

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	A4	A3	A2	A5	A6	T
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**







bnd Beasley Neighbourhood Association

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 of 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 neighbourhood's quality. As such the BNA has advocated for a Vision Zero approach when designing streets with the goal of eliminating deaths or serious injuries.

The 2-way Cycle Track on Cannon street has positively influenced the experience for people who ride bicycles in this city and Beasley neighbourhoods, including the students attending St. Donny elementary school. Accordingly, the BNA used their City "Plan Local" process to advocate for safety enhancements along Cannon St. by designating the Cycle Track as a priority for 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 use through traffic along the Cannon/Wilson residential and commercial corridor. Also due to their increasing use as a location of vehicle storage, fire, and recreation (i.e. the reuse of Cannon at James St. N), Downtown's residential streets should be restricted to 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 volume and speeds for which the Nikola Tesla Blvd, LINC, 403 and 404 were designed routes from the most appropriate routes for inter-city industrial truck traffic, even if they are not always the most direct route.

Sincerely,


Aleksandra Anderson
Co-Chair


Katie Rogerson
Co-Chair



CENTRAL NEIGHBOURHOOD ASSOCIATION

March 20, 2019

To Whom it May Concern,

On behalf of the Central Neighbourhood Association, we are joining the Beasley Neighbourhood Association in urging 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:

(1) 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.

Sincerely,

Board members of the Central Neighbourhood Association

Alyson Wenczowski, Chair
Paul Coppitt
Peter Gashen
Gillian Hunt
Sarah Kovacs
Maggie MacIntosh
Ron Rubin
John Schurman
Frank Sobang
Elizabeth Ward



www.corktownhamilton.ca
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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:

(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.

Sincerely,


Tina Hussain
Chair



March 2019

To the committee:

On behalf of the Durand Neighbourhood Association, we are joining the Beasley Neighbourhood Association in urging 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:

(1) 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.

Sincerely,


Christopher Beaudoin
President
Durand Neighbourhood Association



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 Route Subcommittee to consider the following principles when establishing the scope of the upcoming Truck Route Review, especially that:

(1) 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.

Jon Dewey - NENA Treasurer



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 urging 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:

(1) 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.

The Stinson Neighbourhood Action Plan recognizes that increasing safety and viability for all road users is a paramount. We are also advocating that the city evaluate the truck route master plan considering the upcoming LRT construction and future LRT route. We recognize that all road users are likely to feel some frustration during the process. We are aware that some of the anticipated traffic delay for vehicular traffic will go through residential neighbourhoods of which Stinson is already impacted by the city's LRT planning. It is critical that we prevent truck traffic going through all residential neighbourhoods for the health and safety of everyone as we adjust to new traffic flows. Increased congestion and emissions from trucks pose an environmental and health risk that are amplified when they are in slow-moving traffic because of construction and delays. While we recognize that trucks are a part of our transportation system, we advocate for dedicated truck routes so that we can direct vehicular, pedestrian and cycling traffic along routes that will be safe.

Stinson supports Beasley's call that the master plan reflects and considers the impacts of out-through 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 alternative, safe, low-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 and speeds.

Sincerely,


Margaret Barrett, Co-Chair


Nicole Walker, Co-Chair

The Stinson Community Association

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