

SUB-COMMITTEE ADDENDUM

Meeting #: 21-001
Date: November 29, 2021
Time: 9:30 a.m.
Location: Due to the COVID-19 and the Closure of City Hall (CC)

All electronic meetings can be viewed at:

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<https://www.hamilton.ca/council-committee/council-committee-meetings/meetings-and-agendas>

City's YouTube Channel:
<https://www.youtube.com/user/InsideCityofHamilton> or Cable 14

Angela McRae, Legislative Coordinator (905) 546-2424 ext. 5987

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November 24, 2021

Dear Members of the Truck Route Sub Committee

Re: Item 8.1

We are residents on Nebo Rd and have lived [REDACTED] between Airport and White Church for 38 years. We would like to address yet again our concern regarding designating Nebo Rd as a truck route south of Dickenson Rd.

We were part of the original drive to have Nebo Rd. removed as a truck route back in the 90's. And we have continued to address our concern to have Nebo Rd. remain truck route free since that time. The Master Truck Route Committee asks for Public Consultation. I know that we ourselves and our neighbours have done this many time over the years, but as residents we don't seem to be heard or have any of our concerns addressed. We are being asked yet again to comment for the meeting on November 29th.

The following concerns have previously been sent to the City's Truck Route Committee and to Brenda Johnson as to why Nebo Rd and surrounding rural roads should not become truck routes.

- Nebo Rd is not designed for truck traffic.
- Nebo Rd is 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?
- Nebo Rd has 4/ four way stops between White Church and Rymal.
- It is not wide enough, deep ditches, limited shoulders
- Bellstone School is located at White Church Rd and Nebo and Marydale Park at the end of Nebo Rd.
- 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.
- There have already been deaths at Nebo & Airport over the years.
- There is already an increase in traffic due to residential development, is adding trucks to the mix the best idea.
- This stretch of Nebo Rd is considered Green Belt.

We 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. The addition of Amazon will be a real boost for the city. However, these industrial areas already have existing truck routes. 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? And with restrictions such as 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? What kind of upgrades are going to be done to the roads? 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.

Currently trucks are able to access the Red Hill, the 403, Dartnall Rd, Nebo Rd south of Dickenson, Rymal Rd, Garner Rd, Hwy 56, Upper James and Hwy 6 Bypass. These truck routes provide access to all of the expanding development land. Looking at the map it is difficult to understand why there is a need to add Nebo Rd and surrounding rural roads to the Master Truck Route. This appears to be some sort of short cut, but it is not. The distance traveled remains the same whether trucks use the existing truck route or use the rural roads. It is just an alternate route, why not use the existing routes?

Please take our concerns seriously. Development is necessary, but the Master Truck Route already gives access to developing industrial areas. Please consider upgrading the infrastructure to current truck routes to accommodate our expanding industrial areas.

Regards

Jo-Anne & Erwin Mataitis



Dear Members of the Truck Route Sub Committee

Re: Item 8.1

We are residents on Nebo Rd and have lived [REDACTED] between Airport and White Church for 21 years. We would like to address yet again our concern regarding designating Nebo Rd as a truck route south of Dickenson Rd.

We have continued to address our concerns to have Nebo Rd. remain truck route free since the time we moved here. The Master Truck Route Committee asks for Public Consultation. I know that we ourselves and our neighbours have done this many time over the years, but as residents we don't seem to be heard or have any of our concerns addressed. We are being asked yet again to comment for the meeting on November 29th.

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Please take our concerns seriously. Development is necessary, but the Master Truck Route already gives access to developing industrial areas. Please consider upgrading the infrastructure to current truck routes to accommodate our expanding industrial areas.

Regards
Tina & Duro Brajic



From: Bob Berberick

Sent: Tuesday, November 23, 2021 4:53 PM

To: clerk@hamilton.ca

Cc: Clark, Brad <Brad.Clark@hamilton.ca>; VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Farr, Jason <Jason.Farr@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; Jackson, Tom <Tom.Jackson@hamilton.ca>; Danko, John-Paul <John-Paul.Danko@hamilton.ca>; Office of the Mayor <Officeofthe.Mayor@hamilton.ca>; Merulla, Sam <Sam.Merulla@hamilton.ca>; Nann, Nrinder <Nrinder.Nann@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>; Wilson, Maureen <Maureen.Wilson@hamilton.ca>

Subject: Truck Route Master Plan Meeting Monday 29 November 2021

Hello:

My email comments regarding the TRMP are made from the lens of a Ward 3 resident.

I have happily lived in Ward 3 for the last 15 years. There are 2 items that constantly annoy and frighten me.

1. large transport trucks in a residential environment.
2. speeding on Main St.

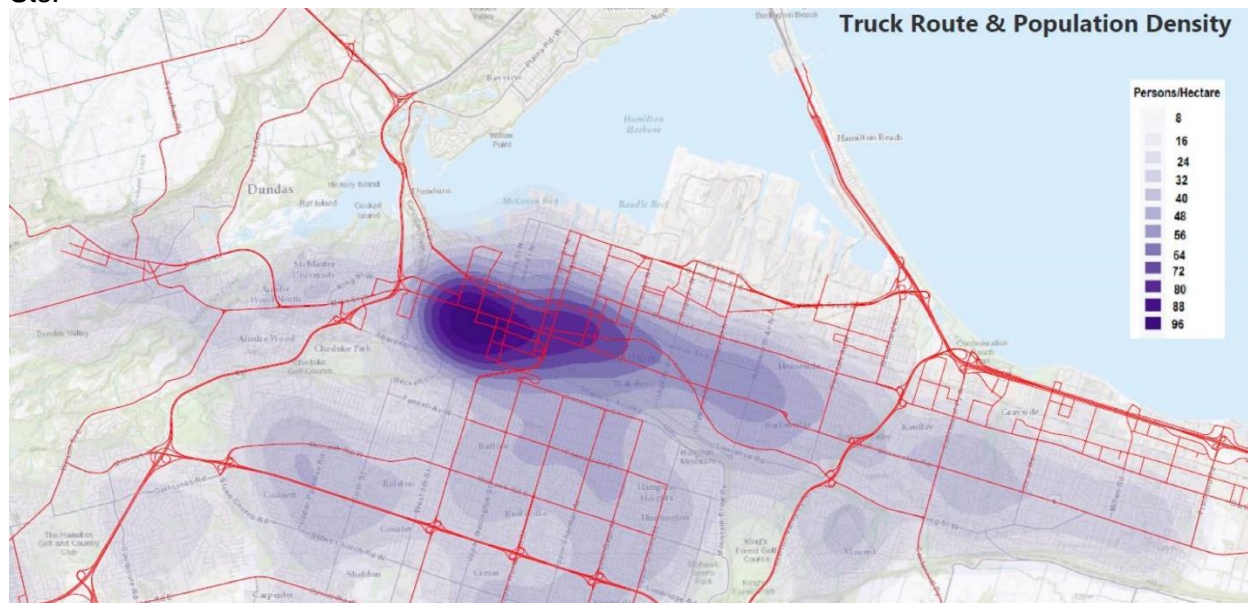
(I'll leave the speeding for another day)

I fully recognize that trucks are very important; delivering food to retailers and products to/from the industrial area. Delivering food to retailers is not what I am concerned about.

The big problem in my opinion is the high volume of large 5 axel and larger trucks using arterial and residential roads to access the industrial area in the north end. There is a steady stream of these monster trucks traversing Victoria St., Wellington St., Main St. and Cannon St. etc.

The question is, where are they coming from and going to, and how do they get to the industrial area. The answer is that a vast majority of them are coming to/from outside the city. They are effectively (and legally) using residential streets past homes, schools and hospitals etc. As a pedestrian, cyclist and driver, it is awful having these monsters in close proximity.

This map clearly illustrates that a great deal of people live on the proposed truck route. Please take careful notice of the population density around the 403, QEW, Linc/Redhill, Nikola Tesla/Burlington Sts.



To make a long story short, I firmly believe that these trucks should be accessing the industrial area via the highways (where there are no pedestrians, cyclists, schools, hospitals, homes) surrounding our city. 403, QEW, Linc/Redhill, Nikola Tesla/Burlington Sts.

Will it take these truck longer and perhaps use more fuel to get to their destination? Most likely yes.

So my question to you then is this:

What is more important, saving trucking companies time and money OR vastly improving the quality of life for people of Ward 3.

There is also an important side benefit of getting these trucks off of the inner city streets. Far less wear and tear on the local roads that should not have to be built to sustain them.

Bob Berberick
(Sometimes the boss)

Dear Members of the Truck Route Sub Committee

Re: Item 8.1

We regrettably need to write this letter concerning the Truck Route Master Plan Update, Item 8.1 on your agenda. Of particular concern is the recommendation to add Nebo Road south of Dickenson Road to the Truck Route Master Plan.

A number of us residents on Nebo Road south of Dickenson Road have over the years dialogued with the City concerning proposed Truck Routes on Nebo Road. In fact, all the way back in 1994, the former Township of Glanbrook put into effect a by-law restricting no truck traffic on this segment of road due to the tireless efforts of the residents (many of whom still live here) and the then Councillor. The reality was that simply put, the use of Nebo Road as a truck route was simply a convenient route for trucks from the former Glanbrook Industrial Lands (now Red Hill Industrial Lands) and the Airport. The actual sign dictating the by-law number was still in place on the corner of Nebo and Whitechurch up until 2019 when it was replaced with a newer “No Truck” sign.

As residents we have dialogued with the City’s Truck Route Committee and presented the same facts that were presented all the way back in 1994. Nebo Road south of Dickenson is a rural resident roadway. It is only two lanes wide. There is no shoulders and it has ditches on either side. The road is a dead end at Chippewa. There is an elementary school on the corner of Whitechurch and Nebo. This area of Nebo goes through the Greenbelt – which in every essence is counter to the notion of adding more truck traffic through it.

The only rational for adding this segment of Nebo appears that the Committee wants to create a quick connection between the Airport Lands and Red Hill Industrial lands. This is somewhat acknowledged in other City plans as there has appeared over time an actual new dedicated corridor with some lines drawn on plans over the years. As stated by residents during the previous truck route master plan studies and public information evenings it appears the only rational was someone looking at a map and drawing a line to connect these two dots.

However, the reality is we live on this road and when we present the same facts time in and time out, every time there is another study, we do not get any responses or rational to why. We just get the same thank you for participating, thank you for your feedback, we will take all this information into consideration. We put this all into a matrix which sanitizes all the responses and spits out what we want it to say.... Well here we are again and we have to ask, since 1994 what has changed? The reality is that the City already has multiple dedicated truck routes connecting these two dots. Rymal Road is a truck route. The Linc to Upper James is a truck route. The Linc to the Highway 6 by-pass is as dedicated of a truck route as you can get. Yet for some reason there needs to be another link and we the residents of Nebo Road ask why?

Council recently took the bold stand to keeping in check urban sprawl. How does jamming industrial truck route traffic through the rural community speak to respecting "sprawl"?

We drive by the Amazon building and actually couldn't count the number of truck bays. Is this what the committee is trying to accommodate with turning two lane rural roadways into dedicated truck routes?

We implore you to reconsider and reject this recommendation of this study. Ask yourselves what has changed since 1994 when the then former township of Glanbrook listened to its residents and put these restrictions in place. We ask that you honour those commitments and once and for all spare us from having to live through this in 4-5 years when the next Truck Route Master Plan is under review.

We apologize for any strong language in this letter, but honestly it has been tiring to constantly say the same thing over and over and feel like no one is listening anymore. Someone listened in 1994, will you listen today?

Please remove this recommendation and the two lane rural roadways within the rural countryside from this study as recommending them to be truck routes.

Respectively

Tanya De Jager

From: Greg Ryan
To: McRae, Angela
Cc: Shams, Omar; Partridge, Judi; Transportation Planning; Hollingworth, Brian
Sent: Thu 11/25/21 11:31 AM

TRMP Sub-Committee Meeting - November 29th

Good Day Angela,

I was scheduled to make a delegate presentation at the upcoming TRMP Sub-Committee Meeting (November 29th), on behalf of the community group Respect Our Rural Roads (RORR). Our opposition to the original TRMP was focused on the 11th Concession East and Milborough Line in northwest section of the city. Given that both these roads have been removed from both the near term and long term TRMP, and given the long list of delegates, our presence at the Sub-Committee is no longer required.

That said, we greatly appreciate that the community's concerns over the geometric and environmental issues associated with the proposed routes have been heard, and express our appreciation to the project team, in particular Omar Shams, for the professionalism displayed and for their due diligence. In addition, we would like to thank and acknowledge our City Councillor, Judi Partridge, for so actively engaging with the community.

Please remove me from the delegate list and/or feel free to use this e-mail in its place. Many thanks.

Greg Ryan

From: Lakewood Beach Community Council <LakewoodBeachCC@hotmail.com>
Sent: November 25, 2021 12:23 PM
To: DL - Council Only
Cc: Shams, Omar <Omar.Shams@hamilton.ca>
Subject: Fw: Truck Route Master Plan Changes - Nov 29th Sub-Committee Meeting

Dear Council.

The residents of our area have repeatedly participated in the engagement process and have expressed our Public Safety Concerns regarding the Grays Road loop to the QEW being a **Part-time** Truck Route.

Even after years of please, in June 2021, the draft plan showed this loop being recommended for a change from a Part-time route to a **Full-time** route?!?!. However via emails from Clr Pearson and during the PIC, participants were told that change to full-time was an error.

So why is Exhibit 4.19, Appendix A, Page 58 indicating Staff are still recommending Council approve Grays Road, north of the QEW **be changed to a full-time route?**

We are unable to speak at the meeting on Monday but once again, we respectfully **request the section of Grays Road/Frances Ave/Drakes/NSR be completely removed as a designated Truck Route** for the following reasons:

1. Two of the vacant commercial lands on that loop have been rezoned Residential since the last update to the TRMP
2. The intersection of Drakes/NSR (and the whole loop) is a pinch point in an area that is 100% residential. (sensitive land use)
3. The intersection of Drakes/NSR is the location of the highest % of collisions along the whole stretch of NSR (from east city limits to Centennial)
4. The whole stretch of NSR is being removed as a designated Truck Route (excluding just our 1% area!?)
5. The South Service Road is a viable alternative and even if a pinch point occurs at Centennial/SSR, Centennial is not a sensitive land use intersection.
6. Grays/Frances Avenue/Drakes is THE most used roadway for vulnerable users of the road (pedestrian/cycling route to Confed Beach Park pedestrian entrance)
7. There are 2,000 housing units plus the completion of the new Confed Sports Park planned over the next few years which will only exasperate existing conflicts & safety concerns of the citizens.
- 8.

We hope that you, like us, places the value of human life as your top priority.

Regards,

Anna / Nancy
 Lakewood Beach Community Council

From: Sylvia Brellisford
Sent: November 25, 2021 3:33 PM
To: Shams, Omar <Omar.Shams@hamilton.ca>
Cc: DL - Council Only
Subject: Truck Route Master Plan Changes - Nov 29th Sub-Committee Meeting

Transport truck route Grays Rd./Frances Ave.

Dear Omar (Project Manager, City of Hamilton)

c.c. Councillor Pearson (Truck Route Sub-Committee Member)

To Whom it may Concern,

The residents of our area have repeatedly participated in the engagement process and have expressed our Public Safety Concerns regarding the Grays Road loop to the QEW being a Part-time Truck Route. To have this route become permanent for trucks is outrageous. We are in the process of trying to cut back on the excess traffic going to be created by 4 new high rise condos going in this area, having a full time transport truck route added into the mix is just asking for an accident to happen.

There are no sidewalks in many areas and already added traffic, autos, pedestrians and bicycles with the completed addition of condos and townhouses on Frances.

Also the corner of Frances and Grays is a bad intersection for those going West on Frances and turning onto Grays. I have asked in the past that the corner be cut right back in the way of weeds and grasses because it is a visual nightmare. That lasted all of one cut.

I truly hope we can keep what little sanity we will have in this residential only area and not add more environmental hazards to our health with these transports plowing through. Most can not even make the corner from Grays to Frances without taking up both lanes. Please don't let this happen for our sake. We have been a very quiet peaceful area for years, please allow us to continue that way. Thank you.

Regards,
Sylvia Brellisford

From: David Colacci
Sent: Thursday, November 25, 2021 10:45 PM
To: clerk@hamilton.ca
Subject: Written Delegation for the Nov 29th Truck Route Sub-Committee

This is a written delegation to the Truck Route Sub-Committee

Recently, the final draft report of the revised truck route plan was released. I've watched the review unfold and was excited at the opportunity to review and amend the routes. Especially after Council had declared a Climate Emergency and bearing in mind the City's vision statement "the best place to raise a child and age successfully"

Then I read the final draft.

What an utter waste of time, money and resources.

I'm not certain if this was a City staff only exercise, or if there was a consulting firm involved, but I am certain that no person involved lives Downtown or in East Hamilton.

You are giving licence to operators to use our neighbourhoods as short cuts. To destroy our infrastructure. To pollute our lungs, wake us from sleep and endanger our people.

In the two days since I read this report I have personally witnessed two instances on York between Bay and the 403 exit that if taken into account, would surely change any reasonably minded person's opinion on the current routes. First, a Cardi Construction dump truck travelling along York towards the 403 exit at speed in excess of 80 km/hour. Second, a tandem bulk trailer operating half in the right lane and half in the bike lane consistently between Bay and Dundurn. Right past Hess St. School.

How is this OK?

Granting through access from the 403 to our Port Lands is a dangerous mistake that costs too much. Too much more than the 8 additional minutes it takes to use more appropriate routes like the Linc/RHVP or 403/QEW combinations.

The through network must be cut off. Truck routes need to be removed from King and Main (how do transports mix with LRT?). Fledgling commercial districts like Ottawa St. don't need handicaps the likes of which these routes impose.

And please don't say that without these trucks, how does business get deliveries? We all know that trucks are allowed off designated routes for deliveries. Fluke transport no longer use the through routes, only for local deliveries.

So let's do the right thing for our City and it's many communities. Throw this draft report in the garbage, where it belongs, and start from scratch. Except this time we consider the needs of the communities above the wants of the transportation industry.

Thank you

David Colacci

Ward 3

Name of Individual: Mark Anderson
 Name of Organization: Cycle Hamilton
 Contact Number:
 Email Address:
 Mailing Address:

Re: The Hamilton Truck Route Master plan

Dear Members of the Truck Route Sub-Committee,

We are submitting this letter on behalf of Cycle Hamilton, a member-supported organizations that works to make Hamilton a place where people of all ages and abilities can safely get around by bike to all parts of the city. We appreciate the time that the Truck Route Safety Sub-Committee has dedicated towards reviewing the truck routes throughout the City of Hamilton.

Cycle Hamilton works to make Hamilton a place where people of all ages and abilities can safely get around by bike to all parts of the city. In advocating on behalf of our members, our position is that large industrial trucks should be mandated to take the shortest possible route to the closest highway and no industrial truck trips should use the downtown nor any residential street citywide as a shortcut to leave the city.

In practice, this would mean that the industrial truck traffic generated along Burlington Street with destinations outside Hamilton would be required to take Nikola Tesla to the RHVP/QEW and would no longer be permitted to short cut to the 403 or LINC by cutting through the city. The outcome we advocate for would have no effect on local deliveries, which are exempt. The restrictions only apply to large industrial trucks (i.e. “transport trucks”, “big-rigs”, “18 wheelers”, “semis”, “tractor-trailers”).

How truck routes impact people on bikes in Hamilton Trucks pose a disproportionate risk to people on bikes, and are overrepresented in fatal bike accidents. According to the National Association of Transportation Officials (NACTO), of which the City of Hamilton is a member of, trucks and large vehicles create the following sources of stress for cyclists:

- High volumes of truck traffic make adjacent bike infrastructure less safe and more uncomfortable
- Large trucks have blind spots that increase the likelihood of side-swipe and right-hook collisions
- Large truck noise and exhaust pollutants increase bicycling stress and are a public health issue

These sources of stress can be reduced and eliminated with separated, protected bike lanes, bigger buffers, and by increasing the distance between bikes and trucks. NACTO also recommends that truck traffic be moved to other streets away from bike routes.

Will you be requesting funds from the City? No
 Will you be submitting a formal presentation? No

From: Frances Murray
Sent: Friday, November 26, 2021 10:19 AM
To: Farr, Jason <Jason.Farr@hamilton.ca>; Nann, Nrinder <Nrinder.Nann@hamilton.ca>; Jackson, Tom <Tom.Jackson@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Wilson, Maureen <Maureen.Wilson@hamilton.ca>
Cc: clerk@hamilton.ca
Subject: Truck Route Master Plan

November 25, 2021

TO: City of Hamilton, Truck Route Sub-Committee
Councillor Farr (Chair), Councillor Nann (Vice-Chair), Councillor Jackson, Councillor Pearson, Councillor Johnson, Councillor Wilson

CC: Angela McRae, Legislative Coordinator

A few years ago, my adult daughter moved to Brantford, and I visited her to see some of the sights. Brantford has a lovely trail along the Grand River and quite a lot of green space. In their downtown area, there is a nice collection of lovely heritage buildings constructed with the yellow brick we see in areas west and north of Hamilton.

We decided to have coffee at a little café on Colborne Street. It was located just to the east of downtown in one of the large heritage houses that had been converted to a business. As we had our coffee on the patio, our conversation was interrupted by a very large tractor-trailer driving by. It was loud and we couldn't hear each other for a moment. The juxtaposition of the pleasant café and a (very) large truck passing by was disconcerting. And it made me think about my city with large trucks passing through on Main, King and Cannon. Where are the outside cafes along those routes? They are few – I can't think of any along Main Street. The vibrant street life that would be allowed if these large, smelly vehicles were rerouted to Burlington Street and RHVP could take Hamilton beyond the point of having "great potential" to fulfilling that potential.

The most important aspect of this issue is, of course, safety. People live downtown, children live downtown and walk to school and activities downtown. They deserve to do so along streets without heavy truck traffic.

The recommended revisions to the TRMP do not go far enough to ensure heavy truck traffic stays out of our urban areas. There is not a lot of difference in sizes of permitted trucks based on "number of axles", and with the allowance of special permits, I anticipate cut-through truck traffic will not decrease. Another issue is enforcement. How will the routes be enforced?

We need a TRMP that takes the largest vehicles off the streets in our public spaces and reroutes them to the RHVP and Burlington Street. Trucks on our neighbourhood streets (which include Main, King and Cannon), should be small, local delivery trucks only.

Sincerely,
Frances Murray

Hamilton, ON



P & H Milling Group

A division of Parrish & Heimbecker, Limited

November 26, 2021

Truck Route Sub-Committee
Hamilton City Hall
71 Main Street West
Hamilton, Ontario, Canada L8P 4Y5

Delivered By: Email

Attention: Chair and Members Truck Route Sub-Committee

RE: Hamilton Truck Route Master Plan Update (PED 19073(b))

We write 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 related staff report for November 29, 2021.

Parrish & Heimbecker Limited ("P&H") has operated a grain terminal and flour mill at Pier 10, since 2008. We were encouraged to locate in the Hamilton port both by the City and the Port Authority. P&H receives and ships a high volume of grain and flour, which involves hundreds of truck movements per day. As such, we are key stakeholder in the truck route planning process.

As a food manufacturer, it is our strategy as a company to provide the highest quality and optimum freshness of our flour product to markets on a 24/7 schedule. Often our products are made to order, with little lead time and quick turnaround requirements. Efficient transportation routes are vital to our business, both for the grain and 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 not only the surrounding regions, but also within Hamilton itself, is vital to our Milling business.

Our trucking operations are differentiated between grain shipments (inbound and outbound) and outgoing flour deliveries from our mill. Grain shipments arrive by ship at Pier 10 as well as from external providers by truck from all directions. Grain is milled on-site to produce flour. Our flour product is subsequently delivered by P&H using the most efficient routes available. Approximately two-thirds of the grain truck traffic use the Wellington/Victoria corridor, and about one-third uses the Burlington corridor. For flour deliveries, we estimate almost half of the truck traffic uses the Wellington/Victoria corridor.

We have reviewed the October 26, 2021 Hamilton Truck Route Master Plan Update - Final Report (the "Report") as well as the Truck Route Master Plan Update City Report No. (PED19073(b)) and wish to provide some commentary in response, especially as it pertains to the proposed routes and corresponding restrictions. P&H understands the need of the City to balance the factors set out in the Report, including safety, livable streets and economic impact.

Our primary concern lies within the Wellington/Victoria/Cannon/York circuit, and restrictions with respect to maximum number of truck axels (5) permitted on certain routes. The road segments in this area proposed to have a 5 axle maximum are shown as red on Figure 4.12 of the Report. The limitation to 5 axels effectively eliminates our ability to operate within this area of the City or to use western/southern routes to access highways in that direction without first taking a more circuitous route to the east. The direct economic impact of these restrictions is expressly recognized on pages 63 and 64 of the report, and the extra time and cost per trip to arrive at the Wellington/Burlington intersection is quantified on page 65. The P&H facilities are precisely at this destination, and therefore the impact on P&H is quite clear.

All of P&H's flour trucks, save one, have more than 5 axels. This means that essentially all flour deliveries are affected by the 5 axle limitation. This limitation will also mean that certain areas within the City where flour customers are located, or may be located, will simply not be accessible. Grain trucks almost invariably have more than 5 axels, and are not P&H owned and operated vehicles; P&H has no control over grain trucking. Essentially all grain trucking will be directly affected by the proposed 5 axle limitation, resulting in the economic costs noted in the Report, and potentially putting Pier 10 at a competitive disadvantage.

The Report notes at page 64 that, as a result of the impact set out in Exhibit 5.4, "special truck travel permits may be provided for selected businesses who may be especially impacted by these additional restrictions." Given P&H's location, there is no question that P&H is one of those businesses that will be "especially impacted." Accordingly, if the TOM Division is directed to prepare an amendment to the City of Hamilton Traffic By-law 01-215 in accordance with Recommendation (d) of the staff report, P&H urges that the By-law amendment incorporate the proposed wording set out on page 68 of the Report. On page 68, the proposed amendment to the Traffic By-law includes a provision exempting vehicles operating under a special permit from the prohibition on "large heavy vehicles" otherwise applicable.

The opportunity to seek a special permit may be important to P&H in certain circumstances. P&H would be pleased to work with the City in defining the parameters of special permit availability, which would allow for the ability to access crucial transportation corridors (highways) 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 truck volumes in the 'red' areas in Figure 4.12 by prohibiting truck movements unrelated to Port businesses.

Further, it is recognized that restriction on the south and west truck routes with respect to the number of truck axels, will serve to increase congestion at key intersections serving port truck traffic, particularly at the Wellington / Burlington intersection. Truck traffic volume is anticipated to continue to increase as the port successfully attracts more business. Traffic will be forced to concentrate

movements to and from the Port onto fewer routes, which may extend travel times beyond that accounted for in the Report. We notice that while Recommendation (e) in the staff report speaks to design of future network conditions, there is no recommendation directed to monitoring the immediate traffic impact of implementing the Recommendations. We strongly urge the City do so, particularly in light of the concern about increased congestion.

We are committed to working with the City toward an equitable Truck Route Network that balances the needs of industry with the safety and livability of neighbourhoods. We encourage the City to take a strong stance on making the chosen route network as efficient and robust as possible. This would include monitoring the impact on the usability of the Network due to the axle limitation; immediate improvements to the routes as warranted; and a commitment from the City to consult with stakeholders after implementation to gauge impacts and work with industry to rectify any unforeseen issues.

We thank the Sub-Committee for its consideration.

Regards,



Mark Hebert
National Transportation Manager (P&H Milling Group)

Cc: Omar Shams, Project Manager, City of Hamilton

From: Sherry Hayes
Sent: November 26, 2021
To: DL - Council Only; Shams, Omar <Omar.Shams@hamilton.ca>
Subject: Truck Route Master Plan Changes - Nov 29th Sub-Committee Meeting

Good Day Council Members,

Regarding the upcoming Sub-Committee meeting, in particular the draft plan indicating the truck loop from Gray's Road for access to the QEW... Can you please advise why this loop continues to be part of the recommendation as a full time truck route? There has been repeated opposition within the local residential community. Many have provided feedback, including the engagement process last year.

Trucks being permitted in this fully residential area (where there are no sidewalks) is a very dangerous situation. There is enough issue with regular vehicles regarding this area. Twice, just last week alone, I had extremely close calls with vehicles failing to stop at Drakes while entering Frances Avenue. Both times I was forced to slam on my brakes to avoid hitting these vehicles as the offending drivers carried through and around the corner. The latter incident almost resulted in a three vehicle collision with two vehicles almost being t-boned on the drivers' sides and directly at the drivers' door. Were it not for the quick action of myself and the opposing driver, the offending driver entering the intersection from Drakes could have caused very serious damage.

This situation has happened several times in the past, including trucks entering the intersection without stopping at the stop sign. Imagine if there were a jogger or cyclist traveling along Frances Avenue, only to be met by a transport truck failing to stop at Drakes or, conversely, as they turn onto Drakes from Frances. Grays Road, Frances Avenue, Drakes and the North Service Road (all residential in nature) is no place for a designated truck route. Please, again we respectfully request that this area be completely removed as a designated truck route.

Thank you,
Sherry Hayes & Dennis Facia
Community Residents

November 26th, 2021

Attention: Truck Route Sub-Committee

To: angela.mcrae@hamilton.ca

RE: Requesting Consideration - Addendum to the Truck Route Master Plan

We have been participating and observing the preparation of a revised Truck Route Master Plan. Fluke Transport would like to voice a request for an addendum to what we have seen as the final presentation that is being proposed. Please keep in mind that we proudly call Hamilton home, and have for our 101 year existence, we understand the importance of fairness towards balancing lifestyle and residential communities to co-exist with business and the industry that Hamilton is known for. This balance is important so that business can continue to provide important tax revenue and remain profitable. It would be our wish for the Sub-Committee to consider amending the current wording of a ***maximum of 5 axels*** to read going forward as a maximum of 6 axels. It is our belief and experience that this change would benefit companies such as ours running our Fleet; while having very little impact and change to the environment and corridor where it would be allowed. Many companies such as ours, who mainly haul household commodities often run tandem and tridem trailers. Tridem trailers can carry slightly more weight than a tandem (two axle trailer), but it is our belief that the impact of this additional axel is not adverse in any way to what is trying to be achieved on the Truck Route Master Plan. Comparatively, it would be similar to the difference between a two door vehicle and a four door vehicle. Most of us look at them as the same when they are on our roadways. 5 axel and 6 axel trucks would be viewed the same.

We would also like to point out that by allowing for this it would significantly reduce the traffic that would be funneled Eastbound throughout the city. We have a concern that this would create significant congestion and pose a safety risk as too many trucks and personal vehicles would be vying for space. There is always a safety concern when this occurs. Our Industrial road(s) are already a cause of concern in terms of use and maintenance. It is our opinion that we do not want to intentionally cause stress on an already strained artery for important truck traffic.

Thank you for allowing us to share our request and for considering it as this exercise moves along.

Sincerely,

FLUKE TRANSPORT LIMITED

Steve Foxcroft
Vice-President

From: Pat Davidson
To: angela.mcrae@hamilton.ca
Cc: Johnson, Brenda
Date: Fri 11/26/21

Subject: Re removal of trucks from Nebo Rd

To members of the Truck Route sub committee;

Here we go again !!!!Our letter imploring this committee to remove Nebo Road off the truck study. We have written this letter 7 times to your committee since 1994, and nothing has changed on this road since then .

WE still have a country 2 lane road with no sidewalks, deep ditches, no street lights,and limited gravel shoulders.The only thing different since we built here is higher taxes, and now belong to Hamilton.We also have to put up with triple the traffic , because the city of Hamilton thought it would be a good idea to build a small city in Binbrook, called expansion!!! Which between the hours of 7-9 and 3-6 gives Nebo rush hour speeding traffic!!!!

We don't need trucks added to our small country road. THis week we have had more than 20 trucks per day going up and down our road--either the drivers ignore the "no truck" signs, can't read or don't care!!!

Our reasons to remove Nebo Rd form your Truck route are as follow , again!!!

1. It is a dead end street ending at Chippewa Rd
2. there is an elementary school at White Church and Nebo with many school buses coming and going
- 3.Truck emissions are very bad for the country environment
- 4.Trucks just want to use NEbo as a short cut --they need to stay on Rymal, and highway 6
5. Farming equipment goes up and down our road slowly
- 6.Nebo Rd goes through a green belt area
- 7.Nebo is too narrow for large trucks
- 8.A Catholic park is at the end of Nebo --lots of school buses and picnic people are there daily

PLEASE! PLEASE ! Come out between the hours of 7-9am and 3-6 pm and see for yourself.

WE DON'T want to write any more letters and we don't want to hear any more trucks going up and down Nebo Rd.

Sincerely , Ross and Pat Davidson, Mt Hope

From: Deborah Martin
To: McRae, Angela
Date: Fri 11/26/21

Subject: re Truck Route Master Plan

To the Truck Route Planning Committee

Hello.

I have spoken already on 2 occasions to express my concerns verbally with Mr. Omar Shams and also submitted written correspondence regarding the truck route. I do remain extremely concerned that large and double container trucks will still be coming over the Grays Rd. overpass when the commercial truck route remains on the south side of the QEW. With construction/adjustments there could be a road for truck use ONLY onto the QEW and going west toward Toronto. It is long overdue but should be completed as new roads and intersections were designed for access to the Walmart shopping mall on Centennial. If that was possible then a forward looking committee member would strongly suggest this as the best solution for the multiple trucks that continue to drive the north service road in an attempt to enter the very small on ramp turn onto the westbound QEW. The way it is now I only wonder why there aren't more accidents with these trucks. I do oppose the full-time truck route outlined in Exhibit 4.19, Appendix A, Page 58.

For the following reasons I would strongly argue that the Grays Rd./Frances Ave./Drakes/NSR not be used as a full OR part-time designated truck route unless there are plans for a new access to Toronto for trucks to the QEW.

- 1.) The intersection of Frakes/NSR (and the entire loop) is a small, tight area that is 100% residential in a sensitive land use area. Also, many pedestrians and bicyclists use this very loop or stretch to get over to our neighbourhood and it will become more dangerous for them.
- 2.) This intersection of Drakes/NSR is the location of the highest percentage of collisions along the entire stretch of the North Service Rd.
- 3.) The whole stretch of the NSR is being removed as a designated Truck Route but excluding the 1% area here.
- 4.) There are 2,000 housing units plus the ongoing completion of the new Confederation Sports Park planned over the next few years which will only increase existing crowding and safety concerns of our neighbourhood.
- 5.) Two vacant commercial areas on that loop have been rezoned residential since the last update and because of this it would endanger even more people choosing to live in these residential areas if developed.

In closing I would strongly suggest that the Grays overpass loop not be designated for trucks. It remains an unsafe roadway as is and does not need additional truck traffic on this route. Even adding a signal at Drakes Rd. and the North Service Rd. will not help the situation as this will cause further backup and congestion into the nearby residential area increasing safety issues even more.

With regards,
Debbie Martin
Stoney Creek resident

Submitted on Monday, November 22, 2021 - 6:29pm Submitted by anonymous user:
162.158.126.146 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Specify which Advisory/Sub-Committee: Truck Route Sub-Committee

==Requestor Information==

Name of Individual: Robert Magro

Name of Organization:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: Oppose truck route along
Carlisle rd for safety on pedestrians, bicyclists and reduce
noise pollution to the area.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Monday, November 22, 2021 - 10:03pm Submitted by anonymous user:
172.69.216.142 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Specify which Advisory/Sub-Committee: Truck Route Sub-Committee

==Requestor Information==

Name of Individual: Cameron Kroetsch

Name of Organization:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: To speak to Item 8.1 Truck
Route Master Plan Update (PED19073(b)) (City Wide)

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Prioritizing Safe and Healthy Communities

Truck Route Sub-Committee

November 29, 2021

Cameron Kroetsch


Overview of today's delegation

- Evaluation framework and methodology
- Non-local truck traffic
- Vulnerable road users and communities
- There's already a solution

Evaluation framework and methodology

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

Evaluation framework and methodology

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**.

Evaluation framework and methodology

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).

Evaluation framework and methodology

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



Public Health-Focused	
Goal	Weighting
Efficiently Connected	50%
Reliability	50%
Safety	150%
Equity	100%
Public Health	150%
Total	500%



Goods Movement Mobility-Focused	
Goal	Weighting
Efficiently Connected	150%
Reliability	150%
Safety	100%
Equity	50%
Public Health	50%
Total	500%



Community Resiliency-Focused	
Goal	Weighting
Efficiently Connected	50%
Reliability	50%
Safety	100%
Equity	150%
Public Health	150%
Total	500%



Balanced Network	
Goal	Weighting
Efficiently Connected	100%
Reliability	100%
Safety	100%
Equity	100%
Public Health	100%
Total	500%



Evaluation framework and methodology

- How is it possible for a balanced network to achieve 100% in every "philosophy"?
- How is it possible for all of these scenarios to represent a rating of 100% (or more) in the Safety category?
- What methodological analyses are these percentages based on?

Evaluation framework and methodology

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



Non-local truck traffic

- The overall goal was to provide positive permissive guidance to trucks

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

Non-local truck traffic

- There are **no concrete results** based on the individual feedback from the public feedback sessions
- One consistent message from every public feedback session was to eliminate **non-local truck traffic**
- **Any exceptions to the truck route** should address additional dangerous local traffic that could present risks (and could use the inner city rail corridor as a safer option)



March 20, 2019

RE: City of Hamilton Truck Route Review

To the Chair of the Truck Route Review Sub-Committee:

On behalf of the Beasley Neighbourhood Association, please accept the following public input to the process of establishing the scope and direction of the City's upcoming Truck Route Review.

We have learned from our community work and the development of our neighbourhood plans in 2013 and 2021 – as per the neighbourhood action strategy, that traffic issues are on top of everyone's mind and a major factor that affects a neighbourhood's quality. As such the BNA has advocated for a Vision Zero approach when designing streets with the goal of eliminating deaths or serious injuries.

The 2-way Cycle Track on Cannon street has positively influenced the experience for people who ride bicycles in this city and Beasley neighbourhoods, including the students attending St. Dorey elementary school. Accordingly, the BNA used their City "Plan Local" process to advocate for safety enhancements along Cannon St. by designating the Cycle Track as a priority for street trees and concrete planters to provide residents more protection from large trucks while at the same time beautifying the streetscape.

Based on resident experiences and efforts to continue to improve our community, we submit that the scoping of the Truck Route Review reflect and consider the impacts of truck traffic on neighbourhood road safety, and quality of life, especially the negative effects of unnecessary industrial truck use through traffic along the Cannon/Wilson residential and commercial corridor. Also due to their increasing use as a location of vehicle storage, fire, and recreation (i.e. the reuse of Cannon at James St. N), Downtown's residential streets should be restricted to local delivery trucks, and local road users of all kinds.

In closing we submit that when evaluating the appropriateness of directing industrial truck routes through our residential neighbourhoods, that the availability of existing suitable routes be considered for trucks accessing regional highways. The high volume and speeds for which the Nikola Tesla Blvd, LINC, 403 and 404 were designed make them the most appropriate routes for inter-city industrial truck traffic, even if they are not always the most direct route.

Sincerely,



Aleksandra Anderson
Co-Chair



Katie Rogerson
Co-Chair



March 20, 2019

To Whom it May Concern,

On behalf of the Central Neighbourhood Association, we are joining the Beasley Neighbourhood Association in urging the City of Hamilton's Truck Route Subcommittee to consider the following principles when establishing the scope of the upcoming Truck Route Review, especially that:

- (1) safety and security of all road users (e.g. drivers, cyclists and pedestrians) be the primary consideration when routing truck traffic;
- (2) quality of life of residents around potential truck routes be protected from the noise, pollution and nuisance effects of cross-City truck traffic; and
- (3) existing high-volume and high-speed routes like the Red Hill Valley Parkway, Lincoln Alexander Parkway, Nikola Tesla Parkway, and Highway 403 be used as primary arteries to move truck traffic around and through the City of Hamilton.

Sincerely,

Board members of the Central Neighbourhood Association

Alyson Wenczowski, Chair
Paul Coppitt
Peter Gashen
Gillian Hunt
Sarah Kovacs
Maggie MacIntosh
Ron Rubin
John Schurman
Frank Sobang
Elizabeth Ward



March 25, 2019

Re: City of Hamilton Truck Route Review

To the Committee:

As part of our continued advocacy for safe streets and support for Vision Zero, the Corktown Neighbourhood Association joins Beasley Neighbourhood Association in urging the City of Hamilton's Truck Route Subcommittee to prioritize community safety over speed and convenience and consider the following principles when establishing the scope of the upcoming Truck Route Review, particularly that:

- (1) safety and security of all road users (drivers, cyclists, and pedestrians) be the primary consideration when routing truck traffic;
- (2) quality of life of residents around potential truck routes be protected from the noise, pollution, and congestion of cross-City truck traffic; and
- (3) existing high-volume and high-speed routes like the Red Hill Valley Parkway, Lincoln Alexander Parkway, Nikola Tesla Parkway, and Highway 403 be used as primary arteries to move truck traffic around and through the City of Hamilton.

Sincerely,



Tina Hussain
Chair



March 2019

To the committee:


On behalf of the Durand Neighbourhood Association, we are joining the Beasley Neighbourhood Association in urging the City of Hamilton's Truck Route Subcommittee to consider the following principles when establishing the scope of the upcoming Truck Route Review, especially that:

- (1) safety and security of all road users (e.g. drivers, cyclists and pedestrians) be the primary consideration when routing truck traffic;
- (2) quality of life of residents around potential truck routes be protected from the noise, pollution and nuisance effects of cross-City truck traffic; and
- (3) existing high-volume and high-speed routes like the Red Hill Valley Parkway, Lincoln Alexander Parkway, Nikola Tesla Parkway, and Highway 403 be used as primary arteries to move truck traffic around and through the City of Hamilton.

Sincerely,



Christopher Beaudoin
President
Durand Neighbourhood Association




March 19, 2019

North End Neighbourhood Association

On behalf of the North End Neighbourhood Association, we are joining the Beasley Neighbourhood Association in urging the City of Hamilton's Truck Route Subcommittee to consider the following principles when establishing the scope of the upcoming Truck Route Review, especially that:

- (1) safety and security of all road users (e.g. drivers, cyclists and pedestrians) be the primary consideration when routing truck traffic;
- (2) quality of life of residents around potential truck routes be protected from the noise, pollution and nuisance effects of cross-City truck traffic; and
- (3) existing high-volume and high-speed routes like the Red Hill Valley Parkway, Lincoln Alexander Parkway, Nikola Tesla Parkway, and Highway 403 be used as primary arteries to move truck traffic around and through the City of Hamilton.

Joe Devita - NENA Treasurer



March 19, 2019

RE: City of Hamilton Truck Route Review

To the committee:


On behalf of the Stinson Community Association we are joining the Beasley Neighbourhood Association in urging the City of Hamilton's Truck Route Subcommittee to consider the following principles when establishing the scope of the upcoming Truck Route Review, especially that:

- (1) safety and security of all road users (e.g. drivers, cyclists and pedestrians) be the primary consideration when routing truck traffic;
- (2) quality of life of residents around potential truck routes be protected from the noise, pollution and nuisance effects of cross-City truck traffic; and
- (3) existing high-volume and high-speed routes like the Red Hill Valley Parkway, Lincoln Alexander Parkway, Nikola Tesla Parkway, and Highway 403 be used as primary arteries to move truck traffic around and through the City of Hamilton.


The Stinson Neighbourhood Action Plan recognizes that increasing safety and viability for all road users is a paramount. We are also advocating that the city evaluate the truck route master plan considering the upcoming LRT construction and future LRT route. We recognize that all road users are likely to face some frustration during the process. We are excited that some of the anticipated traffic delay for vehicular traffic will go through residential neighbourhoods of which Stinson St is already flagged by the city as a LRT alignment. It is a critical that we prevent truck traffic going through all residential neighbourhoods for the health and safety of everyone as we adjust to new traffic flows. Increased congestion and emissions from trucks pose an environmental and health risk that are amplified when they are in slow-moving traffic because of construction and delays. While we recognize that trucks are a part of our transportation system, we advocate for dedicated truck routes so that we can direct vehicular, pedestrian and cycling traffic along routes that will be safe.

Stinson supports Beasley's call that the master plan reflects and considers the impacts of out-of-town traffic on neighbourhood road safety and quality of life. We add that this should be considered particularly as it relates to making it easy and safe to consider alternative, safe, low-emission forms of transportation. We additionally ask that the city pay closer heed to the health impacts of the emissions from truck traffic on residents when considering truck routes and speeds.

Sincerely,



Margaret Bennett, Co-Chair



Nicole Walker, Co-Chair

The Stinson Community Association

Vulnerable road users and communities

"An enhanced consultative approach was undertaken for the Study, which exceeded the minimum requirements for master plan studies outlined in the MCEA. **This was undertaken to consider the comments and concerns of the public** whose daily activities are directly impacted by truck movements (e.g. residents living along a truck route) and **contrasted with comments received from the business and goods movement industry.**" - page 3 of PED19073(b)

Vulnerable road users and communities

"The Study **did not conduct detailed noise, vibration and health impact assessments near sensitive land uses** given the high-level nature of the Study and limitations on budget, however, these issues are well known and did factor into the Study decisions. It is also noted that staff carried out numerous site visits and walk-about/drive-about to develop **a full appreciation** to issues raised during the Study." - page 12 and 13 of PED19073(b)

Vulnerable road users and communities

"The time of day restriction in urban areas was proposed as a measure **to improve the quality of life for residents living along the goods movement corridors. However**, the widespread implementation of overnight restrictions on nearly all urban routes would **cause significant issues for truck deliveries** outside of the permitted hours. The draft recommended TRN was developed based on the **balanced network philosophy** and the above-listed implementation strategies, which was presented to the public and stakeholder groups through the second engagement phase." - page 15 of PED19073(b)







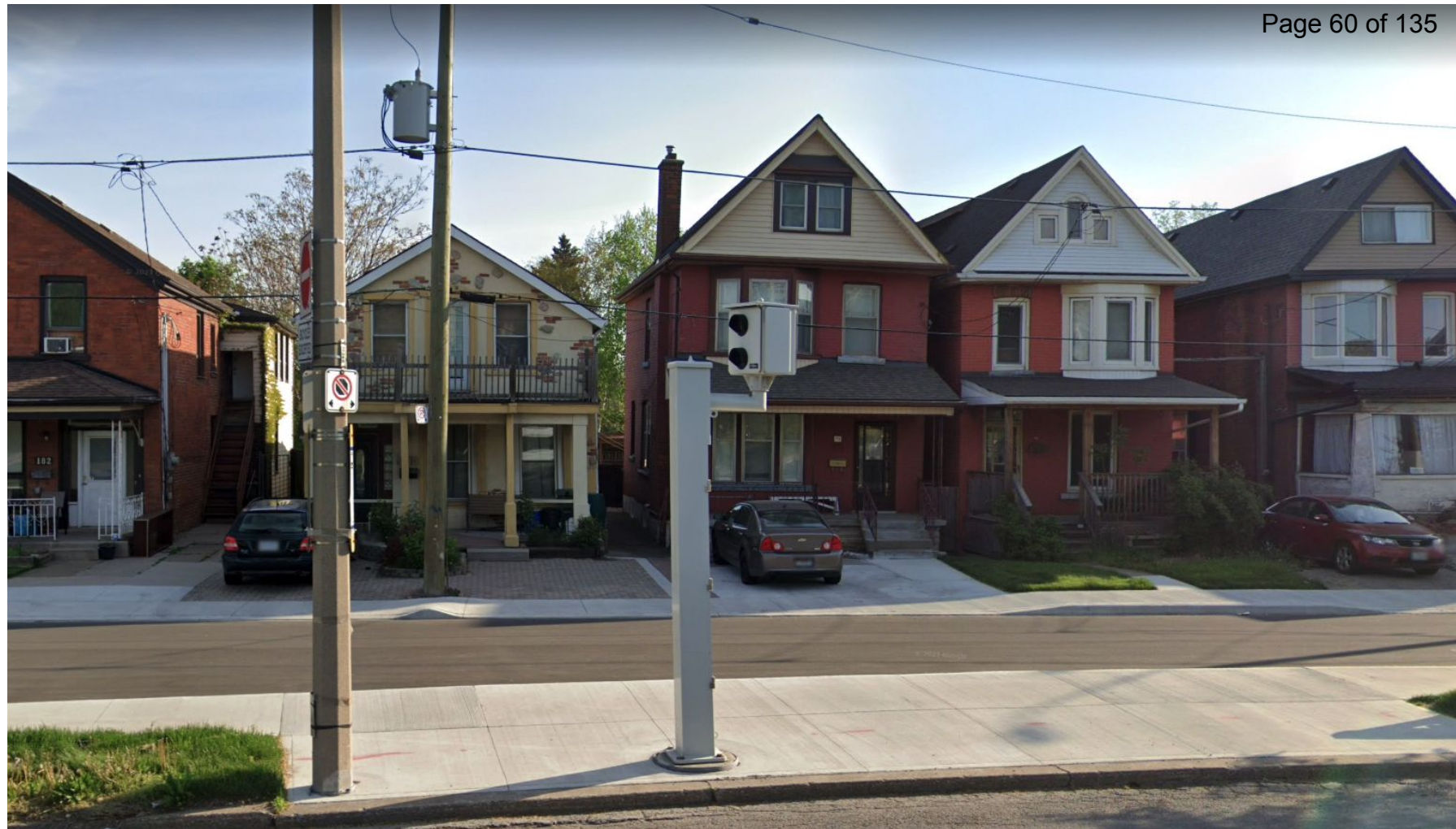
Pass St W

Cannon St W

York Blvd

York Blvd

Cannon St



Vulnerable road users and communities

6.2.1 Goal: Safety

Complete-Liveable-Better (CLB) Streets

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

8. Ensure that CLB guidelines account for truck mobility appropriately to different environments and truck contexts (e.g. major truck routes, minor truck routes), with safety for all road users as the top priority.



Vulnerable road users and communities

Vulnerable Road Users

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

9. Lower the speed limits on selected segments of the truck route network that are adjacent to sensitive land uses where the risk of collisions with vulnerable road users is considered to be high.

Complementary Policies:


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



Vulnerable road users and communities

6.2.2 Goal: Equity

Vulnerable Neighbourhoods



There is an opportunity to make the impact of truck traffic on vulnerable neighbourhoods more equitable.

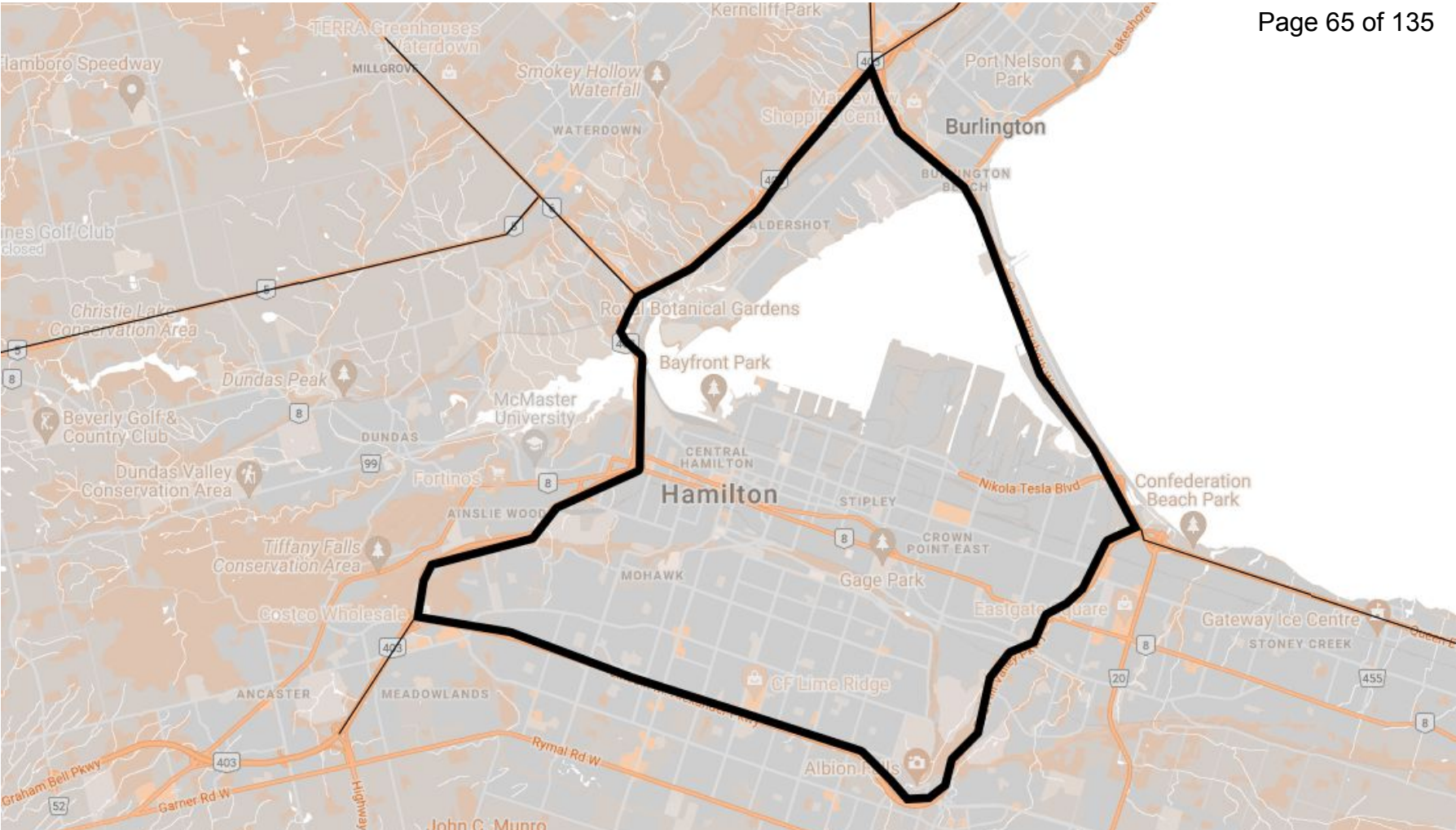
Complementary Policies:

- 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.

There's already a solution

- Highway 403
- Eastport Drive
- Queen Elizabeth Way
- Burlington Skyway
- Red Hill Valley Parkway
- Lincoln M. Alexander Parkway



Submitted on Tuesday, November 23, 2021 - 4:37pm Submitted by anonymous user: 172.70.130.74 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Specify which Advisory/Sub-Committee: Truck Route Sub-Committee

==Requestor Information==

Name of Individual: Stephen Laskowski

Name of Organization: Ontario Trucking Association

Contact Number:

Email Address: stephen.laskowski@ontruck.org

Mailing Address: 555 Dixon Road, Toronto, ON, M9W1H8

Reason(s) for delegation request: OTA Member Feedback on Truck Route Master Plan Update

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Wednesday, November 24, 2021 - 8:48am Submitted by anonymous user: 162.158.212.216 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Specify which Advisory/Sub-Committee: Truck Route Sub-Committee

==Requestor Information==

Name of Individual: Sean J Hurley

Name of Organization:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: To speak to the final draft report of the truck route master plan.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Wednesday, November 24, 2021 - 6:44pm Submitted by anonymous user: 162.158.126.54 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Specify which Advisory/Sub-Committee: Truck Route

==Requestor Information==

Name of Individual: Beatrice Ekoko

Name of Organization: Hamilton Resident who lives on a Truck Route

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: I am unhappy with the Truck Route Master Plan proposal/draft and would like to formally suggest that it be sent back to the consultants to include community well being and quality of life as a priority in updating this plan. My delegation will be recorded. Thanks!

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

Submitted on Wednesday, November 24, 2021 - 6:58pm Submitted by anonymous user: 172.69.216.142 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Specify which Advisory/Sub-Committee: Truck Route Review

==Requestor Information==

Name of Individual: Robert Iszkula

Name of Organization: Truck Route Reboot

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: Present comments on truck route review process.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Thursday, November 25, 2021 - 1:11pm Submitted by anonymous user: 172.68.170.134 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Specify which Advisory/Sub-Committee: Truck Route Sub Committee

==Requestor Information==

Name of Individual: Tanya Ritchie

Name of Organization:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: Everyone deserves a livable neighbourhood and an existing ring road exists.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Thursday, November 25, 2021 - 1:57pm Submitted by anonymous user: 172.69.216.136 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Specify which Advisory/Sub-Committee: Truck Route Subcommittee

==Requestor Information==

Name of Individual: Sean Burak

Name of Organization:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: To speak to council regarding the updated Truck Route Master Plan staff report

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

Final Report Analysis

Hamilton Truck Route Master Plan Update

March 26, 2019

- Terms of Reference presented to the Truck Route Subcommittee
- Councillor Farr moves to dedicate \$100,000 of red light camera funding be directed at enhanced public engagement to help inform the final report back to the Truck Route Sub-Committee
- Councillor Wilson speaks to the necessity for the process to follow The City's Vision statement and Vision Zero goals

April 1, 2019

Terms of Reference
Amendment unanimously
passed at Public Works

- (i) 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;**
- (ii) 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,**
- (iii) That the City's vision statement and Vision Zero action plan guide the objectives and principles of the Truck Route Master Plan;**

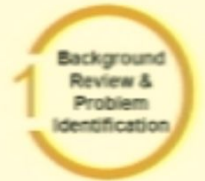
November 1, 2019

IBI Presents the plan for creating the Truck Route Master Plan with priorities that follow the visions.



Preliminary Evaluation Criteria Categories

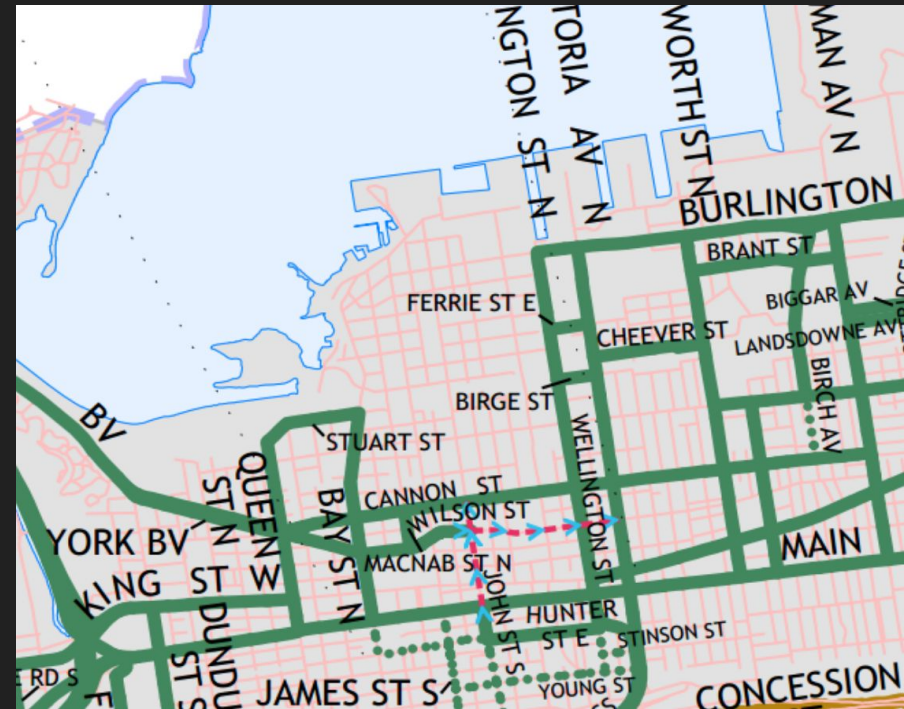
-  Environment & Public Health
-  Social Equity
-  Land Use & Community Destinations
-  Multi-Modal Network Integration
-  Roadway Safety & Attributes
-  Economic Influences



Nov 1, 2019 to Nov 29, 2021

Two years of consultations and process patiently waited out

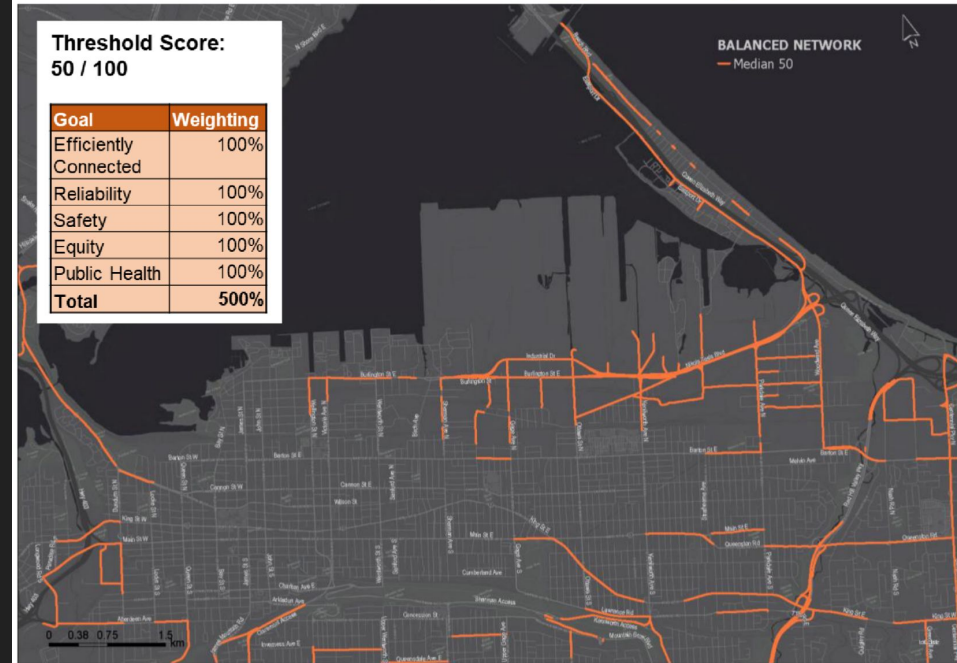
- Where we started



Nov 1, 2019 to Nov 29, 2021

Two years of consultations and process patiently waited out

Exhibit 4.5: “Balanced” Network Philosophy – Road Segments Scoring Above 50



- The data-driven “balanced” network

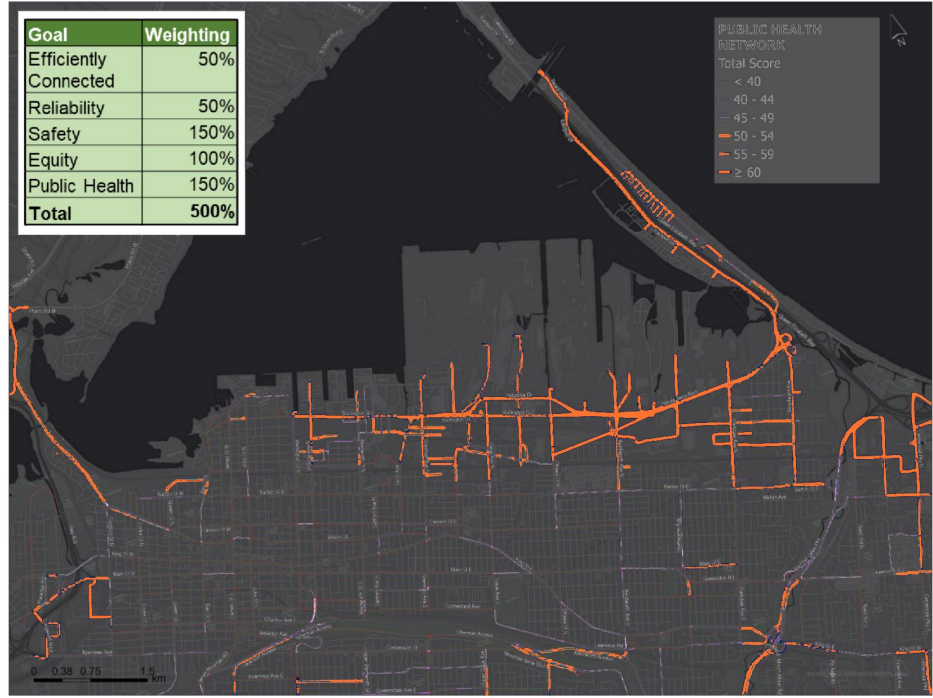
Nov 1, 2019 to Nov 29, 2021

Two years of consultations and process patiently waited out

- Data-driven “public health” network

I had to create this map how is it possible it was not in the report?

Exhibit 4.8: “Public Health” Network Philosophy Scoring



Nov 1, 2019

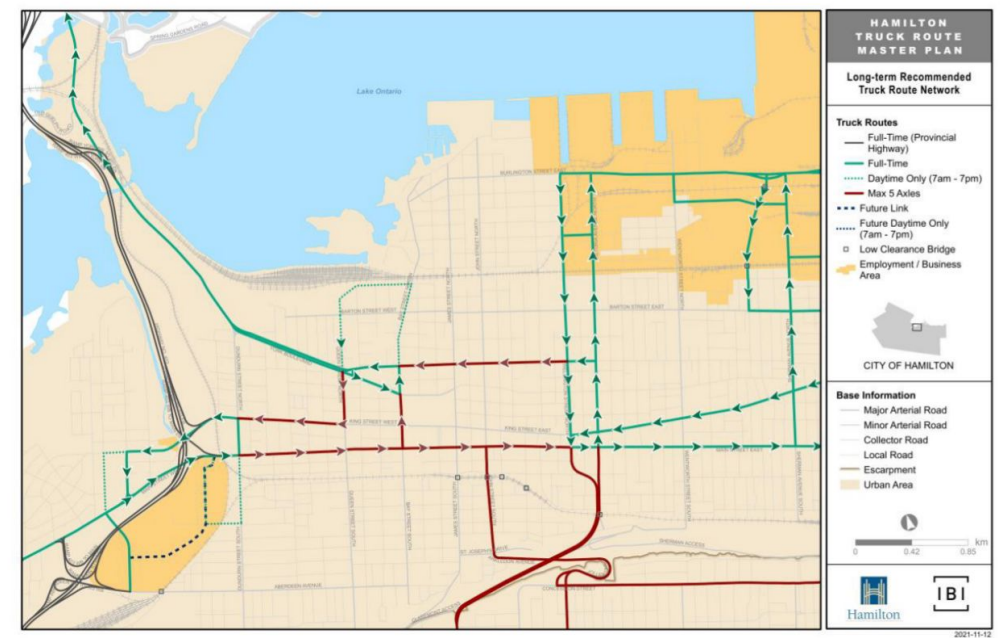
to

Nov 29, 2021

Two years of consultations and process patiently waited out

- The outcome includes many streets not in the data driven results

Exhibit 4.21: Recommended Truck Route Network: Downtown Hamilton (West)



Although the tested alternatives were themed to specific objectives of the truck route network strategic vision, they needed to meet basic levels of connectivity and continuity to allow for intuitive routing options and to prevent major operational complications. Therefore, only those that represent a rational truck route network were brought forward for formal evaluation.

“Themed”

“Connectivity” - “Continuity” - “Intuitive Routing” - “Operational Complications”

“Rational” - Dictated by logic. But whose logic?

The Final Report

- The outcomes in the final report are incompatible with the terms of reference as amended April 1, 2019.
- Industrial trucks placed on multi-modal streets and through designated hospital and school safety zones are unacceptable in a Vision Zero city, **no matter how many axles they have or what time of day it is.** Trucks of any size should be using Nikola Tesla and the ring highways.
- Allowing for exceptions is incompatible with the democratic process. **Who has the power to decide what exceptions are granted?**

Case Study - P&G Milling

Tandem grain trucks have perhaps the greatest negative impact on the community. These are the trucks that are targeted by the consultant, possibly in an attempt to nudge toward public safety by implementing axle limitations.



Case Study - P&G Milling

P&G has already written with an intent to apply for exceptions:

All of P&H's flour trucks, save one, have more than 5 axles. This means that essentially all flour deliveries are affected by the 5 axle limitation. This limitation will also mean that certain areas within the City where flour customers are located, or may be located, will simply not be accessible. Grain trucks almost invariably have more than 5 axles, and are not P&H owned and operated vehicles; P&H has no control over grain trucking. Essentially all grain trucking will be directly affected by the proposed 5 axle limitation, resulting in the economic costs noted in the Report, and potentially putting Pier 10 at a competitive disadvantage.

The Report notes at page 64 that, as a result of the impact set out in Exhibit 5.4, "special truck travel permits may be provided for selected businesses who may be especially impacted by these additional restrictions." Given P&H's location, there is no question that P&H is one of those businesses that will be "especially impacted." Accordingly, if the TOM Division is directed to prepare an amendment to the City of Hamilton Traffic By-law 01-215 in accordance with Recommendation (d) of the staff report, P&H urges that the By-law amendment incorporate the proposed wording set out on page 68 of the Report. On page 68, the proposed amendment to the Traffic By-law includes a provision exempting vehicles operating under a special permit from the prohibition on "large heavy vehicles" otherwise applicable.

Case Study - P&G Milling

The maximum worst case impact of following Nikola Tesla is **eight minutes**

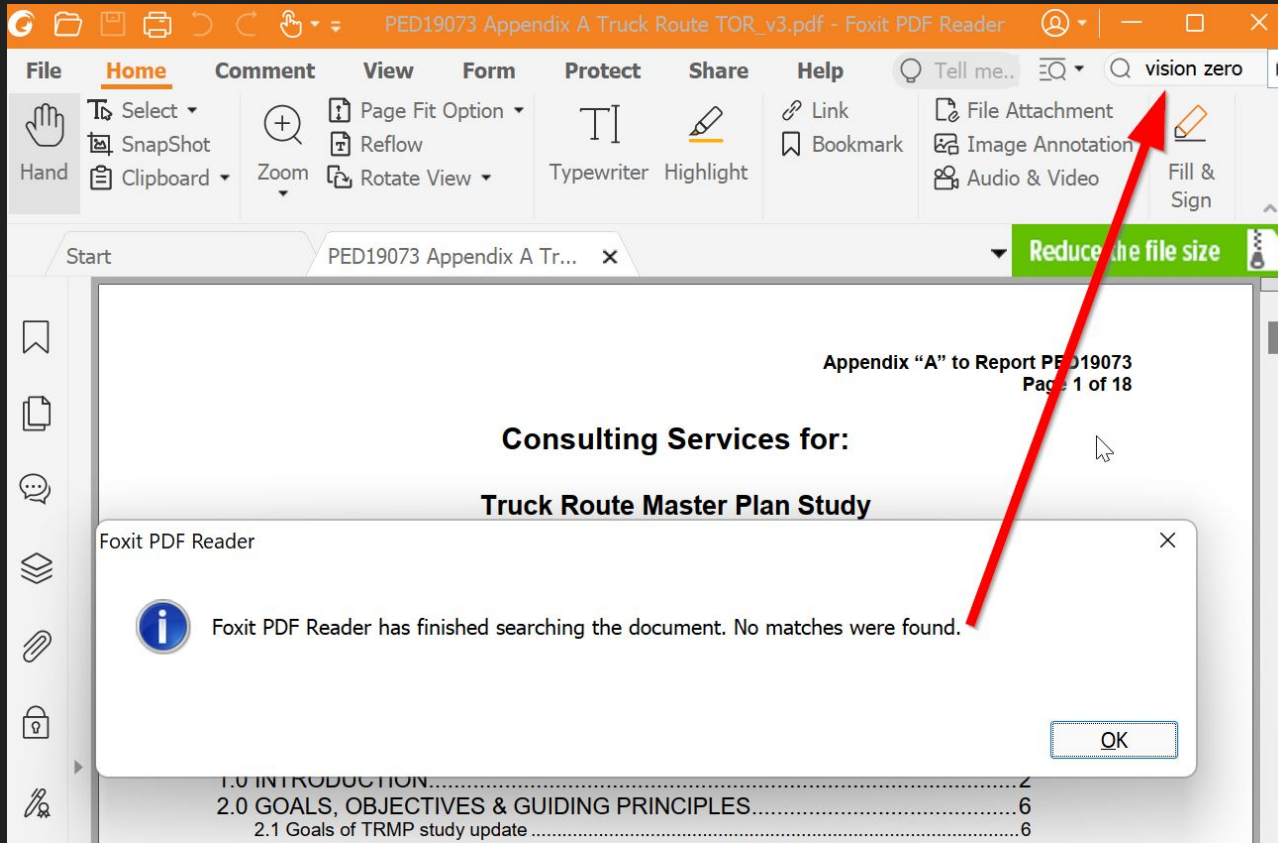
Exhibit 5.4: Travel Time Comparison: Downtown vs. Outer City Routing

Access From	Common Origin Point	Destination	Route	Trip Length (km)	Mid-Day Trip Time (min)	Marginal Cost/Trip (Length)*	Marginal Cost/Trip (Time)**	Fuel Consumed (Litres / trip)	GHG Emissions (kg)
North (GTA)									
Current routing:	Hwy 401 / Hwy 427 (Etobicoke)	Wellington St. / Burlington St.	Hwy 427 / 403 / York / Wilson (Cannon) / Victoria (Wellington)	61.70	45.00	\$69.72	\$53.82	23.70	63.71
Potential alternate routing:	Hwy 401 / Hwy 427 (Etobicoke)	Wellington St. / Burlington St.	Hwy 427 / QEW / Nikola Tesla / Burlington	62.50	41.00	\$70.63	\$49.04	24.01	64.54
Difference:				0.80	-4.00	\$0.91	-4.78	0.31	0.83
West (London/Windsor)									
Current routing:	Hwy 403 / Hwy 401 (Woodstock)	Wellington St. / Burlington St.	HWY 403 / Main (King) / Victoria (Wellington)	76.50	53.00	\$86.45	\$63.39	29.39	79.00
Potential alternate routing:	Hwy 403 / Hwy 401 (Woodstock)	Wellington St. / Burlington St.	Lincoln Alexander / QEW / Nikola Tesla / Burlington	93.80	61.00	\$105.99	\$72.96	36.04	96.86
Difference:				17.30	8.00	\$19.55	\$9.57	6.65	17.86
Northwest (Guelph/Kitchener)									
Current routing:	Hwy 6 / Hwy 7 (Guelph)	Wellington St. / Burlington St.	HWY 403 / York / Wilson (Canon) / Victoria (Wellington)	55.30	50.00	\$62.49	\$59.80	21.24	57.11
Potential alternate routing:	Hwy 6 / Hwy 7 (Guelph)	Wellington St. / Burlington St.	QEW / Nikola Tesla / Burlington	70.00	57.00	\$79.10	\$68.17	26.89	72.29
Difference:				14.70	7.00	\$16.61	\$8.37	5.65	15.18

Possible Questions for Staff and Consultant

- **Were the Terms of Reference amended as required by the unanimous motion of April 1, 2019?**

The ToR on The City's site do not reference these visions



Possible Questions for Staff and Consultant

- Were the Terms of Reference amended as required by the unanimous motion of April 1, 2019?
- **Did The City's vision statement and Vision Zero action plan truly guide the objectives and principles of the Truck Route Master Plan?**

The wording includes these visions but the outcomes don't

1. There is a need for a continuous network that connects employment areas and intermodal hubs, within Hamilton, and links them to markets beyond the City. An efficient network will minimize the need for enforcement. It will also remove trucks from local roadways to freeways and parkways, whenever possible, and will be adaptable to changing conditions (Principles 2 to 7);
2. Truck route designations need to comply with the functional road class policies in the UOHP, and RHOP (Principle 7); and
3. The environment, public health, sensitive receptors and vulnerable road users/Vision Zero also need to be central to the evaluation to minimize community impacts (Principles 1, 2 and 6).

Possible Questions for Staff and Consultant

- Were the Terms of Reference amended as required by the unanimous motion of April 1, 2019?
- Did The City's vision statement and Vision Zero action plan truly guide the objectives and principles of the Truck Route Master Plan?
- **How has staff demonstrated that this final report is acceptable according to the community impact spirit encapsulated in the Terms of Reference outlined in 2019?**

What is the top priority in this vision?

The vision statement for the City of Hamilton's truck route network was refined over the course of the study based on stakeholder and public feedback to its current wording:

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*.

Economic priorities are top-lined throughout

3.2 Key Issues, Challenges and Opportunities

While trucks provide essential and consumer goods, support local businesses and support services that contribute to community and individual quality of life, the movement of trucks poses a number of challenges as well. Key issues, challenges and opportunities identified through the background review, problem identification, and stakeholder engagement process include the following, which are discussed in turn in the sub-sections below:

- Connecting Key Employment Areas;
- Environment and Climate Change;
- Truck Route Non-Compliance and Enforcement Needs;
- Safety for Vulnerable Road Users;
- Impacts on Nearby Sensitive Land Uses;
- Noise and Vibrations;
- Air Quality Impacts;
- On-Road Truck Parking and Idling Issues;
- Road Maintenance Impacts;
- Rural Issues;
- Hamilton Light Rail Transit;
- Social Equity; and
- Emerging Technologies.




Economic priorities are top-lined throughout



- Balanced – all criteria/goals are weighted equally;
- Goods Movement Mobility-Focused – a greater focus on goals/criteria that relate to moving goods;
- Community Resiliency-Focused; and
- Public Health-Focused.

Economic priorities are top-lined throughout

6.	Supporting Policies	69
6.1	Pillar: Economic Prosperity	69
6.2	Pillar: Community Liveability	74
6.3	Pillar: Environmental and Public Health	75



Economic priorities are top-lined throughout

There are no community impact factors listed at all in the “form a draft network” process.

4.1.3 Step 3: Form a Draft Truck Route Network

Acknowledging that the criteria and indicators available for the Step 2 assessment are not exhaustive and they do not consider all of the information and knowledge available to the process, Step 3 involves a strategic, manual further assessment of the network. Through this exercise, additional links are carried forward to ensure that the network has the following key connections, using the higher-scoring of alternative links when available:

- 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.

This effort provides a base network which will be advanced to Step 4. This step focuses on the following study principles:

- Enable goods to be transported economically.
- Specify routes clearly and intuitively to minimize the need for Police enforcement.
- Maintain route connectivity and continuity to provide reliable routes.
- Create routes that optimize the use of higher-quality road facilities, and to match the relationship of trucks to road category and roadway configuration.

Possible Questions for Staff and Consultant

- Were the Terms of Reference amended as required by the unanimous motion of April 1, 2019?
- Did The City's vision statement and Vision Zero action plan truly guide the objectives and principles of the Truck Route Master Plan?
- How has staff demonstrated that this final report is acceptable according to the community impact spirit encapsulated in the Terms of Reference outlined in 2019?
- **Did the enormous public outreach effort (with extra \$100,000 budget) actually translate into an outcome that puts the community engagement results first?**

The following lists the stakeholder meetings that took place over the course of this study:

- Were these meetings guided by Vision Zero and the City's vision statement?
- It's clear from the feedback that the public wants **trucks on as few streets as possible.**

- City of Hamilton Truck Route Subcommittee (November 1, 2019);
- Ministry of Transportation and Adjacent Municipalities (January 8, 2020);
- Technical Advisory Committee (February 13, 2020);
- Business Community and Goods Movement Industry (March 17, 2020);
- Goods Movement Community (July 14, 2020);
- Technical Advisory Committee (October 20, 2020);
- Technical Advisory Committee (March 1, 2021);
- Technical Advisory Committee (April 28, 2021);
- Ministry of Transportation and Adjacent Municipalities (June 9, 2021);
- Business Community and Goods Movement Industry (June 11, 2021); and
- Goods Movement Community (June 16, 2021);

Public engagement activities included the following:

- Truck Advisory Focus Group meeting (March 10, 2020);
- Virtual Public Information Centre (September 2, 2020);
- Truck Advisory Focus Group (May 31, 2021); and
- Virtual Public Information Centre (June 24, 2021).



Possible Questions for Staff and Consultant

- Were the Terms of Reference amended as required by the unanimous motion of April 1, 2019?
- Did The City's vision statement and Vision Zero action plan truly guide the objectives and principles of the Truck Route Master Plan?
- How has staff demonstrated that this final report is acceptable according to the community impact spirit encapsulated in the Terms of Reference outlined in 2019?
- Did the enormous public outreach effort (with extra \$100,000 budget) actually translate into an outcome that puts the community engagement results first?

How is it possible these health impacts were set aside to save 8 minutes?

Submitted on Thursday, November 25, 2021 - 2:49pm Submitted by anonymous user: 172.70.178.156 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Specify which Advisory/Sub-Committee: Truck Route Subcommittee

==Requestor Information==

Name of Individual: John Neary

Name of Organization:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: Resident comments on process and outcome of the Truck Route Master Plan.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

Submitted on Thursday, November 25, 2021 - 3:07pm Submitted by anonymous user: 172.68.170.134 Submitted values are:

==Committee Requested==
Committee: Planning Committee

==Requestor Information==
Name of Individual: Norman Robinson
Name of Organization:

Contact Number:
Email Address:
Mailing Address:

Reason(s) for delegation request: concerning truck route why the the restriction for truck Travel between the hours of use was removed from the original plan no truck traffic from 7:00Pm to 7:AM from Parkdale Avenue North to James Street North along Barton Street. There is no need for truck traffic during these Hours

Will you be requesting funds from the City? No
Will you be submitting a formal presentation? No

Submitted on Thursday, November 25, 2021 - 3:56pm Submitted by anonymous user: 172.69.216.141 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Specify which Advisory/Sub-Committee: Truck Routes Sub Committee

==Requestor Information==

Name of Individual: Lucas Greig

Name of Organization:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: Very disappointed with the suggestion to have Wellington Ave and Victoria Ave continue as full time truck routes. This proposition is disrespectful to residents along this corridor and betrays a bias in favour of the truck industry at the expense of the neighbourhoods quality of life. I implore that you reconsider this route and to at least allow us the privilege or rest between 7 PM and 7 AM without the bombardment of noise caused by speeding trucks.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Thursday, November 25, 2021 - 4:06pm Submitted by
anonymous user: 172.70.178.43 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Specify which Advisory/Sub-Committee: Truck Route Sub-Committee

==Requestor Information==

Name of Individual: John Laudonio

Name of Organization:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: Requesting an opportunity to
speak to the Truck Route Sub-Committee in relation to the current
proposed truck route and future changes.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Thursday, November 25, 2021 - 4:16pm Submitted by
anonymous user: 172.70.178.42 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Specify which Advisory/Sub-Committee: Truck Route Sub-committee

==Requestor Information==

Name of Individual: Robert Branch

Name of Organization:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request:

Respecting non compliance enforcement, mitigation necessities and
enforcement for rural areas.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Thursday, November 25, 2021 - 7:00pm Submitted by anonymous user: 162.158.126.146 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Specify which Advisory/Sub-Committee: Truck Route

==Requestor Information==

Name of Individual: Leah Avery

Name of Organization: N/A

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: Citizen concerned with the environmental and economic impact of shortcutting trucks (ie not local delivery trucks) in the urban core.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

Submitted on Friday, November 26, 2021 - 10:41am Submitted by anonymous user: 172.70.127.11 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Specify which Advisory/Sub-Committee: truck route subcommittee

==Requestor Information==

Name of Individual: hugh loomans

Name of Organization: Sylvite

Contact Number:

Email Address: hloomans@sylvite.ca

Mailing Address:

3221 north service rd

Reason(s) for delegation request: changing the truck routing will have a major impact on our business and add significant costs to the farm community to the west of Hamilton .

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Friday, November 26, 2021 - 11:38am Submitted by anonymous user: 162.158.126.54 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Specify which Advisory/Sub-Committee: Truck Route Sub-committee.

==Requestor Information==

Name of Individual: Randy Kay

Name of Organization:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: Comment on the truck route study, and suggest it needs more work before it can be approved.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

Submitted on Friday, November 26, 2021 - 11:46am Submitted by anonymous user: 172.69.63.39 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Specify which Advisory/Sub-Committee: Truck Route Sub-Committee

==Requestor Information==

Name of Individual: Russel Hurst

Name of Organization: Ontario Agri Business Association

Contact Number:

Email Address: russel@oaba.on.ca

Mailing Address:

160 Research Lane, Suite 104

Guelph, ON N1G 5B2

Reason(s) for delegation request: OABA is a trade association that represents the interests of companies who operate country/terminal grain elevators, crop input centres and livestock feed manufacturing facilities. I would like to share our observations on the proposed Hamilton Truck Route Master plan and its potential impacts on our members who both operate within the Port, who transport agricultural commodities to/from the port and the larger impacts on Ontario farmers who rely on the port.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

ubmitted on Friday, November 26, 2021 Submitted by anonymous user:
172.68.170.133 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Specify which Advisory/Sub-Committee: Truck Route Sub Committee

==Requestor Information==

Name of Individual: Cal and Teresa DiFalco

Name of Organization: The Fruitland, Winona, Stoney Creek

Community Association for Safe and Healthy Neighborhoods Inc.

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: Express the interests of
residents covered by the association.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Friday, November 26, 2021 Submitted by anonymous user:
162.158.126.147 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Specify which Advisory/Sub-Committee: Truck Route sub-Committee

==Requestor Information==

Name of Individual: Rene Lemay

Name of Organization: Bunge

Contact Number:

Email Address: rene.lemay@bunge.com

Mailing Address:

515 Victoria Avenue North

Bunge North America

Reason(s) for delegation request: Bunge a long term employer at
the west end of the Harbor s adversely and disproportionately
affected by the current recommendations

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Good Afternoon Mr. Chair and members of the truck route subcommittee. Thanks for giving me the opportunity to talk with you today on behalf of Bunge.

Bunge has operated at Pier 11 and been part of the community for almost 80 years. So maybe a different perspective than the newer agricultural investment at the port. Bunge has invested 100's of Millions of dollars upgrading and expanding the facility over the years

The Hamilton location is 1 of only 3 crushing facilities in all of eastern Canada and employs 125 employees directly and supports much more employment in the local/regional food industry

As Canadian we constantly complain about the lack of processing capabilities in Canada and shipping out Canadian raw material along with the jobs to convert them around the world to be manufactured, to then import final products that we then consume and pay for.

Bunge is a key processing facility in the food industry. A processing facility that is a critical supplier to the food supply chain by converting farmed goods Soybean and Canola seed into useable food product as both animal feed proteins and vegetable oils a base ingredient used in a multitude of food production for human consumptions.

Bunge operate 24/7 and loads and unloads trucks around the clock to minimize traffic of trucks at busy road times and to allow product to get to customer facilities just in time for their daily production – trucks that come to our site to deliver Soyabean or Canola seed are somewhat likely to take a load back to customers. Vegetable oil trucks tend to come in empty and take a load out.

The largest portion of Ontario farmland is west and North -North/west of Hamilton and the Bunge location making it critical that we maintain

west access to the 403 to bring in Soybean and Canola seed as well as ship out meal as animal protein for farmers. Vegetable oil tends to head back up Burlington street with a smaller volume than meal moves to the west.

Being at the west end of the Port we are the most affected by this proposed change given the location of the majority of suppliers and customers

Adding 15 to 45 minutes (2 way) per route as the perimeter ring road was never completed in Hamilton will result in the following

- an increase in GHG emissions, which contradicts the Climate Change Emergency that Hamilton city council declared in March of 2019
- increased transportation costs making it more expensive for Soybeans or Canola seed to be bought into Bunge Hamilton making the facility less competitive and or increasing food costs. At least 16 to 20\$ each way per truck based on the info on page 65 of the report and that is more likely a low number.
- Negatively affecting multiple supply chains as trucking resources which are already in shortage , reducing the ability to make full use of their work hours turning 2 runs into 1 or 3 runs into 2, including the downtime of the truck and trailer
- Add more traffic to the Lincoln Alexander / Red Hill and or Burlington Skyway with poor options to truckers in cases of accidents and or construction delays

As a Processor Bunge is a base use tonnage for oilseeds and reduce overall production risk for farmers. Without local processors the risk of producing specific crops increases greatly as shipping internationally is hit and miss. Great some years and almost non existent at other times adding pressure on the farmers decision on what crop to produce while properly taking care of the land.

These recommendations will result in the Ontario farmer/grower to be less competitive and or profitable as these decision disproportionately affect Ontario farmers vs the US farmer that simply comes up the QEW as a result of geography and not hard work or investment.

Bunge has 2 asks of the committee

- 1) the recommendation to eliminate larger trucks to the west be removed to allow this traffic to and from the 403 to continue as it is critical to a facility such as Bunge and the industrial base at the port.
- 2) that the committee look at how this can be done while improving road safety within the city by reducing turns and potentially keeping traffic off of Queen and King yet keep the flow westward from Burlington to Wellington to Cannon to York (can the old York road overpass on Hwy 6 be used to then go west on the 403) and in an easterly direction Hwy 8 or Main st to Victoria to Burlington which would remove the turns in the city

Thank you for your time and would be open to answer any questions

Submitted on Friday, November 26, 2021 Submitted by anonymous user:
162.158.126.147 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee
Specify which Advisory/Sub-Committee: Master truck

==Requestor Information==

Name of Individual: Victor mejia
Name of Organization: Poultry hut

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: Nebo Rd and white church should
be reconsider.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

CITY OF HAMILTON

NOTICE OF MOTION

Truck Route Sub-Committee: November 29, 2021

MOVED BY COUNCILLOR B. JOHNSON.....

Initiation of Municipal Class Environmental Assessment for a new arterial roadway in Glanbrook connecting the Airport Employment Growth District to the Red Hill Business Park

WHEREAS, effective goods movement supports local, regional and international markets and contributes to Hamilton’s economic prosperity and growth;

WHEREAS, a new arterial roadway connecting Highway 6 South between the Airport Employment Growth District (AEGD) and the Red Hill Business Park and the broader Provincial highway system, which would improve the efficiency of moving goods while mitigating impacts of truck traffic on existing rural roadways in Glanbrook;

WHEREAS, the 2018 City-wide Transportation Master Plan identifies a conceptual link within the strategic road network map to connect the Hamilton International Airport and employment growth district to the Provincial Highway Network;

WHEREAS, a new arterial roadway would provide efficient connectivity between employment lands, intermodal hubs and the highway system and fills a gap in the goods movement network in the Glanbrook area;

WHEREAS, a new arterial roadway would assist in minimizing the impact of heavy-freight vehicles on the quality of life of residents within rural communities;

WHEREAS, growth in employment lands could be supported by improved inter-connectivity through a combination of new transportation corridors, road capacity enhancements and/or urbanization of rural cross-sections;

THEREFORE, BE IT RESOLVED:

That staff be directed to develop a Terms of Reference for a Municipal Class Environmental Assessment for an arterial roadway link between the AEGD and the Red Hill Business Park and that funding to complete the study be considered as part of the 2023 Capital Budget.