

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.