraded to a regional road. The drop in traffic on Highway 2 west of Ancaster was dramatic and ended a very congested portion of highway. Large trucks should be directed to this through route at the earliest interchange on their route. 5. Wilson Street in Ancaster has been rebuilt in stages in recent years but it remains a single lane in each direction with on-street parking, commercial establishments and significant portion of residential with driveways directly to the road. It is an arterial road but not designed for heavy traffic. 6. There are simple alternatives--three main interchanges to 403 a truck can use to access the highway in the west end: Main Street, Longwood Avenue, and Rousseaux Street. In other words, a large truck on local service is not required to take a circuitous route to access a through road clearly designed for large trucks. There is no time or fuel penalty. 7. There is a time, fuel and emissions penalty to using the truck routes set out in TRMPR. Many of the proposed truck routes have multiple traffic lights and other reasons for start/stop traffic. Routing trucks onto the Parkways and 403 that allow smooth travel will lower emissions from vehicles that are considered as a big part of the emissions problem. 8. I suggest that Main Street West from Cootes Drive to Wilson Street East, Wilson Street East to the City limit, and Mohawk Road/Rousseaux Street from the 403 to Wilson Street East NOT be designated as truck routes other than for local deliveries. These have long since been replaced by 403, and heavy truck traffic should use the highway that is clearly the safest option. 9. While Rymal Road and Garner Road traffic is not a direct concern for me, as I look at the map I note that their use as a truck route parallels the Lincoln Alexander Parkway. The character of these roads has changed dramatically in the past decade to the point they are largely residential, and it might be worth considering if trucks should be encouraged to use the Parkway for east/west travel. It has several easy access points. 10. There has been discussion about re-building the on-ramp from Rousseaux Street to the westbound 403. Clearly this encourages more traffic on a street that cannot bear it, but it would be absolutely unacceptable to many if Rousseaux is a truck route that encourages heavy traffic. <p>Thank you for considering these points. My hope is that this TRMPR results in heavy encouragement to route truck traffic to 403, the Lincoln Alexander Parkway and Red Hill Expressway and use no local roads unless there is no alternative</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
388.	2021-07-07	[REDACTED]	<p>Attachment 388: Truck route absurdity!</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the city northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route, and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees, and a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms, and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sightlines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers, and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old-growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands, and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole nor neighbouring communities would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: Unfortunately, the community has not been provided with comprehensive data reflecting current truck traffic or projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. As proposed along Concession 11E and Milborough Line, designation of a truck route could be seen as encouraging major land-use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. Suppose the estimation of truck traffic (noted above) is accurate. In that case, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of two trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to two truck trips an hour? It makes no economic sense. 8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. This is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
389.	2021-07-07	[REDACTED]	<p>Attachment 389: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sightlines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 km of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. This is why it must be stopped now. <p>Please log my opposition to this proposal and provide me with confirmation of receipt of this email.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
390.	2021-07-07	[REDACTED]	<p>Attachment 390: Dickenson road truck route</p> <p>We are opposed to Dickenson road being a truck route. Many of us have elementary children and high school kids who take the bus. These kids must wait at their designated bus stops for pick up. Adding large trucks to this street is unsafe. We have seen many speeding vehicles of all makes fail to stop for buses and often pass them.</p> <p>There are many elderly citizens living in Dickenson road, many of whom must cross the street to get their newspapers. This poses a safety concern for large trucks in such a narrow street, especially during the winter season.</p> <p>Many of us are dog owners and walk our pets on our street, large trucks sharing our road isn't safe. Many people enjoy biking on our road, again large trucks sharing this road with bicycles isn't safe.</p> <p>For the above reasons we are against trucks using Dickenson road as their route.</p> <p>City of Hamilton (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please accept this email as confirmation of receipt of your feedback in this master plan review process.</p> <p>The project team will consider your feedback in the next revision of the truck route network.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
391.	2021-07-07	[REDACTED]	<p>Attachment 391: STRONG Objection to proposed truck route</p> <p>How are you?</p> <p>We live at [REDACTED] and are deeply concerned by the proposed truck route plan. We feel strongly that this route presents a real danger to our community.</p> <p>11th concession E is a narrow road, without shoulders and poor visibility. The road is heavily trafficked with cyclists, pedestrians and kids on dirt bikes and ATV's. The hilly nature of the road does not let you easily see oncoming traffic and cars often 'veer' out to avoid cyclists/walkers only to move into the oncoming traffic lane. We have witnessed a number of close calls while walking on our concession. The addition of 'truck traffic' would only serve to make this road <u>more dangerous</u> to the people that live here.</p> <p>Furthermore, if the trucks are going to be using 11th concession to connect to Highway 6; then, you should consider the <u>increased risk</u> of making this choice. Highway 6 is a fast moving road where cars often drive over 100KM / hour. The intersection of 11th and highway 6 is extremely unsafe as there is a slope on the north side of 11th on highway six that prevents visibility of oncoming traffic. There are no traffic lights at this section of highway. We avoid this intersection and can only imagine how many more accidents would occur should trucks start using this route.</p> <p>Millborough line also presents a safety issue as the houses are close to the road, there is a market and a greenhouse that have alot of pedestrian traffic and there are no substantial shoulders on the road. It is a very curvy road that prevents visibility and is also heavily trafficked by cyclists and dog walkers. It is in no way safe for trucks to travel on.</p> <p>Winter conditions are also treacherous in our area. Roads are often not cleared right away and are often very slippery with snow pile-up. The laneways are not clearly defined in the snow. I have seen many cars in the ditch over the years and having truck traffic will only increase these issues.</p> <p>Both of our roads are teeming with wildlife. We have conservation, century old maple trees and wetlands. The salt and increased traffic is an area of MAJOR concern to the people in our area.</p> <p>I will close by saying that the idea to move this truck line to our concession road makes absolutely no sense at all. Concession 11 and Millborough line are not set up for truck traffic and I can't even logically make sense of why any sort of truck would need to travel this route. I would like to know the reasoning for selecting Millborough line and concession 11E as a route in the first place? I would invite you to take a drive down through our area and truly consider if this route makes sense. If you lived here, would you consider the route a good idea? We feel strongly that you are <u>compromising our safety</u> with this proposal.</p> <p>Please consider the safety of the people that live in the area as well as the wildlife and nature that we appreciate and care for in this community.</p> <p>We strongly object to this proposed change and absolutely do NOT want it to happen.</p> <p>Your response/feedback is appreciated.</p> <p>City of Hamilton (Omar):</p> <p>We are doing well, thank you for asking. We hope you are as well.</p> <p>Thank you for your insightful feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed changes to Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Therefore, your feedback is an integral part of this study which will inform our analysis path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

<p>392.</p>	<p>2021-07-07</p>	<p>[REDACTED]</p>	<p>Attachment 392: TruckRoutePlan@ibigroup.com [REDACTED]</p> <p>[REDACTED]</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>D. Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed changes to Milborough Line and Concession 11 E.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

393.	2021-07-07		<p>Attachment 393: Hamilton Proposed Truck route, 11th conc. & Milborough Line. Attention: OMAR SHAMS</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton (Omar):</p> <p>Thank you for your thorough feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed truck route designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Therefore, your feedback is an integral part of this study which will inform our analysis path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

<p>394.</p>	<p>2021-07-05</p>	<p>[REDACTED]</p>	<p>Attachment 394: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>The proposed truck route would be devastating to the community and the people living in this area. Walking and biking the road would be impossible. The noise and dust, safety are all major concerns. As a senior who has lived in this area for over 25 years, this would make life miserable. Our safety and that of our grandchildren are at stake. Please, please consider an alternate route that does not have the impact on this community.</p> <p>City of Hamilton (Judi's office):</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan.</p> <p>The draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process. Please also note that staff are extending the feedback deadline to July 25 to ensure most members of the public have the opportunity to partake in this public process and voice their concerns/support.</p> <p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

395.	2021-07-05	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>Attachment 395: City of Hamilton TRMP – Comments and Feedback - we oppose the Truck Route</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. (SEE ATTACHMENT for an example) There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. The updates necessary to the bridges on Concession 11 threaten the conservation land and are unacceptable for the following reasons: Our land is Provincially significant wetlands, an area of natural and scientific interest - life sciences and earth sciences, habitat of endangered species as deemed by the Ministry of Natural Resources and Forestry Conservation Land! Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant Aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? 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Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>Please check our Instagram account for updates to the visual opposition and evolving environmental concerns to be raised at oppose.truck.route.ca</p> <p>City of Hamilton (Judi's office):</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan.</p> <p>The draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process. Please also note that staff are extending the feedback deadline to July 25 to ensure most members of the public have the opportunity to partake in this public process and voice their concerns/support.</p> <p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

396.	2021-07-05	<p>[REDACTED]</p>	<p>Attachment 396: City of Hamilton TRMP - Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Alternatives: Truck traffic is better directed to existing highways (Highway 6 and Highway 401) where the infrastructure is already in place and not rural country roads. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be ‘the thin edge of the wedge’. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log our opposition to this proposal and provide us confirmation of this email.</p> <p>City of Hamilton (Judi’s office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan.</p> <p>The draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process. Please also note that staff are extending the feedback deadline to July 25 to ensure most members of the public have the opportunity to partake in this public process and voice their concerns/support.</p> <p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

397.	2021-07-05	[REDACTED]	<p>Attachment 397: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</p> <p>7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p> <p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan.</p> <p>The draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process. Please also note that staff are extending the feedback deadline to July 25 to ensure most members of the public have the opportunity to partake in this public process and voice their concerns/support.</p> <p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>

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			<p>not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</p> <p>7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p> <p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan.</p> <p>The draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process. Please also note that staff are extending the feedback deadline to July 25 to ensure most members of the public have the opportunity to partake in this public process and voice their concerns/support.</p> <p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

399.	2021-07-05	[REDACTED]	<p>Attachment 399: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</p> <p>7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p> <p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan.</p> <p>The draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process. Please also note that staff are extending the feedback deadline to July 25 to ensure most members of the public have the opportunity to partake in this public process and voice their concerns/support.</p> <p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

400.	2021-07-05	[REDACTED]	<p>Attachment 400: City Of Hamilton TRMP - Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelton Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan.</p> <p>The draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process. Please also note that staff are extending the feedback deadline to July 25 to ensure most members of the public have the opportunity to partake in this public process and voice their concerns/support.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

401.	2021-07-07	[REDACTED]	<p>Attachment 401: Proposed Hamilton TRMP and Possible Truck Route - Concession 11E to Milborough Line to Derry Road - Comments and Feedback</p> <p>Our household recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP via our councillor’s monthly newsletter. While we were unable to attend the June 24th information meeting, we understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect our neighbourhood in the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the reasons outlined below. We understand that consideration of this possible route derives from complaints in the village of Carlisle about truck traffic there which we also find understandable and an inappropriate location for a route beyond local access.</p> <ol style="list-style-type: none"> Road Conditions: Hamilton, Milton and Halton found this area inappropriate for trucks as part of consideration of the then proposed St Marys Cement Flamborough quarry. Staff may want to refer back to peer reviews and staff analysis of the then proposed haul route and expected pathways for independent haulers. It is also worth noting the number of local roads in the area with complete truck restrictions and with seasonal load limitations. Specifically, Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a ‘corduroy’ sub-surface construction to facilitate wetland migration. Staff have clearly not driven the S curves between the 10th and 11th Concessions East. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Similarly, Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. As noted by the study, the corner of Concession 11E and Highway 6 would require an additional stop light which is not guaranteed. One would presume that there are implications for Milton, the Region of Halton, and Halton Conservation with this proposal as well. Safety: We express concerns for the safety of children waiting for buses, walkers (who already must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. Milborough Line, along with adjacent concessions, is a heavily used bike route reflecting that the Hamilton Rural Official Plan designates many of these roads as cycling routes. Truck/cyclist conflicts would be horrendous and could reduce the cyclist presence which has tourism and other small business benefits as the riders frequent local bakeries like Fleetwood Acres and local restaurants and stores at the 4 Corners in Carlisle. Numerous horse farms in the area necessitate animal transportation, and garden vegetable and livestock farmers operate slow moving agricultural machinery to move workers, equipment, seeds, fertilizer and harvested crops throughout three seasons. As well, greenhouse and roadside fruit/vegetable/plant stands draw regular customers. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, the Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species, especially those at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. We would like to see input from Conservation Halton, Hamilton Conservation Authority, the cities’ environment and forestry departments, and the Niagara Escarpment Commission. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should never have been made a truck route beyond that required for local service access. Perhaps the City should be investigating what is not working on Carlisle Road in terms of truck volumes, speeds, use of air brakes, turns at the intersection of Carlisle Road and Milborough Line, and other factors and revisiting how effective that route is. Alleviating that wrong by pushing traffic to another unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. A truck route may also change the perception of the neighbourhood and facilitate consideration of other incompatible uses, including industrial and mineral aggregates, which have already been contained by provincial decision and Greenbelt Plan content. 24/7 operation of a truck route represents another completely incompatible use in this community and is inconsistent with daily use in Carlisle. This community has mobilized before and will not hesitate to do so again with a professional and evidence-based approach. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. Need has not been demonstrated nor have other alternatives been sufficiently explored. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. As noted above, designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City, including across Campbellville Road with its proximity to Guelph Line and the 401.</p> <p>7. Cost: Alterations of the roads to make them suitable for truck traffic via right-of-way widening, structural and pavement upgrades, intersection upgrades and other improvements will cost many tens of millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. Residents of this area can offer numerous other suggestions for better use of our tax dollars.</p> <p>8. The Future: This truck route proposal has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. This is why its consideration must be stopped now.</p> <p>Please register my opposition to this proposal and provide me with confirmation of receipt of this email.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

<p>402.</p>	<p>2021-07-05</p>	<p>[REDACTED]</p>	<p>Attachment 402: City Of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>Please log our opposition to this proposal and provide us confirmation of this email.</p> <p>City of Hamilton (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan.</p> <p>The draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process. Please also note that staff are extending the feedback deadline to July 25 to ensure most members of the public have the opportunity to partake in this public process and voice their concerns/support.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

403.	2021-07-07	[REDACTED]	<p>Attachment 403: City of Hamilton TRMP - Comments and Feedback - Hamilton Proposed Truck route, 11th conc. & Milborough Line</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p>
404.	2021-07-07	██████████	<p>Attachment 404: Response to Hamilton Truck Route Master Plan Review - Milborough Line and 11th Concession East Flamborough</p> <p>Thank you for the opportunity to respond to this study. Following our participation in the June 24 Virtual PIC and study of the materials provided, discussion with many of our neighbours and a tremendous amount of thought, our response including significant photos of the proposed route is attached.</p> <p>Follow up by ██████████</p> <p>FOR YOUR IMMEDIATE ATTENTION</p> <p>I am a member of Steering Committee formed by group of residents in East Flamborough, that are potentially affected by proposed changes in Truck Routes on two of our rural roads in the vicinity of Carlisle. Last week, on Wednesday July 7, I sent an extensive pictorial submission (3Mb attachment) to Omar Shams, the Project Manager and to Ron Stewart of IBI Group, with cc to the Mayor and Councillors. To the best of my knowledge it reached its destinations, but have not received acknowledgements. On the Friday, July 9, I also sent the submission that our community has put together to the same recipients. I received the Delivery Status response that is the base document of this email. The email addresses are correct and taken from the city website. Another resident who is a neighbour ██████████ experienced the same thing on email attempts to Mr. Shams as well as several individual councillors.</p> <p>On Tuesday July 13, I spoke with Omar and Judi Partridge's Assistant, ██████████ about this wondering if the City Firewall is responsible. The preferred communication for feedback is through email. I also spoke with an operator at the main city number, Filamina, asking if I could speak with someone in the IT department at the city but she did not have anyone to redirect my call to and suggested this general email route.</p> <p>The deadline for submissions is July 25. Our residents want to be heard.</p> <p>Is there a solution to this email rejection?</p> <p>Follow up by ██████████</p> <p>Dear Omar & ██████████</p> <p>Follow-up to our conversation on Tuesday.</p> <p>City of Hamilton (Omar):</p> <p>Thank you for the detailed pictorial submission.</p> <p>As a follow up to our conversation on Tuesday, I would like to acknowledge receipt of your submission as well as feedback provided by Mr. McDonald.</p> <p>The City and the project team appreciate your input in this public process and will consider them in the next steps for this study.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
405.	2021-07-07	[REDACTED]	<p>Attachment 405: Rural Truck Route</p> <p>I recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. I understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the city northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. I live in Freelon, the area affected by the proposed route, and I want to be clear that I am strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees, and a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms, and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sightlines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: I fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers, and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old-growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands, and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole nor neighbouring communities would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: Unfortunately, the community has not been provided with comprehensive data reflecting current truck traffic or projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. As proposed along Concession 11E and Milborough Line, designation of a truck route could be seen as encouraging major land-use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. Suppose the estimation of truck traffic (noted above) is accurate. In that case, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of two trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to two truck trips an hour? It makes no economic sense. 8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. This is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
406.	2021-07-07	██████████	<p>Attachment 406: City of Hamilton Truck Route Master Plan (TRMP) – Comments and Feedback</p> <p>I recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. I understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. I live on Milborough Line and want to be clear that I am strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a corduroy sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), dog walkers and people accessing postal boxes across the road from homes. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelton Esker Wetland Complex. The Mountsberg East Wetlands and the Carlisle North Forest. 4. Community: This proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. 5. Heritage: Existing and potential Archeological significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. <p>Thank you for your consideration.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

407.	2021-07-05	<p>████████████████████ ████████████████████ ████████████████████ ████████████████████ ████████████████████</p>	<p>Attachment 407: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in Milton, and are avid cyclists who regularly use the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelton Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. <p>Your attention in this matter is appreciated.</p> <p>City of Hamilton (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan.</p> <p>The draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process. Please also note that staff are extending the feedback deadline to July 25 to ensure most members of the public have the opportunity to partake in this public process and voice their concerns/support.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>*Please kindly provide your home address so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

<p>408.</p>	<p>2021-07-07</p>	<p>[REDACTED]</p>	<p>Attachment 408: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Please note: this part of Milborough Line features very narrow shoulders and when we walk along the road we already experience needing to "hit the ditch" when two cars are passing at the same time going opposite directions. In places, especially around the "s" curve right where we live, there is very little visibility in either direction. There are no sidewalks, and to access our mailbox we must walk up the road a fair distance. It is impossible to imagine how larger trucks could fit under the current circumstances, without seriously endangering pedestrians such as ourselves. We have four children who regularly bike and walk the dog along the road. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

409.	2021-07-08	[REDACTED]	<p>Attachment 409: Truck route</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the city northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route, and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <p>Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees, and a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms, and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sightlines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks.</p> <p>Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers, and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility.</p> <p>Environment: This area features multiple watershed/habitat migration routes and large old-growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands, and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure.</p> <p>Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole nor neighbouring communities would see any benefit from disrupting this neighbourhood by designating a truck route through it.</p> <p>Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate.</p> <p>Impact/Volume: Unfortunately, the community has not been provided with comprehensive data reflecting current truck traffic or projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. As proposed along Concession 11E and Milborough Line, designation of a truck route could be seen as encouraging major land-use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</p> <p>Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. Suppose the estimation of truck traffic (noted above) is accurate. In that case, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of two trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to two truck trips an hour? It makes no economic sense.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. This is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

<p>410.</p>	<p>2021-07-08</p>	<p>██████████</p>	<p>Attachment 410: Proposed changes to rural truck routes</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the city northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route, and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees, and a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms, and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sightlines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers, and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old-growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands, and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole nor neighbouring communities would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: Unfortunately, the community has not been provided with comprehensive data reflecting current truck traffic or projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. As proposed along Concession 11E and Milborough Line, designation of a truck route could be seen as encouraging major land-use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. Suppose the estimation of truck traffic (noted above) is accurate. In that case, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of two trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to two truck trips an hour? It makes no economic sense.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. This is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

411.	2021-07-08	[REDACTED]	<p>Attachment 411: City of Hamilton TRMP - Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>that would be required to straighten Milborough Line. All this for what amounts to two truck trips an hour? It makes no economic sense.</p> <p>The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. This is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p>
412.	2021-07-08	[REDACTED]	<p>Attachment 412: A new question has been added to Virtual Public Information Centre #2</p> <p>Centre Rd is already dangerous due to the absence of sidewalks, lighting, and curbs. The section between Parkside Drive and Concession 5 has a park, church, and school, as well as dense housing. Is there a plan to upgrade road safety for pedestrians and cyclists before designating the road a truck route?</p>

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413.	2021-07-08	[REDACTED]	<p>Attachment 413: Please No Truck Route on White Church Rd E</p> <p>I was rather reluctant to speak up in the meeting - as there was no shortage of opinions, comments and statements.</p> <p>To start off, I do appreciate the effort and time that you invest to gather more information from us, as community members, as stakeholders. This is no easy task; to find the balance between the need to grow, support this growth, while maintaining a healthy environment for those it effects. - I do want to lay this as the foundation of what I further would like to say.</p> <p>As a young family who live on White Church road, we became used to the traffic, as horrible as what it is. We had no choice. Even in the short time we have been living here (three years), we noticed a tremendous increase in general traffic, this largely due to the the new housing that is being constructed just outside the town of Binbrook. Trucks are a common sight along this road, and I was not aware that it was not a truck route, until I attended this meeting - just to show how little I knew, but also how little this law is enforced by the local police. It was for this reason that I initially thought that making it a truck route, with an allowable time to operate on (current proposal of 7am-7pm), was a step in the right direction. - Sadly I was wrong and my eyes are opened to how poor law enforcement is along this road.</p> <p>Tonight we heard a lot about the community that lives on Dickenson, I do want to side with them, but from our side, on White Church road, this should not be considered the "alternative option". To Omar's point, by removing one road as a truck route, it will have an adverse effect on the other roads that are still on the proposed truck routes, as those roads will now be even more heavily laden with the needed transport of goods. And it is for this reason that I would like to strongly advocate that we proactively consider, and implement the development of this High Way 6 bypass (if that is even the correct name - I dubbed it "the missing link" - as it will complete a Ring-road) that connects the Upper Red Hill to HW6 South of the Airport.</p> <p>Why not take the capital required to retrofit all these smaller roads, to make them something they were never built to be, if you can construct a road that is uniquely build to facilitate this development? Why setup a road (or raod system) the runs right in-front of hundreds of family owned homes, if something can be constructed that is more fit for the purpose? To hear that it was already proposed some 15years ago, but has not yet come to fruition is sad. I understand that there is no true perfect solution, but to me, this seems like a far more substantial solution that will benefit everyone, especially in the long term.</p> <p>Please take this into serious consideration, we cannot have more cars and trucks on these small roads it truly is dangerous.</p> <p>Thank you for your time, patience and efforts, we do appreciate it!</p> <p>City of Hamilton Response (Brenda):</p> <p>Thank you for writing your comments regarding the truck route.</p> <p>I have also included Omar Shams on the is email so he has your email for the record</p>

<p>414.</p>	<p>2021-07-05</p>	<p>[REDACTED]</p>	<p>Attachment 414: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. <p>Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Below we show the bridge over the Bronte Creek on Concession 11E at the entrance to Lawson Park.</p> <p>Between the concrete bridge pillars there is 21 feet six and a half inches of clearance for these trucks to pass over the bridge. This leaves 10.77 feet TOTAL clearance for a gravel truck to travel across the bridge. The narrow clearance danger exists for 154 feet at this location before the road opens up to the "no shoulder" rest of this narrow road. Will the city be building a new bridge to ensure the safety of pedestrians, cyclists and joggers? This is a very dangerous "pinch" point on this road and someone could easily be hit by a passing gravel truck and would not be able to safely get out of the way of these wide vehicles.</p> <p>You will also note the hill in the background which is also extremely dangerous for homeowners trying to access Concession 11 Road from their driveways (blind hill).</p> <div data-bbox="1000 1096 2225 1661" data-label="Image"> </div> <ol style="list-style-type: none"> 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freulton Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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			<p>will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure.</p> <p>4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it.</p> <p>5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate.</p> <p>6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</p> <p>7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p> <p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan.</p> <p>The draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process. Please also note that staff are extending the feedback deadline to July 25 to ensure most members of the public have the opportunity to partake in this public process and voice their concerns/support.</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

415.	2021-07-05	[REDACTED]	<p>Attachment 415: City of Hamilton TRMP - Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

416.	2021-07-05	[REDACTED]	<p>Attachment 416: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. 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Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

<p>418.</p>	<p>2021-07-05</p>	<p>[REDACTED]</p>	<p>Attachment 418: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant indigenous sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.
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SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed changes to Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Therefore, your feedback is an integral part of this study and will inform the steps path forward.</p> <p>City of Hamilton Response (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan.</p> <p>The draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process. Please also note that staff are extending the feedback deadline to July 25 to ensure most members of the public have the opportunity to partake in this public process and voice their concerns/support.</p> <p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

419.	2021-07-06	[REDACTED]	<p>Attachment 419: City of Hamilton TRMP – Comments and Feedback</p> <p>Hello, as a victim of a transport truck running me off the road, wrecking my car and causing head injuries, I speak from experience. I live on a quiet country road away from as many trucks as possible, However, even on my road, Milborough Line, heavy trucks speed by on a regular basis. This is both scary and intimidating for me, as a previous victim of their carelessness . So I am begging you to not allow any more trucks in my area as proposed below :</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <p>1. Road Conditions</p> <p>Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a ‘corduroy’ sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks.</p> <p>2. Safety</p> <p>We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility.</p> <p>3. Environment</p> <p>This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelton Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure.</p> <p>4. Community</p> <p>The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it.</p> <p>5. Heritage</p> <p>Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate.</p> <p>6. Impact/Volume</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
421.	2021-07-05	[REDACTED]	<p>Attachment 421: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan.</p> <p>The draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process. Please also note that staff are extending the feedback deadline to July 25 to ensure most members of the public have the opportunity to partake in this public process and voice their concerns/support.</p> <p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p> <p>Follow up email:</p> <p>[REDACTED]</p>

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422.	2021-07-06	[REDACTED]	<p>Attachment 422: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. 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Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

424.	2021-07-05		<p>Attachment 424: City of Hamilton TRMP – Comments and Feedback</p> <p>We just purchased our forever home on Concession 11East in the fall and we are just renovation our home to make it the place of our dreams for us and our kids . We drove down Concession 11E and loved the area as we were “in the country” but had home and people around us which made it feel like a community. To our surprise (shocked), we recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a ‘corduroy’ sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges, and large ditches in front of many properties (Like mine) Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelton Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 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Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Judi’s office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>The draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process. Please also note that staff are extending the feedback deadline to July 25 to ensure most members of the public have the opportunity to partake in this public process and voice their concerns/support.</p> <p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p> <p>Follow up email:</p> <p>Thank you for the acknowledgment of my concerns as we look to move to our new home on Concession 11E. The phone number I can be reached at anytime is [REDACTED]</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

425.	<p>2021-07-08</p> <p>██████████</p> <p>██████████</p> <p>██████████</p>	<p>Attachment 425: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists both children and adults and seniors (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. In addition the entrances and driveways that merge on to the 11th would be at increased risk. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freulton Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. 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It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email. I find this process that the city has taken to be unfair to the citizens that this proposal will impact. This has been discussed since 2019, but only now, is it brought to the citizens attention. I feel the city needs to do better at communicating. My children are at risk with this new proposal. They play with their friends on the 11th. The increased traffic puts them at greater risk.</p> <p>City of Hamilton Response (Omar's office):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

426.	2021-07-05	[REDACTED]	<p>Attachment 426: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. My understanding was there has already been two fatal accidents within this decade on Concession 11E? Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be ‘the thin edge of the wedge’. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Judi’s office):</p> <p>Thank you for including Councillor Partridge on your email with these photos and your concerns regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan.</p> <p>The draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process. Please also note that staff are extending the feedback deadline to July 25 to ensure most members of the public have the opportunity to partake in this public process and voice their concerns/support.</p> <p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p> <p>Follow up email:</p> <p>I appreciate your acknowledgment. For additional photos regarding the disapproval of the heavy truck route planned for our area, please also refer to our instagram page: https://instagram.com/oppose.truck.route.ca?utm_medium=copy_link.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

427.	2021-07-06		<p>Attachment 427: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. My understanding was there has already been two fatal accidents within this decade on Concession 11E? 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. 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The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be ‘the thin edge of the wedge’. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar): Thank you for the attachments, and your feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed changes to Milborough Line and Concession 11 E. Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback will inform the study process path forward.</p> <p>City of Hamilton Response (Judi’s office): Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan.</p> <p>The draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process. Please also note that staff are extending the feedback deadline to July 25 to ensure most members of the public have the opportunity to partake in this public process and voice their concerns/support.</p> <p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

<p>428.</p>	<p>2021-07-07</p>	<p>[REDACTED]</p>	<p>Attachment 428: City of Hamilton TRMP - my lived experience on these roads</p> <p>I am incredibly concerned for the safety of cyclists and pedestrians on Milborough Line. Having grown up in the area, I am all too familiar with the danger of this windy, country road. When I was 15 years old my mother and I were in a serious car accident on Milborough Line as a result of the blind spots, curves, and poor visibility that is characteristic of this road. Luckily we, and all those involved in the accident walked away with minor injuries (and a totalled car) - however I fear that the proposed plan is going to result in much more dire consequences for the current and future residents, and visiting cyclists of this area. The only reason that I am alive today is because the car that hit us was able to slow down for a few split seconds as it hit and spiralled our vehicle out of control. Had this vehicle been a large truck such as the ones proposed to travel along this route with the frequency of twice an hour, I would not be here today.</p> <p>I understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect the neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. I frequently visit and cycle in the area affected by the proposed route and we want to be clear that I am strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p> <p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email. With thanks,</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your thorough feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed changes to Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback will inform the study process path forward.</p> <p>City of Hamilton Response (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan.</p> <p>The draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process. Please also note that staff are extending the feedback deadline to July 25 to ensure most members of the public have the opportunity to partake in this public process and voice their concerns/support.</p> <p>*Please kindly provide your phone number and home address so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

429.	2021-07-07		<p>Attachment 429: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. My understanding was there has already been two fatal accidents within this decade on Concession 11E? 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be ‘the thin edge of the wedge’. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed changes to Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback will inform the study process path forward.</p> <p>City of Hamilton Response (Judi’s office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan.</p> <p>The draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process. Please also note that staff are extending the feedback deadline to July 25 to ensure most members of the public have the opportunity to partake in this public process and voice their concerns/support.</p> <p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

430.	2021-07-07		<p>Attachment 430: City of Hamilton TRMP - Feedback</p> <p>I am writing with regard to the proposed Truck Route in Clty, (specifically Concession 11E/Milborough Line). I have serious concerns about the proposal as I live on the proposed route in addition to concerns about the overall financial implications of the proposed routes City-Wide as tax payer.</p> <ul style="list-style-type: none"> · From the information provided in PIC#1 and PIC#2, I would understand that the segment of the current truck route on Carlisle Road from Hwy 6 to Milborough Line has been identified as a problem area, and that the proposed route identified above is being provided in response to the proposed problem. Please note that I am unable to ascertain from PIC information what the current problem is on Carlisle Road, nor how this alternative is preferable. · I would have to guess that this alternative may have been suggested based on the consultants scoring criteria, however this information has not been provided to the public. I would also note that I find it very concerning that financial implications (including initial capital costs, and ongoing operating, maintenance, and rehabilitation costs) were absent from the network evaluation. I am unsure of how the City would be expected to make a decision or evaluate alternatives without understanding the up-front and ongoing financial implications of such decisions. · I understand neighbors in the area have provided a great deal of feedback on this matter pertaining to road conditions, safety, environmental concerns, community impacts, heritage impacts, future traffic volumes, and cost, all of which I would agree with. It is on the last point regarding costs and financial impacts, which I would like to provide some further comments on. · In the glaring absence of any financial impacts being provided by the City, I have assessed the order of magnitude financial implications of the proposal to designate Concession 11E from Hwy 6 to Milborough Line and Milborough Line from Concession 11E to Derry Road as a 24hour/day truck route vs. maintaining the current route on Carlisle Road from Hwy 6 to Milborough Line. · 1. Capital Costs · Slide 34 of the PIC #2 materials identifies reconstruction of the proposed route on Concession 11E and Milborough Line, totalling approximately 8.5 kms. · Carlisle Road from Hwy 6 to Milborough Line is also identified as requiring reconstruction. However, as this road is already functioning as a truck route, I would assume that the required works are related to rehabilitation and not to improve service levels. As such I will be focusing on the incremental costs of the proposed route on Concession Road 11E/Milborough Line only. · I have estimated the 8.5km road reconstruction costs at \$27.5 million in 2021\$ values based on the lowest reconstruction costs per km identified in Appendix H of the City's 2019 Development Charge Background Study (Services Related to a Highway Needs, prepared by Dillon Consulting). · 2. Operating Costs · For the purpose of my analysis I have assumed no additional operating costs for items such as street sweeping and winter maintenance · 3. Rehabilitation Costs · Conservatively, I have assumed annual lifecycle costs equal to 2% of capital costs (\$550,000 annually). · 4. Property Acquisition · Property acquisition costs have not been estimated but would almost certainly be required to facilitate the required reconstruction and widening · 4. Financial Implications · I have assessed the financial implications in terms of the City's current infrastructure funding gap and impacts on current tax rates. · <u>Infrastructure Funding Gap</u> · The City's latest Asset Management Plan that is Publicly Available is from 2014. In this document, it identifies that there is currently a \$10 million annual funding gap for roads infrastructure (page 9). Based on the \$27.5 million capital cost estimate for the proposed alternative truck route on Concession 11E/Milborough Line, this would equate to almost 3-years of the annual funding gap. Furthermore, the additional \$550,000 in incremental annual lifecycle costs equates to 5.5% of the annual funding gap. · <u>Tax Rate Impacts</u> · The 2021 net tax operating budget for the City is \$954.4 million. · Using 3% annual interest over 20-years, the annualized debt costs of the \$27.5 million capital outlay equates to \$1.85 million. When including \$550,000 for annual lifecycle costs, the total annual costs for the 8.5km reconstruction are \$2.4 million. These additional annual costs would require a 0.25% increase in tax rates. · 5. Summary
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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			<ul style="list-style-type: none"> · What I have tried to demonstrate is that the financial implications of only one of the new sections of the proposed truck route could equate to at least a 0.25% increase in taxes or would divert funds away from maintaining existing infrastructure and service levels in the City. · As a rural resident of the City who utilizes little to none of the urban services for which my taxes go towards, I am very opposed to the City making decisions that may unnecessarily put upward pressure on tax rates with no service level improvements. · Furthermore, I would urge the City to not make any decisions on the proposed truck route without a careful financial impact analysis. The City must ensure that any perceived marginal operational benefits of alternative routes outweigh the considerable financial impacts on taxpayers. <p>City of Hamilton Response (Omar):</p> <p>Thank you for your thorough, and insightful feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and recommendations for consideration in this planning process.</p> <p>The intention of these future routes designation would only be operational once infrastructure upgrades are implemented. Albeit cost is not one of the five criteria used to inform the development of the draft recommended truck route network, it highly influences the timing of infrastructure upgrades and future route designations.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. The City and the project team appreciate your meaningful feedback regarding cost implications or proposed changes and will consider them in the study path forward.</p> <p>City of Hamilton Response (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan.</p> <p>The draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process. Please also note that staff are extending the feedback deadline to July 25 to ensure most members of the public have the opportunity to partake in this public process and voice their concerns/support.</p> <p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

431.	2021-07-07		<p>Attachment 431: Proposed change to rural truck routes on Milborough Line</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. Please log my opposition to this proposal and provide me confirmation of this email.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed changes to Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback will inform the study process path forward.</p> <p>City of Hamilton Response (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan.</p> <p>The draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process. Please also note that staff are extending the feedback deadline to July 25 to ensure most members of the public have the opportunity to partake in this public process and voice their concerns/support.</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

432.	2021-07-07	[REDACTED]	<p>Attachment 432: City of Hamilton TRMP - Comments and Feedback - Hamilton Proposed Truck route, 11th conc. & Milborough Line</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be ‘the thin edge of the wedge’. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar): Thank you for your feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed changes to Milborough Line and Concession 11 E. Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback will inform the study process path forward.</p> <p>City of Hamilton Response (Judi’s office): Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan.</p> <p>The draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process. Please also note that staff are extending the feedback deadline to July 25 to ensure most members of the public have the opportunity to partake in this public process and voice their concerns/support.</p> <p>*Please kindly provide your phone number so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>Thank you again for emailing the Councillor.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

433.	2021-07-08	[REDACTED]	<p>Attachment 433: Untitled</p> <p>I recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. I understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the city northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. As a cyclist from to the city of Burlington, I used these proposed routes for recreation uses as well as commuting and I want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees, and a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms, and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sightlines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers, and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old-growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands, and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole nor neighbouring communities would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: Unfortunately, the community has not been provided with comprehensive data reflecting current truck traffic or projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. As proposed along Concession 11E and Milborough Line, designation of a truck route could be seen as encouraging major land-use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. Suppose the estimation of truck traffic (noted above) is accurate. In that case, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of two trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to two truck trips an hour? It makes no economic sense. 8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. This is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
434.	2021-07-08	██████████	Attachment 434: Westbrook Road For your record and information, Find the attached letter from the residents of Westbrook Road.
435.	2021-07-08	████	Attachment 435: A new question has been added to Virtual Public Information Centre #2 Why is Nebo Road being considered a truck route when it has been a none truck route for years and is not built to handle larger trucks. There are no shoulders and only two short areas where you can pass. Even now inpatient car drivers pass where they should not and this will only get worse with slower trucks.

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SanID	Date	Name/Contact	Content
436.	2021-07-08	[REDACTED]	<p>Attachment 436: Truck Route Master Plan</p> <p>I submitted the below through the survey online. I wanted to send it to you also to assure you received it. I have added a few points.</p> <p>City of Hamilton Trucks Operating on Prohibited Roads</p> <p>On the call it was stated that City of Hamilton heavy trucks are to follow the same traffic laws as all other operators, our councillor states otherwise. She states (summarized understanding) they are exempt to use non truck routes at will.</p> <p>City of Hamilton BY-LAW NO. 01-215 states under "Authorized Emergency Vehicle" "any vehicle owned or operated by the City of Hamilton while the operator is engaged in the performance of his or her duties "is exempt". This is very loose wording open to interpretation of what an "emergency" is, and "engaged in the performance of his or her duties" of this emergency means. As these by laws are to protect Hamilton's citizens, there isn't any logic as to how a city truck is not as dangerous or different in any other negative affect it has on Hamilton's citizens as any truck. It would be reasonable to understand the intent of the wording was "when performing duties on a city project located on a prohibited road." I have followed city trucks breaking these laws without justification. These instances had truck routes that would get them to their destination, yet they drive on multiple prohibited roads in one trip. We have city trucks on Millgrove Sideroad breaking this safety law every day. As there is a city yard close by this means many trucks daily. The city's disregard to comply with their own bylaws' intent needs to be addressed in your plan. I would appreciate further communication on a resolution to this. Thank you</p> <p>Traffic lights will need to be installed where truck routes intersect with HWY 6. This was stated on the call, but it was not noted on the documents.</p> <ul style="list-style-type: none"> - Without this requirement being fulfilled trucks will continue to use Millgrove sideroad (Current no-truck route). <p>Enforcement</p> <ul style="list-style-type: none"> - Post a police officer 24 hours a day or use an electronic policing method e.g. photo type with fines and CVOR penalties. Due to police resource limitations, social media and traffic APPs notifying offenders of police presence, an electronic solution would be the best option. <p>5th Concession West</p> <p>In the proposal, 5th concession west is to be a no truck route. There are multiple businesses on concession 5 w. that are trucking related. The trucks are not only owned by these businesses but their customers and suppliers. These trucks are of a significant volume, therefore:</p> <ul style="list-style-type: none"> - What difference will there be in truck traffic on this road and other prohibited intersecting roads? - How will offenders be identified? - These operators will be "non compliant on Concession 5w., therefore, the expected behavior will be to use other prohibited routes (e.g. Millgrove Sideroad) to route back to a truck route. Current behaviors of operators foreshadows the expectation that operators will not travel north to Brock Rd. but, will travel west to use the lights at Millgrove Sideroad. and HWY 6 or to route south on Millgrove Sideroad to HWY 5. - Consideration to the volume of trucks and the expected compliance to the law needs to be considered as to the effectiveness of this plan. As is the situation now, without physical barriers (e.g. close Millgrove Sideroad at HWY 6) operators will continue to use what is convenient for them. Changing Cons. 5W. to a no truck route only encourages use of Millgrove Sideroad by making available the excuse in front of a judge of "which prohibited route should I take? Millgrove Sideroad has lights at HWY 6. Is shorter. I'm routed east. ect." <p>Thank you for your attention to these matters and consideration of suggestions</p>

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437.	2021-07-08	[REDACTED]	<p>Attachment 437: Hamilton’s Truck Route Network</p> <p>As a resident in the rural area of Flamborough living on Concession 11 East, I fully understand the need for a truck network as this is how the bulk of goods travel. I have the following concerns:</p> <p>: Low lying wetlands along Concession 11 East. - This creates dangerous icy road conditions. There are approximately 6 above ground or underground streams through the area. There are also several low lying wetlands that will be negatively impacted by the increase use of salt on the road during the winter.</p> <p>: vibration - there are several animal farms on Concession 11 East . The low rumble sounds and ground vibrations from the trucks will negatively impact the farmers’ right to earn a living as the sounds and vibrations will affect the animals</p> <p>: visibility - The corner of Concession 11 East (C11E) and Milborough Line (MilL) is in a low lying dip in the road. It is difficult on a good day to see oncoming traffic from either direction.</p> <p>: trees - On both Concession 11 East (C11E) and Milborough Line (MilL) the trees and vegetation grow right to the road. In some areas the trees from one side of the road grow overhead to meet the trees growing on the other side of the road. The destruction of the tree canopy by increased truck pollution or by removal of trees is not in line with any climate change or environmental master plan anywhere.</p> <p>:safety - Because the trees and vegetation grow so closely to the road much of this will be negatively impacted by increased truck pollution and extra salt on the roads. The walkers and cyclists are already using the road because there is no shoulder of any sort on these streets.</p> <p>: winter plowing - Since the roads are narrow with no shoulders there is no place for the buildup of snow to be put. In winter Milborough Line is rarely plowed and cars travel through icy ruts in the road. This can be very dangerous. I am not sure which municipality is in charge of snow plowing Milborough Line. It seems to be that neither Milton nor Hamilton takes any responsibility for maintenance on this road as evidenced by the lack of snow clearing.</p> <p>:salt - More trucks means more salting of the road during winter. When the snow finally melts the salt ends up deep in the ground and will affect the residents’ well water. This ends up as a negative health impact to people and animals that depend on that well water.</p> <p>:cost – I already pay a lot in taxes to the City of Hamilton and do not get the same benefits as the city residents. The cost to improve the road with shoulders, maintenance and to fortify the bridges will be passed down to whom ??</p> <p>:bridges – there are several bridges that trucks will need to pass over on Concession 11 East (C11E) and Milborough Line (MilL). The continuous vibrations and weight restrictions will require the bridges to be fortified. This means closing traffic to these areas and will result in the added costs, disruptions and dust. Not to mention the safety of the residents should emergency services be required to be re-routed well out of the way in order to respond.</p> <p>:route – Where are these trucks going ? The map shows the route from Highway Six to Concession 11 East (C11E) and then south on Milborough Line (MilL). Where are these trucks going ? Is this just a ploy to re-open the quarry on Concession 11 East? Or are trucks going to Highway 401? Either way the quarry was stopped years ago and re-opening will end in another lengthy legal fight to stop it. If trucks are going to Highway 401 they can continue up Highway Six as they are now.</p> <p>:solution - the trucks can continue along Highway Six as they have been</p>

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<p>438.</p>	<p>2021-07-08</p>	<p>██████████</p>	<p>Attachment 438: Discussion and Recommendation adopted by Town of West Lincoln Council re. TRMP</p> <p>For your review and record!</p> <p>10.1. ITEM PW30-21</p> <p>Councillor Mike Rehner</p> <p>Re: New Item of Business - City of Hamilton - Review of Truck Route Master Plan (TRMP)</p> <p>Councillor Rehner advised that he had received a call from a resident of Westbrook Road regarding the City of Hamilton's review of the Truck Route Master Plan and that Westbrook Road was being proposed as a truck route. Councillor Rehner advised that he had concerns as well with Westbrook Road being designated as a truck route as it was a boundary road and that no consultation had been made by the City of Hamilton and the Township. Councillor Rehner advised that he spoke to the Township's Director of Public Works & Recreation with respect to this matter.</p> <p>The Director of Public Works & Recreation provided some history respect to the City of Hamilton's review of the Truck Route Master Plan and advised that the City was undertaking a public consultation process following the Environmental Assessment Act and that they will be holding a public meeting on Thursday evening. The Director of Public Works & Recreation stated that this public meeting was being held to provide an opportunity for stakeholders and members of the public to hear the information regarding the review of the City's Truck Route Master Plan, to ask questions and provide comments, with the deadline for submission of comments being July 9th, 2021. The Director of Public Works & Recreation stated that he had spoken to City Staff who advised that Westbrook Road had been included in 2010 as part of the City's preliminary investigation as part of their Truck Route Master Plan; however, it was subsequently removed in the final report. The Director of Public Works & Engineering advised that Westbrook Road was again being proposed as part of Hamilton's truck route system as there was not many north-south corridors for trucks to use with the next closes truck route being approximately 5 kilometres away. The Director of Public Works & Recreation confirmed that Westbrook Road was a boundary road and in order for this road to be used as a truck route there will need to be improvements made to the infrastructure, which the Township did not have the resources to provide for this type of capital investment to rebuild a corridor for truck use as well as the ongoing maintenance that will be required. The Director of Public Works & Recreation stated that he agreed with Councillor Rehner and that the City needs to investigate other options from using Westbrook Road; however, should the City approve Westbrook Road as a designated truck route then he would be suggesting that the City of Hamilton and/or Hamilton and Niagara Region should be taking ownership of this road. The Director of Public Works & Recreation stated that these were some initial thoughts he had but that he would be attending the public information centre to gather all information prior to preparing a letter for submission to the City of Hamilton.</p> <p>Councillor Trombetta noted his concerns regarding the number of homes along both sides of Westbrook Road, in particular from Regional Road 20 to Twenty Road and that there was two bridges that he was aware of, one going over Twenty Mile Creek which was quite large in span and another bridge further down. Councillor Trombetta noted that if Westbrook Road were to become a truck route, there would be a large financial burden to the Township and its residents and there were other roads in this area that they could designate as a truck route (i.e. Hendershot Road, Woodburn Road).</p> <p>Councillor Ganann noted that any resident that may reach out to Members of Council should be encouraging these people to attend the City of Hamilton's Public Information Centre on Thursday evening to voice their concerns regarding the review of the City's Truck Route Master Plan.</p> <p>That, a new item of business be introduced being discussion relating to the City of Hamilton's Review of their Truck Route Master Plan (TRMP).</p> <p>Result: Carried</p> <p>That, the Director of Public Works & Recreation be and is hereby directed to send a letter to the City of Hamilton's Project Manager, Transportation Planning and their Consultant by no later than July 9th, 2021 advising of the Township of West Lincoln's concerns and comments as it relates to the City of Hamilton's Draft Review of their Truck Route Master Plan (TRMP) and proposed truck route network and implementation strategies and,</p>
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			<p><i>Clerk, which was the case with respect to the public meeting, which was received and emailed by the Clerk on June 14th, 2021 to Members of Council as well as applicable members of staff and that the City of Hamilton did not do anything different than what another municipality would do with respect to providing notice.</i></p> <p><i>Councillor Trombetta advised that the majority of the discussion at the public meeting was with respect to Westbrook Road becoming a truck route and that it would be good to have the Director of Public Works & Recreation confirm how Westbrook Road was maintained and how costs are addressed and/or shared between the two municipalities as per the boundary road agreement.</i></p> <p><i>Moved: Councillor Mike Rehner</i></p> <p><i>That, the minutes of the Public Works/Recreation/Arena Committee meeting held on June 21, 2021 be accepted and that the recommendations contained therein, be approved with the exception of Item #(s) PW30-21.</i></p> <p><i>Result: Carried</i></p> <p>ITEM PW30-21 – City of Hamilton Truck Route Master Plan Review</p> <p><i>Moved: Councillor Mike Rehner</i></p> <p><i>That, Item PW30-21 of the June 21, 2021 Public Works/Recreation/Arena Committee minutes be approved.</i></p> <p><i>(That, the Director of Public Works & Recreation be and is hereby directed to send a letter to the City of Hamilton's Project Manager, Transportation Planning and their Consultant by no later than July 9th, 2021 advising of the Township of West Lincoln's concerns and comments as it relates to the City of Hamilton's Draft Review of their Truck Route Master Plan (TRMP) and proposed truck route network and implementation strategies and,</i></p> <p><i>That, a copy of this letter be forward to Carolyn Ryall, Niagara Region Director of Transportation Services Division - Public Works, Ron Tripp, Niagara Region Acting Chief Administrative Officer and Regional Councillor Albert Witteveen.)</i></p> <p><i>Result: Carried</i></p>
439.	2021-07-08	██████████	<p>Attachment 439: A new question has been added to Virtual Public Information Centre #2</p> <p>How have you addressed the conservation issues with heavy trucks and safety of people. Specifically. Exactly how you will protect endangered species and wetlands.</p>

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440.	2021-07-06	[REDACTED]	<p>Attachment 440: Westbrook Road Concern - re Hamilton Truck Route Study</p> <p>Omar</p> <p>See below concern we received via our website.....</p> <p>Please pass this on to your project team and respond accordingly</p> <p>Thanks</p> <p>[REDACTED]</p> <p>Please note the following response to Report a Concern has been submitted at Tuesday July 6th 2021 8:50 AM with reference number 2021-07-06-001.</p> <p>Full Name: [REDACTED]</p> <p>Email Address: [REDACTED]</p> <p>Phone Number: [REDACTED]</p> <p>Street Address: [REDACTED]</p> <p>Please select your area of concern: Road Issue (potholes, road repairs, and any safety issues)</p> <p>Please describe the location of your concern. Include nearest intersections and other descriptive landmarks. Westbrook Rd - entire road</p> <p>Please provide a description of your concern. The City of Hamilton has completed a truck route study and has proposed that Westbrook Road in its entirety be used. There was an article in the Glanbrook Gazette citing Haldibrook Rd as also being on the truck route and Haldimand was very much opposed to it being used, as the road is not designed for such traffic. Westbrook Rd is not designed for such heavy traffic either...too narrow, no shoulders, repairs required, particularly where the road is sinking into the gully north of 1417 Westbrook. It would be appreciated if a conversation about this takes place between the two municipalities.</p> <p>Would you like to provide an image of the issue? No</p> <p>Do you want to provide any additional information? No</p> <p>Would you like us to personally respond to you about your concern? Yes</p> <p>City of Hamilton Response (Omar): Thank you for the notification. I will respond to the resident accordingly.</p> <p>Can you also confirm if the Town Council has passed any resolution to oppose the potential truck route designation of Westbrook Road?</p>
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			<p>██████████</p> <p>I will have our clerks department share any resolution.</p> <p>I made it clear to them that the EA Study is meant to engage stakeholders for feedback, and I believe they passed a resolution for myself (Director of PWs) to send our comments and concerns in a letter.....which I have</p>
441.	2021-07-09	<p>██████████</p> <p>██████████</p> <p>██████████</p>	<p>Attachment 441: Additional Questions / Comments re Truck Route Master Plan - Lynden Road</p> <p>In addition to the email sent to you by ██████████ on June 23rd, and in attending your virtual public meeting on June 24th, we have some additional questions / comments that we would like to table with you on behalf of the residents of <u>Lynden Road between Hwy 5 and Concession 4W</u>.</p> <p>From your June 24th ppt presentation document re</p> <p>Slide 29 - "Implement more daytime only routes from 7:00am to 7:00pm". Does this mean strictly from Monday to Friday and nil on Saturday & Sunday? It is the Freight transports that are very concerning from a volume and noise perspective.</p> <p>Slide 34 - "Operational Improvements - Additions" you identify for each roadway high level improvement categories and they are:</p> <ul style="list-style-type: none"> A. Ø Traffic control Improvements B. Ø Intersection Improvements C. Ø Segment Improvements D. Ø Road Reconstruction E. Could you please provide more clarity on the definitions and some examples of what each category means? F. <p>What is the forecasted daily demand of incremental truck traffic that we could anticipate seeing and hearing on our road?</p> <p>What are the projected costs for this project? Over what time period? Where is the project funding coming from?</p> <p>What implications will these project costs / funds have on us as taxpayers?</p> <p>What is your proposed timeline (start to finish) to put in place all the necessary improvements / changes specific to Lynden Road to make it compliant and safe?</p> <p>Comment - several of us residents have moved from the big city (ie. Mississauga) to get away from the congestion, traffic and noise and we are very displeased with the proposed freight transports proposed for our road. We ask that you reconsider and we suggest that you limit the truck routes to vehicles that weigh up to 11,000 kg only for Lynden Rd; that would exclude freight transports.</p> <p>Lastly, when can we expect to receive your response to our questions / comments ?</p>

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442.	2021-06-22	██████████	<p>Attachment 442: Truck route master plan</p> <p>I'm disappointed in the fact 4th Concession West is on the truck route. We have no sidewalks on our street and I have to practically walk in the ditch with our dog when trucks come BARRELING down our road. Our street has changed a lot lately with new families with young children, children will not be safe, with these huge speeding trucks. Whatever happened about the notice we received awhile ago about having 4th Concession West being closed off at highway 6? To make it safe on 6, what is going on there?</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network. Please accept this email as confirmation of receipt of your feedback in this master plan review process. The project team will consider your feedback in the next revision of the truck route network.</p>
443.	2021-06-22	██████████	<p>Attachment 443: Westbrook Road</p> <p>I would like to address the Hamilton Truck Route Masterplan Review. As a resident of Westbrook Road for over 25 years, I am not, nor have I ever been in favour of this road, specifically between Hwy #20 and Twenty road, being a truck route, particularly a Full Truck Route. I have included Ryan in this email as I have been advocating for enforcement, calming measures and no trucks (other than those doing business on the road, water haulage, farm equipment, milk haulage, etc.). Westbrook road particularly between highway #20 and Twenty road is a residential neighbourhood with an increase in young families as well as older adults. We have had an increase in residence walking (with infants and young children), running and cycling on this road. This road barely has capacity for the current vehicle volume, let alone trucks that continue to ignore the no truck sign on Westbrook (southbound on Westbrook from Hwy#20).</p> <p>Westbrook road is a country road on a townline which is narrow, little or no shoulders, no sidewalks, no water or drainage infrastructure. With this in mind, safety is a grave concern, as vehicles are travelling well over the 60km speed limit and run stop signs on a daily basis. Adding a truck route would be the end of outdoor physical movement opportunities as well as danger to neighbourhood life. Environmentally, trying to bring this road to a safe, viable standard would have an irreversible impact on our wells, wildlife habitat, natural wooded properties, pets and residents. Construction equipment emissions, noise pollution, long term construction, removal of natural wildlife habitat, all environmental factors.</p> <p>Hwy#56 is accessible east and westbound via Haldibrook as well as Binbrook road which is an alternative and easy access to north and south bound corridors that have capacity to accomodate truck traffic.</p> <p>Another alternative is Hendershot road which is more an industrial route with a variety of businesses and now has a stop light at HWY#20. Hendershot is closer and accessible to Rymal road which is increasing to 2 lanes east and west bound and has access to the Link and Red Hill at the new Upper Red Hill Valley Parkway as well as Upper Centennial. Please take the time to seriously review the alternatives.</p> <p>My Westbrook road community and I will continue to advocate that Westbrook road not be a truck route as well as support calming measure options. It is imperative and in all of our best interests to support the City of Hamilton vision 'the best place to raise a child and age successfully'.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback in this planning process. Please note that this study is conducted in accordance with the Municipal Class Environmental Assessment requirements. Public consultation and feedback are an integral part of this master plan review, informing the study process path forward.</p> <p>Boundary roads are joint jurisdiction between adjacent municipalities and are subject to terms of the Joint Road Agreement. Therefore, no decision can be made unilaterally regarding the truck route designation of Westbrook Road without consensus from the Town of West Lincoln and Niagara Region. We are in receipt of feedback from the Town's Public Works Staff expressing their concern regarding the potential truck route designation of Westbrook Road.</p> <p>Please note the draft recommended truck route network is subject to change based on the feedback received, and it will be amended accordingly.</p>

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444.	2021-06-22	██████████	<p>Attachment 444: Haldibrook Road is a dangerous option for a trucking route</p> <p>I received a folded flyer in my mail box telling us to make comment about truck routes.</p> <p>The Haldibrook Road, is a narrow road in the Blackheath community, with little or no shoulders for safely walking on. The haldimand side is densely residential with many young families having moved into this area. A few years back this community fought to keep it from becoming a trucking route because of the safety aspect. There is also a very sharp turn at a dangerous corner from Haldibrook onto Hwy 56 where accidents have happened many times through the years. The speed limit is 50 but often trucks and cars speed at over 80 km and pass in none passing areas. Turning onto hwy 56 is a challenge as cars and trucks speed along there at 100 km or more. This road has become dangerous for the residents even without being a trucking route.</p> <p>Would you want to live on a road that is less than 2km between stop signs, with trucks moving along there at great volume, with no shoulders for your family to safely walk on and with no limits as to time and day as to when trucks are permitted? Would you want your residential area to be impacted by trucks?</p> <p>I am also concerned that this letter put in our mail boxes came as folded paper and not even in an envelope to encourage residents to read it. So don't think if you don't get responses it is because people don't care, it is likely because they paid no attention to a piece of paper, not addressed and not in an envelope.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network and opposing truck route designation of Haldibrook Road. Please consider this email as a confirmation of receipt of your feedback in this planning process.</p> <p>Please note that the boundary roads are joint jurisdiction between adjacent municipalities and are subject to terms of the Joint Road Agreement. No decision can be made unilaterally regarding the truck route designation of Haldibrook Road without consensus from Haldimand County. As you might be aware, Haldimand County Council passed a resolution on June 28, opposing the truck route designation of Haldibrook Road. Given that the draft recommended truck route network is subject to change based on the feedback received, it will be amended accordingly in the next stage of the study</p>
445.	2021-06-22	██████████	<p>Attachment 445: Haldibrook Road truck</p> <p>I received a folded flyer in my mail box telling us to make comment about truck routes.</p> <p>The Haldibrook Road, is a narrow road in the Blackheath community, with little or no shoulders to safely walk on. The Haldimand side is residential with many young families having moved into this area. A few years back this community fought to keep it from becoming a trucking route because of the safety aspect. There is also a very sharp turn at a dangerous corner from Haldibrook onto Hwy 56 where accidents have happened many times through the years. The speed limit is 50 but often trucks and cars speed at over 80 km and pass in non-passing areas. This road has become dangerous for the residents even without being a trucking route. In connecting with the Town of Haldimand, I was told they are not interested in seeing this as a truck route and encouraged me to contact you with my concerns.</p> <p>I am also concerned that this letter put in our mail boxes came as folded paper and not in an envelope to encourage residents to read it. So don't think if you don't get responses it is because people don't care, it is likely because they paid no attention to a piece of paper, not addressed and not in an envelope.</p> <p>Would you want to live on a road that is less than 2km between stop signs, with trucks moving along there at great volume, with no shoulders for your family to safely walk on and with no limits as to time and day as to when trucks are permitted? Would you want your residential area to be impacted by trucks?</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network and for sharing your concerns regarding the truck route designation of Haldibrook Road. Please consider this email as a confirmation of receipt of your feedback in this planning process.</p> <p>Please note that the boundary roads are joint jurisdiction between adjacent municipalities and are subject to terms of the Joint Road Agreement. No decision can be made unilaterally regarding the truck route designation of Haldibrook Road without consensus from Haldimand County. As you might be aware, Haldimand County Council passed a resolution on June 28, opposing the truck route designation of Haldibrook Road. Given that the draft recommended truck route network is subject to change based on the feedback received, it will be amended accordingly in the next stage of the study.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
446.	2021-07-09	[REDACTED]	<p>Attachment 446: A new question has been added to Virtual Public Information Centre #2</p> <p>Why is it that Barton Street, between McNeilly and Fifty Roads, has the advantage of having truck traffic only between 7 am and 7 pm - whereas the rest of Barton Street, between Fruitland and McNeilly Roads, does not? There are many residents and residences in those neighbourhoods who have long been concerned about the amount of truck traffic in terms of noise, dust, pollution, and safety - yet those concerns seem to go unnoticed and unaddressed. Are you purposely being obtuse and ignoring this population because they are potentially lower income or are there actual reasons for the allowance of large vehicles to be using these routes 24 hours per day? It seems that every time that we complain about the truck traffic within our residential neighbourhood that it falls on deaf ears. This is a perfect example of once again the City of Hamilton, not listening to the taxpayers of this area of the city. Please explain why some parts of Barton Street in the Fruitland/Winona area get reduced truck travel times and others do not as we are tired of our concerns going unaddressed.</p>
447.	2021-07-09	[REDACTED]	<p>Attachment 447: A new question has been added to Virtual Public Information Centre #2</p> <p>I may be misinterpreting the proposed map but it suggests that not only will truck traffic right in front of our home on Wellington St N continue to be FT, it will be two way. If you are considering intensification of truck presence outside of our homes, is the city prepared to compensate homeowners for the depreciation of their home values and intensification of their health problems?</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

448.	2021-07-09	[REDACTED]	<p>Attachment 448: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed changes to Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

449.	2021-07-09	[REDACTED]	<p>Attachment 449: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. 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			<p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed changes to Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your detailed feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed changes to Milborough Line and Concession 11 E.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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			Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.
451.	2021-07-08	██████████	<p>Attachment 451: Hamilton Truck Route</p> <p>As a resident of Westbrook road I am writing to express my concern over the new trucking route that is to include Westbrook Road. I am aware that trucks need to go somewhere but I believe that it would be dangerous for Westbrook road to be that place. Having just moved to Westbrook road last year our family has already found the road to be much busier than expected for a rural road. There are many vehicles that are driving faster than the posted limit of 60km/hr and adding larger trucks to this would add to the danger. If traffic was to be increased it would be more difficult and hazardous for anyone trying to exit their driveway onto the road or back into their driveway (which is done quite a bit by those requiring water deliveries etc). Additionally, as there is only a stop sign at Highway 20 I believe that traffic would back up as it would be challenging for transport trucks to turn onto highway 20 due to the traffic conditions at that intersection.</p> <p>Our neighbourhood includes many older individuals that walk along the road for exercise as well as many young children who wait by the road for the school bus and having this much traffic and little to no shoulders on the road already makes us uneasy. Furthermore, there are limited sightlines to many of the driveways along the road which only adds to the risk of those close to the road if larger trucks were passing by each other or having to make sudden stops.</p> <p>Additionally, as Westbrook road is a shared road between Hamilton and Niagara region I am left to wonder which region would end up fixing the road after increased use by heavy vehicles led to road damages or if we would be left with a broken and pothole filled road.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network and for sharing your concern regards the truck route designation of Westbrook Road.</p> <p>Please consider this email as a confirmation of receipt of your feedback in this planning process. Please note that this study is conducted in accordance with the Municipal Class Environmental Assessment requirements. Public consultation and feedback are an integral part of this master plan review, informing the study process path forward.</p> <p>Boundary roads are joint jurisdiction between adjacent municipalities and are subject to terms of the Joint Road Agreement. Therefore, no decision can be made unilaterally regarding the truck route designation of Westbrook Road without consensus from the Town of West Lincoln and Niagara Region. We are in receipt of feedback from the Town's Public Works staff and Council Committee expressing their concern regarding the potential truck route designation of Westbrook Road.</p> <p>Under the terms of the joint road agreement, the two jurisdictions share the cost of road maintenance. Given the safety concerns, the intention of this future route designation would have only been operational once infrastructure upgrades were implemented</p> <p>We will consider your feedback in the next revision of the plan.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

452.	2021-07-09	[REDACTED]	<p>Attachment 452: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 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Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 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			<p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

453.	2021-07-09		<p>Attachment 453: Subject: City of Hamilton TRMP - Comments and Feedback</p> <p>As members of the immediate community involved in this proposal, and in addition to a detailed pictorial submission earlier this week, we fully support this response as drafted by our community response group.</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <p>1. Road Conditions</p> <p>Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a ‘corduroy’ sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks.</p> <p>2. Safety</p> <p>We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility.</p> <p>3. Environment</p> <p>This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure.</p> <p>4. Community</p> <p>The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it.</p> <p>5. Heritage</p> <p>Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate.</p> <p>6. Impact/Volume</p> <p>It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural</p>
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			<p>residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</p> <p>7. Cost</p> <p>Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p> <p>8. The Future</p> <p>This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p>
454.	2021-07-09	<p>████████████████████</p>	<p>Attachment 454: City of Hamilton Proposed Truck Route Plan</p> <p>We would like to comment on the proposed truck route plan, in particular the inclusion of Dickenson Road East as a truck route.</p> <p>While we realize that the expansion of the airport business park has and will create the need for more truck movement in the Glanbrook area, it doesn't seem well thought out to want to make a narrow secondary road with housing on it into a main truck route for the area. Dickenson Road East to Nebo Road has many houses on it with children and senior residents walking and bicycling on it. Also there are many school bus pick up and drop off points for students. Having trucks use this road as a 7am to 7pm route would create a very dangerous situation. At the present time although the speed limit is 60km many cars travel Dickenson Road at a rate of anywhere between 80km and 100km with very little enforcement. There is a three-way stop sign at Dickenson Road and French Road which at the best of times is ignored by those driving on Dickenson Road. As well, many residents on Dickenson Road retrieve their mail from mailboxes at the end of their driveway at the shoulder of the road. It will make it dangerous for people to collect their mail and/or newspapers with trucks driving back and forth. Those residents who may not get their mail from their own mail box, have to walk to the corner of French Road and Dickenson Road to a community mail box and this in turn could become a dangerous situation.</p> <p>The impact on the agricultural community in and around the Dickenson Road/Nebo Road area has to be considered as well. There are still many working farms in this area, some which are century plus farms. There is farm equipment that is required and shared between farms which travel on these roads. To add heavy transport trucks to this mix would be of great concern as they will have their own schedules to adhere to and not have much concern about the surrounding area and current traffic.</p> <p>We also noted that you would like to make the stretch of Dickenson Road East from Miles Road to Upper James as a bicycle route. To add this feature to a truck route could cause hazards as vehicles either move into oncoming traffic lanes to pass a cyclist or pass very close to the cyclist.</p> <p>For traffic leaving the airport business park, there is a direct route out onto Upper James up to the Hwy. #6 bypass and then onto the highways. It would make more sense to use this route, which already exists and has been constructed for this type of traffic. The huge expense in order to reconstruct Dickenson Road East from the secondary road level to a truck road level would impact the tax base right across the board.</p> <p>Thank you for allowing us to voice our comments.</p> <p>Have a good day.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

455.	2021-07-09		<p>Attachment 455: City of Hamilton TRMP - Comments and Feedback</p> <p>Dear City Staff and Elected Representatives, We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route.</p> <p>We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <p>1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a ‘corduroy’ sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks.</p> <p>2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility.</p> <p>3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure.</p> <p>4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it.</p> <p>5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate.</p> <p>6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</p> <p>7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log our opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar): Thank you for your feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E. Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

456.	2021-07-09		<p>Attachment 456: City of Hamilton TRMP – Comments and Feedback</p> <p>I recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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			<p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

457.	2021-07-05	[REDACTED]	<p>Attachment 457: City of Hamilton TRMP - Comments and Feedback</p> <p>I recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. I understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect the neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. My family has been camping in Lawson Park (mentioned below) for over 50 years and have enjoyed the peaceful "up north feeling" and the proposed route will drive right by the entrance. I am strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelton Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. 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Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email with your concerns and comments regarding the Truck Route Master Plan study. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to staff that she has significant concerns with a number of pieces to the Truck Route Master Plan.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>The draft recommended network is subject to change based on residential feedback, and your input is an integral part of this planning process. Please also note that staff are extending the feedback deadline to July 25 to ensure most members of the public have the opportunity to partake in this public process and voice their concerns/support.</p> <p>We appreciate hearing from Flamborough residents on such critical issues – thank you again for emailing the Councillor.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

<p>458.</p>	<p>2021-07-09</p>	<p>[REDACTED]</p>	<p>Attachment 458: City of Hamilton TRMP - Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect the neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. Our family has been camping in Lawson Park (mentioned below) for over 50 years and have enjoyed the peaceful "up north feeling". The proposed route will drive right by the entrance. We are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. 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Which is why it must be stopped now. <p>Please log our opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your detailed feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

459.	2021-07-08		<p>Attachment 459: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
460.	2021-07-08	██████████	<p>Attachment 460: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>City of Hamilton Response (Omar):</p> <p>Thank you for your detailed feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

461.	2021-07-08	[REDACTED]	<p>Attachment 461: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

462.	2021-07-08	[REDACTED]	<p>Attachment 462: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

463.	2021-07-08	[REDACTED]	<p>Attachment 463: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

<p>464.</p>	<p>2021-07-08</p>	<p>██████████</p>	<p>Attachment 464: Truck Routes</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the city northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route, and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees, and a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms, and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sightlines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers, and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old-growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands, and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. 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Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. As proposed along Concession 11E and Milborough Line, designation of a truck route could be seen as encouraging major land-use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. Suppose the estimation of truck traffic (noted above) is accurate. In that case, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of two trucks every hour? 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your thorough feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>
465.	2021-07-08	[REDACTED]	<p>Attachment 465: Glanbrook Routes</p> <p>Good afternoon Brenda, last night was my first time attending so I chose to observe as to get an idea of what had already been brought up as concerns. There were many very good points in my opinion but I would like to expand on some of the comments.</p> <p>(1) It was stated that Dartnall extension is to be 4 lanes to Dickenson and that Dickenson west of Upper James will be widened to 4 lanes. this leaves 2 lanes of Dickenson as a connector between the 2. This is just a recipe for disaster creating a traffic bottleneck in this residential neighborhood. This is proven already by similar occurrences on our major highways on a daily basis.</p> <p>(2) Omar commented in regards to a bypass not being a good solution as it would have greater environmental impact due to trucks having to travel a greater distance to their destination (the airport). It is common knowledge that a vehicle travelling at a continuous/ constant speed will have less environmental pollution/ impact due to carbon emissions and also noise pollution when they have to decelerate and accelerate from the numerous stops that would be required while travelling across Dickenson.</p> <p>(3)" PERSONAL SAFETY" I should have listed this as the first concern as it is obviously very critical. Widening the shoulders will not remove the danger of close proximity to large trucks. If this was a reasonable solution then with the extremely wide shoulders on our major highways one could assume they would be perfectly safe walking on the shoulders of these highways yet they are not permitted to do so for obvious reasons.</p> <p>(4) It was stated that the police have said that they cannot pull over the trucks using Dickenson illegally because there is not enough room to do so safely. With that in mind what will happen when these trucks break down and they certainly could while using Dickenson? They will definitely not be able to get a safe distance off the road so as not to cause an obstruction and obvious traffic mayhem. They will also be causing these problems much longer than it would take to receive a citation for using a road illegally.</p> <p>(5) I have lived on Dickenson for over 30 years and I cannot personally remember it ever being completely and continuously paved from Miles To Upper James but yet the truck route committee seems to think that it has sub-structure to be a truck route and yet again this section of Dickenson has been for years the roughest section of the entire road even when it has only been subjected mostly to normal traffic.</p> <p>(6) In my opinion with Dickenson being a SECONDARY, RESIDENTIAL, RURAL road it has no place for being a truck route designated road.</p> <p>I could probably go on with more thoughts and concerns but honestly if this is not enough to bring the truck route committee to their senses then anything else would just be a waste of time and energy.</p> <p>I thank you for looking at my comments and concerns and hope that you can be of help to end this crazy idea of turning Dickenson Road into a truck route.</p> <p>Please feel free to forward this to anyone you feel it would be beneficial to,</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

466.	2021-07-08		<p>Attachment 466: Proposed truck route @ Milborough Line</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the city northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route, and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees, and a 'corduroy' sub-surface construction to facilitate wetland migration. 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To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to two truck trips an hour? It makes no economic sense.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. This is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your thorough feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
467.	2021-07-08	[REDACTED]	<p>Attachment 467: Truck route (TRMP)</p> <p>reviewed the material</p> <p>I have a specific concern on Concession 11 E being added to the truck route - full disclosure, we live on Concession 11 E - won't directly affect us much as we are 400' from the road w/ith well treed grounds, however....</p> <p>So, Concession 11 E from Hwy 6 to Milborough;</p> <ul style="list-style-type: none"> -is narrow -from Hwy 6 to Centre is essentially thru wetlands -has water crossings with *very* narrow bridges -is in the greenbelt <p>Just a week ago I saw a transport come down the road and take up the entire bridge - oncoming traffic had to stop short of the bridge to let the truck pass before they could proceed.</p> <p>Cambellville Rd from Hwy 6 to Centre is already a truck route - just extend that to Milborough and down to Derry (I assume that Derry is an adjacent municipality truck route you are trying to link with). My 'untrained eye' sees less work to get those sections rebuilt to handle the additional traffic/ load, Campbelville Rd is already wider etc..</p> <p>Also, I don't see much weight given to environmental concerns in the presentation, given that no part of Concession 11 E is part of the truck route now and that the entire length would have to be rebuilt to accommodate the load, seems more of an environmental impact that other options. Not to mention impact of a spill along the wetlands.</p> <p>From a safety standpoint, would it not make more sense to have Concession 10 E used rather than 11 E? If a truck is travelling accross 11 W, they would have to turn North (left turn) onto Hwy 6 where there is no light and a rising curve rather than, if you use 10 E, turning South (right turn down a slope), onto Hwy 6 and then left onto 10 E. I think 10 E would be a safer alternative in that case.</p> <p>So, I would prefer Concession 11 E NOT be added as a truck route.</p> <p>Feel free to reach out to me if you would like to discuss further.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your thorough feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
468.	2021-07-08	<p>████████████████████</p>	<p>Attachment 468: Concession 11E and Milborough Line, I'm opposed to heavy trucks using this narrow / hilly road. I'm a resident of Lawson Park. and I feel it will be hazardous for people coming in and out of the park!</p> <p>City of Hamilton Response (Omar): Thank you for your thorough feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E. Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
469.	2021-07-07	[REDACTED]	<p>Attachment 469: City of Hamilton TRMP - Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighborhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <p><u>1. Road Conditions</u> Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks.</p> <p><u>2. Safety</u> We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility.</p> <p><u>3. Environment</u> This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure.</p> <p><u>4. Community</u> The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it.</p> <p><u>5. Heritage</u> Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate.</p> <p><u>6. Impact/Volume</u> It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</p> <p><u>7. Cost</u> Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p> <p><u>8. The Future</u> This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

<p>470.</p>	<p>2021-07-08</p>		<p>Attachment 470: City of Hamilton TRMP - Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighborhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <p><u>1. Road Conditions</u> Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. 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Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility.</p> <p><u>3. Environment</u> This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure.</p> <p><u>4. Community</u> The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

471.	2021-07-08	<p>████████████████████</p> <p>████████████████████</p> <p>████████████████████</p>	<p>Attachment 471: City of Hamilton TRMP - Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighborhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <p><u>1. Road Conditions</u> Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks.</p> <p><u>2. Safety</u> We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility.</p> <p><u>3. Environment</u> This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure.</p> <p><u>4. Community</u> The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it.</p> <p><u>5. Heritage</u> Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate.</p> <p><u>6. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

<p>472.</p>	<p>2021-07-08</p>	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>Attachment 472: Truck route proposal and 11th Concession east</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. 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Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

473.	2021-07-08	[REDACTED]	<p>Attachment 473: NO to Truck Route on Milborough Line & Concession 11E.</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the city northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route, and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees, and a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms, and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sightlines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers, and people accessing postal boxes across the road from homes. 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The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. As proposed along Concession 11E and Milborough Line, designation of a truck route could be seen as encouraging major land-use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. Suppose the estimation of truck traffic (noted above) is accurate. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be ‘the thin edge of the wedge’. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. This is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your thorough feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

<p>474.</p>	<p>2021-07-08</p>	<p>[REDACTED]</p>	<p>Attachment 474: Subject: City of Hamilton TRMP – Comments and Feedback</p> <p>Dear City Staff and Elected Representatives, We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6.</p> <p>One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your thorough feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>
475.	2021-07-08	<p>████████████████████</p> <p>████████████████████</p>	<p>Attachment 475: Truck Route Decisions</p> <p>Please see my letter of opposition to the change to truck routes for specific reasons highlighted within.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

476.	2021-07-08	[REDACTED]	<p>Attachment 476: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live near the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be ‘the thin edge of the wedge’. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar): Thank you for your feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E. Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>
477.	2021-07-08	<p>██████████</p> <p>████████████████████</p> <p>██████████</p> <p>██████████</p>	<p>Attachment 477: Public Request</p> <p>Please consider this to be opposition to this road usage modification.</p> <p>City of Hamilton Response (Omar): Thank you for your feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E. Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

478.	2021-07-08	[REDACTED]	<p>Attachment 478: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route (we are on Concession 11 East) and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. I myself have 3 children under the age of 4. We walk up the road and play in our front yard daily. My kids will be waiting for the school bus everyday at the end of our driveway. The road is already hilly and it is difficult to see what cars are coming, or difficult for drivers to see if there is a pedestrian on the street ahead. Trucks will not be able to stop in time to avoid a pedestrian on the road when they come over a hill. The proposed truck route creates an unacceptable danger for residents and families on our street. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freulton Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p> <p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your thorough feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

479.	2021-07-08	[REDACTED]	<p>Attachment 479: Opposition to Proposed Changes to Rural Truck Routes</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the city northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route, and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees, and a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms, and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sightlines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers, and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old-growth heritage trees. Potential impacts exist for the Freerton Esker Wetland Complex, The Mountsberg East Wetlands, and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole nor neighbouring communities would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: Unfortunately, the community has not been provided with comprehensive data reflecting current truck traffic or projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. As proposed along Concession 11E and Milborough Line, designation of a truck route could be seen as encouraging major land-use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. Suppose the estimation of truck traffic (noted above) is accurate. In that case, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of two trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to two truck trips an hour? It makes no economic sense.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

480.	2021-07-08		<p>Attachment 480: Opposition to Proposed Changes to Rural Truck Routes</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the city northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route, and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees, and a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms, and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sightlines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers, and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old-growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands, and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. 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The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. As proposed along Concession 11E and Milborough Line, designation of a truck route could be seen as encouraging major land-use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. Suppose the estimation of truck traffic (noted above) is accurate. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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			<p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

481.	2021-07-08	[REDACTED]	<p>Attachment 481: proposed truck route</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the city northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route, and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees, and a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms, and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sightlines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers, and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old-growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands, and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. <p>Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole nor neighbouring communities would see any benefit from disrupting this neighbourhood by designating a truck route through it.</p> <ol style="list-style-type: none"> 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: Unfortunately, the community has not been provided with comprehensive data reflecting current truck traffic or projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. As proposed along Concession 11E and Milborough Line, designation of a truck route could be seen as encouraging major land-use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. Suppose the estimation of truck traffic (noted above) is accurate. In that case, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of two trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to two truck trips an hour? It makes no economic sense.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. This is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your thorough feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

<p>482.</p>	<p>2021-07-09</p>	<p>██████████</p>	<p>Attachment 482: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freulton Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			Please log my opposition to this proposal and provide me confirmation of this email.

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

<p>483.</p>	<p>2021-07-09</p>		<p>Attachment 483: Concession 11E and Milborough Line a Truck route?</p> <p>Dear City Staff and Elected Representatives,</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the city northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route, and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <p>Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees, and a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms, and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sightlines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks.</p> <p>Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers, and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility.</p> <p>Environment: This area features multiple watershed/habitat migration routes and large old-growth heritage trees. Potential impacts exist for the Freulton Esker Wetland Complex, The Mountsberg East Wetlands, and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure.</p> <p>Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole nor neighbouring communities would see any benefit from disrupting this neighbourhood by designating a truck route through it.</p> <p>Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate.</p> <p>Impact/Volume: Unfortunately, the community has not been provided with comprehensive data reflecting current truck traffic or projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. As proposed along Concession 11E and Milborough Line, designation of a truck route could be seen as encouraging major land-use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</p> <p>Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. Suppose the estimation of truck traffic (noted above) is accurate. In that case, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of two trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to two truck trips an hour? It makes no economic sense.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>The Future: This has the potential to be ‘the thin edge of the wedge’. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. This is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p>
484.	2021-06-22	<p>████████████████████</p> <p>████████████████████</p>	<p>Attachment 484: Truck Route Master Plan Update</p> <p>I have a couple of questions for you:</p> <p>1- I was just notified today, June 22, 2021, of the meeting on Thursday, June 24, 2021. Why was the notification so late to residents? Not a good way to get residents onboard, would you not say? If you are going to tell me that the information was in the newspaper, FYI, I do not receive that.</p> <p>2- I live in the Barton/ Tiffany area. When the film crews come in, they have been known to bring their trailers in under the cover of darkness:</p> <p>a) How will this plan, that does not show truck traffic in our area, reflect this? Or, is that I cannot read the plan appropriately? There is a blurred area for 'xxx Street North'. Not sure what that refers to?</p> <p>b) We are supposed to have some level of development across the street on the City-owned lands. By whom, you ask? Film industry. Will there be a move to make exceptions for the film industry, once they move in?</p> <p>Thank you for your time. I look forward to your response(s).</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback and inquiry regarding the truck route master plan process.</p> <p>Advertising the notice of the Public Information Centre in the local newspapers is a requirement of the municipal class environmental assessment. Understanding that not every household receives the Hamilton Spectator, we mailed the notices to all residents of the City to participate and provide feedback in this planning process. Moreover, PIC#2 was promoted through the City’s social media channels (Twitter, Instagram, LinkedIn), community councils/associations, BIAs, Engage Hamilton portal and other communication means.</p> <p>It was brought to our attention that a Canada Post route in the lower part of the City was delayed due to their internal processing issues. In relation to this situation, we have extended the deadline for comments to July 25. This extension will allow members of the public and stakeholders to review the material, maps and the recording of PIC#2 and provide meaningful input for our consideration.</p> <p>The current truck route in your area, which constitutes Bay Street North, Stuart Street and Queen Street, is proposed to be removed from the network. Truck traffic delivering goods and services to property(s) that are not directly accessible through the truck route network are allowed to deviate from the network. Provided they follow the shortest path to and from the property to the nearest truck route (York Boulevard).</p> <p>Please note that the draft network is subject to change based on the feedback received during this engagement phase.</p> <p>Follow up email:</p> <p>Thank you very much, Omar, for your response.</p> <p>E</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

485.	2021-07-08		<p>Attachment 485: Subject: City of Hamilton TRMP – Comments and Feedback</p> <p>Dear City Staff and Elected Representatives,</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a ‘corduroy’ sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freulton Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar): Thank you for your thorough feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E. Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>
486.	2021-07-07	██████████	<p>Attachment 486: How We Feel- Children against the Truck Route on Conc. 11 E. and Milborough Line</p> <p>PLEASE take the time to open and peruse the attachment that contains the creative manifestations of the deep concerns felt by the children who live on these two roads. Consider as well how the past sixteen months have been for them with all of the drastic changes that have occurred in their lives, both at home and in their schools. Their sense of safety and security has already been significantly compromised, and now with this proposed truck route, the very concept of their safe havens where they can play freely in the peace and quiet has been further diminished by fears of transport trucks speeding by their houses day and night.</p> <p>We wanted to give them the opportunity to feel some control over this development by being able to express their concerns.</p> <p>Please do consider them and do not go ahead with your proposed changes to these roads. There ARE more feasible, reasonable and SAFE alternatives.</p> <p>Thank you,</p> <p>City of Hamilton Response (Omar): Thank you for the additional feedback and for sharing with us the deep concern of the community's children with respect to the draft recommended truck route designation of the two streets. I am personally astounded by the children's creativity in manifesting their concerns in writing and by drawing. I confirm that their input will be taken into consideration in the next steps of this study.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
487.	2021-07-08	[REDACTED]	<p>Attachment 487: Haldibrook Rd. East proposed Truck Route Plan</p> <p>This is to voice our opposition to your proposed change to our shared residential road (Haldimand/Hamilton). Our home being in the Hamlet of Blackhealth on Haldibrook Road which is currently classed as a Non Trucking Route. Here are the following reasons:</p> <ol style="list-style-type: none"> 1. The road is not built for transport trucks. 2. Entrance to both ends of Halidbrook at 56 Hwy and # 6 Hwy have already had multiple fatalities. Neither entrances on to or off at either Hwy is safe to turn onto Haldibrook NOW!!!! 3. On the whole the road is farm land with farm equipment using the roads to tend farmland. 4. Strip survey residential with new young families with small children who can't now walk down to the local park without taking their lives in there hands (already have had near miss incidents where residents walking their dogs have almost been hit). Truck traffic and speeders do not care about signage because there is no enforcement (OPP, Hamilton Police, MTO, Bylaw) . Within the last month since your flyer appeared in our mail box we have just seen a police presence from Hamilton whom we are grateful, except they do not stop the unlawful trucks when the road is clearly marked. 5. No consultation with Haldimand County as per our Councillor. No consideration for Haldimand residents whom live and pay taxes in a country setting with farms, churches and playground. 6. Please inform us when the environmental assessment will take place regarding noise, air, health and safety and wildlife. <p>City of Hamilton Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback in this planning process and opposing the truck route designation of Haldibrook Road.</p> <p>Please note that the boundary roads are joint jurisdiction between adjacent municipalities and are subject to terms of the Joint Road Agreement. Therefore, no decision can be made unilaterally regarding the truck route designation of Haldibrook Road without consensus from Haldimand County. As a result of our consultation efforts with our counterparts at adjacent municipalities, Haldimand County Council passed a resolution on June 28, <u>opposing the truck route designation of Haldibrook Road</u>.</p> <p>Please note the draft recommended truck route network is subject to change based on the feedback received, and it will be amended accordingly.</p> <p>Follow up email:</p> <p>Thanks for your response.</p> <p>Stay safe.</p>
488.	2021-07-09	[REDACTED]	<p>Attachment 488: submission July 2021 regarding Truck Route Review</p> <p>Hello Omar, Please find enclosed a submission from the Fruitland-Winona-Stoney Creek Community Association and from [REDACTED]</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

489.	2021-07-09	[REDACTED]	<p>Attachment 489: Trucking route</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. Y such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. 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Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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			<p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton's Response (Judi's office):</p> <p>Thank you for reaching out to Councillor Partridge. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor is actually a former resident of the 11th Concession and is also against this proposal. She has made her position quite clear to Transportation staff that she has significant concerns in which are inclusive of your concerns noted below in your email. We appreciate hearing from the Ward 15 residents on such critical issues and thank you for your engagement. Please take care and be well during these challenging times.</p> <p>*Please kindly provide your <u>phone number</u> so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

490.	2021-07-09		<p>Attachment 490: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. 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Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton's Response (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to Transportation staff that she has significant concerns in which are inclusive of your concerns noted below in your email and is not supportive of these changes. We appreciate hearing from the Ward 15 residents on such critical issues and thank you for your engagement. Please take care and be well during these challenging times.</p>
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SanID	Date	Name/Contact	Content
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491.	2021-07-09	[REDACTED]	<p>Attachment 491: Proposed truck route on Concession 11</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. 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Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p>
492.	2021-07-09	[REDACTED]	<p>Attachment 492: A new question has been added to Virtual Public Information Centre #2</p> <p>What weight restrictions are there on the trucks? Do the weight restrictions change for the 'thaw' season?</p>

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493.	2021-07-09	██████	<p>Attachment 493: A new question has been added to Virtual Public Information Centre #2</p> <p>What weight restrictions are there on the trucks? Do the weight restrictions change for the 'thaw' season? Trucks will be a hazard and will break down the roadways on Tapleystown Rd, Westbrook Rd and Haldibrook Rd. These are rural roads, narrow lanes, narrow gravel shoulders with deep ditches. There are nearby highways for the trucks to get around these areas.</p>
494.	2021-07-09	██████	<p>Attachment 494: A new question has been added to Virtual Public Information Centre #2</p> <p>When I look at the comments that have been submitted so far I do not see representation from the logistics companies. Moving goods in and out of the City of Hamilton has been happening since the beginning of time so it is a part of the city requirements. It is important for all operators to obey the rules of the road and they need to operate with safety as being a top priority. I believe that it is also important that these trucks need to be given safe roads to travel on. they need to be safe road surfaces, safe sized road to travel on, safe for multiple uses ie: cars, motorcycles, bicycles, mopeds, wheel chairs to name a few. If a business is given the right to operate then there is a chance that they need a pick up or delivery of products and truckers should have a right to make that pickup or delivery. Maybe business location in the city has to be looked at for the future. I know for a fact that some logistic companies refrain from driving on city roads during the day and make pick or deliveries in the evening or night hours. Maybe the city needs to open conversations with representatives from the trucking organizations to see what can be done to reduce trucks that can't use the main truck routes during daytime hours. If this is not handled with caution then these logistic companies could build depots on the outskirts of the city then use multiple van to make the deliveries to get around any new bylaws which will add more vehicles to the roads which will add to traffic congestion in the city. With this city growing in population it is important to make accommodations for the trucking industry as more products and merchandise will be brought into this city. Looking at truck routes without looking at where businesses should be in the future years or without looking at what roads that the trucking industry requires is only compounding the issue instead of solving the issue. Somebody is going to be upset, somebody is going to be offended, unfortunately Food and other products need to move around this city. On the YouTube video a 53 foot Tractor trailer is shown but in the attached documents the weight restrictions affect every pickup truck that is pulling a two axle trailer such as a landscaper so it affects a lot industries and private businesses alike. This city needs to be open to create business in Hamilton not send it to some other community.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

495.	2021-07-10	[REDACTED]	<p>Attachment 495: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. <p>G.</p> <ol style="list-style-type: none"> 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future: This truck route must be stopped now.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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498.	2021-07-12	██████████	<p>Attachment 498: TRUCK ROUTE MASTER PLAN REVIEW</p> <p>I am proposing that trucks travelling through Dundas be required to use Hatt Street rather than King Street. It was this way many years ago, but somewhere along the way got dropped. The number of huge transports moving through Dundas on King Street is disturbing and unnecessary.</p> <p>Please consider this proposal.</p>

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We frequently use the Bruce Trail in this area. The Bruce trails runs along Derry Road near Milborough line along already narrow roads with blind spots. This area has multiple watershed/ habitat migration routes and large old growth heritage trees, First Nation reserves which should not be disturbed as proven years ago when the quarry was proposed and consequently rejected. We are frequent users of Milborough line while cycling, walking our dog, and hiking. We enjoy the winding, narrow, bush lined roads that Milborough Line have to offer. If Derry Road and Milborough line became a truck route, it would not only be very dangerous to people, animals and old heritage trees, wetlands, it would be an ABSOLUTE SHAME to destroy this beautiful, escarpment area. There are many existing truck routes already to the north, south, east, west Milborough Line and 11th concessions, surely those roads are suitable to hauling needs without destroying the wonderful areas in this Hamilton/ Halton Region. We need to protect our wildlife and land!!!!</p> <p>The following are our concerns or our community:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freulton Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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			<p>corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</p> <p>7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p> <p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton's Response (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to Transportation staff that she has significant concerns in which are inclusive of your concerns noted below in your email and is not supportive of these changes. We appreciate hearing from the Ward 15 residents on such critical issues and thank you for your engagement. Please take care and be well during these challenging times.</p> <p>*Please kindly provide your <u>phone number</u> so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your thorough feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p> <p>With your permission, I will add your contact information to the project contact list for future updates regarding this project.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

500.	2021-07-09		<p>Attachment 500: Re: City of Hamilton TRMP - Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <p>Our family moved to the beautiful area of Milborough line/Derry Road 20 years ago to get away from the traffic and congestion of cities. We moved to this pristine area to enjoy nature, wooded areas, and the wildlife. We frequently use the Bruce Trail in this area. The Bruce trails runs along Derry Road near Milborough line along already narrow roads with blind spots. This area has multiple watershed/ habitat migration routes and large old growth heritage trees, First Nation reserves which should not be disturbed as proven years ago when the quarry was proposed and consequently rejected. We already struggle every Spring and during rainfall periods with large amount of pooling of water at the end of our driveway. Each year this issue has become increasingly worse as the road has been made higher and higher. With our house close to the road, any future road construction will put our house and property at more risk of damage. We are frequent users of Milborough line while cycling, walking our dog, and hiking. We enjoy the winding, narrow, bush lined roads that Milborough Line have to offer. If Derry Road and Milborough line became a truck route, it would not only be very dangerous to people, animals and old heritage trees, wetlands, it would be an ABSOLUTE SHAME to destroy this beautiful, escarpment area. There are many existing truck routes already to the north, south, east, west Milborough Line and 11th concessions, surely those roads are suitable to hauling needs without destroying the wonderful areas in this Hamilton/ Halton Region. We need to protect our wildlife and land!!!!</p> <p>The following are our concerns or our community:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelton Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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			<p>encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</p> <p>7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p> <p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton's Response (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to Transportation staff that she has significant concerns in which are inclusive of your concerns noted below in your email and is not supportive of these changes. We appreciate hearing from the Ward 15 residents on such critical issues and thank you for your engagement. Please take care and be well during these challenging times.</p> <p>*Please kindly provide your <u>phone number</u> so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

501.	2021-07-12		<p>Attachment 501: Proposed Truck Route</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton's Response (Judi's office):</p> <p>Thank you for reaching out to Councillor Partridge. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor is actually a former resident of the 11th Concession and is also against this proposal. She has made her position quite clear to Transportation staff that she has significant concerns with the proposed truck routes at Milborough Line, 11th Concession E. and 4th Concession W. We appreciate hearing from the Ward 15 residents on such critical issues and thank you for your engagement. Please take care and be well during these challenging times.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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			<p>*Please kindly provide your <u>phone number</u> so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>City of Hamilton’s Response (Omar):</p> <p>Thank you for your thorough feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p> <p>With your permission, I will add your contact information to the project contact list for future updates regarding this project.</p> <p>Follow up email:</p> <p>Thank you for acknowledging my opposition to the proposed truck route , please add my email to the project contact list for further updates.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

502.	2021-07-08		<p>Attachment 502: City of Hamilton TRMP - Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <p>Our family moved to the beautiful area of Milborough line/Derry Road 20 years ago to get away from the traffic and congestion of cities. We moved to this pristine area to enjoy nature, wooded areas, and the wildlife. We frequently use the Bruce Trail in this area. The Bruce trails runs along Derry Road near Milborough line along already narrow roads with blind spots. This area has multiple watershed/ habitat migration routes and large old growth heritage trees, First Nation reserves which should not be disturbed as proven years ago when the quarry was proposed and consequently rejected. We already struggle every Spring and during rainfall periods with large amount of pooling of water at the end of our driveway. Each year this issue has become increasingly worse as the road has been made higher and higher. With our house close to the road, any future road construction will put our house and property at more risk of damage. We are frequent users of Milborough line while cycling, walking our dog, and hiking. We enjoy the winding, narrow, bush lined roads that Milborough Line have to offer. If Derry Road and Milborough line became a truck route, it would not only be very dangerous to people, animals and old heritage trees, wetlands, it would be an ABSOLUTE SHAME to destroy this beautiful, escarpment area. There are many existing truck routes already to the north, south, east, west Milborough Line and 11th concessions, surely those roads are suitable to hauling needs without destroying the wonderful areas in this Hamilton/ Halton Region. We need to protect our wildlife and land!!!!</p> <p>The following are our concerns or our community:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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			<p>6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</p> <p>7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p> <p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your insightful feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

503.	2021-07-08	[REDACTED]	<p>Attachment 503: City of Hamilton TRMP - Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <p>Our family moved to the beautiful area of Milborough line/Derry Road 20 years ago to get away from the traffic and congestion of cities. We moved to this pristine area to enjoy nature, wooded areas, and the wildlife. We frequently use the Bruce Trail in this area. The Bruce trails runs along Derry Road near Milborough line along already narrow roads with blind spots. This area has multiple watershed/ habitat migration routes and large old growth heritage trees, First Nation reserves which should not be disturbed as proven years ago when the quarry was proposed and consequently rejected. We already struggle every Spring and during rainfall periods with large amount of pooling of water at the end of our driveway. Each year this issue has become increasingly worse as the road has been made higher and higher. With our house close to the road, any future road construction will put our house and property at more risk of damage. We are frequent users of Milborough line while cycling, walking our dog, and hiking. We enjoy the winding, narrow, bush lined roads that Milborough Line have to offer. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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			<p>7. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</p> <p>8. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p> <p>9. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your thorough feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
504.	2021-07-12	[REDACTED]	<p>Attachment 504: TRMP Review</p> <p>Concern of having Westbrook road become a truck route.</p> <p>I have many concerns that our city would make Westbrook road a truck route. These are my concerns</p> <ol style="list-style-type: none"> 1. The road is unsuitable for a large amount of truck traffic. 2. Westbrook rd. is located in a rural, residential and agricultural area. 3. There are a large number of families that live on Westbrook rd. 4. These families constantly walk on Westbrook, ride bikes and walk with there children and younger ones in baby buggies. 5. There is limited shoulders on both sides of the road, and there are no sidewalks, this makes it unsafe with a large amount of heavy trucks at high speeds going up and down Westbrook. 6. There are many farms that are on Westbrook or join onto Westbrook, hence there is a large amount on tractors, combines and other farm equipment and slow moving vehicle traffic on the road at different times of the year. 7. There are a number of equestrian farms on Westbrook and there are a number of times that horses and donkeys are riding on Westbrook. <p>The above concerns are not in the interests of the greater community for safety, congestion, noise, and air quality for this rural area.</p> <p>In this area the City of Hamilton already has designated truck routes Mud. Street, Binbrook Rd., Hwy. 20, RR 56 and RR53, by taking truck traffic off already designated truck routes that are not largely in a residential area is concerning. Most of these areas do have sidewalks where there are residences and are safe for walking/biking on those roads. Including Westbrook rd. as a truck route is not in the interest of that part of the community. It creates an unsafe community for all residents up and down Westbrook rd.</p> <p>City of Hamilton’s Response (Omar):</p> <p>Thank you for your thorough feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback in this planning process. Please note that this study is conducted in accordance with the Municipal Class Environmental Assessment requirements. Public consultation and feedback are an integral part of this master plan review, informing the study process path forward.</p> <p>Boundary roads are joint jurisdiction between adjacent municipalities and are subject to terms of the Joint Road Agreement. Therefore, no decision can be made unilaterally regarding the truck route designation of Westbrook Road without consensus from the Town of West Lincoln and Niagara Region. We are in receipt of feedback from the Town’s Public Works Staff expressing their concern regarding the potential truck route designation of Westbrook Road.</p> <p>Please note the draft recommended truck route network is subject to change based on the feedback received during this engagement phase.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

505.	2021-07-12	[REDACTED]	<p>Attachment 505: City of Hamilton TRMP - Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect a neighbourhood on the northwest corner of the City northeast of Highway 6 that I visit often while cycling and visiting family. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. I have family that live in the area affected by the proposed route and I want to be clear that I am strongly opposed to such a change for the following reasons:</p> <p>The following are our concerns or our community:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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			<p>widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p> <p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton's Response (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to Transportation staff that she has significant concerns in which are inclusive of your concerns noted below in your email and is not supportive of these changes. We appreciate hearing from the Ward 15 residents on such critical issues and thank you for your engagement. Please take care and be well during these challenging times.</p> <p>*Please kindly provide your <u>home address and phone number</u> so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your thorough feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p> <p>With your permission, I will add your contact information to the project contact list for future updates regarding this project.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

506.	2021-07-13		<p>Attachment 506: City of Hamilton TRP comments and feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>With thanks,</p> <p>City of Hamilton's Response (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to Transportation staff that she has significant concerns in which are inclusive of your</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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			<p>concerns noted below in your email and is not supportive of these changes. We appreciate hearing from the Ward 15 residents on such critical issues and thank you for your engagement. Please take care and be well during these challenging times.</p> <p>*Please kindly provide your <u>home address and phone number</u> so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
507.	2021-07-13	[REDACTED]	<p>Attachment 507: Proposed Truck Route Master Plan - Petition Signed by the Residents of Westbrook Road.</p> <p>Attached please find a petition signed by the residents of Westbrook Road. This petition includes the West Lincoln side of the road and the Hamilton side of the road . Every resident I contacted was eager to sign with the exception of two who were not against this proposal but were unwilling to sign.</p> <p>While gathering these signatures the following concerns were raised (not in any particular order).</p> <ul style="list-style-type: none"> - increased volume on an already busy road. Many trucks are using this road unlawfully already - a truck route would be unsafe due to the poor accessibility off of Hwy #20 and Silver Street (blind intersections) - the road is narrow; no shoulders and the ditches are deep. - many young families and elderly residents would be highly impacted from a safety standpoint. Many residents must cross Westbrook to access their mail. And walking on the road would be impossible - already debris is on the roads from the trucks, i.e., scrap metal, bolts etc. falling off the trucks. This would increase exponentially with increased truck traffic. - the noise and air quality are a major concern to many residents (exhaust and engine brakes). - environmental impact to wildlife and domestic pets must be considered. - this country road was not constructed for and does not have a suitable base for truck traffic. The road and bridges are already in disrepair. To ensure the adequate infrastructure required for a truck route there would be loss of property to the residents as well as a huge cost to the town. <p>The residents are asking for three concerns to be dealt with immediately. These are:</p> <ol style="list-style-type: none"> 1) The speed limit on the road from Binbrook Rd/Silver Street to Regional Road #9 needs to be changed to 60km which would be consistent with the north section of the road. 2) 'No Trucks' signage is required at all access roads entering Westbrook Rd. 3) More visible enforcement in place for monitoring truck traffic. <p>It is obvious that all residents on Westbrook Road are strongly opposed to the Truck Route Plan and want our road removed from the plan. We would like to kept abreast of the progress on the truck route as well as the three immediately concern listed above. I will be the liaison to the residents. Please contact me with any questions or concerns as well as updates. I can be reached at this email as well as 289-880-0801.</p> <p>Thank you in advance for your attention in these matters.</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your detailed feedback regarding the draft recommended truck route network and for submitting the petition signed by the residents of Westbrook Road.</p> <p>Please consider this email as a confirmation of receipt of your feedback and the petition in this planning process. This study is conducted in accordance with the Municipal Class Environmental Assessment requirements. Public consultation and feedback are an integral part of this master plan review, informing the study process path forward.</p> <p>Boundary roads are joint jurisdiction between adjacent municipalities and are subject to terms of the Joint Road Agreement. Therefore, no decision can be made unilaterally regarding the truck route designation of Westbrook Road without consensus from the Town of West Lincoln and Niagara Region. We are in receipt of feedback from the Town's Public Works Staff expressing their concern regarding the potential truck route designation of Westbrook Road.</p> <p>Please also note the <u>draft</u> recommended truck route network is subject to change based on the feedback received during this engagement phase.</p> <p>West Lincoln's Response [REDACTED]</p> <p>Hi [REDACTED] you for your email..as you know in our discussion, West Lincoln does not support the truck route all Westbrook..appreciate you call and your work..Jason Trombetta</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

508.	2021-07-13		<p>Attachment 508: (No subject)</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. 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Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton's Response (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to Transportation staff that she has significant concerns in which are inclusive of your concerns noted below in your email and is not supportive of these changes. We appreciate hearing from the Ward 15 residents on such critical issues and thank you for your engagement. Please take care and be well during these challenging times.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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			<p>*Please kindly provide your <u>home address and phone number</u> so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>City of Hamilton’s Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

509.	2021-07-13	[REDACTED]	<p>Attachment 509: City of Hamilton TRMP - Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
510.	2021-07-14	G [REDACTED]	<p>Attachment 510: City of Hamilton TRMP - Concession 11E and Milborough Line</p> <p>I recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP project.</p> <p>Part of the proposed changes involves designating Concession 11E and Milborough Line as truck routes.</p> <p>I live in the affected area and I am strongly opposed to such designations.</p> <p>Neither of the existing roadways in question are suitable for truck traffic.</p> <p>The 11th Concession has limited sightlines, narrow bridges and a blind intersection at Milborough Line.</p> <p>The section of Milborough Line under consideration is narrow and serpentine making it difficult to navigate safely even in a personal vehicle. It would be virtually impossible for large trucks.</p> <p>Neither of these road segments have the characteristics which would allow them to be responsibly designated a truck route.</p> <p>Changing the roadways to make truck traffic possible, would come at enormous expense and significant damage to the natural environment. It would change the character of this community forever.</p> <p>Designated them without changing the road's functional characteristic would be dangerous and reckless.</p> <p>I believe that both the 11th Concession and Milborough Line should be removed from the proposed Truck Route Master Plan.</p> <p>City of Hamilton's Response (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to Transportation staff that she has significant concerns in which are inclusive of your concerns noted below in your email and is not supportive of these changes. We appreciate hearing from the Ward 15 residents on such critical issues and thank you for your engagement. Please take care and be well during these challenging times.</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>
511.	2021-07-14	[REDACTED]	<p>Attachment 511: A new question has been added to Virtual Public Information Centre #2</p> <p>PLEASE STOP THE FLOW OF TRUCKS THRU WATERDOWN. HI- WAY 5. PLEASE PUT NO TRUCKS ALLOWED UP AND DIRECT THE TRUCKS AROUND WATERDOWN PLEASE, BECAUSE THE TRUCKS ARE TARING UP THE ROADS. PLEASE SAVE OUR ROADS. THANK YOU.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
512.	2021-07-14	██████████	<p>Attachment 512: Subject: City of Hamilton TRMP – Comments and Feedback</p> <p>Dear City Staff and Elected Representatives,</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the east side of Milborough Town Line. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

513.	2021-07-14	[REDACTED]	<p>Attachment 513: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton’s Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>
514.	2021-07-08	██████████	<p>Attachment 514: Hamilton Truck Route Master Plan Review - Adjacent Municipalities and MTO Stakeholder Meeting #2 Material and Minutes</p> <p>I apologize for the lateness of my reply.</p> <p>The only comment from the Town of Grimsby is the same as stated before, with concern with the proposed east end connection with Ridge Road W. Ridge Road W has a year round load restriction from our town limit to RR.12 (Mountain Road), with Mountain Road providing access up/down the escarpment. Our preference would be to have truck traffic sent to RR.73 (Mud Street) to avoid our load restricted roads.</p> <p>If you have any additional questions please feel free to contact me.</p> <p>City of Hamilton’s Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>We have noted your comments/concerns regarding the status of Ridge Road as a truck route. We will explore alternative truck route options for the area between Mud Street/RR72 and the escarpment. However, if we need to keep the section of Ridge Road as part of the network, a similar all-year-round load restriction can be implemented west of Eleventh Road E./Fifty Road to the Town boundary for consistency purposes.</p> <p>I will reach out to you for any questions or additional discussions if the need presents itself.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
515.	2021-07-09	[REDACTED]	<p>Attachment 515: Hamilton Truck Route Master Plan Review - Adjacent Municipalities and MTO Stakeholder Meeting #2 Material and Minutes</p> <p>Brant County thanks Hamilton for the opportunity to be a part of the Hamilton Truck Route Master Plan Review and provide comment. At this time Brant is in agreement with Haldimand County with respect to the Sawmill Road / Haldibrook Road corridor and cannot support the inclusion of Sawmill Road from Carluke Road West to Onondaga Townline for a number of reasons. Mainly there is already an alternate route on County roads that is acceptable for trucks to use; Brant County Road 22 and former Highway 54 that lead to Highway 6. Also, the existing traffic volume on the section of road in question is very low and does not warrant the expenditure of millions of dollars to create another truck route to have as a redundancy for the odd time that it is required. Brant's limited financial resources are better spent on our existing infrastructure. In addition we have received feedback from Brant residents on this stretch of road that are not in favour of the truck route as well.</p> <p>We have no issue with the section of Sawmill Road from Trinity Road South (52) to Carluke Road West remaining as a posted truck route.</p> <p>Should you have any questions, do not hesitate to contact me.</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network. Given the overwhelming public opposition regarding the truck designation of Haldibrook Road and considering feedback received from both Counties, we will revise this draft plan accordingly.</p> <p>I will reach out to you should there be any questions in this regard.</p> <p>FYI for IBI (from Omar):</p> <p>Brant County is opposing the future designation of Sawmill Road as a truck route except for the section which is part of the network.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

516.	2021-07-14		<p>Attachment 516: Concession 11 Truck Route As long term residents of the 11th Concession we have some questions and concerns with the proposed plan as we understand it at this time.</p> <ol style="list-style-type: none"> 1. Do you have an estimate of the number and kind of trucks you would anticipate needing to use this route? 2. What would be the Speed limit and how would it be monitored? 3. What kind of road work would be required in order to facilitate this traffic specifically at the intersection of 11 and Millborough? As it currently exists it is not safe for anyone making a left turn from the 11th onto Millborough northbound. For a truck of any size it would be nearly impossible and absolutely unsafe to make either turn as vehicles traveling north on Millborough can not be seen and the road is too narrow. On top of that, Millborough is very narrow and has many curves, especially between the 11th and the 9th. Millborough Line in general would be a near impossible truck route. Again, what would you access on that route that wouldn't be better served on another route? 4. What is accessed on the 11th; it only runs between Millborough and Highway 6 I cant imagine anyone driving a truck of any size would prefer to use Millborough over Centre Road or Highway 6. Why designate this concession at all when the plan already has Campbellville Road and the 9th Concession? What is gained that those two don't already serve? 5. How would Highway 6 be adjusted in order to facilitate trucks turning safely at the intersection of the 11th and Hwy 6, at 97 and Hwy 6? As we already know all too well, these are dangerous intersections as it is now and would only be worse if we deliberately increase traffic. Would there be lights installed and flattening of the hills? 6. Pedestrians and cyclists have little or no room on the sides of this concession. The shoulder is minimal and falls off into steep ditches. With the many steep hills it is already dangerous to be on the road with any vehicle traffic. Many of us have difficulty leaving our driveways due to limited view of oncoming traffic. Would you plan to widen the road, provide sidewalks and/or road shoulder and minimize the hills or restrict pedestrians and cyclists from road use? <p>As far as we can tell, the 11th Concession is an unsafe route and provides little if any benefit to truck travel. It would be an expensive accommodation and unnecessary to facilitate truck access.</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network. Please consider this email as confirmation of receipt of your feedback in this planning process and opposing the future truck route designation of Concession 11 and Milborough Line as a truck route.</p> <p>Please find answers to your questions below:</p> <ol style="list-style-type: none"> 1. Do you have an estimate of the number and kind of trucks you would anticipate needing to use this route? <ul style="list-style-type: none"> • Our traffic projection indicates an average of 40-50 medium and heavy trucks using Concession 11 daily if the road becomes a truck route. These trips are expected to occur primarily between 7 PM – 7 AM. 2. What would be the Speed limit and how would it be monitored? <ul style="list-style-type: none"> • The maximum posted speed limit would be 50 km/hr. The City and Hamilton Police will monitor speed limit violations, and Police will enforce them. In addition, automated speed enforcement could be an alternative mechanism to monitor and enforce the speed limit. 3. What kind of road work would be required in order to facilitate this traffic specifically at the intersection of 11 and Millborough? As it currently exists it is not safe for anyone making a left turn from the 11th onto Millborough northbound. For a truck of any size it would be nearly impossible and absolutely unsafe to make either turn as vehicles traveling north on Millborough can not be seen and the road is too narrow. On top of that, Millborough is very narrow and has many curves, especially between the 11th and the 9th. Millborough Line in general would be a near impossible truck route. Again, what would you access on that route that wouldn't be better served on another route? <ul style="list-style-type: none"> • The intention of this future route designation would only be operational once infrastructure upgrades are implemented. The proposed improvements would include wider road shoulders, road base pulverization, improved signage and increased enforcement. Additional environmental assessments will be conducted prior to the infrastructure upgrade to determine site-specific requirements and improvement types.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>4. What is accessed on the 11th; it only runs between Millborough and Highway 6 I cant imagine anyone driving a truck of any size would prefer to use Millborough over Centre Road or Highway 6. Why designate this Concession at all when the plan already has Campbellville Road and the 9th Concession? What is gained that those two don't already serve?</p> <ul style="list-style-type: none"> As part of a preliminary network evaluation process, Concession 11 is identified as a potential future truck route to provide network redundancy and truck accessibility for local businesses and the farming/agriculture community. <p>5. How would Highway 6 be adjusted in order to facilitate trucks turning safely at the intersection of the 11th and Hwy 6, at 97 and Hwy 6? As we already know all too well, these are dangerous intersections as it is now and would only be worse if we deliberately increase traffic. Would there be lights installed and flattening of the hills?</p> <ul style="list-style-type: none"> Operational improvements at the intersection of Concession 11 at Highway 6 are required to allow for safe truck turning maneuvers. Subject to MTO's approval, the city would recommend the signalization of the intersection. <p>6. Pedestrians and cyclists have little or no room on the sides of this Concession. The shoulder is minimal and falls off into steep ditches. With the many steep hills it is already dangerous to be on the road with any vehicle traffic. Many of us have difficulty leaving our driveways due to limited view of oncoming traffic. Would you plan to widen the road, provide sidewalks and/or road shoulder and minimize the hills or restrict pedestrians and cyclists from road use?</p> <ul style="list-style-type: none"> Road shoulder widening is recommended for proposed truck routes in rural communities to minimize conflict between truck traffic and vulnerable road users. <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
517.	2021-07-14	[REDACTED]	<p>Attachment 517: 4th Concession west Flamborough as a new truck route</p> <p>I have issues with the 4th as a truck route:</p> <ul style="list-style-type: none"> -the road is not built for trucks -no shoulder -barely wide enough for trucks to pass in opposite directions without hitting mirrors -houses close to the road -farm equipment on the road -bicycles on road -only 1 mile from a road built for heavy trucks and traffic (hwy 5) <p>With the Waterdown bypass coming onto Hwy 6 at or near the entrance to the 4th concession west this will become the new Hwy 5. People will think of this as a short cut whether it is or isn't will not matter, traffic is going to double or triple even without trucks. Plus to prove it is a short cut the speed will be worse than it is already with speeds of 80 to 110 on a regular basis in a 60.</p> <p>You add trucks to the mix it is destine for disaster.</p> <p>Once it is deemed a truck route Lafarge will open a scale at the 4th putting hundreds if not above a thousand of trucks on the road on a daily basis. Some of them weighing 150,000 lbs or more, will not take long for a road to falter under those extreme weights.</p> <p>Many people have no alternative but to either back into or out of their driveways onto the 4th, how a loaded truck can stop or slow down from 90 klms /hr will be hard to do resulting in accidents and injuries that i don't even want to think about.</p> <p>I understand you want to eliminate the 5th as a truck route but the 4th is not the solution. Moving a truck route 1mile from an existing major Hwy is saying try this as a short cut, the last thing the 4th needs is made into a speedway from Millgrove sideroad to Hwy 8.</p> <p>Maybe having Hwy 5 and Safari road, connected by Brock and Westover roads is enough truck routes for an area that doesn't need to be accessed by that many trucks anyways.</p> <p>Please think this over, it is far harder to change it back or recover the unnecessary funds spent to try and make it work.</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Concession 4th West as a truck route.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

518.	2021-07-12		<p>Attachment 518: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelton Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future^{SEP}This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>With thanks,</p> <p>A concerned family on Concession 11 E.</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your thorough feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p> <p>With your permission, I will add your contact information to the project contact list for future updates regarding this project.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
519.	2021-07-12	[REDACTED]	<p>Attachment 519: Oppose Truck Route - please forward this letter to the emails below:</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freulton Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
520.	2021-07-11	[REDACTED]	<p>Attachment 520: Concession 11E/Milborough Line/Derry Rd. Truck Route</p> <p>I am writing to voice my opposition to the proposed 24 hour truck route along Concession 11E to Milborough Line to Derry Rd.</p> <p>This route is unsuitable and unsafe for a large truck route to be running 24/7. It is made up of mostly winding, narrow roads with little to no shoulders. Dips and sharp curves also make it an unfit choice for a heavy truck route.</p> <p>The large number of cyclists, walkers/joggers, dog walkers and children waiting at school bus stops would be at risk if a constant flow of large trucks were to take this route on an ongoing basis.</p> <p>Please rethink your decision to make this a heavy truck route and listen to the citizens of the areas you represent.</p> <p>City of Hamilton’s Response (Omar):</p> <p>Thank you for your thorough feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p> <p>With your permission, I will add your contact information to the project contact list for future updates regarding this project.</p>
521.	2021-07-12	[REDACTED]	<p>Attachment 521: TRUCK ROUTE PLANNING</p> <p>I would like to propose that large trucks be required to use Hatt Street rather than King Street when travelling through Dundas. It was that way many years ago and somewhere along the way it was dropped. The number of large transports travelling through Dundas on King St. (Hwy.8) is disturbing and unnecessary.</p> <p>Please seriously consider this proposal.</p> <p>Thanks you.</p> <p>City of Hamilton’s Response (Omar):</p> <p>Thank you for your thorough feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p> <p>With your permission, I will add your contact information to the project contact list for future updates regarding this project.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
522.	2021-07-15	[REDACTED]	<p>Attachment 522: City of Hamilton TRMP - Comments and Feedback</p> <p>Recently I learned of the proposed changes to rural truck routes as part of the City of Hamilton Truck Route Master Plan. One proposed change involves designating Concession 11E and Milborough Line as a truck route. I am strongly opposed to this proposed route on these streets where I live, walk my dog, meet my neighbours and walk 300 m to collect my mail.</p> <p>Milborough Line is a narrow road, winding in front of my property with multiple blind spots, no shoulder and no sidewalks. Truck traffic would make my walks along this rural road very dangerous.</p> <p>Major alterations would be needed to make these rural roads suitable for regular truck traffic – widening bridges on 11th Concession, removing heritage trees, blasting huge boulders to straighten sections of Milborough Line, rebuilding road substructure that was constructed to facilitate wetland migration and widening 8.6 km of road. This will be a great expense for only several truck trips per hour. It makes no economic sense for the City of Hamilton, currently struggling with a massive infrastructure deficit. I understand that suitable truck routes already exist to accommodate truck traffic on this northwestern edge of the City.</p> <p>I learned that the truck route projection is for two truck trips per hour per day. I assume the trucks will return by this route as well, making it 4 trips per hour. I fear this has the potential to be ‘the thin edge of the wedge’. I suspect that once a truck route is established, nothing would stop more truck traffic in the future on these rural roads, which is why this proposed truck route must be stopped now.</p> <p>Please log my opposition to this proposal of a truck route along 11th Concession and Milborough Line and kindly provide me with confirmation of this email.</p> <p>City of Hamilton’s Response (Omar):</p> <p>Thank you for your thorough feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p> <p>With your permission, I will add your contact information to the project contact list for future updates regarding this project.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

523.	2021-07-15	[REDACTED]	<p>Attachment 523: City of Hamilton TRMP - Comments and Feedback</p> <p>The purpose of this email letter to you is to voice my opposition to the proposed truck route along Concession 11E and Milborough Line.</p> <p>My wife and I live on the Milton side of Milborough Line. We have lived here for over 21 years.</p> <p>Almost every day of the year, I walk along Milborough Line, on the road, for exercise. There are no sidewalks. The road is quite narrow, a defined shoulder does not exist and it is twisty and hilly.</p> <p>1. In the spring, summer and fall, the shoulder is covered with various sized plants and in the winter the snow banks formed by snowplows create even less shoulder. I always wear an orange safety vest for visibility and take my daily walk in relative safety.</p> <ul style="list-style-type: none">• I walk along the left side of the road facing traffic, except where I can't. In certain areas I need to walk along the other side of the road in order for cars to see me at particular twists of the road. Twists in the road are dangerous to walkers like me since I can not be seen by vehicles. The danger is increased manyfold if the vehicles in question are medium and large sized trucks.• Because of twists and hills, I usually hear a vehicle before I see it and before the driver sees me. When a vehicle approaches, I do my best to move on to the undefined shoulder and give the vehicle a brief wave to ensure that the driver sees me. As the vehicle passes however, I follow one more serious precaution. I cover my face with my sleeve. The purpose is to inhale as little fumes and unseen debris as possible from the draft following a vehicle and, depending on the size and speed of the vehicle, to protect my face from stones thrown up from the tires. Again, the danger is increased manyfold if the vehicles in question are medium and large sized trucks. <p>The two situations stated above are exacerbated when more than one vehicle is approaching or worse still when vehicles are approaching in both directions.</p> <p>Milborough Line is also walked by parents with children and until fairly recently, my neighbour walked with her children and her baby in a pram along Milborough Line. Hundreds, more likely thousands of cyclists ride on Milborough Line throughout the cycling season.</p> <p>* As mentioned at the beginning of this letter, I walk Milborough Line for exercise. As a kidney donor, watching my diet and getting exercise is very important. If Milborough Line becomes part of a truck route, I believe that I will be unable to walk my own road. I would be deeply saddened.</p> <p>2. My property is at a section of Milborough Line that is very winding and followed by a hill.</p> <p>I ask the following question. If Milborough Line does become a truck route, can I assume correctly that sections of the road would need to be straightened? If so, will Hamilton be taking part of my property?</p> <p>Respectfully, I ask that Concession 11 and Milborough Line not be considered as a future truck route.</p> <p>Please provide me with confirmation of this email letter.</p> <p>Sincerely,</p> <p>[REDACTED] [REDACTED]</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>-----</p> <p>The following are eight more reasons, compiled by members in our local community, to explain why Concession 11 and Milborough Line are not a suitable for truck traffic. I include it to further outline my opposition to the proposed truck route.</p> <p>1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks.</p> <p>2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility.</p> <p>3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure.</p> <p>4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it.</p> <p>5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate.</p> <p>6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</p> <p>7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p> <p>8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>City of Hamilton responded to Patricia's email in the row above and also addressed Tom.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

524.	2021-07-16	[REDACTED]	<p>Attachment 524: Truck Route</p> <p>We are residents on Nebo Rd and have lived at [REDACTED] Airport and White Church for 37 years. Unfortunately, we were not able to attend the virtual meeting on June 24th, however I have since listened to the presentation. The presentation stated that we are now in Stage 3 of the Hamilton Truck Route Master Plan.</p> <p>I am confused, have none of the previous concerns that have been put forward been taken into consideration. We are in Stage 3 and still fighting the same battle we fought since the 90's. You ask for Public Consultation, but don't seem to implement it. Stage 3 is just another version of what we have been fighting against for years.</p> <p>I have already sent an email reiterating all the reasons that have been brought up in the past about making Nebo Rd, White Church Rd, Dickenson Rd a daytime truck route. These roads are not designed for truck traffic.</p> <p>The roads are all 60 km per hour. Is the speed limit going to be increased? Even though trucks are currently not supposed to be on these roads, except for making local deliveries, they do use them, and they are driving in excess of 60 km per hour, will there be increased enforcement to make sure the speed limit is being followed.</p> <p>It is not wide enough, deep ditches, limited shoulders.</p> <p>Nebo Rd alone has 4/ four way stops between White Church and Rymal. Already no place to walk or bike.</p> <p>Bellstone school at White Church Rd and Nebo and Marydale Park at the end of Nebo Rd.</p> <p>There are many school busses on these roads making numerous stops, with children having to cross the road, this is a safety concern for our children.</p> <p>There have already been deaths.</p> <p>There is already an increase in traffic due to residential development, is adding trucks to the mix the best idea.</p> <p>Between 60 km speed limits, 4 way stops, inadequate roads, frequent stops for busses, I actually can't understand why a truck would want to use these roads?</p> <p>It was stated in the presentation that infrastructure would be done to improve the roads for truck traffic. What kind of upgrades are going to be done? Are the roads simply going to be resurfaced or is the plan to rebuild them by removing the sub base and replacing it so that our homes don't shake every time a truck goes by.</p> <p>Now there is a new development as outlined in slide 27, a new proposed route? The blue dotted line moving north/south adjacent to Trinity Church Rd, and going east/west adjacent to White Church Rd to hook up to the Hwy 6 bypass?</p> <p>Slide 18 discusses sensitive land use with elementary or secondary school within 100 m. (Is 100 m seriously a safe distance?) According to the attached map the road goes right through or next to Bellstone Christian School located on the south west corner of Nebo Rd & White Church Rd. and right behind Abel Living on Trinity Church Rd.</p> <p>I understand the need for development, and Hamilton is fortunate to be developing the industrial area along Upper James and the Airport as well as the industrial area on Nebo Rd, north of Dickenson Rd. These areas already have an existing truck route. Would it not be more effective to expand on the infrastructure to existing truck routes to support increased truck traffic. I am confused by the proposal of putting a truck route through a greenbelt area, which is farm land and residential and has a School and Marydale Park on Nebo Rd.</p> <p>Currently there is the the Red Hill, the 403, Dartnall Rd, Nebo Rd south of Dickenson, Rymal Rd, Garner Rd, Hwy 56, Upper James and Hwy 6. These truck routes provide access to all of the expanding development land.</p> <p>Looking at the map it is difficult to understand why there is a need for Daytime Only Use and a Future Link. Some argue it is a short cut, but it is not. The distance traveled remains the same, the time from point A to B takes longer if trucks are not exceeding the speed limit. It is just an alternate route, why not use the existing routes?</p> <p>Please take these concerns seriously. Development is necessary, but the Master Truck Route already gives access to developing industrial areas.</p> <p>I cannot see why there is a need to create a Daytime Truck Routes or the Future Link.</p> <p>Regards [REDACTED]</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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			<div style="display: flex; align-items: center;"> <div style="background-color: #0056b3; color: white; padding: 5px; margin-right: 10px;"> <p>Changes to Existing Network</p> </div> </div>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

525.	2021-07-06	[REDACTED]	<p>Attachment 525: Hamilton Truck Route Master Plan Review - CH Comments</p> <p>Thank you for circulating Conservation Halton (CH) on the Hamilton Truck Route Master Plan Review.</p> <p>I note that the deadline for comments on the PIC #2 material is July 9. I wanted to check if the City is amenable to receiving comments by the end of next week?</p> <p>City of Hamilton’s Response (Omar):</p> <p>Thank you for reaching out. We are extending the deadline for comments to July 25 to allow agencies and the public to review the draft materials and provide meaningful feedback.</p> <p>Your organizations' feedback with input received from the public is critical in informing the path forward for this master planning process.</p> <p>Follow up email:</p> <p>Thank you again for sharing the Hamilton Truck Route Master Plan Review PIC #2 material with Conservation Halton (CH).</p> <p>We have reviewed the available material as per CH’s responsibilities under Ontario Regulation 162/06; the Provincial Policy Statement (PPS) (delegated responsibility for comments relating to provincial interests under Sections 3.1.1-3.1.7 inclusive); the Memorandum of Agreement (MOA, 2013) with the City of Hamilton; and as a public body under the <i>Planning Act</i>.</p> <p>As outlined below, the study area contains lands that are regulated by CH and that are part of the Natural Heritage System (NHS).</p> <p>Ontario Regulation 162/06 and PPS Sections 3.1.1-3.1.7:</p> <p>Pursuant to Ontario Regulation 162/06, CH regulates all watercourses, valleylands, wetlands, Lake Ontario and Hamilton Harbour shoreline and hazardous lands, as well as lands adjacent to these features. CH also reviews applications based on its delegated responsibility to represent the Province on the natural hazard policies of the PPS (3.1.1-3.1.7). The Study Area contains various tributaries of Grindstone Creek and Bronte Creek and the associated flooding and erosion hazards. CH regulates a distance of 15 metres from the greater of the limit of the flooding or erosion hazards for Grindstone Creek and Bronte Creek. This area also contains Provincially Significant Wetlands (PSW), wetlands greater than two hectares in size, and wetlands under two hectares in size. CH regulates 120 metres from the limit of a PSW and wetland greater than two hectares in size, and 30 metres from the limit of a wetland under two hectares in size. Permission is required from CH prior to undertaking any development within CH’s regulated area and must meet CH’s <i>Policies and Guidelines for the Administration of Ontario Regulation 162/06</i> (https://conservationhalton.ca/policies-and-guidelines).</p> <p>CH’s Approximate Regulation Limit (ARL) mapping is available online, which shows the regulated areas described above and areas where permission is required from CH for any works associated with the operational improvements.</p> <p>Proposed Truck Route Additions</p> <p>Based on a review of the material, the following proposed truck route additions are within CH’s regulated area:</p> <ul style="list-style-type: none"> • Milborough Line (Carlisle Road to Concession 11 E) • Concession 11 East (Highway 6 to Milborough Line) <p>Any works required to implement the operational improvements associated with the proposed truck routes will require approval from CH and must meet CH’s <i>Policies and Guidelines for the Administration of Ontario Regulation 162/06</i>. CH will provide further detailed feedback on operational improvements through individual EA projects for the proposed roadworks.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>Existing Truck Routes</p> <p>Staff understand that the existing truck routes also have operational improvements identified. The following existing truck routes are located within CH's regulated area and the associated works will require approval from CH and must meet CH Policy:</p> <ul style="list-style-type: none"> • Carlisle Road (Highway 6 to Milborough Line) • Centre Road (Campbellville Road to Concession 5 East) • Safari Road (Highway 6 to approximately 662 Safari Road) • York Boulevard (Plains Road West to the existing bridge) <p>CH Permit Requirements</p> <p>Further discussions with CH staff would be helpful to understand the extent and specific location of the identified operational improvements identified for the routes within CH's regulated area, and to discuss applicable CH requirements/criteria. For the operational improvements identified for both the proposed and existing truck routes within CH's regulated area, please contact CH staff early in the process in order to identify CH permit requirements, associated technical studies, ESC measures, etc.</p> <p><u>Memorandum of Agreement (MOA):</u></p> <p>CH provides advisory comments to the City of Hamilton on matters related to significant wildlife habitat, fish and fish habitat, Areas of Natural and Scientific Interest (ANSI), sensitive surface and groundwater features, and stormwater management (SWM), as per the MOA. Once additional information and details are available regarding the extent of works required, staff will provide advisory comments through the individual EA process.</p> <p><u>Source Protection Plan</u></p> <p>CH is the Halton Region Source Protection Authority (SPA) under the <i>Clean Water Act</i> and provides comments related to drinking water source protection in an advisory capacity only and the comments are not to be considered as legal advice. The Source Protection Plan containing policies for the Halton and Hamilton Regions is in effect since December 2015, and is available at: http://www.protectingwater.ca/index.cfm</p> <p>The proposed truck route appears to intersect the vulnerable areas of: Carlisle and Freelon wellhead protection areas (WHPA), as well as Highly Vulnerable Aquifers. Please refer to Figure 5, Figure 6 and Figure 7 of the approved Source Protection Plan for the Halton and Hamilton Regions. These figures, depicting certain activities and policy applicable areas, can help determine whether proposed project activities are subject to Source Protection Plan policies. As well, please identify to the Halton Region SPA the potential for the creation of a new contaminant transport pathway or the modification of an existing transport pathway.</p> <p><u>Conclusion</u></p> <p>Thank you again for considering CH's feedback as the Hamilton Truck Route Master Plan Review is developed. We would appreciate the opportunity to provide further input as the Master Plan progresses to assist in ensuring the proposed works meet CH policies. We would be happy to meet to discuss any questions.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
526.	2021-06-24	[REDACTED]	<p>Attachment 526: Hamilton Truck Route Master Plan 2021</p> <p>I'm writing this email in regards to the Hamilton truck route review.</p> <p>I live in Dundas, I see that governors road is listed on this truck route and I want to know if governors road was already a part of this truck route or an addition?</p> <p>I have issues with governors road being used as a trucking corridor, first because of the three schools along this road. These schools are all in a row, creating a large school zone that the trucks would be traveling through. During the morning, lunch and afternoons when the students of these schools are outside traveling to and from school having large trucks on the road is not a good combination. Additionally with the newly added bike lanes, the road is quite narrow and with large trucks this would make walking and riding a bike down that section around the school zone unpleasant.</p> <p>Also the section of governors road from Crieghton rd to Dundas street, is again narrow and with steep hills. If large tractor trailers would be travelling this stretch of road, this would cause a lot of traffic as the stop at Creighton road and then ascent the hills. There are no other way to get around the west section of the community, as governors roads is the main artery to the main of the subdivisions.</p> <p>I can think of more good reasons why Governors road should not be used as a trucking route, and I hope my comments will persuade you to look at other avenues.</p> <p>Follow up email:</p> <p>I'm not sure my email made it to its destination regarding the city of Hamilton's trucking plan. The first email address provided, was returned and I did not receive an email to my second email.</p> <p>City of Hamilton Response (Omar):</p> <p>Thank you for your inquiry and feedback regarding the draft recommended truck route network. Please consider this email as confirmation of receipt of your feedback in this planning process.</p> <p>Governor Road has been a designated truck route since the original Truck Route Master Plan was adopted in 2010. The road is one of the few options available in Dundas Community that provides truck accessibility for local businesses and safe passage of goods movement vehicles. Acknowledging the potential conflict between commercial vehicles and pedestrian and cyclists, the city constructed the multi-use path to improve safety and provide a sense of security for vulnerable road users.</p> <p>Based on your input and feedback received from other residents of Governor Road, the project team will reassess the truck route designation of this corridor and, where possible, consider alternative routes.</p>

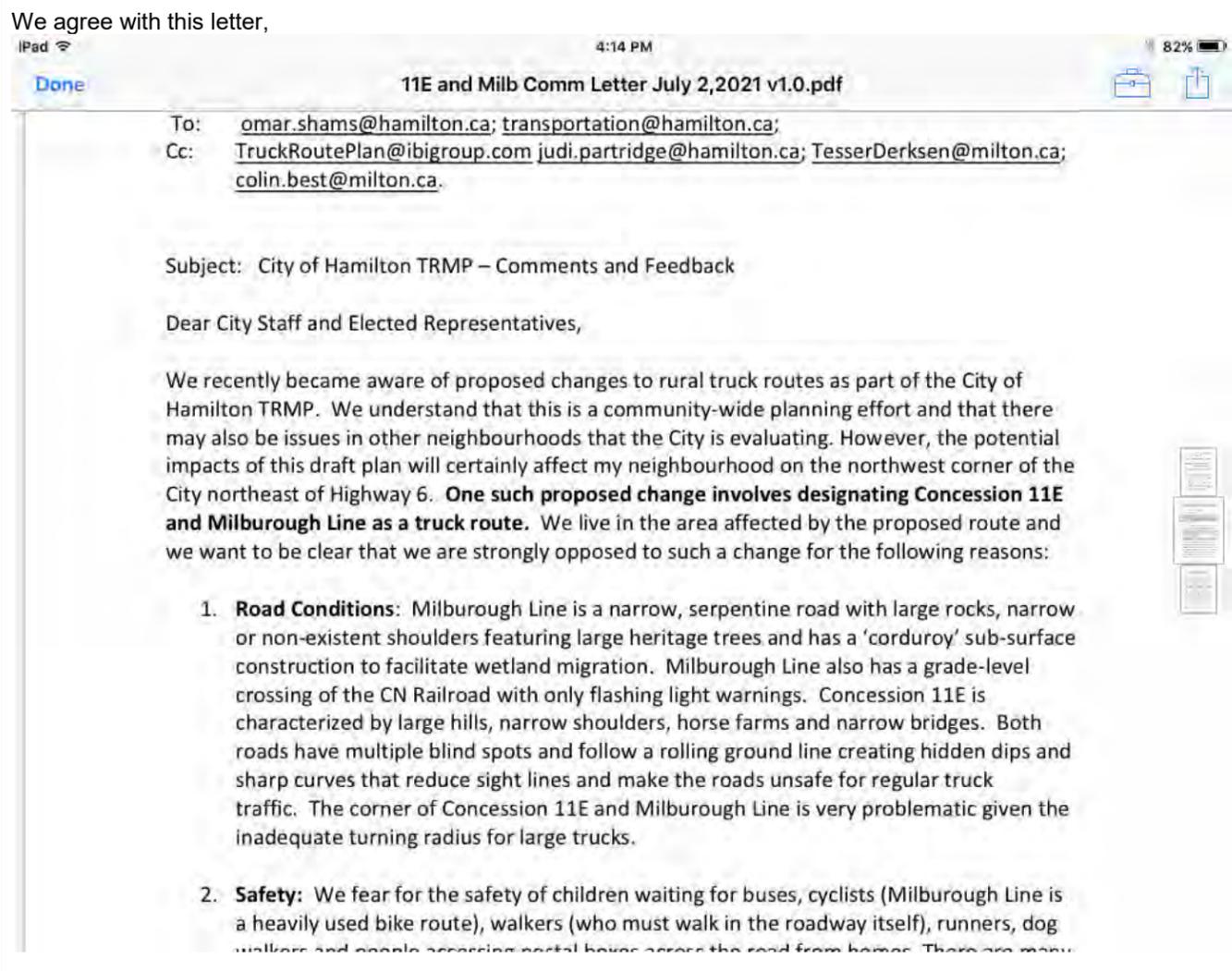
HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

527.	2021-07-15		<p>Attachment 527: City of Hamilton TRMP - Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.
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SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be ‘the thin edge of the wedge’. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton Response (Omar): Thank you for your thorough feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E. Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p> <p>With your permission, I will add your contact information to the project contact list for future updates regarding this project.</p>
528.	2021-07-08	<p>████████████████████</p>	<p>Attachment 528: City of Hamilton TRMP – Comments and Feedback</p> <p>Please note, we vehemently disagree with the proposed truck routes in the 11th Concession / Milborough Line area. There is absolutely no reason for such a substantial change to take place in this neighbourhood. It unnecessarily spends massive amounts of tax payers money, disturbs the environment far, far beyond what is acceptable in any other escarpment area and opens the door to unwanted industry.</p> <p>Mr. Shams, you mention that this area has "growth and new employment areas requiring access to efficiently move goods." That comment, right there, is the veiled declaration that you are making way for the quarry (we have been fighting against), to come to fruition. There are 3 other local quarries that have been in existence for many years and, still have many more years before those resources are exhausted.</p> <p>Please log my opposition to this proposal and provide a confirmation of this email.</p> <p>City of Hamilton Response (Omar): Thank you for your feedback regarding the draft recommended truck route network. Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E. The quarry, which the Province of Ontario refused their application based on strong community opposition by Friends of Rural Communities and the Environment and the appeal of Halton and Hamilton medical officers of health and councils to stop the quarry, <u>does not influence</u> the designation of any road as a truck route. Furthermore, to my knowledge, the agreement between the Province and the proponent placed a Conservation Covenant on the lands along the 11th Concession East, which prohibits any aggregate extraction on those lands as well as anything that will materially affect the quantity or quality of water. Relative to natural population growth in the communities and changing supply chain landscape and consumer behavior, the demand for essential human need products increases, which require efficient surface transportation to move goods within our communities. A truck route network is one way of managing goods movement in the transportation network. Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>

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529.	2021-07-16	[REDACTED]	<p>Attachment 529: Truck Route Plan on Concession 11 E</p> <p>We agree with this letter,</p>  <p>The screenshot shows an email titled "11E and Milb Comm Letter July 2, 2021 v1.0.pdf". The email content includes:</p> <ul style="list-style-type: none"> To: omar.shams@hamilton.ca; transportation@hamilton.ca; Cc: TruckRoutePlan@ibigroup.com judi.partridge@hamilton.ca; TesserDerksen@milton.ca; colin.best@milton.ca. Subject: City of Hamilton TRMP – Comments and Feedback Dear City Staff and Elected Representatives, We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons: 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

			<p>2 of 3</p> <p>roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks.</p> <p>2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility.</p> <p>3. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure.</p> <p>4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never</p>	
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p data-bbox="951 290 1013 314">3 of 3</p> <p data-bbox="1153 264 2060 445">been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it.</p> <p data-bbox="1115 481 2035 570">5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate.</p> <p data-bbox="1115 606 2060 939">6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</p> <p data-bbox="1115 975 2069 1247">7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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			<p>projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</p> <p>7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p> <p>8. The Future: This has the potential to be ‘the thin edge of the wedge’. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>With thanks,</p> <p>NAME and ADDRESS</p>

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SanID	Date	Name/Contact	Content
530.	2021-07-17	██████████	<p>Attachment 530: Hamilton Truck Route Plan</p> <p>I live at ██████████ Hamilton, ON ██████████ and was surprised to review the Hamilton Truck Route Plan and see that Queen St N is still designated as a truck route. Why are trucks still driving through the middle Hamilton? Should they not be going along York Boulevard? There is a senior's residence on Queen St N and many multi story dwellings with seniors and children who are walking to school, shops and appointments as they do not drive. At the very least, the city needs to expand the sidewalk to double the width and trucks should not be using the route when children are walking to school - truck hours should begin at 8:30.</p>
531.	2021-07-17	██████████ ██████████	<p>Attachment 531: Resident Opposition to new proposed truck routes</p> <p>Please review our concerns and opposition to the proposed truck routes on Whitechurch road and creating a thoroughfare for trucks through Glanbrook. We are totally opposed to these plans.</p> <p>Please share this with Omar Shams and others listed in attached letter.</p> <p>See attached:</p> <p>City of Hamilton's Response (Brenda's office):</p> <p>Thank you for your email and for sharing your concerns with Councillor Johnson.</p> <p>As requested I am forwarding this information to Omar Shams and the transportation group.</p>

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532.	2021-07-19		<p>Attachment 532: Subject: City of Hamilton TRMP – Comments and Feedback DORI GALLAGHER 322 11TH CONCESSION E FREELTON L0R 1K0</p> <p><i>We invite you to come out and see the area that you are about to destroy,</i></p> <p><i>The roads are blind, no shoulders, is home to countless wildlife - not even to mention the impact on TAXPAYERS lives and safety. The situation is already bad with speeders and cyclists. Someone has already been killed at 11E and Centre Road. Truckers speed and create noise and pollution. I take my life in my hands at 11E and Centre Road when cyclists dont obey the rules and the road. I have nearly hit MANY who dont stop at that stop sign and whiz on through.</i></p> <p><i>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</i></p> <p>1. Road Conditions <i>Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a ‘corduroy’ sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks.</i></p> <p>2. Safety <i>We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility.</i></p> <p>3. Environment <i>This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure.</i></p> <p>4. Community <i>The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it.</i></p> <p>5. Heritage <i>Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate.</i></p> <p>6. Impact/Volume <i>It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</i></p> <p>7. Cost <i>Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</i></p> <p>8. The Future <i>This has the potential to be ‘the thin edge of the wedge’. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</i></p> <p><i>Please log my opposition to this proposal and provide me confirmation of this email.</i></p>
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SanID	Date	Name/Contact	Content
			<p>City of Hamilton’s Response (Judi’s office):</p> <p>Thank you for reaching out to Councillor Partridge. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor is actually a former resident of the 11th Concession and is also against this proposal. She has made her position quite clear to Transportation staff that she has significant concerns in which are inclusive of your concerns noted in your email below. We appreciate hearing from the Ward 15 residents on such critical issues and thank you for your engagement. Please take care and be well during these challenging times.</p> <p>City of Hamilton’s Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E as truck routes.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p> <p>With your permission, I will add your contact information to the project contact list for future updates regarding this project.</p>
533.	2021-07-19	[REDACTED]	<p>Attachment 533: Proposed Hamilton Truck Route - Concession 11E to Milborough Line to Derry Road</p> <p>I am a resident of Concession 11E area and the proposed new truck route is also my daily work route.</p> <p>I would like to express my opposition to the proposed Hamilton Truck Route in the letter attached.</p> <p>City of Hamilton’s Response (Judi’s office):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p> <p>With your permission, I will add your contact information to the project contact list for future updates regarding this project.</p> <p>City of Hamilton’s Response (Omar):</p> <p>Thank you for including Councillor Partridge on your email. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor was once a resident of the 11th Concession East and has made her position quite clear to Transportation staff that she has significant concerns in which are inclusive of your concerns noted within your attached document and is not supportive of these changes. We appreciate hearing from the Ward 15 residents on such critical issues and thank you for your engagement. Please take care and be well during these challenging times.</p>

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534.	2021-07-17		<p>Attachment 534: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. 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Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton's Response (Judi's office):</p> <p>Thank you for including Councillor Partridge on your email. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor has made her position quite clear to Transportation staff that she has significant concerns in which are inclusive of your concerns noted below in your email and is not supportive of these changes. We appreciate hearing from the Ward 15 residents on such critical issues and thank you for your engagement. Please take care and be well during these challenging times.</p>
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SanID	Date	Name/Contact	Content
			<p>*Please kindly provide your <u>phone number</u> so that we may be able to contact you with any additional information that is brought to our attention. Thank you for your consideration*</p> <p>City of Hamilton’s Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E as truck routes.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p> <p>With your permission, I will add your contact information to the project contact list for future updates regarding this project.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

535.	2021-07-18	[REDACTED]	<p>Attachment 535: 11th Milborough Truck Route - You can't be serious!</p> <p>We recently became aware of the plan to use the 11th concession as a truck route.</p> <p>QUESTION:</p> <p>Have you driven on the route that you propose? Probably not, because if you had, you would NOT be proposing this serpent and narrow road. It isn't suitable for cars; let alone trucks.</p> <p>We live in this area and I can tell you that this is unsafe with many blind spots, potholes, and springtime road floods. I have had several close calls trying to get on Milborough from the 11th concession over the years, you can't see when there is a vehicle coming on the right side and before you know it, a vehicle is upon you.</p> <p>You should take the time to speak to the road maintenance crew and better yet the winter crew(plow drivers)</p> <p>We all know that truck drivers are dangerous drivers. I have to wonder if they would be interested in this path - they will find it too narrow, not to mention the wintertime conditions.</p> <p>This brings a great example, a city made a sidewalk for pedestrians which pedestrians would always cut the corner and ruining the grass, for several years the city would try to grow grass there, placed several signs use the sidewalk, but the pedestrian continued to cut the corner. In the end, the city reconstructed the path and adopted the pedestrian's path, the issue was resolved. If you propose this plan to move forward, doesn't mean they will use it.</p> <p>Obtain Second Opinions:</p> <ul style="list-style-type: none"> • Speak to local drivers that know the route. • Hire a route simulator • Have a neutral truck driver drive the route and provide their feedback. <p>Many times, decisions are made without consulting the people who work in a department, I hate to mention it but Milton is a prime example of emergency response (fire trucks) and housing development.</p> <p>If you move forward with this plan, there will be deaths. My other half is a retired firefighter (Oakville) with over 32 years of service and attended many car accidents. He strongly opposes this proposal and agreed there will be deaths on this route.</p> <p>SOLUTION:</p> <p>A better road would be Campbellville Road, trucks are already driving on that route.</p> <p>I oppose this proposal!</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your thorough feedback regarding the draft recommended truck route network.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E as truck routes.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase and further technical analysis. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p> <p>With your permission, I will add your contact information to the project contact list for future updates regarding this project.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

536.	2021-07-19		<p>Attachment 536: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We have family that live in the area affected by the proposed route. We visit regularly and spend time cycling with family members and friends 3 seasons of the year. We want to be clear that we are strongly opposed to such a change for the following reasons:</p> <p>1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks.</p> <p>2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility.</p> <p>3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure.</p> <p>4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it.</p> <p>5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate.</p> <p>6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</p> <p>7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p> <p>8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton's Response (Omar): Thank you for your feedback regarding the draft recommended truck route network.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E as truck routes.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase and further technical analysis. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p> <p>With your permission, I will add your contact information to the project contact list for future updates regarding this project.</p>

537.	2021-07-16		<p>Attachment 537: Hamilton Truck Route Master Plan Review Proposal</p> <p>The route selection, influenced by the GIS tool proposing the 11th Conc and Milborough line as a designated full time truck route challenges whether the outcome is sensible. This route is shown as two-dimensional map resulting in a straight line through a serpentine road. The road has an added third dimension of multiple changes in elevation and pitch which is not accounted for. This challenges whether the proposal make sense.</p> <p>In my experience with predictive software tools like GIS mapping, unless the boundary conditions are accurate and reflect the actual conditions of the environment, the outcome is nonsense. In other words, garbage in equals garbage out!</p> <p>On slide 14 of PIC 2 presentation, (June 24, 2021)</p> <div data-bbox="957 594 1703 1028" style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p style="background-color: #0070C0; color: white; padding: 2px; margin: -5px -5px 5px -5px;">Key Influences and Issues</p>  <p style="font-size: small; margin: 5px -5px 5px -5px;">IBI GROUP Hamilton June 24, 2021 14</p> </div> <p>8 key influences and issues are listed as considerations used in proposing the 11th Concession east and Milborough Town Line as a new truck route :</p> <ul style="list-style-type: none"> -environment & health -Public Health and safety -network connectivity -rural issues -social equity -emerging technologies and policies -development in employment area -hotspots <p>Every one of the key influences and issues listed will negatively impact our rural area; from the natural environment and ecosystems to the quality of life in. This area is an undisturbed and preserved ecosystem that is in balance with residential and agricultural operations and has been for more than a century.</p> <p>The City of Hamilton Roads Audit Report, recently released a scathing report that doesn't provide any confidence that there is adequate management and oversight to handle maintaining the current system let alone make ridiculous recommendations to expand the network in areas that lack logic and foresight. Listed below are the key findings of the City of Hamilton's Roads Audit Report.</p>
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City of Hamilton Roads Audit Report 2021

Quick Facts

City of Hamilton Roads VFM Audit determined:

- It would cost more than \$4 billion to replace all current road assets or pavement infrastructure within the city.
- \$203.7 million has been spent on rehabilitation and reconstruction of City Road infrastructure in the past five years.
- At its current rate, it would take 240 years to recycle the roads network through the current reconstruction approach.
- The City of Hamilton currently spends one per cent of replacement costs on the renewal of roads annually.
- The State of the Infrastructure Rating for Roads has improved from a D- in 2009 to a C in 2016.
- Management of roads should pivot its strategies towards preservation rather than reconstruction of the roads network across the city.

<https://www.hamilton.ca/government-information/news-centre/news-releases/city-auditor-releases-roads-value-money-audit>



Our community recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

			<p>neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <p>1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks.</p> <p>2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility.</p> <p>3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure.</p> <p>4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it.</p> <p>5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate.</p> <p>6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</p> <p>7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p> <p>8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton’s Response (Omar):</p> <p>Thank you for your thorough and insightful feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E as truck routes.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase and further technical analysis. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p> <p>With your permission, I will add your contact information to the project contact list for future updates regarding this project.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

538.	2021-07-18		<p>Attachment 538: Please reconsider designating Concession Rd 11 E and Milborough Town Line as Truck Routes</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton's Response (Judi's office):</p> <p>Thank you for reaching out to Councillor Partridge. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor is actually a former resident of the 11th Concession and is also against this proposal. She has made her position quite clear to Transportation staff that she has significant concerns in which are inclusive of your concerns noted in your email below. I have also included our Project Manager and his team</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>on this response for their acknowledgement to your opposition as it will be taken into consideration when making any final decisions. We appreciate hearing from the Ward 15 residents on such critical issues and thank you for your engagement. Please take care and be well during these challenging times.</p> <p>City of Hamilton’s Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E as truck routes.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase and further technical analysis. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p> <p>With your permission, I will add your contact information to the project contact list for future updates regarding this project.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

539.	2021-07-19	<p>████████████████████ ██████████</p>	<p>Attachment 539: New Truck Route Con 11 E and Milborough Rd</p> <p>Hello</p> <p>My family and I are long time residents of ██████████ ██████████</p> <p>We travel these roads From April 15 – October 15 all the time And during the winter for inspections of our place at Lawson</p> <p>I don't mind admitting city folk can find this road challenging without adding any large truck traffic It is a beautiful stretch of road to drive Winding road – lots of big trees – many ups and downs But it also creates lots of blinds spots You have to be on guard constantly – animals of all kinds are darting in and out</p> <p>And then there are motorcycles – and SO MANY bicycles – and so often bicycles in large groups – something we are not used to in the city Sections of the road are not wide – when you are trying to maneuver obstacles or animals it becomes very interesting – my wife has grabbed her seat many times, thinking she headed into the ditch! Which she is not but she does not like getting that far over. Add to that farm equipment – always people walking dogs and families with kids – this section of road you need to be VERY alert and paying special attention at all times without TRUCKS Oh and I forgot to mention periodically horses either along the road or crossing.</p> <p>Very close to Lawson there is a bridge that two vehicles can barley pass I would not want to pass on the bridge with a Large truck</p> <p>Once in a while there is a large dump truck on these roads- perhaps they are not supposed to be – but I have seen them and they tend to drive in the middle of the road – we have a full size van and you have to get right over to the right close to the ditch to get our of there way.</p> <p>If large trucks were allowed on these roads constantly and they stop or break down – passing one of them especially at a spot with a small hill or a bend in the road – will be extremely dangerous. Creating a truck route on these roads will be extremely dangerous for other drivers, bicycle riders, pedestrians just out for a walk and with their pets, for pets, and of course for children. These trucks will NOT follow the speed limits – they will be pushing the limits constantly – people are going to get hurt or worse killed. Rocks and other things fly from large trucks which will injury people walking or bicycle traffic.</p> <p>Property values will immediately suffer – no one is going to want to buy a home that once was on a beautiful country style road that is now a raceway for huge trucks. And if it gets really bad even long time residents of Lawson Park – Many retired or about to retire are not going to fight with trucks and listen to loud noise and breath in the pollution from them. We come to Lawson Park to relax and get away from the city – the last thing we want is a HIGHWAY running by the front door!</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>Please put a STOP to the TRUCK ROUTE</p> <p>City of Hamilton’s Response (Judi’s office):</p> <p>Thank you for including Councillor Partridge on your email. As this study has progressed, Councillor Partridge continues to work with staff to ensure resident comments and concerns are taken into consideration. The Councillor was once a resident of the 11th Concession East and has made her position quite clear to Transportation staff that she has significant concerns in which are inclusive of your concerns noted below in your email and is not supportive of these changes. We appreciate hearing from the Ward 15 residents on such critical issues and thank you for your engagement. Please take care and be well during these challenging times.</p> <p>City of Hamilton’s Response (Omar):</p> <p>Thank you for your thorough and insightful feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E as truck routes.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase and further technical analysis. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p> <p>With your permission, I will add your contact information to the project contact list for future updates regarding this project.</p> <p>Follow up email:</p> <p>Thank you for your response</p> <p>You have our permission</p>
540.	2021-07-20	██████████	<p>Attachment 540: City of Hamilton TRMP – Comments and Feedback</p> <p>Please find attached my comments and feedback concerning the City’s proposal to designate Concession 11E and Milborough Line as a truck route. As my response contains many photographs, I have put it in PDF format.</p> <p>I would appreciate an acknowledgement of receipt of this email and a response to my initial question.</p> <p>City of Hamilton’s Response (Omar):</p> <p>Thank you for the pictorial submission regarding the draft recommended truck route network.</p> <p>Please consider this email as confirmation of receipt of your input in this planning process and your opposition to the truck route designation of Concession 11 and Milborough Line.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received and further technical analysis. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p> <p>With your permission, I will add your contact information to the project contact list for future updates regarding this project.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

541.	2021-07-20	[REDACTED]	<p>Attachment 541: City of Hamilton TRMP - Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future: This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

<p>542.</p>	<p>2021-07-17</p>		<p>Attachment 542: City of Hamilton TRMP - Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. I understand that this is a community-wide planning effort and although I do not live in the neighbourhood on the northwest corner of the city northeast of Hwy 6, I am very familiar with that area and visit often. I believe that the potential impacts of this draft plan will certainly have a significant negative effect on this neighbourhood. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. I am strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety I am concerned for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In my view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after a recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E as truck routes.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase and further technical analysis. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p> <p>With your permission, I will add your contact information to the project contact list for future updates regarding this project.</p> <p>Follow up email: Thanks for your response to my email. Yes I would like to be added to the project contact list so that I can continue to be updated on the truck route plan.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

543.	2021-07-18	[REDACTED]	<p>Attachment 543: Proposed route opposed</p> <p>Concession 11 and Milborough Line as a truck route. We live in the area and cycle this route and are affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety***very strong We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your thorough feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E as truck routes.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received during this engagement phase and further technical analysis. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>With your permission, I will add your contact information to the project contact list for future updates regarding this project.</p> <p>Follow up email: Thanks for your reply. You have my permission to include me on the project contact list to receive future updates regarding this project.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
544.	2021-07-20	██████████	<p>Attachment 544: City of Hamilton TRMP</p> <p>Dear City Staff and Elected Representatives,</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City, northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a “corduroy” sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and a roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right! Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour, which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions o dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. The Future: This has the potential to be the “thin edge of the wedge”. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now! <p>Please log my opposition to this proposal and provide me confirmation of this email.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
545.	2021-07-20	[REDACTED]	<p>Attachment 545: Proposed Nebo Road Truck Route Designation.</p> <ul style="list-style-type: none"> > In consideration of the ongoing road construction on regional road 56, Rymal Road and Upper James/Hwy 6, it is not a surprise that there is a congestion issue in the south end of Hamilton. > But designating any other roadway as a truck route in response to this is a dangerous and irresponsible knee-jerk reaction to a problem that originated in the offices of the city planning department. > The current load restrictions on Nebo Road south of Dickenson Road(5000kg/axle) makes perfect sense in that, like all the other country roads in Glanbrook, the narrow roads are marked with only a centre line and leaves no space for large vehicles to avoid the many already large agricultural machines. > Competitive cyclists regularly use Nebo Road to train on because of the many hills. The hills, however, create an extremely dangerous situation for large trucks because they conceal a large number of driveways, and these large trucks need time and distance to stop. Heavy trucks would never have the needed distance to stop or avoid collisions. > Nebo Road south of Dickenson also has no shoulder. None. No curb, no path, or any other safe place for vehicles to get off the road in an emergency. Take a drive on Nebo Road on a Friday morning during waste collection and join the convoy that follows the garbage truck because it is often too dangerous to go around them. > The residents of Nebo Road understand the risk and dangers- we live it every day. We don't speed, we don't pass. We know the hazards that are over the hill or around the curve. It is icy and slick in winter, and mistakes are unforgiven. Nebo Road is deep ditched, with many narrow culverts that aren't built like bridges and numerous hidden driveways. > > Let's not increase the risk by adding heavy trucks to the mix. The road can't take the weight, and the potential for injury and loss of life is too great. <p>City of Hamilton's Response (Brenda's office):</p> <p>Thank you [REDACTED]!</p> <p>Take care and stay safe</p>
546.	2021-07-21	[REDACTED]	<p>Attachment 546: opposed to truck route changes</p> <p>See attached.</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your thorough feedback regarding the draft recommended truck route network.</p> <p>Please accept this email as confirmation of receipt of your feedback and your opposition to the draft truck route designation of White Church Road and Nebo Road.</p> <p>Please note that public and stakeholder feedback is an integral part of this master planning process and will inform the steps path forward. Based on the feedback received and further technical analysis, a final draft network will be presented before the Truck Route Subcommittee in Fall 2021 and subsequently the City Council for their review and input.</p> <p>With your permission, I will add your contact information to the project contact list for future updates regarding this project.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
547.	2021-07-20	[REDACTED]	<p>Attachment 547: Truck Route Proposal for Shaver Rd.</p> <p>On June 21 I filed an objection on the website for the TRMP review detailing the safety issues that making Shaver Rd. a daytime truck route will create. I also attended the virtual session on June 24 and heard similar concerns and comments regarding this portion of Shaver Rd. Other than a confirmation letter that my feedback was received and a commitment to get back to me 'as soon as possible', I have heard nothing further.</p> <p>Making Shaver Rd. a truck route will create very unsafe conditions. Since these changes are due to be finalized this quarter, time is running out for me to take my objection to the next level. What is the plan to address my concerns and if there is no plan, who should I elevate my concerns to?</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>By way of this email, I confirm that your opposition to the proposed truck route designation of Shaver Road has been logged and will be taken into consideration in the next revision of the network.</p> <p>Please note that public and stakeholder feedback is an integral part of this master planning process and will inform the steps path forward. Based on the feedback received and further technical analysis, a final draft network will be presented before the Truck Route Subcommittee in Fall 2021 and subsequently the City Council for their review and input.</p> <p>You also have the opportunity to delegate at the Truck Route Sub-committee if you feel your concern was remained unconsidered in the final plan.</p> <p>With your permission, I will add your contact information to the project contact list for future updates regarding this project.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

<p>548.</p>	<p>2021-07-21</p>		<p>Attachment 548: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please consider this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Concession 11 and Milborough Line as a truck route.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>Please note that the draft recommended truck route network is subject to change based on the feedback received and further technical analysis. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p> <p>With your permission, I will add your contact information to the project contact list for future updates regarding this project.</p>
549.	2021-07-22	[REDACTED]	<p>Attachment 549: Dickenson Road East - Truck Route Plan</p> <p>Hope you're all keeping well.</p> <p>Thank you for the opportunity to provide feedback and comments in regards to the Truck Route Master Plan.</p> <p>I have attached our letter here that lists and explains our concerns in regards to Dickenson Road East becoming a truck route. Please note there are some questions listed at the end of my letter as well that I do hope can be answered.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

550.	2021-07-21		<p>Attachment 550: City of Hamilton TRMP – Opposition Email</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please accept this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E as truck routes.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>Please note that the draft recommended truck route network is subject to change based on the feedback received and further technical analysis. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p> <p>With your permission, I will add your contact information to the project contact list for future updates regarding this project.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

551.	2021-07-11	[REDACTED]	<p>Attachment 551: Virtual Meeting July 7th, 2021- Proposed Changes to Glanbrook Truck Routes</p> <p>Thankyou for the info on the proposed Truck Route meeting.</p> <p>Unfortunately I was not able to attend.</p> <p>As you know I live on White Church Road and am very concerned.</p> <p>Would you be able to share any info or contacts on the matter?</p> <p>City of Hamilton’s Response (Brenda): Hope all is well</p> <p>I have copied Omar Shams who is the Project Manager of the Truck Route Review to help provide any information you need. Take care and stay safe</p> <p>City of Hamilton’s Response (Omar): The PIC material, the draft recommended truck route maps, and the recording of the PIC#2 session from July 24 is available on the project webpage at www.engage.hamilton.ca/TRMP.</p> <p>The city-wide draft recommended truck route network map can be accessed via the link below: https://www.hamilton.ca/sites/default/files/media/browser/2021-06-17/trmp-review-pic2-truck-route-network-map.pdf</p> <p>Maps of sub-area draft recommended truck route network can be accessed via the link below: https://www.hamilton.ca/sites/default/files/media/browser/2021-06-17/trmp-review-pic2-truck-route-network-map-subareas.pdf</p> <p>Please let me know if you have any questions or require additional information</p> <p>Follow up email: I understand how trucking is a vital component to the economy of Hamilton and appreciate that it must exist and be managed.</p> <p>There will be no perfect system, but clearly directing trucks onto roadways that expedite efficiencies and safety while protecting residential neighborhoods from excessive noise and pollution seem to be the goals.</p> <p>I am pleased to see the plan for the future link which will divert truck traffic away from residences and enhance efficiencies.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>I personally think that Hwy 6 from the 403 should be extended to Hwy 56, so trucks could travel to destinations within the region and further into the peninsula without ever having to travel on a Hamilton roadway.</p> <p>As a resident of Hamilton, who lives on White Church Road, I see how the growth of our municipality is adding to the traffic on our current roadways and I am concerned, it is not ideal for houses to be situated on highways.</p> <p>I recall the change that occurred years ago to Limeridge road, which transitioned it from a through road to a neighborhood access road only, which provided the residents proximal to that roadway greater safety and less pollution.</p> <p>I hope the same goals are being considered in all future roadway changes.</p> <p>Thankyou for the information,</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

<p>552.</p>	<p>2021-07-22</p>		<p>Attachment 552: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. As a resident of North Burlington, we live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton's Response (Omar):</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>Thank you for your feedback regarding the Hamilton draft recommended truck route network.</p> <p>Please accept this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Millborough Line and Concession 11 E as truck routes.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received and further technical analysis. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p> <p>Based on your interest, with your permission, I will add your name to the project contact list for future updates regarding this project.</p> <p>Follow up email:</p> <p>Thanks for your email and I am fine with you adding my name to the list.</p>
553.	2021-07-22	[REDACTED]	<p>Attachment 553: A new question has been added to Virtual Public Information Centre #2</p> <p>I would like to see the heavy truck traffic reduced through the Village of Millgrove on Concession 5 West. I worry for the safety of children walking to Millgrove Elementary School. I frequently see parents walking against traffic where there are no sidewalks and very narrow shoulders, sometimes pushing strollers as well, trying to deliver their children safely to school. The speed limit through the school zone is 40km/h, but frequently is ignored by drivers who are hurrying to get to highway 6. We also have the Millgrove store and Post Office on the concession which attracts pedestrians, children on bicycles and larger groups of cyclists who stop at the store for breaks. Seems incredibly dangerous when large trucks are trying to pass groups of cyclists, sometimes riding side by side, forcing the trucks to pull entirely into the on-coming lane. Why is heavy truck traffic allowed to travel through the heart of the "Village" where houses are most concentrated and close to the road, as well as the location of an elementary school, daycare and General Store ?</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
554.	2021-07-23	██████████	<p>Attachment 554: Concession 11E Truck route- opposed</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety Personally, I fear for the safety of cyclists (I am a cyclist and use this route multiple times a week) For people on that road, the safety of children, walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelton Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
555.	2021-07-23	[REDACTED]	<p>Attachment 555: City of Hamilton TRMP</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating; however, the potential impacts of this draft plan will certainly affect the neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. Our children and grandchildren live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety We fear for the safety of our grandchildren and other children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadways as there are no sidewalks nor is there room for installing sidewalks), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Wildlife such as deer, fox, etc. often come out of the woodlands crossing the roadways in this heavily forested area increasing the dangers to the truckers and residents. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Trucks exiting from 11E onto 6 South 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 11E is also subject to flooding and/or standing water increasing the hazardous conditions on the road for truckers and residents. 4. Community. The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. 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To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

556.	2021-07-23		<p>Attachment 556: City of Hamilton TRMP - Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. 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If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			Please log my opposition to this proposal and provide me confirmation of this email.
557.	2021-07-23	██████████	<p>Attachment 557: Nebo Road Truck Route Objections</p> <p>Would like to take some time to emphatically express my opposition to make Nebo Rd. even more of a truck route in the fall of 2021.</p> <p>Here are my concerns:</p> <ul style="list-style-type: none"> · I walk between my home on Nebo and Airport Rd. multiple times per week. Nebo Rd. has no sidewalks and very restricted shoulders for walking so for the most part people are walking on the road and moving to the side when a vehicle approaches. Unfortunately there are times when vehicles don't move over and pass at far greater than the speed limit leaving pedestrians little room to manoeuvre to safety. This is bad enough when being passed by passenger vehicles. Large trucks would create an even more dangerous situation even at posted speed limits. I've included some photos of shoulders and limited spaces to move to when vehicles are passing you on the street. · Groups of cyclists often use Nebo Rd for leisure. Groups of 3 to 10 cyclists are not uncommon. What happens when trucks intersect with cyclists in both the Southbound and Northbound directions at the same time? Unfortunately there is nowhere to go. I would like to think that drivers are courteous enough to slow and permit pedestrians/cyclists the "right to live" but I can assure you some drivers are not so courteous. · Nebo is a country road. Regularly farm vehicles are much WIDER than the single lane they travel on causing regular passenger traffic to attempt to move to the side of the road while the farm vehicle passes. What happens when trucks intersect with these farm vehicles? · Noise levels would increase, as well as vibration in our homes. Currently the road is used for "local deliveries only" but that is not the case. I doubt very much that the garbage trucks from Norfolk are doing local deliveries. These large trucks are loud and cause vibration in our homes taking away the enjoyment of our personal homes. · The Linc, Rymal Rd. and Upper James are all suited to support truck traffic and preserve the safety of pedestrians with sidewalks set back from the road, dedicated purpose (The Linc) which don't affect people's lives and their ability to exercise near their home. <p>I invite any of you to join me on a walk down these roads at any time of the day and experience fully the impact of an already busy road and the safety conditions walkers and bikers would experience in their neighborhoods. Please call my number and we can take a walk and experience first hand some of the challenges we may face.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
558.	2021-07-23	<p>██████████</p> <p>██████████</p>	<p>Attachment 558: Opposition Letter for TRMP</p> <p>Dear City Staff and Elected Representatives,</p> <p>On behalf of my myself and my mother, we very strongly object to the proposed truck route on the 11th Concession E. and Milborough Line. These two roads, Milborough Line in particular, are totally unacceptable prospects for a 24/7 truck route.</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <p>1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a ‘corduroy’ sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks.</p> <p>2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility.</p> <p>3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelton Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure.</p> <p>4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it.</p> <p>5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate.</p> <p>6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</p> <p>7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p> <p>8. The Future This has the potential to be ‘the thin edge of the wedge’. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log our opposition to this proposal and provide me confirmation of this email.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
559.	2021-07-23	[REDACTED]	<p>Attachment 559: PIC#2 Truck Route Master Plan - Attendance</p> <p>Is there any chance the comment period can be extended? I am hearing from residents that they didn't realize they could watch the recorded session and still provide comments in an informed way.</p> <p>City of Hamilton Response (Omar): Based on the public request, we extended the comments deadline from July 9 to July 25. We are open to extending the deadline once more until the end of the month (Friday, July 30) to allow members of the public to review the recording/material and provide informed feedback.</p> <p>Comments can be submitted via email to Transportation@hamilton.ca and TruckRoutePlan@ibigroup.com or through the online feedback form available on Engage Hamilton project page (www.engage.hamilton.ca/TRMP)</p>
560.	2021-07-23	Omar Shams	<p>Attachment 560: Truck Route Master Plan Comments Deadline Extension - July 30, 2021</p> <p>The City of Hamilton and the Truck Route Master Plan Review project team would like to thank you for your active participation and valuable input in this master planning process.</p> <p>While many of you have provided informed feedback for our consideration in the following stages of this study, I would like to inform you that the deadline for feedback has been extended to July 30, 2021, to allow stakeholder to review the material, discuss within their organization and provide additional feedback.</p> <p>The Citywide and sub-area truck route network maps are available on the project webpage at www.engage.hamilton.ca/TRMP. A recording of the Public Information Centre#2 is available on the project page for your review.</p> <p>We appreciate your additional feedback by the end of the day on July 30, 2021.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
561.	2021-07-24	██████████	<p>Attachment 561: City of Hamilton TRMP – Comments and Feedback</p> <p>In the last few days I became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. One of the proposed changes involves designating Concession 11E and Milborough Line as a truck route.</p> <p>The area affected by this proposal is a prime cycling route and as an enthusiastic regular road cyclist I want to be clear that I am strongly opposed to such a change. The Milborough Line road is a very popular route for cyclists not only on weekends but any day of the week. It's a key cycling north-south road linking Derry Road and Carlisle Road to Campbellville road.</p> <p>It's a beautiful part of our region. This road is narrow, winding, rolling, forested and lined up with horse farms and many hard to detect driveways. And with low speed car traffic and its tranquillity it's perfect for cycling. I often see runners, walkers, dog walkers, people retrieving their mail and people stopping for road stands along the way. The cyclists feel relatively safe using this road.</p> <p>To designate this road as well as concession 11E as a truck route would surely jeopardize the safety of all cyclists and the residents of the area. Trucks do not mix well with cyclists. It's a dangerous combination.</p> <p>It would be a big mistake to break the tranquillity of these road and introduce noisy trucks with high decibel air brakes and polluting emission. It would devastate the natural character of these beautiful Hamilton & Halton rural roads and would change forever the peaceful nature of the whole area.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>Thank you for your careful consideration,</p>
562.	2021-07-24	██████████	<p>Attachment 562: A new question has been added to Virtual Public Information Centre #2</p> <p>Have the project consultants spent any time on a truck route? There are multiple sections that travel through significant residential areas, in the case of Victoria Street it passes a neighbourhood park. Why do the consultants think that heavy industrial traffic should be prioritized over residents in a neighbourhood?</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
563.	2021-07-24	[REDACTED]	<p>Attachment 563: (No subject)</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelton Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
564.	2021-07-24	<p>██████████</p> <p>██████████████████</p> <p>██████</p>	<p>Attachment 564: TRMP</p> <p>I have not answered the survey directly as I have not had time to study all the truck routes in Hamilton.</p> <p>I am most concerned about the route along Cootes and Olympic Drives in Dundas. I am attaching a letter written on behalf of Dundas Turtle Watch</p> <p>City of Hamilton’s Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route and the unavoidable impact of truck traffic on environmental health.</p> <p>Please consider this email as confirmation of receipt of your submission in this planning process. While our objective is to minimize the negative impact of truck traffic on the greater community’s interests and environmental health, we are also obliged to manage the safe movement of trucks that deliver essential human products to our communities.</p> <p>Given installation of a fence or wildlife crossing infrastructure is beyond the scope of this undertaking; we will take the liberty to share the outlined environmental concern in your submission with the city staff in charge to review and plan for any mitigative measures to protect the life of turtles crossing Cootes Drive in the precincts of Spencer Creek crossing.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

565.	2021-07-24		<p>Attachment 565: Dickenson Rd E Truck Route and Sewer Trunk Line</p> <p>My husband and I are residents in Dickenson Rd E. Recently, we have found out that our road has been included in the plans to turn it into a truck route. We have thought about the effects it will have on us, our neighbours , the wildlife , the environment and our children’s safety and also the impact it will have on our life investment-Our Home. I have listed our concerns with links further down the letter to support the impact this will have on our health , the environment, the wildlife and the values of our home if trucks are introduced to Dickenson Rd E.</p> <p>We can appreciate the many years that has gone into planning this however I feel the negative impact that this will make will outweigh its benefit. We would like to send you this formal request to be allowed to speak at your committee meeting in the fall before you make a decision In light of us just recently being informed on what was happening to our road?</p> <p>We definitely have some legitimate concerns with Dickenson Rd East being added as a truck route with regards to our communities safety and whether it’s really necessary. A large group of Dickenson residents have lived on this street for many years. Some other families have raised their children here and now their grandchildren come to visit. I am fortunate enough to be able to babysit my grandchildren when their parents are working. Others have recently moved to Dickenson Rd to build their dream homes and hopefully raise a family here for many years. It is a peaceful place with fresh air and birds chirping. We see wildlife galore that only some people in the city core could even dream of. We can travel down our road to see horses , cows and roosters on owned farmlands and we can look out our back yards and see deer, raccoons, possum, coyotes, hawks, turtles and other wildlife. I know to some people this isn’t a big deal , however this is the place we have chosen to call home and it’s a big deal to us.</p> <p>We have recently been informed of the new Truck Route plan that is to be taking place in the near future on our Dickenson Rd . My husband and I call it “OUR” road because we take pride in our property and are proud to say we live here.</p> <p>This news has been a huge shock to a lot of area residents including our family. We feel we have not been informed adequately and feel that this has been done without having any regard to those that live in this area. Flyers being sent to home owners through regular mail isn’t the right way to inform people when something this major is going to take place in their front yard. Those flyers look like junk mail and would likely have been tossed into the garbage if they were received at all. A local newspaper or the odd tv add isn’t helpful nor owner specific either. My one complaint is about the method the City of Hamilton used to inform the homeowners on Dickenson and surrounding areas on the new proposed truck Routes. Certainly another method could have been to specifically address mail to the homeowner and also notifications in our tax bill could have been a better way of communicating. This is just a note for future changes within the City of Hamilton that shows some respect to the homeowners who are paying taxes.</p> <p>One of our main concerns about the Dickenson Rd E. truck route is for the safety of residents in the area. A lot of people use our street for cycling , going for walks with their family and pets . We are also lucky enough to have The Rail Trail within walking distance for some of us. So many people come from different areas across this city and further to use this trail . People bring their bikes, strollers and their pets to take advantage of what The Rail Trail has to offer. During some busy times we now have to be very careful when crossing the main roads that go through the Rail Trail and we can’t imagine the close calls or worse that will arise when transport trucks are speeding down our roads oblivious to pedestrians and animals crossing the streets at those crossings. This is certainly not where we could even fathom that a truck route would be introduced.</p> <p>We also do not even see the need for this truck route to go through our neighbourhood. The truck routes and highways in this area including but not limited to Upper James , #6 Mount Hope cut to the 403, the 403, The Linc and Rymal have been built to accommodate large trucks . These roads are NOT over travelled and are NOT bumper to bumper and require the overflow of trucks to be funnelled down Dickenson Rd East. We understand projective growth however many of us have asked questions about the numbers of trucks that could be potentially travelling our road. We have yet to be given any concrete answers for which we could justify why Dickenson Rd E. would even have been considered. There has to have been some sort of planning where projective growth numbers could have and should have been taken into consideration when making this decision. Once again we have not seen any of this documentation. These questions were asked during both WebEx meetings. We are also aware of the huge A.E.G.D. T.M.P. at the corner of Upper James and along Dickenson Rd West. A lot of these changes seem to accommodate the future of this specific location when it comes to our road.</p> <p>My husband and I have also recently been notified of the trunk sewer that will be installed down our road. A lot of us attended the WebEx information night and were able to ask questions and some were not. There was a second WebEx meeting and although we spoke we still didn’t get some questions answered. One of our main concerns for this is having our road torn up for sewers and then finding out that this isn’t for the Dickenson residents. We somehow are having to put up with road closures, noise , dirt, property loss and destruction of trees for years and we are not benefiting by this at all. This sewer trunk is being put in for the A.E.G.D expansion and not for any local residents. This year our taxes have gone up and we question why the increase. Is this to help pay for the sewer install or anything to do with the Truck Route? If so that also concerns us when none of the Dickenson Rd East residents I have spoke to want this or will benefit in any way by either of it happening. We have also wondered why there isn’t an alternative route where it isn’t a residential neighborhood that the truck route could have been located if you need one ? We have also wondered what has happened to the #6 Mount Hope cut bypass that would link up to the redhill which we have researched and saw it was in some planning stage? So many questions we have, and unfortunately very little answers.</p> <p>Another concern we have for us as homeowners on Dickenson Rd East is about the future values of our home if and when we may decide to sell . We have moved here for peace/tranquillity and to retire and we also moved here as an investment into our future. We see this Truck route as a huge deterrent when it comes to future prospective buyers. My husband and I would never have invested what we have into our home if we knew it would be a designated Truck route. We are sure you and others can see our point on this.</p> <p>My husband works different shifts and could be sleeping during the operating times you have allocated for the truck route. I also have a granddaughter that naps during the day. We are so close to the road now and I can’t imagine anyone getting any sleep during the day with the trucks roaring up and down our road and constant gear changing</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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My family and neighbours have huge concerns for the children waiting for busses and the constant congestion with trucks being lined up while the children are loading/unloading the busses. Some children on our street have physical and learning disabilities which takes them longer to get secured on the bus. The children on Dickenson Rd have no choice but to stand close to the road while waiting for their bus. Some children stand waiting on their own because parents may have already left for work. We are also concerned about the accelerating, braking and exhaust emissions from the trucks and our children . They will be subject to stones and tree branches flying everywhere as the trucks speed down our roads. This is also a serious issue with the children waiting for busses and cyclists and pedestrians who may still try to cycle or walk down our road. What about the children or adults trying to walk to their friends house two doors down? This can not happen if Dickenson becomes a truck route. (Quote 2,4,5)</p> <p>2. Inconvenience... Residents and visitors will not be free to use the road where we live because of the danger from narrow roads, no sidewalks and speeding trucks. The congestion and idling on garbage day, mail delivery and school pick-up and drop-offs will become frustrating not only to the residents but the employees trying to do their jobs. This will also impede the trucks from getting to their destinations quickly. Mail is every day and there are lots of home deliveries of all sorts to the residents. A lot of us have mail boxes across the street. This will not be safe to say the least. What will happen on garbage pick up days and when local deliveries are taking place on our roads and when people are getting in and out of their properties? What about adding snow removal during those days also? Has any of this been planned and what is going to happen? People will be frustrated and accidents will definitely happen and more so in the winter months when the roads are slippery and when it's snowing. I can't imagine when there is black ice and where these trucks will end up when they slide off the road. Access to and from our driveways will not only be inconvenient, but hazardous for those that don't have a clear sight of view when trying to leave their home and pulling out onto Dickenson when more traffic, including trucks, will be on it.</p> <p>3. The Rail Trail.... This pedestrian path crosses both Dickenson and Whitechurch Rds. There has never been any spots allocated for parking at those entrances. Vehicles are sometimes just barely off the roads when they are parked there. People also cross from one part of the path to another through these two roads with strollers, pets and bikes and sometimes we find ourselves quickly getting across now before a vehicle comes and I can't imagine what it will be like with the trucks. There isn't much room for passing around any vehicles parked at the entrance of the Rail Trail. Our roads are very narrow and we have no sidewalks or soft shoulders anywhere along Dickenson. What will happen to those people with pets, children or bikes trying to get across these roads when there aren't any safety procedures put in place ? Will it stop people from using this beautiful trail that so many people, local and from afar, come to use? A horse boarding and riding stable is at the corner of Nebo and Dickenson. A lot of times people ride their horses on The Rail Trail . They access it by Dickenson Rd. This will definitely affect their use of this trail.</p> <p>4. Environmental Concerns.... Wildlife will be killed constantly on the road . There are farms with cows and horse boarding stables along Dickenson Rd. Those will be subject to the loud engine and braking noises and diesel emissions . Diesel emissions have been known to cause cancers and all sorts of respiratory issues. I have added quotes supporting this regarding people who live close or on known truck routes. We also know local animals will leave our area and for most of us that is one of the major reasons why we moved here and stayed here. This will disturb the ecosystem and our quiet residential area with beautiful scenery and wildlife. Animals will leave the area when truck traffic is introduced and there is less natural habitat for them to survive. This too will bring unwanted wildlife into urban core areas and cause problems including coyotes, skunks, raccoons and other animals looking to escape the traffic and noise. Another link is added to show why animals end up in areas they are not supposed to be.</p> <p>(Quote 1 @ 3 below)</p> <p>5. Home Values If I wanted to live on a truck route I could have saved money and bought on a truck route. I grew up in Mount Hope on highway 6. My parents bought the house knowing it was a road that trucks travelled on. Our houses were set back further and traffic was a lot less then. They understood the value of their property when purchasing and selling because it was on a main road. I moved to Hamilton Mountain on a quiet road, where I raised my children. I decided to move to Dickenson Rd because I now have grandchildren that come everyday and living on a truck route wasn't an option. I would never have purchased the home if I knew this could be the outcome. People who live here with young children are already concerned with everything and it will limit the prospective buyers and we will definitely be reducing the values of our properties. Also when truck routes are established then industry comes right behind it and then a further reduction in values and property desirability on Dickenson Rd.</p> <p>We have also learned recently that a trunk sewer line will be installed from the A.E.G.D. Project at Upper James and going down Dickenson Rd east past our home. With this and the major updates that will be needed to turn Dickenson Rd into a truck route we will be forced to be under construction for years which will keep us strapped to our homes</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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<i>Protect the City's road infrastructure that cannot bear restrictions on bridges).</i>	<i>heavy loads or roads where truck traffic would be</i>	<i>unsuitable (e.g. narrow lanes, weight</i>									

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			<p>The human health impacts range from cardiovascular, respiratory and nervous system disorders with both acute and chronic symptoms”</p> <p>2–Quotes from https://www.whsc.on.ca/files/resources/hazard-resource-lines/diesel-exhaust-whsc-resource-line.aspx</p> <p>“As mentioned, diesel exhaust is also a significant threat to public health. With vehicles being a major source of diesel exhaust, anyone living, playing, working and going to school near busy highways and roads is at risk.”</p> <p>“Children are also especially vulnerable to air polluted with diesel exhaust. They generally spend a lot of time outside actively playing and inhale proportionally more air than adults. “</p> <p>3–Quotes from https://www.cbc.ca/amp/1.5339472</p> <p>Air pollution levels are "definitely too high for the public" near major roadways in Canadian cities — especially at rush hour and in winter — and poorly maintained diesel trucks are largely to blame,</p> <ul style="list-style-type: none"> • • Most of the pollution recorded beside major roads, including 80 per cent of nitrogen monoxide and 60 per cent of black carbon, came from local traffic. • Emissions, especially of nitrogen oxides, were far worse in winter. Evans said that's because vehicle systems designed to reduce those emissions, such as catalytic converters are "really not designed for the Canadian climate" and work poorly in cold temperatures. <p>4–Quotes from https://www.cbc.ca/amp/1.4998615</p> <p>Speed is the killer. The only way to stop the carnage is to lower speed limits on every street in our major cities. But this is something politicians don't want to do," said Michael Enright. 3:24</p> <p>Toronto is not alone in rising pedestrian deaths. According to a report by the the OECD's International Transport Forum, Canada is among only seven industrialized nations where pedestrian deaths are on the increase. The report blames distracted driving and lack of law enforcement for the increase. And that is the problem with road deaths — nobody cares.</p> <p>5–Quotes from https://m.g1.ca/driving-statistics/</p>
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SanID	Date	Name/Contact	Content
			<p>In 2017, there were 141 fatalities in collisions involving large trucks. In addition, 2% of the examined large trucks involved in fatal crashes had an apparent defect that may have contributed to the crash. (Ontario Ministry of Transportation, 2017) (Source: https://m.g1.ca/driving-statistics/)</p> <p>Number of Fatalities Percentage of Total Fatalities Large Trucks 141 23% Drunk Driving 133 22% Pedestrians 114 18% Speed-Related 114 18% Distracted Driving 107 17% Unbelted Occupants 87 14% Drugged Driving 74 12% Motorcyclists 69 11% Senior Drivers 25 4% Young Drivers 21 3% Cyclists 14 2% (Source: https://m.g1.ca/driving-statistics/)</p> <p>City of Hamilton Response (Brenda's office):</p> <p>Thank you for coping Councillor Johnson on your email, I will make sure that the Councillor is aware of all the points that you raised</p>

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566.	2021-07-25		<p>Attachment 566: proposed truck routes in Glanbrook from 7:00 am to 7:00 pm</p> <p>I have talked to a lot of residents on both Nebo/ Whitechurch /Binbrook Rds and everybody is opposed to the roads being turned into a truck route. There are numerous reasons the residents oppose this proposed change.</p> <ul style="list-style-type: none"> -no road that is being proposed as a truck route is close to any standard for heavy trucks, the roads are already suffering damage from the existing trucks, buses and farm equipment -in the tele conferences it has already been admitted that any upgrades to the roads to handle trucks would only be cosmetic changes ie left hand turn lane etc and would not upgrade any road to the standard required for trucks -the car traffic along Whitechurch Rd E has increased by thousands of cars a day as the new houses are built in Binbrook and the residents commute daily to and from their jobs using the highway 6 extension to the 403 and upper James st -in the past when Whitechurch/Binbrook Rd was a truck route there was numerous collisions between trucks and farm equipment, roll overs at the s bend where Whitechurch and Binbook Rd meet and at least 1 fatality -Nebo RD has also seen a great increase in traffic as people use it as a back door commuter route into the new sub-divisions in Caledonia which the city recognized by installing a 4 way stop ate Nebo and Whitechurch -this increase in traffic doesn't take in account the new traffic which will come out of the new sub divisions on Fletchers Rd -this fall there will be the return of school buses on all this roads with more buses than before. This is due to the new catholic school on Fletchers Rd, the christian school at Nebo/Whitechurch Rd, the busing of grade school students to Mount Hope and the busing of high school students to both public and catholic schools. They are 2 school bus yards on Nebo road which feeds the system and Whitechurch/Binbrook Rds feed all the side roads with the school buses to pick up students -the sports complex at Binbrook Rd just east of the S bend sees hundreds of cars in and out during hockey season/ baseball season/ soccer season/ visiting the glanbrook office bring families including lots of kids. This is already a dangerous area with cars trying to get from Trinity Church Rd to go east along Binbrook Rd, people trying to get into or out of the sports complex and thru traffic -instead of putting trucks on these roads in Glanbrook, use the existing roads that are built to the standards necessary for trucks: Upper James is 4 lanes from Caledonia right down to the Linc interchange -the industrial/commercial area around Nebo/Dartnall is all north of Dickenson Rd and should use the existing roads going north to hook up with Linc at Dartnall, the red hill/linc using the upper red hill road or going east/west using Rymal Rd which is being/ already upgraded to 4 lanes, left hand turn lanes, stoplights etc for traffic and is under used by the trucks -the existing truck traffic using Nebo/Whitechurch Rd much of it illegal already poses a traffic hazard to anybody walking/bicycling on this roads and it is a matter of time to we have another fatality along these roads -to my knowledge there has been no updated traffic studies identifying the usage by vehicles by type along these roads with the increase in truck/commuter/school bus traffic
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SanID	Date	Name/Contact	Content
			<p>on behalf of many Glanbrook residents and their families on Nebo/Whitechurch/Binbrook Rds</p> <p>City of Hamilton Response (Brenda's office): Thank you [REDACTED] Totally agree</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
567.	2021-07-25	[REDACTED]	<p>Attachment 567: Hamilton Truck Route Master Plan review feedback</p> <p>As a lifelong Milton resident of Milborough Line between Concession 11 East and Derry Road, it immediately appears to be a very inappropriate option for a 24 hour truck route. I understand from the presentation materials and Q&A discussion that the route was selected by the GIS tool score output based on specific criteria and that no further investigation of the actual road conditions and feasibility have been considered at this stage of planning.</p> <p>Milborough Line between Concession 11 East and Derry Road should not be recommended as a truck route. Some of the existing road conditions and geometric requirements that should exclude Milborough Line between Concession 11 East and Derry Road from the truck route network include:</p> <ul style="list-style-type: none"> • Narrow road width • Dense wooded areas on both sides of the road • Environmental protections/Conservation Halton jurisdiction • Minimal or no shoulder • Pavement edge drops • Inadequate decision sight distances • Additional safety concerns around the CP Railway crossing adjacent to the intersection of Concession 10 East and Milborough Line as well as intersection controls and visibility for traffic on both roads • Varying and legacy road allowances on both the Hamilton and Milton sides of the road • Shared road use including farm vehicles and cyclists • Winter driving conditions <p>It should also be noted that Town of Milton is responsible for snow clearing part of Milborough Line between Concession 11 East and Derry Road. The snow clearing priority classifications, target surface conditions and target completion times for the portion of Milborough Line cleared by Town of Milton and the portion cleared by City of Hamilton should also be considered.</p> <p>I assume that Town of Milton had been consulted as a key stakeholder prior to proposing Milborough Line between Concession 11 East and Derry Road in the Draft Recommended Truck Route Network. As Milborough Line is a shared boundary road, I am interested to know what feedback was provided by Town of Milton and what agreements have been made.</p> <p>The presentation panels indicated that road reconstruction would be required for Milborough Line between Concession 11 East and Derry Road, however the extent and scope of reconstruction required is a concern. I assume that feedback from Conservation Halton would also have a significant impact on the scope of road reconstruction. While I am aware that no budgets have yet been identified for the required infrastructure improvements, as a Milton resident, I would like to know that all associated costs will be covered by the City of Hamilton for any infrastructure improvements initiated as a result of the Hamilton Truck Route Master Plan.</p> <p>Thank you for the opportunity to participate in the Virtual PIC and for the feedback deadline extension. I look forward to reviewing the future Draft Truck Route Master Plan Report and associated detailed analysis and justification of recommended routes.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
568.	2021-07-25	██████████	<p>Attachment 568: Hamilton Truck Route Master Plan Review feedback</p> <p>I recently became aware of proposed changes to rural truck routes as part of the City of Hamilton Truck Route Master Plan. I understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating; however, Millborough Line between Concession 11 East and Derry Road should not be recommended as a truck route. My family lives in the area affected by this proposed route and I oppose this option for the following reasons:</p> <ul style="list-style-type: none"> • Narrow road width • Dense wooded areas on both sides of the road • Environmental protections/Conservation Halton jurisdiction • Minimal or no shoulder • Pavement edge drops • Inadequate decision sight distances • Additional safety concerns around the CP Railway crossing adjacent to the intersection of Concession 10 East and Millborough Line as well as intersection controls and visibility for traffic on both roads • Varying and legacy road allowances on both the Hamilton and Milton sides of the road • Shared road use including farm vehicles and cyclists • Winter driving conditions <p>Thank you for the opportunity to participate in the Virtual PIC and for the feedback deadline extension.</p>
569.	2021-07-25	██████████	<p>Attachment 569: TRMP Review - Feed Back from Dickenson Rd E 25 July 21</p> <p>The following document was written by a group of residents on Dickenson Rd East. We hope you will consider our reasons and recommendations to the point of removing Dickenson Road East as a truck route.</p>
570.	2021-07-26	██████████	<p>Attachment 570: Feedback - Dickenson Road East proposed Truck Route</p> <p>Thank you, for providing us with the opportunity to provide feedback before any final decisions regarding changes to the truck route master plan occur.</p> <p>As residence of Dickenson Road East the thought of this road becoming a truck route has caused great anxiety for us and all the other residents on this road. We purchased this property with the understanding that this was not a truck route nor would it ever become one. Twelve years ago, at the eleventh hour, we became aware through an article posted in a very small Glanbrook newspaper advising us of a final notice that Dickenson Road was being changed to a truck route. When we became aware of this, my husband and I went door to door during the week of Christmas and made other residence aware. All the residence were outraged and we jointly signed a petition which was submitted to the City demonstrating our strong opposition at the time. Weeks later we received a notice from the city advising us that Dickenson Road East had been removed from the truck route master plan.</p> <p>Now over a decade later, we are being faced with the same horrific scenerio. Again, it was only by chance during a conversation with a city official that we once again became aware that not only was Dickenson Road East being considered as a possible future truck route but it was in the 2nd phase of the plan. Again, we feel that the residence were not adequately informed.</p> <p>We are taking this opportunity to voice once again our strong opposition to making Dickenson Road East a truck route. We feel that this is not necessary as the existing truck route as it stands is adequate. Our road is not adequately patrolled by police due to lack of manpower for trucks disobeying the no truck route designation of our area. We feel that changing Dickenson Road East to a truck route rather than enforcing existing legislation is extreme. Instead, the City is willing to sacrifice our quiet, residential road to the negative effects of a truck route. Furthermore over 16 years ago, there was a plan to develop the HWY 6 Bypass (Airport to RHVP Link) which has not moved forward. We feel that it's time to act on a plan that was already approved.</p> <p>We feel betrayed by our City that this residential rural road would be considered for change to a truck route when there has been no logical reason given to change our rural residential road into a truck route. It appears that the consultants in their opinion developed a plan which gave no consideration at all to the residents of this city and the residents of Dickenson Road East. We are begging that now the City officials including our counsellors take into consideration the residents' safety, wellbeing and opinions and have Dickenson Road East removed from the truck route master plan.</p>

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571.	2021-07-26	[REDACTED]	<p>Attachment 571: City of Hamilton TRMP – Comments and Feedback - small petition OPPOSED to Milborough Line</p> <p>Although, I read the article in the Flamborough Review the map in the article was really small and I do not feel the City of Hamilton gave the residents here enough time to respond.</p> <p>I just learned last Friday, July 23, that the original date to respond was extended until July 25th and I had to work yesterday and half of today.</p> <p>Thus, I was only able to spend 1.5 hours walking to a few neighbours today to get some signatures of support and KNOW for sure that I would have got everyone from Progreston Rd to sign my petition of SUPPORT in OPPOSITION of the proposed truck route on Milborough line.</p> <ul style="list-style-type: none"> - many folks that have lived out here for years have either lived on Progreston or Milborough line and moved to either Milborough Line or to Progreston Rd. - they love this area for the nature and the environment <p>I would ask that you please accept my small petition for the 15 neighbours that did not know about the extension to the feedback deadline.</p> <ul style="list-style-type: none"> - one woman who took a whole year off work years ago to FIGHT the <i>quarry</i> shows the opposition we all have to this new Truck route. <p>This proposal is a huge waste of taxpayers dollars when truck routes already exist, it is not safe due to the terrain of Milborough Line with serpentine roads, large tree canopies and no shoulder.</p> <ul style="list-style-type: none"> - I have seen enough truck drivers on cell phones on the major Ontario hwys, I do not want the same to occur on a road that is full of wildlife and no shoulder. - these truck drivers also DO NOT live here and would have no regard for the wildlife and disturbance their trucks would cause. <p>Follow up email:</p> <p>I recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP VIA the local paper.</p> <p>I understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6.</p> <p>One such proposed change involves designating Concession 11E and Milborough Line as a truck route.</p> <p>We live in the area affected by the proposed route and we want to be clear that we are Strongly OPPOSED to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. <p>Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges.</p> <p>Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic.</p> <p>The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks.</p> <ol style="list-style-type: none"> 2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. <p>It is also a highly travelled bike training route for many cycling clubs.</p>
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SanID	Date	Name/Contact	Content
			<p>3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure.</p> <p>4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy.</p> <p>Two wrongs NEVER make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it.</p> <p>5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate.</p> <p>6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</p> <p>7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p> <p>8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>We respect trucks need to be on the road to move all our goods everyday BUT we feel there are better and existing roads for them to travel on.</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your detailed feedback and the signed petition regarding the draft recommended truck route network.</p> <p>Please accept this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line as truck routes.</p> <p>Your input is valued by the City and the project team, and it will inform our decisions path forward. Please note that the draft recommended truck route network is subject to change based on the feedback received and further technical analysis.</p> <p>With your permission, I will add your name to the project contact list for future updates regarding this project.</p>

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572.	2021-07-24		<p>Attachment 572: City of Hamilton TRMP – Comments and Feedback</p> <p>We are a family of seven that live on the 11th concession east in freelton. We are wholeheartedly against the truck route that is being discussed. Please, for the safety and well-being of our small children and our whole family, we beg that you remove our road from consideration. Our home is located very close to the road and our children play in the driveway everyday. We cannot accept that our road will have heavy truck traffic regularly. Reconsider this plan and protect the mental health and safety of your flamborough residents.</p> <p>We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a ‘corduroy’ sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelton Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your feedback regarding the Hamilton draft recommended truck route network.</p> <p>Please accept this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E as truck routes.</p> <p>Please note that the draft recommended truck route network is subject to change based on the feedback received and further technical analysis. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p> <p>Based on your interest, with your permission, I will add your name to the project contact list for future updates regarding this project.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

573.	2021-07-24	[REDACTED]	<p>Attachment 573: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. 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If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your feedback regarding the Hamilton draft recommended truck route network.</p> <p>Please accept this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E as truck routes.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>Please note that the draft recommended truck route network is subject to change based on the feedback received and further technical analysis. Public and stakeholder feedback is an integral part of this study and will inform the steps path forward.</p> <p>Based on your interest, with your permission, I will add your name to the project contact list for future updates regarding this project.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

574.	2021-07-24		<p>Attachment 574: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. 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Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your feedback regarding the Hamilton draft recommended truck route network.</p> <p>Please accept this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E as truck routes.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
575.	2021-07-24	[REDACTED]	<p>Attachment 575: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

<p>576.</p>	<p>2021-07-24</p>		<p>Attachment 576: Hamilton Truck Route Master Plan Review</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. 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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

577.	2021-07-24	<p>██████████</p> <p>██████████</p>	<p>Attachment 577: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. 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Which is why it must be stopped now. <p>On a personal note. As farmers that provide produce to the surrounding area, we grow on numerous neighbouring fields. This would create such a treacherous situation for our farm workers that we would not be able to put our farm equipment on the road. Such a travesty when so many rely on us for the fresh local produce that we grow.</p> <p>Please log my opposition to this proposal and provide me confirmation of this email.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>City of Hamilton's Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please accept this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E as truck routes.</p> <p>Your input is valued by the City and the project team, and it will inform our decision path forward in the study. Please note that the draft recommended truck route network is subject to change based on the feedback received and further technical analysis.</p> <p>With your permission, I will add your name to the project contact list for future updates regarding this project.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

<p>578.</p>	<p>2021-07-25</p>		<p>Attachment 578: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my comfortable movement and access on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. 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This is why it must be stopped now. 9. I visit relatives and friends in this area, pulling out of hidden driveways would become an increasingly hazardous safety issue, as there are many twists and turns in the road, obstructing the driver's view. I also enjoy biking in this area, again, a trucking route would put a biker's safety at risk. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>Your input is valued by the City of Hamilton and the project team, and it will inform our decisions path forward. Please note that the draft recommended truck route network is subject to change based on the feedback received and further technical analysis.</p> <p>Based on your interest, with your permission, I will add your name to the project contact list for future updates regarding this project.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

580.	2021-07-26		<p>Attachment 580: Truck route</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network. Please accept this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E as truck routes. Your input is valued by the City and the project team, and it will inform our decisions path forward. Please note that the draft recommended truck route network is subject to change based on the feedback received and further technical analysis.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

581.	2021-07-26	[REDACTED]	<p>Attachment 581: City of Hamilton TRMP – Comments and Feedback</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety We fear for the safety of children waiting for buses (the first of my 3 kids is just starting school this year), cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense. 8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. <p>Please log my opposition to this proposal and provide me confirmation of this email.</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your feedback regarding the draft recommended truck route network.</p> <p>Please accept this email as a confirmation of receipt of your feedback and opposition to the proposed designation of Milborough Line and Concession 11 E as truck routes.</p>
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

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			<p>Your input is valued by the City and the project team, and it will inform our decisions path forward. Please note that the draft recommended truck route network is subject to change based on the feedback received and further technical analysis.</p> <p>With your permission, I will add your name to the project contact list for future updates regarding this project.</p>
582.	2021-07-27	██████████	<p>Attachment 582: Quick question please</p> <p>For those who wish to appear as a delegation and also make sure that all involved in the decision process are aware of their comments, can you please advise me who they should include in their email</p> <p>City of Hamilton's Response (Omar):</p> <p>Anyone who wishes to attend the Truck Route Sub-committee meeting as a delegate can send their request by email to legislative coordinator Angela McRae at Angela.McRae@hamilton.ca</p> <p>As soon as the Truck Sub-committee meeting date is determined, Angela will inform the delegates and provide instructions on how to participate in the meeting as a delegate?</p> <p>By sending comments to Transportation@hamilton.ca and TruckRoutePlan@ibigroup.com their feedback will be taken into consideration as part of the study analysis and decision-making process.</p> <p>Typically the respective Ward Councillors are Cc'd on correspondences. Moreover, residents can Cc dlcouncilonly@hamilton.ca on their email, which informs all council members and the City Clerk about their submission.</p> <p>I hope this is helpful</p>
583.	2021-07-28	██████████	<p>Attachment 583: HCyC Updated Motion and Citizen Committee Report</p> <p>I received an updated Truck Route Master Proposal from the Cycling Committee.</p> <p>They have also drafted a Citizen Committee Report to accompanying the motion once it goes to Committee.</p> <p>I've attached both for your reference/review.</p> <p>City of Hamilton's Response to IBI (Omar):</p> <p>The Cycling Committee report and Motion are attached for your review and record.</p>

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584.	2021-06-23		<p>Attachment 584: Nebo Road truck route master plan</p> <p>We are long-time residents of Nebo road. We haven't gone anywhere, and we won't stop trying to stop having trucks on Nebo. We are tired of having to reply to the Truck Route Master Plan Committee with the same answers to your questions every 8 months, as to why Nebo Road should NOT be a truck route. Nebo between 3 and 5 pm, and 7-9am (rush hours in Glanbrook) has seen a triple increase in speeding traffic including many trucks.</p> <p>Nebo Road-is a country road and like all rural roads in Glanbrook wasn't built for heavy truck traffic. It is not wide enough, with no sidewalks, deep ditches, and no place to walk or bike. We have many tractors and school busses travelling our road daily. There is a school at White Church Rd and Nebo and a Catholic park at the end of Nebo which makes a ridiculous idea of even thinking of putting trucks on this road ahead of the children that live on this road</p> <p>Please take Nebo road off of this study. Our traffic is very bad already with the new town of Binbrook and with the expansion of Caledonia. Our road is unsafe enough as it is. Keep all trucks out of the County Of Glanbrook and let them use the highways like they are supposed to and not short cut through our rural city roads .</p> <p>Lastly, we are saddened that the City would consider such drastic changes to road and community we live in and expect virtual consultation to be sufficient. This roadway was by-lawed under the previous Township for the reasons the residents have brought up time and time again. The question remains, what has changed? Has safety improved? Has infrastructure been improved? Have vehicle speeds been reduced? Has any additional traffic calming measures been implemented? The short answer is no – the City has identified a requirement to connect the Red Hill Business Park and Airport Lands via a dedicated link – has that happened or been studied yet? It seems just like previous studies, making Nebo Road a truck route is the easiest path line on the map....but that still doesn't answer all the historical information, past decisions do not support this and current state of affairs that have been identified by those residents living on this road.</p> <p>And one last note, if this is about finding a link between the Red Hill and the Airport, it already exists. We cannot understand why another route through this rural area is trying to be created!</p> <p>We strongly oppose this recommendation and if required will work with our neighbours to provide a petition to the City and this committee with the residents on this roadway should this be required as well.</p> <p>City of Hamilton's Response (Brenda):</p> <p>Thank you for your email</p> <p>I am also not supportive of Nebo Road being a truck route south of Dickenson</p> <p>I will also be making my views known.</p> <p>Follow up email:</p> <p>Thank you Councillor Johnson for your support. We have been away and unfortunately missed the last meeting. We honestly struggle with having to make the same arguments that in the past have been respected by the City and former Township of Glanbrook. Our neighbours Pat and Ross now in their 80's tell us of the truck route battle from 1994 when the first restrictions were put in and how it seems every couple of years a new study comes around and does the exact same thing and tries to recommend this segment of Nebo as a truck route. Nothing has changed, the school is still in operation, the United Church is just finishing their renovations around the corner, there is no street lighting, there is limited shoulders, our kids know to be very careful when walking along the road or biking and that is not even with legal trucks. This road remains a rural roadway, with farms and rural residences and we fail to see how it adequately equates as a suitable truck route as nothing has changed. The only rational we have ever been given is that it is convenient.....the City needs to connect the dots from the Airport to the Red Hill Business Park....truckers don't want to take the existing truck routes (Rymal Road to Upper James or the Linc to Upper James or the Linc to the Highway 6 bypass).</p> <p>The last time this came up the previous Councillor for the area assured us that this was the final time we would have to deal with this and now we are here again. Speaking with our other neighbours about this really made us realize how long this battle has been ongoing, as they have been here for 50 years and unfortunately have had to fight this battle a couple of times before as well.</p> <p>Can the City simply acknowledge there is sufficient truck routes and when and if needed pursue the dedicated connection identified in other City Studies that is required to be built between the Airport Lands and the Red Hill Business Park?</p>
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SanID	Date	Name/Contact	Content
			If a petition is required, we will work with our neighbours to provide one, as we are really concerned that this time the City will simply ignore the concerns that have been raised (historically and presently) and move forward with their plan.
585.	2021-07-29	[REDACTED]	<p>Attachment 585: I am forwarding a letter I received from a Dickenson Rd resident.</p> <p>We are very concerned about the proposal of the truck route on Dickenson Road East .</p> <p>We lived at [REDACTED] which is two houses away from the stop sign to french road.</p> <p>we are very against the truck route for many reasons</p> <p>1) cars, trucks do NOT stop at the stop sign already , and we have seen many cars and trucks fly through it. This is very dangerous as many young kids live on our street.</p> <p>2) We babysit our 3 young grandchildren and we are very scared to be out front with them as cars speed by, and trucks fly up Dickenson road and we have no proper shoulders to walk on.</p> <p>3) The road is already busy with trucks that come up and down it even when they are not suppose too. We have emailed our Ward Councillor regarding this issue before</p> <p>Please take our email into account when we stand against Dickenson Road east being made a truck route.</p> <p>City of Hamilton’s Response (Brenda’s office):</p> <p>Thank you very much for your comments and City staff will record these and also make sure that the Truck Route Committee is aware,</p>
586.	2021-07-29	[REDACTED]	<p>Attachment 586: I am forwarding and email I received from a Dickenson rd resident.</p> <p>to omar shams hi my name is [REDACTED] i just purchased a house on dickenson and i feel having a truck route will upset not only the residents but it could be a danger to adults and kids therefore i think they should leave it to upper james and rymal rd and see how that goes and the city will save a lot of tax dollars [REDACTED]</p> <p>City of Hamilton’s Response (Omar):</p> <p>Thank you for forwarding feedback from residents of Dickenson Road for our consideration in the next stages of this study. I confirm receipt of this feedback along with the signed petition, children counts and feedback from Yvonne and David Heyden.</p> <p>City of Hamilton’s Response (Brenda’s office):</p> <p>Thank you very much for the email and I trust that staff will document this and also share with the Truck Route Committee,</p>

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587.	2021-07-29	[REDACTED]	<p>Attachment 587: Truck route Centre road</p> <p>Hi my name is [REDACTED]</p> <p>I have emailed a few times in regards to centre road I have not received a response.</p> <p>The purpose of the city doing this truck route master plan is to establish problem areas and fix them</p> <p>I ask that you come to centre road outside of my house at 792 centre road and tell me that this road is acceptable for a trucking route.</p> <p>hwy 6 runs parallel to centre road. keep the Trucks on the highways and the Waterdown bypass and away from our streets.</p> <p>We have two schools within 2 km of our house in ether directions and The trucks are not obeying the speed limits</p> <p>I wanted to raise my family here but the truck traffic has got so bad my house is shaking and my walls are cracking</p> <p>I also believe the trucks are passing over a bridge in Carlisle that has a weight limit they are exceeding</p> <p>I will be selling my house and moving from Hamilton in the near future if this is not resolved</p> <p>I would propose the speed limit on centre is dropped to 50 km and only local trucks should be allowed to use centre road</p> <p>The houses that were built on this road was not intended for heavy truck traffic and it is ruining my house this was supposed to be my forever home</p> <p>Now I regret ever moving to Hamilton.</p> <p>City of Hamilton’s Response (Omar):</p> <p>Thank you for your feedback on the draft recommended truck route network.</p> <p>Please accept this email as confirmation of receipt of your feedback in this planning process.</p> <p>Whereas the preferred routes for truck movement are the provincial highways (403, Highway 6, Highway 5), many local destinations can not be accessed directly through the provincial highway system. Therefore, municipal arterial roads and some collectors are utilized to form a network to provide truck accessibility for local businesses and the farming community and accommodate a safe passage of trucks.</p> <p>Centre Road is classified as a minor rural arterial based on its functionality, which qualifies the roadway as a truck route. While Centre Road is proposed to remain as a truck route, this master plan recommends operational improvements and road segment upgrades for Centre Road to improve road user safety. As part of this process, we are closely working with Hamilton Police to develop an efficient mechanism for commercial vehicles enforcement for increased adherence to the truck route system and rules of the road.</p>
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SanID	Date	Name/Contact	Content
			<p>Follow up email:</p> <p>Key words "safe passage of Trucks"</p> <p>It seems to me the city is more focused of the Trucks and not the people that have to live here. I guess my tax dollars don't matter to the city of Hamilton.</p> <p>How about safe passage of people living in the area.</p> <p>Two children's schools are within a few km of my house. A truck route does not belong near schools.</p> <p>My understanding of a Truck route is local traffic will still be allowed to use the roads if they have a buisness there. Even if centre road is removed from Truck route local buisness can use centre road.</p> <p>Hwy 6 is 3km from centre road and runs parallel. The trucks can take 403/QEW and hwy 6 or Dundas to waterdown bypass to hwy 6. I dont understand how this is a problem. This will keep the Trucks out of the residential areas.</p> <p>So far all of the suggestions for the area of waterdown/ Flamborough/ Carlisle are pointless. Not one of the suggested actions is going to help or solve any problems. Allowing trucks only in the daytime in Carlisle. This is the only time the trucks are driving.</p> <p>You know why the trucks drive through centre and Carlisle is to bypass the 401 to get to Milton. Just force them to use the highways. How does this impede buisness? They still arrive at there destination and avoid rural roads.</p>
588.	2021-07-30	<p>████████████████████</p> <p>████████████████████</p> <p>████████</p> <p>████████████████████</p>	<p>Attachment 588: City of Hamilton, Draft Truck Route Master Plan - Lafarge Comments</p> <p>Please find attached comments from Lafarge related to the City of Hamilton draft Truck Route Master Plan.</p> <p>We appreciate your consideration and welcome the opportunity to discuss further.</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your submission regarding the draft recommended truck route network.</p> <p>Please accept this email as confirmation of receipt of your feedback and that they will be taken into consideration in the next stage of the study.</p>
589.	2021-07-31	<p>████████████████████</p>	<p>Attachment 589: Hamilton Truck Route – CENTRE ROAD, FLAMBOROUGH</p> <p>I have been watching carefully the Truck Route project and I'm saddened that Centre Road has been identified as a truck route. This road is in no way capable of handling transport and dump trucks. I had presumed the preferred routes for the movement of goods is the provincial highways (401, 403, Highway 6 and parts of Highway 5).</p> <p>Flamborough has a large farming community that uses the local roads for their slow moving tractors, hay bailers and moving livestock and produce which is fine, it's their home, but for larger companies that are just 'passing through' it's destroying our local community.</p> <p>Centre is a two lane road with many houses close to the road – making this a truck route is setting up residents for disaster. A “ minor rural arterial” as it's stated is just that – RURAL which means small and slow.</p> <p>Project documents indicate 'road improvements' and 'road user safety'.</p> <p>I find that difficult to swallow. Daily, I experience fast moving trucks where if I'm not doing 80 km/h when I pull out of my driveway, I'll be rear ended (and that's in a 60 km/h zone). These recommended controls mean nothing to the truckers that have a place to go and deliveries to be made. Police cannot be sitting at every intersection and all the signage and flashing lights won't do a thing. Heaven help the hundreds of children that attend the local school south of us.</p> <p>Unfortunately it appears as though the City of Hamilton cares more for out of town business than the peace and safety of the residents of Hamilton.</p> <p>Please, I beg of you, do not let Centre Road become another Highway 6.</p>

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590.	2021-06-23	[REDACTED]	<p>Attachment 590: Hamilton Truck Route – CONCESSION 11 EAST</p> <p>I am a resident and Mom on 11 concession east in Freelton (proposed truck route).</p> <p>We have major concerns about the possibility of this.</p> <ol style="list-style-type: none"> 1). As a mom with 5 kids- the dangers of this would be astronomical. All of the kids on 11 concession are bused - meaning buses stop and pick them up every morning and after school at the edge of our driveways. 2). The amount of bikers and ppl walking 11th is constant and would pose a huge risk to them and the truck drivers. Not to mention the hills and blind spots. 3). Conservation - we have a ton of wildlife and turtle crossing (turtle eggs) as well as deer and many other animals that cross 11th daily! Again posing a risk to the wildlife and the drivers- being hit and the salt pollution 4). Farmlife - ourselves and many others on 11th have farms and animals- the amount of trucks crossing by would spook and cause major upset to our farm animals. <p>Please consider these concerns as a huge threat to life on 11th concession!</p>
591.	2021-06-23	[REDACTED]	<p>Attachment 591: Hamilton Truck Route – PARKSIDE DRIVE</p> <p>I've looked at the proposal and question the use of Parkside Drive in Waterdown as a designated truck route.</p> <p>Parkside Drive has developed into an urban residential street that does not need truck traffic. The west part of the street contains many residential houses, a high school, the YMCA. Areas of high public density where truck traffic should be avoided.</p> <p>Dundas Street should be the only truck route through Waterdown.</p> <p>I will admit that Parkside Drive from Highway 6 to the Industrial Site may require a truck route but the route should end at the Industrial Site entrance.</p> <p>Having said that, trucks should be able to come along Dundas Street and come up using the new street (not open yet) which leads into the Industrial Site near Boston Pizza. This would allow Parkside Drive to be closed at Hwy 6 and force trucks/vehicles to use the new bypass route (not built yet). If Parkside Drive is kept open at Hwy 6 many will not use the bypass I think.</p> <p>There is also an industry at the east end of Parkside Drive at the railway tracks which requires truck traffic but I would think that the trucks could come along Dundas Street, go up Centre Street to Parkside Drive and east to the industry avoiding the areas of public density I mentioned above.</p> <p>I would be interested in knowing why Parkside Drive has been designated and then possibly comment further.</p>

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592.	2021-06-23	[REDACTED]	<p>Attachment 592: Hamilton Truck Route – CONCESSION 11 EAST</p> <p>My Wife & I have lived on the 11th Concession going on 9 years now. We signed the petition to stop the quarry from coming here!! we lived on the quietest street for the most part till Covid & have noticed the trucks & increase in vacuolar traffic on our road more & more & had planned on call the Ministry about the trucks rolling up & down our country quite road!!</p> <p>The people that live here for the most part have lived here for quite some time as we are not a flip flop housing market area. We respect the wilderness & wild life that is in this quant area of Freelton. If the province had never made Freelton & Flambourgh part of the City of Hamilton I'm sure we would not be having this issue brought forward!! and our Taxes would not be so damn high!! For the ditch line that gets cut maybe once a year, & the snow plows that come down the road at the most 10 -15 times a year as winters haven't been showing up for a few years as of late yet each year our taxes go up & up the only thing that we can count on from the City & our tax bill, is the garbage pick up & the recycle truck without fail...</p> <p>Rural roads are called that for a reason & being the councilor of this area I can't believe that we haven't heard anything from you or your office speaking OUT against this plan. The 11th is already in need of new pavement! Center Rd as well is in need of a R & R the City of Hamilton I my opinion dose a very sad job on keeping up with infrastructure!! As every year the city seems to make the CAA's worst Road campaign (NOT something to be proud of!!) John Tory is on the TV more that City TV!! Always crying about the roads, the transit, or something!!! Maybe Fred needs to start crying a little more as action speaks louder than words!!</p> <p>SAFETY REASONS</p> <p>The road allowance is too small, the bridge between Center Rd & Millbrough is way too narrow! As is the one between 6 & Center Rd. People walk up & down our road every day, some with walkers, bikes ride every day, dog walkers every day!! 1 person or animal gets struck by a truck & killed is 1 to many!!! I'm sure you'd remember this E-mail if sadly that was to happen!!!</p> <p>The city had a chance to widen the 12th Concession when they did the R & R on that road but didn't, it's the most logical road to turn into a" truck HWY" as trucks use it frequently. I'm sure if I had time to come up with more reasons, I would have anther page. But I think I've got my point across!! We didn't want a gravel pit on our road for this exact reason as well given the fact that this area is a natural wet land that houses countless wild life as well the whole area is filled with horse farms that house hundreds of horses, that we all enjoy each day!! This would be a very hard pill to swallow for the residences that live here for the tranquility of the area!!</p> <p>Widen HWY 6 & make a designated 'TRUCK LANE" like they do in Europe!!</p> <p>Thank-You for your time in this very sensitive matter, we're all hoping the City finds another option instead of turning a country "RURAL ROAD into a nightmare!!</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
593.	2021-06-23	[REDACTED]	<p>Attachment 593: Hamilton Truck Route – NEBO ROAD</p> <p>We are long-time residents of Nebo road. We haven't gone anywhere, and we won't stop trying to stop having trucks on Nebo. We are tired of having to reply to the Truck Route Master Plan Committee with the same answers to your questions every 8 months, as to why Nebo Road should NOT be a truck route.</p> <p>Nebo between 3 and 5 pm, and 7-9am (rush hours in Glanbrook) has seen a triple increase in speeding traffic including many trucks.</p> <p>Nebo Road-is a country road and like all rural roads in Glanbrook wasn't built for heavy truck traffic. It is not wide enough, with no sidewalks, deep ditches, and no place to walk or bike. We have many tractors and school busses travelling our road daily. There is a school at White Church Rd and Nebo and a Catholic park at the end of Nebo which makes a ridiculous idea of even thinking of putting trucks on this road ahead of the children that live on this road</p> <p>Please take Nebo road off of this study. Our traffic is very bad already with the new town of Binbrook and with the expansion of Caledonia. Our road is unsafe enough as it is.</p> <p>Keep all trucks out of the County Of Glanbrook and let them use the highways like they are supposed to and not short cut through our rural city roads .</p> <p>Lastly, we are saddened that the City would consider such drastic changes to road and community we live in and expect virtual consultation to be sufficient. This roadway was by-lawed under the previous Township for the reasons the residents have brought up time and time again. The question remains, what has changed? Has safety improved? Has infrastructure been improved? Have vehicle speeds been reduced? Has any additional traffic calming measures been implemented? The short answer is no – the City has identified a requirement to connect the Red Hill Business Park and Airport Lands via a dedicated link – has that happened or been studied yet? It seems just like previous studies, making Nebo Road a truck route is the easiest path line on the map....but that still doesn't answer all the historical information, past decisions do not support this and current state of affairs that have been identified by those residents living on this road.</p> <p>And one last note, if this is about finding a link between the Red Hill and the Airport, it already exists. We cannot understand why another route through this rural area is trying to be created!</p> <p>We strongly oppose this recommendation and if required will work with our neighbours to provide a petition to the City and this committee with the residents on this roadway should this be required as well.</p> <p>City of Hamilton's Response (Brenda's office):</p> <p>I am also not supportive of Nebo Road being a truck route south of Dickenson</p> <p>I will also be making my views known.</p>
594.	2021-06-23	[REDACTED]	<p>Attachment 594: Hamilton Truck Route – NEBO ROAD</p> <p>We, the long time residents of Nebo road haven't gone anywhere, and won't stop trying to stop having trucks on Nebo. We are fed up with having to reply to the Truck Route Master Plan Committee with the same answers to your questions every 8 months, as to why Nebo Road should NOT be a truck route.</p> <p>Obviously, no one from the committee has ever driven along Nebo between 3 and 5 pm, and 7-9am(rush hours in Glanbrook), to see our triple increase in speeding traffic including many trucks on a no truck route!!!!</p> <p>Nebo Road-is a country road and like all rural roads in Glanbrook wasn't built for heavy truck traffic. It is not wide enough, with no sidewalks, deep ditches, and no place to walk or bike. We have many tractors and school busses travelling our road daily. There is a school at White Church Rd and Nebo and a Catholic park at the dead end of Nebo which makes a ridiculous idea of even thinking of putting trucks on this road ahead of the children that live on this road</p> <p>Please take us off of this study. Our traffic is very bad already with the new town of Binbrook and people driving like maniacs.</p> <p>Keep all trucks out of the County Of Glanbrook and let them use the highways like they are supposed to and not short cut through our rural city roads .</p> <p>We the Nebo road residents would request an answer in writing when this is over!!</p>

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595.	2021-06-23	[REDACTED]	<p>Attachment 595: Hamilton Truck Route – SAWMILL ROAD</p> <p>We recently received your flyer regarding the Hamilton TRMP which we were previously unaware. We have registered for the PIC#2 as we have serious concerns about the changes proposed on Sawmill Road.</p> <p>We are located at the corner of Onondaga Townline Rd and Sawmill Rd, which is at the intersection of Hamilton, Haldimand and Brant County. Our farm has approximately one mile of frontage on Sawmill Rd. Our first concern is SAFETY. There is a blind hill at the intersection of Sawmill and Onondaga Townline Rd. Turning left or right onto Sawmill from Onondaga is already worrisome, with speeding vehicles. Also, along the side of our property, where Shaver Rd ends, Shaver meets Sawmill Rd at an extreme, acute angle and slope, at the bottom of a hill where several vehicles have left Shaver Rd and landed in our field. A woman was killed at this location some years ago. We have 3 farm entrances to our fields and woodlot along Sawmill Rd for farm implement access. Sawmill Rd also intersects Carluke Rd at a fork in the road at a bend where many accidents have taken place. This presents a perilous situation for a truck route!</p> <p>Our second concern is environmental. Further down Sawmill Rd is our woodlot and directly across the road is a woodlot also, which are environmentally sensitive areas. This is home to several rare bird species, including the red-head woodpecker and piliated woodpecker. These woodlots are Carolinian forests and are corridors for wildlife.</p> <p>The HWY 6 bypass to the Hamilton Airport was created to provide transportation from highway 403 to the airport and on to Caledonia. Why would you need to designate a hilly, narrow, rural road as a truck route when other options are already there?</p> <p>We have discussed this with our neighbours and all have concerns about safety, noise and environmental ramifications. We have also contacted our local counselor in Brant regarding this proposal. We are requesting timely answers, in writing, to the above noted concerns in order to share with our neighbours</p>
596.	2021-06-24	[REDACTED]	<p>Attachment 596: Hamilton Truck Route – BARTON VILLAGE BIA</p> <p>I am emailing you on behalf of both Helping Hands Street Mission and the Barton Village BIA. Thank you so much for the presentation this evening.</p> <p>On behalf of the community at Helping Hands Street Mission, we are excited to see that the section of Barton Street where we meet as community has been removed from the truck route network. As a street involved community, we spend a lot of time on the sidewalks of Barton Street between Wentworth and Wellington, and sharing the road with trucks has significantly impacted our ability to safely use our street (the location of Helping Hands Street Mission particularly is located at 349 and 351 Barton Street East, and we currently do the majority of our community engagement on the sidewalk in front of our centre).</p> <p>On behalf of the Barton Village BIA, I would like to challenge you to remove more of Barton Street from the truck route network, even from the “daytime use” subsection. As Barton Street looks towards economic recovery, a lot of the BIA plans revolve around increasingly friendly streets, and pedestrian and cycling shared roads are an important part of this. The change to Daytime Use Only will not resolve the safety and economic concerns, as the trucks will continue to be active right when businesses are trying to attract customers and individuals are out and about on the street. You mentioned in the meeting that it’s difficult to enforce an increasing number of tiers, but segmenting the types of trucks allowed on the street would be a much more helpful way to deal with our BIA’s and community’s concerns than the simplistic “daytime use only” approach.</p> <p>Lastly, I am wondering about your definition of “local use”. Will trucks fit under the designation of local pick up or delivery if they are picking up from or delivering to industry on or nearer to Burlington Street? If that is the case, you can make all the changes you like, but the majority of trucks we deal with will be able to exempt themselves because of their “local” deliveries and pickups, and we’ll just remain at the difficult situation we currently find ourselves</p>

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597.	2021-06-24	[REDACTED]	<p>Attachment 597: Hamilton Truck Route – GORE ROAD</p> <p>Thank you for the notice that I received in the mailbox. I do appreciate. I won't be attending 2.5 hours nor do I know how long my internet will stay stable. I live on Gore Road (between sideroad 20 and 25).</p> <p>What i do want addressed if you don't are the following?</p> <ol style="list-style-type: none"> 1. Has this route started already - we are all day with dump trucks and transports now. It is so loud. 2. consideration for noise - this is not city residential but family homes - we chose not live on highway 6 or at the 401. 2. road quality - who will invest and will it be continually as heavy trucks will destroy the road. 3. speed limit is 60. Im out cutting grass and trucks are whipping by, far faster than 60. It's unsafe. Let's say i'd like to be hit by a car than a truck. <p>Thank you for the notice that I received in the mailbox. I do appreciate and quite ridiculous I am the only attendee. I'm on the Puslinch side of the road so I wouldn't see Hamilton notices so thankfully the mailbox notice. What i do want addressed if you don't</p> <ol style="list-style-type: none"> 1. Has this route started already - we are all day with dump trucks and transports now. very concerned about noise. 2. consideration for noise - this is not city residential but family homes - we chose not live on highway 6 or at the 401. And given our road is designated 24 hour - concerning 2. road quality - who will invest and will it be continually as heavy trucks will destroy the road. Gore road is weight restricted Dec - April 30th - so can't handle full loads - how will you deal with this? Road poorly plowed in winter - is it safe for trucks? Concern of maintenance for road repair - how regularly will this be done? 3. trucking gps will just start directing to this route if it's shorter and now truck friendly 4. gore road does not have a shoulder. it's ditch or die...will road be reconstructed. <p>What kind of volume is expected on gore road? Is my head going to the worst or are we looking at the worst?</p> <p>Speed limit is 60 - who will monitor?</p>
598.	2021-06-24	[REDACTED]	<p>Attachment 598: Hamilton Truck Route – NEBO ROAD</p> <p>We are long-time residents of Nebo road. We haven't gone anywhere, and we won't stop trying to stop having trucks on Nebo. We are tired of having to reply to the Truck Route Master Plan Committee with the same answers to your questions every 8 months, as to why Nebo Road should NOT be a truck route.</p> <p>Nebo between 3 and 5 pm, and 7-9am (rush hours in Glanbrook) has seen a triple increase in speeding traffic including many trucks.</p> <p>Nebo Road-is a country road and like all rural roads in Glanbrook wasn't built for heavy truck traffic. It is not wide enough, with no sidewalks, deep ditches, and no place to walk or bike. We have many tractors and school busses travelling our road daily. There is a school at White Church Rd and Nebo and a Catholic park at the end of Nebo which makes a ridiculous idea of even thinking of putting trucks on this road ahead of the children that live on this road</p> <p>Please take Nebo road off of this study. Our traffic is very bad already with the new town of Binbrook and with the expansion of Caledonia. Our road is unsafe enough as it is.</p> <p>Keep all trucks out of the County Of Glanbrook and let them use the highways like they are supposed to and not short cut through our rural city roads .</p> <p>Lastly, we are saddened that the City would consider such drastic changes to road and community we live in and expect virtual consultation to be sufficient. This roadway was by-lawed under the previous Township for the reasons the residents have brought up time and time again. The question remains, what has changed? Has safety improved? Has infrastructure been improved? Have vehicle speeds been reduced? Has any additional traffic calming measures been implemented? The short answer is no – the City has identified a requirement to connect the Red Hill Business Park and Airport Lands via a dedicated link – has that happened or been studied yet? It seems just like previous studies, making Nebo Road a truck route is the easiest path line on the map...but that still doesn't answer all the historical information, past decisions do not support this and current state of affairs that have been identified by those residents living on this road.</p> <p>We strongly oppose this recommendation and if required will work with our neighbours to provide a petition to the City and this committee with the residents on this roadway should this be required as well.</p>

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599.	2021-06-24	[REDACTED]	<p>Attachment 599: Hamilton Truck Route – CONCESSION ROAD 11 EAST</p> <p>We wish to express concerns with respect to plans to allow trucks to use Concession Road 11 East. Our concerns are listed as follows:</p> <ul style="list-style-type: none"> • Concession Road 11 East is not designed for truck traffic and potential for pedestrian and vehicle accidents will be increased significantly. There are numerous hills and narrow points (bridges) which will impair pedestrian and truck visibility. The turn at end of Concession 11 with Millborough Line is very tight and a dangerous blind overhill. • This is a residential area. As an example we live at 20 Concession Road 11 East and we are designated as a residential area within City of Hamilton. There are no side walks for the safety of people to walk on the road. There is already a significant number of cars which ignore the 60 kms/hour speed limit. Trucks will aggravate the safety for persons walking up and down the road. • There is a high volume of cyclists which come from Milton, Oakville and Burlington to enjoy our road. • This area is designated as sensitive water protection area. Trucks and road maintenance will be compromising this critical resource. • Trucks should be kept to the highways except to get to final local industry. • We bought this house specifically because of the nature of the roadway. We all pay high taxes and the least we ask is to keep our road as it was currently designed. <p>As a former resident, I figured that you could appreciate our concerns as you know the nature of Concession Road 11 East and the danger that trucks would pose to the residents.</p>
600.	2021-06-24	[REDACTED]	<p>Attachment 600: Hamilton Truck Route – LONGWOOD ROAD</p> <p>Our dog was hit out in front of our home in April. It is an extremely busy street with the high school directly across and students walking to and from lunch and transit. In addition to our dog we have a 3 year old daughter. Since moving to this home in November we have been kept awake at night and woken early to large transport trucks and buses going by our house. Our home literally shakes when a large truck goes by. We feel unsafe walking to the park sometimes and our daughter has to stop and cover her ears from fear.</p> <p>Since the LRT is now going forward and there will be train tracks put in our road, we are very concerned about truck traffic. Please let me know if trucks will be rerouted to another road in and out of food basics and Westdale as to the best of my understanding the other roads like King Street West will have barriers for the train tracks and Longwood Rd South won't. Adding trucks on top of train tracks will make our homes shake harder and be much louder.</p>

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<p>601.</p>	<p>2021-06-24</p>	<p>[REDACTED]</p>	<p>Attachment 601: Hamilton Truck Route – CONCESSION 11 EAST</p> <p>I live at Concession road 11 east in Freelton, which is just on the outskirts of Hamilton, very close to the border of Milton. It has come to my attention that the city of Hamilton is proposing turning my road into a full time Truck route. As I'm hoping you've already had several concerns from other members of my community on this, I too am writing you today to voice my concern about this proposed plan. Unfortunately, I cannot attend tonight's virtual meeting, so I'm reaching out to you via email to point out some of the reasons why I believe that making this road into a FULL TIME truck route would be a bad idea.</p> <p>1) Conservation Lands. This area of Hamilton has a tremendous amount of conversation which houses much wildlife among the forests and waters, and I am sure was probably one of the main reasons why most of us moved out here. Introducing a constant flow of large polluting vehicles will only disrupt this natural habitat. From the deer's that are constantly crossing the roads to the salt and chemicals these trucks will seep into the water that we drink, this natural environment we love so much will be lost if the city of Hamilton approves this truck route. What I find funny is that I couldn't build a swimming pool within a 100 Feet of conservation on my own property because of the negative affects it would have on the wildlife, but implementing a massive truck route through the heart of it is okay? This just does not seem right at all and to be honest, completely unfair.</p> <p>2) Logistics – Looking at the truck route that the city is proposing really doesn't make any sense to me why they need to implement this artery through our street. Milborough Line and Campbellville road are large streets that spam over many kms and can house large vehicles. I'm having a hard time understanding why the full time truck route simply doesn't go from Campbellville road directly to Milborough line. There is absolutely no purpose to include "Concession Road 11 East" in the plans because it serves no purpose. The only time that a truck would maybe need to take our street is if crossing over to Regional Road no 97. This not only would happen very few times but would be near impossible to do because of the type of intersection that exists at HWY 6. To make a left-hand turn onto HWY 6 from our road, is simply a death trap and would NEVER happen during normal commuting hours in the day for a large vehicle. Honestly, this would be an accident just waiting to happen.</p>  <p>3) Horse Farms – If you've been out to our street you would see that many of our properties have horses and it is very common to see members of our community riding their beloved companions from pasture to pasture which would involve crossing the street at various times. Can you imagine how difficult and dangerous this would be if introducing large commercial vehicles to our streets.</p> <p>4) Bridges. There are two bridges on "Concession road 11 East" and the construction of these bridges were NEVER designed to accommodate a constant flow of large vehicle traffic. I have been at these bridges when two cars have pass at the same time and the distance between the vehicles is minimal and to be honest, quite dangerous. In most instances, when this occurs, vehicles will pretty much come to a complete stop because the width of the bridge is simply too small to safely accommodate 2 vehicles at once. I just don't know how a truck and a car, or 2 trucks would cross paths at these points and not get into a major accident.</p> <p>5) Runners/Walkers/Bikers – I am an avid runner and walker, and I am constantly on our street taking in the natural environment while getting my exercise at the same time. In fact, one thing I love about our community is that I see many others doing the same thing and they vary in age from teenagers to 90-year-old retirees. In fact, we have one member on our road that walks everyday at lunch (with his walker) when he can because he knows how valuable exercise is at his age. However, what makes this slightly dangerous to do is that there are NO sidewalks on our streets to accommodate this and the curb area on the side of the road is pretty much nonexistent. So, for those that venture outside for a run/walk or bike will have to do so on the street. I can tell you that there have been SO many occasions where I have been nearly hit by a car while going for a run. Most vehicles will slow down or even cross to the other side while passing, but there have been many times where this can't happen because there is another car coming from the opposite direction. In these instances, I usually find myself jumping into the bush along the road to avoid any sort of fatal collision. In addition, it doesn't help the amount of hills on our street make seeing pedestrians very difficult for cars at times. I am telling you RIGHT NOW, that if the city decides to make Concession Road 11 east a full-time truck route, there will be a fatality for sure because trucks will not be able to avoid pedestrians with how the infrastructure of the road currently stands.</p>
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			Those are just a few points that I wanted to bring to your attention when it comes to this proposed FULL time truck route on Concession Road 11 East. I hope that you really consider the negative affects such a decision will have on our community. I love where I live and I would hate to have oversized vehicles disrupt the natural beauty of the street.
602.	2021-06-25	██████████	<p>Attachment 602: Hamilton Truck Route – GOVERNOR’S ROAD</p> <p>Thank you for providing the slide presentation, and clear drawings of the designated truck routes, and changes.</p> <p>I am concerned about Governor’s Road, particularly from the entrance to the Dundas Conservation Area, to Cootes Drive (I appreciate that Copetown is really the beginning of that portion of the route).</p> <p>My home backs onto Governor’s Road, and I am very aware of traffic, and I also observe students, pedestrians, and cyclists in the area, on a regular basis.</p> <p>In the residential area, near Sir William Osler Elementary School, Dundas Valley Secondary School, and St. Bernadette’s Catholic Elementary School, the road was recently re-done (the road portion was narrowed), and bike lanes were added.</p> <p>The changes to Governor’s Road (narrower), and the introduction of bicycles does not appear to be considered adequately, in this plan, in my opinion. In addition, for whatever reason, perhaps because the design is not intuitive, the portion of the bike lanes that is off the road, on the other side of the sidewalk, is often not used, and cyclists use the road, which is narrower than it used to be.</p> <p>A designated truck route is not compatible with the schools, and designated bicycle routes.</p> <p>We also have a noise and speed problem on Governor’s Road, related to trucks as well as motorcycles.</p> <p>Please spend some additional time considering this portion of the truck route.</p>
603.	2021-06-25	██████████	<p>Attachment 603: Hamilton Truck Route – DOWNTOWN ROUTEs – FULL TIME ACCESS TO 403</p> <p>I live downtown Hamilton and have driven trucks (18wheelers) professionally for the last 10 years. I currently work for ██████████ out of Stoney Creek.</p> <p>First off, overall I was rather impressed with the entire Public information center #2 video posted to YouTube. I found most of the proposed changes to be reasonable and understandable. As a Truck Driver I don’t get to say that very often. Particularly a good east west south of Rymal road option, we needed that, thankyou!</p> <p>I had only one main point of concern. No longer having a fulltime truck route from the Burlington street industrial area to the 403 highway. The company I drive for is a steel hauler, as are many in our city. A large number of steel mills and warehouses along this industrial area are open for shipping/receiving 24 hours a day. As are some of the non steel industries and businesses along there. Having only time restricted truck routes with access directly to the 403 is going to be a problem for quite a few truck drivers and detract from the efficient movement of goods and materials. Alot of local drivers, due to their customers being open 24/7 intentionally start their "day" in the middle of the night, especially in steel hauling where the majority of local jobs pay by the trip, not the hour or mile. So in order to not be caught up in busy day time traffic and to spend more time at home with their families during the day they will complete their shifts in the night. Going all the way around via the Redhill/Linc/403 is going to take drivers more time, cost alot more in fuel, and vehicle wear and tear especially considering the elevation changes, and as a byproduct be responsible for more emissions into the atmosphere from diesel powered engines. Also for non-nightshift drivers who might be traveling to customers along this industrial sector for first thing 5-7am appointments or opening times, them having to delay their arrival to coincide with a time restricted truck route could end up adding to our already busy morning rush of traffic resulting in an increase of congestion.</p> <p>I would propose that the current Main to Victoria to Burlington street inbound route be available full time, with Main street past Victoria being time restricted. And for outbound to the 403, the Wellington to Cannon to Queen to King route also be made full time, with of course King after the 403 be time restricted. Of course other routes that achieve the same goal would be fine as well, those two just seem to be the most popular from what i’ve seen.</p> <p>Thank you for taking the time to read all of this. This is the first time I’ve left feedback on anything and I’m pretty excited about it, sorry if it was a bit long winded,</p>

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604.	2021-06-25	[REDACTED]	<p>Attachment 604: Hamilton Truck Route – SHAVER ROAD</p> <p>I, am the president of [REDACTED] Ltd. for over 45 years and a resident of Ancaster for over 45 years.</p> <p>I am developing 10 single family dwellings located at 301 Shaver Road Ancaster between Wilson St W. and Jerseyville Road Ancaster. There is another fresh development ([REDACTED]) up the street as well with quite a few young families on Shaver Road.</p> <p>After listening to the meeting of June 24th 2021 – I understood that there is a proposal of Shaver road becoming a truck route.</p> <p>We would like to maintain the safe environmentally friendly neighbourhood of Ancaster which has currently been harmed throughout this once small residential community by the increase of traffic.</p> <p>I oppose this proposition for the following reasons:</p> <ol style="list-style-type: none"> 1.Shaver Road between Wilson St W and Jerseyville has no institutional buildings, no nursing homes, no schools, no churches, no commercial or industrial land. There is NO NEED whatsoever to have trucks going through a residential neighbourhood with young families. 2. Any crossover can be done on Hwy 52 and/or Fiddlers Green which both have access to the Hwy 403. 3. Having trucks in this residential neighbourhood is poor planning and unsafe for the young families who reside on this residential road. 4.The noise created by these commercial vehicles are not suitable for this residential area. Homes have not been constructed to alleviate the proposed increase in noise levels due to truck activity. 5. The young families are entitled to maintaining their safety, peace and quiet within this zoned residential area. <p>We would like to be informed with any further information pertaining to this proposed truck route .</p>
605.	2021-06-25	[REDACTED]	<p>Attachment 605: Hamilton Truck Route – NEBO ROAD</p> <p>We are long-time residents of Nebo road. We haven't gone anywhere, and we won't stop trying to stop having trucks on Nebo. We are tired of having to reply to the Truck Route Master Plan Committee with the same answers to your questions every 8 months, as to why Nebo Road should NOT be a truck route.</p> <p>Nebo between 3 and 5 pm, and 7-9am (rush hours in Glanbrook) has seen a triple increase in speeding traffic including many trucks.</p> <p>Nebo Road-is a country road and like all rural roads in Glanbrook wasn't built for heavy truck traffic. It is not wide enough, with no sidewalks, deep ditches, and no place to walk or bike. We have many tractors and school busses travelling our road daily. There is a school at White Church Rd and Nebo and a Catholic park at the end of Nebo which makes a ridiculous idea of even thinking of putting trucks on this road ahead of the children that live on this road</p> <p>Please take Nebo road off of this study. Our traffic is very bad already with the new town of Binbrook and with the expansion of Caledonia. Our road is unsafe enough as it is.</p> <p>Keep all trucks out of the County Of Glanbrook and let them use the highways like they are supposed to and not short cut through our rural city roads .</p> <p>Lastly, we are saddened that the City would consider such drastic changes to road and community we live in and expect virtual consultation to be sufficient. This roadway was by-lawed under the previous Township for the reasons the residents have brought up time and time again. The question remains, what has changed? Has safety improved? Has infrastructure been improved? Have vehicle speeds been reduced? Has any additional traffic calming measures been implemented? The short answer is no – the City has identified a requirement to connect the Red Hill Business Park and Airport Lands via a dedicated link – has that happened or been studied yet? It seems just like previous studies, making Nebo Road a truck route is the easiest path line on the map....but that still doesn't answer all the historical information, past decisions do not support this and current state of affairs that have been identified by those residents living on this road.</p> <p>We strongly oppose this recommendation and if required will work with our neighbours to provide a petition to the City and this committee with the residents on this roadway should this be required as well.</p>

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606.	2021-06-25	[REDACTED]	<p>Attachment 606: Hamilton Truck Route – NEBO ROAD</p> <p>We are long-time residents of Nebo road. We haven't gone anywhere, and we won't stop trying to stop having trucks on Nebo. We are tired of having to reply to the Truck Route Master Plan Committee with the same answers to your questions every 8 months, as to why Nebo Road should NOT be a truck route.</p> <p>Nebo between 3 and 5 pm, and 7-9am (rush hours in Glanbrook) has seen a triple increase in speeding traffic including many trucks.</p> <p>Nebo Road-is a country road and like all rural roads in Glanbrook wasn't built for heavy truck traffic. It is not wide enough, with no sidewalks, deep ditches, and no place to walk or bike. We have many tractors and school busses travelling our road daily. There is a school at White Church Rd and Nebo and a Catholic park at the end of Nebo which makes a ridiculous idea of even thinking of putting trucks on this road ahead of the children that live on this road</p> <p>Please take Nebo road off of this study. Our traffic is very bad already with the new town of Binbrook and with the expansion of Caledonia. Our road is unsafe enough as it is.</p> <p>Keep all trucks out of the County Of Glanbrook and let them use the highways like they are supposed to and not short cut through our rural city roads .</p> <p>Lastly, we are saddened that the City would consider such drastic changes to road and community we live in and expect virtual consultation to be sufficient. This roadway was by-lawed under the previous Township for the reasons the residents have brought up time and time again. The question remains, what has changed? Has safety improved? Has infrastructure been improved? Have vehicle speeds been reduced? Has any additional traffic calming measures been implemented? The short answer is no – the City has identified a requirement to connect the Red Hill Business Park and Airport Lands via a dedicated link – has that happened or been studied yet? It seems just like previous studies, making Nebo Road a truck route is the easiest path line on the map....but that still doesn't answer all the historical information, past decisions do not support this and current state of affairs that have been identified by those residents living on this road.</p> <p>We strongly oppose this recommendation and if required will work with our neighbours to provide a petition to the City and this committee with the residents on this roadway should this be required as well.</p>

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SanID	Date	Name/Contact	Content
607.	2021-06-25	[REDACTED]	<p>Attachment 607: Hamilton Truck Route – CONCESSION 11 EAST</p> <p>Thank you for a lovely info session last evening. I did not get chosen to speak last evening due to the time but happy many did. I live on Concession 11 east and I have concerns with the proposal your team wishes to put forward. I also have question.</p> <p>Conc 11 east is:</p> <p>A road that is used by families for walking, biking and enjoying similar to a town street we just have to walk further to the neighbours. There is one couple 94 & 84 in age that walk the road daily (unless snow not cleared or raining hard) hubby with his walker from 14 to center and back daily. They stop at our driveway and visit before carrying on. this is just one family. There are someday so many bikes with kids going from property to property, we are truly bested with a wonderful community. Our road is narrow with narrow bridges going over protected water, conservation land along the north and south including a water shed. We have wonderful natural water. Along our road there are hills and valleys but not huge ones just enough to make you slow to the speed of the walker of biker before you pass safety as you can not see oncoming traffic. I hear people complain every hour of everyday about bike riders but here on the 11 east there is community were we just do it to keep each other safe. Some homes are close to the road so the peacefulness of the country with be GONE, 24/7 gone, a neighbour said to me that the reason he moved here from Parkside at 6 highway was because of the trucks, flying down six, using the airbrake to stop, and he was always content when he did not hear a crash after it, but to many times he did. He went on to say it truly created a fear and they had to move, he is now worried he will have to move again as he is quite close to 11 and Millborough line. We have wild life crossing our road regularly, with Milton to the east, Waterdown to the south the 401 to the north and the 6 to the west were do you think the wild life will go? to there graves, this world continues to take away from our wild life, our conservation of our land, for what they thing is a good idea but it is not.</p> <p>I understand if there is an accident that traffic need to be rerouted as does everyone but we have many roadways already designated to the trucks and maybe rather then adding more change the exciting to accommodate better. Your gonna change the entire road and disrupt many families because of it, why not just big a road, like you spoke of last evening, a bypass of Waterdown, a bypass from Campbellville to Morrison, the trucks do not need to go through areas to get to there destination quicker trucks need a roadway that is safe for them to use and safety should always be above all else</p> <p>So -</p> <p>Protect the conservation Land and tree's and the water, it is my understanding that this is a water protect area and no salt is used on the road. The wildlife, the deers that cross the road from pasture to pasture would be killed or move on. Concervation Halton, Grand River Conservation, Hamilton conservation is protecting our wetland and woodlands , I sure hope Hamilton follows and does as well.</p> <p>The people who walk (some in there 90's), or bike our road, the children on dirt bikes and ATV's (some very young), the cyclists, the horse farm who crosses the horses from pasture to pasture or ride along the road , as well as the driver's, there are many hilly spots that you can not see oncoming traffic, therefore unsafe to pass. Add in trucks and it will be deadly.</p> <p>The intersections at 6 and Millbrough at the 11 East, the bridges over the creeks and river's the width, blind spots can not accommodate trucks. Difficult enough in a car! The train tracks on Millbrough will need to be changed to accommodate truck traffic, the road widened and straightened, trees cut, lots of trees.</p> <p>Three sets of lights installed, along the 11th to keep my family, my neighbours safe will be required. Every day this week there has been an accident on six, most serious, we live in the country to enjoy the peacefulness of it if this, if the 11th and millbourough became a truck route that will be gone.</p> <p>Why do feel we need to create more truck route and not better the exciting routes? The trucks will use the roads if they are delivering in the area but otherwise they need alternate routes from the highways. Tremaine, Guelph Line, Appleby Line, 6 Highway all connect (or will soon) the qew/403 and the 401, if the 400 series highway is closed the trucks should use the Reid side road to campbellville road, Carlie road, Dundas (#5) not the country roads where we are all a little relaxed and peaceful. heck I may a well move to 6 highway.</p> <p>We need trucks, I get that my husband is a commercial driver and has been for over 20 years but maybe just maybe focus on the routes that are already in place 401, 403, 6, 5 make them better, make 6 a divided highway, then there will be less accidents, Carlisle Road, Campbellville road, just make them better and conserve the land, the environment.</p>

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SanID	Date	Name/Contact	Content
608.	2021-06-26	██████████	<p>Attachment 608: Hamilton Truck Route – DICKENSON ROAD EAST</p> <p>The proposed use of Dickenson Road (east of Upper James) as a truck route is a dangerous plan. Currently, no sidewalks, no streetlights, narrow shoulders and blind hills create a dangerous environment for pedestrians seeking exercise and mail as well as motorists. As well, (and I am not a cyclist nor a fan of them), Dickenson is a favorite destination for them. Adding large trucks to the mix seriously ups the danger level to a road peppered with numerous homes, all of which requiring the use of driveways and daytime roadside parking.</p>
609.	2021-06-26	██████████	<p>Attachment 609: Hamilton Truck Route – WHITE CHURCH ROAD</p> <p>I am a resident of Binbrook and have noticed that White Church Rd will be a permanent full time truck route instead of an unspecified one. I agree however I noticed also that to avoid traffic from going through Binbrook that trucks will take Fletcher Rd to either Guyatt Rd or Kirk Rd and then turn onto Highway 56. I live on Fletcher Rd at Kirk Rd and feel this short cut or bi- pass is unacceptable due to increased truck traffic. There are no sidewalks and pedestrians are at risk. Please explore alternatives.</p>
610.	2021-06-26	██████████	<p>Attachment 610: Hamilton Truck Route – WESTBROOK ROAD</p> <p>We watched the presentation via WebEx on Thursday. Very confusing and didn't get to ask a question.</p> <p>Don't know what the future of our road regarding truck traffic but we have been complaining for the last few years. They did post "no truck" signs on both ends of Goodale Road to stop the traffic from coming off R.R.65 to turn south onto Westbrook.</p> <p>Because there has never been enforcement, the truck traffic continues. Since last year the volume of dump trucks, double tractor trailers, construction equipment and all other businesses has tripled and we can no longer even walk along it because it is too dangerous due to the volume and 80km speed. They enforce the 60km speed north of the Binbrook road but never our section.</p> <p>I have travelled to the bottom of Westbrook and see no places where all these vehicles are coming from which obviously means they are coming from areas east of Westbrook. This goes on from early morning till late at night. As said previously, until there is enforcement nothing is going to change.</p> <p>We have been here 46 years and we are thinking of moving which we shouldn't have to do because we moved here for a rural lifestyle.</p> <p>Unfortunately half the problem is we are on a split township road and no one wants to take responsibility for this mess. Every time I phone in a complaint I get bounced back and forth with nothing being done and I just give up which I think is the intent by the townships.</p> <p>We have fifteen young children along our section so it makes parents really wary went they let them out to play.</p> <p>Thank you for listening and hope something can be done. We don't need a truck route on our road because it definitely would be a nightmare for all.</p>
611.	2021-06-27	██████████	<p>Attachment 611: Hamilton Truck Route – WESTBROOK ROAD</p> <p>When June 24 public seminar was posted online, I listened to it. I thought the presentation along with the opening remarks was very well done. Everything was laid out as clear and detailed as can be.</p> <p>With regards to Westbrook Rd., I still think the designated truck route should only be Hwy 56, and not Westbrook, Woodburn, nor Hendershot.</p> <p>But,.... I have to pay a compliment to your team on the way the rolling out of information was handled.</p>

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612.	2021-06-28	[REDACTED]	<p>Attachment 612: Hamilton Truck Route – CONCESSION 4 WEST</p> <p>we live at [REDACTED]</p> <p>The reason for me to get in touch with you is that some neighbours are stating that the City of Hamilton is planning to make Concession 4 W a “truck” route. This is unacceptable.</p> <p>We are about 2.5 kms from Highway 5 (a truck route). We also know that if there’s an emergency (such as road closure, etc) on highway 5 the trucks use conc 4. This is acceptable.</p> <p>The solution is widen highway 5 or make Concession 5 or 6 a truck route. Should the City proceed with this idea I’m hereby asking that i be notified as I’ll be a participant to oppose this idea.</p> <p>City of Hamilton’s Response (Partridge’s office):</p> <p>Thank you for taking the time to reach out to me with your concerns. So he will be aware you your concerns, I have copied Omar Shams, on this email. He is the project manager for the City’s review of the Truck Route Master Plan. Omar can be reached at 905-546-2424, ext. 7474, if you wish to speak to him.</p> <p>There was a Public Information presentation (virtual on video) last week. At the end of the meeting, participants were able to ask questions and make comments. You can watch this on-line (see below).</p> <p>You will find information on the current Truck Route Master Plan Review, videos of the Public Information Sessions, documentation, along with questions and answers, and can provide additional comments on-line, if you wish, at the following link:</p> <p>https://engage.hamilton.ca/trmp</p> <p>In addition, you will find general information on the Truck Route Master Plan at the following link:</p> <p>https://www.hamilton.ca/city-planning/master-plans-class-eas/truck-route-master-plan</p>
613.	2021-06-28	[REDACTED]	<p>Attachment 613: Hamilton Truck Route – CONCESSION 4 WEST</p> <p>I’m disappointed in the fact 4th Concession West is on the truck route. We have no sidewalks on our street and I have to practically walk in the ditch with our dog when trucks come BARRELING down our road. Our street has changed a lot lately with new families with young children, children will not be safe, with these huge speeding trucks. Whatever happened about the notice we received a while ago about having 4th Concession West being closed off at highway 6? To make it safe on 6, what is going on there?</p> <p>City of Hamilton’s Response (Partridge’s office):</p> <p>It was a pleasure chatting with you this morning. I will be sure to log your strong opposition to the Truck Route Master Plan in relation to the proposed 4th Concession W and forward it to Omar Shams to ensure your concerns are heard.</p>

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614.	2021-06-29	[REDACTED]	<p>Attachment 614: Hamilton Truck Route – DUNDAS STREET (WATERDOWN COMMUNITY)</p> <p>As Senior Planner for Waterdown are you aware of the Truck Route Master Plan?</p> <p>The current Review (nearly 300 pages) completely disregards your entire Community Node Planning process and your Secondary Plan Development. It barely mentions the Bypass which has been underway for 20 years. Dundas Street through the central village of Waterdown should NOT be designated as a Truck Route! Surely the Bypass Route was intended to take all large truck traffic away from this local historic area, which you rightly plan for pedestrian, family safety and local business scale.</p> <p>Your publicly presented visions will be impossible to achieve if the Truck Route continues on Dundas Street. Your excellent plans are doomed to failure.</p> <p>The QEW, Highway 403, Highway 6 and the Bypass are scaled and sufficient for all through traffic.</p> <p>A Truck Master Plan should lay the foundations for the future as does a Community Secondary Plan.</p> <p>To quote Donna Skelly MPP “it is absolutely imperative that the Bypass be built . . . traffic nightmare in Waterdown is unacceptable”</p> <p>Omar Shams himself said “Does that truck NEED to be THERE?”</p> <p>Our public representatives for Waterdown and Hamilton must be responsible to thoroughly evaluate all studies together for compatibility and cohesiveness. The public process of consultation and planning is wasted if it can not be implemented.</p> <p>We thank you for your consideration and hope for your successful correction of these issues.</p> <p>City of Hamilton’s Response (Melanie and Omar):</p> <p>[REDACTED]</p> <p>Thank you for your email and your comments. Staff working on the studies you have mentioned below have been coordinating to ensure that all studies are informed of ongoing work as these studies progress. As you noted, the Secondary Plan is working towards maintaining the pedestrian focus of the Waterdown core and promoting improvements to this commercial area over the long term aligning with this vision. Truck traffic is an important issue for this area and it is challenging to deal with presently as there are limited alternative options for trucks. The truck route master plan, while providing recommendations for routes based on the road network existing today, will also include direction for future changes to truck routes once planned links such as North Waterdown Drive are completed. These future changes will help to support the directions set out in the Secondary Plan by improving options for managing truck traffic over the long term.</p> <p>Further information from Omar Shams on the Truck Route Master Plan is provided below:</p> <p>Through a comprehensive network evaluation process, Dundas Street East was identified as an essential link in the truck route network. The link provides truck accessibility, prevents unnecessary intrusion of trucks into residential communities and supports the movement of goods.</p> <p>Comments received during the first phase of engagement for Truck Route Master Plan Review were concerning localized operational issues along Dundas Street East. To address those concerns, the Truck Route Master Plan Review and Waterdown Transportation Management Plan Study recommend operational improvements to increase safety for all road users while providing truck accessibility for businesses located within the community.</p> <p>Over the long term, when the North Waterdown Drive (Bypass) corridor is fully built and connected to Highway 6 N., all truck traffic from Parkside Drive will be diverted to the new corridor. A proportion of truck traffic using Dundas Street E. going north toward Wellington County would naturally shift to the North Waterdown Drive. However, any destinations west of Highway 6 and within the community would still continue through this area.</p>

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615.	2021-06-30	[REDACTED]	<p>Attachment 615: Hamilton Truck Route – WILSON STREET (ANCASTER)</p> <p>I am a resident of Ancaster with an address on Wilson St W. I moved here in May of 2020 from downtown. The amount of truck traffic on Wilson St 24 hours a day 7 days a week is shocking given the 403's proximity. It is not uncommon for me to be waken by the noise of the truck traffic. It really never stops.</p> <p>As a pedestrian I can tell you it is difficult to cross Wilson at Dunham even with the pedestrian activated crosswalk because trucks are going at such a rate of speed that they cannot stop. If someone has not been involved in a pedestrian-truck accident it will happen at some point. Given the warnings the city has had from many residents it will look poorly on the city to have ignored this major throughway in a residential neighbourhood with an elementary school one block away.</p> <p>As a cyclist, I would love to use the cycling lane on Wilson, but the 18 wheeler truck traffic makes that a frightening prospect, and it's yet another bike lane that ends and leaves cyclists in a precarious situation side by side with traffic including trucks.</p> <p>I am proposing it be downgraded from a Major Truck Route to a street with truck passage restricted to local deliveries and Emergencies only. I would also suggest trucks can use the Wilson St exit off the 403 if they are turning west on Wilson, otherwise they use whatever access is closest for their destination. Many trucks could use Fiddlers Green but instead use Wilson creating unsafe conditions for more than a kilometre that is completely unnecessary.</p> <p>Thank you for taking the time to read this email and consider this feedback in your response.</p>

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616.	2021-06-30	[REDACTED]	<p>Attachment 616: Hamilton Truck Route – ANCASTER COMMUNITY</p> <p>ANCASTER VILLAGE HERITAGE COMMUNITY</p> <p>RESPONSE TO THE 2021 HAMILTON TRUCK ROUTE MASTER PLAN CONSULTATIONS</p> <p>I am writing as President of the Ancaster Village Heritage Community, Inc. (AVHC).</p> <p>AVHC and our over 100 local members are engaged in promoting the quality of life in Ancaster by advocating for traffic controls, preservation of heritage, and mitigation of overdevelopment in our lovely Town of Ancaster.</p> <p>Development along Wilson Street going westward from Rousseaux Street has gathered apace in the past 15 years, leading to increased truck and smaller vehicle traffic that is beginning to overwhelm our streets during the day. Wilson and Rousseaux Streets are currently Major Truck Routes, and this status promises to contribute to serious problems of adherence to the Ancaster Wilson Street Secondary Plan Bylaw (AWSSP), which envisages Ancaster Village as an attractive community which is viable, vibrant, and pedestrian friendly, with low-rise, heritage-styled residential, commercial and retail facilities serving the needs of adjacent neighbourhoods.</p> <p>The Wilson/Rousseaux intersection is among the busiest in the entire Region. Nevertheless, considerable new development is ongoing on Wilson Street, with many new multi-storey condominiums, retail, and commercial buildings planned and in various stages of build, including a 7-storey retirement complex at the Rousseaux/Wilson intersection. These projects will add significantly to both truck and smaller vehicle traffic on Wilson Street unless truck traffic in particular is restricted. The way that the Wilson/Rousseaux truck route is now configured means the route will certainly become impassable at times during the day when these developments are completed, and will reduce the efficiency of truck traffic.</p> <p>For a number of years now truck, school bus, and small vehicle traffic has tried to avoid the crush on Wilson and Rousseaux Streets by cutting through the narrow residential corridor along Church, Lodor, and Academy Streets in the Maywood neighbourhood. The average width of this corridor is just over 6 meters, with parking allowed on one side where it is permitted. Parked vehicles, of course, narrow the street even further, rendering truck traffic highly problematic. Maywood is particularly subject to cut-through traffic of trucks and other vehicles, but other Ancaster neighbourhoods are suffering as well.</p> <p>Maywood is currently in transition from an elderly population to a younger cohort with children. Many of the children ride bicycles and play on the neighbourhood streets, while the elderly walk their dogs and ambulate to the recreation and library facilities at Ancaster Square.</p> <p>Ancaster Square, which can be referred to as a “Major City Park” and a “Recreation and Community Centre”, is located at the end of Lodor Street. It is Ancaster’s primary centre of recreational and civic facilities, and provides well-used lawn bowling; tennis courts; the Village Green children’s playground and splash pad; the Ancaster Library; new Town Hall; and the Old Town Hall facilities. In normal times, when these facilities are fully open, parking for patrons is not always adequate, especially during the summer. In that case overflow vehicles will park along Lodor Street. As noted, this street has sidewalks on only one side for pedestrians. Such pedestrian traffic is at risk at times, especially because these recreation and service facilities serve two populations which the HTRMP defines as “vulnerable age cohorts”: the elderly and the very young.</p> <p>We propose the following modifications to the Hamilton Truck Route Master Plan.</p> <p>1) The HTRMP recommends that the Main Street West/Wilson Street traffic corridor should continue as a Major Truck Route. This is despite Provincial Highway 403 having been purposefully built in 1969 to replace this Main/Wilson Street corridor as a westward through-route to Brantford. Further, the Main/Wilson Street corridor connects to no major arterials other than the 403. Since the Main Street West/Wilson Street corridor duplicates the 403 route and unnecessarily duplicates its function as a Major Truck Route, while connecting with no other major arterials, the Main Street West/Wilson Street corridor should be withdrawn as a Major Truck Route and become restricted to trucks engaged in local delivery or other local business, and to Emergencies only.</p> <p>The 403 runs parallel to Main Street West and Wilson Street just a short distance away, and intersects with these City streets at two points. The Main West/Wilson Street corridor connects with no arterials additional to the 403. There is no need for trucks to travel through Ancaster on Wilson Street, nor to access the residential and commercial area along this corridor except for local business and deliveries.</p> <p>Notably, the Wilson Street Major Truck Route passes through the heart of the Ancaster Village Heritage District, a Cultural Heritage Landscape. The Ancaster Master Transportation Plan of 2011 identified a need to maintain Ancaster’s “community and historical village character” as a major priority in Traffic Planning. A major truck route passing through has contributed to the deterioration of the streetscape in recent years.</p> <p>Further, as previously mentioned, the AWSSP Bylaw envisions Ancaster Village as a socially vibrant, viable, and relaxing pedestrian district with low-rise residential, commercial and retail facilities reflecting the heritage character of Ancaster and serving the needs of adjacent neighbourhoods. If Wilson Street continues as a Major Truck Route, i.e., with unrestricted truck traffic travelling through - and given the extensive new development which is anticipated - the AWSSP vision for Ancaster will suffer serious</p>
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			<p>injury. It will also add incrementally to unnecessary safety, public health, and environmental risks, as the population density of Wilson Street – especially the vulnerable aging population - grows.</p> <p>2) The HTRMP appears to make no distinction between different intensity levels of truck traffic which are permitted on City streets. For example, on the maps provided in the HTRMP Presentation, the colours used to mark truck routes indicate that the Linc (a highway with restricted access) shares the same status as Rousseaux and Wilson Streets in the way that these are colour-marked. This must be confusing for both truck drivers and citizens if and as the City attempts to restrict certain types of truck traffic on some streets but not others, while marking them with the same colour scheme and so failing to clearly differentiate them. It can also lead to trends of violations of these restrictions by truck drivers. More categories of truck and traffic routes should be developed for different streets, reflected by different colour markings on maps and information documents, in order to enable drivers to make good decisions about which routes are permitted for them to use.</p> <p>3) The definition of a “truck” should include school buses, as it does in other areas of the Province - including Toronto - for Safety, Equity and Public Health Purposes. In Maywood our streets are only just over 6 meters wide (the narrowest public streets in Ancaster), and as mentioned we have sidewalks on only one side of the street. A number of school buses serving different schools cut through our neighbourhood every day during the week, without picking up passengers. They are highly disruptive, detrimental to our quality of life, environmentally unsound, noisy, just as large as many trucks, and a danger to the health and safety of our neighbourhood - and surely to many others in the City as well.</p> <p>4) Unfortunately, AVHC was not included in the HTRMP community group/consultations. We have serious problems in Ancaster regarding truck traffic, and we are disappointed that we were not consulted.</p> <p>5) Wilson Street in Ancaster Village (between Rousseaux and Halson Streets) is a Business Improvement Area which requires protection from truck traffic in order to facilitate retail and commercial operations.</p> <p>6) Retirement homes and lodging homes for the elderly and mental health patients should be added to the list of “Sensitive Land Uses” for Safety, Equity, and Public Health Purposes. Residents of retirement and lodging homes are typically members of a “vulnerable age cohort” and are more likely to have serious mobility and cognitive challenges which render them vulnerable on the street. Many residents of these types of facilities also have mental health challenges. The 176-unit retirement complex with memory units (which is proposed but not yet permitted) at the corner of Rousseaux and Wilson Streets on one of the busiest intersections in the City; on a Major Truck Route; and on sloping terrain, is clearly an inappropriate location for such a purpose. Given its location, serious mitigation of truck traffic at that intersection should be implemented if building goes ahead.</p> <p>7) Entrances to Maywood have signs forbidding truck traffic, which should also include school buses. The neighbourhood should have traffic control measures installed for trucks and other vehicles that frequently cut through the neighbourhood, despite the signage, often at inappropriate speeds, and often failing to stop at Stop Signs in the neighbourhood.</p> <p>8) We note that the City is planning Operational Improvements and Segmentation along the Wilson Street Major Truck Route between Rousseaux Street and Garner Road. AVHC should be included in future consultations regarding the implementation of these measures.</p> <p>SUMMARY OF RECOMMENDATIONS:</p> <p>1) Since the Main Street West/Wilson Street corridor parallels the 403 route, unnecessarily duplicates its function as a Major Truck Route, and connects to no other major arterials, the Main Street West/Wilson Street corridor should be withdrawn as a Major Truck Route and be restricted to trucks engaged in local delivery or other local business and to Emergencies only.</p> <p>2) More categories of truck and traffic routes should be developed for different streets, reflected by different colour markings on maps and information documents, in order to enable drivers to make good decisions about which routes are permitted for them.</p> <p>3) The definition of a “truck” should incorporate school buses, as it does in other areas of the Province, including Toronto, for Safety, Equity and Public Health Purposes.</p> <p>4) AVHC should be included in consultations to develop future plans for the Main Street West/Wilson Street corridor.</p> <p>5) Wilson Street in the Heritage Village between Rousseaux and Halson Streets is a Cultural Heritage Landscape and a Business Improvement Area and should be protected from truck traffic in order to facilitate retail and commercial operations.</p> <p>6) Retirement homes and lodging homes for the elderly and mental health patients should be added to the list of “Sensitive Land Uses” for Safety, Equity, and Public Health Purposes.</p> <p>7) The Maywood neighbourhood, frequently used by trucks and smaller vehicles as a cut-through between Rousseaux and Wilson Streets, should have traffic control measures installed for trucks and other vehicles that frequently cut through at inappropriate speeds, and often fail to stop at Stop signs.</p> <p>8) We note that the City is planning Operational Improvements and Segmentation along the Wilson Street Major Truck Route between Rousseaux Street and Garner Road. AVHC should be included in future consultations regarding the implementation of these measures.</p>

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617.	2021-07-01	[REDACTED]	<p>Attachment 617: Hamilton Truck Route – HALDIBROOK ROAD</p> <p>My wife and I are Hamilton residents living of Haldibrook road. This is the corner of Highway 56 which is already busy (most people travelling in excess of 100 km/hr in an 80 km/hr zone) and Haldibrook road which is not designated as a truck route.</p> <p>The intersection of these two roads is not perpendicular and due to the high speed of highway 56 has cause many accidents and fatalities over the past years.</p> <p>I have heard there is discussions about designating Haldibrook road as a truck route. I would like to express our firm opposition to this. There are many young families along this road, the road is too narrow for trucks to pass safely and with many residents along this road, trucks will only make it more unsafe when walking or biking.</p> <p>Please let me know if there is anyone else that I should be making our voice known to.</p>
618.	2021-07-01	[REDACTED]	<p>Attachment 618: Hamilton Truck Route – CONCESSION 4 WEST</p> <p>We live on concession 4 West and have learned that Hamilton wants to make this a truck route. This road is already way way way to dangerous and busy with big 53 ft trailers and speeding cars and big dump trucks. This road is no longer safe to walk on. HWY 5 is just one block down and is a road that can handle this kind of traffic. I implore you, do not let this happen. In fact we would like it if we can stop trucks going down this road all together it would be preferred, this should be a nice quiet neighborhood.</p>
619.	2021-07-01	[REDACTED]	<p>Attachment 619: Hamilton Truck Route – WELLINGTON STREET (DUNDAS)</p> <p>I would like for you to note that Wellington street is a residential road, yet it is both currently a bus route as well as a truck route.</p> <p>We would like to see the truck route diverted from King Street West to Market Street South to Hatt Street then to the industrial part of Dundas so as to avoid as much as possible driving through the neighbourhood</p>
620.	2021-07-01	[REDACTED]	<p>Attachment 620: Hamilton Truck Route – HALDIBROOK ROAD</p> <p>As I have been seeing articles about the possibility of Haldibrook road becoming a truck route I felt the need to express our thoughts.</p> <p>As a family who lives right in Blackheath, which is currently a 50 zone, the amount of cars that go 80+ is ridiculous. The last thing these families want is to ALSO have large trucks going 80+ down this section as well.</p> <p>We moved here to start our family and with 2 little kids (like many have in this section of road) I find this being a very ridiculous thing to even be considering.</p>
621.	2021-07-02	[REDACTED]	<p>Attachment 621: Hamilton Truck Route – WILSON STREET (ANCASTER)</p> <p>As an Ancaster resident I do not feel that Wilson street should be used as a major truck route. This is a place where we walk as a family and my children walk and ride with their friends. This is a route where small shops are located to encourage a walking community and small village feel.</p> <p>This would pose a severe safety risk.</p> <p>On this route is our public library and splash pad. Not a place for a major truck route.</p> <p>My children would cross Wilson daily to attend school. This road also contains 2 daycares.</p> <p>This is an area that is already congested and it is only one lane each way. This would be a disaster.</p> <p>This road already contains 3 pedestrians walks for safety. Not a major truck route. This route contains many lights for safety. Again not ideal for a major truck route.</p> <p>There is also a walking path that runs along that road and leads to Dundas valley. This is a place where we walk and gather. Not a place for a major truck route. Safety please!</p> <p>When there is an accident on the highway this area is ridiculously backed up. On a regular busy day this is a highly used area without trucks. Please do not add to this traffic issue</p>

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SanID	Date	Name/Contact	Content
622.	2021-07-02	[REDACTED]	<p>Attachment 622: Hamilton Truck Route – WILSON STREET (ANCASTER)</p> <p>Re: proposed Truck Route Master Plan, which continues Wilson Street as a Major Truck Route.</p> <ol style="list-style-type: none"> 1) Since the Main Street West/Wilson Street corridor parallels the 403 route, unnecessarily duplicates its function as a Major Truck Route, and connects to no other major arterials, the Main Street West/Wilson Street corridor should be withdrawn as a Major Truck Route and be restricted to trucks engaged in local delivery or other local business and to Emergencies only. 2) More categories of truck and traffic routes should be developed for different streets, reflected by different colour markings on maps and information documents, in order to enable drivers to make good decisions about which routes are permitted for them. 3) The definition of a “truck” should incorporate school buses, as it does in other areas of the Province, including Toronto, for Safety, Equity and Public Health Purposes. 4) AVHC should be included in consultations to develop future plans for the Main Street West/Wilson Street corridor. 5) Wilson Street in the Heritage Village between Rousseaux and Halson Streets is a Cultural Heritage Landscape and a Business Improvement Area and should be protected from truck traffic in order to facilitate retail and commercial operations. 6) Retirement homes and lodging homes for the elderly and mental health patients should be added to the list of “Sensitive Land Uses” for Safety, Equity, and Public Health Purposes. 7) The Maywood neighbourhood, frequently used by trucks and smaller vehicles as a cut-through between Rousseaux and Wilson Streets, should have traffic control measures installed for trucks and other vehicles that frequently cut through at inappropriate speeds, and often fail to stop at Stop signs. 8) We note that the City is planning Operational Improvements and Segmentation along the Wilson Street Major Truck Route between Rousseaux Street and Garner Road. AVHC should be included in future consultations regarding the implementation of these measures. <p>Please consider the forgoing in your decision making process regarding this issue.</p>
623.	2021-07-07	[REDACTED]	<p>Attachment 623: Hamilton Truck Route – DICKENSON ROAD</p> <p>Thanks for your efforts tonight, i've watching</p> <p>There is no way any of these roads are built to carry this type of weight and frequency</p> <p>I would be very surprised if Hamilton would be willing or even capable of these type of upgrades.</p> <p>le- twenty road - still a joke after 25 years of collecting taxes from all those residents</p> <p>By the way have the road guy call me and i'll let him know why the intersection of Dickenson and French rd. Leaks water even on a dry week.</p> <p>Thank again for all your efforts</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
624.	2021-07-07	[REDACTED]	<p>Attachment 624: Hamilton Truck Route – CONCESSION 11 EAST</p> <p>Information has recently been circulated in our neighbourhood regarding the Hamilton Truck Route Master Plan and in particular a proposed new truck route on Milborough Line and 11E Concession.</p> <p>I live in the area (north of 11E Concession) and would be impacted by this change. I am vehemently opposed to this proposed plan and formally submit my objection for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions <p>Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks.</p> 2. Safety <p>We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. .</p> 3. Environment <p>This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelon Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure.</p> 4. Community <p>The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads.</p> 5. Heritage <p>Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate.</p> 6. Impact/Volume <p>It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City.</p> 7. Cost <p>Alterations of these roads to make them suitable for truck traffic will cost millions of dollars and involve widening bridges, removing heritage trees, blasting huge boulders, rebuilding road substructure and widening 5 kms of road, not to mention the land expropriation that would be required to straighten Milborough Line.</p> 8. The Future <p>This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
625.	2021-07-07	[REDACTED]	<p>Attachment 625: Hamilton Truck Route – GRAY ROAD OVERPASS</p> <p>I participated in the virtual meeting regarding the truck traffic routing. Our Councillor, Maria Pearson, who I think knew we had posed many questions prior to meeting, asked about whether it was an error that the Gray Road overpass onto the NSR was going to a 24 hour access. It was said that it would remain 7-7. Could you please confirm that. Also, the second part of her question was why have any traffic come this way whenever the NSR was no longer going to be a designated truck route. It was mentioned that there was a pinch point at Centennial. Why can't more truck traffic just gain access to the QEW at Fruitland Road? It's not very far from Centennial Pkwy and would not be that much more time-consuming to drive to Fruitland, rather than to Gray Rd. I would think that that corner is going to see even more trucks than before, if the drivers think they want to avoid Centennial. Also mentioned was that infrastructure changes would be made to accommodate, but why go this route in our residential area, when Fruitland Road is so close by? Can this not be an option and keep trucks, for the most part off this whole stretch of NSR?</p>
626.	2021-07-07	[REDACTED]	<p>Attachment 626: Hamilton Truck Route – FRUITLAND ROAD</p> <p>In finding out late about the city's plans to change the allowance of the weight of trucks to over double what it is now, makes me feel that you are not taking the safety and concerns of the people that live in the communities that these trucks will be driving through daily, seriously.</p> <p>I live on Fruitland Road and am the mother of 3 young boys. I live on the East side of the street, so to get to the park with my boys, I have to cross Fruitland Road to get to the East side, since that is where all the playgrounds are. I get so anxious every time we have to cross this road between cars and motorcycles speeding and these huge trucks coming down the road. Allowing larger trucks just makes it that much more unsafe for me to get my small children across the road.</p> <p>Another concern I have is for the structure of my house. When trucks pass by my house now, we can feel the vibrations in the walls and floors. Will the city be liable for the damage done to homes as these big trucks rattle the framework because the road is not meant to take the weight of these trucks. These trucks as it is have woken my sleeping children when they are coming down the street outside of the hours posted on the sign. It happened 3 times in the last two weeks. The noise pollution from these large trucks is going to be terrible for our neighbourhood regardless of the hour.</p> <p>It also creates a greater risk for me to safely back out of my driveway, if large trucks are coming down the street in front of my house.</p> <p>Finally, I am also disappointed in the procedures you have used to try to proceed with what is best for you, and not the people that live on these streets, with such haste. People's safety and health should be your priority.</p>
627.	2021-07-08	[REDACTED]	<p>Attachment 627: Hamilton Truck Route – CARLISLE ROAD</p> <p>Thank you for your recent post in the Review regarding truck routes.</p> <p>I find it funny residents on 11 concession and Milborough line oppose the truck route there.</p> <p>Imagine being in the quaint village in Carlisle and having long, heavy quarry trucks blasting through all day!</p> <p>Why do these trucks pass through any way?</p> <p>We have major highways designed and engineered to accommodate large heavy trucks.</p> <p>My guess... these trucks are probably not fit enough where they would pass a MTO inspection. So they travel along less supervised roads.</p> <p>The 7am to 7pm proposal is ridiculous.</p> <p>The answer is simple. If these trucks need to use these roads to transport or deliver locally, then they will have to get a day or week permit.</p>

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628.	2021-07-08	[REDACTED]	<p>Attachment 628: Hamilton Truck Route – LYNDEN ROAD</p> <p>As a resident of the proposed truck route, between Hwy. 5 and Concession 4 I have concerns and questions.</p> <p>Concerns –</p> <p>(1) Safety</p> <p>(a) My wife and I use this section of road to walk with each other or with our nephews. When we see approaching vehicles we stop and move over as far as possible (sometimes into the ditch) to get out of the way of inconsiderate drivers of cars and trucks. What other problems are we going to encounter if this section becomes a truck route?</p> <p>(b) The hilly condition of the road (blind spots) poses difficulties entering or leaving our driveway. When a loaded truck(s) travelling at 70 KPH what is the time to stop the truck(s) safely?</p> <p>(2) Devalue of our house and property along this proposed truck route. Loss of potential buyers because of location along a truck route.</p> <p>(3) An increase in noise and vibration from trucks traveling at 70 KPH along this stretch of road especially at night time.</p> <p>Questions –</p> <p>(1) As residents how are we to be compensated for the inconvenience during the so called improvements to the bridge and road to accommodate increased truck traffic?</p> <p>(2) What is the estimated cost of the proposed truck route and what portion of the cost is passed on to us as taxpayers?</p> <p>(3) What is the volume of truck traffic from Hwy 8 to Hwy 5 on the existing truck route of Sheffield Rd,</p> <p>(4) What is the reason to eliminate the existing segment of the truck route (Sheffield Rd.) between Hwy 5 and Concession 4 and adding a new segment from Sheffield Rd. along Concession 4 to Lynden Rd. A distance of 2.5 K with the added cost of repairs to a bridge and road to accommodate truck traffic?</p> <p>(5) I would like to know the volume of truck traffic between Hwy 5 and Hwy 8 (as far as Hwy 52) going north and south along the existing truck routes of Sheffield Rd., Woodhill Rd. and Westover Rd. and why a fourth truck route Lynden Rd. (which I am totally against) is required.</p>
629.	2021-07-08	[REDACTED]	<p>Attachment 629: Hamilton Truck Route – DUNDAS COMMUNITY TRUCK ROUTES</p> <p>I understand you are the project manager for the Truck Route Master Plan, which is still in process. I have a few questions and comments regarding the information published to date, specifically as it refers to Ward 13 (Dundas).</p> <p>I note comments made that Governor’s Road is used as a truck route for Eastbound trucks attempting to access the Dundas Business Part at the extreme west end of Mill St. where it intersects with Head St. This appears very confusing, for the only way for heavy trucks to access the Business park from Governor’s Rd. would mean a left turn from Governor’s onto Creighton Rd. followed by a 500m drive to Mill St. Yet Creighton Rd. is NOT a truck route. This would then mean heavy trucks would need to stay on Governor’s Rd. further through town until they access Hatt St, or even further to access King St.</p> <p>I further note comments regarding trucks descending the Greensville hill (Hwy. 8 west) also to either access the Dundas Business park or continue on 8 West into Hamilton. As you know, travelling east on 8 west through Dundas offers two designated truck routes, Wellington St. which is also the designated HSR bus route into the Business park, and Market St. which accesses the end of Mill st. into the business park.</p> <p>Have you thus far encountered any comments regarding heavy trucks accessing the business park using NON-designated routes such as Matilda St. south, Napier St. South and Peel St. South? I ask this as there are further comments about educating both the businesses within the Dundas Business Park, and the trucking companies that regularly travel to the Business park?</p> <p>Further to this E-Mail, I will attempt to reach you via telephone in the near future to discuss further.</p>

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SanID	Date	Name/Contact	Content
630.	2021-07-09	[REDACTED]	<p>Attachment 630: Hamilton Truck Route – DICKENSON ROAD EAST</p> <p>My husband and I attended the web meeting last night a little late as I had trouble getting in. Unfortunately I am a little computer challenged. But finally got in once residents started talking.</p> <p>We as many other Dickenson Road East residents is strongly opposed to any truck traffic on our roadway. This is a large family community with many children.</p> <p>We have lived here for 40yrs and have more than enough issues with just regular traffic. This road has problems with speed, no shoulders to safely walk, safety for kids and school bus pick ups. I walk down the road to get my mail at French's road and Dickenson.</p> <p>When other main arteries are closed such as Rymal or the Linc we get tons of traffic that just scrawls with no chance of even getting out of our drive way. This is no place for trucks and all the issues they present.</p> <p>There are many mature trees on this road which help to absorb the noise from the airport and good for the environment.</p> <p>In some areas the houses are even too close to the road now.</p> <p>We moved to country to be in the country not to be apart of a truck highway.</p> <p>The expansion of Hwy6 to the Red Hill is the safest option and leaving the communities to live there lives as they should.</p> <p>City of Hamilton's Response (Brenda's Office):</p> <p>Thanks for your email</p> <p>I also have the same concerns</p> <p>At your request, I have copied the Project Manager for the Truck Route Review, Omar Shams on this email for his review</p>

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631.	2021-07-09		<p>Attachment 631: Hamilton Truck Route – CONCESSION 11 EAST & MILBROUGH LINE</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a ‘corduroy’ sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelton Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure
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			<p>and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p> <p>8. The Future This has the potential to be 'the thin edge of the wedge'. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. Please log my opposition to this proposal and provide me confirmation of this email.</p>

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SanID	Date	Name/Contact	Content
632.	2021-07-09	[REDACTED]	<p>Attachment 632: Hamilton Truck Route – CONCESSION 11 EAST & MILBROUGH LINE</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. Environment: This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freulton Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milborough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 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Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.

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633.	2021-07-09	[REDACTED]	<p>Attachment 633: Hamilton Truck Route – CONCESSION 11 EAST & MILBROUGH LINE</p> <p>Don't do it , please. We retired here, and now you want this? Thanks all your updates. This is our quiet neighborhood family front street, on Milborough Line. Would you like your family residential street over taken by regular and frequent large trucks?</p> <p>Keep healthy and safe and happy!</p> <p>Subject: City of Hamilton TRMP – Comments and Feedback Dear City Staff and Elected Representatives, We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a 'corduroy' sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. 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Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume: It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. 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			8. The Future: This has the potential to be ‘the thin edge of the wedge’. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now.
634.	2021-07-09	[REDACTED]	<p>Attachment 634: Hamilton Truck Route – DICKENSON ROAD EAST</p> <p>I’m a homeowner on Dickenson rd e between French rd and upper James. I attended the virtual meeting in regards to listening to our concerns. I appreciate having the opportunity to voice my concerns about this topic so thank you.</p> <p>I also understand it is a very sensitive topic to all of us in this community, understandably so. This would be life altering, and I’m asking you to please remove our street off the list of potential truck route streets. Not just because I’m being affected, but because it doesn’t make any sense. Logistics wise, it maybe shorter but as I’ve noticed over the years, more and more new young families are moving in and there are more and more children. Having pretty much everyone attend the previous online meeting should show you how strongly we are against this. There are many better options to consider.</p> <p>From 403 to highway 6 bypass, we should widen it to become a 4 lane road. I drive it regularly and don’t really see it being that busy. I feel that we are not efficiently utilizing the roads we have designated for trucks now. I am an advocate of progressive thinking and thinking outside the box, but I feel that there are way too many negatives than positives for putting a truck route on Dickenson rd e. I could only imagine what you’re going through with trying to find alternate routes to move goods, but going through residential, future school zones, agricultural area and environmentally sensitive areas seems like a recipe for disaster.</p> <p>With what I’m witnessing right now with heavy trucks travelling on Dickenson rd illegally, I could only imagine the more severe negative impact it will have if we have a truck route. It’s already unsafe as it is and we don’t have a handle on that. I’m hopeful you and your team and the City of Hamilton will do the right thing and remove our street as a potential truck route.</p>
635.	2021-07-09	[REDACTED]	<p>Attachment 635: Hamilton Truck Route – MILBROUGH LINE</p> <p>I just realized Les and I missed the deadline to provide feedback about the draft transportation plan but I am hoping you will include my comments when this is discussed again by the City.</p> <p>Milborough townline is a major cycling route for Flamborough cyclists, Burlington, Guelph, Mississauga and many other cycling groups. It is one of the few(almost N/South) remaining routes whereby cyclists can navigate that is not over-busy with large trucks (excepting the short distance from Derry Rd to Carlisle Rd).</p> <p>Important charity rides take place on this route, it provides a level of comfort knowing we cyclists have one of the few remaining connector roads conducive to cycling and it is an important route because of its shade on hot days. The route and some of its wetlands are also important habitat for animals, birds and insects. It would be a terrible shame to have to widen and remove some of this habitat for trucks.</p> <p>Keeping large trucks off the majority of Milborough Townline was also part of the decision to shut down expanded Quarry development in that area several years ago.</p> <p>The greatest danger to cyclists is increased traffic on this road such that a truck passing a cyclist does not give the cyclist enough space. When they see an oncoming large truck, they barrel past and dangerously crowd the cyclist who has no place to go but end up injured in the ditch. We are thankful we have only had a few close calls with motorists driving dangerously. The few larger transport trucks on this route are courteous, careful and much better than the average driver. With the short section between Derry Rd to Carlisle road being wider, they give us our one meter of space. It’s the other impatient vehicles passing that cause the most danger to everyone. They ignore the fact that driving is a privilege not a right under the Highway a Traffic Act.</p> <p>Truck routes need more careful planning to also address the negative impact on cyclists and the animal habitat.</p> <p>Please ask the City to not use Milborough Townline.</p> <p>Thanks for listening.</p>

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636.	2021-07-09		<p>Attachment 636: Hamilton Truck Route – CONCESSION 11 EAST</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the city northeast of Highway 6. One such proposed change involves designating Concession 11E and Milborough Line as a truck route. We live in the area affected by the proposed route, and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ul style="list-style-type: none"> • 1. Road Conditions: Milborough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees, and a ‘corduroy’ sub-surface construction to facilitate wetland migration. Milborough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms, and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sightlines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milborough Line is very problematic given the inadequate turning radius for large trucks. • 2. Safety: We fear for the safety of children waiting for buses, cyclists (Milborough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers, and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. • 3. Environment: This area features multiple watershed/habitat migration routes and large old-growth heritage trees. Potential impacts exist for the Freelton Esker Wetland Complex, The Mountsberg East Wetlands, and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milborough Line. The spring thaw on Milborough Line results in frequent flooding and speaks to the inadequate road substructure. • 4. Community: The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milborough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole nor neighbouring communities would see any benefit from disrupting this neighbourhood by designating a truck route through it. • 5. Heritage: Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. • 6. Impact/Volume: Unfortunately, the community has not been provided with comprehensive data reflecting current truck traffic or projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. As proposed along Concession 11E and Milborough Line, designation of a truck route could be seen as encouraging major land-use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. • 7. Cost: Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. Suppose the estimation of truck traffic (noted above) is accurate. In that case, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of two trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to two truck trips an hour? It makes no economic sense. • 8. The Future: This has the potential to be ‘the thin edge of the wedge’. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. This is why it must be stopped now.
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SanID	Date	Name/Contact	Content
637.	2021-07-09	[REDACTED]	<p>Attachment 637: Hamilton Truck Route – RURAL ANCASTER TRUCK ROUTES</p> <p>As an avid recreational cyclist who regularly rides the rural roads in Hamilton and as the Route Planner for the Ancaster Velo Club, I have concerns regarding the designation as "truck routes" of additional quiet rural roads. It is understandable that a road adjacent to the new Amazon Fulfillment Centre will be designated as Truck Route, but the justification for some other additional Truck Routes does not appear to be justified given current and reasonably foreseeable truck traffic.</p> <p>Here are some particular concerns:</p> <ol style="list-style-type: none"> 1. Dickenson Road: This is the primary road (in conjunction with Book Road) for rides originating in Ancaster and heading to the east of rural Hamilton. It is understandable why a portion in close proximity to the Amazon Fulfillment Centre and Airport Business Park would be designated as a Truck Route. In order to preserve safe cycling on this road, the addition of wide shoulders is imperative. 2. Sawmill Road : This the primary road (in conjunction with Shaver Road) for rides originating in Ancaster and heading toward Caledonia. It seems the City of Hamilton wants to establish a shortcut truck route between Highway 2/53 and Highway 6 S via Highway 52 (Trinity Rd S), Sawmill Rd and Haldibrook Rd. This is questionable as trucks can use RR52 (Trinity Church Rd) and RR65 (Carluke and White Church Roads.) 3. Concession 11E and Milborough Line: Milborough Line is used by many cyclists heading north out of Carlisle. This road is narrow, winding, bordered by woodlots, and undulating. It seems entirely inappropriate for use as a truck route. Similarly, Concession 11E is a narrow road with hills which make it inappropriate for truck traffic. Substantial truck traffic on these roads would be hazardous for cyclists. <p>A couple of points to keep in mind:</p> <ul style="list-style-type: none"> • Highway 6: Our cycling club routes only cross Highway 6 at intersections with traffic lights. It is particularly dangerous for cycling groups to cross the four lanes of Highway 6 with fast moving traffic at uncontrolled intersections. This limits the roads that can be used for route planning. For example, Chippewa Rd is a very nice rural road, but we will not use it to cross Highway 6 South. Similarly, we only cross Highway 6 North at Millgrove Sideroad/Concession Rd 6. • Paved Shoulders On Truck Routes: I appeal for wide shoulders on any rural road designated as a truck route. <p>Sincerely,</p>

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<p>638.</p>	<p>2021-07-10</p>	<p>██████████</p>	<p>Attachment 638: Hamilton Truck Route – WESTBROOK ROAD</p> <p>Unfortunately I am unsure whom to send this concern to as Westbrook Road "belongs" to two towns, Niagara and Hamilton and borders another, Haldimand. Today I was notified by a passerby that Westbrook Road is being considered for a truck route. In 2016, emails below, Westbrook was considered and the action was declined due to numerous safety concerns. I wanted to bring forth the fact that these safety concerns are still very much a concern today, even more so based on the recent accidents on our road.</p> <p>Please review my previous concerns as well as a few more that have developed over the past five years.</p> <p>Westbrook Road between Binbrook and Regional Road 9 is an 80km/hr road, seeing drivers regularly exceeding the speed limit. The corners to both Binbrook Road & Westbrook and RR9 & Westbrook are both very dangerous corners, both marked at 80kms and coming off bends. Almost weekly we see drivers reversing down these roads because they have missed the turn on Westbrook or barely stopping in time at the stop signs on Westbrook before proceeding on to Binbrook Road or RR9. Over the past years we have seen several accidents, and by some miracle, no deaths. The catastrophic possibilities of a transport versus vehicle, pedestrian, cyclist, motorcyclist or farm vehicles are absolutely terrifying. During the winter months, we are one of the last roads to be cleared in the area, often unable to use the road until late in the day after a heavy snowfall or ice. Residents on Westbrook and surrounding roads do not have "city water" or gas, we have numerous deliveries from water trucks and propane trucks which fill our tanks from the road, not to mention the many farm vehicles we see daily hauling full loads or moving enormous equipment from field to field making the road impassable to vehicles let alone a transport. The heavy deer population would cause an increased risk of accidents as well as the added noise would disrupt the many farm animals in the area.</p> <p>Concerns from November 2016 and ongoing today:</p> <p>I am sure this is just one of many complaint letters you are and will receive regarding the proposed truck route. Below I have listed several reasons why this is not only a dangerous plan but potentially costly to the tax payers and the city.</p> <p>My children and I live on the corner of Westbrook Road and Regional Road 9 (RR9), this is a busy route on a normal basis, I dread the thought of the increased traffic and danger the trucks will cause.</p> <p>First off, has anyone from your office ever spent a day on Westbrook Road? How about a weekend? Has anyone surveyed the amount of traffic on the roads as they are now?</p> <p>Westbrook and Regional Road 9 are common routes to several local farmers, families, motorcyclists and many bicycle teams. My biggest concern with trucking traffic is the extreme danger you are posing on this community and the roads current users.</p> <p>If you are unaware, there is a bend on RR9 approaching Westbrook, the posted speed limit is 80km/hr, on numerous occasions I have heard the skidding tires of trucks and traffic taking the bend too quickly and can only imagine the increased risk of accidents. Shortly after this bend is the left turn to Westbrook Road, so not only do you have vehicles moving at 80km plus, they will be whipping around the bend to run into trucks turning on and off Westbrook Road.</p> <p>At the other end of Westbrook Road is a deadly turn off Binbrook Road onto Westbrook and has already been the site of several accidents. The speed limit on this dangerous corner is also 80km/hr. Most vehicles barely navigate the turn in good weather, let alone transport trucks and anyone unaware of their surroundings.</p> <p>Westbrook Road between RR9 and Binbrook Road is also a posted 80km/hr, not safe at the best of times without the addition of trucking traffic. Often people are slamming their brakes on to manage the stop signs at either end of Westbrook. The school months bring several buses to the area, many children crossing the road to get on the bus and my children who are picked up just inside the corner of the road, I cringe at the danger the children will be exposed to.</p> <p>During the warm months, Westbrook Road sees numerous bicyclists and motorcycles, these riders take Westbrook Road for its country, safe setting. They are able to enjoy their ride knowing there is limited traffic and danger to them. The children and residents in the area also use the road for biking, walking, dog walking; they also enjoy the quiet of the area which will easily be destroyed by the trucking route.</p>
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			<p>Also, Westbrook is a main road for many of the local farmers, there are several slow moving, enormous, (often take up both lanes) tractors, farm equipment, hay trailers, bean or grain trucks etc moving along the road daily, and multiple times day and night during harvesting and planting.</p> <p>In regards to the people who live on and use the road, there are no bicycle lanes, the speed limit is as mentioned and there are many hidden type driveways. It is not safe for the residents to have any increased traffic, especially transport trucks.</p> <p>In addition to significant safety concerns, the road itself cannot handle the increased traffic. If you have driven down Westbrook Road, in its entirety, the road is already uneven, sloped, without centre lines in sections, the weight of a transport truck would quickly add to the instability of the roads, not to mention cause a risk for accident with the unevenness of the roads. As mentioned, there are no bicycle lanes and no road shoulders for pedestrian traffic nor for trucks to pull over should they need to, in combination with a transport meeting a farm vehicle along the way, all this posing increased risk of accidents and fatality along Westbrook.</p> <p>I could go on for pages more, but I have laid out the most important facts for you to consider. Thank you for your time in reviewing my concerns, I would appreciate a response at your earliest convenience.</p> <p>City of Hamilton's Response (Brenda's Office): [REDACTED] Thanks for your email Westbrook will not be a truck route West Lincoln does not support the designation, nor do I. I'm so sorry for angst this has caused the residents and we will be correcting the map accordingly Hope this helps to explain.</p>

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639.	2021-07-11	[REDACTED]	<p>Attachment 639: Hamilton Truck Route – TRINITY CHURCH AND CONCEPTUAL LINK</p> <p>I've reviewed the attached map showing a future truck route connection just west of trinity church travelling north/south to just past Binbrook Rd. This is not an approved future route at all. I reference the attached master plan and what was also promised to the residents along Trinity Church Road that the connector road coming into the red hill business park just west of Trinity Church Rd would stop at Twenty Road.</p> <p>Could you please explain how this "future truck route connection" has been placed on an official communication when it has not been approved and is not on the master plan for this area?</p> <p>If you could comment yourself that would be appreciated considering the involvement you have had with the residents on this road and the knowledge you have of the history. I don't think a generic response from staff would be appreciated or appropriate.</p> <p>City of Hamilton's Response (Brenda's Office):</p> <p>The staff were directed to review the truck route and provide recommendations. So far there have been 2 public information sessions. One held at the Warplane before COVID and the second one was 2 weeks ago via WebEx. As a side note, as the Glanbrook Councillor, I had 2 more WebEx meetings. One for the Glanbrook residents and the other specific to those on Dickenson Road. Due to the amount of interest (city wide), the deadline for public input has been extended until July 23rd. I have included the project manager Omar Shams on this response if you wish to submit your comments for review. Take care and stay safe Brenda</p> <p>My specific question is in regards to the extension of the road that comes into the Red Hill Business Park just west of Trinity Church Road. That road was supposed to stop at Twenty Road and not extend as you have shown it on the future truck routes map. How can you note a future truck route when that road has not been approved? I think it's misleading at the least to residents to show that since from my understanding the master plan from 2013 does not include that extension past Twenty Road as you have shown it on your future truck routes map.</p> <p>I had included a copy of the 2013 master plan in my original email to Brenda. Do you have a copy of this? Is there an update that residents are not aware of? If there is kindly forward all information related to the public meetings and the decision of council related to the extension of that road as you have drawn it to my attention. As Brenda is probably aware I represented some of the residents and owners on Trinity Church Road in relation to our discussions with the city in the past regarding a number of items including this one.</p> <p>City of Hamilton's Response (Omar):</p> <p>Thank you for your inquiry with respect to the future conceptual corridor that is depicted as an extension of the Upper Red Hill Valley Parkway to the Airport, which runs parallel to Trinity Church Road.</p> <p>The City-wide Transportation Master Plan (TMP) 2007 and subsequently TMP 2018 identified the need for a link connecting the Airport to Red Hill Valley Parkway as part of the strategic goods movement network. The conceptual link is planned to meet the current and future needs of the community and good movement industries in relation to the population and employment growth over time. This study adopts the existing and planned transportation network from the city-wide Transportation Master Plan and other relevant studies. However, the conceptual link is subject to further environmental assessment (Phases 3 and 4 of the EA process), through which the precise alignment of the corridor will be determined. Please also note that the timing and constructability of the subject corridor are conditioned to funding availability, and the outcomes of the EA process phases 3 and 4.</p> <p>City-wide Transportation Master Plan 2018 – Pg. 158 & Pg.159 - Map 3: Road Network Improvement and Map4: Strategic Goods Movement Corridor https://www.hamilton.ca/sites/default/files/media/browser/2018-10-24/tmp-review-update-final-report-oct2018.pdf City-wide Transportation Master Plan 2007 – Pg. 25 – Exhibit 7.11 Strategic Goods Movement Initiatives: https://www.hamilton.ca/sites/default/files/media/browser/2014-12-17/transportation-master-plan-chapter7.pdf</p>
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SanID	Date	Name/Contact	Content
640.	2021-07-17	[REDACTED]	<p>Attachment 640: Hamilton Truck Route – NEBO ROAD</p> <p>We object to the City of Hamiltons truck route master plan re the aforementioned subject for the following reasons.</p> <ol style="list-style-type: none"> 1. Nebo Rd. is a country road and is not designed for heavy truck traffic. 2. There are limited small shoulder areas, large, deep ditches, no bike paths etc. 3. It is not safe for children, biking etc. as there is a school at Nebo and Whitechurch roads where there has been enough accidents in the past. 4. The existing speeding and stunt driving problems are not improving. 5. This is a greenbelt area with farm equipment using these roads. [no farms no food!!!!] 6. There has been too many deaths on these roads we do not need an increase. <p>Note: Highways 6 [Upper James St.], 53 [Rymal Rd.] 56 and the Linc are more than adequate for heavy truck traffic.</p>
641.	2021-07-17	[REDACTED]	<p>Attachment 641: Hamilton Truck Route – NEBO ROAD</p> <p>I live at Nebo road and am opposed to making Nebo a truck route. For many years it has been a non truck route for many reasons. These reasons have not changed. The road is not built for heavier trucks. There are no shoulders on the road for cyclists or walkers. There are too many hills and valleys.. It is a country road not built for trucks.. The road is very busy now with cars going to Binbrook and Caledonia. There is only one place on the road where you can pass and even now drivers pass where they are not supposed to pass. Imagine what will happen when drivers get behind slow trucks and farm vehicles. Accidents are sure to occur. The corner of Nebo and White Church is already a bad area. With a school located there and a church just west of the school you will be placing kids and older people in a more dangerous situation. We very seldom see the police patrolling this road. They seem to spend their time patrolling White Church road. Why not keep the trucks on roads like number 6 and 56 roads that were built for them. Safety should be the number one priority and by making Nebo Road a truck route , you are not doing this.</p>
642.	2021-07-19	[REDACTED]	<p>Attachment 642: Hamilton Truck Route – STONEY CREEK – GRAY ROAD</p> <p>I thought I would be more formal today after our lengthy talk a few days ago. I did enjoy our talk and I'm glad that you seem to be looking at all perspectives and are trying to be fair as you listen to feedback from everyone. I went out to Grays Rd. to double check on the newer truck companies that have come on board in the last 1-2 years on Grays Road.,N. So, with these companies in mind I found 3 that would be considered newer to our immediate area.</p> <p>I'll begin with DVC Contracting at [REDACTED] the closest to the Grays Rd. overpass. Back of the DVC building is the UPS delivery truck and transit area. Then a block south, same side, is Central Equipment Sales and Service Building at [REDACTED] There is also a Fedex delivery area that delivers off Grays Rd. Then over at Millen Rd. and the other overpass there is a huge complex with gas pumps and many trucks called Transit Petroleum at 330 South Service Rd.</p> <p>These were all the newest businesses that I found that were newly located where they presently are. My concern is our residential area on the north side of the QEW which attempts to handle every type of vehicular traffic, especially between Millen and Grays, on a 2 lane east-west bound service road. Residents have been concerned regarding the section at the Grays overpass north onto Frances Ave. and then onto Drake Rd. and then east to the QEW onramp. This stretch of the North Service Rd. is not suitable for many overly sized trucks also coming through here. It would be difficult to monitor whether they are using it or not and I feel that truck traffic would overwhelm this area.</p> <p>Again though I'm glad we talked the other day and I want to continue staying in touch. I would also provide concerns or neighbourhood feedback as issues may arise. Hopefully, the list of newer truck companies can remain on record and please add any I may have missed.</p> <p>Best regards and keep up the intense study and comprehensive reviews.</p>

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643.	2021-07-22	[REDACTED]	<p>Attachment 643: Hamilton Truck Route – NEBO ROAD</p> <p>We are residents on Nebo Road and are strongly opposed to having various country roads turned into truck routes this fall. Nebo Road is a country road and the roads are not wide enough for large trucks. We do not have sidewalks or bicycle paths or lights and there is very limited shoulders. Nebo Road also has many deep ditches that can be very dangerous to drivers who would try to pass the many trucks on our road. We have many school children boarding buses on these country roads as well so it would be dangerous for children needing to cross roads when getting on and off their school buses. Furthermore, to have our country roads turned into truck routes would greatly diminish the value of our homes. We all chose to live in the country to escape the heavy traffic and noise pollution. If our country roads turn into truck routes then we would lose the peace and tranquility of the county beauty. We also have had a major increase in speeding cars and an increase in traffic already from the urban sprawl that has happened lately in Binbrook and Caledonia. There is farming equipment used regularly on our roads and a truck route would cause added commotion to this farming area. This is a greenbelt area and is not suitable for truck routes. Unfortunately there has been three deaths as of late on Nebo Road already. Adding a truck route would not make this road any safer! Please take these reasons into great consideration and do not take away the limited natural peace and quiet of our country roads to install a truck route. Thank you for your time and consideration.</p>
644.	2021-07-22	[REDACTED]	<p>Attachment 644: Hamilton Truck Route – NEBO ROAD</p> <p>We are writing to make it clear that as residents of Nebo Road, Hamilton, Ontario, we strongly object to the proposal to turn Nebo Road from Whitechurch to Dickenson Road into a truck route.</p> <p>We have lived on Nebo Road for almost 20 years. It is a narrow and already relatively busy road with close to non-existent shoulders. We are an active family and regularly walk our dog, run and cycle on this road, and even without regular and permitted truck traffic, this can be very dangerous. There is already a high frequency of speeding and inattentive driving on this road. This will only be exacerbated by the addition of heavy trucks as drivers will attempt to overtake and pass these trucks on the already narrow roads.</p> <p>During our time on Nebo Road there have been multiple motor vehicle fatalities. Although these have not been related to truck traffic, there is no doubt that adding trucks will make the road more dangerous for drivers and pedestrians. It was noted during the public meeting that there is a school at the corner of Nebo and Whitechurch. That, in itself, should be enough of a deterrent to this plan which seems to be routed in a lack of planning and a desire to make it convenient and permissible for trucks to use country roads as short cuts to the highways.</p> <p>It was stated quite clearly at the meeting that routes are available on existing highways. Highway 6/Upper James may be inconvenient for trucks with all of the traffic and traffic lights, but it is a highway that connects trucks to another highway, the Lincoln Alexander Parkway, which can then be used to connect to Highway 6, 403 or the Red Hill Valley Parkway to the QEW. There is no reason to use the country roads proposed to decompress Upper James which is already a very commercial section of Hamilton.</p> <p>We kindly and respectfully request that you and others at the City of Hamilton do not proceed with this short-sighted and quite frankly, dangerous, plan to convert these rural roads into truck routes. It is not an acceptable approach to addressing what we know will be an ongoing challenge as Hamilton continues to develop and expand business opportunities by the airport. We are confident that our City of Hamilton can and will do better than this proposal.</p>

HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

645.	2021-07-26	[REDACTED]	<p>Attachment 645: Hamilton Truck Route – CONCESSION 11 EAST & MILBROUGH LINE</p> <p>[REDACTED]</p> <p>We recently became aware of proposed changes to rural truck routes as part of the City of Hamilton TRMP. We understand that this is a community-wide planning effort and that there may also be issues in other neighbourhoods that the City is evaluating. However, the potential impacts of this draft plan will certainly affect my neighbourhood on the northwest corner of the City northeast of Highway 6. One such proposed change involves designating Concession 11E and Milbrough Line as a truck route. We live in the area affected by the proposed route and we want to be clear that we are strongly opposed to such a change for the following reasons:</p> <ol style="list-style-type: none"> 1. Road Conditions Milbrough Line is a narrow, serpentine road with large rocks, narrow or non-existent shoulders featuring large heritage trees and has a ‘corduroy’ sub-surface construction to facilitate wetland migration. Milbrough Line also has a grade-level crossing of the CN Railroad with only flashing light warnings. Concession 11E is characterized by large hills, narrow shoulders, horse farms and narrow bridges. Both roads have multiple blind spots and follow a rolling ground line creating hidden dips and sharp curves that reduce sight lines and make the roads unsafe for regular truck traffic. The corner of Concession 11E and Milbrough Line is very problematic given the inadequate turning radius for large trucks. 2. Safety We fear for the safety of children waiting for buses, cyclists (Milbrough Line is a heavily used bike route), walkers (who must walk in the roadway itself), runners, dog walkers and people accessing postal boxes across the road from homes. There are many horse farms in the area necessitating animal transportation as well as a greenhouse and roadside fruit/vegetable/plant stands. Lawson Park, a retreat for weekly, monthly, or seasonal campers, operates from May to October and is situated at the creek on Concession 11E. Campers frequently enter and exit the park with limited visibility. 3. Environment This area features multiple watershed/habitat migration routes and large old growth heritage trees. Potential impacts exist for the Freelton Esker Wetland Complex, The Mountsberg East Wetlands and the Carlisle North Forest. Excessive salt on the roads will impact local species at risk. Escarpment outcroppings will require blasting to straighten the road on Milbrough Line. The spring thaw on Milbrough Line results in frequent flooding and speaks to the inadequate road substructure. 4. Community The proposal is apparently designed to move existing truck traffic from Carlisle Road to Concession 11E and Milbrough Line. Carlisle Road should have never been made a truck route. But alleviating that wrong by pushing traffic to an unsuitable rural location is simply bad policy. Two wrongs never make a right. Noise/truck decibel levels/air brakes all devastate the natural character of these beautiful Hamilton & Halton rural roads. In our view, neither the City as a whole, nor neighbouring communities, would see any benefit from disrupting this neighbourhood by designating a truck route through it. 5. Heritage Existing and potential Archeologically significant aboriginal sites along the proposed route need to be respected. Their existence makes large road construction projects inappropriate. 6. Impact/Volume It is unfortunate that the community has not been provided with comprehensive data that reflects current truck traffic nor projected truck traffic. The draft report provides no apparent justification (new truck-intensive development plans, or existing development) for imposing costly and dangerous new truck traffic on a pristine rural community. Limited information, provided after the recent meeting, projects an average of two truck trips per hour which cannot justify designating a corridor as suitable for such a major traffic change. Designation of a truck route as proposed along Concession 11E and Milbrough Line could be seen as encouraging major land use changes from rural residential and agriculture to heavy truck traffic uses not contemplated in City, or neighbouring community, master plans. Suitable truck routes already exist to accommodate truck traffic on this far edge of the City. 7. Cost Alterations of the roads to make them suitable for truck traffic will cost millions of dollars. If the estimation of truck traffic (noted above) is accurate, it makes one wonder why the City of Hamilton, currently struggling with a massive infrastructure deficit, would spend so heavily to fundamentally alter the character of two pristine rural roads for the sake of 2 trucks every hour? To date, it does not appear that an effective cost/benefit analysis has been conducted or that information has not been shared with the
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HAMILTON TRUCK ROUTE MASTER PLAN – ENGAGEMENT INPUTS

SanID	Date	Name/Contact	Content
			<p>community. It will indeed cost millions of dollars to remediate these two roads, widen bridges, remove heritage trees, blast huge boulders, rebuild road substructure and widen 5 kms of road. Not to mention the land expropriation that would be required to straighten Milborough Line. All this for what amounts to 2 truck trips an hour? It makes no economic sense.</p> <p>8. The Future This has the potential to be ‘the thin edge of the wedge’. Once this route is established, what stops the City from pushing more truck traffic down this route? The answer: Absolutely nothing. Which is why it must be stopped now. Please log my opposition to this proposal and provide me confirmation of this email. With thanks,</p>
646.	2021-08-30	██████████	<p>Attachment 646: Hamilton Truck Route – URBAN TRUCK ROUTES</p> <p>I have followed this project from the beginning. At this point (August 30,2021) I am most distressed with the direction your group is taking. Indications indicate that very few meaningful changes will be made. I think the decision makers are purposely ignoring the specific concerns based on health and safety. Most people know the importance of trucking in the city. Deliveries of goods has always been an important part of doing business. The key concern is allowing huge transport trucks that deal mostly with the industrial part of Hamilton to travel through the core of the city just to get to major highways. People who live along Cannon Street should not have to put up with the noise and pollution of these trucks. Your group thinks it is doing the people of Hamilton a great service by restricting trucks to the hours of 7 am to 7 pm. This is the worst part of the day as this when most people are walking or cycling. Finally the public has the right of getting report on the content of the surveys and submissions by the public.</p>

Indigenous Communities Engagement



Hamilton

August 7, 2020

██████████
Metis Nation of Ontario
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Dear ██████████

HAMILTON TRUCK ROUTE MASTER PLAN REVIEW STUDY: NOTICE OF STUDY COMMENCEMENT AND INVITATION TO PUBLIC INFORMATION CENTRE #1 (VIRTUAL)

The City of Hamilton is undertaking a review of the Truck Route Master Plan (TRMP). The City's Strategic Plan and Transportation Master Plan establishes the overarching principals of the TRMP study. Since the 2010 Truck Route Master Plan was completed, several new planning considerations have emerged. The review and refinement will be based on alignment with:

- The City's strategic plan vision, objectives and desired outcomes
- Health and wellbeing of the community
- Feedback, needs and lived experiences of stakeholders
- Emerging technologies and goods movement policies

The review is following the Municipal Class Environmental Assessment 'Schedule B' master planning process.

Invitation to Public Information Centre #1

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Truck Route Master Plan Review

Virtual Public Information Centre #1

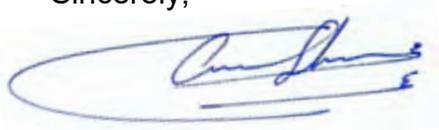
Virtual meeting on September 2, 2020 from 6:30 to 9:00 p.m.

PIC materials are available 24 hours a day, 7 days a week from Friday, August 7 to Friday, September 11, 2020

See the attached Notice of Commencement and Invitation to Public Information Centre #1 for details. You can also visit the study website at www.hamilton.ca/TRMP.

We would be happy to arrange a meeting to discuss the project and review any issues specific to your community with you. If you have any questions or comments about the Hamilton Truck Route Master Plan Review, please feel free to contact us at your convenience. We appreciate your time and consideration in participating in this important study.

Sincerely,



Omar Shams

Project Manager, Transportation Planning – New Initiatives
Transportation Planning and Parking
Planning and Economic Development
City of Hamilton

Phone: (905) 546-2424 ext. 7474
omar.shams@hamilton.ca

cc: Ron Stewart, IBI Group, truckrouteplan@ibigroup.com

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Hamilton Truck Route Master Plan Review

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How to Participate

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Omar Shams
Project Manager, Transportation Planning
City of Hamilton
E-mail: transportation@hamilton.ca

Ron Stewart, P. Eng.
Consultant Project Manager
IBI Group
E-mail: truckrouteplan@ibigroup.com

Do you have any accessibility requirements in order to be able to review the PIC material and comment on the TRMP? Contact Omar Shams as soon as possible

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Hamilton

August 7, 2020

Ministry of Indigenous Affairs



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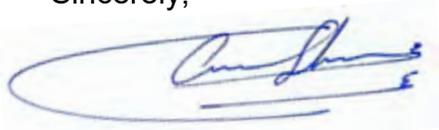
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Sincerely,



Omar Shams

Project Manager, Transportation Planning – New Initiatives
Transportation Planning and Parking
Planning and Economic Development
City of Hamilton

Phone: (905) 546-2424 ext. 7474
omar.shams@hamilton.ca

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Hamilton Truck Route Master Plan Review

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Hamilton

August 7, 2020

██████████
Mississaugas of the Credit First Nation
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████████████████████

Dear ██████████

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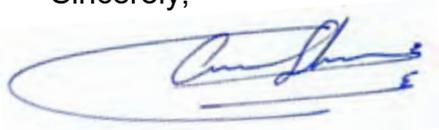
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Hamilton

August 7, 2020

██████████
Six Nations Eco-Centre
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Dear ██████████

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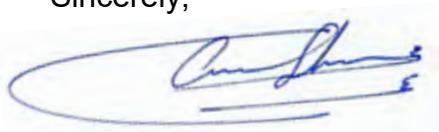
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Sincerely,

A handwritten signature in blue ink, appearing to read 'Omar Shams', is written over a light blue horizontal line. The signature is fluid and cursive.

Omar Shams

Project Manager, Transportation Planning – New Initiatives
Transportation Planning and Parking
Planning and Economic Development
City of Hamilton

Phone: (905) 546-2424 ext. 7474
omar.shams@hamilton.ca

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Hamilton Truck Route Master Plan Review

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Hamilton

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██████████
Six Nations of the Grand River Territory
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Dear ██████████

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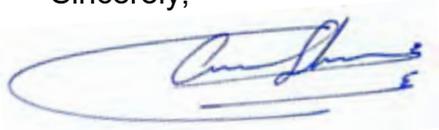
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We encourage you to visit the project webpage at engage.hamilton.ca/TRMP to learn the latest information about the study. The study will be conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment, which is an approved process under the *Ontario Environmental Assessment Act*.

Invitation to Public Information Centre #1

You are invited to attend Public Information Centre #1 (PIC #1). This event will be held virtually to protect the health and safety of Hamilton residents and our staff. Individuals are invited to participate **online** or **by phone**.



Truck Route Master Plan Review Virtual Public Information Centre #1

Virtual meeting on September 02, 2020 from 6:30 p.m. to 9:00 p.m.

Materials available from Friday, August 7 to Friday, September 11, 2020

The PIC will introduce you to the study, get your input on the draft vision, goals and principles that will shape the study, and will collect your thoughts on the problematic truck areas in your community.

How to Participate

 Review PIC #1 Materials Anytime	 Join the Virtual PIC #1 Meeting
Visit the project website to view the PIC #1 materials from August 7 to September 11. The online comment map and survey will be available until midnight on September 11, 2020. Materials are available 24 hours a day, 7 days a week The project website is engage.hamilton.ca/TRMP .	There will be a live Public Information Centre event held on September 2, 2020 from 6:30 p.m. to 9:00 p.m. The Project Team will provide an overview presentation and will answer your questions. Visit our website to register for PIC #1 and to submit your questions in advance at: engage.hamilton.ca/TRMP

If you have any questions or comments about the study or would like to be added to the project mailing list, please contact the staff listed below.

Omar Shams
Project Manager, Transportation Planning
City of Hamilton
E-mail: transportation@hamilton.ca

Ron Stewart, P. Eng.
Consultant Project Manager
IBI Group
E-mail: truckrouteplan@ibigroup.com

Do you have any accessibility requirements in order to be able to review the PIC material and comment on the TRMP? Contact Omar Shams as soon as possible

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This Notice was first issued on August 7, 2020.



Hamilton

August 7, 2020

[REDACTED]
Haudenosaunee Confederacy Council
[REDACTED]
[REDACTED]

Dear [REDACTED]

HAMILTON TRUCK ROUTE MASTER PLAN REVIEW STUDY: NOTICE OF STUDY COMMENCEMENT AND INVITATION TO PUBLIC INFORMATION CENTRE #1 (VIRTUAL)

The City of Hamilton is undertaking a review of the Truck Route Master Plan (TRMP). The City's Strategic Plan and Transportation Master Plan establishes the overarching principals of the TRMP study. Since the 2010 Truck Route Master Plan was completed, several new planning considerations have emerged. The review and refinement will be based on alignment with:

- The City's strategic plan vision, objectives and desired outcomes
- Health and wellbeing of the community
- Feedback, needs and lived experiences of stakeholders
- Emerging technologies and goods movement policies

The review is following the Municipal Class Environmental Assessment 'Schedule B' master planning process.

Invitation to Public Information Centre #1

We invite you to join us at Public Information Centre #1. This event will be held virtually due to ongoing restrictions on large gatherings due to the COVID-19 pandemic. The Public Information Centre will include a virtual meeting on Wednesday, September 2, that will consist of a presentation, followed by a live question and answer period.



Truck Route Master Plan Review

Virtual Public Information Centre #1

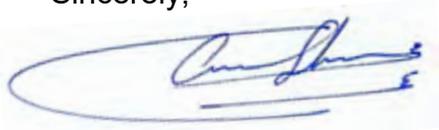
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PIC materials are available 24 hours a day, 7 days a week from Friday, August 7 to Friday, September 11, 2020

See the attached Notice of Commencement and Invitation to Public Information Centre #1 for details. You can also visit the study website at www.hamilton.ca/TRMP.

We would be happy to arrange a meeting to discuss the project and review any issues specific to your community with you. If you have any questions or comments about the Hamilton Truck Route Master Plan Review, please feel free to contact us at your convenience. We appreciate your time and consideration in participating in this important study.

Sincerely,



Omar Shams

Project Manager, Transportation Planning – New Initiatives
Transportation Planning and Parking
Planning and Economic Development
City of Hamilton

Phone: (905) 546-2424 ext. 7474
omar.shams@hamilton.ca

cc: Ron Stewart, IBI Group, truckrouteplan@ibigroup.com

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Hamilton Truck Route Master Plan Review

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This Notice was first issued on August 7, 2020.



Hamilton

August 7, 2020

██████████
Mississaugas of the Credit First Nation
██
██

Dear ██████████

HAMILTON TRUCK ROUTE MASTER PLAN REVIEW STUDY: NOTICE OF STUDY COMMENCEMENT AND INVITATION TO PUBLIC INFORMATION CENTRE #1 (VIRTUAL)

The City of Hamilton is undertaking a review of the Truck Route Master Plan (TRMP). The City's Strategic Plan and Transportation Master Plan establishes the overarching principals of the TRMP study. Since the 2010 Truck Route Master Plan was completed, several new planning considerations have emerged. The review and refinement will be based on alignment with:

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Truck Route Master Plan Review

Virtual Public Information Centre #1

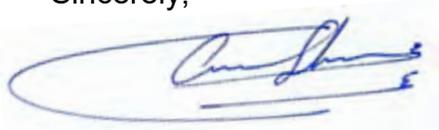
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We would be happy to arrange a meeting to discuss the project and review any issues specific to your community with you. If you have any questions or comments about the Hamilton Truck Route Master Plan Review, please feel free to contact us at your convenience. We appreciate your time and consideration in participating in this important study.

Sincerely,



Omar Shams

Project Manager, Transportation Planning – New Initiatives
Transportation Planning and Parking
Planning and Economic Development
City of Hamilton

Phone: (905) 546-2424 ext. 7474
omar.shams@hamilton.ca

cc: Ron Stewart, IBI Group, truckrouteplan@ibigroup.com

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Hamilton Truck Route Master Plan Review

Notice of Commencement & Notice of Virtual Public Information Centre #1

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Hamilton

August 7, 2020

██████████
Mississaugas of New Credit First Nation
██
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Dear ██████████

HAMILTON TRUCK ROUTE MASTER PLAN REVIEW STUDY: NOTICE OF STUDY COMMENCEMENT AND INVITATION TO PUBLIC INFORMATION CENTRE #1 (VIRTUAL)

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Truck Route Master Plan Review

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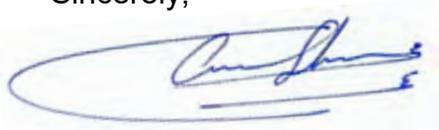
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Sincerely,



Omar Shams

Project Manager, Transportation Planning – New Initiatives
Transportation Planning and Parking
Planning and Economic Development
City of Hamilton

Phone: (905) 546-2424 ext. 7474
omar.shams@hamilton.ca

cc: Ron Stewart, IBI Group, truckrouteplan@ibigroup.com

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Hamilton Truck Route Master Plan Review

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This Notice was first issued on August 7, 2020.



Hamilton

August 7, 2020

██████████
Six Nations Land and Resource Department, ██████████
██
██
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Dear ██████████

HAMILTON TRUCK ROUTE MASTER PLAN REVIEW STUDY: NOTICE OF STUDY COMMENCEMENT AND INVITATION TO PUBLIC INFORMATION CENTRE #1 (VIRTUAL)

The City of Hamilton is undertaking a review of the Truck Route Master Plan (TRMP). The City's Strategic Plan and Transportation Master Plan establishes the overarching principals of the TRMP study. Since the 2010 Truck Route Master Plan was completed, several new planning considerations have emerged. The review and refinement will be based on alignment with:

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Truck Route Master Plan Review

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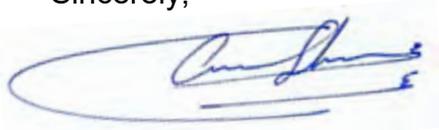
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Sincerely,



Omar Shams

Project Manager, Transportation Planning – New Initiatives
Transportation Planning and Parking
Planning and Economic Development
City of Hamilton

Phone: (905) 546-2424 ext. 7474
omar.shams@hamilton.ca

cc: Ron Stewart, IBI Group, truckrouteplan@ibigroup.com

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Hamilton Truck Route Master Plan Review

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Hamilton

August 7, 2020

██████████
Haudenosaunee Development Institute
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██
██

Dear ██████████

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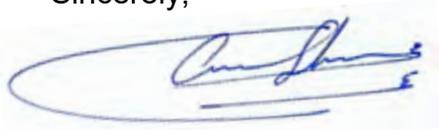
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Transportation Planning and Parking
Planning and Economic Development
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This Notice was first issued on August 7, 2020.



Hamilton

June 09, 2021

[REDACTED]
Haudenosaunee Confederacy Council
[REDACTED]
[REDACTED]

Dear [REDACTED]

HAMILTON TRUCK ROUTE MASTER PLAN REVIEW STUDY: INVITATION TO PUBLIC INFORMATION CENTRE #2 (VIRTUAL)

The City of Hamilton is undertaking a review of the Truck Route Master Plan (TRMP). The City's Strategic Plan and Transportation Master Plan establishes the overarching principals of the TRMP study. Since the 2010 Truck Route Master Plan was completed, several new planning considerations have emerged. The review and refinement will be based on alignment with:

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The review is following the Municipal Class Environmental Assessment 'Schedule B' master planning process.

Invitation to Public Information Centre #2

We invite you to join us at Public Information Centre #2. This event will be held virtually due to ongoing restrictions on large gatherings due to the COVID-19 pandemic. The Public Information Centre will include a virtual meeting on Thursday, June 24, that will consist of a presentation, followed by a live question and answer period. The stakeholder engagement, technical analysis, and the draft recommended truck route network will be described in the presentation.



Truck Route Master Plan Review Virtual Public Information Centre #2

Online meeting on June 24, 2021 from 6:00 to 8:00 p.m.
Information on the study is available 24 hours a day, 7 days a week from Friday, June 17 to Friday, July 9, 2021

See the attached Notice of Public Information Centre #2 for details. You can also visit the study website at www.engage.hamilton.ca/TRMP.

We would be happy to arrange a meeting to discuss the project and review any issues specific to your community with you. If you have any questions or comments about the Hamilton Truck Route Master Plan Review, please feel free to contact us at your convenience. We appreciate your time and consideration in participating in this important study.

Sincerely,

A handwritten signature in black ink, appearing to read "Omar Shams", enclosed within a large, loopy oval scribble.

Omar Shams

Project Manager, Transportation Planning – New Initiatives
Transportation Planning and Parking
Planning and Economic Development
City of Hamilton

Phone: (905) 546-2424 ext. 7474
omar.shams@hamilton.ca

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Hamilton Truck Route Master Plan Review Notice of Virtual Public Information Centre #2

The City of Hamilton has been conducting the Truck Route Master Plan review. The study is exploring opportunities to advance the safe and efficient passage of trucks in Hamilton, to support economic activities and the movement of goods while balancing the needs of residents and communities. The master plan will recommend an updated truck route network and will outline supporting policies and strategies.

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You are invited to attend Public Information Centre (PIC) #2. This event will be held virtually to protect the health and safety of Hamilton residents and our staff. Individuals are invited to participate **online** or **by phone**.



Truck Route Master Plan Review Virtual Public Information Centre #2

Virtual meeting on June 24, 2021 from 6:00 p.m. to 8:00 p.m.
Materials available from Friday, June 17 to Friday, July 9, 2021

The PIC will update you on the study, and get your input on the draft recommended truck route network.

How to Participate

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Project Manager, Transportation Planning
City of Hamilton
E-mail: Transportation@hamilton.ca

Ron Stewart, P. Eng.
Consultant Project Manager
IBI Group
E-mail: truckrouteplan@ibigroup.com

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This Notice was published in the Hamilton Spectator on: June 10, 2021 and June 17, 2021



Hamilton

June 09, 2021

[REDACTED]

Metis Nation of Ontario

[REDACTED]

[REDACTED]

Dear [REDACTED]

HAMILTON TRUCK ROUTE MASTER PLAN REVIEW STUDY: INVITATION TO PUBLIC INFORMATION CENTRE #2 (VIRTUAL)

The City of Hamilton is undertaking a review of the Truck Route Master Plan (TRMP). The City's Strategic Plan and Transportation Master Plan establishes the overarching principals of the TRMP study. Since the 2010 Truck Route Master Plan was completed, several new planning considerations have emerged. The review and refinement will be based on alignment with:

- The City's strategic plan vision, objectives and desired outcomes
- Health and wellbeing of the community
- Feedback, needs and lived experiences of stakeholders
- Emerging technologies and goods movement policies

The review is following the Municipal Class Environmental Assessment 'Schedule B' master planning process.

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We would be happy to arrange a meeting to discuss the project and review any issues specific to your community with you. If you have any questions or comments about the Hamilton Truck Route Master Plan Review, please feel free to contact us at your convenience. We appreciate your time and consideration in participating in this important study.

Sincerely,

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Omar Shams

Project Manager, Transportation Planning – New Initiatives
Transportation Planning and Parking
Planning and Economic Development
City of Hamilton

Phone: (905) 546-2424 ext. 7474
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Hamilton

June 09, 2021

Ministry of Indigenous Affairs

[REDACTED]
[REDACTED]

Dear [REDACTED]

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Hamilton

June 09, 2021

Mississaugas of the Credit First Nation

Dear

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Hamilton

June 09, 2021

[REDACTED]
Six Nations Eco-Centre
[REDACTED]
[REDACTED]

Dear [REDACTED]

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Hamilton

June 09, 2021

[REDACTED]
Six Nations of the Grand River Elected Council (SNEC)

[REDACTED]
[REDACTED]

Dear [REDACTED]

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Invitation to Public Information Centre #2

You are invited to attend Public Information Centre (PIC) #2. This event will be held virtually to protect the health and safety of Hamilton residents and our staff. Individuals are invited to participate **online** or **by phone**.



Truck Route Master Plan Review Virtual Public Information Centre #2

Virtual meeting on June 24, 2021 from 6:00 p.m. to 8:00 p.m.
Materials available from Friday, June 17 to Friday, July 9, 2021

The PIC will update you on the study, and get your input on the draft recommended truck route network.

How to Participate

 Review PIC #2 Materials Anytime	 Join the Virtual PIC #2 Meeting
Visit the project website to view the PIC #2 materials from June 17 to July 9. You will be invited to provide online questions and comments. Materials are available 24 hours a day, 7 days a week The project website is www.engage.hamilton.ca/TRMP .	There will be a live Public Information Centre event held on June 24, 2021 from 6:00 p.m. to 8:00 p.m. The Project Team will provide a presentation and will answer your questions. Visit our website to register for PIC #2 and to submit your questions in advance at: www.engage.hamilton.ca/TRMP

If you have any questions or comments about the study or would like to be added to the project mailing list, please contact the staff listed below.

Omar Shams
Project Manager, Transportation Planning
City of Hamilton
E-mail: Transportation@hamilton.ca

Ron Stewart, P. Eng.
Consultant Project Manager
IBI Group
E-mail: truckrouteplan@ibigroup.com

Do you have any accessibility requirements in order to be able to review the PIC material and comment on the TRMP? Contact Omar Shams as soon as possible

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

This Notice was published in the Hamilton Spectator on: June 10, 2021 and June 17, 2021

Shams, Omar

From: [REDACTED]@sixnations.ca>
Sent: August 26, 2020 9:38 AM
To: Shams, Omar
Subject: RE: Hamilton Truck Route Master Plan Review - Notice of Commencement & Notice of Virtual Public Information Centre #1

Importance: High

Good morning Omar,

I am emailing to advise you that [REDACTED] in April 2020.

Please address further correspondence to [REDACTED]@sixnations.ca) Director of Lands and Resources.

Thank you,

[REDACTED]
[REDACTED]
Six Nations Lands & Resources
[REDACTED]

From: Shams, Omar [mailto:Omar.Shams@hamilton.ca]
Sent: August 21, 2020 10:24 AM
To: [REDACTED]@sixnations.ca>
Subject: Hamilton Truck Route Master Plan Review - Notice of Commencement & Notice of Virtual Public Information Centre #1

Good morning [REDACTED]

I hope and trust my email finds you in good health.

Attached, please find the pdf copy of the letter mailed to your attention regarding Hamilton Truck Route Master Plan study commencement and upcoming Virtual Public Information Centre#1.

The City of Hamilton is undertaking a review of the Truck Route Master Plan (TRMP). The City's Strategic Plan and Transportation Master Plan establishes the overarching principals of the TRMP study. The review will explore opportunities to advance the safe and efficient passage of trucks in Hamilton, to support economic activities and the movement of goods while balancing the needs of residents and communities. Since the 2010 Truck Route Master Plan was completed, several new planning considerations have emerged. The review and refinement will be based on alignment with:

- The City's strategic plan vision, objectives and desired outcomes
- Health and well-being of the community
- Feedback, needs and lived experiences of stakeholders
- Emerging technologies and goods movement policies

The review is following the Municipal Class Environmental Assessment 'Schedule B' master planning process.

Invitation to Public Information Centre #1

This event will be held virtually due to ongoing restrictions on large gatherings due to the COVID-19 pandemic. The Public Information Centre will include a virtual meeting on Wednesday, September 2, that will consist of a presentation, followed by a live question and answer period. Please visit the study website and register for the virtual PIC#1 at <http://engage.hamilton.ca/TRMP>.



Truck Route Master Plan Review Virtual Public Information Centre #1

Virtual meeting on September 2, 2020 from 6:30 to 9:00 p.m.

PIC materials are available 24 hours a day, 7 days a week from Friday, August 7 to Friday, September 11, 2020, on the project website

Please see the attached Notice of Commencement and Notice of Virtual Public Information Centre #1 for details.

Comments and information regarding the Study are being collected to assist the Project Team in meeting the requirements of the Environmental Assessment Act. We would be happy to arrange a meeting to discuss the project and review any issues specific to your community with you. We appreciate your time and consideration in participating in this important Study.

Please contact myself if you have any questions or wish to obtain additional information about the project.

Best Regards

Omar Shams (He/Him)

Project Manager, Transportation Planning - New Initiatives

Planning and Economic Development

Transportation Planning and Parking, City of Hamilton

(905) 546-2424 Ext.7474

For information about Truck Route Master Plan visit www.hamilton.ca/TRMP / www.engage.hamilton.ca/TRMP



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Shams, Omar

From: Shams, Omar
Sent: September 23, 2020 1:34 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Hamilton Truck Route Master Plan Review - Notice of Commencement & Notice of Virtual Public Information Centre #1

Good afternoon [REDACTED]

Sorry that you were unable to attend the September 2 virtual public information centre. We have recorded the session and made it available on the project webpage for public and stakeholder review ([Link](#)). This project has an ongoing consultation approach; therefore, we appreciate and welcome your feedback now and throughout the duration of this project.

Project-related Information:

In accordance with the MEA Class EA, the City of Hamilton follows the master planning process for this project in order to identify opportunities to improve truck traffic movement and safety, support economic activities while balancing the needs of residents and communities. In completing this Master Plan, the City will consider impacts on treaty areas and rights, air quality, sensitive receptors (land use and environmental), and climate change adaptation and mitigation.

As part of this master plan, the existing truck route network will be reviewed and updated, though we do not anticipate any new infrastructure projects to be recommended. Additional information about the project can be found on the project webpages www.hamilton.ca/trmp or <http://engage.hamilton.ca/trmp>

Should there be any interest, I would be happy to schedule a meeting/call at a time that suits your availability to identify and discuss the potential impacts of this project on your community, treaty areas and rights. You can provide feedback verbally during the meeting or via email at your convenience thereafter.

Respectfully,
Omar

Omar Shams (He/Him)

Project Manager, Transportation Planning - New Initiatives
Planning and Economic Development
Transportation Planning and Parking, City of Hamilton
(905) 546-2424 Ext.7474

For information about Truck Route Master Plan visit www.hamilton.ca/TRMP / www.engage.hamilton.ca/TRMP



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From: [REDACTED]
Sent: September 23, 2020 9:30 AM
To: Shams, Omar <Omar.Shams@hamilton.ca>
Cc: [REDACTED]@sixnations.ca>; [REDACTED]@sixnations.ca>
Subject: RE: Hamilton Truck Route Master Plan Review - Notice of Commencement & Notice of Virtual Public Information Centre #1

My apologies Mr. Shams as it seems I must have forgot to include you in this reply email sent on September 10. I was not aware until today.

From: [REDACTED]
Sent: September 10, 2020 12:58 PM
To: [REDACTED]@sixnations.ca>; [REDACTED]@sixnations.ca>; [REDACTED]@sixnations.ca>; [REDACTED]@sixnations.ca>
Subject: RE: Hamilton Truck Route Master Plan Review - Notice of Commencement & Notice of Virtual Public Information Centre #1

Good Afternoon,

I am the Consultation Point Person for Six Nations Elected Council Lands & Resources Department.

I apologize that we missed the September 2 meeting as we have been super busy working on other projects.

Is there any way we can provide some feedback on this project? Hamilton sits next to the largest First Nation in Canada by population (Six Nations) and is situated within our treaty areas, specifically our 1701 Ft Albany/Nanfan Treaty. We would like to be made aware of how your project will impact our treaty areas and rights.

Any information would be appreciated.

Nyaweh (Thank You)

[REDACTED]
[REDACTED]
Six Nations Grand River Elected Council
Lands and Resources Department
Consultation and Accommodation Process (CAP) Team



Confidentiality Notice: This e-mail, including any attachments, is for the sole use of the intended recipient(s) and may contain private, confidential, and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient or this information has been inappropriately forwarded to you, please contact the sender by reply e-mail and destroy all copies of the original.

 Please consider the environment before printing this e-mail

From: [REDACTED]@sixnations.ca>

Sent: August 28, 2020 1:52 PM

To: [REDACTED]@sixnations.ca>; [REDACTED]@sixnations.ca>; [REDACTED]@sixnations.ca>; [REDACTED]@gmail.com); [REDACTED]@gmail.com>; [REDACTED]@sixnations.ca>

Subject: FW: Hamilton Truck Route Master Plan Review - Notice of Commencement & Notice of Virtual Public Information Centre #1

From: Shams, Omar Omar.Shams@hamilton.ca

Sent: August 28, 2020 1:17 PM

To: [REDACTED]@sixnations.ca>

Subject: Hamilton Truck Route Master Plan Review - Notice of Commencement & Notice of Virtual Public Information Centre #1

Good afternoon [REDACTED]

I hope and trust my email finds you in good health.

Attached, please find the pdf copy of the letter mailed to your attention regarding Hamilton Truck Route Master Plan study commencement and upcoming Virtual Public Information Centre#1.

The City of Hamilton is undertaking a review of the Truck Route Master Plan (TRMP). The City's Strategic Plan and Transportation Master Plan establishes the overarching principals of the TRMP study. The review will explore opportunities to advance the safe and efficient passage of trucks in Hamilton, to support economic activities and the movement of goods while balancing the needs of residents and communities. Since the 2010 Truck Route Master Plan was completed, several new planning considerations have emerged. The review and refinement will be based on alignment with:

- The City's strategic plan vision, objectives and desired outcomes
- Health and well-being of the community
- Feedback, needs and lived experiences of stakeholders
- Emerging technologies and goods movement policies

The review is following the Municipal Class Environmental Assessment 'Schedule B' master planning process.

Invitation to Public Information Centre #1

This event will be held virtually due to ongoing restrictions on large gatherings due to the COVID-19 pandemic. The Public Information Centre will include a virtual meeting on Wednesday, September 2, that will consist of a presentation, followed by a live question and answer period. Please visit the study website and register for the virtual PIC#1 at <http://engage.hamilton.ca/TRMP>.



**Truck Route Master Plan Review
Virtual Public Information Centre #1**

Virtual meeting on September 2, 2020 from 6:30 to 9:00 p.m.

PIC materials are available 24 hours a day, 7 days a week from Friday, August 7 to Friday, September 11, 2020, on the project website

Please see the attached Notice of Commencement and Notice of Virtual Public Information Centre #1 for details.

Comments and information regarding the Study are being collected to assist the Project Team in meeting the requirements of the Environmental Assessment Act. We would be happy to arrange a meeting to discuss the project and review any issues specific to your community with you. We appreciate your time and consideration in participating in this important Study.

Please contact myself if you have any questions or wish to obtain additional information about the project.

Best Regards

Omar Shams (He/Him)

Project Manager, Transportation Planning - New Initiatives

Planning and Economic Development

Transportation Planning and Parking, City of Hamilton

(905) 546-2424 Ext.7474

For information about Truck Route Master Plan visit www.hamilton.ca/TRMP / www.engage.hamilton.ca/TRMP



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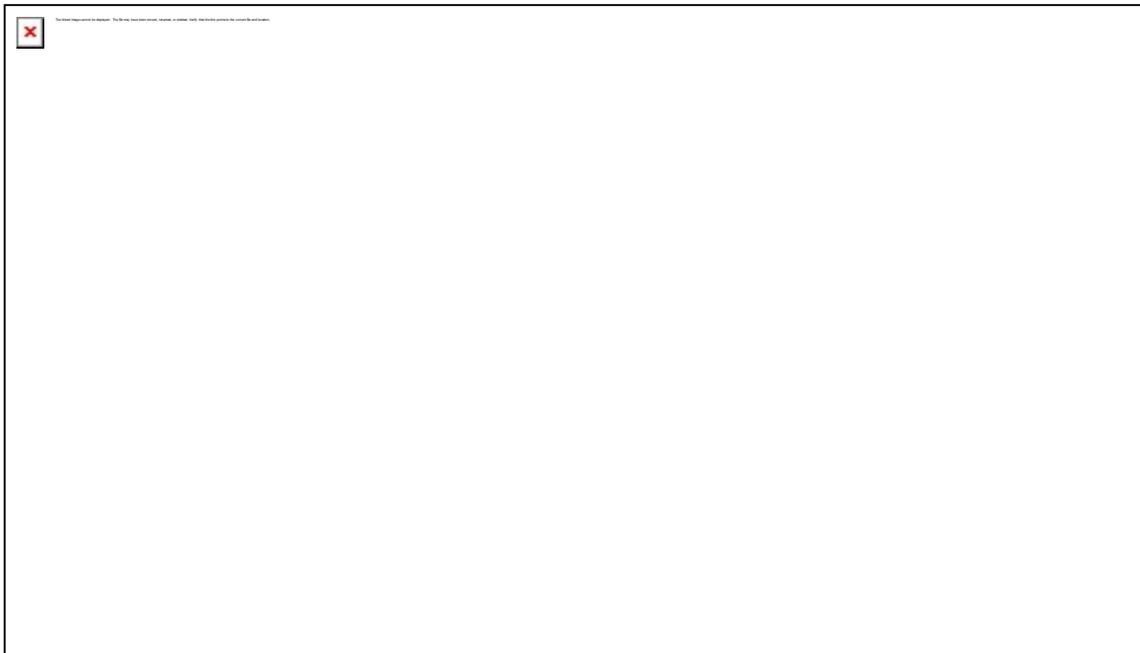
Shams, Omar

From: [REDACTED]
Sent: August 24, 2020 1:26 PM
To: Shams, Omar
Subject: Re: Hamilton Truck Route Master Plan Review - Notice of Commencement & Notice of Virtual Public Information Centre #1

Thanks for clarifying Omar.

The Huron-Wendat Nation does not have any specific comments or concerns at this time.

[REDACTED]



De: "Omar Shams" <Omar.Shams@hamilton.ca>
À: [REDACTED]
Envoyé: Lundi 24 Août 2020 12:33:10
Objet: RE: Hamilton Truck Route Master Plan Review - Notice of Commencement & Notice of Virtual Public Information Centre #1

Good afternoon [REDACTED]

As part of this master planning process, no archeological assessment is anticipated. We do not anticipate any new road infrastructure projects to be recommended. This study intends to enhance the goods/freight movement within the existing Hamilton transportation network and minimize the adverse impacts of truck traffic on the interests of the greater community, including health, safety and quality of life.

Please let me know if you wish to receive additional information regarding the study via a meeting or a phone call,

Best regards,

Omar Shams (He/Him)

Project Manager, Transportation Planning - New Initiatives
Planning and Economic Development
Transportation Planning and Parking, City of Hamilton
(905) 546-2424 Ext.7474

For information about Truck Route Master Plan visit www.hamilton.ca/TRMP / www.engage.hamilton.ca/TRMP



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From: [REDACTED]

Sent: August 24, 2020 8:54 AM

To: Shams, Omar <Omar.Shams@hamilton.ca>

Subject: Re: Hamilton Truck Route Master Plan Review - Notice of Commencement & Notice of Virtual Public Information Centre #1

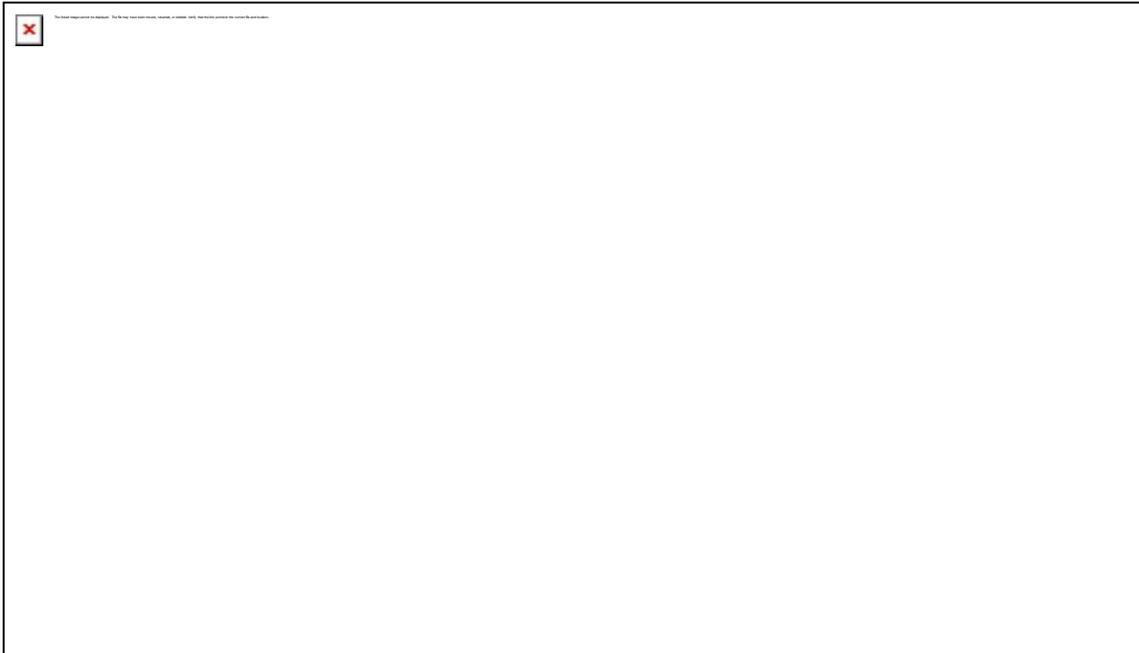
Good morning Omar,

Thanks for your email and information on the Hamilton Truck Route Master Plan Review.

Can you please let us know if any archaeological assessment are anticipated as part of the study ?

Thanks and best regards,

[REDACTED]



De: "Shams, Omar" <Omar.Shams@hamilton.ca>

À: [REDACTED]

Envoyé: Vendredi 21 Août 2020 10:21:07

Objet: Hamilton Truck Route Master Plan Review - Notice of Commencement & Notice of Virtual Public Information Centre #1

Good morning [REDACTED]

I hope and trust my email finds you in good health.

Attached, please find the pdf copy of the letter mailed to your attention regarding Hamilton Truck Route Master Plan study commencement and upcoming Virtual Public Information Centre#1.

The City of Hamilton is undertaking a review of the Truck Route Master Plan (TRMP). The City's Strategic Plan and Transportation Master Plan establishes the overarching principals of the TRMP study. The review will explore opportunities to advance the safe and efficient passage of trucks in Hamilton, to support economic activities and the movement of goods while balancing the needs of residents and communities. Since the 2010 Truck Route Master Plan was completed, several new planning considerations have emerged. The review and refinement will be based on alignment with:

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- Feedback, needs and lived experiences of stakeholders
- Emerging technologies and goods movement policies

The review is following the Municipal Class Environmental Assessment 'Schedule B' master planning process.

Invitation to Public Information Centre #1

This event will be held virtually due to ongoing restrictions on large gatherings due to the COVID-19 pandemic. The Public Information Centre will include a virtual meeting on Wednesday, September 2, that will consist of a presentation, followed by a live question and answer period. Please visit the study website and register for the virtual PIC#1 at <http://engage.hamilton.ca/TRMP>.



**Truck Route Master Plan Review
Virtual Public Information Centre #1**

Virtual meeting on September 2, 2020 from 6:30 to 9:00 p.m.

PIC materials are available 24 hours a day, 7 days a week from Friday, August 7 to Friday, September 11, 2020, on the project website

Please see the attached Notice of Commencement and Notice of Virtual Public Information Centre #1 for details.

Comments and information regarding the Study are being collected to assist the Project Team in meeting the requirements of the Environmental Assessment Act. We would be happy to arrange a meeting to discuss the project and review any issues specific to your community with you. We appreciate your time and consideration in participating in this important Study.

Please contact myself if you have any questions or wish to obtain additional information about the project.

Best Regards

Omar Shams (He/Him)

Project Manager, Transportation Planning - New Initiatives
Planning and Economic Development

Transportation Planning and Parking, City of Hamilton
(905) 546-2424 Ext.7474

For information about Truck Route Master Plan visit www.hamilton.ca/TRMP / www.engage.hamilton.ca/TRMP



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Notice of Study Completion & Follow-up Correspondence

Notice of Completion

Hamilton Truck Route Master Plan Review

The City of Hamilton has completed the Truck Route Master Plan review. The study explored opportunities to provide safe and efficient movement of trucks in Hamilton, support economic activities, minimize negative impacts of truck traffic on sensitive land uses, and balance between the industry and community needs.

Based on the technical analysis and public and stakeholder inputs several alternative solutions were developed and evaluated and a preferred alternative was determined.

The Process

The study was conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) document, October 2000 (Amended in 2007, 2011 and 2015), which is an approved process under the *Ontario Environmental Assessment Act*.

At the conclusion of the study a report was prepared documenting the master planning process undertaken, the development and evaluation of alternative solutions including selection of the preferred alternative, an updated truck route network, and policy recommendations. Infrastructure upgrades and road/intersection geometric improvements were recommended to enhance road user safety and enable the future truck route designation of select rural roads. A Master Plan in its entirety is not appealable, but any proposed Schedule B and C projects are. Since no Schedule B or C projects were recommended as part of this master plan there is no opportunity to appeal at this time.

The updated Truck Route Network and Truck Route Master Plan Study Report was ratified by Council on April 13, 2022.

Public Review

The Report will be on public record for a minimum of 30 calendar days in accordance with the Municipal Class EA process. **The “Review Period” will begin on May 16, 2022 and end on June 17, 2022.**

The Report will be made available for public review at the following locations:

Office of the City Clerk

71 Main Street West, City Hall, 2nd Floor,
Hamilton, ON, L8P 4Y5

Flamborough Municipal Service Centre

163 Dundas St. East Hamilton, ON, L8N 2Z7

Stoney Creek Municipal Service Centre

777 Hamilton Regional Rd 8, Stoney Creek, ON
L8E 5J4

Glanbrook Municipal Service Centre

4280 Binbrook Rd, Binbrook, ON L0R 1C0

Interested persons may provide written comments to our project team by June 17. All comments and concerns should be sent directly to Omar Shams at the City of Hamilton:

Omar Shams, B-Tech

Project Manager, Transportation Planning

City of Hamilton

100 King Street West, 9th Floor, Hamilton, ON. L8P 1A2

E-mail: Transportation@hamilton.ca

The report will also be available online throughout the review period on www.hamilton.ca/TRMP

This Notice was published in the Hamilton Spectator on: May 6, 2022 and May 13, 2022

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Main & Whitney (HD17A) Water Pumping Station Municipal Class Environmental Assessment and Conceptual Design

Notice of Study Commencement and Public
Information Centre (PIC) No.1

The Study

The City of Hamilton has initiated a Municipal Class Environmental Assessment (Class EA) study following the Schedule B process, to develop and assess alternative solutions to replace the existing Main Street & Whitney Avenue (Main & Whitney, HD17A) Water Pumping Station (WPS).

The City of Hamilton is planning to construct a new water pumping station to replace the existing HD17A WPS at a new site near its current location to provide water service to Pressure District 17 (PD17). The purpose of this Class EA study is to determine the preferred location for a new pumping station within the study area (see Figure) to service customers PD17, and to enhance water system security and reliability.

This study will define the problems/opportunities associated with the existing HD17A WPS, assess alternative solutions, and determine the preferred location for a new WPS. A conceptual design will be completed identifying the main design aspects of the preferred alternative. Once the new pumping station is commissioned, the existing HD17A WPS will be decommissioned.



Additional project information is located on the City's webpage at www.hamilton.ca/mainwhitneystationea.

The Process

This project is being carried out as a Schedule B project under the *Municipal Engineers Association Municipal Class Environmental Assessment* (October 2000, as amended to 2015).

How to Participate

The City of Hamilton encourages the public and stakeholders to participate in this planning process. Public input and comments are encouraged throughout the Class EA process and can be directed to the project managers listed below. There are two Public Information Centres (PIC) planned for this study. The first PIC will present existing conditions and the problem/opportunity statement as well as obtain feedback about the study.

We invite you to participate in Public Information Centre No. 1. This event will be held virtually on the City's webpage at www.hamilton.ca/mainwhitneystationea to protect the health and safety of Hamilton residents and our staff. The PIC No. 1 will be available virtually from May 12, 2022 to June 2, 2022.

Comments

We are interested in hearing any comments or concerns you may have with respect to this study. Comments received through the course of the study will be considered in selecting the preferred solution. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. Anyone that wishes to comment on or to be involved in this study should indicate their interest to:

Florentin Novac, M.Eng., P.Eng. Project Manager City of Hamilton 100 King Street West, 9th Floor Hamilton, Ontario L8P 1A2 Phone (905) 546-2424 Ext. 2823 Email Florentin.Novac@hamilton.ca	Shelley Kuan, P. Eng. Project Manager IBI Group 300 - 2620 Bristol Circle Oakville, Ontario L6H 6Z7 Phone (905) 763-2322 Ext. 63600 Email Shelley.Kuan@ibigroup.ca
--	--

Please contact a project team member if you require accommodations or alternative formats to participate in this Class EA. All information related to accommodation requests will remain confidential.



HEALTH CARE

McMaster, HHS are part of a new national heart research network

Six research hubs working on 24 projects

RITIKA DUBEY
THE HAMILTON SPECTATOR

Hamilton Health Sciences and the Population Health Research Institute (PHRI) at McMaster University are part of a new, coast-to-coast research network aimed at helping those living with heart failure.

The Canadian Heart Function Alliance was launched Tuesday and is made up of six research hubs working on two dozen projects across the country. It will bring together over 100 researchers as well as multiple patients to evaluate complex issues related to the diagnosis of heart failure.

Dr. Eva Lonn, senior scientist and medical director at PHRI, said it's a new concept to have a network tackle "not just one question, but multiple questions related to heart failure."

A chronic condition, heart failure is considered the "cancer of cardiology," Lonn said. One in five Canadians experiences heart failure, and approximately 35 to 40 per cent of people with it die within five years, according to a press release.

The alliance has received \$32 million in funding for its work, including \$5 million from the Canadian Institute of Health Research in partnership with Heart and Stroke Canada and the National Heart, Lung and Blood Institute.

An additional \$27 million in cash and in-kind support will

come from other academic, foundation and industry partners, the release said.

Dr. Salim Yusuf, the PHRI executive director, said in the news release the network is "expected to make transformative discoveries" in the coming years.

According to the release, PHRI will conduct clinical trials in Hamilton to explore whether novel approaches, such as anti-inflammatory drugs, supplementation with the vitamin thiamine, and reducing weight in obese people with heart failure are beneficial, in addition to other proven treatments.

Lonn told The Spectator a range of studies will focus on the biology of heart failure, heart failure prevention, clinical trials of novel interventions, testing new technologies and modernizing the delivery of heart care.

"We're looking to develop a network by which primary care physicians, family physicians, nurses and other practitioners can work in collaboration with advanced programs (like specialized heart function clinics)," she added.

Canadian researchers will also work with seven international research groups, including those from the United States, the United Kingdom and the Netherlands.

RITIKA DUBEY IS A REPORTER
AT THE SPECTATOR
RDUBEY@THESPEC.COM

One in five
Canadians
experiences
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to 40 per
cent of
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five years

Notice of Completion Hamilton Truck Route Master Plan Review

The City of Hamilton has completed the Truck Route Master Plan review. The study explored opportunities to provide safe and efficient movement of trucks in Hamilton, support economic activities, minimize negative impacts of truck traffic on sensitive land uses, and balance between the industry and community needs.

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The Process

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At the conclusion of the study a report was prepared documenting the master planning process undertaken, the development and evaluation of alternative solutions including selection of the preferred alternative, an updated truck route network, and policy recommendations. Infrastructure upgrades and road/intersection geometric improvements were recommended to enhance road user safety and enable the future truck route designation of select rural roads. A Master Plan in its entirety is not appealable, but any proposed Schedule B and C projects are. Since no Schedule B or C projects were recommended as part of this master plan there is no opportunity to appeal at this time.

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Public Review

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Office of the City Clerk 71 Main Street West, City Hall, 2nd Floor Hamilton, ON, L8P 4Y5	Flamborough Municipal Service Centre 163 Dundas St. East Hamilton, ON, L8N 2Z7
Stoney Creek Municipal Service Centre 777 Hamilton Regional Rd B, Stoney Creek, ON L8E 5J4	Glanbrook Municipal Service Centre 4280 Bulbrook Rd, Binbrook, ON L0R 1C0

Interested persons may provide written comments to our project team by June 17. All comments and concerns should be sent directly to Omar Shams at the City of Hamilton:

Omar Shams, B-Tech
Project Manager, Transportation Planning
City of Hamilton
100 King Street West, 9th Floor Hamilton, ON, L8P 1A2
E-mail Transportation@hamilton.ca



The report will also be available online throughout the review period on www.hamilton.ca/TRMP

This Notice was published in the Hamilton Spectator on: May 6, 2022 and May 13, 2022

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Police warn public of international student scam

Advisory comes after Chinese national studying at McMaster swindled out of money

SEBASTIAN BRON
THE HAMILTON SPECTATOR

Hamilton police are warning the public about a scam targeting international students after a Chinese national studying in Canada was swindled out of significant amounts of money.

Police said in a release Thursday their investigation was launched April 29 after an international student at McMaster University faked their own abduction at the behest of an alleged fraudster.

The fraudster, posing as a Chinese embassy official in Ottawa, phoned the victim in early February to warn them that their identity had been compromised, police said. The victim was told to call police in Shanghai because someone using their name had committed a serious crime.

Another fraudster, posing as a high-ranking police official, then told the victim they could face lengthy prison time if their name was not cleared and significant amounts of money were not transferred.

Police said the victim was sworn to secrecy and told his money would be returned in full upon completion of the "investigation" in Shanghai.

By late April, with funds running low, fraudsters directed the victim to "fake their own kidnapping in order to ask for ransom money," police said.

"The victim sent a video to their parents who, believing that their child had been kidnapped, also transferred a significant amount of money to the fraudster," police said.

The international student had last been seen around 4 p.m. on April 28.

They were found the next day, unharmed and in good health, at an address in Peterborough.

Police said investigators in China have been contacted and the money transferred by the victim's parents has been secured.

It's not the first time scams targeting international students have been reported in Hamilton.

In 2017, two Chinese nationals studying in the city were told not to use their cellphones or contact their families after fraudsters alleged their banking information had been compromised. The scammers then contacted the students' families, telling them their children had been kidnapped and demanding a large ransom.

They were found by police within hours of their families reporting they could not be reached.

Police said the circumstances of the recent scam are being shared to warn other potential victims.

Police are advising international students to:

- Be suspicious of callers that demand money or immediate actions;
- Know that no law enforcement will demand payment in order to conduct an investigation;
- Never offer information to suspicious callers;
- Remember to never send money to someone under uncertain or dubious conditions;
- and don't be afraid to say, "No."

Anyone who believes to have fallen victim to such a scam is asked to contact police at 905-546-4925.

SEBASTIAN BRON IS A REPORTER AT THE SPECTATOR. SBRON@THESPEC.COM

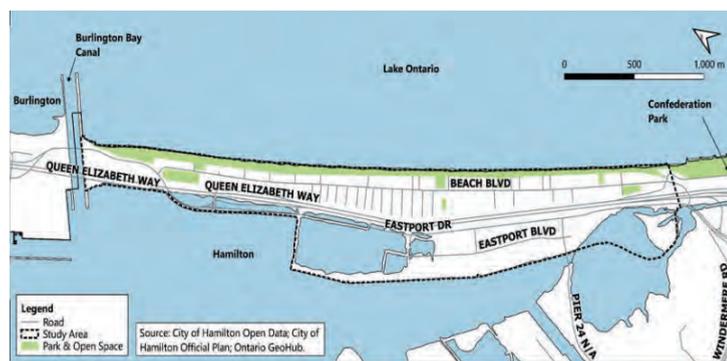
Notice of Study Commencement and Public Information Centre #1 Beach Boulevard Community Flood Remediation Master Plan and Municipal Class Environmental Assessment

Project Background

In 2019, the City of Hamilton completed the Beach Boulevard Community Stormwater Ponding Study. This Study recommended a number potential improvement measures ranging from administrative and legislative in nature, to large scale infrastructure projects. While some of the recommendations are currently being further developed for implementation, others require more in-depth examination of existing conditions, and are subject to Regulatory Agency requirements.

The City has initiated the Beach Boulevard Community Flood Remediation Master Plan and Municipal Class Environmental Assessment (EA) to examine the recommendations of the 2019 Study; complete public, review agency, and First Nations consultation; evaluate additional viable alternatives and select preferred solutions; and identify measures to mitigate adverse impacts. This EA Study is being undertaken following the Master Plan process to provide a logical approach for delivering a strategic suite of options to better address overall system needs. Upon completion of the Study, a Project File Report documenting the planning and decision making processes that were followed will be prepared and made available for public review.

The study area is illustrated in the figure below



The Municipal Class Environmental Assessment Process

The Study will follow the planning and design process as defined in the Municipal Engineers Association Municipal Class Environmental Assessment document (October 2000, as amended in 2007, 2011 & 2015).

Public Information Centre

Two (2) Public Information Centres (PICs) will be held in association with this Study. The first virtual PIC will be held to provide background information and to identify the problems and opportunities that will be addressed through the Study. You will be able to watch a pre-recorded presentation, and provide feedback and input via a downloadable comment sheet. PIC #1 is scheduled for:

Date: Presentation will be available for viewing at any time starting on May 16, 2022. The last day to submit comments is on May 31, 2022.

Location: <http://www.hamilton.ca/beachblvd/flooding>

We would like to hear from you.

We are interested in hearing any comments or concerns you may have with respect to this EA Study. Comments received through the course of the Study will be considered in the selection of the preferred solution(s). Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will be become part of the public record. **If you would like more information or would like to be placed on the Study mailing list, please contact:**

Hanna Daniels

Project Manager
City of Hamilton
100 King Street West, 9th Floor
Hamilton, ON L8P 1A2
Phone: 905-546-2424 ext. 3421
Email: Hanna.Daniels@hamilton.ca

If you have any accessibility requirements to participate in this event please call 905-546-2424 Ext. 3421. Advance requests are encouraged to enable us to meet your needs adequately.

This notice issued May 6 and 13, 2022.



Notice of Completion Hamilton Truck Route Master Plan Review

The City of Hamilton has completed the Truck Route Master Plan review. The study explored opportunities to provide safe and efficient movement of trucks in Hamilton, support economic activities, minimize negative impacts of truck traffic on sensitive land uses, and balance between the industry and community needs.

Based on the technical analysis and public and stakeholder inputs several alternative solutions were developed and evaluated and a preferred alternative was determined.

The Process

The study was conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) document, October 2000 (Amended in 2007, 2011 and 2015), which is an approved process under the *Ontario Environmental Assessment Act*.

At the conclusion of the study a report was prepared documenting the master planning process undertaken, the development and evaluation of alternative solutions including selection of the preferred alternative, an updated truck route network, and policy recommendations. Infrastructure upgrades and road/intersection geometric improvements were recommended to enhance road user safety and enable the future truck route designation of select rural roads. A Master Plan in its entirety is not appealable, but any proposed Schedule B and C projects are. Since no Schedule B or C projects were recommended as part of this master plan there is no opportunity to appeal at this time.

The updated Truck Route Network and Truck Route Master Plan Study Report was ratified by Council on April 13, 2022.

Public Review

The Report will be on public record for a minimum of 30 calendar days in accordance with the Municipal Class EA process. **The "Review Period" will begin on May 16, 2022 and end on June 17, 2022.**

The Report will be made available for public review at the following locations:

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Hamilton, ON, L8P 4Y5

Flamborough Municipal Service Centre

163 Dundas St. East Hamilton, ON, L8N 2Z7

Stoney Creek Municipal Service Centre

777 Hamilton Regional Rd 8, Stoney Creek, ON
L8E 5J4

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4280 Binbrook Rd, Binbrook, ON L0R 1C0

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Omar Shams, B-Tech

Project Manager, Transportation Planning
City of Hamilton

100 King Street West, 9th Floor, Hamilton, ON. L8P 1A2
E-mail: Transportation@hamilton.ca



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May 10, 2022

[REDACTED]
Haudenosaunee Confederacy Council
[REDACTED]
[REDACTED]

Dear [REDACTED]

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The Master Plan report will be available online on www.hamilton.ca/TRMP starting **May 16, 2022**. We would appreciate any comments you may have by **June 17, 2022**.

As part of this Master Plan no Schedule B or C projects were recommended, therefore, the Master Plan in its entirety is not appealable.

We would be happy to arrange a meeting to discuss the project and review any issues specific to your community with you. If you have any questions or comments about this TRMP study process and its outcomes, please feel free to contact us at your convenience.

Sincerely,

Omar Shams

Omar Shams – B-Tech

Project Manager, Transportation Planning
Transportation Planning and Parking
Planning and Economic Development
City of Hamilton

Phone: (905) 546-2424 ext. 7474

omar.shams@hamilton.ca

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May 10, 2022

[REDACTED]
Metis Nation of Ontario
[REDACTED]
[REDACTED]

Dear [REDACTED]

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May 10, 2022

[REDACTED]
Mississaugas of the Credit First Nation
[REDACTED]

Dear [REDACTED]

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May 10, 2022

[REDACTED]
Six Nations Eco-Centre
[REDACTED]
[REDACTED]

Dear [REDACTED]

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Planning and Economic Development
City of Hamilton

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May 10, 2022

[REDACTED]
Six Nations of the Grand River Elected Council (SNEC)
[REDACTED]
[REDACTED]

Dear [REDACTED]

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[REDACTED]
Huron Wendat First Nation at Wendake
[REDACTED]

Dear [REDACTED]

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E-mail: Transportation@hamilton.ca

The report will also be available online throughout the review period on www.hamilton.ca/TRMP

This Notice was published in the Hamilton Spectator on: May 6, 2022 and May 13, 2022

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record



June 21st, 2022

Omar Shams, Project Manager
Transportation Planning
City of Hamilton
Hamilton, ON
L8P 4Y5

DELIVERED VIA EMAIL TO: transportation@hamilton.ca , omar.shams@hamilton.ca

**RE: City of Hamilton Truck Route Master Plan Review
Lafarge Canada Inc.**

Dear Mr. Shams:

Lafarge Canada Inc. ("Lafarge") is in receipt of the Notice of Completion for the City of Hamilton Truck Route Master Plan (TRMP). We appreciate that staff from Transportation Planning have included Lafarge in the public review process, and ask that we continue to be on the notification list for any future master plans, notice of decisions, Council/Committee meetings, or public hearings in which the TRMP is discussed.

The Draft Truck Route Master Plan (TRMP)

The purpose of the City of Hamilton truck route network is to, a) support the safe and timely movement of goods and services, b) try to limit the impacts of truck traffic on the interests of communities, and c) protect infrastructure in areas that cannot sustain truck traffic due to narrow lanes, weight restrictions, etc. The draft TRMP intends to keep trucks on suitable streets or roads with the implementation of "full-time" routes, "daytime only" routes (i.e. 7:00am to 7:00pm), future linkages once the necessary approvals and improvements are complete, and the enforcement of new rules or regulations.

On July 30th, 2021, we submitted comments with respect to the draft TRMP, which included a review of its impacts on Lafarge businesses, specifically aggregate, ready-mix, and slag sites. We requested changes to the draft TRMP to ensure there were no restrictions on operators or producers that require dedicated and flexible truck routes for the safe and timely movement of goods and services. Lafarge believes that the draft TRMP must strike a balance between the interests of businesses that rely on the truck route network, and the quality of life in communities across the City of Hamilton.

While staff from Transportation Planning incorporated some of the suggestions from Lafarge, there are still concerns that have yet to be properly addressed in the draft TRMP. Therefore, we offer the following comments for your review and consideration:

LAFARGE CANADA INC.

6509 Airport Road, Mississauga, ON L4V 1S7
Phone: (905) 738-7070 Fax: (905) 738-0224
www.lafarge.ca





- In the previous version of the draft TRMP, Nebo Road was designated as a daytime only route, which would have prevented trucks that carry aggregate, ready-mix, and cement from completing early morning and late evening deliveries to sites outside of the hours of 7:00am to 7:00pm. We are pleased to see that both Nebo Road and Rymal Road East are now designated as full-time routes in the new draft TRMP.
- The City of Hamilton has prioritized the implementation of daytime only routes to ensure that time restrictions are consistent and enforced throughout certain areas. As a general comment, Lafarge's position was, and continues to be that daytime only routes do not allow operators or producers to load, unload, stockpile and deliver resources in an efficient and consistent way.
- In the previous version of the draft TRMP, White Church Road East and Binbrook Road were designated as daytime only routes. Lafarge is concerned that daytime only routes will result in increased haul costs and lead to travel times that are extended by 15-45 minutes in either direction. In the new draft TRMP, White Church Road East and Binbrook Road are not included in the recommended truck route network but are planned for future linkages, which shall then be designated as daytime only routes. Lafarge requests clarification on the criteria that must be satisfied for a street or road to be classified as a daytime only route, and that staff from Transportation Planning share more information on the future linkages on White Church Road East and Binbrook Road.
- The City of Hamilton has suggested that their goal is to create a permissive truck route network that meets the needs of communities and allows the industry to continue the safe and timely movement of goods and services. In the new draft TRMP, there are no full-time or daytime only routes that support truck traffic in the downtown core. This creates restrictions for businesses that must complete deliveries in the downtown core, or bypass the area to access other parts of the City of Hamilton. Lafarge's Concrete Ready-Mix Plant and Slag Plant are located in the Hamilton Port, which is north of the downtown core. Any trucks that usually access the Hamilton Port would now be forced to drive all the way across Lincoln Alexander Parkway and down Red Hill Valley. Lafarge is concerned that a lack of full-time routes or daytime routes in the downtown core will cause negative impacts on haul costs, travel times, fuel consumption and the economic viability of businesses, and contribute to greater greenhouse gas emissions from longer haul routes. We request the City identify and designate alternative routes into the downtown core to maintain access to the Hamilton Port.
- In the *Truck Route Master Plan Update – Final Report* dated October 26, 2021, the City of Hamilton proposed "special truck travel permits" for businesses that would be impacted by the recommended truck route network (page 64). While special truck travel permits create more "red-tape" for the industry, this could facilitate the movement of goods and services in the downtown core should staff from Transportation Planning be opposed to full-time routes or daytime routes in this area. Lafarge would welcome the opportunity to work with the City of

LAFARGE CANADA INC.

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Hamilton on developing a process for issuance of these special permits if there is no change to truck traffic permissions in the downtown core.

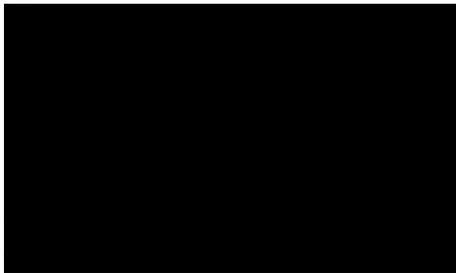
Lafarge's primary concerns are within the downtown core, where there are restrictions on truck traffic and the use of vehicles with more than 4-axles. These limitations essentially eliminate the ability of Lafarge businesses to access the Hamilton Port and forces trucks to use western or southern routes, which causes economic, environmental, and social implications. We recognize that traffic patterns have changed in the City of Hamilton over the years, but we ask that staff from Transportation Planning review these concerns as it relates to the draft TRMP.

We are committed to working with the City of Hamilton on a recommended truck route network that balances the needs of the industry with the interests of various communities. We encourage staff from Transportation Planning to consider further changes, so that the draft TRMP accounts for the current and future requirements of the goods and services movement industry.

In Closing

Thank you for your cooperation and opportunity to provide feedback on this matter. Please do not hesitate to contact the undersigned if you would like to meet to review any specific comment.

Sincerely,
LAFARGE CANADA INC.



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6509 Airport Road, Mississauga, ON L4V 1S7
Phone: (905) 738-7070 Fax: (905) 738-0224
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ONTARIO TRUCKING ASSOCIATION
FEEDBACK ON NOTICE OF COMPLETION
OF HAMILTON TRUCK ROUTE



Ontario
Trucking
Association

ONTARIO TRUCKING ASSOCIATION

555 Dixon Road, Toronto, ON M9W 1H8
Tel: 416-249-7401 Website: www.ontruck.org

INTRODUCTION

The Ontario Trucking Association (OTA) is committed to working with city staff to implement the new truck route master plan to ensure it improves safety and livability in the community, provides for a clean and vibrant environment for its residents, and ensures the truck route selected by city officials works operationally for trucking fleets and businesses they service in the Hamilton area.

Although many trucking companies that deliver to Hamilton will try to adapt their operations where feasible, city officials should be aware that an operationally challenging network could make servicing certain customers in Hamilton less desirable. Being tied to pick-up and delivery appointments, time of day restrictions or delivery windows, could also cause some fleets to become more selective in servicing customers in certain locations.

Trucking fleets have their own route preferences based on their operational capabilities/equipment, their unique customers, locations they service, and commodities they transport. However, as city officials have no doubt heard from members of industry, any significant changes impacting truck route access will lead to increased transit times and operational costs. These increases will become even more impactful due to the economic climate and inflationary pressures currently being felt across the supply chain.

City officials also have the authority to implement measures to combat excessive speed like photo radar, enforce existing laws to reduce noise pollution from modified exhaust systems on trucks, and act on air quality issues by tackling emissions tampering to make the quality of life better for Hamilton residents. The OTA fully supports these measures and will work with the city to implement these changes where required, as they can have an immediate impact.

CURRENT BUSINESS/INDUSTRY CONDITIONS

The trucking sector has not been immune to the numerous factors that have impacted the business community over the last few years due to the pandemic. This includes both emerging and historical business challenges impacting trucking operators, such as labour/retention issues and equipment availability.

The acute driver shortage being experienced across the industry continues to have an enormous impact on freight capacity and goods movement. The trucking sector currently has 23,000 vacant driver positions nationally (approximately 10,000 of those are in Ontario), a figure which will continue to increase over the next several years.

Equipment scarcity continues to be a compounding issue, which combined with a shortage of drivers, has tightened freight capacity and demand for freight transportation services further. Trucking operators would likely contract these last-mile deliveries to local cartage companies that have the proper equipment, only adding to increased operational and supply chain costs further.

Inflation, including the rise of fuel prices, have had a significant operational impact on the industry. Fuel is the first or second leading cost for trucking companies, and any increase to fuel costs will lead to a corresponding growth in operating costs, which simply can't be absorbed by fleets. The increase in transit times and fuel consumed, will also lead to a commensurate increase in greenhouse gas emissions.

The combination of these conditions will necessitate a trickle-down effect throughout the supply chain, increasing the bottom line of customers being serviced in Hamilton, and ultimately costs being passed on to the consumer.

City officials should also be aware that carriers are currently at full capacity, but their customers are still well below their historic manufacturing capabilities. Therefore, when manufacturing facilities ramp up production, there could be little ability for the trucking sector to find drivers or the necessary equipment to meet increased demand.

These cascading effects, combined with ongoing inflationary pressures could potentially be disruptive to the manufacturing sector in Hamilton, which is vitally important to the city's economy, and to the just-in-time inventory system in North America.

IMPACT ON AGRICULTURAL SECTOR DELIVERIES

City officials need to ensure that the newly selected truck route is not restrictive to the point where it will significantly impact service to customers in Hamilton, and that efficient access to the city and key industrial areas from the east and west remains feasible.

OTA has several members that are involved in the movement of agricultural products as a main component of their trucking businesses. These companies believe that the truck route master plan changes leave them very few, if any, viable options for shipping these commodities to western Ontario in an efficient, cost-effective manner.

OTA encourages city officials to continue discussions with impacted companies, including how the city can assist with ensuring a seamless transition to the new truck route, while mitigating business concerns during this challenging economic period.

CONCLUSION

OTA understands the necessity of implementing and modifying truck routes, but this should always be weighed against the critical goods and services that trucking operators provide to the community and local economy. We strongly support the greatest amount of flexibility possible for all trucks that are required to make deliveries in the city. OTA also encourages city officials to continue to engage the local business community regarding the impact of additional transit times, and their ability to compete in the North American marketplace. We look forward to working with city staff as the new truck route is implemented and communicating these changes to the industry.

ONTARIO TRUCKING ASSOCIATION

555 Dixon Road, Toronto, ON M9W 1H8
Tel: 416-249-7401 Website: www.ontruck.org

**Ministry of the Environment,
Conservation and Parks**

**Ministère de l'Environnement,
de la Protection de la nature
et des Parcs**

Environmental Assessment
Branch

Direction des évaluations
environnementales

1st Floor
135 St. Clair Avenue W
Toronto ON M4V 1P5
Tel.: 416 314-8001
Fax.: 416 314-8452

Rez-de-chaussée
135, avenue St. Clair Ouest
Toronto ON M4V 1P5
Tél. : 416 314-8001
Télééc. : 416 314-845

June 14, 2022

Omar Shams
B-Tech Project Manager
Transportation Planning
City of Hamilton
E-mail: Transportation@hamilton.ca

(Via Email only)

**Re: Hamilton Truck Route Master Plan Review
City of Hamilton
Municipal Class Environmental Assessment – Master Plan
Project Review Unit Comments – Final Report**

Dear Omar Shams,

This letter is in response to the Notice of Completion provided for the Master Plan Report (Report) for the above noted Class Environmental Assessment (EA) project. Our understanding is that in order to update and improve the Hamilton Truck Route Master Plan (TRMP), The City of Hamilton (the proponent) has determined that the preferred alternative is the Ring Road Concept with Positive Guidance. The Ministry of the Environment, Conservation and Parks (ministry) provides the following comments for your consideration.

Class EA Process & Master Plan Approach

1. Appendix 4 of the Municipal Class EA document outlines various approaches to conducting master plans (available online at <https://municipalclassea.ca/manual/page79.html>). All master plans, at a minimum, must address at least the first two phases of the Class EA process

(identifying a problem or opportunity and identifying alternative solutions to address the problem or opportunity).

It is recommended that the proponent include in the Project File Report the master plan approach undertaken and a clear statement confirming that no schedule B or C projects were recommended as part of this master plan.

Analysis of Alternatives

2. It is recommended that the preferred Truck Route Network be highlighted in the report to provide more clarity (i.e Highlight it in the Analysis of Alternatives Table and/or include the alternative number in the final statement on Page 159).

Public /Agency Consultation

3. Consultation records should be updated with the Notice of Study Completion circulation and with any follow-up correspondence.

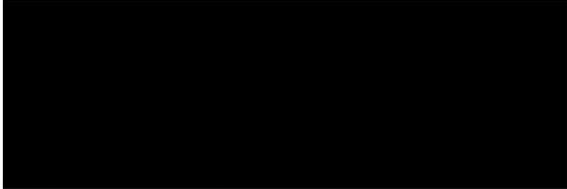
Indigenous Consultation

4. It is recommended a summary of the Indigenous consultation to be included in the main report (i.e A summary table that includes Notice's dates and methods of delivery, follow ups, comments received, and responses provided).
5. It appears that The City of Hamilton (proponent) provided notices to an appropriate list of communities, however, not all the communities have responded to the notifications. Please note Indigenous communities frequently receive a high volume of project notices and require time to review project proposals. For this reason, it is important that a proponent utilize different methods of reaching out to communities and reach out to the communities at different points in the process. Documentation of these efforts should be contained in the consultation record, including courier receipts, read receipts for emails and telephone logs recording calls and messages. Any efforts to follow-up by the proponent should be documented in the record of consultation that accompanies the Class EA documentation.
6. Further to any follow-up during the review period for the EA, the City should continue reaching out to all communities previously engaged if there any substantial changes to the project/process or if they are applying for subsequent permits from the ministry that may be of interest or concern to communities.

Thank you for circulating this Report for the ministry's consideration. Please document the receipt of this Project Review Unit Comments letter in the final report. We look forward to receiving a written response from Brant County to address our comments provided above.

Should you or any members of your project team have any questions regarding the material above, please contact me at joan.delvillarcuicas@ontario.ca.

Sincerely,



Regional Environmental Planner
Project Review Unit, Environmental Assessment Branch
Ontario Ministry of the Environment, Conservation and Parks



Good morning [REDACTED]

Thank you for providing additional feedback regarding the truck route network. We appreciate the concerns expressed by industry stakeholders regarding downtown truck routes and their implications on the business bottom line.

Through the truck route master plan study, the City explored opportunities to advance the safe and efficient passage of trucks in Hamilton, to support economic development and goods movement while balancing the needs of the residents and communities. Council's direction to enshrine the City's Strategic Vision (*Best Place to Raise a Child and Age Successfully*) as an overarching principle for this study was clear and the project team worked to achieve the City's vision and Vision Zero goals throughout the study and minimize the impact of heavy vehicles on sensitive land uses and improve safety and public health for vulnerable communities, including the downtown.

In collaboration with HOPA and industry partners, the City will continue efforts to improve travel reliability along Burlington Street and the LINC and RHVP. In addition, the City has been actively advocating MTO for improvements along the provincial network to minimize bottlenecks and reduce overall travel time from goods movement trips (e.g. Morrison By-pass, Highway 6 South widening, and the Highway 5 /and 6 interchange).

The 30-day review period allows stakeholders to review the Master Plan to ensure that the City has fulfilled the requirements of the Environment Assessment process for Master Plans as per the Municipal Class Environmental Assessment document. Please be advised that since it has been approved by Council, the Master Plan is not appealable. However, any Schedule B or C projects identified in the Master Plan are appealable. Through this Truck Route Master Plan, no schedule B or C projects are recommended.

Regards,

Omar

Omar Shams, B-Tech (He/Him)

Project Manager Transportation Planning - New Initiatives

Planning and Economic Development
Transportation Planning and Parking, City of Hamilton
(905) 546-2424 Ext.7474

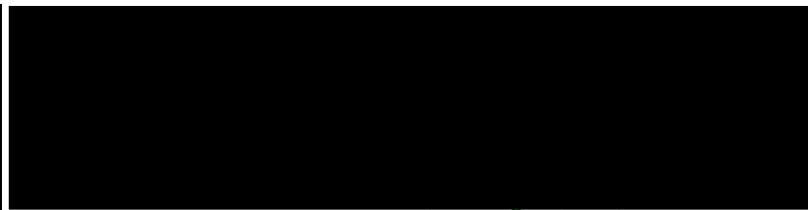


From: [REDACTED]
Sent: May 30, 2022 10:42 AM
To: [REDACTED]; Shams, Omar <Omar.Shams@hamilton.ca>;
Transportation <transport@hamilton.ca>

Subject: RE: Notice of Completion - Hamilton Truck Route Master Plan Review

Thanks Tyson and yes the 4 axil pretty much eliminates ALL of the Ag related trucks . Another point to be considered is the additional traffic volume on both the linc /redhill and also the skyway which at peak times are already looking at gridlock type situations . This in additional to travel time which at the best of times already adds up to the better part of an Hour for each trip is simply unfair and uneconomical to the farm community.

[REDACTED]



www.sylvite.ca

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From: [REDACTED]
Sent: Monday, May 30, 2022 9:46 AM



Transportation

[REDACTED]
Subject: RE: Notice of Completion - Hamilton Truck Route Master Plan Review

[REDACTED]
*** PROCEED WITH CAUTION - This message originated from outside Sylvite ***

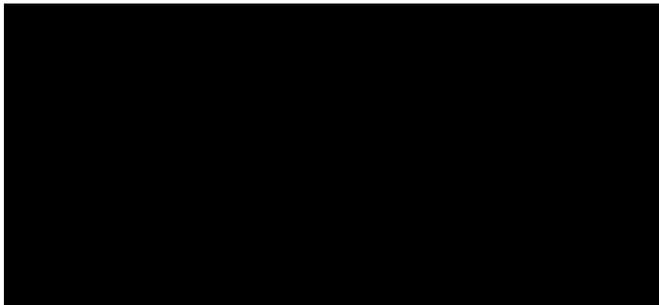
Hi [REDACTED]

Thanks for including me on your response to Omar and I understand your frustrations. You raise some valid concerns on restricting access to York Blvd/Hwy 403 from the Port to only max 4 axle trucks. I imagine that many of the trucks you and others at the Port utilize are larger than 4 axles.

Omar – For [REDACTED] and my own knowledge, what does this 30-day review period entail? I also want to make sure [REDACTED] concerns are captured as they do reflect a significant amount of those businesses located in the Port.

Thanks again and happy to chat further.

All the best,



From: [REDACTED]

Sent: Monday, May 16, 2022 12:46 PM

To: Shams, Omar <Omar.Shams@hamilton.ca>; Transportation <transport@hamilton.ca>; McMann,



Cc: Russel Hurst <russel@oaba.on.ca>; Ian Hamilton (ihamilton@hamiltonport.ca)
<ihamilton@hamiltonport.ca>; Lloyd Heimbecker <lheimbecker@pandh.ca>
Subject: RE: Notice of Completion - Hamilton Truck Route Master Plan Review

In reviewing this proposal you have totally abandoned us in the central harbour . We have spent millions supporting Hamilton and growing with the community only to be left out of any viable option of getting agricultural products to western Ontario efficiently.

You now need to propose some sort of incentive that I can pass along to our farm customers in order for them to access our terminal.

I would expect the city to offer us some sort of Tax relief to offset this additional cost !

This will have to be in the hundreds of thousands of dollars of relief .

You people really do not get what this means to the Agricultural community west of the city.

This is so disheartening that all of our comments fell on deaf ears . Just so sad !

[REDACTED]



[REDACTED]

www.sylvite.ca

From: [Shams, Omar](#)
Sent: Monday, May 16, 2022 3:50 PM
To: [REDACTED]
Subject: RE: Truck Route

Good afternoon Mr. [REDACTED]

By way of this email, I confirm that Haldibrook Road will remain as a **non-truck route**. No change to its existing status is recommended as part of this study.

Regards,

Omar

Omar Shams, B-Tech (He/Him)

Project Manager Transportation Planning - New Initiatives

Planning and Economic Development

Transportation Planning and Parking, City of Hamilton

(905) 546-2424 Ext.7474



The City of Hamilton encourages physical distancing and increased handwashing. Learn more about the City's response to COVID-19 www.hamilton.ca/coronavirus

From: [REDACTED]
Sent: May 16, 2022 3:48 PM
To: Shams, Omar <Omar.Shams@hamilton.ca>
Subject: Truck Route

Hello Mr. Shams,

I am having some computer problems right now and am unable to access your final report.

Could you please just confirm to me that Haldibrook Road remains status Quo and that truck traffic on Haldibrook Road is not changed at all by virtue of your study and recommendations and report.

I will read the entire document as soon as possible but in the interim would appreciate learning from you about Haldibrook Road.

Thanks You

[REDACTED]

Thanks for reminders and updates.

Yes we hope the impact will be minimal. Some neighbours don't agree and fear a bad outcome. Interestingly, we do get the occasional loud large truck lately in the middle of the night. Not exactly sure why I am noticing it or if it is a freak coincidence or something else.

Good luck with all the implementation. I hope it goes well.

Regards, [REDACTED]

From: Shams, Omar <Omar.Shams@hamilton.ca>

Sent: Thursday, May 19, 2022 12:18 PM

To: [REDACTED]

Subject: RE: Notice of Completion -Hamilton Truck Route Master Plan Review

Good afternoon Mr. [REDACTED]

I hope you are doing well. Thank you for your comments, and it is nice to hear from you.

As per our phone conversation a few months ago, implementing an overnight curfew on Hamilton Street trucks will have minimal impact on Parkside Drive since local delivery trucks (Shoppers/Fortino's) are exempted from these restrictions.

Respecting the timelines for implementation, the overnight restriction on Hamilton Street will not take effect until the end of 2022. The implementation will commence after the City council approves the bylaw amendments and other logistical needs are addressed.

Regards,

Omar

Omar Shams, B-Tech (He/Him)

Project Manager Transportation Planning - New Initiatives

Planning and Economic Development

Transportation Planning and Parking, City of Hamilton

(905) 546-2424 Ext.7474



The City of Hamilton encourages physical distancing and increased handwashing. Learn more about the City's response to COVID-19 www.hamilton.ca/coronavirus

From: [REDACTED]
Sent: May 19, 2022 12:05 PM
To: Shams, Omar <Omar.Shams@hamilton.ca>
Subject: RE: Notice of Completion -Hamilton Truck Route Master Plan Review

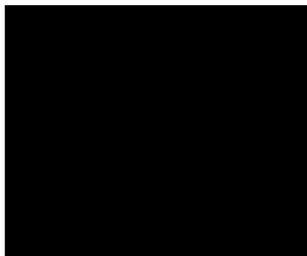
Hello Omar,



I hope you are doing well and that you recall my request that I sent to you regarding possible delaying implementation of Truck Route reduction on Hamilton St in Waterdown at nighttime hours, until the completion of the bypass. It just wouldn't make sense to do that now. There is lots of construction of utilities right now on Parkside Drive with daytime lane restrictions, temporary signage, lane narrowing near the bridge etc.

Although this is daytime, the road is not in the best of shape and would not make sense to ask nighttime trucks to only use Parkside Drive if they wish to head north on Hamilton St or come south from it to Dundas St. A new bridge will also need to be constructed so its quite a pinch point in this area until the bypass is completed.

Regards,



Hello [REDACTED]

Lynden Road between Highway 5 and Jerseyville Road was identified as an essential link for providing truck accessibility for local agricultural industries. Therefore it remains as a truck route.

Regards,

Omar

Omar Shams, B-Tech (He/Him)

Project Manager Transportation Planning - New Initiatives

Planning and Economic Development

Transportation Planning and Parking, City of Hamilton

(905) 546-2424 Ext.7474



The City of Hamilton encourages physical distancing and increased handwashing. Learn more about the City's response to COVID-19 www.hamilton.ca/coronavirus

From: [REDACTED]

Sent: May 26, 2022 10:06 AM

To: Shams, Omar <Omar.Shams@hamilton.ca>

Subject: Re: Notice of Completion -Hamilton Truck Route Master Plan Review

Are trucks still allowed to barrel down Lynden road, Lynden Ontario L0R 1T0?

From: [REDACTED]

Sent: May 31, 2022 7:18 AM

To: Transportation <transport@hamilton.ca>

Cc: Office of Ward 3 City Councillor Nrinder Nann <ward3@hamilton.ca>

Subject: Truck route

Re: Commentary

While I believe the truck route has vast improvements over the last truck route, I believe there are certain roads that still make it very dangerous for pedestrians and cyclists.

Notably York road and Main Street west.

Additionally, I would like to see no trucks at all through the downtown; 4 axle trucks still have the ability to cause a lot of damage to pedestrians and cyclists.

Thank you,

[REDACTED]
He/him

Hello Omar,

Thank you for your response yesterday.

I intend to refresh myself on sections 4.1.1 & 4.1.2 and the GIS tools. It would be helpful to receive both any additional evaluation/scoring information you can provide beyond those sections which is specific to Carlisle Rd and a summary of the supplemental field investigations specific to the issue Carlisle Rd road issue and potential alternatives

Also I would appreciate if you can confirm when Carlisle Rd was first formally established as a truck route by Hamilton.

Thank you,
[REDACTED]

From: Shams, Omar <Omar.Shams@hamilton.ca>

Sent: June 2, 2022 4:37 PM

To: [REDACTED]

Cc: Partridge, Judi <Judi.Partridge@hamilton.ca>; Transportation <transport@hamilton.ca>

Subject: RE: Notice of Completion -Hamilton Truck Route Master Plan Review

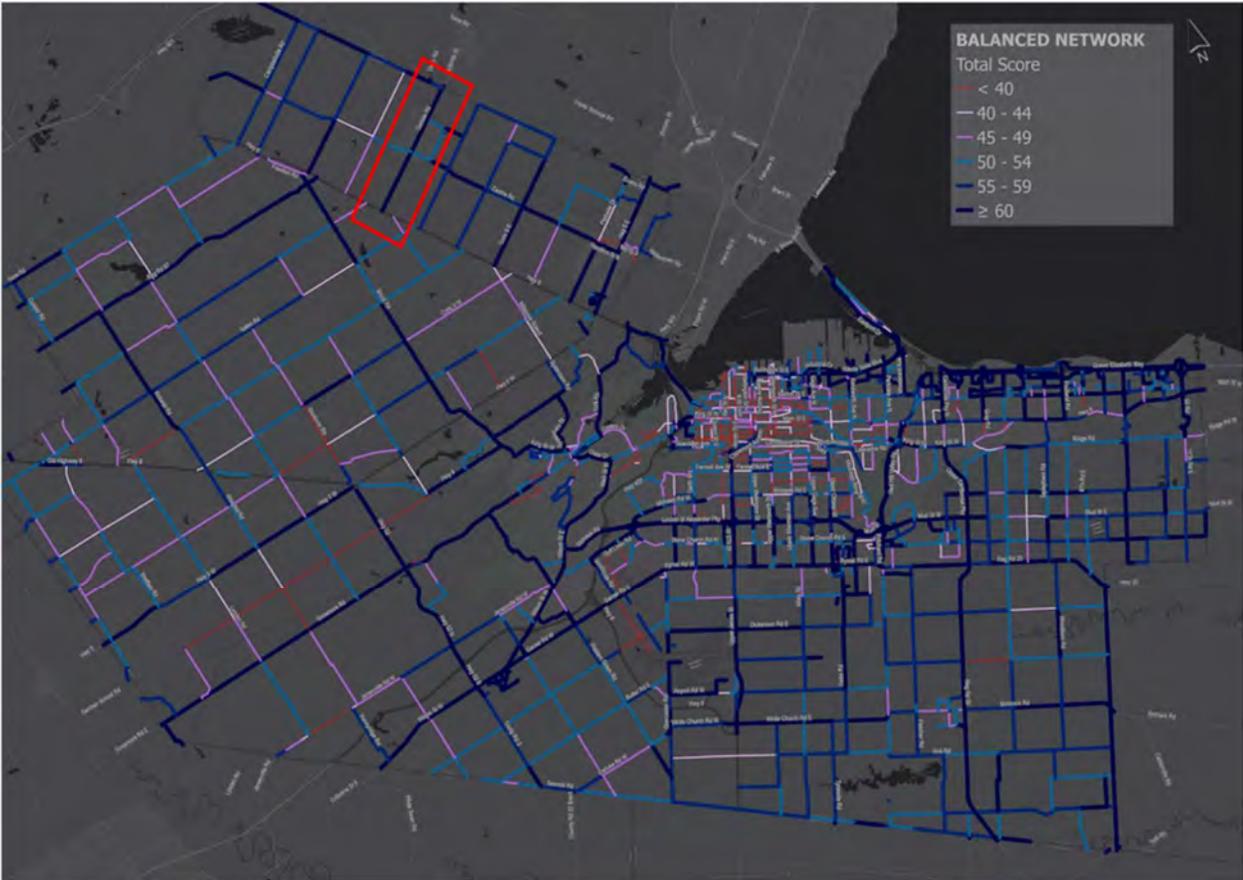
Hello [REDACTED]

This master plan was a city-wide initiative. Its focus was to develop an alternative truck route network to provide safe passage for trucks while balancing the needs of the community and residents. As part of this undertaking, every urban and rural arterial and collector roadway was evaluated against five criteria using GIS tools. Section 4.1.1 & 4.1.2 of the study report explains the evaluation process and the scoring matrix.

As highlighted in the exhibits below, Carlisle Road scored reasonably high and was identified as a critical truck route under all four network philosophies. For your information, a darker line color corresponds to a higher than the median score for all five criteria, meaning the road is essential to remain part of the truck route network. This analysis was supplemented with field investigation and public & stakeholder feedback to develop the recommended truck route network.

Based on the feedback received from residents of Carlisle regarding the noise and vibration from trucks in dark hours, this study recommended an overnight curfew for

trucks on Carlisle Road. Moreover, this report recommends measures such as road reconstruction and segment improvements (provision of sidewalk or multi-use path) along Carlisle Road to improve safety and minimize environmental impacts.







Comments received from Carlisle residents or related to Carlisle Road are provided below:

- Noise and Vibration

- Carlisle Road has excessive noise (and vibrations) due to heavy truck traffic
- The environment on our street is not conducive to safety, peace/calm nor community due to the excessive noise, vibrations and safety concerns of trucks passing by. I am highly dissatisfied and hopeful changes can be made!!!
- Carlisle Road has become extremely noisy due to heavy truck traffic at high speeds..sounds like a freeway!!
- Trucks speed ALL the time, once passing my husband and another vehicle at Milborough & Carlisle Rd, they shake my house w/vibration daily, are a constant noise starting at dawn waking me up, they should not be allowed at all in this residential area of 2000 people with lots of small kids. It's a traffic, noise and safety nightmare. It's bad enough we hear the train, got a better sleep and less noise in a subdivision in Mississauga than here in the Country. Conc 5 is a lot less residential. Pick something like that, not a town like Carlisle.

- Safety/General Comments/Enforcement

- Remove truck route from Carlisle Road (or address safety issues).
- The main concern should be for safety of pedestrians, cyclists and children taking buses. Economic concerns should not be on same list with safety concerns. Carlisle road is unsafe in its present state.
- If Carlisle Road and Centre Road continue to be designated as primary routes, then from a safety perspective, a sidewalk needs to be installed the length Carlisle Road and from Carlisle village to the neighbouring schools.
- You have heavy trucks using rural roadways in Flamborough and specifically Carlisle road like a highway- no sidewalks in many areas for children VERY CONCERNING

- No heavy or medium trucks should be on Carlisle Road so stop diffusing the issues with your surveys. No heavy or medium trucks on Carlisle road. Residential with no sidewalks. Pedestrians walking on road with kids and dogs. No place for large bouncing trucks.
- Carlisle Road in Carlisle is frequently used by heavy trucks transporting large quantities of gravel from a quarry..Carlisle Road has no sidewalks or boulevard..it is highly residential especially east of Centre Road. Carlisle Road has heavy truck traffic which is dangerous for children since there are many young children biking/playing and there is no sidewalk! We also have no police monitoring which the truckers are clearly aware of therefore they exceed speed limits (limit is 50km/hr and they are travelling at speeds of 70-80km/hr...the infrastructure needs attention as a result of heavy truck traffic Carlisle Road is falling apart.
- I have a real problem with Heavy trucks coming across to Hwy 6 via Carlisle Road; right through the busy village of Carlisle. This is extremely dangerous, particularly given the lack of continuous sidewalks.
- Please have someone check MTO or police the tonnage and number of trucks on Carlisle Rd particular! 50-60 per day are excessive in numbers as well damaging the infrastructure!
- An alternative route between Hwy 6 and Milborough Line could be Concession 10 or 11. Hwy 6 already is a very dangerous highway, so installing a stop light at Concession 10 or 11 would have 2 benefits; taking the truck route off a busy pedestrian area (Carlisle Village) and slowing traffic down on Hwy 6.
- Carlisle Road should not be a truck route. This road is mainly residential. It is too narrow. There is a lot of bike traffic. There is no sidewalk. Unsafe for walkers, runners, bicyclists and children taking school buses if there a big trucks using the road. Too dangerous.
- No heavy or medium trucks on Carlisle Road
- Move trucks off of Carlisle Road OR reduce speed limit with police presence
- Carlisle Road should not be a truck route. Runs directly through town and multiple neighbourhoods with young children.
- We need to be more mindful of timing. I believe that trucks travelling at high traffic times in neighbourhoods - even ours in the Carlisle area, makes it dangerous for our community to walk bike etc. safely on our roads - most of which do not have sidewalks. All of our concessions are already inundated with trucks, so it would be better to have trucks travelling at off peak hours of the day.
- The current truck route designation along Carlisle rd does not support the economic or safety of our community. The majority of trucks are using Carlisle rd to fulfill needs in Milton. Multiple other options available that are less intrusive and would require less road maintenance in the long run.
- Carlisle Road should not be deemed a trucking route; that is an old designation and makes no sense. It is highly residential with no sidewalk or barrier from road..many families with young children on bikes, playing..Too many trucks use this small road creating heavy traffic, noise and pollution..the road is in very poor condition due to the heavy truck traffic..due to lack of speed enforcement..heavy trucks constantly drive at least 20km over speed limit..ongoing due to lack of police surveillance.
- In the last two years, we noticed a significant increase in heavy truck traffic in both directions. It has made walking and biking safely on Carlisle Rd impossible, especially on the bridge crossing the creek, where there is no shoulder to escape to.
- I see kids on bikes, people walking their dogs, people trying to get to Courtcliffe Park and sometimes they have to jump off the side of the road cause another truck is coming. It's not safe anymore to have these trucks taking this route through a village with no sidewalks and parks nearby. The route needs to change before someone is hurt
- The truck route currently being utilized by many large trucks daily runs from Millborough Road to Highway 6. This route is through the town of Carlisle and is creating damage to the road as well as the majority of the route is through residential area. The only reason this route is being used is because there is a stoplight at the corner of Carlisle Road and Highway 6 and this allows the trucks to access Highway 6 and then QEW, Highways 403 and 401. Other than that, there really is no reason for trucks to be on this route. My main concern is the amount of traffic going through the residential area of Carlisle and the road damage being done.

- The new proposed Carlisle library will be at this 4 way stop, close to the road. Heavy trucks flying by all day, many of them rolling, not stopping at this intersection. It is & will be a dangerous crosswalk for kids/pedestrians going from new library, park & corner store. Always kids at the 4 corners. We can't have heavy hauler trucks going by all day. They don't care about speed, weight limits or the locals that live here.
- I am very concerned about increasing truck traffic on Center Road and Carlisle Road. My children ride their bikes to visit the library or the park or soccer field. This intersection is where the 'heart' of our small community is. There is very limited shoulder on parts of this road as well as there is already lots of traffic, speeding, and failing to stop at stop signs. I am also concerned as the trucks go right by our local school, where. There is already road congestion at drop off and pick up. As a local resident I chose to use Center road as an alternate to highway 6, as it is slower, has less accidents, and less fatal accidents. I fear that there is limited visibility of people coming out of driveways and businesses and this could cause significant accidents. In conjunction with vehicles running the stop signs and speeding. Please consider this when making the truck routes. I would like my children to feel safe. If moving the truck routes is not an option, sidewalks with wide shoulders protecting pedestrians must be put up.
- Why the trucks are allowed to use this route is beyond me. I understand that farm vehicles have to use it—but the dump trucks and large gravel trucks go way beyond the speed limit constantly, they do not need to use this route or at the very least, enforce the speed limit!
- I have lived here for over 21 years and have never seen so many gravel/live bottom trucks before. The amount is too much for our small village with homes close to the road, children biking to the store, people walking.
- Trucks "roll" through the all-way stop routinely. And sometimes they don't even slow down to "roll" if no cars are waiting or approaching. We have many young kids who cross at the all-way stop to get to parks, the library, the stores, their friends...The speeds make having a major truck route here incompatible with small-town living where everyone walks or rides their bikes, scooters, skateboards... We don't want to see someone killed due to this.
- As a resident of Carlisle, the trucks are very upsetting to us. We have 4 kids who wait for a bus right on the road, as transport trucks pass by them just feet away every day while they wait, truck after truck. Also, Carlisle road has many homes on it that are very close to the road, the trucks shake our house as they pass. Huge trucks should NOT be traveling through our small little residential town.
- I am shocked by the heavy truck traffic across Carlisle Road. The trucks drive way too fast and because of their size they are very dangerous on this small road. We have had many encounters when a truck comes up to a bicyclist (and boy do we have many), they either a) almost hit the bicyclist or b) move over to the point that oncoming traffic needs to almost go into a ditch. I almost dread having to drive to and from my home. What doesn't make sense to me at all is that if you look at the area from a satellite view, why would you purposely make a truck route through the only area that is an obvious community?
- This small country road, which is in poor condition, is listed as a Major Truck Route. Trucks using this road should be re-routed immediately. There are insufficient shoulders for pedestrians and cyclists to find safety from the large, speeding trucks on this route. There are no sidewalks for the majority of the route which forces the pedestrians, children and cyclists to use the edge of the crumbling asphalt in the hopes that they won't be clipped by a large truck. If this situation isn't rectified, someone will eventually get hurt. Action is required.
- We have lived in Carlisle for over 10 years and have witnessed significant increases in truck traffic, particularly heavy gravel haulers, often one or two every minute from very early in the morning to the early evening. Walking or cycling along Carlisle Road is dangerous as there is no sidewalk and almost no shoulder. Most vehicles, including the trucks, exceed the speed limit, so police enforcement would certainly help. But the road condition is terrible, so even though we are a good 100 feet from the roadway, our house vibrates due to the bumpy roadway. A designated truck route through a rural settlement of the size of Carlisle does not make sense to me.
- Way too much truck traffic for a small-town community with a four way stop • The truck traffic has increased exponentially over the past 5 years due to construction in Milton our quality of life has decreased as a result. Needs to change or we will move

- People that move to areas need to do their home work before purchasing a home and then complain about designated truck routes after they move in. People in Carlisle are complaining about an existing truck route that has been in use for years. I understand about safety and well being of all. However, as a child, I was not permitted to play near the road. The truck route does not pass through the village of Kilbride as stated in an email on this forum. It is routed around the village.
- I see little work being done to cut down the number of trucks on Carlisle Rd.....50-60 per day is outrageous! As well they are speeding and over weight! I live on Pregreston Rd , a narrow road in Carlisle!
- There are way too many trucks using this road. The speed limit is 50, and many trucks are doing 70-80 km/hr. This is a road that has no sidewalks and is very poorly paved. It is not safe for kids to bike or walk due to the number of speeding trucks. Especially since the shoulder isn't paved and full of pot holes.
- While I understand that as it stands now, Carlisle Road is a designated truck route, I believe the city needs to re-evaluate that status. I have lived on this road for a little over two years and have noticed a steady increase in large trucks using the road. My issue is with the frequency, and speed of the trucks. There are times I walk to either the park next to my home or the village and have had to rethink this activity due to the speed and frequency of truck, especially over the creek where there is no shoulder to act as a buffer between the traffic and myself. You are literally forced up against the bridge abutment to avoid being hit. This is not safe for anyone walking along this road, having to play chicken with these large vehicles. I do not have a speed measuring device, but can assure you a majority of trucks are passing my home at well over the speed limit. While the police service has on occasion set up speed monitoring, it's not often enough to cause a change in behaviour. Perhaps some sort of speed calming measures can be put in place. Someone is going to be killed or seriously injured as a result of the unabated increase in truck traffic, and by commissioning this survey, you will be providing evidence that will be used in possible civil actions against the city should that occur.
- Volume of trucks has significantly increased over last 2-3 months. With no sidewalks or shoulder here, it has become dangerous for pedestrians & cyclists (including many children) to access Carlisle stores & parks. Most trucks far exceed the posted 50km/h and do not make room for safe passage of pedestrians. Sidewalks should be built on Carlisle Rd. west of Centre Rd., or trucks should be rerouted for the safety of the community.
- Trucks hope they don't have to stop at the 4 corners. They travel far to fast. For a small community with limited sidewalks it is strongly advised to have this route moved.
- This road is so busy lately with all the large trucks. They fly by (way over the 50km limit) And it shakes our house. Many of the houses in the village are very close to road. I completely understand local delivery/farm trucks coming into the village, but I can't figure out why these huge hauler quarry/road trucks are allowed to fly by all day through this small village. (Can't they stay on the Hwys?) Pedestrians, and bikers (lots of kids biking) use this road all day and the trucks/cars fly by and a lot give little to no space. The road is not safe for both large trucks & pedestrians/bikers to use. This road is deteriorating from the heavy trucks. Please consider Cambelleville Road as alternate. Same size shoulders but all the homes are far from road & trucks don't cut through small village.
- Trucks speed down 2 lane road, where there is only one or no sidewalks to safely walk and sometimes even shake house due to their speed and weight.
- The trucks frequently drive too fast and can number in the hundreds on busy days. Not only is this a safety issue but the deterioration of Carlisle road is worsening on a daily basis.
- I understand trucks are a necessity to our rural lifestyle but the speed and irratck driving must be addressed. We have lived in Carlisle for 3 yrs. and it is not safe to walk on Carlisle road with the amount of trucks. I have yet to encounter one that is not speeding. I also had a terrible experience where a truck drove through the stop sign at McNiven and Derry Rd nearly missing my vehicle by a few seconds. After failing to stop the driver proceeded to swerve all over the road. I was able to get a picture of the plate and reported it to the police.
- It has become very dangerous to even think about walking, running or cycling on our 50 km/h community road. Regular traffic travelling at excessive speeds is already a problem but now you add big heavy trucks in the hundreds passing by residential areas where kids are playing, and it is

going to end in tragedy. Carlisle road needs to be de-listed as a truck route immediately and adequate police presence should be in the area to control traffic concerns. We pay exponentially higher taxes in our community compared to neighboring municipalities so there should be the associated level of support to justify the incredible expense to the residents.

- There is an immense amount of truck traffic already and there are no sidewalks for pedestrians to safely walk around town with trucks speeding by one after another.
- Extremely dangerous area for any person walking along the side of the road, hardly any shoulder, no sidewalk no safe area for children to get down into Carlisle - large trucks speeding way too fast, road crumbling.
- Our road is posted 50 but we regularly see commercial vehicles (including large 18 wheelers, dump trucks, etc.) excessively speed and getting passed. Our home is located directly on Carlisle Road and we have kids and dogs that we constantly worry about. There are no sidewalks and we must walk on the side of the road to reach a side road to even just go for a walk or bike. Simply crossing the road can be dangerous as trucks come barreling over the hill from Centre or are on their gas trying to build speed up the hill from the tracks. Air breaks coming down the hill are constantly in use and scare our dogs, wake our kids and rattle our house. During the school year buses continually have trucks and run their lights. Trucks need to be rerouted to a less busy road, like a Campbellville Rd (where the homes are set back, schools are further away and there are not as many people walking or biking) or slowed down. Would a round about at Carlisle and Progreston help to slow down both cars and trucks? I'm not sure if other solutions but please help us keep everyone who lives on or uses Carlisle road safe.
- We walk on this road and there are soft shoulders and trucks fly by, pushing us towards ditches. Need safer setup or alternate truck route.
- We have several parks in this area, many have no sidewalks to access them. So, you have children riding their bikes and walking. Trying to walk that bridge on Carlisle rd. to get to courtcliffe is already a huge hazard with the speeding cars. I won't even attempt it with trucks around. Not a good street for a major truck route. Several families. School bus stops and parks. Houses pretty close to the street and not enough law enforcement to actually keep the community safe by being around to give tickets to the speeders. It's already bad on Carlisle rd. Please reconsider. Please do not make it worse.
- Small community of 2,000+ residents with no safe walking path shouldn't be subject to 50 trucks per hour. Campbellville has far fewer residents and a direct link to the 401 and hwy 6. We can't understand why Campbellville road has restrictions on trucks and we don't on Carlisle road.
- You are completely failing to address the key issue of SAFETY on the truck route through Carlisle along Carlisle Road from Milborough to Highway 6. This is a more densely populated rural core area and the following issues are causing huge RISK exposure for the residents.1. There are NO sidewalks connecting the dense core of the village - pedestrians are at extreme risk from normal traffic, however in the 8 years I have lived here, the volume of heavy trucks has grown exponentially especially large moving bed gravel trucks. There is a negligible shoulder in many areas. This is extremely dangerous and have high use by pedestrians accessing the library, parks and stores.2. My small children have been allocated a bus stop directly on Carlisle road. Trucks volume appears to be in the range of 10-20x higher than 8 years ago. The bus pickups and drop offs and biking/walking all occur during daytime hours or between 7am-7pm. How does limited the use of this road overnight help at all? This makes no sense. If I had a choice, I would rather the trucks use the route overnight as a bit of noise is better than a fatality. They have to stand so close to highway speed trucks that even a thrown stone could be catastrophic. I absolutely believe that trucks are using this route as a faster alternative to safer but longer/congested alternatives. It is not for local deliveries or services - it is being treated as a bypass route for the 401 that veers too far north between Milton and HWY 6. They are cutting the corner and putting us all at risk.3. They are frequently passed by trucks travelling 80 km/hr in a 50 km/hr zone. A couple years ago there were some "safety zone" signs that were erected on Carlisle road and they say "SAFETY ZONE 40km/h" which is ridiculous because it doesn't agree with the posted speed limit. This is not significant and creates confusion. The speed limit is not respected by most vehicles - which is compounded by a lack of investment in sidewalks. Carlisle = Small town of a few thousand people with two roads in & out of town. Many hidden driveways, mail box pick ups on Carlisle Road and cars entering and leaving subdivisions. Add in Children on bicycles, people

walking with their dogs, jogging etc. without sidewalks in the majority of the area. Now why would you allow cement trucks, 18 wheelers etc. to come through town at speeds of 70K & 90K (50K posted) ruining the road surface with the weight of their trucks. It becomes even more dangerous when cyclists cannot ride on the right side of the road given big pot holes created by these trucks. This is just a recipe for a disaster. Why wait until somebody is killed when you could use some common sense and eliminate the use of this road by trucks (many other options to get around Carlisle; Hwy#6, Guelph Line, Campbellville Rd., Hwy#5/Dundas St).

- Add weigh limit to Carlisle road. No huge quarry trucks. They drive to fast. Too many kids walking/biking to village. The new library on Carlisle will only add more kids on road.
- Continue to use Highway 6 and Hwy 401 and avoid Derry. Do not include local roads such as Derry which will direct truck traffic to local rural roads having a huge impact to the environment.
- 1 . Don't allow Carlisle Road to be used as a truck route. 2. Install High Speed Speed Bums 3. Install 4 way flashing red lights at Progreston Rd & Carlisle Rd., and at Flamborough Hills Dr. & Carlisle Rd. If one or more of the above 3 suggestions were implemented I would consider supporting it. People have been complaining about trucks on Carlisle Road for 20 years plus and nothing has changed. I am hopefully that maybe this time is different, but believe the status quo will remain. Eliminate daytime truck route along Carlisle Road for heavy trucks. Addition of sidewalks. Addition of speed calming measures (bumps etc). Centre Rd requires sidewalks, curbs, and street lighting. The speed limit should be lowered to 50 km/h.
- This comment relates to the draft planning for the North corner of Hamilton east of Hwy 6 and above Waterdown. The draft proposal appears to be focused on addressing the problematic truck route existing on Carlisle Rd. by developing a poor and very costly partial, band-aid solution via the 11E to Milborough Line to Derry. This is a planning mistake at this time. The planning does not appear to be building on a sound foundation given the unique issues that have existed and are evolving in the area. The most notable issue relates to the transportation impacts of Milton's rapid development growth slamming into a very rural area of Hamilton as a consequence of the existence of Milton's Derry Rd. At this time the planning effort should first and foremost be addressing and providing a comprehensive review and detailed justification and analysis on why a truck route needs to slicing through a rural settlement and/or any of the rural roads north of Hwy 5/ Dundas St. at all. It is difficult to comprehend what need can reasonably justify or continue to justify the significant negative impacts a truck route has on this area and the true operating improvement costs involved. Conceivably the Carlisle Rd. route should never have been approved in 2010. And it is probable that the scoring tool weighting and key principles currently endorsed by the Master Plan Review may not be well suited to this case. The local area receives very, very limited benefit from the route. Instead the route appears to primarily serve as a "shortcut" in-transit benefit for a small number of businesses beginning their travel many, many kilometres away elsewhere in Hamilton, and beyond, and destined for Milton, or vice versa. These users should be forced to make use of the heavy duty transport links strategically provided for by roads such as Hwy 5, Hwy 6, and the 401 and other arterial roads capable of handling truck traffic now or in the future.
- Keep Carlisle Rd the main route as there is a stoplight. Don't understand why we would need to change this as no other concession is safe to turn onto hwy 6.
- Main concerns is concession 11 in Flamborough changes as this particular intersection is very dangerous to turn both left and right as it is difficult to see traffic coming both ways and vehicles can accelerate to higher speeds because they are far enough away from Carlisle Rd stoplight. As well, concession 11 is not a very wide road and would need some work to accommodate this change. A better plan would be to keep Carlisle rd as the main route because of the light and make the secondary route Concession 10 as it is much easier to turn both right and left onto hwy 6 because of the openness and because of the light on Carlisle Rd slows the traffic down and allows for breaks in the traffic.
- Upgraded roads, stop lights at Hwy 6, proper signs marking the route with speed limit restrictions in place. Carlisle is not the place for heavy truck traffic..
- Though trucks should keep to main roads – in Flamboro this would #5 Highway, Parkside Dr., Center Road, Carlisle Rd., Cambelle Rd. In W Flamboro the roads would be Highway 97 (con. 9), Safar Rd (Con 7), Millgrove Place (con. 5), #5 Highway, Bracie Road, Westover Side Rd, Highway #8, Sydenham Rd., Millgrove Sd Rd from #5 to #6 Highway.

- Carlisle is a hub of activity at most times throughout the day, be it vehicular and/or pedestrian traffic. My primary focus pertains to safety, and hence, the size and frequency of “heavy trucks” that are coming through our busy village is a concern. This situation is already extremely dangerous, particularly given the lack of continuous sidewalks or multi-use paths running the length of the route. In other words, pedestrians cannot safely walk or bicycle between Milborough Line and Hwy 6 via Carlisle Road. In this regard, I would like to suggest that an alternative route between Hwy 6 and Milborough Line could be Concession 11. Hwy 6 already presents its challenges from a safety perspective, so installing a stop light at the Concession 11-Hwy 6 intersection may actually be beneficial. Another key point is that the existing condition of the surface of Carlisle Road is already very poor. This accentuates the noise, dust and tremors currently being generated by the heavy trucks. Without question, this item needs to be addressed sooner than later, regardless of the outcome of the TRMP review. Should the results of your review conclude Carlisle Road is to remain a Truck Route, I recommend that that decision be “contingent on” sidewalks being extended the length of that route and supplementary multi-use (bicycle) paths also be provided. In addition, Carlisle Road needs to be totally resurfaced, not patched further. I recognize that these actions would likely need to be tied in with the review of the Access Guidelines by the Access Management Committee.
- I looked at the Carlisle sub Area maps pertaining to Existing versus Recommended routes and understand there are no changes planned, i.e., status quo will remain. As a concerned Carlisle resident, I look at the safety issues as they relate to handling of pedestrian traffic. The infrastructure for vehicular movement appears to have been given a priority over the safe passage of pedestrians, particularly along Carlisle Road and Centre Road arteries. 1. 6. What are the criteria for assigning a road as a truck route? 2. Is there a separate detailed report available pertaining specifically to the Carlisle sub-area? 3. In your review, was any data gathered with regard to vehicular movement/counts in the Carlisle sub Area and Pedestrian traffic; with a view to safety first. 4. What are the current and the projected number of Trucks passing through Carlisle village? 5. Has any consideration and budget been put aside to extend the pedestrian-based infrastructure of sidewalks, bridge widenings and bicycle pathways to ensure the safety of pedestrians? 6. What are the current and the projected number of Trucks passing through Carlisle village? 7. What are the key milestone and dates as to when the plan is solidified, i.e., frozen?
- No big trucks on Carlisle Road at any time of the day or night between Highway 6 and Milborough town line. This is a major bicycle route. For pedestrians, there is NO sidewalk along most of the road. It is unsafe for bicyclists, joggers, pedestrians, school buses. No big trucks should be allowed on Carlisle Road.
- Carlisle Road has always been a truck route; there is no reason to change this from being a 24 - hour truck route as all the infrastructure is already in place, saving tax payers considerable amounts of money. I understand that some of the people who have moved in over the last several years on Carlilse Road have concerns, but this was a truck route when they moved here, so what has changed? Why has this now become an issue?

The above listed only includes key comments provided for Carlisle Road. Should you be interested in reading all comments, I suggest you review the engagement compendium. It might be easier to use the Find feature in pdf, which will help you navigate through the documents and find relevant comments.

Regards,

Omar Shams, B-Tech (He/Him)

Project Manager Transportation Planning - New Initiatives

Planning and Economic Development

Transportation Planning and Parking, City of Hamilton

(905) 546-2424 Ext.7474



The City of Hamilton encourages physical distancing and increased handwashing. Learn more about the City's response to COVID-19 www.hamilton.ca/coronavirus

From: [REDACTED]
Sent: May 25, 2022 12:09 PM
To: Shams, Omar <Omar.Shams@hamilton.ca>
Cc: Partridge, Judi <Judi.Partridge@hamilton.ca>
Subject: RE: Notice of Completion -Hamilton Truck Route Master Plan Review

Omar,

Thank you for sending along the Notice of Completion – Hamilton Truck Route Master Plan Review last week.

The Study Report and the Engagement Compendium are both very large and broad reports. It is very difficult to focus on and review the issues, work and findings related to a specific route. In my case I am interested in reviewing the Carlisle Rd. route study and recommendation in detail.

Is there a detailed summary, file or report specific to the Carlisle Rd truck route recommendation including support information on problems, solutions, costs, support data, analysis, need justifications, pro and con engagement inputs, developed alternatives, actions on local and network alternatives, findings and recommendations? How may that summary, file or report be accessed and reviewed?

Thank you,

[REDACTED]

Good morning Omar,

I hope you're doing well. I have taken a look at the Hamilton Truck Route Master Plan Update – Final Report, and [REDACTED] comments below from July 2021 are still mostly applicable, with the understanding that the Proposed Truck Route additions from PIC 2 within CH's Regulated Area – Milborough Line and Concession 11 East – have not been carried forward to the final network.

Further discussions with CH staff would be helpful to understand the extent and specific location of the identified operational improvements identified for the routes within CH's regulated area, and to discuss applicable CH requirements/criteria. For the operational improvements identified for the existing truck routes within CH's regulated area, please contact CH staff early in the process in order to identify CH permit requirements, associated technical studies, ESC measures, etc.

Thank you again for considering CH's feedback, and we would be happy to meet to discuss any questions.

Kind regards,

[REDACTED]
Environmental Planner

Conservation Halton

2596 Britannia Road West, Burlington, ON L7P 0G3
[REDACTED]

conservationhalton.ca

From: [REDACTED]

Sent: July 15, 2021 5:20 PM

To: Shams, Omar <Omar.Shams@hamilton.ca>

Subject: Hamilton Truck Route Master Plan Review - CH Comments

Good afternoon Omar,

Thank you again for sharing the Hamilton Truck Route Master Plan Review PIC #2 material with Conservation Halton (CH).

We have reviewed the available material as per CH's responsibilities under Ontario Regulation 162/06; the Provincial Policy Statement (PPS) (delegated responsibility for comments relating to provincial interests under Sections 3.1.1-3.1.7 inclusive); the Memorandum of Agreement (MOA, 2013) with the City of Hamilton; and as a public body under the *Planning Act*.

As outlined below, the study area contains lands that are regulated by CH and that are part of the Natural Heritage System (NHS).

Ontario Regulation 162/06 and PPS Sections 3.1.1-3.1.7:

Pursuant to Ontario Regulation 162/06, CH regulates all watercourses, valleylands, wetlands, Lake Ontario and Hamilton Harbour shoreline and hazardous lands, as well as lands adjacent to these features. CH also reviews applications based on its delegated responsibility to represent the Province on the natural hazard policies of the PPS (3.1.1-3.1.7). The Study Area contains various tributaries of Grindstone Creek and Bronte Creek and the associated flooding and erosion hazards. CH regulates a distance of 15 metres from the greater of the limit of the flooding or erosion hazards for Grindstone Creek and Bronte Creek. This area also contains Provincially Significant Wetlands (PSW), wetlands greater than two hectares in size, and wetlands under two hectares in size. CH regulates 120 metres

from the limit of a PSW and wetland greater than two hectares in size, and 30 metres from the limit of a wetland under two hectares in size. Permission is required from CH prior to undertaking any development within CH's regulated area and must meet CH's *Policies and Guidelines for the Administration of Ontario Regulation 162/06* (<https://conservationhalton.ca/policies-and-guidelines>).

CH's Approximate Regulation Limit (ARL) mapping is available online, which shows the regulated areas described above and areas where permission is required from CH for any works associated with the operational improvements.

Proposed Truck Route Additions

Based on a review of the material, the following proposed truck route additions are within CH's regulated area:

- Milborough Line (Carlisle Road to Concession 11 E)
- Concession 11 East (Highway 6 to Milborough Line)

Any works required to implement the operational improvements associated with the proposed truck routes will require approval from CH and must meet CH's *Policies and Guidelines for the Administration of Ontario Regulation 162/06*. CH will provide further detailed feedback on operational improvements through individual EA projects for the proposed roadworks.

Existing Truck Routes

Staff understand that the existing truck routes also have operational improvements identified. The following existing truck routes are located within CH's regulated area and the associated works will require approval from CH and must meet CH Policy:

- Carlisle Road (Highway 6 to Milborough Line)
- Centre Road (Campbellville Road to Concession 5 East)
- Safari Road (Highway 6 to approximately 662 Safari Road)
- York Boulevard (Plains Road West to the existing bridge)

CH Permit Requirements

Further discussions with CH staff would be helpful to understand the extent and specific location of the identified operational improvements identified for the routes within CH's regulated area, and to discuss applicable CH requirements/criteria. For the operational improvements identified for both the proposed and existing truck routes within CH's regulated area, please contact CH staff early in the process in order to identify CH permit requirements, associated technical studies, ESC measures, etc.

Memorandum of Agreement (MOA):

CH provides advisory comments to the City of Hamilton on matters related to significant wildlife habitat, fish and fish habitat, Areas of Natural and Scientific Interest (ANSI), sensitive surface and groundwater features, and stormwater management (SWM), as per the MOA. Once additional information and details are available regarding the extent of works required, staff will provide advisory comments through the individual EA process.

Source Protection Plan

CH is the Halton Region Source Protection Authority (SPA) under the *Clean Water Act* and provides comments related to drinking water source protection in an advisory capacity only and the comments are not to be considered as legal advice. The Source Protection Plan containing policies for the Halton and Hamilton Regions is in effect since December 2015, and is available at:

<http://www.protectingwater.ca/index.cfm>

The proposed truck route appears to intersect the vulnerable areas of: Carlisle and Freelton wellhead protection areas (WHPA), as well as Highly Vulnerable Aquifers. Please refer to Figure 5, Figure 6 and Figure 7 of the approved Source Protection Plan for the Halton and Hamilton Regions. These figures, depicting certain activities and policy applicable areas, can help determine whether proposed project activities are subject to Source Protection Plan policies. As well, please identify to the Halton Region SPA the potential for the creation of a new contaminant transport pathway or the modification of an existing transport pathway.

Conclusion

Thank you again for considering CH's feedback as the Hamilton Truck Route Master Plan Review is developed. We would appreciate the opportunity to provide further input as the Master Plan progresses to assist in ensuring the proposed works meet CH policies. We would be happy to meet to discuss any questions.

Kind regards,

██████████

Good afternoon ██████████

Thank you for your email. I can appreciate your concern regarding truck traffic using a non-truck route.

Please be advised that Hamilton Traffic By-law allows local delivery trucks to use roads designated as non-truck routes to reach their destination, provided they follow the shortest path to and from their destination to the nearest truck route.

1] How is the Truck Route Master Plan going to be enforced, especially for those of us living on main streets that are supposedly closed to large trucks?

Hamilton Police Service (HPS) is the only enforcement body that upholds the traffic By-law and can enforce commercial vehicles. Aside from the truck route compliance, officers are trained to inspect trucks in accordance with the Highway Traffic Act and Motor Vehicle Safety Regulation requirements.

2] Could the street architecture be better designed, including road width modifications, height barriers etc to discourage over-sized prohibited trucks, while not impeding emergency vehicles like ambulances?

Through the capital infrastructure improvement, all roads are required to be designed as per the Complete Street design guidelines. The objective is to prioritize the safety of vulnerable road users while discouraging aggressive driving behavior on all city streets. As per the Highway Traffic Act, a minimum of 5.0 meter overhead clearance is required for all public roads, regardless of their classification. Hence geometric improvements (curb extensions, narrow lanes, et al.) are considered to discourage the use of local roads by non-local delivery truck traffic.

3] Can more signage be provided so that the truck versus non-truck routes are clearly marked throughout the City?

Through the implementation process, additional signage will be installed at critical locations to provide clear guidance for truck drivers to follow the designated truck routes. In addition, in collaboration with HPS, we will strive to educate truck drivers about the new routes, rules and regulations.

4] Is the City going to appoint or assign By-Law Enforcement to enforce the above concerns? The Police do not appear to be enforcing truck usage in this area.

Only trained uniformed HPS officers can enforce commercial vehicles. Therefore, HPS has trained more officers to enforce commercial vehicles and improve road user safety. With the new changing regulations and ceiling axle-based restrictions, we are hopeful that the quality of life will improve in the urban communities once the implementation phase is completed.

Regards,

Omar

Omar Shams, B-Tech (He/Him)

Project Manager Transportation Planning - New Initiatives

Planning and Economic Development

Transportation Planning and Parking, City of Hamilton

From: [REDACTED]

Sent: June 17, 2022 10:53 PM

To: Transportation <transport@hamilton.ca>

Cc: [REDACTED]
Subject: Truck Route Master Plan 2022 comments

Dear Mr Omar Shams,

I write to you regarding the 2022 Truck Route Master Plan. I live on Concession St, at the easterly end, a block before it becomes Mountain Brow Blvd. It is a portion designated as prohibited to trucks in the 2022 Truck Route Master Plan, as in all previous plans. Signage at the Upper Gage & Concession St intersection also indicates no trucks.

However, on a daily basis I witness large semi-trucks, 6-24 wheeler types, often including attached trailers - what I believe to be classified as Class #8 type trucks, pass in front of my house.

I've counted as many as 30 Class #6 thru #8 type vehicles passing by in a single day. This count excludes any essential large emergency type vehicles like Ambulances, Fire trucks, and City Garbage trucks etc. which I assume would rightly be exempt anyway.

Many of the trucks are so heavy and loud as to shake my house and be audible in the rear office of my home.

These large 6-24 wheeler trucks have the logos of commercial businesses, restaurant suppliers, supermarkets, dairies, medical suppliers, nationwide haulage companies, dump trucks and chemical and oil tankers. As such I highly doubt they are 'local' traffic delivering daily to residential properties in the Raleigh and Sunninghill area.

I worry for pedestrians, especially children, crossing the street in this area. I myself have had a few close calls attempting to cross at the 3-way stop sign intersection at Concession and East 43rd St..

My comments Mr Shams regarding the Truck Route Master Plan are:

- 1] How is the Truck Route Master Plan going to be enforced, especially for those of us living on main streets that are supposedly closed to large trucks?
- 2] Could the street architecture be better designed, including road width modifications, height barriers etc to discourage over-sized prohibited trucks, while not impeding emergency vehicles like ambulances?
- 3] Can more signage be provided so that the truck versus non-truck routes are clearly marked throughout the city?
- 4] Is the City going to appoint or assign By-Law Enforcement to enforce the above concerns? The Police do not appear to be enforcing truck usage in this area.

Thank you for considering my comments.

Regards,

[REDACTED]

From: [REDACTED]
Sent: June 17, 2022 5:23 PM
To: Transportation <transport@hamilton.ca>
Subject: Hamilton truck route

Good afternoon,

Hope you are doing well. I reviewed the details of the Truck Route Master Plan updates and briefly discussed with neighbors and agree with the 4 axel trucks passing through on Wellington St N., I hope this changes our current road as the noise, vibrations and air quality do tend to be a big concern as large trucks should not be permitted in residential areas. We do want to confirm a date of implementation and if there are possibilities to add a bike lane on Wellington St. N., now that large trucks would be off the main road from Burlington St. Especially now that there are future expansions of Pier 8 for the new condos being built, the traffic for bikes and motor vehicles would increase in the area.

Thank you and have a great day,

[REDACTED]