

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.

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
Tina & Duro Brajic

A solid black rectangular box used to redact the signature of Tina & Duro Brajic.