The Meeting was called to Order

1. **Call to Order and Introduction (Items 1 & 2)**
   Chair Mitchell called the meeting to order and invited everyone to introduce themselves including residents who were in the gallery.

2. **Changes to the agenda (Item 3)**
   The Clerk advised that copies of the revised agenda were e-mailed yesterday and hard copies have been distributed this morning and that no further changes are required.
That the Revised agenda for the September 30, 2009 meeting be approved as presented.

CARRIED

3. Declarations of Interest (Item 4)
None declared.

4. Approval of Minutes (item 5)

(a) Minutes of the December 11, 2008 Meeting (Item 3.1)

(Collins/Pearson)
That the Minutes of the April 8, 2008 meeting be approved as presented.

CARRIED

5. Process and Project History (Item 6)
Hart Solomon made a PowerPoint presentation which included the following:

- background information on the progress made to date;
- a formal environmental assessment process is being followed;
- based on the input received, staff and the consultants have prepared the three alternatives on today’s agenda;

6. Specific Concepts of Truck Routes Applicable to the Study (Item 7)
Hart Solomon made a PowerPoint presentation which included the following:

- The existing Truck Route By-law
- Definition of a truck route system;
- routes that are not truck routes will nevertheless experience truck traffic;
- if truck traffic is removed from one route the traffic will move to a similar route;
- no matter how well we prepare, unexpected complaints, etc will occur.
- Air quality issues – how best to address? keep truck traffic far away from residents or shorten driving distance?
7. Results of Consultations Held to Date (Item 8)

- Range of Input from Citizens, Stakeholder and Interest Groups
  - Public Information Centres
    - personal issues, truck routes impact quality of life
  - Technical Advisory Committee
    - trucks are necessary for commerce
  - Truck Route Sub-Committee
    - input from the 16 members of Council – issues related to their wards
  - City Staff & Law Enforcement
    - logical grid and distribution of traffic

Staff noted that a formal comment has not been received from the Chamber of Commerce.

(Pearson/Merulla)
That Dan Rodrigues who is in attendance as a representative of the Chamber of Commerce be allowed to address the Sub-Committee.

CARRIED

Dan Rodrigues indicated that the Chamber of Commerce has reviewed the alternatives and is leaning towards taking no action and endorsing Alternative 1 with the opportunity to provide additional consultative support through its membership. Dan Rodrigues noted that he is taking notes with respect to changes in Alternative 3.

(Pearson/Merulla)
That the Comments from Dan Rodrigues on behalf of the Chamber of Commerce be received.

CARRIED

8. Truck Route Network Alternatives and Key Locations (Item 9)

- Network Alternatives

  Ron Stewart made a PowerPoint presentation which explained the various alternatives being proposed as follows:

    - Alternative 1:
• the existing network would be maintained and no changes would be implemented;
• this alternative has the densest truck routes

• Alternative 2
  • based on the input received from the Ward Councillors and the public
  • this alternative has the least dense truck route network and the most removals of existing routes
  • He referred to the lists of *Alternative 2 Additions* and *Alternative 2 Removals* which are in the agenda.

• Alternative 3
  • this is the preferred truck route network;
  • developed from scratch based on defined principles;
  • consideration was given to the input from City staff, the public and the police;
  • this is the same alternative presented at the December 2008 Sub-Committee meeting;
  • evaluation methodology – explanation of the considerations taken in developing the preferred truck route system;
  • a hand-out entitled *Alternative 3 – Truck Volume Redistributions* showing current volume and change was distributed and included maps of the following areas:
    • Jerseyville Road - Existing
    • Ridge Road/Tapleytown Road
    • Nash Road
    • Garth Road/Fennell Road
    • Portlands
    • Downtown – Existing
    • Freelton
    • Upper Mount Albion Road
    • Stone Church Road
    • Hamilton Airport

(Merulla/Pearson)
That the staff presentation be received.

CARRIED

• **Specific Key Areas Requiring Discussion**

With the aid of a PowerPoint presentation and input from the Sub-Committee, the following areas were highlighted:
Sherman/Gage/Ottawa/Kenilworth

- Sergeant Michael Martin advised that the Police prefer an alternative switch between Kenilworth Avenue and Ottawa Streets;
- The Police request that Kenilworth Avenue and Kenilworth Access be put back as truck routes in order to not concentrate trucks on Ottawa Street;
- Councillor Merulla suggested deleting a portion of Parkdale Avenue as a truck route as it is close to the Redhill Valley Parkway.

Downtown Hamilton

- In consultation with the Downtown Councillors, the truck routes were originally removed from the downtown core to its perimeter;
- Removing all the truck routes from the downtown core was not feasible;
- Provided overview of which truck routes were removed.

Wilson Street, Ancaster

- A request was received from the Ancaster BIA to remove trucks from Wilson street;
- The Ministry of Transportation does not permit prohibition of trucks by signing on its highways;
- This request is not feasible because Wilson Street is a highway interchange and there is no other route to Brantford.

Airport Access

- Some of the truck route connections are being identified now;
- This process will be ongoing and will be open to fine tuning;
- Councillor Mitchell is working through the Airport Liaison Committee to address the concerns of his community;
- Dickenson Road may be the likely truck route;
- Haldimand County is not in the position to upgrade Haldibrook Road to a truck route standard;
• This matter may be addressed through Townline Agreements.

Fruitland
• This road is currently included in three different studies (SCUBE, Class EA and Truck Route) which will take some time to complete;
• In the meantime, this will be designated a part-time truck route;
• The Police confirmed that with proper signage a part time truck route can be enforced.

9. Discussion (Item 11)
Committee members discussed the following issues:

Councillor T. Jackson:
• Will the three Alternatives be presented to the public information session or will the Sub-Committee’s proposals be presented?
• He is not supportive of the Preferred Alternative and is concerned that once it is presented as such, it will be difficult to change;
• Remove Mountain Brow portion; the heavy trucks were removed along the Mountain Brow area but this suggestion has been reversed in Alternative 3;
• The Technical Advisory Committee has included the Kenilworth Access as a truck route, which he does not support - Either delete the word “preferred” from Alternative 3 or specify that it is “Preferred by the Technical Advisory Committee”;
• Or, change it to “Technically” Preferred Alternative
• Councillor Jackson requested that the Sub-Committee remove the word “preferred” by motion.

Councillor S Merulla:
• would prefer to have no truck routes;
• understands it’s not enforceable and would create east/west traffic;
• Parkdale and Nash are close to the Redhill Valley Parkway;
• remove Parkdale to Barton Street (from Barton to King)
Councillor M. Pearson:

- Barton Street has high traffic volume and removing the trucks from Barton Street would help in an emergency situation (i.e. ambulances and fire trucks)

The Committee debated the issue of identifying a preferred alternative. Staff explained that this is a formal EA process and all alternatives should be presented to the public not just one. They explained that the preferred alternative is not cast in stone and can be fine tuned at a later date. However, it is prudent to follow and EA process at this time as it may save the City money at a later date if a reconstruction of a road is required as a result of this study.

(Pearson/Collins)

(a) That the Truck Route Sub-Committee supports the three alternatives and that all three be forwarded to the public consultation process;

(b) That the term “preferred” be explained clearly in a couple of extra sentences.

CARRIED

10. Other Related Issues (Item 10)

- Permissive Signing System
  
  Staff indicated that they are supporting a permissive signing system because:
  
  - it is less expensive;
  - A Prohibitive system is of little use because the truck has already turned the corner and would result in a proliferation of signs;
  - It is something that is visible to the residents but has little value in controlling truck traffic.

Councillor C. Collins:

- a permissive system would still have hot spots – i.e. Eastgate Square
- certain streets become hotspots – residents say the system isn’t working
• Would agree to a permissive system if the flexibility could be included to allow prohibitive signs where there are hotspots or where petitions are submitted by residents;
• Prohibitive signs exist in the former City of Stoney Creek and they are effective.

Hart Solomon advised that the MTO manual is clear that the City should use one system or the other. He would consider grandfathering the ones that are in existence but would not add any additional ones. Another possibility is to use a permissive sign with a straight up arrow. Prohibitive signing requires two signs which could be confusing.

Sergeant Michael Martin indicated that it is better to use one system.

Staff agreed to take the suggestions under advisement and research whether they are feasible and present a report with a formal recommendation respecting this issue at a future meeting.

• Engine Brake Signing

Hart Solomon advised that standardized engine brake signs are virtually impossible to enforce – a Police Officer is required to stop the vehicle, a MTO inspector is required to inspect the vehicle and the noise also needs to be monitored.

Staff are currently reviewing where such signs can be used and will prepare a policy and asked that the Sub-Committee provide input.

Councillor Pearson indicated that although the signs cannot be enforced they are valuable as information and requested they be placed where truck routes abut residential neighbourhoods. Also, information regarding engine brakes can be provided through the media, posted at the Municipal Service Centres and be included with the tax bill.

Councillor Collins asked that the signs be placed where requested by the communities. Also, they should be placed on the Redhill Valley Parkway. They exist on Centennial Parkway and he does not believe that they are problematic if placed in hot spots.

(Pearson/Collins)
That staff prepare a policy regarding where engine brake signs can be used and present it to the Sub-Committee for consideration at a future meeting.

CARRIED

11. Other Business (New Item)

Chair Mitchell noted that truck drivers have been receiving tickets on the Linc for driving in the left hand lane which is the only safe place to avoid traffic from the exits and entrances to the highway.

Sergeant Michael Martin indicated that trucks (as all vehicles) are to remain in the right hand lane unless they need to pass. This is according to the Highway Traffic Act. When truck drivers see a merge, they should move but to continuously travel on the left lane because it is convenient is not allowed. He suggests that the Officers giving the tickets are probably responding to complaints.

12. Next Steps (Item 12)

- Direction/Approval to Present Alternatives to the Public
  See motion in Item 9.

- 4 Public Information Centres (Fall 2009)
  Dates not known as yet.

13. Adjournment (Item 13)

(Pearson/Merulla)
That the meeting be adjourned at 11:40 a.m.

CARRIED

Respectfully submitted,

Councillor David Mitchell, Chair
Truck Route Sub-Committee

Ida Bedioui
Legislative Assistant
Truck Route Sub-Committee
September 30, 2009