



(Check against delivery)

Daniel Rodrigues
Chair, Transportation Committee
Hamilton Chamber of Commerce
May 21, 2010

His Worship Mayor Fred Eisenberger & other members of Council
&
Hamilton City Staff

Initiated in 2005, the City embarked on a review of the existing Truck Route Designated routes within the City of Hamilton, driven mainly by changes in the manufacturing sector and the introduction of the Lincoln Alexander Parkway, Red Hill Valley Parkway, re-routing of Highway 6 south, and planned growth of the Business Parks through the GRIDS 'nodes and corridors' adoption.

The process in which to review the Truck Route included public consultation, with participation largely attended by the residential community concerned about the negative impacts of truck traffic within their neighborhoods. Also included in the process were representatives from the trucking industry and the Hamilton Chamber of Commerce, as representatives of the business industry. City staff and hired consultants worked with Councilors and groups alike to arrive at a proposed Truck Route network. On March 29th, members of staff met with various stakeholders and manufacturers who operate oversized load transportation, which expressed concern on the 'process', specifically the planning of roundabouts on a designated Truck Route road.

Given the complexities that the Consultative approach presented, these were handled with the greatest of professionalism by City Staff and the Consultants. Members of the Transportation Committee were pleased to see that Staff had done a thorough job, given the parameters that they were placed within. Despite an obvious omission of an "Origin-Destination Survey" to be completed, by the time April 26th had arrived, it appeared that an acceptable Truck Route Network had finally been reached, subject to Committee approval.

[Recipient Name]

May 26, 2010

Page 2

It was at this meeting that recommendations were introduced by various Councilors to alter the preferred proposed Truck Route Network in response to citizen concern alone, and absent of business or user input. Immediate concern was raised by Chamber members and members of the trucking and business industry alike.

On May 17th the Convention Centre hosted the 3rd Economic Summit wherein delegates were introduced to initiatives aimed at job creation and economic development. Included in the day was a segment on Transportation Infrastructure Business Opportunities, led by Robert Pritchard, President and CEO of MetroLinx. Mr. Pritchard was joined by Bob Armstrong (President, Supply Chain & Logistics Association of Canada), and Demetrius Tsafaridis (Chair, McMaster Institute for Transportation & Logistics & Chair-elect, Hamilton Chamber of Commerce).

Hamilton is recognized as a gateway, with our deep water marine port; our international airport and expanding business park; our rail connections with CP & CN linkages both with lower and upper locations in our City; and, road connectivity to the major highways – all setting the stage for Hamilton to lead the Country as a major multi-modal gateway.

The position of Hamilton as a major gateway was supported through the McMaster Institute for Transportation & Logistics (MITL) Gateway Study published in the summer of 2009. MITL's work and contributions to the future of transportation networks within the GTHA has garnered them projects for MetroLinx, Hamilton Port Authority, Tradeport International, as well as other industry users who are looking to capture data in advance of policy recommendations.

Under the current Truck Route recommendations, including the additional changes purposed on Aril 26th, assumptions of all truck movement affected by closures or alterations to the existing network are being made without supporting research to validate the effects of truck route changes. Utilizing MITL's data collection capabilities would assist the City in arriving at objective conclusions in the classifications of the road network versus the current subjective assumptions.

To further assist in arriving at a sound Truck Route Network, expansion or reevaluation of the truck route definitions would encompass some of the concerns raised by residents on the risks involved for those mixed use/populated streets. The current recommendations were developed on existing parameters, which hold risks of impacting developing solutions that other communities incorporate into their truck route solutions (like small vehicle freight deliveries for core areas, or designated 'through' routes versus 'local' routes). With the work of MITL, adaptations like these could be reviewed and tested accordingly before recommendations are brought forward for approval.

[Recipient Name]

May 26, 2010

Page 3

Therefore, the Chamber would like to recommend that City Council, via the Public Works Committee:

1. Table the proposed recommendations until such time as City staff can conduct a proper 'cause and effect' data study on the proposed changes incorporating a comprehensive "Goods Movement" study tool, such as the model developed by MITL ; and
2. Specifically, the added changes introduced on April 26th should be similarly tabled pending such review as they carry no specific measurable targets to ascertain whether a 'closed' truck access (like the Kenilworth proposal) should be maintained/altered/continued as they may impact on goods movement.

Thank you for your time and support in this request.

Sincerely,

A handwritten signature in cursive script that reads "Daniel Rodriguez".

Daniel Rodrigues

Additional Attachments:

- *Truck Route Master Plan Study, Public Information Centre #1*
- *Policy Truck Route Recommendation (Chamber Board Approved)*