

Dear Mayor and Council,

I am writing on behalf of the Durand Neighbourhood Association to express our extreme disappointment (although, unfortunately, not surprise) with the proposed Truck Route Master Plan.

Essentially, in the urban areas of the city, the recommendation is to retain most major existing truck routes, despite strong opposition from residents and BIAs. This recommendation is contrary to the following City policies:

- *Being the best place to raise a child* (much of the downtown is unsafe for children due to heavy truck traffic near schools, and diesel pollution).
- *Putting People First downtown urban plan* (this document clearly puts trucks first).
- *Poverty Reduction* (the highest density of truck routes are in the poorest neighbourhoods, which is clearly discriminatory).
- *Downtown Revitalization* (incompatible when the main downtown streets are all truck routes).
- *Encouraging Walking and Active Living* (one of the PICs for the truck route master plan conflicted with the November Pedestrian Forum organized by Public Health, which shows the lack of consideration the consultants have for active living!)

The consultants clearly did not take any of these principles seriously, because whenever there was a trade-off to be made, the desire for a dense network of truck routes won out (the only exception is Barton St between Queen and Wentworth)!

I also object to the following rationale given on page 8 of the report:

It was found that removing links from the truck route system will often not decrease truck travel but merely relocate it to other nearby routes, and may increase overall travel distance and time, thereby decreasing overall road safety and contributing to an increase in air pollution.

I recently organized the Fields Symposium on the Mathematics of Transportation at the University of Toronto, and the expert traffic engineers (such as Eric Miller of the University of Toronto) all know that this "static load" argument is simply wrong. Traffic tends to increase to fill the available capacity, and changing the network to remove links can sometimes make the whole network more efficient (the well-known Braess's paradox).

There is no way that the consultants could have "found" what they claim, as no existing traffic models can simulate how traffic changes as a result of significant network changes, and they should know this!

However, the worst aspect of this justification is that Hamilton and the Province have spent about a billion dollars creating a freeway ring road system (Burlington Street/QEW/403/Linc/RHVP) that was supposed to encourage trucks to go around the City, rather than through it. The consultants seem to have completely forgotten that it is actually *desirable* to "relocate" truck traffic from residential or commercial streets to the freeways: that is what they were designed for!

I strongly urge Council to **reject** the Proposed Truck Route Master Plan, and insist that priority be given to minimizing heavy trucks transiting the City by reducing the number of truck routes, and instead to shifting heavy trucks onto our excellent freeway system.

It is time for the City to start putting people first, and to get serious about making Hamilton the "best place to

raise a child". Actions speak louder than fine principles!

Yours sincerely,

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Vice President, Durand Neighbourhood Association