

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