

Nov 1. 2019

Hello, my name is Robert Iszkula, I'm here today speaking on behalf of the Truck Route Reboot Group--a growing number of concerned community members and stakeholders.

Our goal is that the City of Hamilton end the practice of allowing heavy, industrial transport trucks to short-cut through the urban core and residential neighbourhoods of the city.

As stated in past delegations and in alignment with the City of Hamilton's Strategic Plan 2016-2025, our priority concerns remain the wellbeing and quality of life for our community.

This includes air quality, physical and mental health, street safety, noise, vibrations, road wear and tear etc.

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Our group has reviewed the Consultation/Engagement Strategy for the Truck Route study and we find it to be seriously inadequate for the following reasons:

1. The plan fails to truly recognize formal and informal community organizations as legitimate stakeholders in the truck route review process
2. The plan fails to effectively and fully integrate the fundamental priority concerns we have been raising about the negative impacts that short-cutting industrial trucks are having on the liveability of our city.
3. Instead, the engagement strategy separates our concerns and positions them against a long list of perceived economic 'benefits' of the current routing system.

As such, we request that **a stakeholder working group** be immediately formed that gives all parties a seat at the table.

This would provide an opportunity to hear firsthand the concerns of other stakeholders, and an opportunity to contribute to the process in a way that is equitable and fair. We want to see the additional public consultation funding directed to facilitate this stakeholder working group.

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As well, after reading the consultants proposed study update plan, we have the following questions:

1. How will the local impacts listed in the report be quantified? Objective decisions cannot be made if the impacts are not being measured, studied and compared quantitatively.

2. Who is making the “value” decisions with respect to impacts and the evaluation of impacts of existing truck routes? These specifics need to be shared and agreed upon by all stakeholders before any data collection and analysis is started. Full openness and transparency is critical to ensure that this is a legitimate consultation process.
3. How can the previous and ongoing collection of empirical evidence by Environment Hamilton staff and volunteers be officially incorporated into the study? This includes truck counts, air particulate data & vibration monitoring data.  
To date, over 300 hours of volunteer time has contributed to these efforts.
4. Finally, we are aware that staff from Public Health are working with Steve Molloy and others to evaluate the impact of truck routes along streets that include ‘sensitive land uses’ like schools and retirement homes. We need to know the status of this work and how it will be integrated into the truck route study review process.

Thank you!