

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 re-routed 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