



City of Hamilton
TRUCK ROUTE

SUB-COMMITTEE ADDENDUM

Meeting #: 22-001
Date: March 28, 2022
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:

City's Website:
<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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6. DELEGATION REQUESTS

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11. MOTIONS

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Steven Oliver

REVISED Letter: RE: Hamilton Truck Route Master Plan Update - Truck Route Sub-Committee Meeting March 28, 2022

March 24, 2022

Subject: Neighbour's concern of potential future increase in Truck Traffic Noise, due to the Truck Traffic Restriction Proposal for Hamilton St from 7 pm to 7 am during nighttime sleeping hours for residents from [REDACTED] Fellowes Cres to [REDACTED] Fellowes Cres.

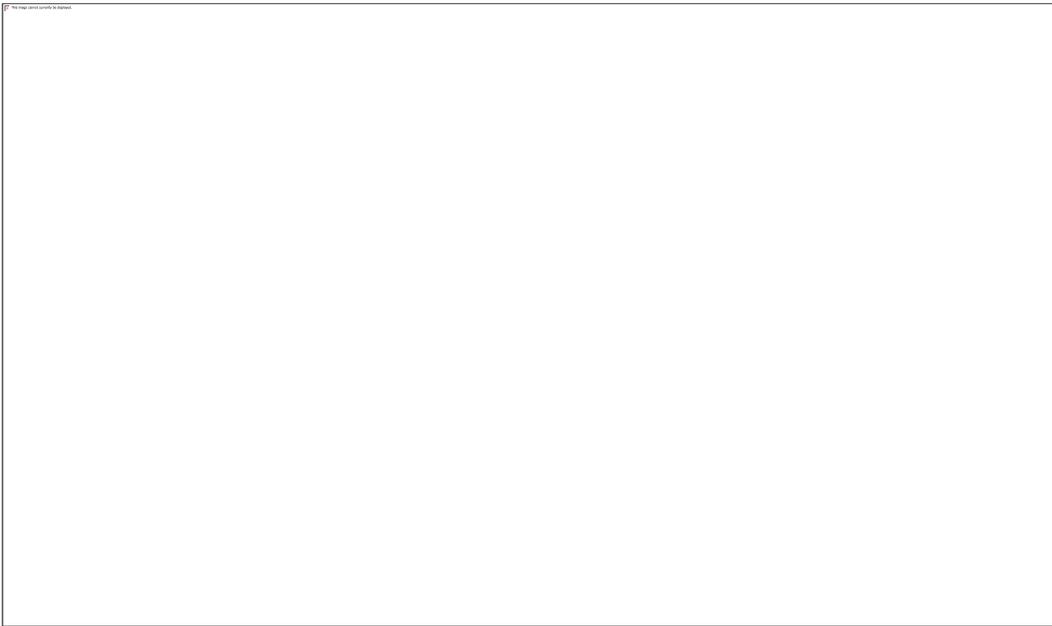
To Omar Shams, Project Manager, Transportation Planning
To Judi Partridge, Flamborough Councillor
To Angela McCrae, City of Hamilton

We would like to register our concern of potential increased truck traffic at night as a result of the recent change to the Waterdown Truck Route Proposal that was published recently. In that proposal, the plan now shows, with a green dashed line, that trucks will no longer be allowed to use Hamilton Street from 7 pm to 7 am.

This change has influenced us to reflect again about the high traffic and noise we already experience. There are 28 homes backing onto Parkside Drive between Boulding Ave and Avonsyde Blvd. There are two homes, [REDACTED] and [REDACTED] Spring Creek Drive, that face Parkside Drive and their upper front bedroom windows will be approximately 10/15 meters from New Lane 1 with no benefit of a noise attenuation fence or berm to block noise that some other houses have. Our homes from [REDACTED] to [REDACTED] Fellowes, have no berm and will be receiving a 7 foot noise attenuation fence (without a berm) similar to the Mattamy Homes subdivision along Parkside but our fences will not protect the upper bedroom windows from noise as much as the fences are not high enough to do that and there is no berm to put them onto.

In the map below, [REDACTED] Fellowes Cres to [REDACTED] Fellowes Cres, are shown by a red dashed line. The dashed green line on Hamilton St is the new restriction proposed by the City Truck Traffic Plan. It is proposed that trucks will not be allowed to drive on Hamilton St between 7 pm and 7 am. We are not entirely clear why this restriction has been proposed as its our understanding that truck traffic is very light along Hamilton St during those evening/night/morning hours. That said, there may be a valid reason we are not aware of where residents there are concerned with nighttime truck traffic.

Knowing traffic patterns, it is expected that if trucks are driving at night to access points north and east of Waterdown, in many cases they will need to use our section of Parkside Drive more often due to the restriction on Hamilton St. If trucks drive behind our houses before 7 am, 6 am, 5am and earlier, this would disturb our sleep because we hardly ever hear trucks at this time of night currently.



In the photo below, the curb of new lane will be just to the left of the new metal electricity/other utility poles.
Red Arrows point to approximate curb- yellow line, of New Lane 1 of 4 to be completed Summer 2022.

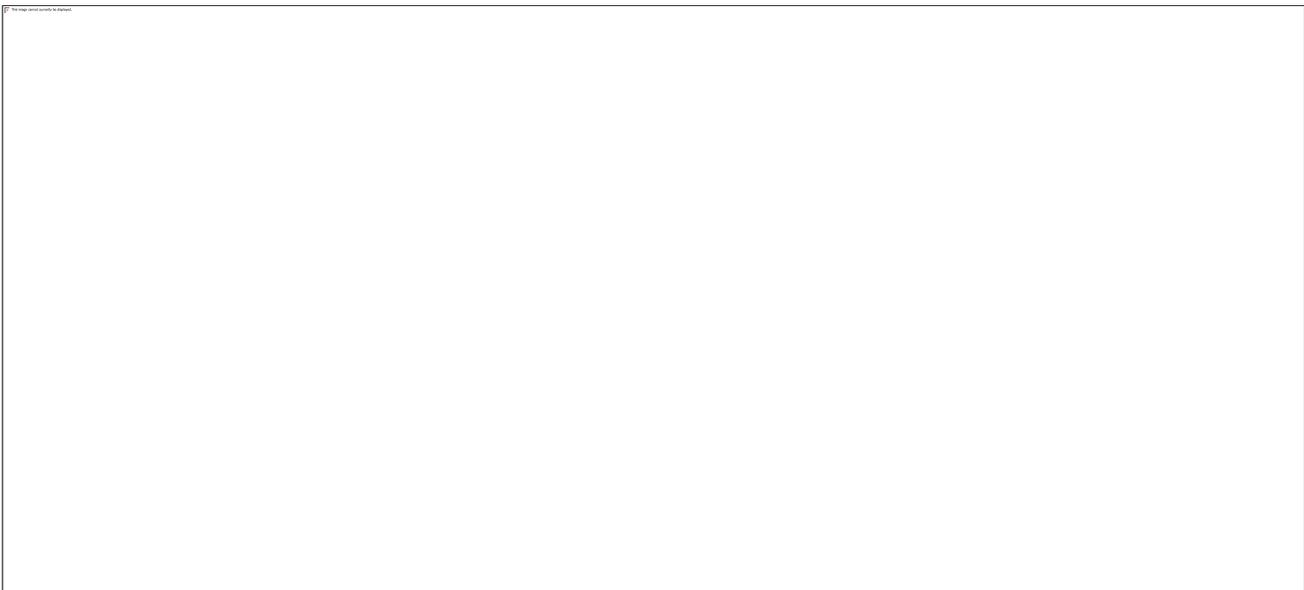


Photo Below: [REDACTED], [REDACTED], [REDACTED] Fellowes Cres, [REDACTED] will be 18 meters from centre of new Lane 1



Our 40 km/hr neighbourhood at Boulding Ave and Parkside Drive.



To help us to go forward I have the following suggestion that we hope you would implement.

Here are 3 requests I ask for the Project Team to consider:

1. To delay the implementation of the Truck Traffic Restriction on Hamilton St to such time that the City has completed the widening of Parkside Drive behind our homes; and that our home's fences have been replaced with the noise attenuation fence that is planned by the City as part of the project.
2. To reduce the speed limit from 50 km/hr to 40 km/hr, from Avonsyde Blvd to Boulding Ave. The noise is already too high daytime and the night time intrusion of more loud trucks will disturb our sleep.
 - a. We are also aware that as soon as Parkside Drive widening has been completed, the City will begin working with the Railway to demolish and replace the bridge on Dundas St. All Waterdown East West Traffic will be moved to Parkside Drive. During this period of possibly 1-2 years, traffic volumes will double on Parkside Drive and the noise will increase significantly at night. A possible long term solution would be to lower the speed to 40 km/hr in anticipation of the bridge replacement and traffic impact on Parkside Drive.
3. We also ask that the City review the outcomes of the proposed change on Hamilton St to prevent 7 pm to 7 am truck traffic to see if it is practical and necessary and that it does not impair the necessary business use of Hamilton St. where two large grocery stores exist and where trucks need access at early morning hours. We hope these large trucks do not choose Parkside Drive to get to Fortinos/Sobeys etc rather than using Hamilton St.

Thank you for submitting this to the record on discussions of the Truck Route Changes planned for Waterdown.

Regards,

Steven Oliver



March 25, 2022

Truck Route Sub-Committee
City of Hamilton
71 Main Street West
Hamilton, ON L8P 4Y5

Re: Item 8.1 – Truck Route Master Plan Update

Dear Members of the Truck Route Sub-Committee,

On behalf of the Hamilton Chamber of Commerce, I would like to thank the members of the Truck Route Sub-Committee for seeking our recommendations on the proposed Truck Route Master Plan (TRMP). Moreover, we would like to thank and recognize the contributions of City of Hamilton Staff in the Transportation Planning and Parking division for their enormous efforts to consult with the public and stakeholders to inform this work.

As Interim CEO of the Hamilton Chamber of Commerce, Hamilton's oldest institution at 176 years old, I have the privilege of speaking for our 1,000+ members that employ over 75,000 people in our community. Decisions surrounding the design of the TRMP are not taken lightly as they not only impact the flow of goods and services movement through our City, but also reflect decisions about ensuring the health and safety of its residents.

Supply chain challenges are a critical issue facing the global economy and its impacts can be felt here in the City of Hamilton. Evaluating the City's own TRMP serves as an opportunity to assess opportunities to improve existing linkages, highlight shortcomings of the current network, and to facilitate a broader community conversation about goods movement within our community. Any decisions on the TRMP must take into consideration the variety of perspectives on an ideal network, but also maintain emphasis on the critical importance this network will provide for Hamilton-based businesses.

Based on the Chamber's historical participation in this process, our members are focused on ensuring that any network ensures safety for all road users, increases efficiencies, and preserves access to critical network linkages and thoroughfares.

With that said, it is important that any approved TRMP provides clearly defined access to large industrial yards and business parks, identifies clear routes for North-South and East-West access, and maintains linkages to critical transportation nodes including the Queen Elizabeth Way (QEW), Highway 403, Red Hill Valley Parkway (RHVP), and the Lincoln M Alexander Parkway (the "Linc").



As currently presented, the Hamilton Chamber of Commerce is supportive of the staff recommendation for “Alternative 5 – A Ring Road Concept with Positive Guidance.” Whereas Alternative 5 delivers on providing clarity to businesses on shaping their own route planning for their staff by reducing the number of routes designated for trucks and allows for opportunities to augment those routes to optimize safety for all users, there is no western connection for to and from the regional transportation network, namely, Highway 403, for vehicles in excess of 4 axels.

The Hamilton Chamber of Commerce recommends that the sub-committee proceed with Alternative 5 with the addition of studying the long-term possibility of including a western connection in some time-managed form for larger trucks to and from Highway 403 to maintain network efficiencies. Failing to provide clear options to drivers to access this critical highway link, may facilitate the risk that undesignated routes take on truck traffic that they cannot handle, clearly increasing a risk to the health and safety of our community.

Absent links for larger trucks to the 403, the closest alternate route would be over the Skyway Bridge, ultimately tripling the distance travelled, impacting time on the road, fuel costs, increasing greenhouse gas emissions, and unpredictability on delivery times, each of which negatively impact Bayfront businesses that the City of Hamilton is eager to court and retain. We must ensure that Hamilton’s dense employment nodes maintain long-term access to essential network linkages, including controlled and defined access to all major highways near Hamilton municipal boundaries. These implementations ought to be explored in a phased manner with attention being paid to economic, social and environmental impacts balanced with requisite enforcement applications to ensure compliance.

The Chamber also believes that the TRMP exercise has highlighted the experiences of all road users, not just trucks, and is supportive of additional safety measures on all routes including well-designed intersections with separated bike lanes, interior truck lanes to introduce distance between trucks and sidewalks, turning lanes for trucks, and access to better data about route choices that allows for specific actions to reduce unnecessary trips.

We thank the Sub-Committee for its consideration on the Chamber’s perspectives on the proposed TRMP. We are committed to working together with all stakeholders to ensure that the TRMP serves our collective community interests, including the safe and efficient flow of goods and services to, from and within the City of Hamilton.

We welcome additional opportunities to discuss further route optimizations and increased safety implementations with community stakeholders as the route network is re-evaluated in the coming years.

Thank you for your consideration,

A handwritten signature in black ink that reads "Marie Nash". The signature is written in a cursive, flowing style.

Marie Nash
Interim CEO

I have lived in downtown Hamilton for more than 20 years. I have raised my child here, and I have run my small business here. My family has lived on Cannon Street East for more than 20 years, on one of the City's busiest truck routes, and we know all about what that means. Data about pollution is very academic, but to real people it means not being able to open the windows in fine weather because of the black grit that blows in. Data about the illnesses caused by this pollution is very interesting and makes a colourful chart, but to real people it means days missed from work and school, trips to the hospital, and much added stress.

It is very disheartening to see our lives treated as though they are of exactly equal value to the profit margin of a few large businesses. The feedback from the City's "Industry partners" seems like little more than a threat - let us continue to drive our 18-wheelers past your home, or our "added expenses" will be "passed along."

Time and again, residents and community associations, experts and medical professionals, have put forth the very simple request to remove residential streets from the City's official truck routes. The response has been increasingly complicated plans - six alternatives now. There are charts and maps and diagrams, and there are a lot of pictures of trucks of different types. The report is comprehensive.

Staff's recommendation is a complicated version of residents' simple request. Option 5, the ring road concept. For some reason, however, staff's recommendation still includes many residential areas as sacrifice zones - including Fennel Avenue, York Boulevard, and parts of Barton Street, Sherman Avenue, Upper James, Ottawa and Gage, and many others. Exactly why this should be made more complicated is unclear.

Here is the simple version: from the industrial north end of the City, large trucks can move eastbound on Nikola Tesla Boulevard onto the QEW. From there, they can travel east or west, or onto the Linc via the Redhill. Burlington, Guelph, Toronto, Niagara, London and beyond can all be reached this way. There is absolutely no need for industrial trucks to be anywhere near residential streets in downtown Hamilton, on the mountain, or in any of the other greater Hamilton communities.

It should go without saying that delivery and work vehicles, such as garbage trucks and grocery store deliveries, are not included in this necessary prohibition.

Once residential areas have been officially removed from the Truck Route Master Plan, our streets can be changed. We can have complete streets, that no longer need to be over-large to accommodate enormous trucks. We can improve our active transportation. We will feel safer, and healthier. Imagine that.

Hamilton might indeed become the best place to raise a child and age successfully.



515 Victoria Ave N.
Hamilton, Ontario, L8N 3K7
905.527.9121 | bunge.com

March 25, 2022

Truck Route Sub-Committee
Hamilton City Hall
71 Main Street West
Hamilton, Ontario, L8P4Y5

Delivered by: Email

Attention: Chair and Members of the Truck Route Sub-Committee

RE: Hamilton Truck Route Master Plan Review and Update

I am writing on behalf of Bunge to provide comments with respect to the Hamilton Truck Route Master Plan Update and the recommendations of the City's Transportation Planning and Parking Division, to the Truck Route Sub-Committee as contained in the staff report for February 28, 2022.

Originally known as CVOP, Bunge has been part of the Hamilton community and located at Pier 11 since 1942. Many of our employees and retirees are life-long residents of Hamilton. As part of the Hamilton community, we understand that issues such as truck routes are complex and affect many different stakeholders.

Bunge is a critical food processing facility and one of only three oilseed crushing facilities in eastern Canada. We purchase soybeans and canola grown on 2.3 million acres in Ontario and convert them into meal for animal feed and oil. Some of the most recognized names in the industry use our ingredients for products we all consume every day including salad dressings, baked goods and mayonnaise. Leading restaurants use our products as well.

Our location at the west end of the Port has always been strategic to Bunge's operations. Direct access to Hwy 403 using the Main St./Victoria and Wellington/York/Cannon truck route is crucial to our business.

Much of the material processed by Bunge comes from farmlands west and north of Hamilton. Most of the meal returns in those same trucks back to feed mills located west and north of Hamilton. Most if not all of these trucks have more than five axles. Cutting off direct access to and from the 403 will have negative effects on Bunge's competitiveness by increasing transportation costs, through increased fuel consumption and increased delivery route times. At a time when we are already experiencing supply chain issues due to reduced driver availability, the change would limit the capacity of the existing drivers as they would spend more time on the road for each load. The longer drive times would also result in increased greenhouse gas emissions and poorer air quality across Hamilton as a whole. In addition, cutting off access to Hwy 403 will

increase traffic across the Skyway Bridge and/or the Lincoln Alexander Parkway/Red Hill expressway especially as traffic flow increases post-Covid.

The economic unknowns are already impacting Bunge's potential growth in Hamilton. A proposed multi-million dollar project to expand one of our product lines is now delayed from 2023 to at least 2024. The engineering work continues, but pre-approval of long lead time equipment has been pushed back until the transportation and related economic consequences are better understood. The longer it takes to get the project approved, the more projects it must compete against internally for funds, which reduces the chances of getting the needed investment approved for the Hamilton facility.

We are committed to working with the city towards an equitable truck route network that balances the needs of industry with the safety and livability of neighbourhoods. We strongly recommend that the committee retain access from the 403 along Main Street to Victoria Avenue as well as access to the 403 along Wellington to Cannon to York for trucks of all sizes. This will eliminate many routes through downtown, including Queen and King Street, while maintaining access to Hwy 403.

We thank the Sub-Committee for its consideration.

Regards,

A handwritten signature in blue ink that reads "Rene Lemay". The signature is fluid and cursive, with a long, sweeping underline.

Rene Lemay
Plant Manager

Cc: Omar Shams, Project Manager, City of Hamilton
Rob Farr VP- industrial operations NA

Submitted on Tuesday, March 22, 2022 - 1:38pm Submitted by anonymous user:
162.158.126.166 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

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

Will you be delegating via a pre-recorded video? No

==Requestor Information==

Name of Organization (if applicable): Environment Hamilton

Name of Individual: Lynda Lukasik

Preferred Pronoun: She/Her

Contact Number: 905-549-0900

Email Address: llukasik@environmenthamilton.org

Mailing Address:

51 Stuart Street

Hamilton ON

L8L 1B5

Reason(s) for delegation request: I am requesting delegation status to speak to Item 8.1 - Truck Route Master Plan Update, found on the March 28th Truck Route Sub-Committee agenda.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

-----Original Message-----

From: City of Hamilton, Ontario, Canada via City of Hamilton, Ontario, Canada <[no-reply@hamilton.ca](mailto:reply@hamilton.ca)>

Sent: Tuesday, March 22, 2022 4:17 PM

To: clerk@hamilton.ca

Subject: Form submission from: Request to Speak to Committee of Council Form

Submitted on Tuesday, March 22, 2022 - 4:16pm Submitted by anonymous user:
162.158.126.164 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Specify which Advisory/Sub-Committee: Trucks

Will you be delegating via a pre-recorded video? No

==Requestor Information==

Name of Organization (if applicable):

Name of Individual: Leah Avery

Preferred Pronoun: She/her

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: All children and seniors in the downtown core more important than a handful of companies whose trucks shortcut through the city to save 5-15 minutes on their route.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Thursday, March 24, 2022 - 8:44am Submitted by anonymous user: 172.69.216.140 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

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

Will you be delegating via a pre-recorded video? No

==Requestor Information==

Name of Organization (if applicable): Truck Route Rebot

Name of Individual: Robert Iszkula

Preferred Pronoun: He

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: To provide comments and feedback regarding the Truck Route Master Plan update

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Thursday, March 24, 2022 - 11:53am Submitted by anonymous user:
172.70.134.12 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Specify which Advisory/Sub-Committee: truck route sub committee

March 28

Will you be delegating via a pre-recorded video? No

==Requestor Information==

Name of Organization (if applicable):

Name of Individual: Sean Burak

Preferred Pronoun:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: To comment on the staff report

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

Truck Route Master Plan

Subcommittee Presentation

By: Sean Burak
On: March 28, 2022

“Elevator Pitch” Summary

Of the options presented by staff, it appears that **only Alternative 3 and Alternative 4 adhere to the direction of council** as outlined in the original Terms of Reference and the motion of November 2021

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 2021: 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?

November 2021: “Ring Road” unanimous motion

The screenshot shows a web browser window with the URL hamilton.escribemeetings.com/Truck%20Route%20Sub-Committee_Nov29_2021/Pages/PublicDisplay.aspx. The page title is "Vote". The main content area displays the eSCRIBE logo and the title of the motion: "Truck Route Master Plan Update (PED19073(b)) (City Wide)". Below the title, it indicates the motion was "Moved By Nrinder Nann" and "Seconded By Maureen Wilson". A large teal banner at the bottom of the page reads "Vote In Progress".

1. CEREM
2. APPROV
3. DECLAR
4. APPROV
4.1. Nov

Moved By Nrinder Nann
Seconded By Maureen Wilson

Vote In Progress

*53.Co
TRMP, armade from the lens of a Ward 3 resident

That staff be directed to review the recommendations in Report PED19073(b) Truck Route Master Plan Update with prioritization given to the Terms of Reference ratified by Council, including an analysis that would permit a ring road approach for the Truck Route Master Plan Update and report back to the Truck Route Sub-Committee by March 31, 2022.

Today: 6 alternatives are presented

Alternative 1 - The November recommendation that staff was directed to re-study

Alternative 2 - The same map as Option 1 with more “5 axle” restrictions

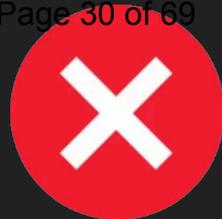
Alternative 3 - A hybrid “Ring Road” approach (all non-downtown routes still mapped)

Alternative 4 - The “Ring Road” approach

Alternatives 5 and 6, presented as compromises to Alternative 4.

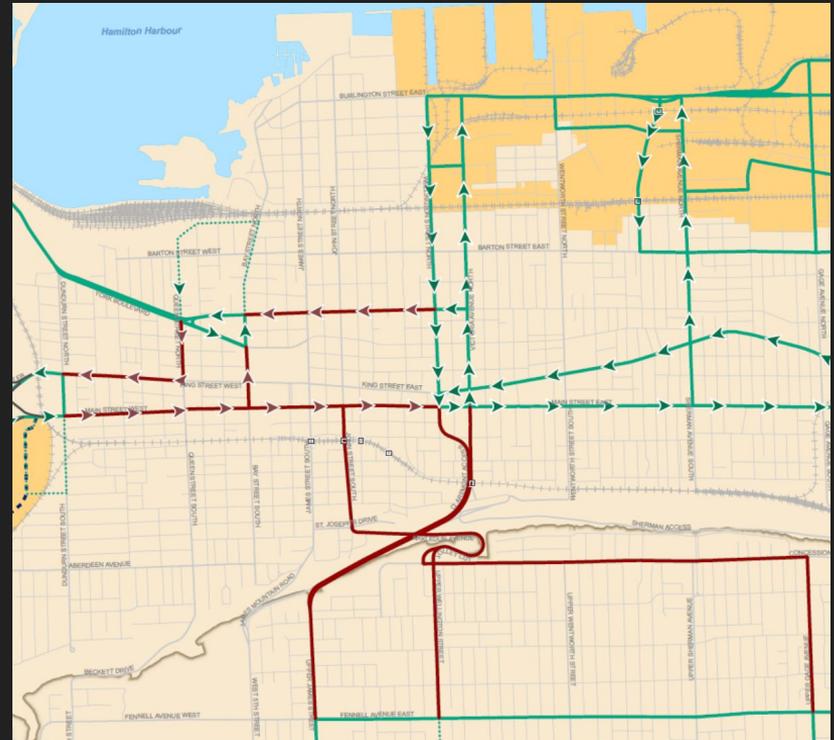
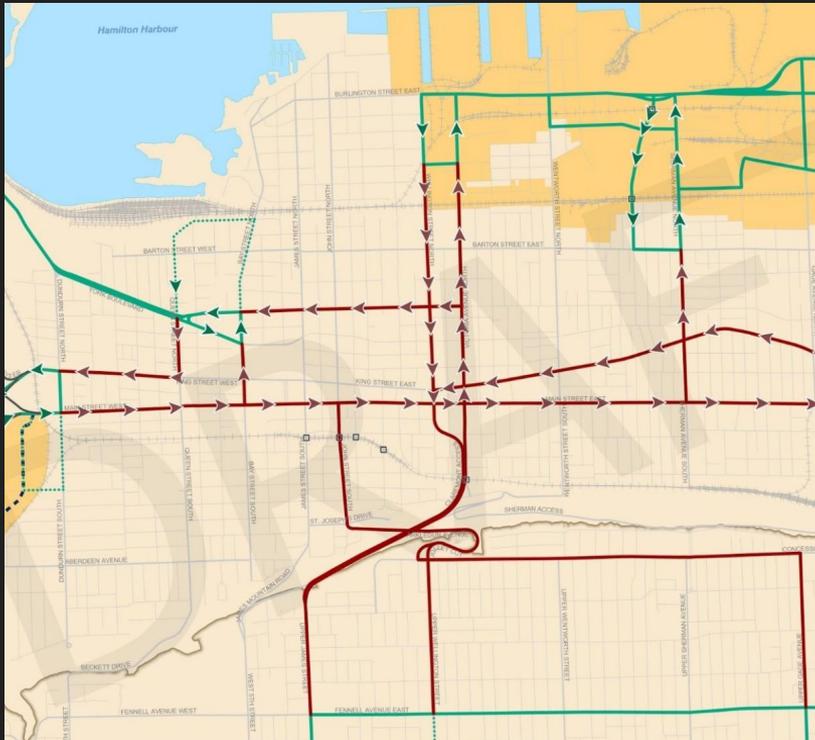
I will review the inset maps on the following pages (overview maps are the same)

Alternatives 1 & 2 - Do not follow ToR or Ring Road



1 - Unacceptable per November Motion

2 - The same map with added axle restrictions

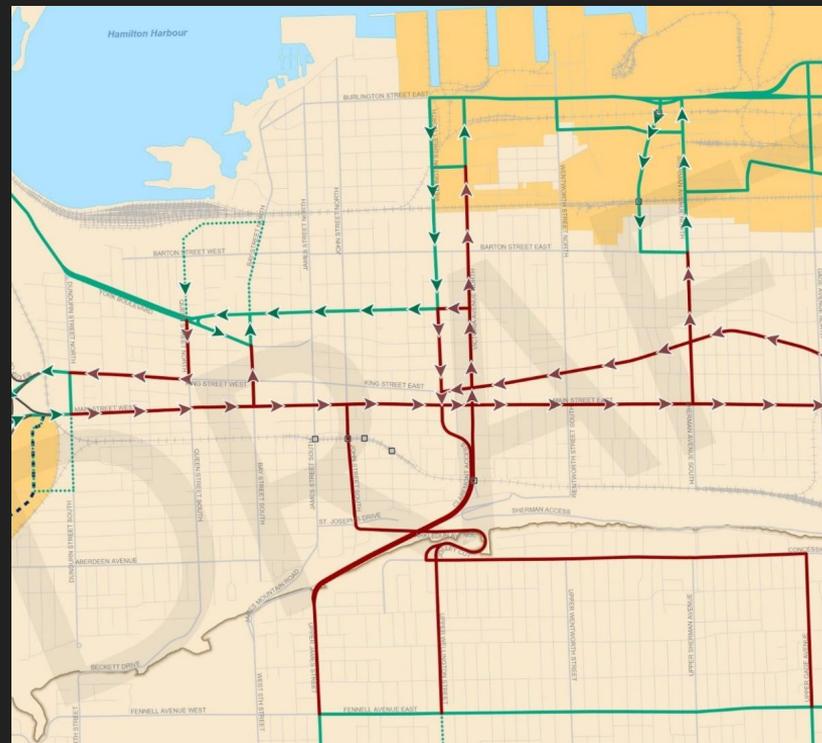
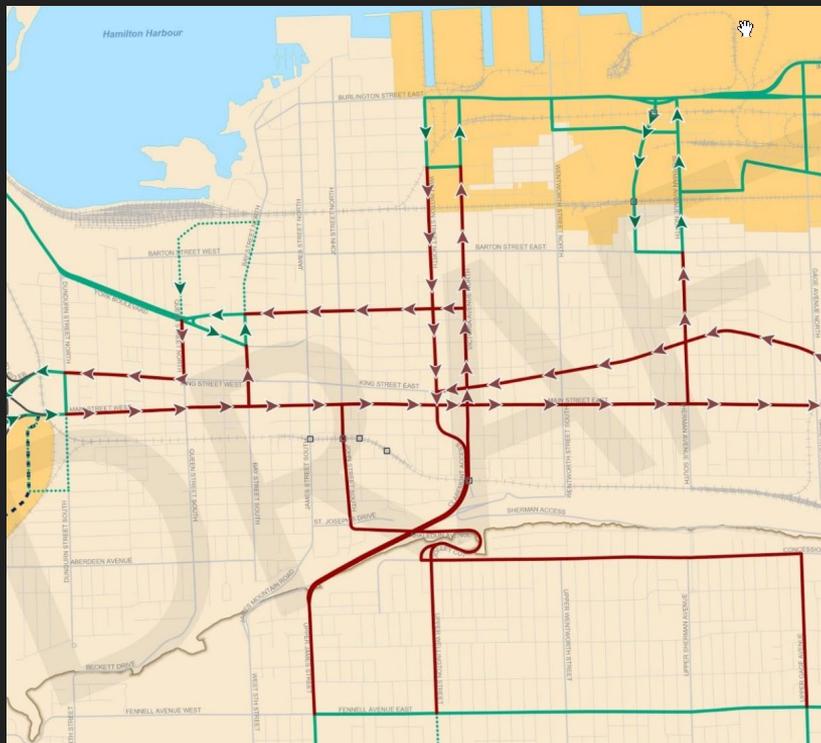


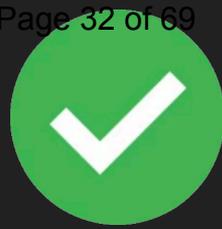
Alternatives 5 & 6 - Do not follow ToR or Ring Road



5 - Same as 2, with 4 axles instead of 5

6 - Same as 5, with unrestricted Cannon Street

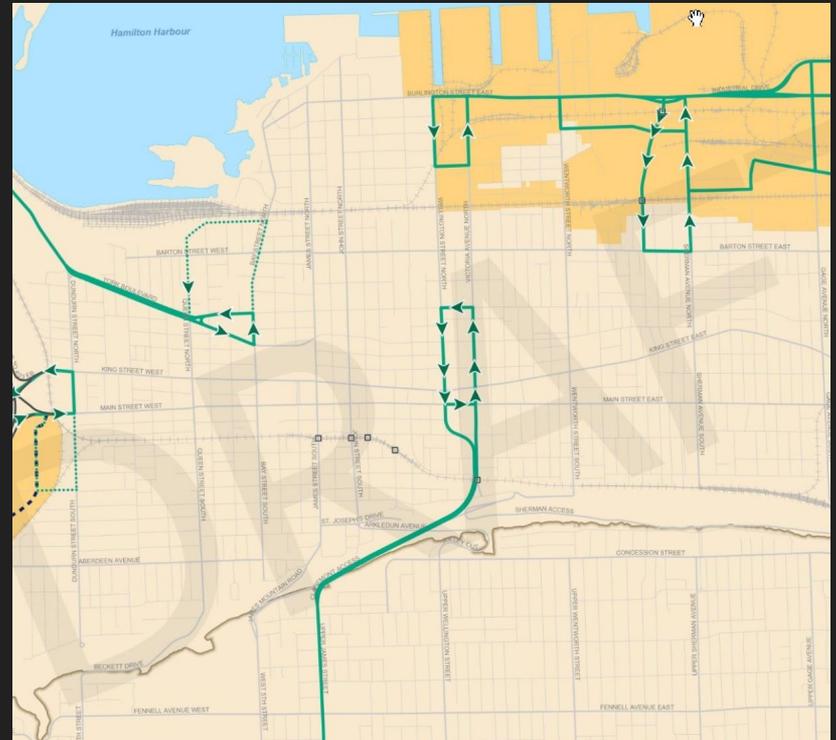
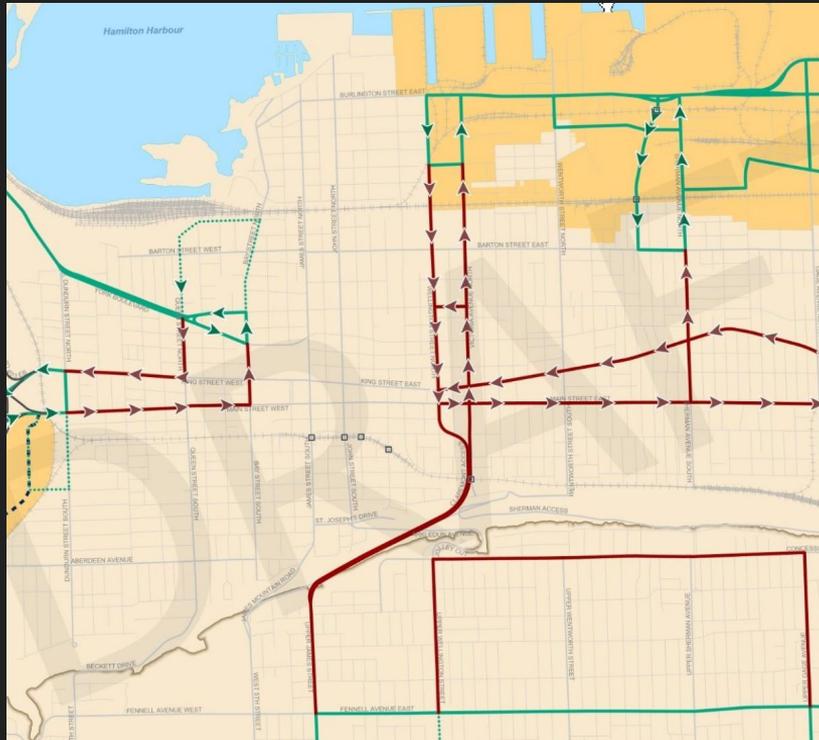




Alternatives 3 & 4 - Ring Road maps following ToR

3 - No routes through Downtown Residential

4 - True "Ring Road" approach



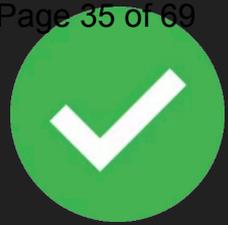
Red Herrings

- “Exorbitant” enforcement costs - **we enforce all sorts of traffic laws**
- “Every street will become a truck route” - **only without any enforcement**
- Increased cost of goods - **6 blocks of Hamilton = not going to make a dent**
- Any words about local deliveries - **local delivery vehicles are always exempted from the truck route bylaws**
- Edge cases such as a single brand grocery store having two locations on opposite sides of the 403 - **bylaw nuances can account for this under local delivery exemptions**
- Profits of major goods transport corporations - **what level of local health compromise is worth a maximum 8 minute detour?**

April 1, 2019

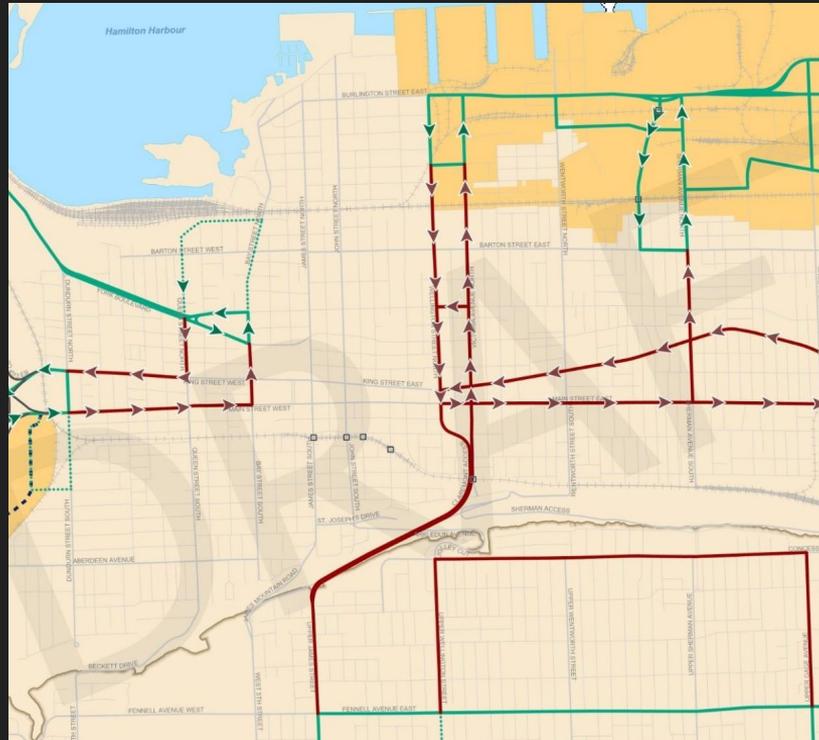
Terms of Reference
Amendment unanimously
passed at Public Works

- (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;**

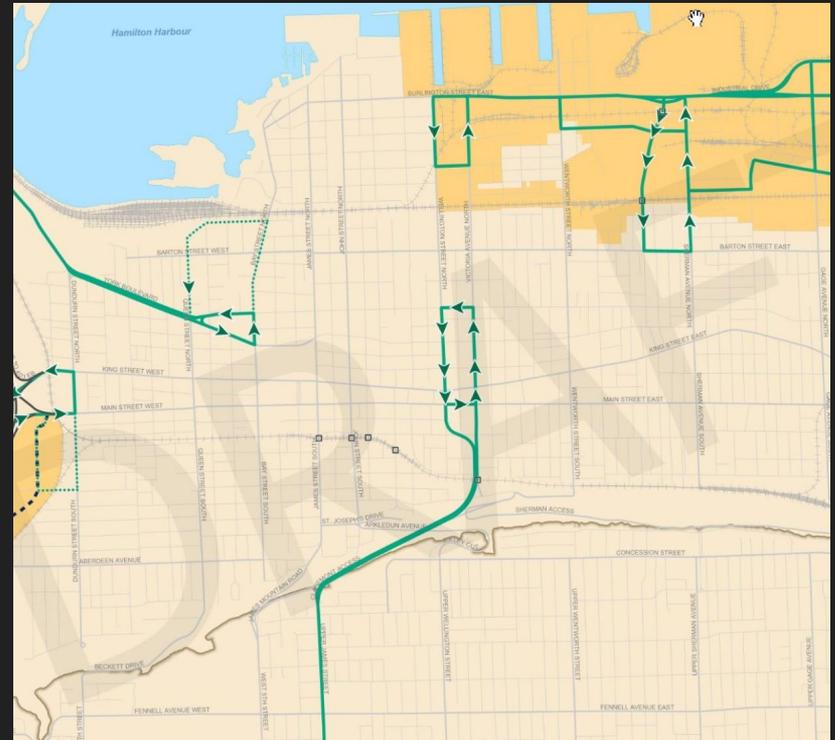


Alternatives 3 or 4 adhere to the direction established by this subcommittee and Council

Alternative 3:
A No Downtown Route Option



Alternative 4:
A Ring Road Concept with Shortest Path Routing



Submitted on Thursday, March 24, 2022 - 11:53am Submitted by anonymous user:
172.70.175.200 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee
Specify which Advisory/Sub-Committee: Truck Route
Will you be delegating via a pre-recorded video? No

==Requestor Information==

Name of Organization (if applicable): Hamilton Industrial
Environmental Organization
Name of Individual: Geoffrey Knapper
Preferred Pronoun: Mr.
Contact Number: 9056622131
Email Address: gm@hiea.org
Mailing Address:
270 Sherman Ave. N
Hamilton Ontario
L8L6N4
Reason(s) for delegation request: Input on Truck Route Study
Will you be requesting funds from the City? No
Will you be submitting a formal presentation? No

Submitted on Thursday, March 24, 2022 - 1:39pm Submitted by anonymous user:
172.70.174.120 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

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

Will you be delegating via a pre-recorded video? No

==Requestor Information==

Name of Organization (if applicable): ArcelorMittal Dofasco

Name of Individual: Kyle Reid

Preferred Pronoun:

Contact Number:

Email Address: kyle.reid@arcelormittal.com

Mailing Address:

1330 Burlington Street East

Hamilton Ontario L8N3J5

Reason(s) for delegation request: Concerns with proposed truck
route

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Thursday, March 24, 2022 - 2:20pm Submitted by anonymous user:
172.70.38.41 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

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

Will you be delegating via a pre-recorded video? No

==Requestor Information==

Name of Organization (if applicable):

Name of Individual: Tanya Ritchie

Preferred Pronoun: she/her

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: Written submission regarding
the proposed changes to the Truck Route Master Plan.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Thursday, March 24, 2022 - 2:49pm Submitted by anonymous user:
172.70.130.136 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

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

Will you be delegating via a pre-recorded video? No

==Requestor Information==

Name of Organization (if applicable):

Name of Individual: Cameron Kroetsch

Preferred Pronoun: he / him

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: To speak to the Sub-Committee on March 28, 2022 respecting item 8.1 - Truck Route Master Plan Update (PED19073(c)) (City Wide). If possible I would prefer speaking toward the end of the order of delegates.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

What is the alternative?

Prioritizing vulnerable communities

Truck Route Sub-Committee

March 28, 2022

Cameron Kroetsch

Overview of today's delegation

- What the recommendation says
- What's still missing
- Comparing "sensitive land uses"
- There have already been huge sacrifices
- Better road design is the only way

What the recommendation says

- Choose "Alternative 5" - a number of "axles" approach will continue to act as a guide
- Install signage
- Update the bylaw and print maps
- Set up an enforcement plan

What's still missing

- An intersection by intersection plan for how any remaining truck routes in the downtown core will be planned to ensure maximum road user safety
- A detailed commitment, in writing, to changing the physical design of the impacted roads
- Enforcement **through road design** is not currently contemplated as part of the enforcement model

Comparing "sensitive land uses"

Sensitive Land Use	G	A4	A3	A2	A5	A6	T
Elementary Schools	0	13	18	18	18	18	135
Secondary Schools	0	6	7	7	7	7	25
Hospitals	0	1	3	4	4	4	9
Long-term / Senior Care Facilities	0	5	9	9	9	9	119
Child Care Facilities	0	37	48	48	48	48	235

There have already been huge sacrifices

- Queen Elizabeth Way
- Highway 403
- Burlington Bay James N Allan Skyway
- Red Hill Valley Parkway
- Lincoln M Alexander Parkway
- Burlington Street
- **Impacts of the existing truck route**







March 20, 2019

RE: City of Hamilton Truck Route Review

To the Chair of the Truck Route Review Sub-Committee

On behalf of the Besley 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 2017... 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 Carleton street has positively influenced the experience for people who ride bicycles in this city and Besley neighbourhoods, including the students attending St. Donny elementary school. Accordingly, the BNA used their City "Plan Local" process to advocate for safety enhancements along Carleton 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 traffic through traffic along the Carleton/Watson residential and commercial corridor. Also due to their increasing role as a location of vibrant street life, festivals, and recreation (i.e. the ruins of Carleton 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 are designed routes from the most appropriate routes for inter-city industrial truck traffic, even if they are not always the most direct route.

Sincerely,

Alexandra Anderson Co-Chair

Katie Rogerson Co-Chair



CENTRAL NEIGHBOURHOOD ASSOCIATION

March 20, 2019

To Whom it May Concern,

On behalf of the Central Neighbourhood Association, we are joining the Besley 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 Martinuzzi Ron Rubin John Schurman Frank Sobang Elizabeth Ward



www.corktownhamilton.ca @corktownhamilton

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 Besley 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 Besley 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,

Christine Beaudoin President Durand Neighbourhood Association



North End Neighbourhood Association

March 19, 2019

On behalf of the North End Neighbourhood Association, we are joining the Besley 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.

Jon Devay - 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 Besley 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 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 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 Beebley'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

Better road design is the only way

- The suggested alternatives are not sustainable (when will we be back here to discuss this again?)
- **Alternative 3** (enhanced Alternative 5) and **Alternative 4** (heavy reliance on expressways) appear to be the best **short term** solutions (of those presented by staff)
- Any alternative must include **specific long term** commitments to better road design
- Enforcement is not a substitute for better road design

Submitted on Friday, March 25, 2022 - 9:36am Submitted by anonymous user:
162.158.126.164 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Specify which Advisory/Sub-Committee: City of Hamilton Truck Route
Subcommittee

Will you be delegating via a pre-recorded video? No

==Requestor Information==

Name of Organization (if applicable): Sylvite Agri Services

Name of Individual: Hugh Loomans

Preferred Pronoun: Mr

Contact Number:

Email Address: Hloomans@sylvite.ca

Mailing Address:

3221 North Service Rd suite 200

Burlington Ontario

L7N 3G2

Reason(s) for delegation request: To provide industry input into
the impact of limitations being considered to the current
trucking routes servicing the Port of Hamilton.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Friday, March 25, 2022 - 10:47am Submitted by anonymous user:
172.70.126.227 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

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

Will you be delegating via a pre-recorded video? No

==Requestor Information==

Name of Organization (if applicable): Ontario Trucking
Association

Name of Individual: Lak Shoan

Preferred Pronoun:

Contact Number: 4162497401 x. 235

Email Address: lak.shoan@ontruck.org

Mailing Address: 555 Dixon Road, Toronto, ON, M9W 1H8

Reason(s) for delegation request: OTA Feedback on Hamilton Truck
Route Review

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Friday, March 25, 2022 - 10:56am Submitted by anonymous user:
108.162.216.73 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

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

Will you be delegating via a pre-recorded video? No

==Requestor Information==

Name of Organization (if applicable): Residents of Dickenson Road

E. Committee member

Name of Individual: Gabe Pitura

Preferred Pronoun: She

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: To support the new proposed

Bi-pass on the Amended Truck Route Map

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Friday, March 25, 2022 - 11:43am Submitted by anonymous user:
172.70.130.139 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

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

Will you be delegating via a pre-recorded video? No

==Requestor Information==

Name of Organization (if applicable):

Name of Individual: John Laudonio

Preferred Pronoun:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: I would like to address the
sub-committee on enforcement.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Friday, March 25, 2022 - 11:52am Submitted by anonymous user:
172.70.38.106 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

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

Will you be delegating via a pre-recorded video? No

==Requestor Information==

Name of Organization (if applicable):

Name of Individual: Alex Matheson

Preferred Pronoun:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: To support keeping trucks off residential / rural roads in Glanbrook and offer support for the proposed future link from Hwy 6 south to the Red Hill Creek expressway

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Friday, March 25, 2022 - 11:59am Submitted by anonymous user:
162.158.126.207 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

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

Will you be delegating via a pre-recorded video? No

==Requestor Information==

Name of Organization (if applicable): Grain Farmers of Ontario

Name of Individual: Brendan Byrne

Preferred Pronoun:

Contact Number:

Email Address: ahessels@gfo.ca

Mailing Address: 679 Southgate Dr, Guelph, ON N1G 4S2

Reason(s) for delegation request: Grain Farmers of Ontario would like to take this opportunity to express support for maintaining a western connection to and from the 403 and the agricultural facilities at the western Bayfront. The closest alternate route over the Skyway would triple the distance travelled, impacting time on the road; number of trips a driver can make in a day; fuel costs; greenhouse gas emissions; unpredictable transit times resulting in more queuing at the terminal. Our organization would appreciate the space to express these concerns as a vast majority of our farmer-members will experience these obstacles.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

CITY OF HAMILTON MOTION

Truck Route Sub-Committee: March 31, 2022

MOVED BY COUNCILLOR B. JOHNSON.....

SECONDED BY COUNCILLOR.....

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.