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

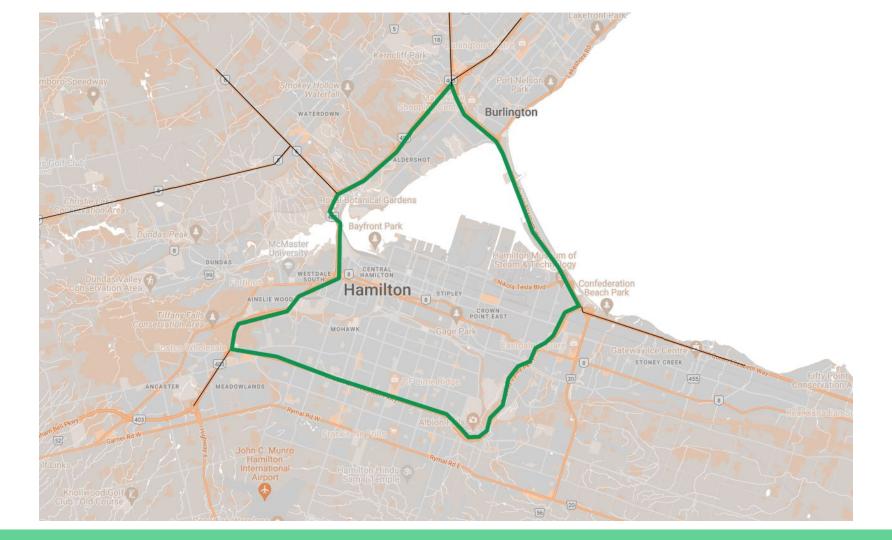
- An intersection by intersection plan for how any remaining truck routes in the downtown core will be planned to ensure maximum road user safety
- A detailed commitment, in writing, to changing the physical design of the impacted roads
- Enforcement through road design is not currently contemplated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

Comparing "sensitive land uses"

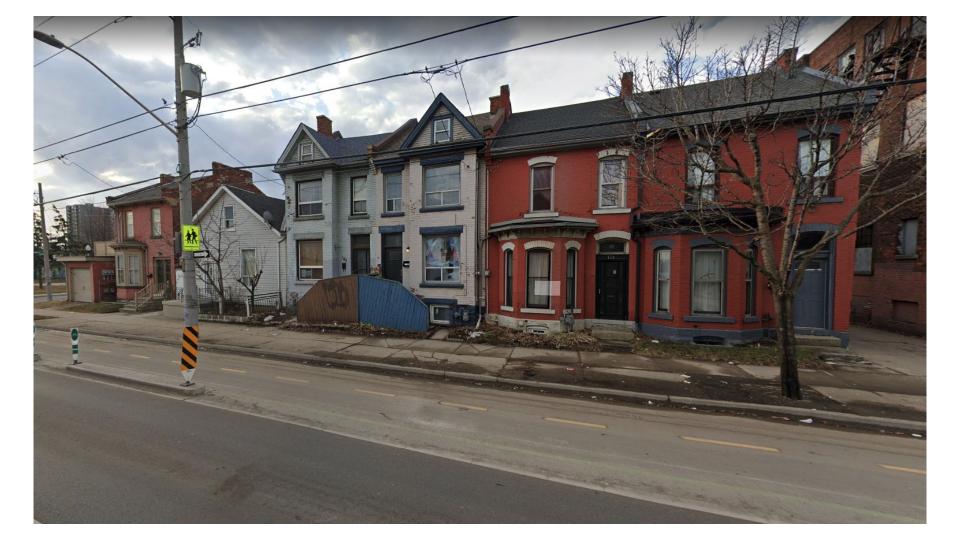
Sensitive Land Use	G	Α4	А3	A2	A5	A6	Т
Elementary Schools	0	13	18	18	18	18	135
Secondary Schools	0	6	7	7	7	7	25
Hospitals	0	1	3	4	4	4	9
Long-term / Senior Care Facilities	0	5	9	9	9	9	119
Child Care Facilities	0	37	48	48	48	48	235

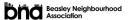
There have already been huge sacrifices

- 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 Beasley 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 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 neighbourhoods livebility. As such the BNA has advocated for a Vision Zero approach when designing streets with the goal of eliminating deaths on our shared roads.

The 2-way Cycle Track on Cannon street has positively influenced the experience for people who ride bicycles in this city and Beasley neighbourhood pedestrians, including the soutents attending Dr. Davey elementary school. Recently, the BNA used Ward 2's "Plan Load" process to advocace for safety enhancements along Cannon St. by designating the Cycle Track as a priority for new 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 cut-through traffic along the Cannon/Milson residential and commercial confidor. Also due to their loroceoling role as a location of vibrant street life, festivals, and recreation (i.e. the ninus of Cannon at James St. Nj.) Downtown's residential streets should be restricted in 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 volumes and speeds for which the Nikola Tesla Rivit LINC 403 and RHVP were designed make them the most argumeriate muses for cross-city industrial truck traffic, even if they are not always the most direct route.

On behalf of the Durand Neighbourhood Association, we are joining the Bessley Neighbourhood Association in urging the City of Hamilton's Truck Roster Subcommittee to consider the following principles when establishing the scope of the upcoming Truck Roster Review, especially that her

(2) quality of life of residents around potential truck routes be protected from the noise, pollution and

(3) existing high-volume and high-speed routes like the Red Hill Valley Parkssay, Lincoln Alexander Parkssay, Nikola Tosla Parkssay, and Highway 403 be used as primary arteries to move truck traffic around and through the City of Hamilton."

safety and security of all road users (e.g. drivers, cyclists and pedestrians) be the primary consideration when routing truck traffic;

Mars -

Sincerely.

March 2019

Sincerely.

Minted

Alberta Alber Alexandria Anderson

Karlie Rogerson

NENA North End Neighbourhood Association

March 19, 2019

On behalf of the North End Neighbourhood Association, we are joining the Beasley Neighbourhood Association in urging the City of Hamilton's Truck Boute Subcommittee to consider the following principles when establishing the scope of the upcoming Truck

(2) quality of life of residents around potential truck routes be protected from the noise,

mous truck traffic around and through the City of Hamilton.

Jon Davey - NENA Tressurer

To Whom it May Concern,

March 20, 2019

On behalf of the Central Neighbourhood Association, we are joining the Beasley Neighbourhood Association in urging the City of Hamilton's Truck Route Subcomp onsider the following principles when establishing the scope of the upcoming Truck Route Review, especially that the:

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.

Board members of the Central Neighbourhood Association

Allyson Wenzowski Chair Paul Coocutt Peter Graham Gillian Hunt Sarah Kowace Maggie Martineau Ron Rubin John Schuurman Frank Soberg

Elizabeth Ward

(1) safety and security of all road users (e.g. drivers, cyclists and pedestrians) be the primary consideration when mution to usk traffic-

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



O O O Ocorkiownhamoni

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 Beasley 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 the:

(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



Tima Hussain



March 19, 2019

RE: City of Hamilton Truck Route Review

To the committee:

On behalf of the Stinson Community Association, we are joining the Beasley Neighbourhood Association in urgin 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 the

(1) safety and security of all road users (e.g. drivers, cyclists and pedestrians) be the samp also security of a reduction (e.g., unrest, cycles and proposation) or an entrangle of the of residents around potential truck routes be protected from the noise, pollution and nuisance effects of crose-City truck traffic; and.
 axisting high-volume and high-speed routes like the Rod Hill Valley Parkway, Lincoin Alexander Parkway, Nikola Tesia Parkway, and Highway 403 be used as primary arteries to move truck traffic around and through the City of Hamilton.

attents to more than full cannot and of though the CLy of the limit. The following below the control of the con

Stinson supports Beasley's call that the master plan reflects and considers the impacts of cutthrough 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 atternative, safer, lower-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.

Sincerely,

Margue Bergoth Mergaret Bennett, Co-Chair

Mulatta Nirole Walter Co.Cheir

The Stinson Community Association

Christopher Redmond Durand Neighbourhood Association

nuisance effects of cross-City truck traffic: and

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