

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