

Heavy Truck Route Proposed for Milborough Line

August 23, 2021

Thank you for the opportunity to present to you today.



Who we are: RORR – Respect Our Rural Roads. Area residents on both sides of Milborough Line became concerned as details of Hamilton’s Truck Route Master Plan (TRMP) were made public. Specifically, the impact a heavy truck route (>11,000 kg trucks – the largest trucks on our roads today) would have on Concession 11E and Milborough Line. A Steering Committee was struck, 13 area residents volunteered to organize community opposition and a website was launched [Respect Our Rural Roads \(11th-milborough.ca\)](http://11th-milborough.ca) to keep concerned residents informed.

Hamilton TRMP – The Situation. To date, very limited information has been provided to the community. While Hamilton’s PIC # 1 and PIC # 2 have been completed, detailed truck volumes have not been provided, costing has not been addressed, changes to land use truck origination points have not been identified nor has a clear need been established for this major change. Over 150 local area residents have voiced their opposition to the proposed truck route through written feedback to the City of Hamilton. Many of these voices reside on the Milton side of Milborough Line.

“A gem of a rural road”. For any of the Councillors who have not had a chance to visit this section of Milborough Line, we would encourage you to do so. It is a trip back in time. A narrow serpentine road, large heritage trees with expansive overhangs, escarpment rocks and wetland habitats that pass under the road through the seasons. Many Miltonians, and specifically members of the National Cycling Centre, use Milborough Line as a part of their regular cycling route. The Vandebroek farm market, Wildhagen Greenhouse (including the restaurant and adventure park) and Traditional Forest Products (which sells sample syrup) are business enterprises that add to the unique character of Milborough Line.

What issues does this proposed heavy truck route introduce?

- **Safety.** Milborough Line is a narrow serpentine road with no shoulders, multiple blind spots, sharp curves, and 39 driveways. A daily use railway line, that has no protective gates, creates additional challenges. Farm vehicles, walkers and cyclists are common. Blowing snow from open farm fields creates large drifts that result in multiple cars hitting the ditch every winter. School buses travel the road daily causing further safety concerns for our children.

- **Environmental Concerns.** Truck volumes will drive unfavourable outcomes including, increased air pollution, noise pollution and excessive salt use in the winter months. The changes required to remediate Milborough Line into a heavy truck route would be significant. These changes would likely include deforestation, heritage tree removal, escarpment blasting and harm to species at risk. In addition, Milborough Line makes use of 'old school' corduroy roadbed construction to facilitate wetland water migration. To accommodate >11,000 kg trucks, we believe the entire roadbed would need to be re-constructed.
- **Community Concerns.** In the spring months, due to the wetlands and spring run-off, basement flooding is a frequent occurrence impacting residences along Milborough Line. Without proper wetland and spring run-off management, the risk of more pronounced flooding will increase. As well, a heavy truck route cannot be completed without multiple instances of land expropriation which, in turn, will lead to inevitable legal challenges. Affected businesses on Milborough Line are also worried about the proposed change. Forrestdale Kennels has notable concerns regarding the impact on their boarded canines. In addition, Vandenbroek farm market and Wildhagen Greenhouse see the proposed changes as negatively impacting their businesses. All these issues result in the very real concern that a heavy truck route through this highly sensitive and pristine area will have a significant impact on the value of residents' homes, properties, and businesses.

Required changes would be extreme and costly. Thus far, this presentation has focused on the changes required for the 3 km section of Milborough Line as the boundary road. In totality, when combined with the changes required for Concession 11E (as part of the City of Hamilton), the costs incurred to remediate these two roads could easily become substantial. Widening and rebuilding the roadbed for 8.7 kms of road (Concession 11E – 5.7 kms and 3.0 km - Milborough Line), widening and re-building two bridges, removing heritage trees, blasting escarpment boulders, and the land expropriation required to straighten Milborough Line, creates big questions regarding the cost benefit analysis of such a major undertaking. The City of Hamilton has acknowledged a traffic light would be required at the intersection of Concession 11E and Hwy 6 raising questions about how the province will react. As well, a proposed intersection at Milborough Line and Concession 11E will require large scale re-engineering to allow >11,000 kg trucks to make that turn. Finally, these proposed changes would take years to complete resulting in large scale daily disruptions for the 139 homes/properties/businesses that line these two rural roads. And in the end, what is the benefit to the taxpayers of Milton?

We're asking you to act. If this proposal is approved, it will irreparably change and permanently damage a pristine and unique feature of our town which makes living in Milton so special. The City of Hamilton has made no case that supports this major change. To spend multiple millions of dollars on two rural roads, when so many other critical infrastructure projects are required, is simply not good use of taxpayer dollars. **As joint owner of the road, Milton Town Council can support residents' concerns, stop the heavy truck route designation and protect this "gem of a rural road" for all Miltonians to enjoy.**

Thank you again for the opportunity to present to you today.