



City of Hamilton  
Truck Route Master Plan Study  
Public Information Centre Series  
#2

Meeting Summary

Tuesday, June 17 - Thursday, June 19, 2008  
7:00 – 8:30 p.m.  
Hamilton, Ontario

September, 2008



This Public Information Centre (PIC) summary report was prepared by Lura Consulting. Lura is providing third-party facilitation services as part of the City of Hamilton's Truck Route Master Plan Study. This summary captures the key discussion points raised during the PIC. It is not intended as a verbatim transcript of comments received. If you have any questions or comments regarding the summary, please contact either:

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## 1 About the Public Information Centres

The second series of Public Information Centres (PICs) for the City of Hamilton's Truck Route Master Plan Study took place over three evenings, from Tuesday June 17 to Thursday June 19, 2008, and ran from 7:00 p.m. – 8:30 p.m. The PICs were convened by the City of Hamilton and their Consulting Team: IBI and McCormick Rankin. The meetings events were managed and facilitated by Lura Consulting,

The general purpose of the PICs was to provide the public with an update on the progress of the study and provide an opportunity for input and feedback on truck route issues and possible solutions. Specifically, the purpose was to:

1. Describe the purpose of the Truck Route Master Plan study, and its objectives;
2. Describe the work plan, and study schedule;
3. Describe the consultation process;
4. Discuss the City's existing truck route philosophy/approach;
5. Review some previously reported truck route issues;
6. Describe preliminary results; and
7. Receive input on current and potential truck route issues in the City of Hamilton.

The PICs were held in three locations across the City of Hamilton:

- Flamborough Municipal Centre, 163 Dundas Street, Waterdown (June 17);
- Glanbrook Municipal Centre, 4280 Binbrook Road, Binbrook (June 18); and
- Stoney Creek City Hall, 777 Highway 8, Stoney Creek (June 19).

In total, 53 members of the public registered at the PICs.

Section 2 of this report provides an overview of the meeting format. Feedback received is summarized in Section 3. The project's next steps are listed in Section 4. Appendices A, B, C and D contain the agenda, comment form, display boards, and the list of participants, respectively.

## 2 Format of the PICs

The PICs were facilitated by Barry Randall of Lura Consulting. Each meeting began in an open house format at 7:00 p.m. During the open house portion of the meeting, City staff and members of the project team were available to discuss the project with PIC participants. Maps were provided for participants to note issues or areas of concern and provide route suggestions.

At 7:15, Mr. Randall welcomed the participants to the PIC, described the meeting's purpose, and introduced the City of Hamilton's project representative. The City project staff were represented by Mr. Hart Solomon, Manager, Traffic Engineering and Operations, on the evenings of June 17 and 18, and by Mr. Gary Kirchknopf, Senior Project Manager, on June 19 (both from Traffic Engineering & Operations, Public Works Department). Mr. Solomon and Mr. Kirchknopf briefly described how this project fits within the City's other transportation and planning projects and stressed the importance of the public's feedback on this project.

Mr. Ron Stewart of IBI Group presented information about the project, including the purpose, feedback received to date, background information on truck routes, and next steps for the project. Following Mr. Stewart's presentation, Mr. Randall facilitated a question and answer session, which was then followed by the resumption of the open house.

Participants were each given a copy of the agenda and a comment form. The comment form asked for feedback on issues, hotspot areas and possible solutions.

### **3 Summary of Feedback Received**

#### **3.1 Overview**

The following summarizes the main themes raised.

- Suggestions for specific roads or routes to be used for truck routes or for specific truck routes to be removed;
- The need for coordination between the Truck Route Study and other relevant traffic studies, for example the Waterdown/Aldershot Transportation Master Plan projects and the Niagara-GTA Traffic Corridor study.
- Ensuring the safety of both vehicular and pedestrian traffic;
- Nuisances due to truck traffic, such as noise or vibrations;
- The impact of truck routes on quality of life and property values;
- The need for efficient routes for trucks, including those carrying oversized or agricultural loads (e.g., allowing ease of access to the Hamilton Port Lands, providing routes for farm equipment or livestock cargo, and the timing of traffic lights); and
- Enforcement of speeding trucks and of trucks travelling on routes that prohibit truck traffic.

Key routes of concern include:

- Millgrove Side Road;
- The east/west routes through Waterdown (in particular, any roads that may be used for quarry truck traffic);
- Brock Road;
- Whitechurch Road;
- Nebo Road and
- Fruitland Road.

Specific issues and areas of concern for each PIC are described in more detail in Sections 3.2 to 3.4 below.

#### **3.2 Flamborough Municipal Centre, June 17**

The sections below summarize the feedback received at the PIC held on June 17 at the Flamborough Municipal Centre. Eighteen residents attended the PIC, along with members of the project team and council representatives. The feedback was received through 10 comment forms submitted and through discussions between participants and the project team. A summary of the Question and Answer session is also provided below.

### 3.2.1 Hot Spots of Concern and Possible Solutions

The meeting participants identified their primary hotspots of concern and, in some cases, possible solutions. These hotspots of concern and solutions are summarized in the table below.

	<b>Hot Spots of Concern</b>	<b>Possible Solutions</b>
1.	Concession 4 – Flamborough and proposed new east/west route for the Waterdown-Aldershot Transportation Master Plan	Quarry trucks should use the expanded Highway 6 and be prohibited from using the new east/west route.
2.	Concession 4, between Brock Road and Highway 6 (if it becomes a truck route, it would then become a quarry truck route, which could possibly become a social disaster	Remain a non-truck route with enforcement.
3.	Campbellville Road	Should be a truck route from #6 to Burlington
4.	Haldibrook Road	Should be a truck route
5.	Gore Road	Should be a truck route
6.	Westbrook Road	Should be a truck route
7.	Concession 5 W from #6 to #8	Should be a truck route
8.	Whitechurch Road. from #6 to the County Line	Should be a truck route
9.	The roundabout west of Binbrook	Remove the roundabout
10.	<p>Millgrove Side Road and Millgrove Road</p> <ul style="list-style-type: none"> <li>• Truck traffic has increased since lights installed and signs taken down.</li> <li>• Trucks are coming down southbound illegally</li> <li>• Millgrove Side Road has become a shortcut to bypass Clappisons Corner and go to Highway #6</li> <li>• Noise of trucks</li> </ul>	<ul style="list-style-type: none"> <li>• (5<sup>th</sup> Concession to #6) Should remain a truck route northbound only</li> <li>• For short-term improvements through the summer, more police and more ticketing of illegal traffic</li> <li>• Keep all through trucks on provincial highways</li> <li>• Change accessibility to Millgrove Side Road</li> <li>• Penalize bad driving habits through enforcement</li> <li>• Build bypass off Brock Road to Highway #6 (see Figure 1)</li> </ul>
11.	<p>Brock Road between Highway 5 and Regional Road 97</p> <ul style="list-style-type: none"> <li>• Safety concerns, as road is also used by school buses and residents</li> <li>• Used as a trucking route and a back-up in case Hwy 6 is closed</li> <li>• Is a residential 2-lane road, with deep ditches and no shoulders</li> </ul>	Reduce speed limit to 60 km/h and enforce it

12.	<p>Waterdown</p> <ul style="list-style-type: none"> <li>• 80% of traffic through Waterdown on a Friday evening are not residents</li> <li>• Traffic gets backed up from Evans Avenue up to Centre Road on Dundas Street</li> <li>• Highway 6 in Waterdown gets swamped if there is a problem on Highway 403 between Brant and Highway 6</li> </ul>	<p>Speed up east/west route currently being studied, implement without waiting for things to get worse</p>
13.	<p>Safety issues for trucks turning onto Highway 6</p>	<p>Need stoplights to give trucks time to turn onto highway</p>

Participants also suggested new roads for truck routes or routes that should not be used for trucks. These include:

- Opposing views on whether or not the proposed new arterial road north of Parkside from #6 to #5 east of Waterdown should be used as a truck route;
- New roads linking 5<sup>th</sup> and 6 Concession roads to reduce truck traffic on Millgrove Side Road (see Figure 2).

Figure 1: Participant's suggested route to address truck traffic on Millgrove Side Road.

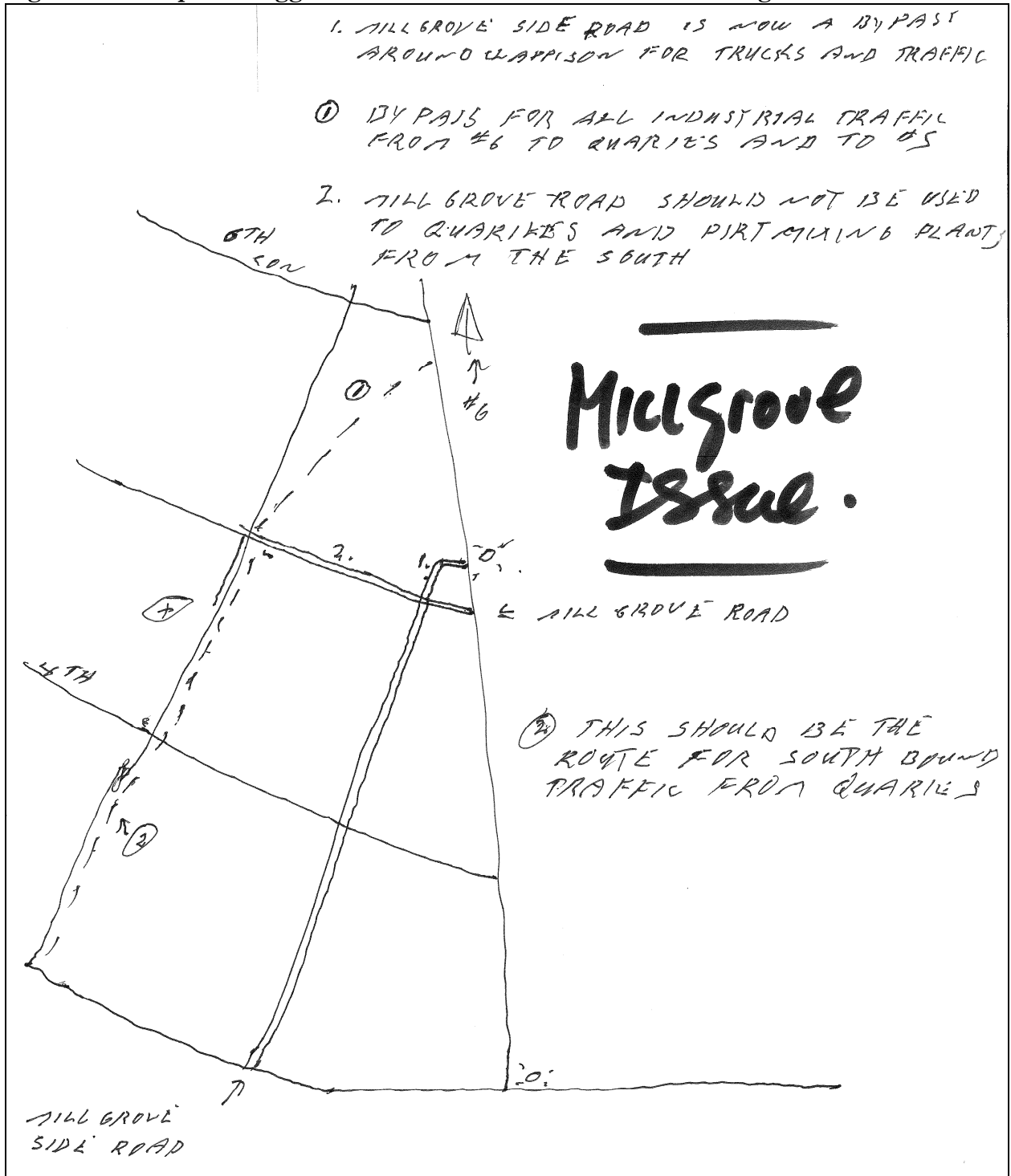
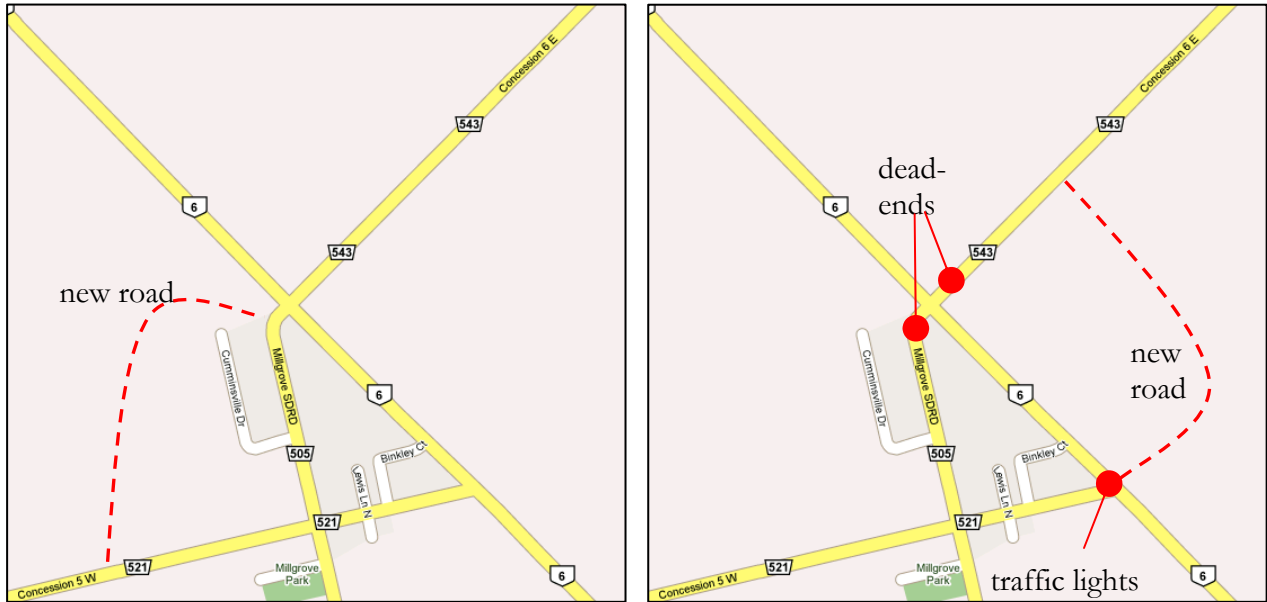


Figure 2: Options suggested by participant for reducing truck route traffic on Millgrove Side Road



Map source: Google Maps

### 3.2.2 Other Issues and Comments

Other issues of concern include:

- How the east/west bypass in Waterdown will be used before the route is approved (urgent need to know whether the Waterdown bypass is to be a truck route or not).
- Impacts on township roads if the system in Hamilton is changed.
- Highway 6 bypass south of Puslinch to Highway 401 – approval is imminent.
- Whether gravel trucks from quarries are limited to certain truck routes through agreements on haul routes.
- The need to allow for the movement of agricultural and livestock trucks in rural areas, since people do not want them on the “Linc” or Rymal Road.
- Increased truck traffic expected since quarry has approval to expand (quarry trucks may go the most direct route to the 407 despite the truck route system).
- Whether the route from Boundary Road to Wellington is permitted (may lead to issues between the City of Hamilton and Wellington County jurisdictions).
- The quarry expansion, Rossel Road north of the 407 and IBP (new proposed road by Highway 6 beside the 401).
- Increased truck traffic in Carlisle.

Other comments and suggestions included:

- All traffic, including trucks, will always look for the fastest, easiest, safest route possible.
- F-plated trucks should be exempted when on business.
- You can’t prohibit the use of “Jake brakes”.
- Safety is always a priority.
- There is no such thing as too many trucks on a truck route road.

- Posted speed limits should reflect common sense rather than emotion. Unless they are enforced, then they are a farce.
- The Environmental Assessment for the Highway 6 bypass near Morriston is completed (currently waiting for Minister to decide on implementation).
- The new Waterdown-Aldershot East-West bypass should not connect at Concession 4 and Highway 6.
- Truck routes are needed along 5<sup>th</sup> Concession to Highway 8, along Concession 8 and along Westbrook Road.
- A truck route is needed for livestock from Haldibrook Road to Highway 6 and Glentyre Road.
- Concession 4 is unfit and unsafe for trucks.

### **3.2.3 Question and Answers**

Question (floor): In Flamborough, there are two or more large quarries. Can quarry trucks travel on any truck route? Or do they have to have a special route established?

Answer (project team): Yes, assuming they are carrying a legal load. The floor is 4500 kg, ranging from a cube truck to a semi.

Question (floor): If the east/west route in Waterdown is designated a truck route, will it become a corridor that the quarry trucks will be able to use? I thought they had to have approval for the Dundas quarry. I was not aware that they could be on any route.

Answer (project team): The St. Mary's quarry is still in its approval process. A condition is that a traffic plan be submitted. A lot of ministries and municipalities are involved in the assessment, which includes addressing trucks from proposed quarries and looking at changes resulting from the quarry. Only once it has been submitted to the City's satisfaction will the quarry be allowed. The assessment will use information from this project as well.

Question (floor): Do they have the permission in their conditions to use the route?

Answer (project team): It's not finalized yet. But it would not be a part of this truck route study. It's part of a different assessment in the quarry approval process. How it will be enforced is to be decided, it may be through annual reviews. They would be a need to maintain certain levels of standards, and penalties could be invoked. But it's not through the normal truck route enforcement process.

### Comments

- You can't prohibit the use of "Jake brakes" on trucks, because safety is the priority.
- Gore Road and West Brook should be open to traffic, as they are the only way to get to other municipalities.
- Get rid of the roundabout in Binbrook, as it is not good for through traffic.
- Millgrove Side Road, from 5<sup>th</sup> Concession to Highway 6, should be a truck route northbound, not south, so you can get across using a left-hand turn.
- There should be an arterial road north of Parkside from Highway 6 to Highway 5 east of Waterdown. That would be a logical route for trucks and through traffic.
- Truck routes have to allow trucks to move quickly and easily with safety as a high priority.
- Speed limits should reflect common sense rather than emotion. They need to be enforced or they are a farce.

Question (floor): Would a bypass past Brock Road going north to the Concession, work?

Comment (floor): It was talked about and there was willingness for the City to buy the land, but the money was not there.

Answer (project team): Not familiar with the option discussed (agreement to discuss offline, rough map presented).

Comment : Trucks on Millgrove Side Road are going through illegally. The road is used as a bypass. There should be a sign saying it's not a truck route north on #5. Trucks should go up through #6 on provincial routes. The trucks going south on #6 should be ticketed.

Comment : Trucks are trying to keep on Brock Road but south of Concession. Trucks would have to go on Millgrove Road for a bit, and then go to the 6. I'm not sure of the geography or who owns it. But it would be a way of saving Millgrove Road.

Question (floor): Waterdown is looking at an alternate road east/west. It may not be built until 2011. How will that affect the decision on truck routes?

Answer (project team): We need to look at the network that exists now and anticipate proposed changes to the road network. The problem is that the processes in place deal with current issues, not the future. We will have a proposed network, and will also look at changes in the shorter term.

Question (floor): When we asked the Waterdown project team if the east/west route will be designed as truck route, they did not provide a clear answer. But when you look at the design, the setbacks look like a truck route. It's a Catch 22 situation – whether the route is a truck route or not influences the comments the public would give. The period for public comment in Waterdown closes in September, and the public won't be able to comment if the decision about its status is not made until the fall.

Answer (project team): If we have a good idea on what Waterdown Road will look like, then we can include it. If it's just preliminary discussion, then it's hard to include it. But if we have a design, we can include it in the assessment. In general, all roads are designed for trucks to drive on them, because they are all legal networks. Putting in truck route is more an issue of volume, rather than design.

Comment (from floor): We realize that, but people are saying they don't want trucks on Dundas or in the downtown. It feels like the public is being blocked.

Question (floor): Can truck routes combine permissive and restrictive systems?

Answer (project team): It's a bad practice. We want to stick to one or another system. There are some distinct advantages with the permissive system. It's simpler and gives truckers information in advance. You can use it at problem intersections, and use redundant signage. It says you are on route, and that you can't move off of it. A restrictive sign on a road is too late, because a truck is already on the route. It's better to have sign in advance 100 m of intersection. But there are some left over signage from pre-amalgamation.

Question (floor): There is currently a study by the Ontario Ministry of Transportation (MTO) on the Niagara-GTA corridor. Are there representatives from MTO and the City of Hamilton on this study? Are the studies being coordinated?

Answer (project team): There is a technical committee that includes an MTO representative, and we are aware of the Niagara-GTA study.

Question (floor): Doesn't a roadway have to be built differently to accommodate truck weight?

Answer (project team): No. There are distinct limits in the Highway Traffic Act, where you have to have permits for over-weight trucks. The Act sets out how roads must be designed to accommodate trucks and buses. There may be some roads that are older, and may have some seasonal issues. Part of this study will be to help assess the loads that roads will need to take, and if corners need to be redesigned.

Question (floor): Also, the public needs to know how the roads will be used. They knew how Red Hill and other roads would be used. The City should have an idea of how the Waterdown east/west road will be used.

Answer (project team): We need to check with the Waterdown team to see how firm they are and how they think the road will be used.

Question (floor): The next public meeting for the Waterdown/Aldershot project is next week. It would be good to know if that road would be a possible truck route, so the public can make appropriate comment.

### 3.3 Glanbrook Municipal Centre, June 18

This section summarizes the feedback received at the PIC held on June 18 at the Glanbrook Municipal Centre. 27 residents attended the PIC, along with members of the project team, the City of Hamilton, and council representatives. The feedback summarized below was received through 14 comment forms submitted and through discussions between participants and the project team. A summary of the Question and Answer session is also provided.

#### 3.3.1 Hot Spots of Concern and Possible Solutions

The meeting participants identified their primary hotspots of concern and, in some cases, possible solutions. These hotspots of concern and solutions are summarized in the table below.

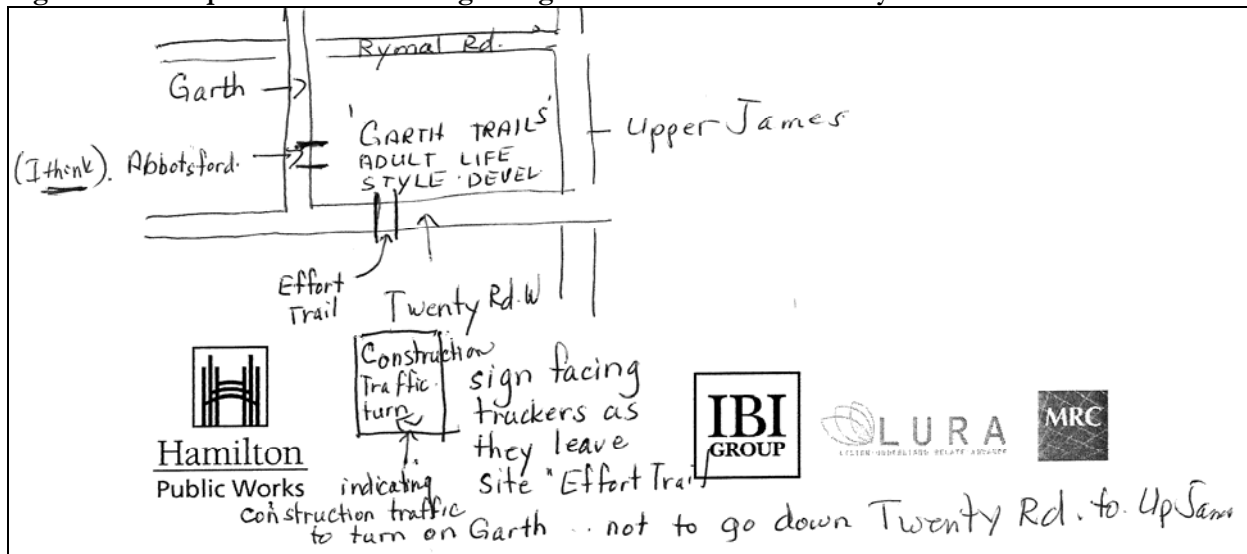
	Hot Spot of Concern	Possible Solutions
1.	Rymal Road, the "Linc", and Haldibrook Road	Turn into truck routes, since they are east/west routes
2.	Illegal truck traffic on Binbrook Road and Whitechurch Road (no enforcement)	<ul style="list-style-type: none"> <li>• Keep trucks off, since it is a heavy residential area with no sidewalks and a traffic circle.</li> <li>• Move truck traffic to Haldibrook Road.</li> <li>• Increase enforcement</li> <li>• Larger "no truck" signs</li> </ul>
3.	Binbrook Town Centre	No heavy trucks
4.	Whitechurch Road <ul style="list-style-type: none"> <li>• "No trucks" sign removed and has not been replaced</li> <li>• Not made to handle truck traffic</li> </ul>	<ul style="list-style-type: none"> <li>• Install a "no trucks" sign</li> </ul>

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5.	Highway 6 to Glover Road by way of Twenty Road <ul style="list-style-type: none"> <li>Steel trucks are bypassing Highway 53 at midnight and later</li> </ul>	Use highway 53 or the “Linc”
6.	Very few truck routes are left in Glanbrook	Use the roads that were built for them, such as Haldibrook and Whitechurch.
7.	Traffic circles on 56	Add another lane or sidewalks
8.	Haldibrook Road as a truck route	Add lights at Highway 6
9.	Enforcement of violations by trucking companies that regularly travel on non-designated routes	<ul style="list-style-type: none"> <li>Educate companies on approved truck routes</li> <li>Test truckers on knowledge of routes</li> <li>Implement policy of strict enforcement</li> </ul>
10.	Unsafe practices (e.g., not stopping at intersections) on high volume routes, such as Westbrook and golf course roads	<ul style="list-style-type: none"> <li>Install video camera</li> <li>Fine people who don’t stop</li> <li>Suspend licence of people who speed through intersection</li> </ul>
11.	Heavy trucks on Nebo Road (in March-May 2008, transport trucks were going by every 15 minutes)	<ul style="list-style-type: none"> <li>Make Nebo Road a dead-end street (cut off at Dickenson by the horse farm)</li> <li>Convert the old railroad to a highway, if feasible</li> </ul>
12.	Twenty Road West (Mt. Hope) between Upper James and Glancaster Road – Large trucks are using Twenty Road instead of Rymal Road, from the “Linc”, the 403, etc to gain access to Upper James (#6 Hwy)	<ul style="list-style-type: none"> <li>“No trucks” sign to deter truckers</li> <li>Use Garth St. to Twenty Road. to Upper James</li> </ul>
13.	Use of Twenty Road. from Caledonia and other streets to access “Linc” and Hwy 403, despite there being a “No Truck” sign at the intersection of Twenty Road West and Upper James	<ul style="list-style-type: none"> <li>Enforcement</li> </ul>
14.	Garth Trails Adult Lifestyle Development on Garth St. and Twenty Road. (see Figure 3) <ul style="list-style-type: none"> <li>Construction vehicles are instructed to use Twenty Road. to gain access to site</li> <li>Truckers leaving by Effort Trail don’t always use Garth, many choose Twenty Road to Upper James</li> </ul>	<ul style="list-style-type: none"> <li>Speak with Garth Trails developer regarding trucks using Rymal Road and Garth St. for entering and exiting site</li> <li>Use Abbotsford if possible</li> </ul>
15.	Intersection at Whitechurch Road. and Nebo St. – Too many trucks at this intersection, where Bell Stone School is located	
16.	Keeping trucks off residential and agricultural roads	Prevent short cuts (especially through county roads) and ensure they stay on highways or designated routes

17.	Ticketing of trucks travelling off of truck routes to reach commercial heavy truck repair shop (police seem to be unfamiliar with “Shortest truck route” rule)	<ul style="list-style-type: none"> <li>• Improve communication with police (tickets are issued based on local priorities).</li> <li>• Purchase orders and manifests indicating shop as destination should be respected by police.</li> </ul>
18.	Nebo Road. from Dickenson to Whitechurch – not a truck route, too many illegal trucks	<ul style="list-style-type: none"> <li>• Improve enforcement</li> </ul>

**Figure 3: Participants’ Illustration regarding Garth Trails Adult Life Style Centre**



### 3.3.2 Other Issues and Comments

Other issues and comments noted include:

- More truck routes and roads are needed.
- More enforcement is needed, whatever routes are chosen. Routes in Binbrook are ignored.
- Regular maintenance in primarily residential areas, which have designated truck routes.
- Restricted truck access on main commuter roads, for example Westbrook Road.
- Limit the type of cargo that can pass through residential areas (e.g., hazardous cargo).
- Absent sidewalks in areas where school buses are picking up children. For example, many parts of Twenty Road do not have sidewalks.
- Hidden driveways on Upper James.
- Speeding trucks along Whitechurch Road, which has elderly people and handicapped children walking on it.
- Unsafe shoulders on Whitechurch Road.
- Impact on value of property, and if the City is prepared to make concessions for resale of properties on truck routes.
- Provide bigger “no truck” signs on Nebo Road.
- Nebo Road needs repairing, as it is being crushed by the big trucks.

- Coordinate truck routes with neighbouring townships.
- If the Truck Route plan includes Whitechurch Road., Nebo Road and Highway 56, then the quality of life in those areas will decrease due to increased truck traffic.
- Ministry has noted that Whitechurch Road is not a highway grade road.
- Concern that the development to the north of Nebo Road will result in a change in its designation but in no changes to the road itself (road is too narrow and unsafe for truck traffic).

### **3.3.3 Question and Answers**

Question (floor): One solution includes police enforcement. Will the city try that? In my area, police ignored trucks. Does the City contact police?

Answer (project team): The City does it irregularly. It's better for residents to contact the police directly. Police will attend tomorrow's PIC. The City contacts the police when complaints are received, but traffic is a lower priority in community policing.

Question (floor): Sergeants ignores the issue. One sergeant said the shoulders are not wide enough for police to stop them. Once the master plan is in place, who will enforce?

Answer (project team): The best approach is more carrot than stick. Try to make route attractive to truckers so you do not have to rely on enforcement.

Question (floor): Will you be taking down restrictive signs?

Answer (project team): Currently the City of Hamilton mostly has permissive signs now.

Comment (floor): If you don't have enforcement, it won't work. Truckers need a stick.

Question (floor): We don't have sidewalks out here. How to correct that problem? How is Hamilton going to provide safety?

Answer (project team): We can build safety into the truck route plan

Question (floor): Suppose people on my road don't like the plan?

Answer (project team): The next round of consultation will ask for your comments on the plan itself. After that, you can go to Councillor Mitchell and City council.

Question (floor): So we have one voice against the rest on council?

Answer (project team): If the City does not have any truck routes, then trucks can go anywhere. The City needs a sensible plan. It's not just about the downtown. It's a strategic look at the whole package, rather than piecemeal.

Question (floor): If you choose a road, will you change the grading of the road?

Answer (project team): Part of the assessment is the suitability of each road, considering its volume, if signage is required, the medium versus long solutions (e.g. by-pass). The plan needs short and long terms solutions.

Question (floor): What recourse do we have as citizens with trucks off route?

Answer (project team): Help us make it right. We want trucks to stay on the routes.

Question (floor): Whitechurch Road has no side walk, the "Linc" is not being used, and further development is planned. Whitechurch Road should not be a truck route.

Answer (project team): Council has approved that road for a local farm. Please record your comments on the comment sheets. We have the challenge to coordinate with our neighbouring municipalities.

Question (floor): Enforcement is not happening. Improper cargo is being hauled. For example, toxic waste was spilled on my property.

Answer (project team): That's a common challenge for any property on a route. Trucking is necessary. It's best to go through industrial and commercial routes. There is no simple answer.

Question (floor): Build up has happened ahead of schedule, and without sidewalks. Truckers are used to certain roads that are now getting built-up. The "issues map" shows all of the roads highlighted. Are there any east-west routes in Glanbrook that don't have concerns? Trucks need to go somewhere.

Answer (project team): That concern could have been identified by one person, and reflect that person's opinion.

Comment (floor): Trucks don't use the "Linc", which is designated as a truck route.

Question (floor): The system is self-enforcing, and nothing is happening. We have no recourse.

Answer (project team): The concern about enforcement can be passed on to police right away. We need to hear more about the motivation for using illegal routes. For example, identify certain traffic lights, challenges with traffic timing. We are trying to address strategic challenges. Last night was good in that specific local issues were zeroed in on.

Question (floor): What about the proposed by-pass to the Red Hill expressway? Property is being bought and houses are being torn down, for example, by Darnel Road.

Answer (project team): The North/South Trinity extension to the airport is minor. The east/west route will be discussed by the Province.

Question (floor): Regarding enforcement, I don't see the police except for issuing speeding tickets to automobile drivers. Eagle Road is not built for trucking.

Answer (project team): Both permissive and restrictive systems are equally enforceable. Truck drivers know if they are on or off route.

Question (floor): Why did you bring a "no engine brakes" sign?

Answer (project team): This is not a major part of the study, but we do get requests about this.

Question (floor): I service heavy duty trucks. What if I lose access to my business?

Answer (project team): A truck is entitled to deviate from the route to your business.

Question (floor): Truckers are afraid to come in, in case they get fined.

Answer (project team): Please write down your comment to ensure that the police are made aware that trucks are allowed to access your business.

### **3.4 Stoney Creek City Hall, June 19**

This section summarizes the feedback received at the PIC held on June 19 at the Stoney Creek City Hall. Eight residents attended the PIC, along with members of the project team, the City of Hamilton, council representatives, and Sergeant Laura Wiltshire with Hamilton Police Services. The

feedback was received through 2 comment forms submitted and through discussions between participants and the project team. A summary of the Question and Answer session is also provided.

### **3.4.1 Hot Spots of Concern and Possible Solutions**

The table below lists the hotspots of concern identified by the meeting participants and possible solutions.

	<b>Hot Spots of Concern</b>	<b>Possible Solutions</b>
1.	Fruitland Road <ul style="list-style-type: none"> <li>• Night-time traffic</li> <li>• Speeding</li> <li>• Unnecessary use by trucks</li> </ul>	<ul style="list-style-type: none"> <li>• Build the Fruitland Road bypass as proposed almost 20 years ago</li> <li>• In the interim, ban trucks during 7 pm to 7 am.</li> <li>• Constant policing during day and night</li> <li>• Provide tickets for speeds over 60 km/h</li> </ul>
2.	Police escort needed for oversized loads	<ul style="list-style-type: none"> <li>• Truck routes should take oversized loads into consideration</li> </ul>
3.	Difficult to access Hamilton Port Authority (HPA) lands	<ul style="list-style-type: none"> <li>• Need access to Port (HPA) at Eastport vicinity</li> </ul>

### **3.4.2 Other Issues and Comments**

Other issues, comments and suggestions made by the meeting participants are provided below:

- Fund new roads using development charges.
- Allow a higher speed limit on Barton Street and Highway 20 to encourage more trucks to this area.
- Provide a bypass route from Barton and Fruitland up to Highway 8 and then proceed up Mud Street.
- Need to keep longer, heavier loads out of residential areas.
- More traffic on Fruitland Road affects quality of life.
- Traffic studies need to take place throughout the four seasons.
- Heard that the police are hesitant to pull over trucks because of safety issues.
- Houses on Fruitland Road are not selling because of truck traffic.

### **3.4.3 Question and Answers**

Question (floor): Suggest that trucks go up the mountain on east side of Stoney Creek. That should be allowed in the long range plan, and from that develop the land use for the community.

Answer (project team): The opening of the Red Hill Valley Expressway is a major generator of traffic. We are here to get input. We'll record your feedback and get all the information we can, and come back with alternatives.

Question (floor): The eastern part of the mountain is opening to residential development. Routes now lead west up the hill, but there is nothing going east.

Answer (project team): There are other routes going east. The area is developing (for example, Centennial). It's not currently identified as an area to establish truck routes, but if it could alleviate pressure in existing routes, we want to hear about it.

Comment (floor): I'm a resident of Fruitland Road. We see trucks coming 24/7. Oil trucks are going along the road at night, and wake residents. It's difficult to go back to sleep if you have to be up at 5 a.m.

Councillor Pearson: We heard that the trucks are going to Taylors, but they are not going there but are passing through. If they were going to Taylors, then they should have gotten off at Arvin. We're not sure why they are taking Fruitland Road.

Comment (floor): It is an exit off the QEW. It's a natural route to still go south on Highway 8.

Question (floor): When setting up truck routes, what considerations are given to oversized loads that need to travel through the city to or from a business or the port? What considerations are given for overhead clearance? Do they have to go around for a high load?

Answer (project team): We do have some oversized loads that travel through city. There are some physical limitations that require certain routes. Rymal Road could possibly be an east/west route on the mountain that is kept to allow the transport of certain types of goods. There is a real benefit to keep some routes specifically for those conditions. Otherwise, the loads need to travel on the provincial system.

Question (floor): There are routes on the provincial roads that can accommodate loads up to 16 feet high. If a truck is going from Cambridge to the port, then they have to be able to make sure they can make it.

Answer (project team): Agreed, that is an excellent point. We have to look at the structures along the route.

Comment (floor): If a high load can get past a structure in the City, then it can take that high load anywhere on provincial roads. But if you build a pedestrian crossing over a traditional City route, then trucks will have to go around it.

Comment (floor): A lot of my questions were answered during the presentation, which dealt with farming and roads that were not designated truck routes and the "shortest distance" rule. A lot of farmers have to transport crops on roads that are not truck routes. Farmers haul from fields to the harbour to grain elevators. There is also an elevator in Glanbrook that farmers use. I was concerned I would not be able to make deliveries. For Ridge Road, I would have to go to Mud Street to get on the QEW.

Answer (project team): Are there any areas of concern when making your trips?

Comment (floor): No, but there are areas in the harbour that are hard to access. I hoped the Red Hill Valley Parkway would be better but it's not, and I have to go along Centennial. I would still have to get off at Hart Street and go through Woodford. It would be awkward for those trucks with large loads.

Question (floor): It is more common now that delivery trucks (such as from Home Depot, or the Beer Store) are tractor trailers. People are seeing tractor trailers in their neighbourhoods.

Answer (project team): We are trying to raise awareness that some trucks have the right to be there. We are trying to discern between trucks that have a right to be there compared to ones passing through.

Comment (floor): About 20 years ago, they were having an EA study on a proposed Fruitland Road bypass, but the bypass was not built. Over the past 20 years, the traffic has increased. If the City was to look at the bypass again, it would solve one of the problems, in that it would get trucks off Highway 8. There is also more development planned for this area. It is something that has to be looked at as a part of this study and the secondary process.

Comment (floor): There are truck routes that are circuitous. It's hard to get from Bay Road to the highway. There are many stoplights, which gobble fuel. Give consideration to balanced traffic lights so if trucks go at a reasonable speed, then they go straight through without having to stop, instead of impeding everyone. Some facilities are moving to outside the city so they have easier access to the highway, and the jobs go with them.

Answer (project team): Fewer signals would be nice, but they are needed for safety. Some areas have good timing, but some timing going north and south is broken. Since the Red Hill Valley Parkway has come online, traffic dynamics have changed. The City will be doing another study to look at traffic light timing.

Question (floor): The timing will change greatly at different times of the year. If the seaway is closed, then the roads have a different volume. There is less traffic in winter, and more in summer.

Answer (project team): The counts take place throughout the year. We understand that there are different volumes.

Comment (floor): When we purchased our home on Fruitland Road, we bought it because it was supposed to be a cul de sac. A study was done that recommended that alignment. Fruitland Road was to be removed from truck routes. But this did not happen because the allocated monies were used elsewhere. The Fruitland route was not built for trucks, and residents have been fighting this battle for 20 years. Because of the vibrations from trucks, I have replaced my windows twice, my doors are uneven, glasses shatter. I have an issue with the shaking, because I have significant property damage due to the vibrations. The time of day limit does not come into play. Also, over 70% of vehicles are going 120 kph, but it is 50 kph zone.

Question (floor): With respect to trucks speeding, does the police or the Department of Transportation deal with that?

Answer (project team): The police enforce speed limits. The ministry looks at the safety of the vehicles themselves, such as their tires, brakes, etc.

Comment (floor): I was told that the police don't pull trucks over because it is not safe to do so.

Sergeant Wiltshire: I am not aware that police don't pull trucks over because there is not the space. We do try to foresee where we can pull them over safely. We do have a project in place for Fruitland Road. We are aware the road is a problem and that it is a speeding zone area. We have an officer for that area. With respect to trucks, it is a Truck route and so we can't keep them off, but we can do speed enforcement. We have a speed watch program that has a huge sign that clocks speed and displays it for the driver to see. We will put it on Fruitland Road throughout the year. The Ministry has a program in the works where trucks will have a device installed that sets the trucks' maximum

speed at 105 kph. This will not affect Fruitland Road where the limit is 50 kph, but it will help in other areas.

Question (floor): What is speed limit on Fruitland Road?

Sergeant Wiltshire: It is 50 kph. If it is not marked, it is 50 kph in the City of Hamilton. On 50 kph roads, there are some spans where the speed limit goes up to 60 kph.

## **4 Next Steps**

The project team's next steps will include completion of the Complete Route Attributes and Assessment process. Using the results of the assessment process and feedback from the PICs and the technical advisory committee, the project team will develop a Recommended Truck Route System. A final round of Public Information Centres will be held in Fall 2008 to present and discuss the recommended Truck Route System. After feedback from that round of PICs has been incorporated, the recommended plan will be taken to Council for endorsement. Once Council endorses the plan, the City will implement the preferred plan.

## **APPENDIX A**

### **Agenda**

## Public Information Centre 2

### AGENDA

<b><u>Tuesday, June 17, 2008</u></b> 7:00 p.m. – 8:30 p.m. Flamborough Municipal Centre, 163 Dundas Street, Waterdown, ON	<b><u>Wednesday, June 18, 2008</u></b> 7:00 p.m. – 8:30 p.m. Glanbrook Municipal Centre  4280 Binbrook Road Binbrook, ON	<b><u>Thursday, June 19, 2008</u></b> 7:00 p.m. – 8:30 p.m. Stoney Creek City Hall  777 Highway 8 Stoney Creek, ON
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**Purpose:**

- To provide an update on the project to the public, including area “hot spots”
- To present preliminary concepts for the Truck Route Master Plan
- To discuss preliminary concepts

7:00 p.m. Open House  
7:15 p.m. Meeting Purpose - Facilitator, Lura Consulting  
Welcome and Opening Remarks – City of Hamilton  
7:20 p.m. Presentation– Ron Stewart, IBI  
7:30 p.m. Question and Answer Period  
8:30 P.M. ADJOURN



## **APPENDIX B**

### **Comment Form**

**Public Information Centre**

**COMMENT FORM**

**Contact Information (Optional)**

Name:

Affiliation/Organization:

Address:

E-mail address:

**Would you like to be added to our mailing list? (Please circle)** Yes No

<b><u>Tuesday, June 17, 2008</u></b> 7:00 p.m. – 8:30 p.m. Flamborough Municipal Centre, 163 Dundas Street, Waterdown, ON	<b><u>Wednesday, June 18, 2008</u></b> 7:00 p.m. – 8:30 p.m. Glanbrook Municipal Centre  4280 Binbrook Road Binbrook, ON	<b><u>Thursday, June 19, 2008</u></b> 7:00 p.m. – 8:30 p.m. Stoney Creek City Hall  777 Highway 8 Stoney Creek, ON
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**Purpose:**

- To provide an update on the project and the process to the public
- To review truck route issues and possible solutions identified to date and to describe preliminary results
- To receive public input on current and potential truck route issues in the City of Hamilton

**To provide additional comments or for more information:**

City of Hamilton Public Works  
Attn: Gary Kirchknopf, Senior Project Manager

Tel: (905) 546-2424 ext. 7217

Fax: (905) 540-5926

Email: [trafaa@hamilton.ca](mailto:trafaa@hamilton.ca)

Web: [www.hamilton.ca/traffic](http://www.hamilton.ca/traffic)

To fulfill Environmental Assessment Act requirements, we will maintain your comments on file for use during this Study and may include them in Study documentation. With the exception of personal information, all comments received will become part of the public record. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*.

**Identified Issues and Alternative Solutions**

1. Thinking about the types of issues and possible solutions that have been identified, are there other types of issues or solutions that should be considered?

2. What are your primary Hot Spots of concern (e.g., truck route issue areas), and what possible solutions would best address them?

Hot Spots	Possible Solutions

---

**3. Are there any Hot Spots missing from the list? If so, please describe them, and indicate what possible solutions would best address them.**

Hot Spots	Possible Solutions

***Additional Comments***

Please provide any additional comments you have on any aspect of the City of Hamilton Truck Route Master Plan study.



***Thank you for attending -- How did we do?***

Please fill out the evaluation form below to let us know how we did. .

**1. Overall, were you satisfied with the Open House? (Please circle)**

Very  
Satisfied

Satisfied

Somewhat  
Satisfied

Dissatisfied

Very  
Dissatisfied

**2. How did you find out about today's PIC? (Please circle)**

Newspaper

Website

Notice

Other: \_\_\_\_\_

**3. What did you like or find most useful about this PIC?**

**4. What suggestions would you make to improve this PIC?**

**5. Do you have any other comments on the PIC?**

**THANK-YOU FOR PARTICIPATING!**

PLEASE RETURN COMPLETED WORKSHEETS ON YOUR WAY OUT.

**Thank you!**

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## **APPENDIX C**

### **Display Boards**

# Truck Route Master Plan Study



- **The purpose of this Public Information Centre is to:**
  - **Describe the purpose of the Truck Route Master Plan study, and its objectives;**
  - **Describe the work plan, and study schedule;**
  - **Describe the consultation process;**
  - **Discuss the existing truck route philosophy;**
  - **Review some previously reported truck route issues;**
  - **Describe preliminary results; and**
  - **Receive your input on current and potential truck route issues in the City of Hamilton.**

**Your comments are essential to adequately identify problems and develop feasible and effective solutions.**

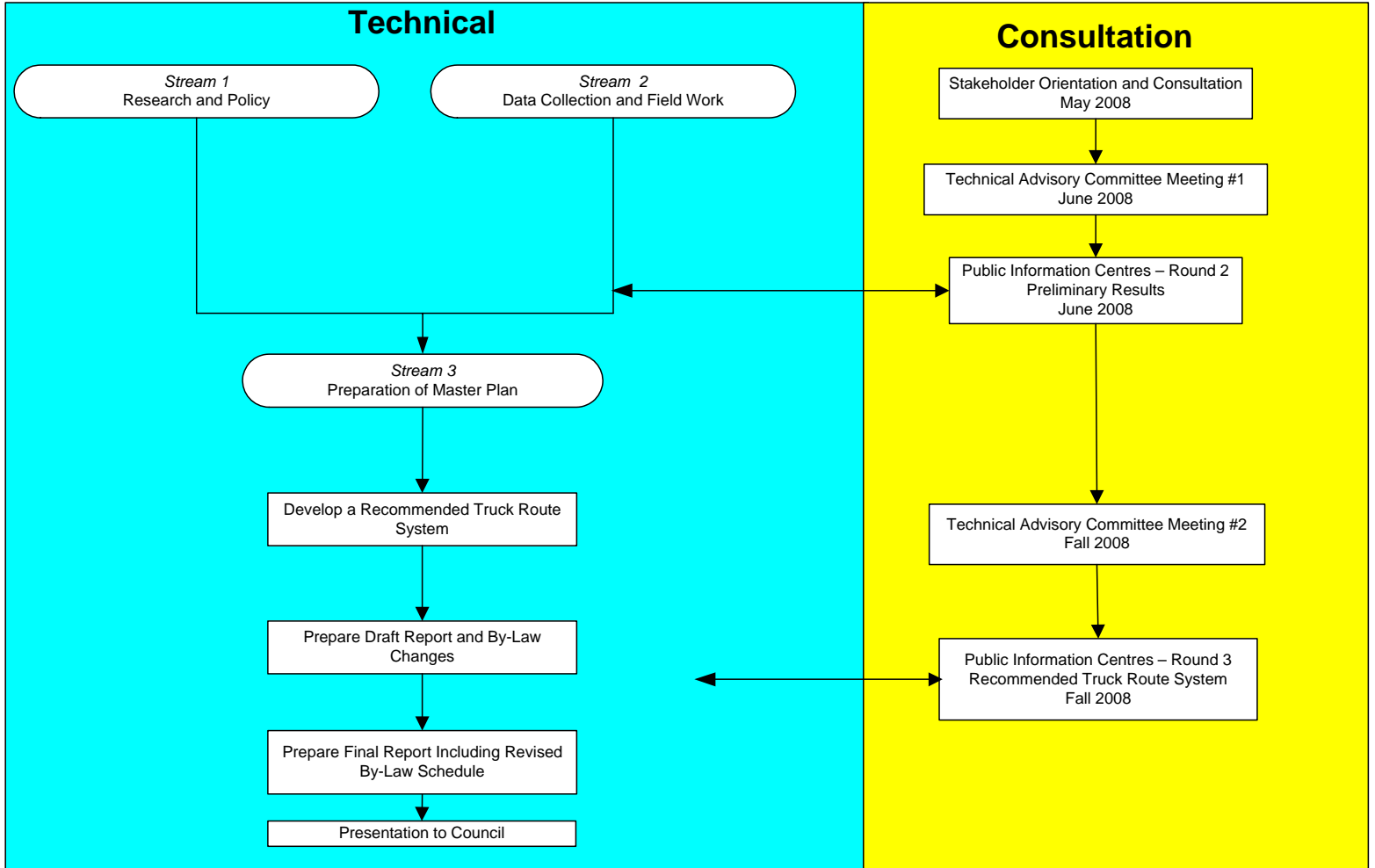
**Important: No decisions have been made at this time. We need your input before proceeding with developing some alternatives.**

- **Goods movement is a major part of the economy of the City of Hamilton**
- **This study was initiated to develop a comprehensive Truck Route Master Plan for the City of Hamilton that will review the following issues:**
  - **Hamilton is a major transportation centre**
    - **Major port**
    - **Air cargo hub**
    - **Road and rail routes serve busy transportation corridor**
  - **Economy needs efficient movement of goods that is safe and minimizes the impact on the environment and the community**

- **The Truck Route Master Plan Study will investigate alternative solutions and select a plan that responds to stakeholder views, and that strives for equity among residents and industry.**
- **The study is to be carried out according to the guidelines set out for Municipal Class Environmental Assessments (EA). The EA process ensures that a reasonable range of alternatives are considered and that the public and other stakeholders have sufficient input into the decision process.**



Work Plan Flow Chart



## ■ Three Approaches

### ➤ Technical Advisory Group

- Key industry stakeholders

### ➤ Public Information Centres

- Orientation Session
- Preliminary Results
- Recommended Truck Route System

### ➤ Web Consultation

- To gather input on areas of concern, and to receive comments on draft truck route network throughout entire study



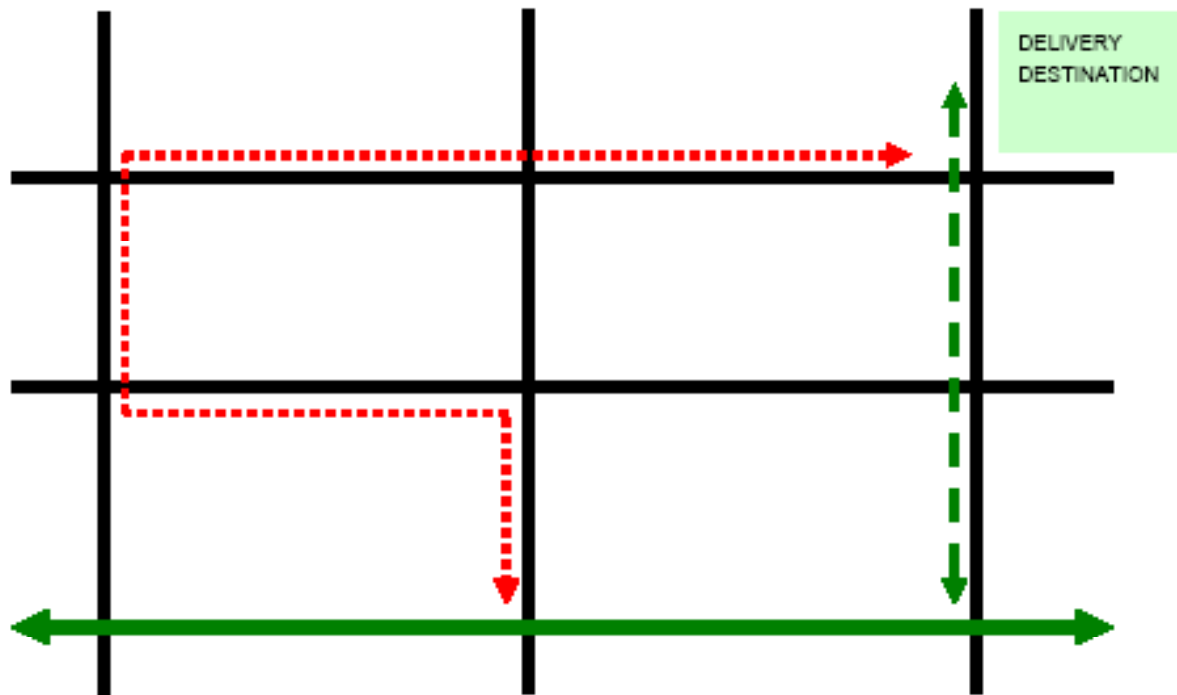
# Existing Truck Route Network

- Based on a vehicle weighing greater than 4500 kilograms (5 tons)
- “Permissive” approach to regulating movement of commercial vehicles, as opposed to “Restrictive”
- Identifies the roads on which truck movements are permitted
- Some “time of day” restrictions
- Some “time of year” restrictions
- Some routes limited to specific users
- Compliant with provincial regulations



- Trucks are permitted on any road which is on shortest route from origin or destination to closest truck route
- There will always be some truck traffic on all roads

## PERMISSIBLE TRAVEL FOR LOCAL DELIVERY



# Issues Identified By Public (Part 1 of 2)

TRUCK ROUTE MASTER PLAN  
STUDY  
Public Information Centre Round 2  
June, 2008

- **Close to 60 issues identified**
- **Distributed throughout urban, suburban and rural areas**
- **Categorized by type**

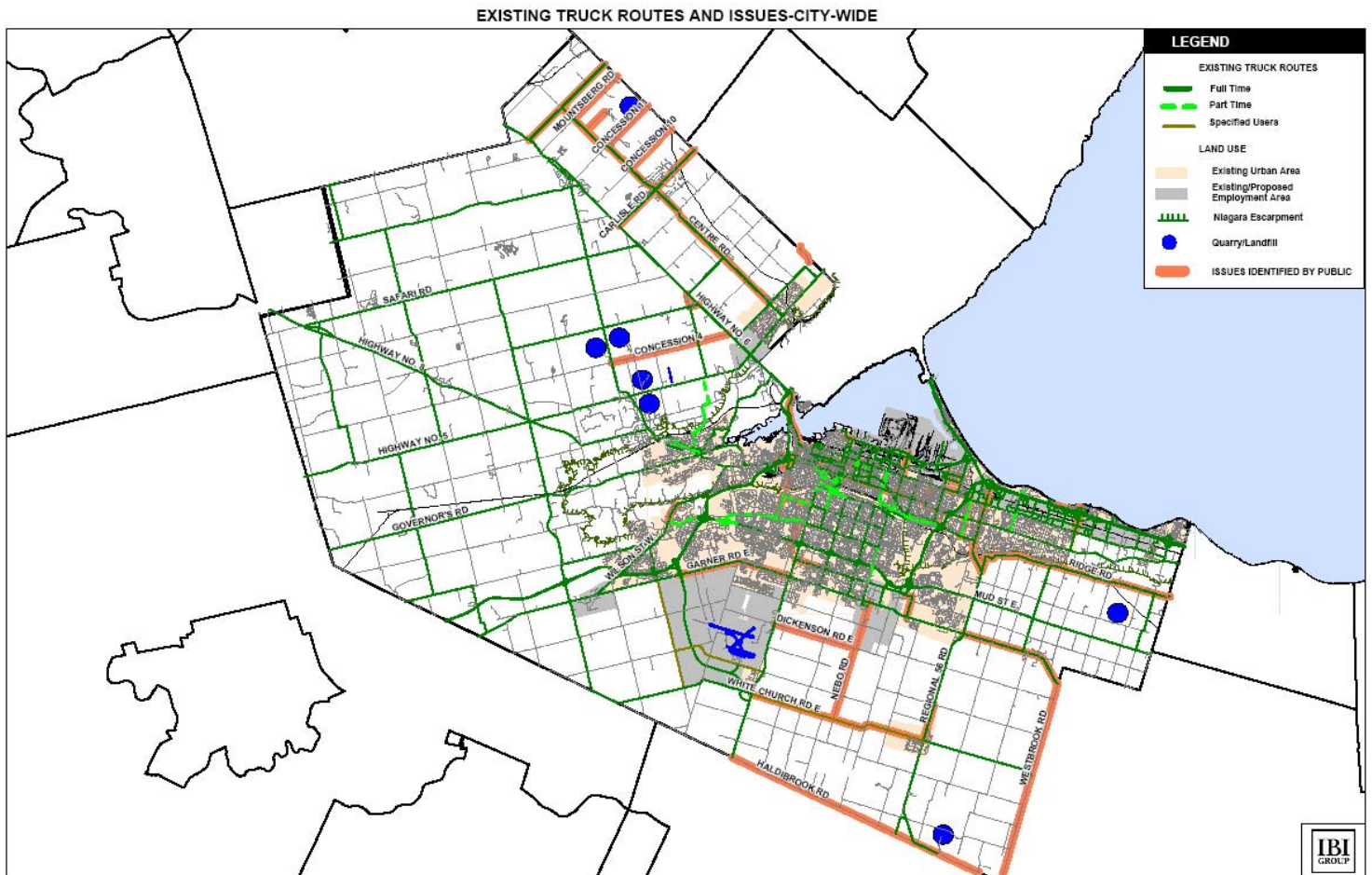
TRUCK ROUTE ISSUES RAISED BY THE PUBLIC JUNE 16 2008	
CLASSIFICATION	DETAILS
Lack of Truck Route	The Eastern border with adjacent Niagara region has some gaps in truck routing
Road Not Suitable for Trucks	Campbell Ville Road (north of Hwy. #6) – Extensive pavement cracking
	Mount Albion Road fly-over bridge – Bridge is not suitable to accommodate heavy trucks
	Milborough Town Line Road – Boundary Road (large number of trucks on substandard pavement conditions)
Environmental Concerns	Network-wide – <i>Clean Air Hamilton</i> has identified the local impacts of trucks as an area of air pollution concern under their 2008 Strategic Plan, and would like to provide information and comments on air quality and health concerns
	Centennial Parkway (King Street to QEW) – Prohibit use of engine brakes
	Queen Street North – Trucks (travelling south from Barton Street) cause houses to shake, lots of noise
	R.H.V.P. – Prohibit trucks on the Parkway during the overnight period (e.g., midnight to 6 AM)
	Downtown Core – Re-evaluate downtown truck routes (intersection of Cannon Street W at Bay Street N), trucks cause buildings to shake
Too Many Trucks on Legal Route	Barton Street, Queenston Road, and King Street (R.H.V.P. – Parkdale Avenue) – Heavily congested with truck traffic
	Campbellville Road/Highway 6 – Many trucks use these roads as a by-pass of Highway 401
	Centennial Parkway (King Street to Queenston Road) – Too many trucks
	Centennial Parkway (Ridge Road to QEW) – Garbage transfer trucks
	Fruitland Road (Hwy. # 8 – northerly) Residents complaining, to many trucks on this legal route?
	Garner Road/Rymal Road – Used as by-pass of Highway 403 and “Linc”
	Lakeview Dr. (North Service Road) – Too many trucks on this legal truck route
	Regional Road # 20 (east of Upper Centennial to City Limit) – complaints regarding too many trucks on this route
	Rennie Street – Too many trucks on this legal truck route
	Stone Church Road (Upper James Street – Upper Gage Avenue) – Too much truck traffic through residential area
	Ridge Road – Too many trucks on this legal truck route
	Burlington Street – Keep trucks off the street
	Stone Church Road (Upper James – Upper Wellington) Too many trucks on this truck route
Review Alternate Route	Barton Street (Victoria Avenue to Sherman Avenue) – Business Improvement Area, remove truck route
	Innovation Park (between Paradise Road and Frid Street) – Remove truck routes
	Main Street (Dundurn Street to Victoria Avenue) – Remove truck routes
	Nash Road (King St. to Barton St.) Part time Truck Route, residents were promised review to remove status upon opening of the R.H.V.P.
	Ottawa Street – Business Improvement Area, remove truck route
	R.H.V.P. – Request to direct eastbound truck traffic onto Mud Street instead of Dartnall or Trinity Church to Rymal
	Upper Mount Albion Road (Stone Church Road – Rymal Road) – Residents want it moved to Pritchard Road
Main Street (Hamilton downtown) – ban all trucks (non local delivery)	

# Issues Identified By Public (Part 2 of 2)

TRUCK ROUTE ISSUES RAISED BY THE PUBLIC JUNE 16 2008	
CLASSIFICATION	DETAILS
Too Many Trucks on Illegal Route	Concession 4W – high number of illegal trucks from Hwy. # 6
	Dickenson Road (Upper James Street – Nebo Road) – No truck routes
	Glow Avenue – residents complaining of the high number of illegal truck movements
	Haldibrook Road – Boundary Road (legal truck route in Haldimond, not in Hamilton)
	McMaster University Area (Sterling, Forsyth, Dalewood, Haddon, King St. W. – illegal truck movements)
	Millgrove Side Road – One-way truck route to Hwy. # 6 signal (many illegal truck movements)
	Montgomery Drive and Old Dundas Road – Illegal trucks using these streets as alternative to Wilson/Main West (during construction)
	Nebo Road (Dickenson Road – White Church Road) – Illegal trucks using road
	Princess St. (between Sherman and Birch) – illegal truck volumes using as a short cut to by-pass Barton Street
	Sanatorium Road – residents complaining about illegal truck traffic
	Scenic Drive – residents complaining of the high number of illegal truck movements
	Strathearne Avenue (Barton – Britannia) complaints regarding illegal truck traffic
	West 5 <sup>th</sup> Street from Rymal Road to Fennell Avenue – high number of illegal trucks
	Westbrooke Road – Boundary Road (legal truck route in Niagara, not in Hamilton)
White Church / Binbrook Road (Hwy. # 56 – Hwy. # 6) – designated in by-law as “Specified Users” – Police will not enforce, residents complain of the high number of illegal trucks	
Safety Concerns	Queen Street North – Find an alternate truck route since many children play on the street
	Greenhill Avenue – Request to have trucks banned from using R.H.V.P. ramps at Greenhill Ave. (residential area), reroute to King Street interchange and Quigley Road
	Lawrence Road – Ban trucks from travelling through this residential area
	Dundurn Street (from Chatham Street south to its end) – Keep trucks off Dundurn due to congestion and elementary school
	Regional Road # 56 (Cemetery Road – Guyatt Road) – School zone
	Ridge Road (Airport Road, White Church Road, Binbrook Road, Haldibrook Road) – keep rural truck routes separate from rural bike routes
	White Church Road and Nebo Road – School at intersection
Traffic Operations	There are multi modal issues related to the Aberdeen hub
	Centennial parkway and King Street – Need advance southbound left turn phase
	Upper James Street and Stone Church Road – Truck parking at Tim Horton’s impedes traffic
	York Boulevard – underused truck route

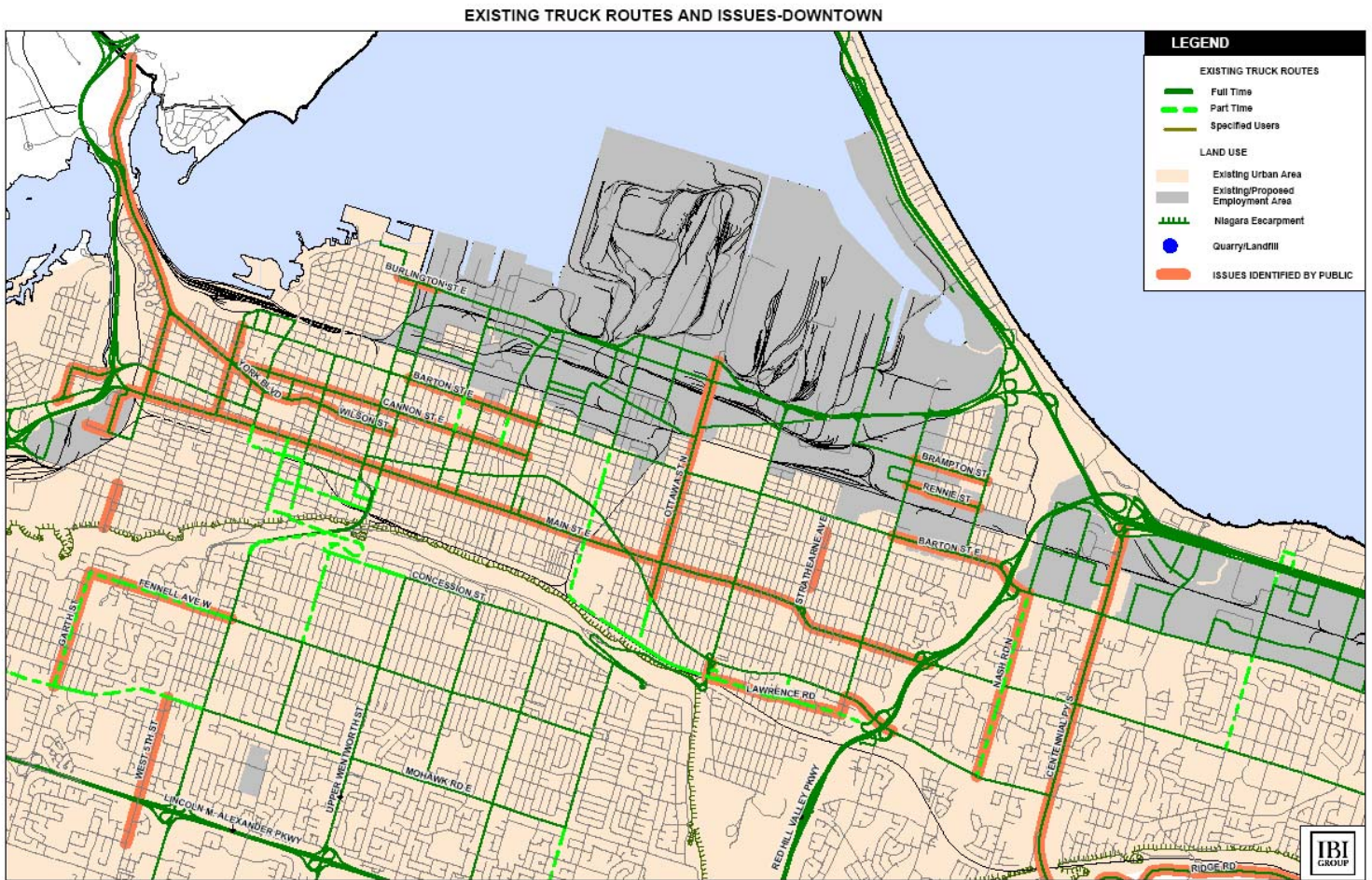
# Issues Identified By Public – City Wide

- Issues identified by the public are distributed throughout the City of Hamilton

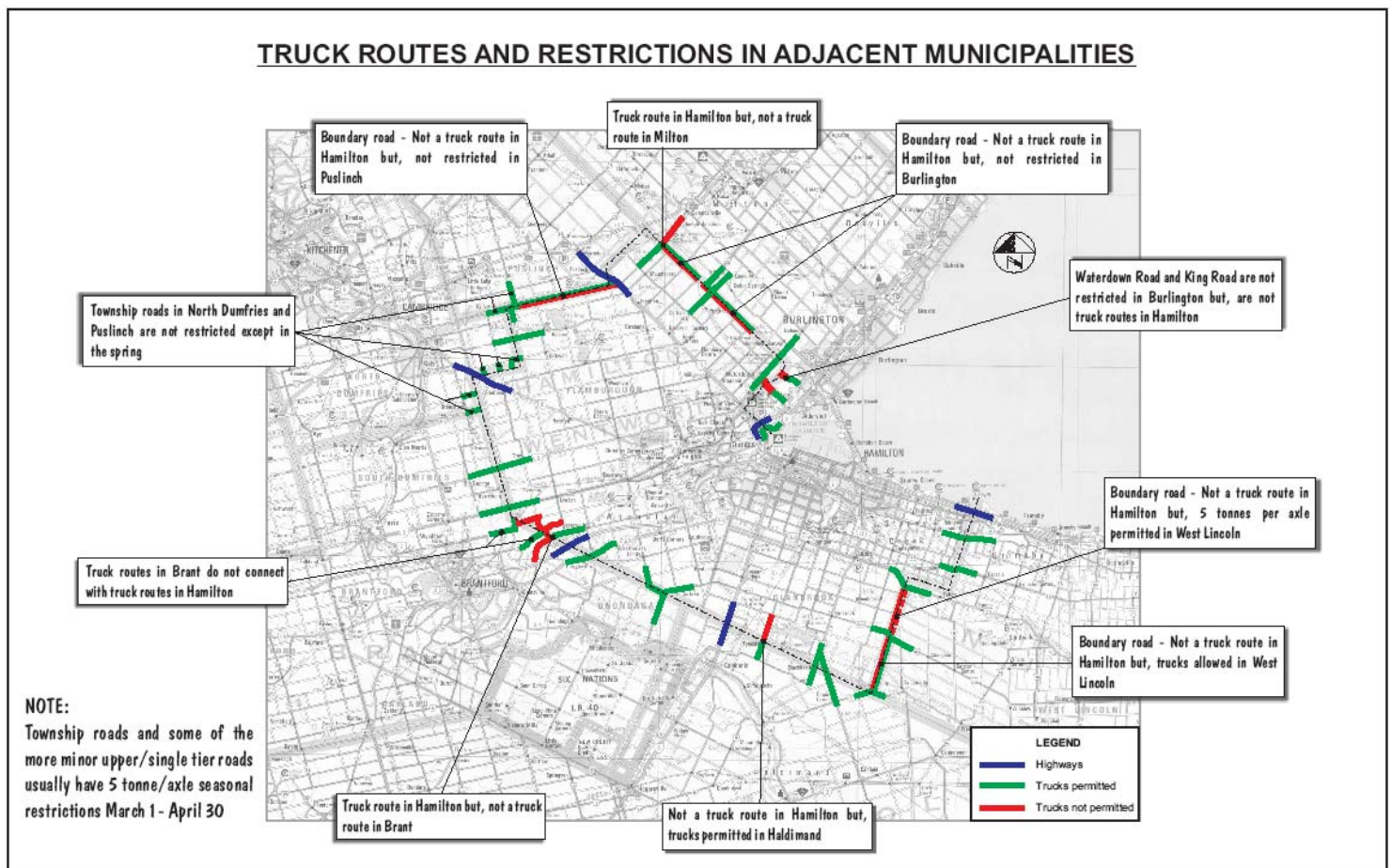


# Issues Identified By Public - Downtown

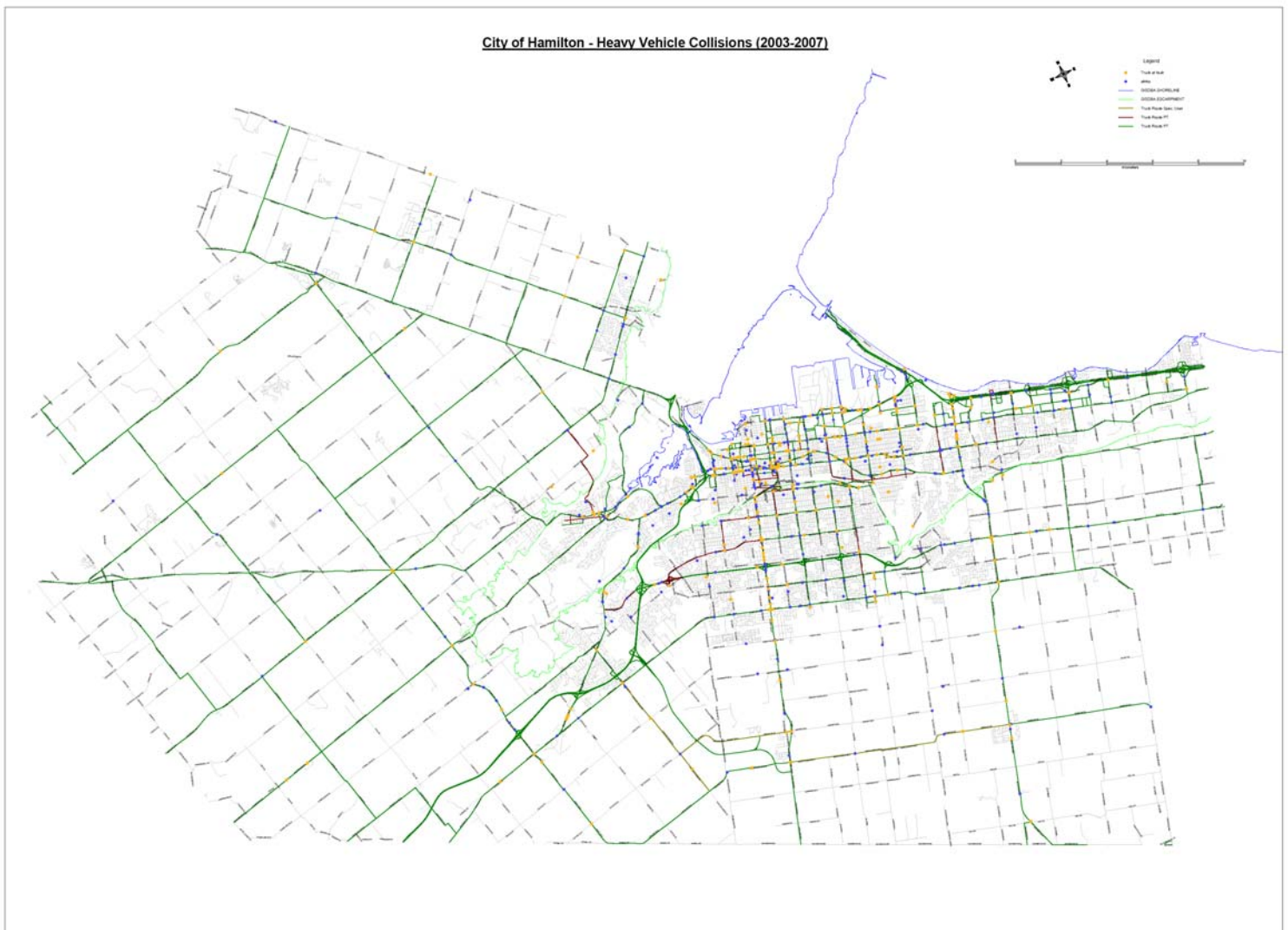
- Need to serve the port, industrial areas and downtown businesses, while maintaining a good environment
- Issue raised about “through” trucks travelling through downtown



- **Truck route decisions in adjacent municipalities affect the Hamilton Truck Route network**



- **Collision reports will be reviewed to identify any specific safety issues**



- **Assessment process will be performed for all issues identified by stakeholders – the public, and employers/industry**

## *Type of Issue*

Too many trucks on illegal route

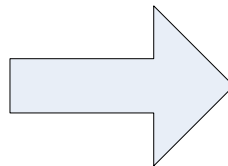
Too many trucks on legal route

Safety concerns

Road/intersection design concerns

Circuitous truck route

Lack of truck route



## *Possible Solutions*

Time of Day Restriction

Increase enforcement

Remove link from truck route


Add new truck route

Improve road/intersection design

Build new road

Change land uses






# Where are we going from here?

- 
- **Complete Truck Route Assessment process**
  - **Based on input from PICs and further investigation, develop a Recommended Truck Route System**
  - **Hold final round of Public Information Centres in Fall 2008 to present and discuss Recommended Truck Route System**
  - **Take recommended plan to Council for endorsement**
  - **Implement preferred plan**

# We Want to Hear From You!

TRUCK ROUTE MASTER PLAN  
STUDY  
Public Information Centre Round 2  
June, 2008

These panels outline possible directions for the City of Hamilton. We would like to know what you think about the ideas presented here. There are four ways to participate:

-  Speak to a representative at this public information centre
-  Complete one of our feedback forms here today
-  Visit our website at [www.hamilton.ca/traffic](http://www.hamilton.ca/traffic)
-  Click on "Truck Route Study"
-  Arrange a meeting with our staff

Gary Kirchknopf  
Senior Project Manager  
Phone: 905 546-2424 ext. 7217  
Email: [trafaa@hamilton.ca](mailto:trafaa@hamilton.ca)

**\*\*Thank you for contributing to the City of Hamilton's future\*\***

## APPENDIX D

### Participant List

Name	Organization/Affiliation
<b><i>June 17 - Flamborough Municipal Centre, 163 Dundas Street, Waterdown</i></b>	
Bob Wheildon	Gamsby and Mannerow Limited (Township of Puslinch)
Tom Sutton	St. Thomas RC Church Waterdown
Shirley Vaughan	Retired
Steve Oliver	Parkside Drive Citizens Group
Ken Audziss	City of Hamilton Mayor's Office
Jim Shaw	Mayor's Office
Tara Arabian	
Gary Tansley	Force
Rosalyn Vanderboon	
Vanessa Grupe	City Planning
Dianne Cornish	Flamborough Review
Alex Mastrokalos	
Harry Nicholson	
Roy Lyons	Resident
Tony Onufer	
Lori and Ken Brims	Resident
Sylvia Renshaw	City of Hamilton
Andrew Palumbo	Dufferin Aggregates
Ralph Kessler	Resident
Gerald Weninger	Resident
Dorothy Markle	
Rick Breznik	
<b><i>June 18 - Glanbrook Municipal Centre, 4280 Binbrook Road, Binbrook</i></b>	
Thom Potter	
Jaquie Tyler	
Dennis Mitchell	
Carole Stickney	
Sylvia Renshaw	City of Hamilton
Pat Davidson	Resident
G Smith	De Amalgamation
Bob Butrym	
Leanne Cunliffe	
Ashley Young	
Ross Davidson	
Charles and Olga LeClair	
Peggy Young	

CITY OF HAMILTON TRUCK ROUTE MASTER PLAN STUDY PUBLIC INFORMATION CENTRE #2  
MEETING SUMMARY

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Name	Organization/Affiliation
Debbie Hoeflaak	
Sandra Lejer	
Roy Zimmerman	
C. P. Beattie	
Steve Beattie	
Brian S. Smith	
Terry Fletcher	
A. Pyett	
L. Pyett	
B. Ryan	
Phil Drinkwater	
Syd Francis	
Shawn Tyler	
Jim Shaw	
Gerard P. Murphy	Pyett Spring and Alignment
<b><i>June 19th - Stoney Creek City Hall, 777 Highway 8, Stoney Creek</i></b>	
Wayne and Kathleen Dale	
Teresa Difalco	Scube
Nick Romano	
Grant Cook	Scube
John Vesprin	
Nick Demy	
Roy Shuker	Hamilton-Wentworth Federation of Agriculture
Sylvia Renshaw	
Maria Pearson	City of Hamilton
Leon Salliers	Trans Consultant

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