



City of Hamilton TRUCK ROUTE

SUB-COMMITTEE REVISED

Meeting #: 19-001
Date: March 26, 2019
Time: 1:00 p.m.
Location: Council Chambers, Hamilton City Hall
71 Main Street West

Angela McRae, Legislative Coordinator (905) 546-2424 ext. 5987

	Pages
1. APPOINTMENT OF CHAIR AND VICE CHAIR	
2. APPROVAL OF THE AGENDA	
3. DECLARATIONS OF INTEREST	
4. APPROVAL OF MINUTES OF PREVIOUS MEETING	
4.1 June 7, 2016	5
5. COMMUNICATIONS	
*5.1 Correspondence regarding the Truck Route Review: Recommendation: Be received and referred to Item 9.1 for consideration.	
*5.1.a Beasley Neighbourhood Association	9
*5.1.b Central Neighbourhood Association	11
*5.1.c Corktown Neighbourhood Association	13
*5.1.d Durand Neighbourhood Association	15
*5.1.e North End Neighbourhood Association	17

*5.1.f Stinson Community Association

19

6. DELEGATION REQUESTS

- *6.1 Rachel Braithwaite, Barton Village Business Improvement Area, respecting concerns with truck routes going through commercial and residential streets (For today's meeting) 21
- *6.2 Robert Iszkula, Beasley Neighbourhood Association, respecting public input to the process of establishing the scope and direction of the City's upcoming Truck Route Review (For today's meeting) 23
- *6.3 Beatrice Ekoko, Environment Hamilton, respecting Environment Hamilton's input ref:the terms of reference, goals, objectives and guiding principles, and the scope of consultation etc in the Truck Route Master Plan Study proposal (For today's meeting) 25
- *6.4 Tanya Ritchie, respecting issues with current truck routes and outline ideas for a better solution (For today's meeting) 27
- *6.5 Sean Burak, respecting the needs of residents and local businesses as they relate to the upcoming rewrite of the Truck Route By-law (For today's meeting) 29
- *6.6 John Neary, respecting staff report for Truck Route Master Plan Sub-Committee and the Terms of Reference for the Truck Route Master Plan Study Review (For today's meeting) 31

7. CONSENT ITEMS**8. PUBLIC HEARINGS / DELEGATIONS**

- *8.1 Rachel Braithwaite, Barton Village Business Improvement Area, respecting concerns with truck routes going through commercial and residential streets 33
- *8.2 Robert Iszkula, Beasley Neighbourhood Association, respecting public input to the process of establishing the scope and direction of the City's upcoming Truck Route Review
- [Link to Truck Route Montage Video](#)
- *8.3 Beatrice Ekoko, Environment Hamilton, respecting Environment Hamilton's input ref:the terms of reference, goals, objectives and guiding principles, and the scope of consultation etc in the Truck Route Master Plan Study proposal (No copy)

- *8.4 Tanya Ritchie, respecting issues with current truck routes and outline ideas for a better solution (No copy)
- *8.5 Sean Burak, respecting the needs of residents and local businesses as they relate to the upcoming rewrite of the Truck Route By-law 45
- *8.6 John Neary, respecting staff report for Truck Route Master Plan Sub-Committee and the Terms of Reference for the Truck Route Master Plan Study Review 85

9. STAFF PRESENTATIONS

- 9.1 Truck Route Master Plan Review: Terms of Reference (PED19073) (City Wide) 109

10. DISCUSSION ITEMS

11. MOTIONS

12. NOTICES OF MOTION

13. GENERAL INFORMATION / OTHER BUSINESS

14. PRIVATE AND CONFIDENTIAL

15. ADJOURNMENT



Hamilton

TRUCK ROUTE SUB-COMMITTEE

MINUTES 16-003

Thursday, June 7, 2016

9:30 a.m., Council Chamber

Hamilton City Hall

Present: Councillor B. Johnson, Vice-Chair
Councillors M. Pearson, T. Jackson, and S. Merulla

Absent: Councillor R. Pasuta – City Business
Councillor Partridge - City Business

THE FOLLOWING ITEMS WERE REPORTED TO THE PUBLIC WORKS COMMITTEE FOR CONSIDERATION:

1. **Truck Route Signage and By-law Methodology Review (City Wide) (Item 8.1)**
(inadvertently marked as Item 5.1 in the agenda package)

(Merulla/Jackson)

- (a) That the current Permissive Truck Route Signing System be changed to an official Hybrid Truck Route Signing System utilizing both Permissive and Restrictive signing;
- (b) That staff proactively work with each Ward Councillor to determine problematic truck route violation locations and address concerns utilizing appropriate signage and education practices, ***in addition to:***
 - (i) ***That Kenilworth Avenue from Burlington Street southerly be removed from the Truck Route with the installation of appropriate signage.***
- (c) That staff develop a strategy to raise awareness of the Truck Route System, actively engage the trucking industry and, advertise and distribute the truck route maps and brochure to key stakeholders.

**AMENDMENT CARRIED
MOTION, AS AMENDED, CARRIED**

FOR THE INFORMATION OF COMMITTEE:

(a) CHANGES TO THE AGENDA (Item 1)

The Committee Clerk advised that there were no changes to the agenda.

(Pearson/Jackson)

That the June 7, 2016 Agenda be approved, as presented.

CARRIED

(b) DECLARATIONS OF INTEREST (Item 2)

There were no declarations of interest.

(c) APPROVAL OF MINUTES OF PREVIOUS MEETING (Item 3)

(i) February 4, 2016 (Item 3.1)

(Merulla/Pearson)

That the Minutes of the February 4, 2016 Truck Route Sub-Committee, be approved, as presented.

CARRIED

(ii) May 5, 2016 (Item 3.2)

(Pearson/Merulla)

That the Minutes of the May 5, 2016 Truck Route Sub-Committee, be received, as presented.

CARRIED

(f) DISCUSSION ITEMS (Item 8)

(i) Truck Route Signage and By-law Methodology Review (City Wide) (Item 8.1) (*inadvertently marked as Item 5.1 in the agenda package*)

Staff noted that there are a lot of inconsistencies with respect to truck route signage, within the surrounding municipalities, i.e. the Township of West Lincoln and Haldimand County do not have policies on truck route signage.

The Committee discussed their concerns with the Truck Route on Kenilworth Avenue.

(Merulla/Jackson)

That the following be added as sub-sections (i) to (b) of the report respecting the Truck Route Signage and By-law Methodology Review to read as follows:

(b) That staff proactively work with each Ward Councillor to determine problematic truck route violation locations and address concerns utilizing appropriate signage and education practices, *in addition to:*

(i) *That Kenilworth Avenue from Burlington Street southerly be removed from the Truck Route with the installation of appropriate signage.*

CARRIED

For disposition of this matter refer to Item 1.

(g) GENERAL INFORMATION/OTHER BUSINESS

(i) Outstanding Business List

a) Westover Road Truck Route

Staff noted that this item has been completed and requested that it be removed from the Outstanding Business List.

The Committee noted that they would like to wait for Councillor Pasuta comments prior to removing it from the Outstanding Business List.

b) Removing the Specified User By-law from White Church Road, Binbrook Road between Upper James and Regional Road 56

Staff noted that this item has been completed.

c) Turning the City's north portion of Haldibrook Road into a Truck Route

Staff noted that this item has been completed.

d) Add Westbrook Road as part of the Truck Route

Staff noted that this item has been completed. The Committee asked that this item be left as incomplete pending the receipt of public input on this matter.

(ii) Transportation Master Plan

Staff noted that the Transportation Master Plan once updated will require a complete review of the Truck Route Master Plan.

**Truck Route Sub-Committee
Minutes 16-003**

**June 7, 2016
Page 4 of 4**

ADJOURNMENT (Item 12)

(Pearson/Jackson)

That the Truck Route Sub-Committee meeting be adjourned at 10:02 a.m.

CARRIED

Respectfully submitted,

Councillor B. Johnson, Vice-Chair
Truck Route Sub-Committee

Janet Pilon
Manager, Legislative Services/Deputy Clerk
Office of the City Clerk



March 20, 2019

RE: City of Hamilton Truck Route Review

To the Chair of the Truck Route Review Sub-Committee:

On behalf of the Beasley Neighbourhood Association, please accept the following public input to the process of establishing the scope and direction of the City's upcoming Truck Route Review.

We have learned from our community work and the development our neighbourhood plans in 2013 and 2017 ,as per the neighbourhood action strategy, that traffic issues are on top of everyone's mind and a major factor that affects a neighbourhoods livability. As such the BNA has advocated for a Vision Zero approach when designing streets with the goal of eliminating deaths on our shared roads.

The 2-way Cycle Track on Cannon street has positively influenced the experience for people who ride bicycles in this city and Beasley neighbourhood pedestrians, including the students attending Dr. Davey elementary school. Recently, the BNA used Ward 2's "Plan Local" process to advocate for safety enhancements along Cannon St. by designating the Cycle Track as a priority for new street trees and concrete planters to provide residents more protection from large trucks while at the same time beautifying the streetscape.

Based on resident experiences and efforts to continue to improve our community, we submit that the scoping of the Truck Route Review reflect and consider the impacts of truck traffic on neighbourhood road safety, and quality of life, especially the negative effects of unnecessary industrial truck cut-through traffic along the Cannon/Wilson residential and commercial corridor. Also due to their increasing role as a location of vibrant street life, festivals, and recreation (i.e. the nexus of Cannon at James St. N), Downtown's residential streets should be restricted to local delivery trucks, and local road users of all kinds.

In closing we submit that when evaluating the appropriateness of directing industrial truck routes through our residential neighbourhoods, that the availability of existing suitable routes be considered for trucks accessing regional highways. The high volumes and speeds for which the Nikola Tesla Blvd, LINC, 403 and RHVP were designed make them the most appropriate routes for cross-city industrial truck traffic, even if they are not always the most direct route.

Sincerely,

Alexandria Anderson
Co-Chair

Karlie Rogerson
Co-Chair



CENTRAL NEIGHBOURHOOD
ASSOCIATION

March 20, 2019

To Whom it May Concern,

On behalf of the Central Neighbourhood Association, we are joining the Beasley Neighbourhood Association in urging the City of Hamilton's Truck Route Subcommittee to consider the following principles when establishing the scope of the upcoming Truck Route Review, especially that the:

- (1) safety and security of all road users (e.g. drivers, cyclists and pedestrians) be the primary consideration when routing truck traffic;
- (2) quality of life of residents around potential truck routes be protected from the noise, pollution and nuisance effects of cross-City truck traffic; and
- (3) existing high-volume and high-speed routes like the Red Hill Valley Parkway, Lincoln Alexander Parkway, Nikola Tesla Parkway, and Highway 403 be used as primary arteries to move truck traffic around and through the City of Hamilton.

Sincerely,

Board members of the Central Neighbourhood Association

Allyson Wenzowski, Chair

Paul Copcutt

Peter Graham

Gillian Hunt

Sarah Kovacs

Maggie Martineau

Ron Rubin

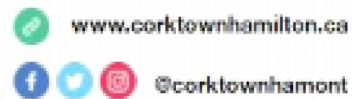
John Schuurman

Frank Soberg

Elizabeth Ward



**CORKTOWN
NEIGHBOURHOOD
ASSOCIATION**



March 25, 2019

Re: City of Hamilton Truck Route Review

To the Committee:

As part of our continued advocacy for safe streets and support for Vision Zero, the Corktown Neighbourhood Association joins Beasley Neighbourhood Association in urging the City of Hamilton's Truck Route Subcommittee to prioritize community safety over speed and convenience and consider the following principles when establishing the scope of the upcoming Truck Route Review, particularly that the:

- (1) safety and security of all road users (drivers, cyclists, and pedestrians) be the primary consideration when routing truck traffic;
- (2) quality of life of residents around potential truck routes be protected from the noise, pollution, and congestion of cross-City truck traffic; and
- (3) existing high-volume and high-speed routes like the Red Hill Valley Parkway, Lincoln Alexander Parkway, Nikola Tesla Parkway, and Highway 403 be used as primary arteries to move truck traffic around and through the City of Hamilton

Sincerely,

Tima Hussain
Chair



March 2019

To the committee:

On behalf of the Durand Neighbourhood Association, we are joining the Beasley Neighbourhood Association in urging the City of Hamilton's Truck Route Subcommittee to consider the following principles when establishing the scope of the upcoming Truck Route Review, especially that the:

- (1) safety and security of all road users (e.g. drivers, cyclists and pedestrians) be the primary consideration when routing truck traffic;
- (2) quality of life of residents around potential truck routes be protected from the noise, pollution and nuisance effects of cross-City truck traffic; and
- (3) existing high-volume and high-speed routes like the Red Hill Valley Parkway, Lincoln Alexander Parkway, Nikola Tesla Parkway, and Highway 403 be used as primary arteries to move truck traffic around and through the City of Hamilton."

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Redmond", written in a cursive style.

Christopher Redmond
President
Durand Neighbourhood Association



North End Neighbourhood Association

March 19, 2019

On behalf of the North End Neighbourhood Association, we are joining the Beasley Neighbourhood Association in urging the City of Hamilton's Truck Route Subcommittee to consider the following principles when establishing the scope of the upcoming Truck Route Review, especially that the:

- (1) safety and security of all road users (e.g. drivers, cyclists and pedestrians) be the primary consideration when routing truck traffic;
- (2) quality of life of residents around potential truck routes be protected from the noise, pollution and nuisance effects of cross-City truck traffic; and
- (3) existing high-volume and high-speed routes like the Red Hill Valley Parkway, Lincoln Alexander Parkway, Nikola Tesla Parkway, and Highway 403 be used as primary arteries to move truck traffic around and through the City of Hamilton.

Jon Davey - NENA Treasurer



March 19, 2019

RE: City of Hamilton Truck Route Review

To the committee:

On behalf of the Stinson Community Association, we are joining the Beasley Neighbourhood Association in urging the City of Hamilton's Truck Route Subcommittee to consider the following principles when establishing the scope of the upcoming Truck Route Review, especially that the

- (1) safety and security of all road users (e.g. drivers, cyclists and pedestrians) be the primary consideration when routing truck traffic;
- (2) quality of life of residents around potential truck routes be protected from the noise, pollution and nuisance effects of cross-City truck traffic; and
- (3) existing high-volume and high-speed routes like the Red Hill Valley Parkway, Lincoln Alexander Parkway, Nikola Tesla Parkway, and Highway 403 be used as primary arteries to move truck traffic around and through the City of Hamilton.

The Stinson Neighbourhood Action Plan recognizes that increasing safety and visibility for all road users is paramount. We are also advocating that the city evaluates the truck route master plan considering the upcoming LRT construction and future LRT route. We recognize that all road users are likely to feel some frustration during this process. We are worried that some of the anticipated traffic detour for vehicular traffic will go through residential neighbourhoods, of which Stinson St is already flagged by the city's LRT planning. It is critical that we prevent truck traffic going through all residential neighbourhoods for the health and safety of everyone as we adjust to new traffic flows. Increased congestion and emissions from trucks pose an environmental and health risk that are amplified when they are in slow-moving traffic because of construction and detours. While we recognize that trucks are a part of our transportation system, we advocate for dedicated truck routes so that we can direct vehicular, pedestrian, and cycling traffic along routes that will be safer.

Stinson supports Beasley's call that the master plan reflects and considers the impacts of cut-through traffic on neighbourhood road safety and quality of life. We add that this should be considered particularly as it relates to making it easy and safe to consider alternative, safer, lower-emission forms of transportation. We additionally ask that the city pay closer heed to the health impacts of the emissions from truck traffic on residents when considering truck routes and speeds.

Sincerely,

Margaret Bennett, Co-Chair

Nicole Walter, Co-Chair

The Stinson Community Association

6.1

Form: Request to Speak to Committee of Council

Submitted on Tuesday, March 19, 2019 - 12:28 pm

==Committee Requested==

Committee: Advisory/Sub-Committee

Name of Sub-Committee: Truck Route Sub-Committee

==Requestor Information==

Name of Individual: Rachel Braithwaite

Name of Organization: Barton Village Business
Improvement Area

Contact Number: 289-682-9472

Email Address: info@bartonvillage.ca

Mailing Address: 448 Barton St E, Unit A Hamilton ON
L8L 2Y3

Reason(s) for delegation request: To highlight some concerns with regards to truck routes going through commercial and residential streets.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

6.2

Form: Request to Speak to Committee of Council

Submitted on Tuesday, March 19, 2019 – 5:38 pm

==Committee Requested==

Committee: Advisory/Sub-Committee

Name of Sub-Committee: Truck Route Sub-Committee

==Requestor Information==

Name of Individual: Robert Iszkula

Name of Organization: Beasley Neighbourhood Association

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: To provide public input on behalf of the Beasley Neighbourhood Association to the process of establishing the scope and direction of the City's upcoming Truck Route Review.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

tForm: Request to Speak to Committee of Council

Submitted on Thursday, March 21, 2019 - 4:13 pm

==Committee Requested==

Committee: Advisory/Sub-Committee

Name of Sub-Committee: Truck Route Sub-Committee

==Requestor Information==

Name of Individual: Beatrice Ekoko

Name of Organization: Environment Hamilton

Contact Number: 905-529-7408

Email Address: bekoko@environmenthamilton.org

Mailing Address:

Environment Hamilton
22 Wilson Street, Suite 4
Hamilton, ON L8R 1C5

Reason(s) for delegation request: To offer Environment Hamilton's input ref: the terms of reference, goals, objectives and guiding principles, and the scope of consultation etc in the Truck Route Master Plan Study proposal.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Form: Request to Speak to Committee of Council

Submitted on Saturday, March 23, 2019 - 6:23 pm

==Committee Requested==

Committee: Advisory/Sub-Committee

Name of Sub-Committee: Truck Routes Sub-Committee

==Requestor Information==

Name of Individual: Tanya Ritchie

Name of Organization:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: To discuss issues with current truck routes and outline ideas for a better solution.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

6.5

Form: Request to Speak to Committee of Council

Submitted on Sunday, March 24, 2019 - 5:37 pm:

==Committee Requested==

Committee: Advisory/Sub-Committee

Name of Sub-Committee: Truck Route Subcommittee

==Requestor Information==

Name of Individual: Sean Burak

Name of Organization:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: I am a resident of Ward 3 and a business owner in Ward 2 and I would like to speak to the committee about the needs of residents and local businesses as they relate to the upcoming rewrite of the truck route bylaw.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

Form: Request to Speak to Committee of Council

Submitted on Monday, March 25, 2019 - 9:16 am

==Committee Requested==

Committee: Advisory/Sub-Committee

Name of Sub-Committee: Truck Route Sub-Committee

==Requestor Information==

Name of Individual: John Neary

Name of Organization:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: Concern regarding staff report for Truck Route Master Plan Sub-Committee and the Terms of Reference for the Truck Route Master Plan Study Review

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

Barton Village BIA



Intersection	Date	8 hour vehicular count	8 hour pedestrian count
Barton and Wellington	Feb 2017	13,172	2,499
Barton and Victoria	Feb 2017	12,134	2,561
Barton and Wentworth	Feb 2017	11,029	778
Barton and Birch Ave	Feb 2015	8,299	486
Barton and Sherman	Feb 2017	9,842	716

DAMAGE
CAUSED TO
STREETS
FROM WEIGHT
OF TRUCKS





Barton and Lottridge – Bollards knocked down

UTILITY POLE
DAMAGED BY
HEAVY TRUCK
AT BARTON
AND
LOTTRIDGE



BARTON AND
VICTORIA
(HOSPITAL
ZONE)





TRUCKS ON
BARTON ST (WEST
OF WENTWORTH
WHICH IS NOT A
TRUCK ROUTE)





Senior dies a month after being hit by commercial truck in Hamilton

Hamilton police collision reconstruction unit continues to investigate Barton and Lottridge crash

NEWS

Dec 20, 2018 The Hamilton Spectator



COMMENTS FROM SMALL BUSINESS OWNERS

A big misconception is that Barton Street is not a family area.

The surrounding neighbourhoods of Barton Village are populated with many young families, and that number is growing fast.

As the street wall begins to repopulate with new businesses and the vacancies fill up (we had 10 new businesses open last year alone), more families will be on Barton St, walking to visit their neighborhood shops, going to school or to a park.

Strollers alongside 18-wheelers is not, and will not be what anyone wants to see. We have an opportunity right now to be proactive about an inevitable outcome, instead of reactive after people have been put in harms way.

Peter Mokrycke, business owner, co-chair Barton St. BIA.

Barton Village BIA



Truck Route Master Plan

What and Why

sean@bikehounds.ca

Why do we need a truck route bylaw?

We already have one...

...but it needs to be updated

What the truck
route **isn't**

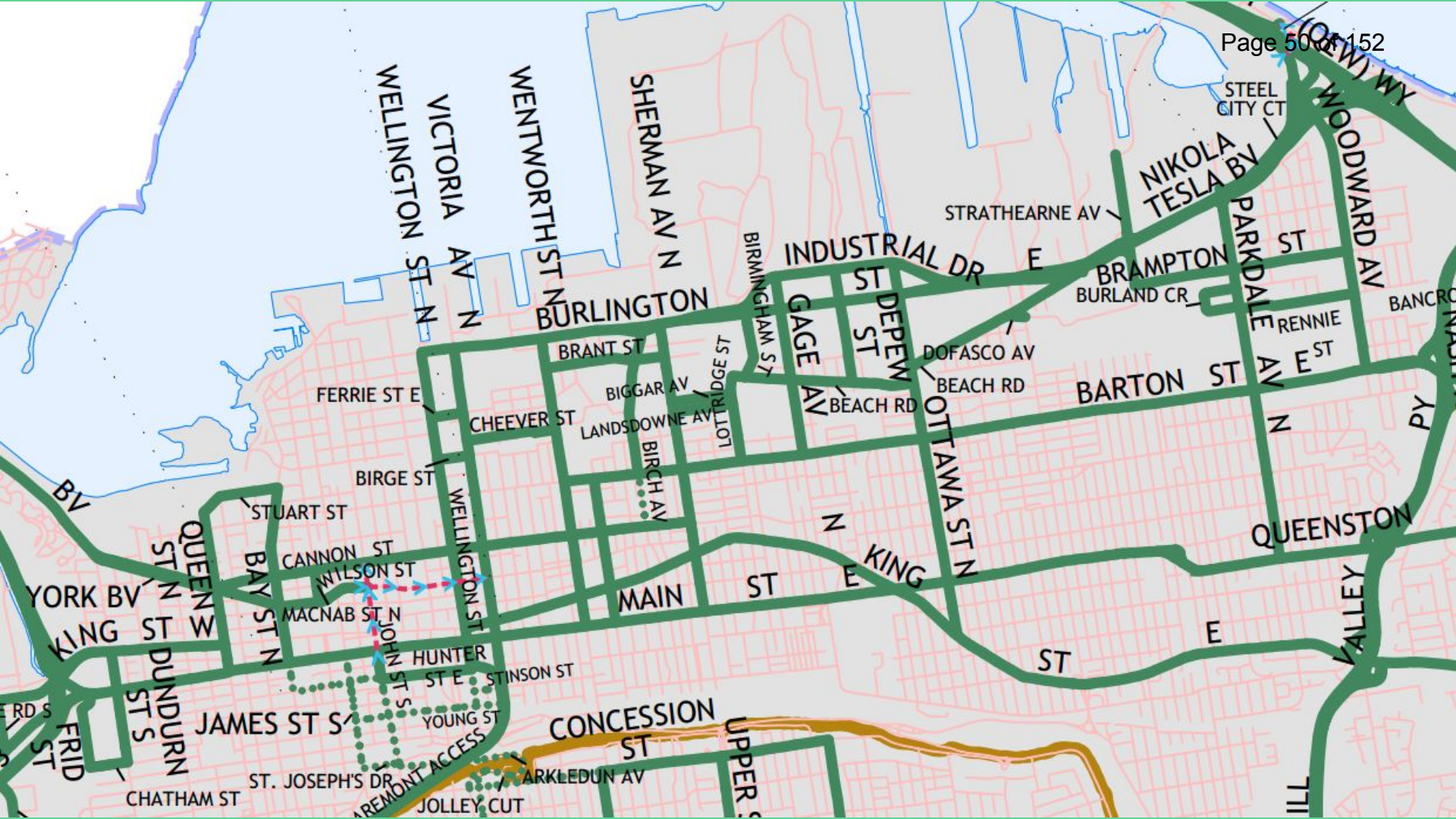
It is NOT a “ban on trucks”.
It does not prohibit trucks
by time, frequency or type.

What the truck route **isn't**

It is NOT a restriction on local trucking activity. Trucks can still use roads not listed on the truck route.

The Truck Route is:

A permissive bylaw telling through-truck traffic which streets they are allowed to use.

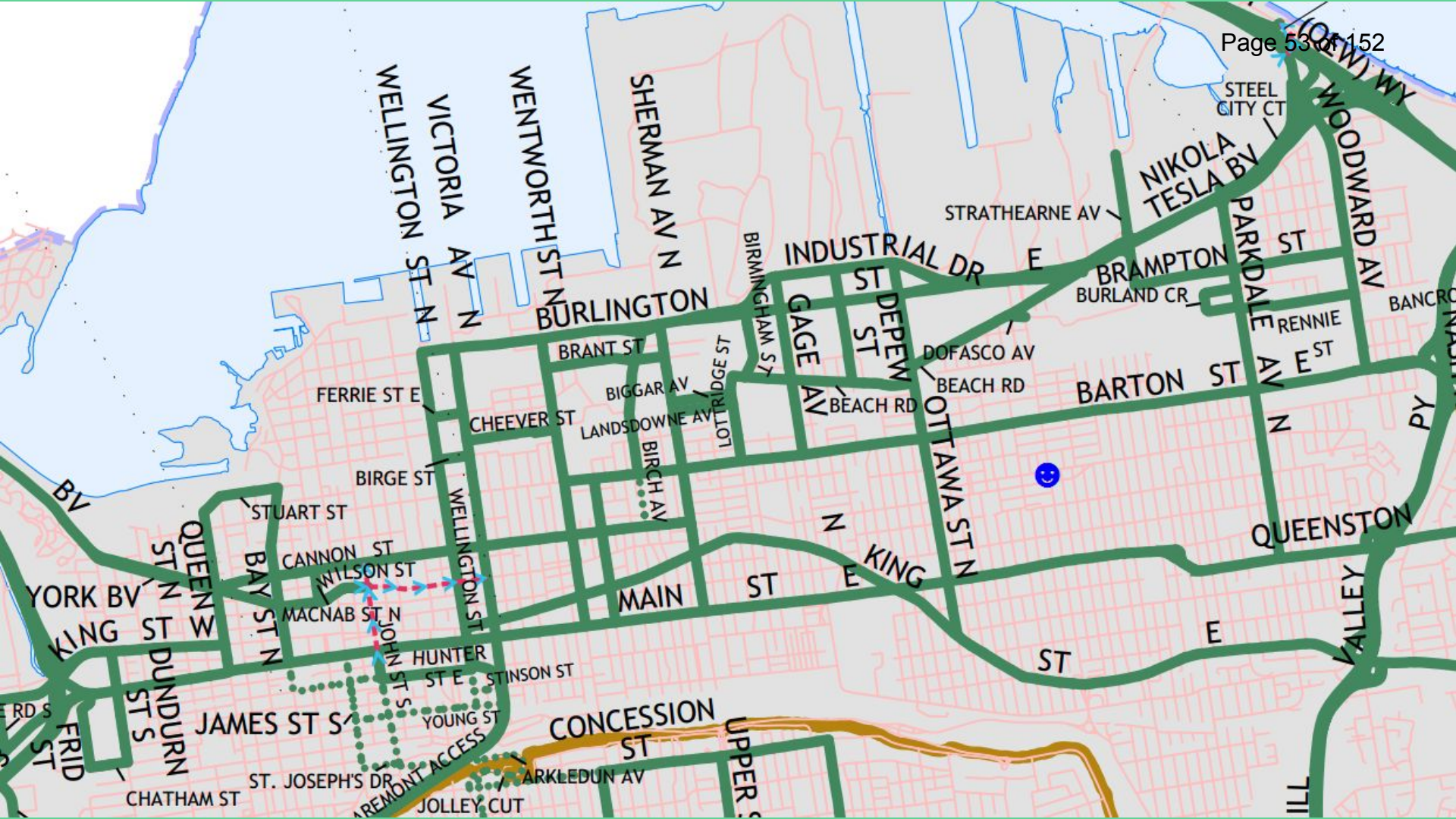


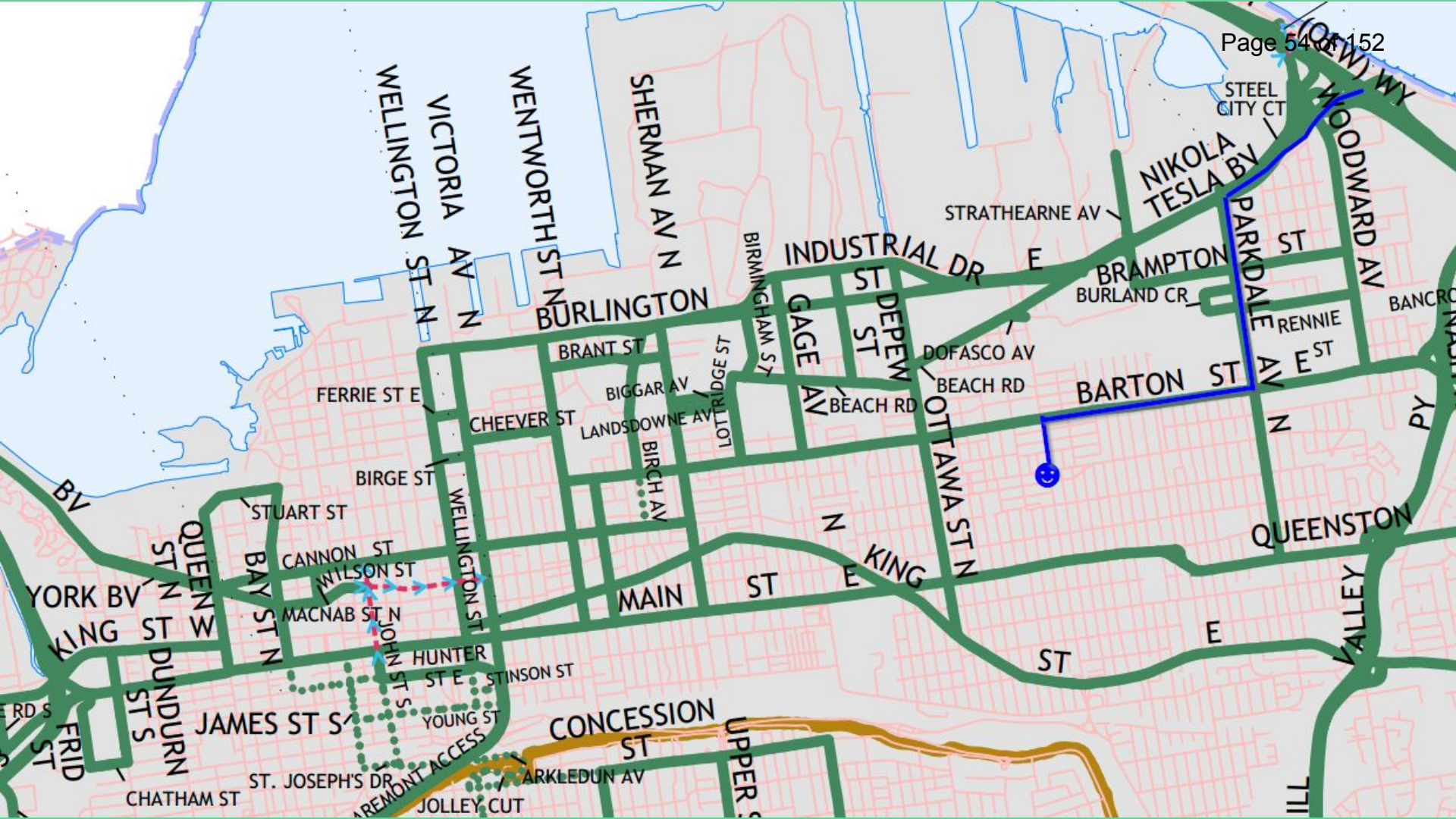
Default Rules

By default, “Heavy Vehicles” are not allowed on any street for non local reasons.

Local businesses

If they are not on the truck route, they still have full freedom to ship and receive!





Local businesses

Trucks must use the shortest path from a designated truck route to the address to minimize time off the route.

Why a truck route?

Because cities recognize that non-local truck traffic causes more harm than benefit.

To protect the city's environment, citizens and infrastructure:

- To minimize noise, pollution and dangerous traffic situations for residents and local businesses
 - To protect road infrastructure from damage
 - To create appropriate links to regional and national routes to serve the trucking and shipping industries
-

#1

To minimize noise,
pollution and
dangerous traffic
situations for residents
and local businesses



The Truck Route is:

A permissive bylaw telling through-truck traffic which streets they are allowed to use.

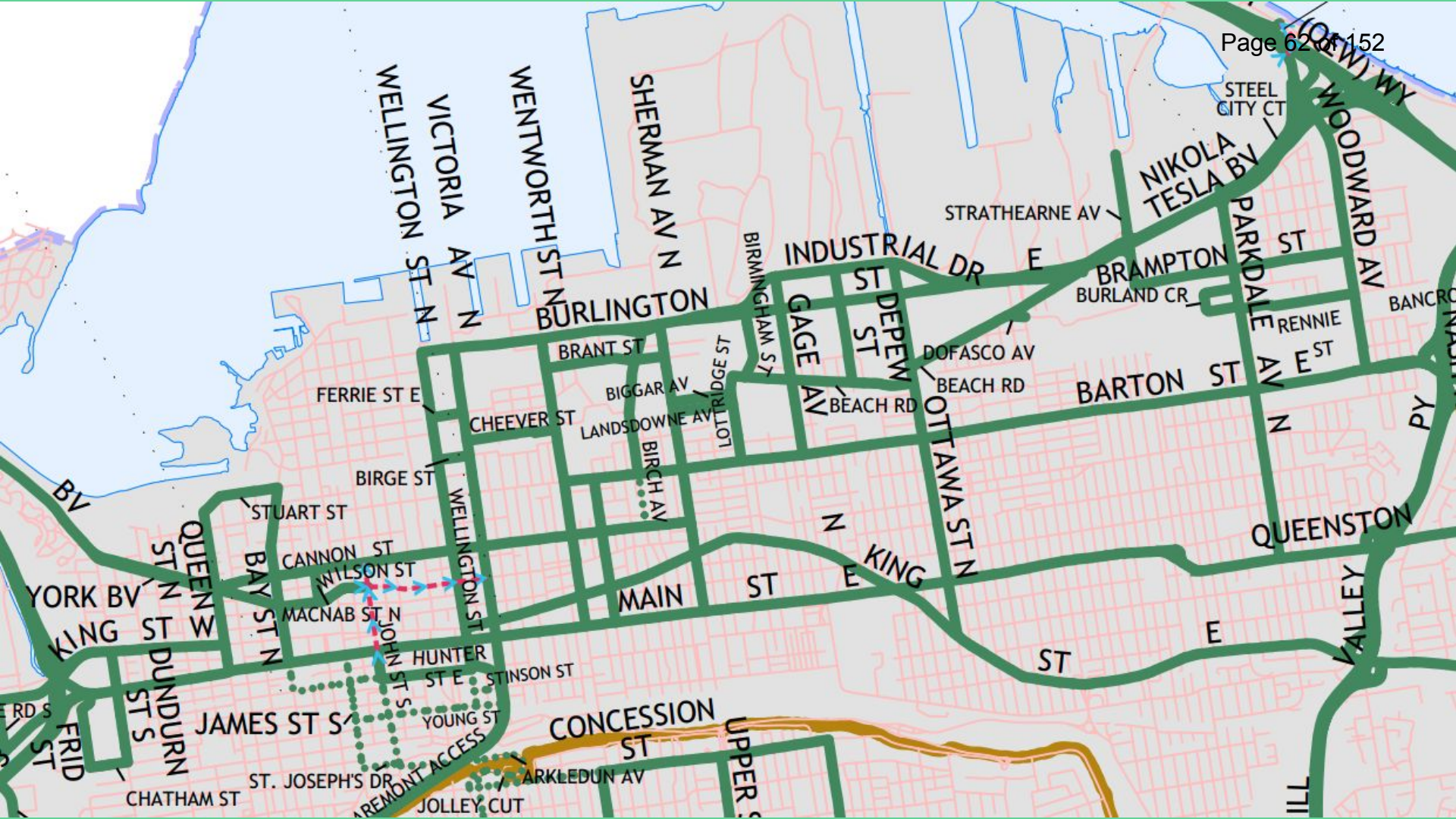
The Truck Route is:

A bylaw exception that gives a **priviledge** to heavy vehicle drivers to use **some** of our streets as short cuts

Why does it need to change?

Why does it need to change?

There are too many streets on the permissive list.



WELLINGTON ST N

VICTORIA AV N

WENTWORTH ST N

SHERMAN AV N

BURLINGTON

INDUSTRIAL DR E

GAGE AV

ST. JAMES ST

BIRMINGHAM ST

BRAMPTON

NIKOLA TESLA BV

WOODWARD AV

STRATHEARNE AV

STEEL CITY CT

BURLAND CR

PARKDALE ST

RENNIE ST

BANCROFT ST

FERRIE ST E

BRANT ST

BIGGAR AV

BEACH RD

DOFASCO AV

BEACH RD

BARTON ST E

CHEEVER ST

LANDSDOWNE AV

LOTRIDGE ST

BEACH RD

DOFASCO AV

BEACH RD

BARTON ST E

BARTON ST E

BANCROFT ST

BV

BIRGE ST

WELLINGTON ST

STUART ST

CANNON ST

WILSON ST

MACNAB ST N

HUNTER ST E

STINSON ST

MAIN ST

ST. JAMES ST

N. KING ST

E. KING ST

OTTAWA ST N

QUEENSTON

VALLEY

YORK BV

KING ST

QUEEN ST W

BAY ST N

JAMES ST S

CONCESSION ST

UPPER ST

FRID ST

DUNDURN ST

ST. JOSEPH'S DR

AREMONT ACCESS

ARKLEDUN AV

JOLLEY CUT

CHATHAM ST

TILL

Why does it need to change?

There are too many streets on the permissive list. Every meter of street permitted on the list has a very high cost to the city:

- Social cost (quality of life)

Why does it need to change?

There are too many streets on the permissive list. Every meter of street permitted on the list has a very high cost to the city:

- Social cost (quality of life)
- Environmental cost: Diesel exhaust, particulate, dust

Why does it need to change?

There are too many streets on the permissive list. Every meter of street permitted on the list has a very high cost to the city:

- Social cost (quality of life)
- Environmental cost: Diesel exhaust, particulate, dust
- Health cost (direct - respiratory & indirect - active lifestyles)

Why does it need to change?

There are too many streets on the permissive list. Every meter of street permitted on the list has a very high cost to the city:

- Social cost (quality of life)
- Environmental cost: Diesel exhaust, particulate, dust
- Health cost (direct - respiratory & indirect - active lifestyles)
- Economic cost - very expensive infrastructure wear

Our largest budget item is roads



We're falling behind on repairs to the rest of our infrastructure — think bridges, roads and buildings — by \$195 million a year, with the total backlog nearing \$3.3 billion.

For example, while we spend \$80 million to \$90 million a year on roads and bridges, city engineers suggest we need to spend an **extra** \$120 million annually to keep them in good repair.

- Matthew Van Dongen, Hamilton Spectator 2015

- Economic cost - very expensive infrastructure wear

Why does it need to change?

There are too many streets on the permissive list. Every meter of street permitted on the list has a very high cost to the city:

- Social cost (quality of life)
- Environmental cost: Diesel exhaust, particulate, dust
- Health cost (direct - respiratory & indirect - active lifestyles)
- Economic cost - very expensive infrastructure wear
- Economic cost - detrimental to local businesses

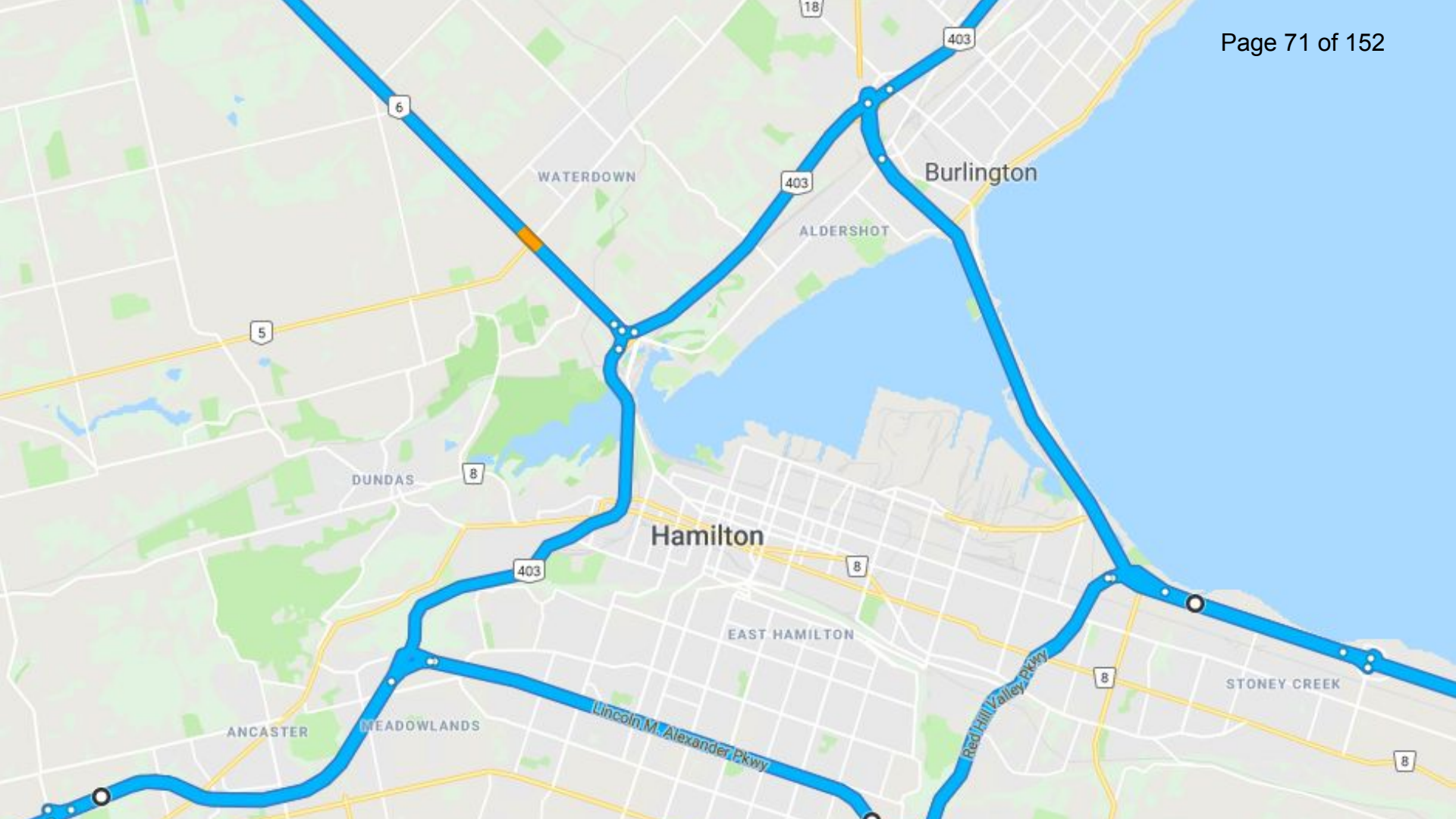
Why does it need to change?

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- Social cost (quality of life)
- Environmental cost: Diesel exhaust, particulate, dust
- Health cost (direct - respiratory & indirect - active lifestyles)
- Economic cost - very expensive infrastructure wear
- Economic cost - detrimental to local businesses
- Economic cost - repels residents/workforce

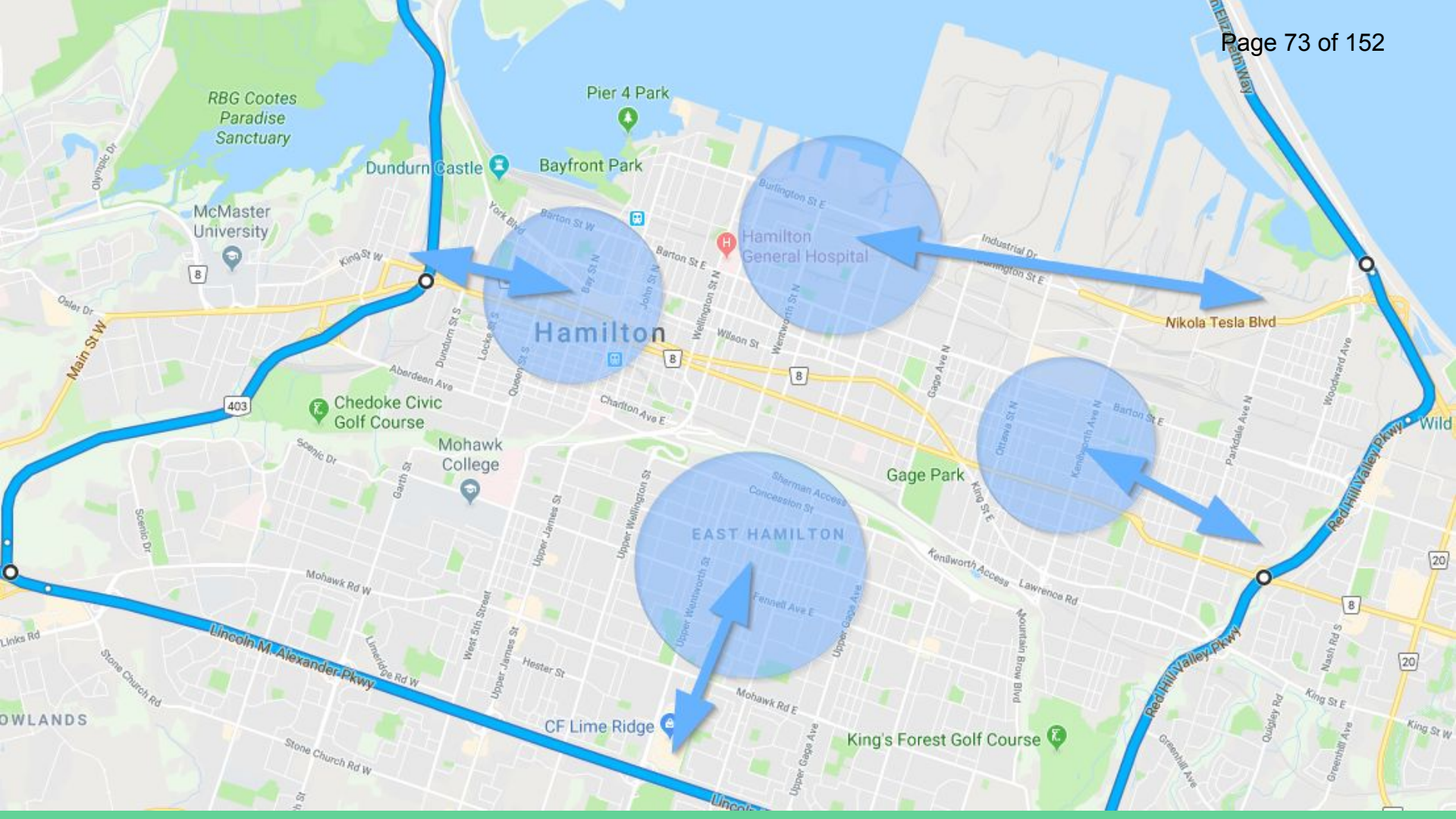
Excuses not to change

Trucking is an economic driver - we need to take advantage of our interconnectivity



Excuses not to change

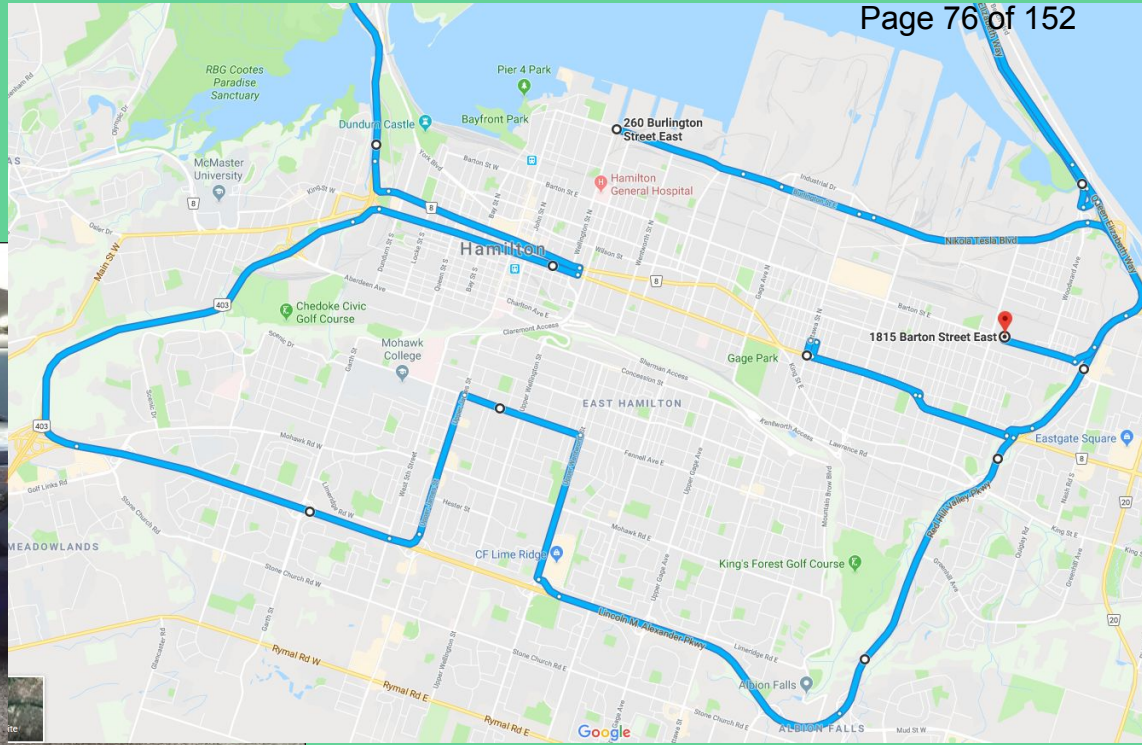
If we remove one street,
trucks need to use an
alternate parallel route



Excuses not to
change

Changing it will make it
hard to enforce.



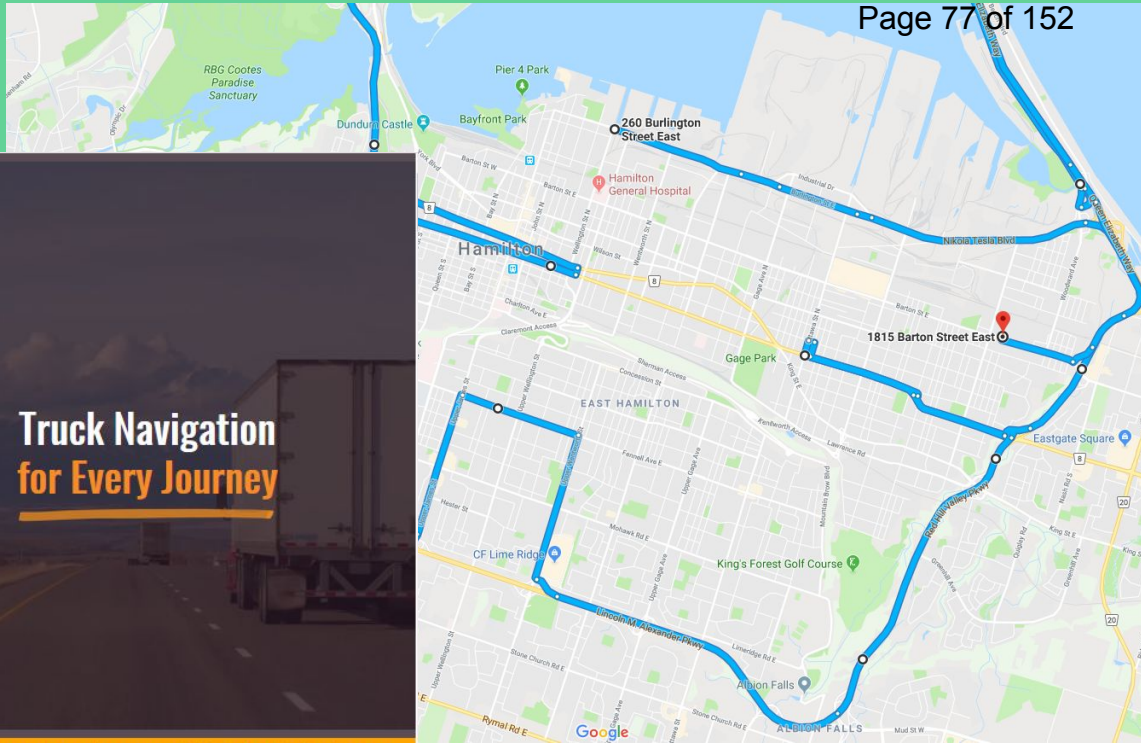




Truck Navigation for Every Journey

We're on a new journey... ALK Technologies is now
Trimble® MAPS [Learn More >](#)

COPILOT
Truck



Excuses not to change

Making trucks take a
longer trip to their
destination causes
pollution



VERSUS



Pollution Location Matters

Excuses not to change

Making trucks take a
longer trip to their
destination causes traffic



VERSUS



Again:
Location
Matters

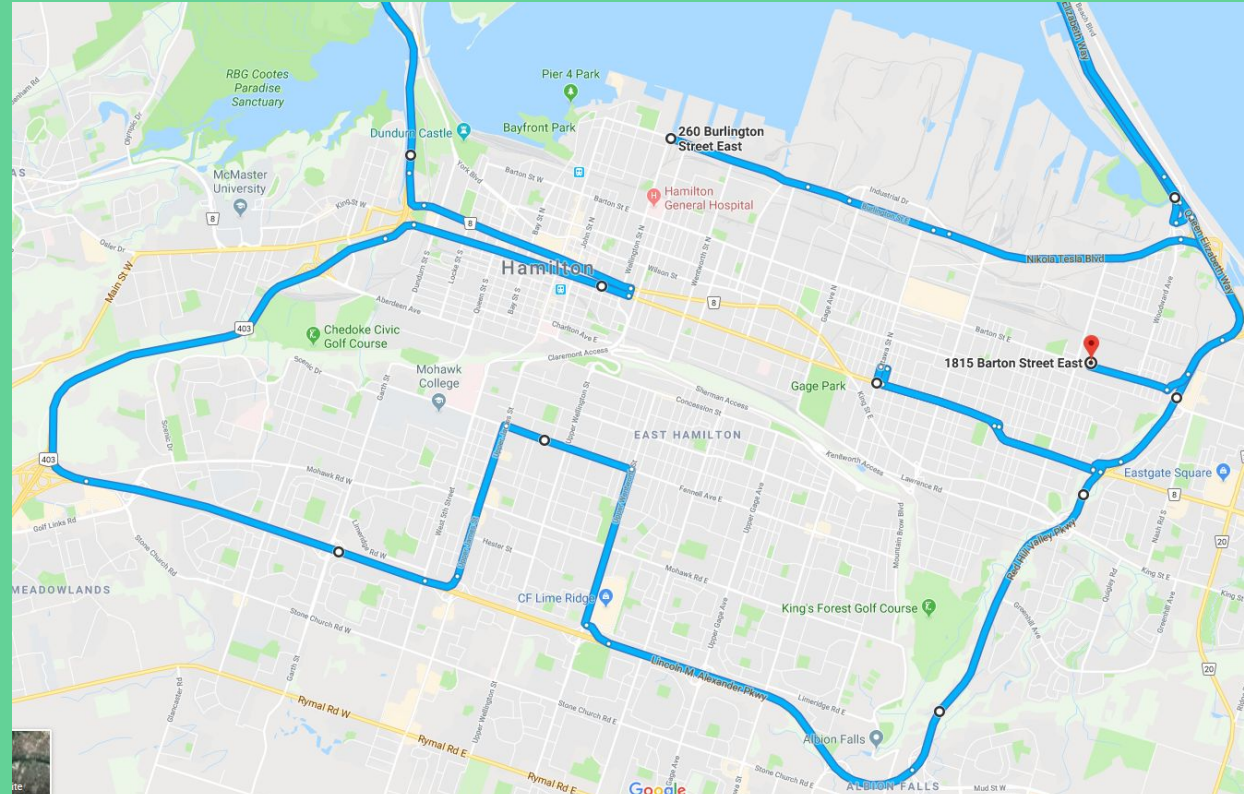
Excuses not to change

We need to study or
understand where trucks
are coming from and going

Answer: A simplified Truck Route

We do not need to worry about precise origin and destination because:

- Local trucks are always allowed
- The Truck Route is not supposed to be a comprehensive list of every origin, destination and path
- The Truck Route is functionally a list of short cuts



Conclusion

We need to prioritize our local needs first and change the Truck Route Bylaw to better serve our future needs.

The Truck Route Bylaw is a roadblock to progress and comes up again and again as a reason not to make progressive changes that would attract diverse businesses and residents to our community.

Truck Route Master Plan Review

John Neary

March 26, 2019

Needs of trucks =
mandatory, objective

Needs of community =
discretionary, subjective

EXECUTIVE SUMMARY

The Hamilton Transportation Master Plan 2018 (TMP) acknowledged the importance of reliable goods movement network and freight supportive land-uses as the backbone of economic growth of the City and Greater Toronto and Hamilton Area (GTHA). A specific action from the 2018 TMP included direction to undertake a review of the 2010 Truck Route Master Plan Study (TRMP). The TRMP will provide guidance that balances the current and future needs of the goods movement and trucking industry, with the desire to minimize the negative impacts associated with heavy vehicles on the greater community.

Since the truck route system has been in place, a number of changes have occurred, and new issues identified including:

- Endorsement of the Complete-Liveable-Better (CLB) streets approach through the TMP to provide vibrant, safe and, resilient streets and public spaces that can accommodate all modes of transportation, including the heavy vehicles for goods movement;
- Integration of heavy vehicles into the design of Roundabouts, CLB streets, and the B-Line Light Rail Transit (LRT) corridor;
- Bottlenecks on the goods movement network;
- New and potential truck-intensive development, specifically around the airport and port;
- On-going community concerns related to the compatibility of trucks with residential areas; and,
- Lack of connectivity between intermodal terminals, employment land uses, adjacent regional truck route networks, and major provincial highway systems.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

In the City of Hamilton, virtually everything in the supply chain process reaches to the end consumers by trucks. Trucks are vital to the economic prosperity of the City and the City is recognized as the major transportation hub and the gateway of North-American trade. However, heavy vehicles can create negative impacts through visual impacts, real or perceived safety concerns, noise concerns, and air quality impacts.

The TRMP is a strategic document that addresses City-wide goods movement via truck routes, their related issues, conditions, and opportunities. This document is a key component of the Council approved City-wide Transportation Master Plan (TMP) and supports the 2016-2020 Economic Development Action Plan. The TRMP provides guidance that balances the needs of goods movement and trucking industry with the aspiration to minimize the impact of heavy vehicles on the interest of the greater community.

The TRMP update should address the following as a minimum, but not limited to:

- Enhance the vision statement for the City's goods movement;
- Update or renew the objectives and principles of the TRMP, along with technical justifications, in order to achieve the set goals for the truck route network;
- Update the criteria for selecting routes to be included in the truck route network and revise the truck route mapping compatible with the City's GIS system, including system pinch points, which may be restrictive to certain design vehicles (e.g. overhead clearances);
- Review and update of the information that should be contained in the City's By-law to support the truck route network and update of relevant by-law schedules;
- A review of specific community-hotspots and identify a toolbox of solutions (e.g. communications/education programs);
- Identify monitoring and enforcement strategies;
- Investigate best practices relating to routes for "heavy" trucks versus other types of trucks and other truck distinctions;

Truck routes in context

4.0 SCOPE OF CONSULTING ASSIGNMENT

The Consultant shall submit a work plan and cost estimate reflecting the above scope of work and after further review of relevant background materials and review of the study area. Upon discovery of any discrepancies or omissions through review of this TOR, the Consultant shall request clarification of the matter.

4.1 Understanding and Approach to Project

The Consultant shall demonstrate their knowledge in the design of an effective truck route network, as well as, specific issues that are contributing to the need for a truck route network review, in the City of Hamilton, at the current time. The proponent is also expected to indicate the approach to be taken to define a strategic basis for examining the truck route network as holistic and route by route.

The Proponent should obtain and review the background material and relevant literature, along with the objectives and principles of the existing TRMP study - to be able to identify the current issues, conditions and opportunities of truck route network in Hamilton, and develop the problem and opportunity statement. The City of Hamilton will provide the proponent with the following documents:

- Applicable portions of the Traffic By-law;
- The most updated version of truck route network map-2017 and reduced truckload map-2007, along with previous versions of truck route maps for 2010 and 2014;
- The background information and nature of concern on areas of interest;
- [Hamilton Transportation Master Plan 2018 and supporting reports](#);
- [Hamilton Official Plan](#) ;
- [Hamilton Truck Route Master Plan 2010](#);

Roster Assignment
Consulting Services Required for Hamilton Truck Route Study Review

Page 11

Page 24 of 50

**Appendix “A” to Report PED19073
Page 12 of 18**

- [Hamilton Goods Movement Study Background Review report \(2015\)](#);
- Hamilton Goods Movement Study Report (2005);
- [Hamilton Airport Master Plan](#);
- [Hamilton Port Land Use Plan and supporting documents](#);
- [Metrolinx Regional Transportation Plan](#);
- The Intersection turning movement count and Mid-block counts will be provided by the City, along with the trucks and overall collision statistics. The City-wide 2013-2017 Collision Analysis Report can be retrieved through the link below:
<https://pub-hamilton.escribemeetings.com/filestream.ashx?DocumentId=178638>;
- [Metrolinx’s Strategic Goods Movement Network](#);
- [GTHA Urban Freight Study](#); and,
- [Freight Supportive Guidelines](#) by the Ministry of Transportation of Ontario (MTO).



IMPROVING HEALTH BY DESIGN IN THE GREATER TORONTO-HAMILTON AREA

A REPORT OF MEDICAL OFFICERS OF HEALTH IN
THE GTHA*

- *GTHA:
- HAMILTON
- PEEL
- SIMCOE-MUSKOKA
- TORONTO

MAY 2014

Addressing needs of residents,
especially in the lower city

3.1 IDENTIFIED ISSUES

Some issues and community hotspots have been identified concerning truck traffic and truck route network, to review and address as part of the TRMP study:

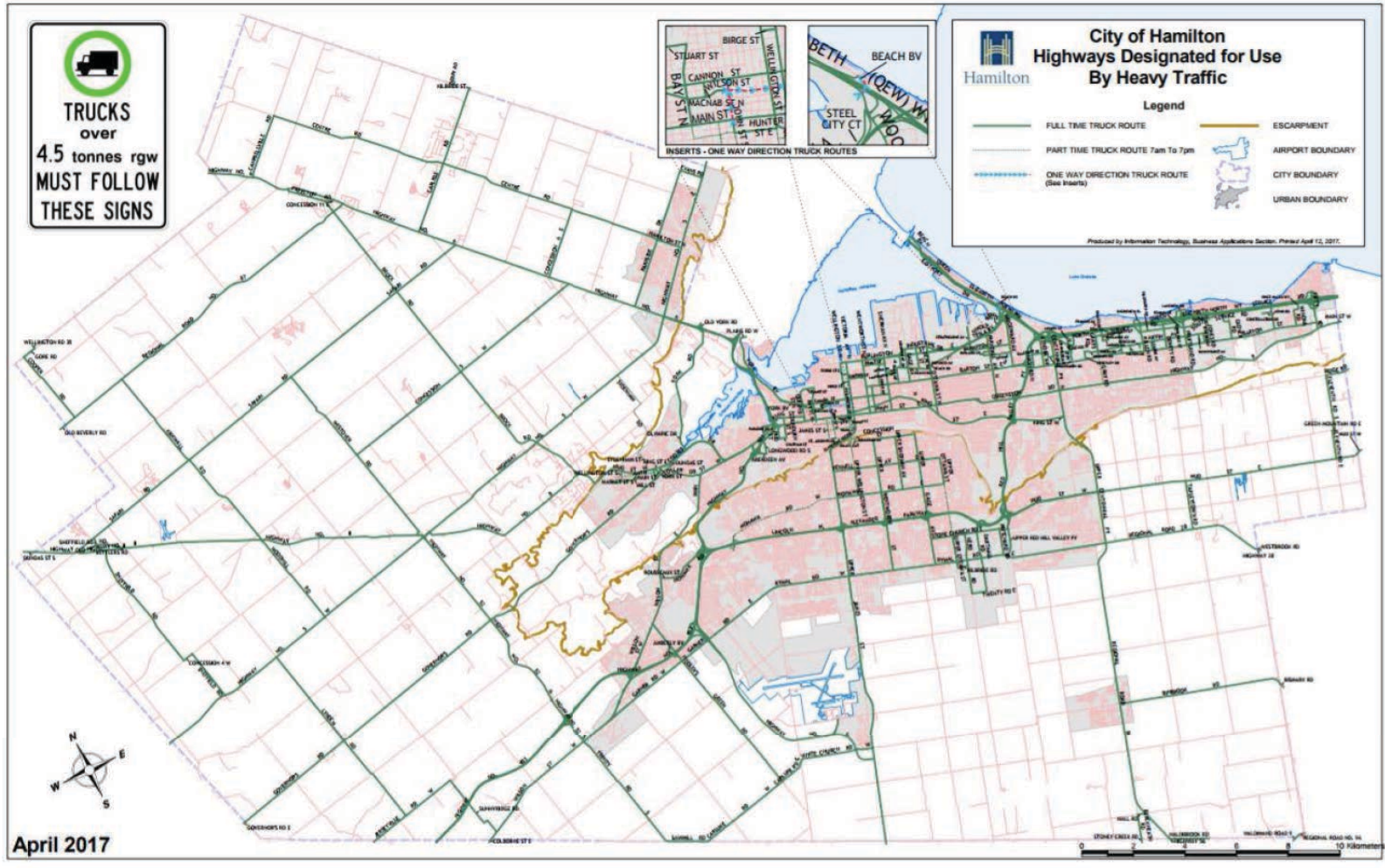
Network Issues

- Light Rail Transit – Impact of LRT project over truck route network;
- Lack of a lower Hamilton east-west truck route corridor;
- Connecting Hamilton Airport Employment Growth District to Red Hill Valley Business Park;
- Connecting Hamilton Aerotropolis to Hamilton Port and Intermodal Rail Terminal;
- Downtown Hamilton goods delivery services – curb lane loading/unloading zone accommodation – permit small to midsize trucks downtown;
- Off-peak delivery service; and,
- 400 series Highway improvements.

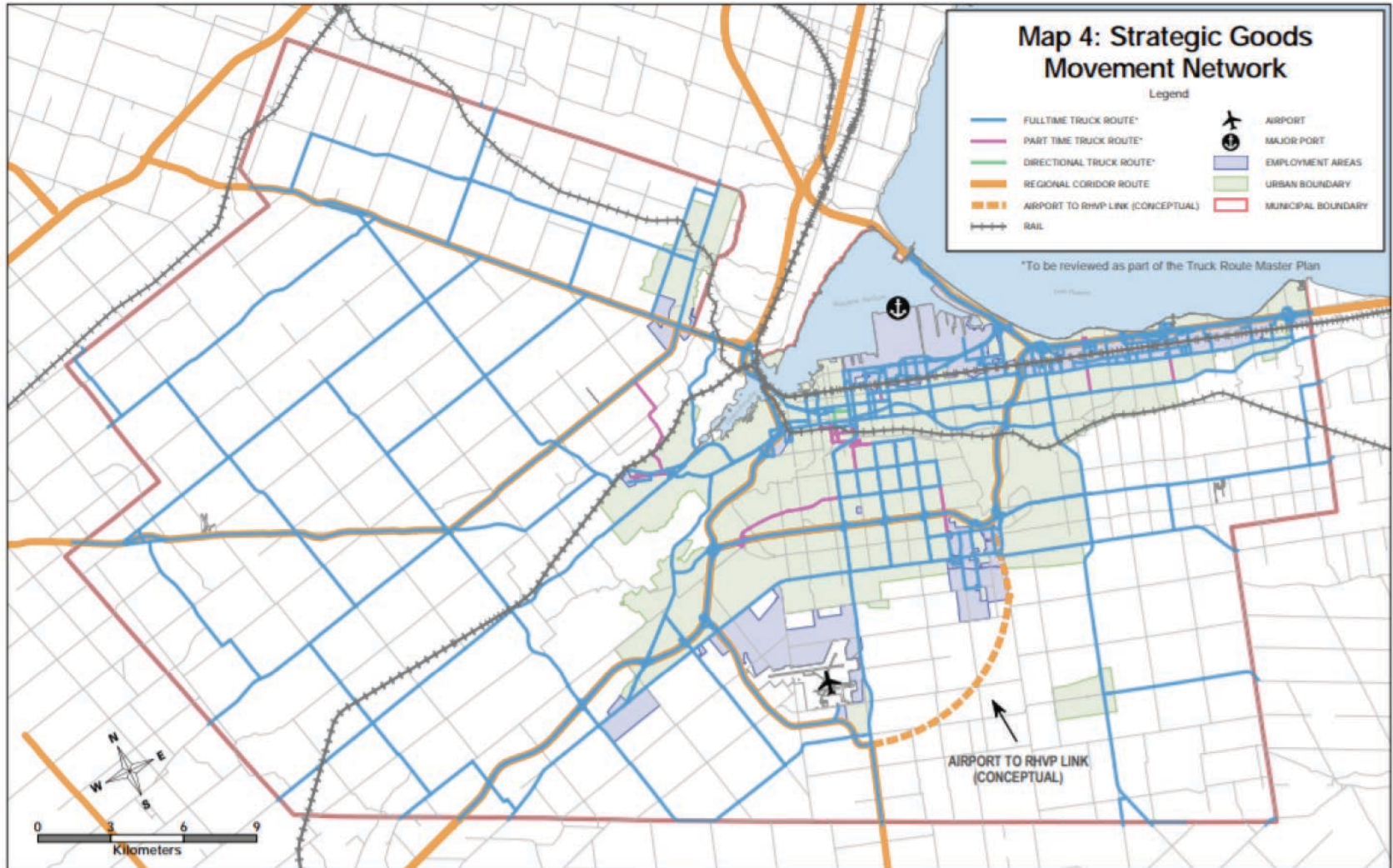
Rural Issues

- Farm equipment;
- Illegal dumping;
- Binbrook-Ancaster agriculture routes;
- Quarry haul routes and impacts on adjacent land uses, such as schools; and,
- Heavy construction vehicles/machinery haul routes.

Figure 1: 2017 Truck Route Map



Truck Route Study Review



Community Hotspots

- Cannon Street – Bicycle conflict with heavy truck traffic and noise complaints at the intersection of James Street North at Cannon Street;
- Bay Street North – No designated truck route due to new bike lane installation;
- Carlisle Road – Concern with respect to noise, speed and deterioration of the roadbed and pavements condition due to excessive heavy truck traffic;
- Victoria Street – Two-way conversion & creating General Hospital Safety Zone;
- Wellington Street – Creating General Hospital Safety Zone;
- Parkdale Avenue North – General concerns regarding truck route designation;
- Sydenham Hill (Downbound);
- Wellington Street South (Dundas);
- Wilson Street (Ancaster) – No truck route;
- Hess Street North Cannon to Barton – Violation of truck route;
- Dickenson Road – Violation of truck route;
- Gage Avenue – Trucks entering from King Street;
- Millgrove Side Road (Violation of truck route – No signal at Concession 5 and Highway 6);
- Main Street – Downtown Core;
- Sawmill Road - General concerns regarding truck route designation;
- Glover Road Hydro-Line to Rymal Road - Violation of truck route;
- Knox Avenue - Violation of truck route;
- Haldibrook Road and Westbrook Road – Municipal boundary road;
- Barton Street (Stoney Creek) – Lewis Road to Fifty Road (no truck route);
- Cut-through traffic in various neighbourhoods; and,
- Mitigation near sensitive receptors (e.g. elementary schools/day cares).



Several key stakeholders should be consulted over the course of TRMP update to merge resulting insights for the development of an efficient network. Below is a summary of potential meetings with the various stakeholders. The proponent should identify the number of required meetings within their Proposal.

Stakeholder Group(s)	Potential Number of Meetings
City Project Team	4
Adjacent Municipalities/Provincial Agencies	1
Council Truck Route Sub-committee	2
Moderate-Facilitate Panel Discussion/Focus Groups	4
Business Community (BIAs, Chamber of Commerce)	2
City-wide Open Houses/Engagement Meetings	2 (1 Mandatory and 1 Optional)
Council Meeting	1

Requests

- A new report and new Terms of Reference
- Balanced language that does not treat community interests as discretionary or as matters of perception
- Explicit requirement for the consultant to understand multimodal transportation planning and application of public health principles to transportation planning

Requests

- Explicit reconsideration of whether long-distance trucks should be routed across our downtown core, and how they could be stopped from doing so
- Add further “community hotspots”, including
 - King and Queen
 - Wilson Street (Hamilton)

Requests

- More fulsome consultation with the community at large, and particularly with interests other than the trucking industry

Delegation to Truck Route Sub-Committee

John Neary

March 26, 2019

Concerns

1. The current staff report and Terms of Reference consistently employ language that frames the interests of the trucking industry as mandatory and objective, whereas it frames the interests of the larger community as discretionary and as matters of perception.
2. The Terms of Reference do not require the consultant to have expertise in multimodal transportation planning or in the application of public health principles to transportation planning. The list of documents to be provided to the consultant does not include any documents pertaining to public health.
3. The Terms of Reference do not adequately represent the current options for east-west travel through and around the downtown core. They erroneously refer to the lack of an east-west truck route corridor and downplay our controlled-access ring highway as an alternative route. They do not recommend reconsideration of the current practice of routing long-distance trucks across our downtown core. They are silent about many locations in which truck traffic has had major negative impacts on urban residents and neighborhoods.
4. The Terms of Reference do not call for adequate consultation with the community at large or with interests other than that of the trucking industry.

Requests

1. That this Sub-Committee decline to approve Appendix A of the staff report, and instead commission a new staff report and Terms of Reference addressing the issues above, and issues raised by other delegates before this Sub-Committee.
2. That the new staff report and Terms of Reference be specifically directed to:
 - a. Employ balanced language that does not treat community interests as discretionary or as matters of perception.
 - b. Include an explicit requirement for the consultant to understand multimodal transportation planning and application of public health principles to transportation planning, and require relevant documents to be provided to the consultant.
 - c. Include explicit reconsideration of whether long-distance trucks should be routed across our downtown core, and how they could be stopped from doing so.
 - d. Add further “community hotspots”, including but not limited to (1) King St. West and Queen St. North, and (2) Wilson St. (Hamilton).
 - e. Require the consultant to engage in more fulsome consultation with the community at large, and particularly with interests other than the trucking industry.



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Transportation Planning and Parking Division

TO:	Chair and Members Truck Route Sub-Committee
COMMITTEE DATE:	March 26, 2019
SUBJECT/REPORT NO:	Truck Route Master Plan Review: Terms of Reference (PED19073) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Omar Shams (905) 546-2424 Ext. 7474
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	

RECOMMENDATION

- (a) That Report PED19073, dated March 26, 2019, respecting Truck Route Master Plan Study Review, be received;
- (b) That Appendix "A" attached to Report PED19073, respecting (Terms of Reference for Truck Route Master Plan Review), be approved by the Truck Route Sub-committee of the Council, so that it can be issued.

EXECUTIVE SUMMARY

The Hamilton Transportation Master Plan 2018 (TMP) acknowledged the importance of reliable goods movement network and freight supportive land-uses as the backbone of economic growth of the City and Greater Toronto and Hamilton Area (GTHA). A specific action from the 2018 TMP included direction to undertake a review of the 2010 Truck Route Master Plan Study (TRMP). The TRMP will provide guidance that balances the current and future needs of the goods movement and trucking industry, with the desire to minimize the negative impacts associated with heavy vehicles on the greater community.

Trucking has a significant impact over the City's economic development and health, considering the strategic location of Hamilton as a major transportation hub and home of the region's busiest cargo airport, a major marine port, and intermodal terminal. The

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**SUBJECT: Truck Route Master Plan Review: Terms of Reference (PED19073)
(City Wide) - Page 2 of 6**

present-day logistics landscape and supply chain process requires virtually all goods and products used by the industry, commerce, and the end consumer in the City of Hamilton to be delivered by trucks, for at least a portion of their journey. In 2010, City Council approved the first Hamilton truck route study in order to manage how the goods move to and through Hamilton, support the local economic activities, and manage the infrastructure assets while addressing the neighborhood and safety concerns.

Since the truck route system has been in place, a number of changes have occurred, and new issues identified including:

- Endorsement of the Complete-Liveable-Better (CLB) streets approach through the TMP to provide vibrant, safe and, resilient streets and public spaces that can accommodate all modes of transportation, including the heavy vehicles for goods movement;
- Integration of heavy vehicles into the design of Roundabouts, CLB streets, and the B-Line Light Rail Transit (LRT) corridor;
- Bottlenecks on the goods movement network;
- New and potential truck-intensive development, specifically around the airport and port;
- On-going community concerns related to the compatibility of trucks with residential areas; and,
- Lack of connectivity between intermodal terminals, employment land uses, adjacent regional truck route networks, and major provincial highway systems.

A Terms of Reference (ToR) for the TRMP review is attached as Appendix “A” to this report. A key objective of this work will be to balance the often competing goal of creating complete and livable communities with that of facilitating economic and employment growth. Through the use of a roster assignment, a consultant will be hired to review the 2010 TRMP, to revise the truck route network map, and to recommend policies and pragmatic strategies for managing movement of trucks in Hamilton. As a separate assignment and concurrent with the TRMP, a review and update of the City’s Goods Movement Strategy will be undertaken through the Economic Development Division.

The TRMP review will take an inclusive and collaborative approach, through consultation with the members of the public, professionals in various areas related to heavy vehicles and goods movement, focus groups, members of council, the internal technical advisory committee, and the business community. The approval of the final study is subject to City Council.

Alternatives for Consideration – See Page 6

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**SUBJECT: Truck Route Master Plan Review: Terms of Reference (PED19073)
(City Wide) - Page 3 of 6**

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: The City-wide TRMP review is funded through the Council approved 2017 capital budget, under Project No. 4661720924. Staff will utilize the Professional Services and Consultant Roster 2019-2020 (Contract Number C12-06-18) process to select a consultant to undertake the work.

Staffing: No impact.

Legal: There are no legal implications of the TRMP review ToR. Once a Council endorsed plan is approved, any amendments to the sections of the Traffic By-law No.01-215, and by-law schedules thereof, as per recommendations, may need to be executed.

The TRMP review will follow the Approach #1 of the master planning process which includes the Phase 1 and Phase 2 of the *Municipal Class Environment Assessment* process (October 2000 and as amended in 2007, 2011 and 2015).

HISTORICAL BACKGROUND

The City commissioned a consultant, in 2007, to review and provide recommendations for an efficient truck route system. The review resulted in the council approved TRMP 2010, developed as a key component of the TMP 2007. The TRMP study was utilized to manage the movement of goods in Hamilton and contribute to local and regional economic development and prosperity. The 2010 TRMP final report (Truck Route Master Plan PW10052) recommended a permissive approach for signing the truck routes to direct the heavy vehicles to legally travel on designated City highways and avoid unnecessary intrusion into residential neighborhoods.

In 2005, a Good Movement Strategy was developed for the City. A high-level overview of goods movement and related policies were conducted in support of the 2018 TMP. The study documented goods movement issues, conditions and opportunities in the City, and developed policy recommendations for goods movement and freight traffic management. A review and update to the 2005 Goods Movement Strategy will be undertaken as a separate assignment, concurrent with the TRMP review through the Economic Development Division.

In 2016, the City adopted an alternative truck route network approach, referred to as “Hybrid” system, to effectively manage trucks in the City’s transportation system and to minimize the impacts of truck traffic on the interests of the greater community. The decision to embrace the Hybrid system was, in part due to concerns received by the members of Council, staff and Hamilton Police Services, with respect to violations of the truck route system in primarily residential land uses.

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**SUBJECT: Truck Route Master Plan Review: Terms of Reference (PED19073)
(City Wide) - Page 4 of 6**

The "Hybrid" system is comprised of permissive and restrictive signage. Designated truck routes are signed as permissive (Green-Circle) to direct the heavy vehicle operators to use only designated routes (Truck Route) to reach their desired destination. In conjunction with the permissive signing system, restrictive (Red-Circle) signs are installed to prohibit intrusion of truck traffic into primarily residential neighborhoods and sensitive land uses, as deemed appropriate.

Despite having a strategic plan for managing trucks and freight movement in Hamilton, there is a need to update the TRMP and revisit related policies given a changing landscape in logistics and supply-chain processes, as well as, anticipated population and employment growth.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Rules governing the "Heavy Traffic" in the City are outlined in Section 56 of the Traffic By-law No. 01-21. The By-law permits heavy vehicles to travel on roadways that are not designated truck routes to conduct business, provided that the vehicle takes the "shortest route possible from the designated highway on non-designated City highways", both to and from the property where the business is being conducted.

Virtually all goods and materials consumed in Hamilton reach their final destination by trucks. A review of the TRMP and supporting truck routes network is needed to address the impact of heavy trucks on residential and business improvement areas, changes to the built environment, economy, emerging technologies, road system, and the overall landscape of moving goods to/from and within the City.

The TRMP review will be consistent with the directions of the TMP and in support of the 2016-2020 Economic Development Action Plan. It will provide guidance that balances the needs of goods movement and trucking industry with the aspiration to minimize the impact of heavy vehicles on the interest of the greater community.

The recommendations of the TRMP review may result in amendments to the sections of the By-law and respective by-law schedules, where deemed necessary. The TRMP review will develop new policies for the integration of heavy vehicles into infrastructure design and, will also provide a decision-making toolbox for best managing trucks using the City's transportation system.

RELEVANT CONSULTATION

The development of the ToR for the TRMP review was supported through a collaborative consultation process with various sections of the Public Works Department, the Healthy and Safe Communities Department, Planning and Economic Development Department, and the Hamilton Police Services.

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**SUBJECT: Truck Route Master Plan Review: Terms of Reference (PED19073)
(City Wide) - Page 5 of 6**

Staff also met with the Hamilton Port Authority and Environment Hamilton regarding their insights and issues relating to truck routes. In addition, during the development of the 2018 TMP, a significant amount of consultation was undertaken, which included feedback relating to goods movement and truck routes. This information will also be utilized as part of the TRMP process.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

In the City of Hamilton, virtually everything in the supply chain process reaches to the end consumers by trucks. Trucks are vital to the economic prosperity of the City and the City is recognized as the major transportation hub and the gateway of North-American trade. However, heavy vehicles can create negative impacts through visual impacts, real or perceived safety concerns, noise concerns, and air quality impacts.

The TRMP review will follow the master planning process. It will conduct a high-level overview of the conditions, opportunities, and challenges associated with movement of goods via trucks in the City and, will provide recommendations based on rational and best practices. The TRMP review will incorporate the following objectives:

- Optimize the use of existing infrastructure and capacity, and minimize adverse economic, social, and environmental impacts caused by goods movement;
- Support a sustainable transportation system, ensure seamless movement of goods in an efficient and timely manner, and consider the integration of goods movement in multimodal transportation systems and CLB streets;
- Manage bottlenecks and aim to provide a congestion-free journey for the movement of passengers and goods, maintaining adequate levels of service for all users, as the City's employment and population grows;
- Ensure connectivity with other regions in south-central Ontario and into the United States; in particular, to provide the appropriate connection and eliminate bottlenecks beyond the City's boundaries;
- Become an efficient, integrated and sustainable regional intermodal transportation centre within the GTHA-Niagara and GTHA-Windsor-Sarnia Trade Corridor, Canada's Innovation Corridor, and the Ontario-Quebec Continental Gateway Trade Corridor;
- Adopt strategies that take into account the emerging technologies and trends in manufacturing, freight, and transportation industries that will likely have a considerable impact on the future of goods movement in Hamilton;
- Promote freight-supportive land uses practices;
- Improve transportation safety for all road users and infrastructure asset management practices, including the integration of goods movement into geometric and functional design of roundabouts, CLB and LRT corridor;
- Contribute to the quality of life for the greater community by identifying mitigation/alternatives to reduce negative impacts on sensitive land uses and

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**SUBJECT: Truck Route Master Plan Review: Terms of Reference (PED19073)
(City Wide) - Page 6 of 6**

optimize existing infrastructure and capacity, and minimize adverse economic, social and environmental impacts caused by goods movement;

- Provide proper enforcement tools to support the operations of truck routes; and,
- Establish a goods movement data collection program, and collaborate with regional goods movement forums.

ALTERNATIVES FOR CONSIDERATION

The Truck Route Sub-committee could choose to modify the ToR for the TRMP review to include an expanded or reduced scope of work. An expanded scope of work could incorporate broader economic development objectives. A reduced scope of work could focus on minor changes to the Truck Route network only. A reduced scope of work would not address the current issues with respect to heavy vehicles nor would it position the City to address changes in development patterns, the economy, and the emerging CLB streets approach.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Economic Prosperity and Growth

Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.

Healthy and Safe Communities

Hamilton is a safe and supportive City where people are active, healthy, and have a high quality of life.

Built Environment and Infrastructure

Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” – Terms of Reference for Truck Route Master Plan Study Review

OS: cr

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Consulting Services for:

Truck Route Master Plan Study

Table of Content

Contents

1.0 INTRODUCTION.....	2
2.0 GOALS, OBJECTIVES & GUIDING PRINCIPLES.....	6
2.1 Goals of TRMP study update	6
2.2 Objectives and Guiding Principles of the TRMP update	6
3.0 BACKGROUND	7
3.1 IDENTIFIED ISSUES	8
4.0 SCOPE OF CONSULTING ASSIGNMENT.....	9
4.1 Understanding and Approach to Project	9
4.2 Project Team Qualification and Experiences	9
4.3 Project Schedule and Reporting	10
5.0 STUDY WORK PLAN	11
5.1 Stage 1: Review of the Relevant Background Material and Problem Identification.....	11
5.2 Stage 2: Policy Review and Development	13
5.3 Stage 3: Alternative Solution and Evaluation	13
5.4 Stage 4: Study Documentation	14
5.5 Public Consultation/Engagement Plan.....	16
6.0 STATEMENT OF REQUIREMENTS.....	18

TERMS OF REFERENCE

Hamilton Truck Route Study Review

1.0 INTRODUCTION

The City of Hamilton is seeking a proposal to provide professional consulting services to review and update the 2010 Council approved Hamilton Truck Route Master Plan Study (TRMP). The study area is identified in **Figures 1 and 2**. Though we do not anticipate any new road infrastructure projects to be recommended, the study should follow Phases 1 and 2 of the *Municipal Class Environmental Assessment (EA)*, process (October 2000, as amended in 2007, 2011 and 2015).

The TRMP is a strategic document that addresses City-wide goods movement via truck routes, their related issues, conditions, and opportunities. This document is a key component of the Council approved City-wide Transportation Master Plan (TMP) and supports the 2016-2020 Economic Development Action Plan. The TRMP provides guidance that balances the needs of goods movement and trucking industry with the aspiration to minimize the impact of heavy vehicles on the interest of the greater community.

The objective of this review is to determine whether the existing truck route network can support the current and future needs of local, regional and global goods movement, considering the location of Hamilton in the Greater Toronto and Hamilton Area (GTHA) and as the North American Gateway for goods movement. Additionally, to develop a safe, reliable, economically efficient, and environmentally sustainable goods movement network that provides a direct connection between goods-generating land uses, the major multi-modal transportation system and inter-modal terminals, and ensures robust connectivity with the regional and global networks.

The TRMP update should address the following as a minimum, but not limited to:

- Enhance the vision statement for the City's goods movement;
- Update or renew the objectives and principles of the TRMP, along with technical justifications, in order to achieve the set goals for the truck route network;
- Update the criteria for selecting routes to be included in the truck route network and revise the truck route mapping compatible with the City's GIS system, including system pinch points, which may be restrictive to certain design vehicles (e.g. overhead clearances);
- Review and update of the information that should be contained in the City's By-law to support the truck route network and update of relevant by-law schedules;
- A review of specific community-hotspots and identify a toolbox of solutions (e.g. communications/education programs);
- Identify monitoring and enforcement strategies;
- Investigate best practices relating to routes for "heavy" trucks versus other types of trucks and other truck distinctions;

- Update operational policies such as signing methodology, in particular with respect to the newly adopted hybrid-truck route signing approach;
- A review of boundary roads and connecting links to the regional truck route networks;
- Examines the integration of goods movement into Complete-Livable-Better streets, along with technical justifications, including geometric design considerations;
- Impacts of Climate Change and need to expand seasonal load restrictions; and,
- Develop truck route related policies and recommend implementation strategies.

<https://www.hamilton.ca/streets-transportation/driving-traffic/hamiltons-truck-route-network>

Figure 1: 2017 Truck Route Map

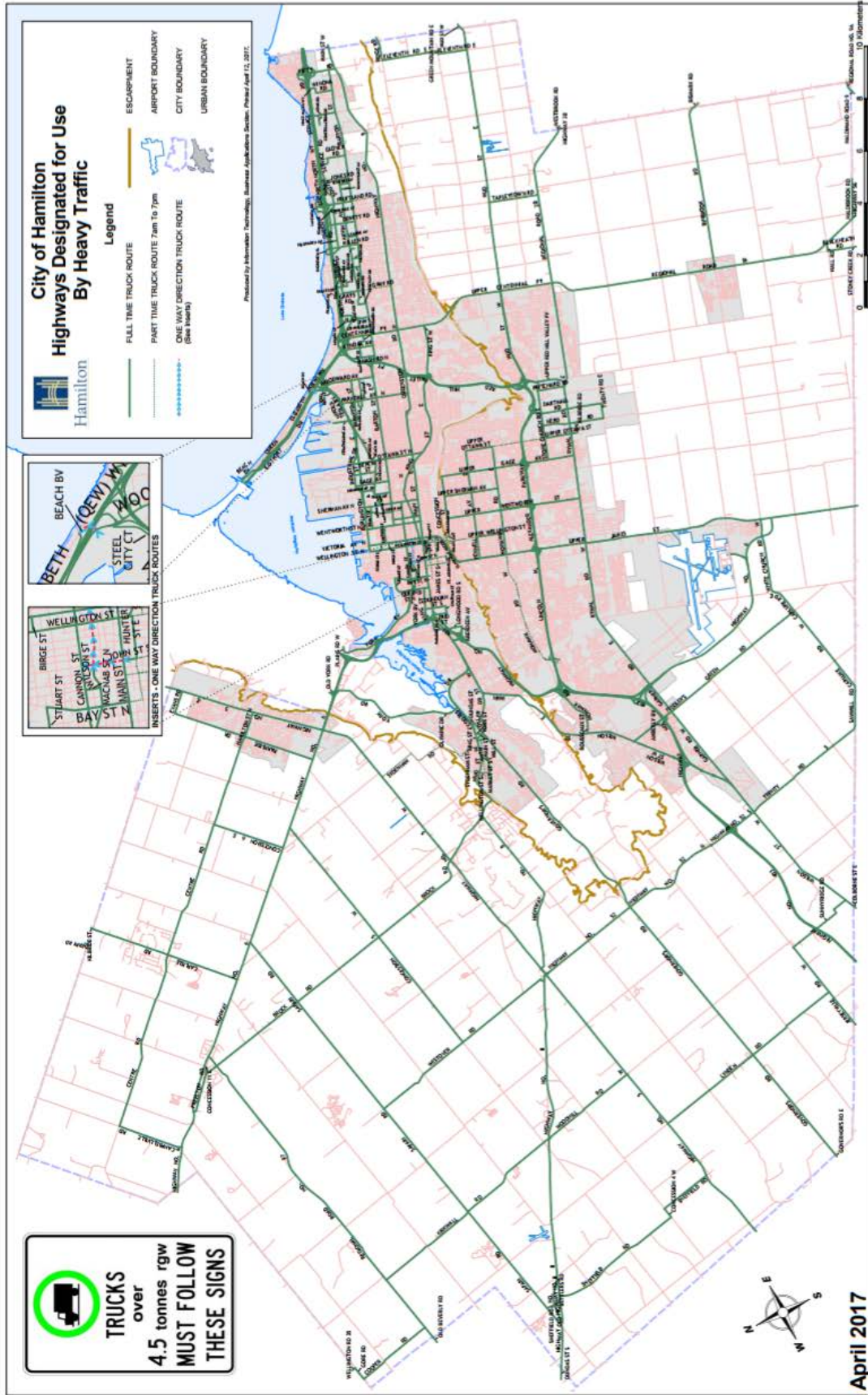
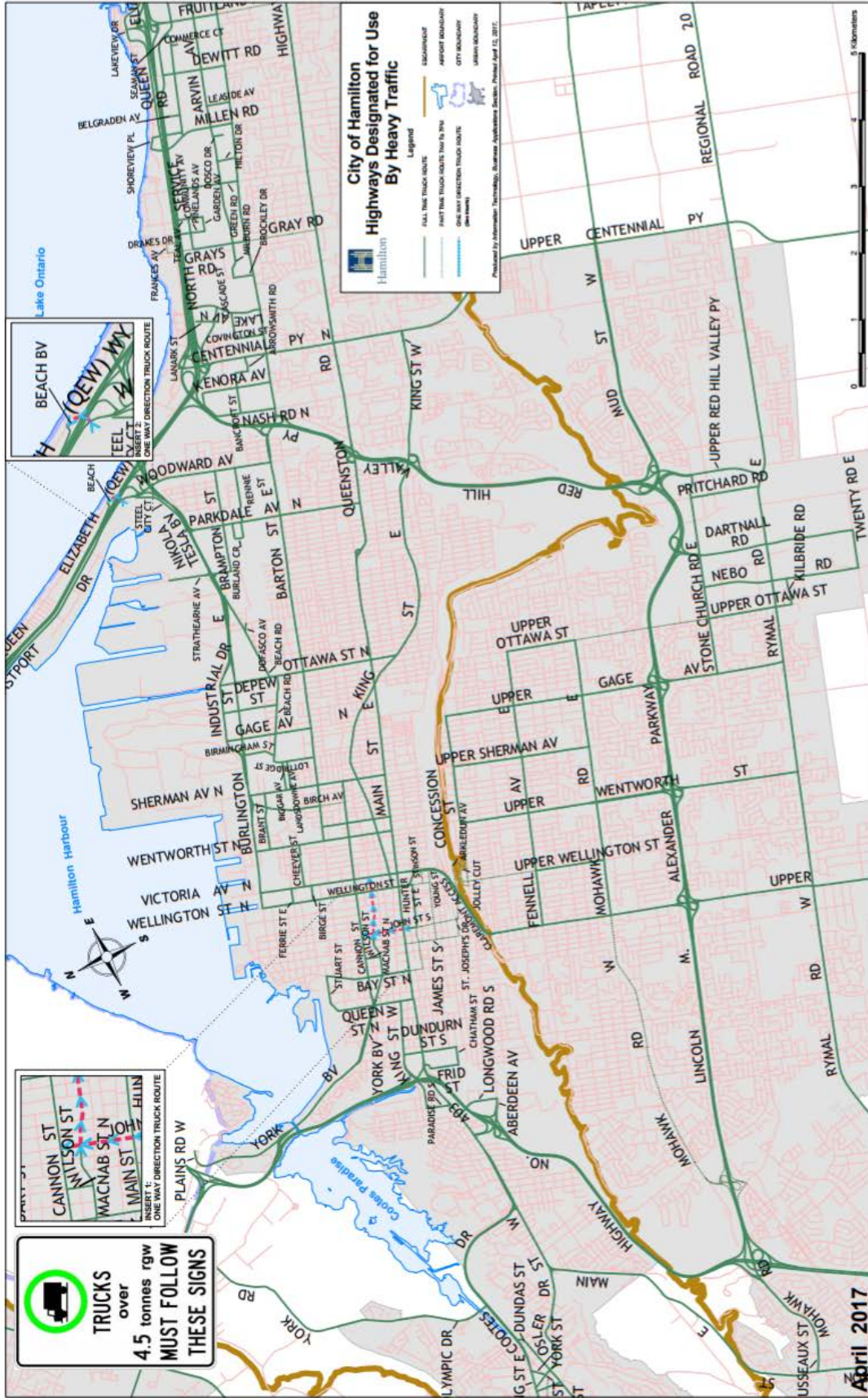


Figure 2: 2017 Truck Route Map (Urban)



2.0 GOALS, OBJECTIVES & GUIDING PRINCIPLES

2.1 Goals of TRMP study update

- To update the 2010 Hamilton Truck Route Master Plan Study, the truck route network map, policies, and implementation strategies that can assist the city in managing the truck route network, for the next five to ten years. With the desire to improve the City's economic prosperity by maximizing the efficiency of goods movement and minimizing the impacts of heavy vehicles on the interests of the greater community and sensitive land uses.

2.2 Objectives and Guiding Principles of the TRMP update

The primary objective of this TRMP study update is to evaluate the objectives and principles identified in the 2010 study and illustrated in Table 1. This study will determine whether updated or new objectives and principles are required.

Key considerations for an updated set of objectives include:

- Hamilton's growing role as a regional intermodal transportation centre within the GTHA-Windsor-Sarnia Trade Corridor, Canada's Innovation corridor, and the Ontario-Quebec Continental Gateway Trade Corridor;
- Integration of goods movement in multimodal transportation systems and Complete-Livable-Better (CLB) streets;
- Need to address bottlenecks to ensure adequate levels of service for all users, as the City's employment and population grows;
- Providing connectivity with other regions in the south-central Ontario and into the United States including how bottlenecks beyond the City's boundaries influence goods movement;
- Emerging technologies and trends in manufacturing, freight and transportation industries that will likely have a considerable impact on the future of goods movement in Hamilton; and,
- Approaches to optimize existing infrastructure and capacity, and minimize adverse economic, social, and environmental impacts caused by goods movement.

Table 1: 2010 Truck Route Study Objectives and Principles

Objectives	Principles
<ul style="list-style-type: none"> • Identify the purpose and goals of a truck route network, along with technical justification, in order to achieve the goals of the truck route systems; • Set the basic criteria for selecting routes to be included in such a network; and a review of the overall system structure, specific “hot spots”, and boundary roads; • Follow Phases 1 and 2 of the EA process dealing with transportation system problems or opportunities, and alternatives planning strategies respectively; • Summarize the information that should be contained in the City’s By-law (Traffic By-Law No. 01-205) to support the truck route network, and, the by-law and by-law schedules to provide a new comprehensive by-law; • Develop operational specifics such as signing methodology, including engine brake noise issues; and, • Revise truck route mapping to be compatible with the City’s GIS system. 	<ul style="list-style-type: none"> • Balancing social, environmental, and economic factors; • Consistent and transparent decision-making; • Minimizing the demand for enforcement; • Minimizing dead ends in the network; • Transferring of truck traffic to higher quality facilities; and, • Matching relationship of trucks to road category and roadway configuration.

3.0 BACKGROUND

The 2010 Council approved TRMP was developed as a key component of the 2007 TMP as part of the [GRIDS](#) process. The TRMP is utilized to manage the truck route network and contribute to achieve the City’s economic prosperity and improve quality of life.

The development of the Hamilton 2010 TRMP study was consistent with directions taken in the 2008 Metrolinx release of “*The Big Move*”, an integrated multi-modal Regional Transportation Plan (RTP) for the GTHA. Subsequent to the RTP, Metrolinx undertook a GTHA Urban Freight study that fed into background reports as part of the 2018 update to the RTP. The TRMP update is an opportunity to address any policy gaps and inconsistencies between these three documents and develop strategies to move people and goods on shared infrastructures effectively.

The Council approved TMP update (2018) highlights the significance of a reliable goods movement network and freight supportive land uses over Hamilton’s economic growth and prosperity. The TMP update undertook a high-level overview of goods movement policies, supporting actions, and considerations for the integration of goods movement

and Complete-Livable-Better (CLB) streets. It recognized the need for updating the 2010 TRMP, the truck route network map, and a comprehensive review of the truck route network from a connectivity standpoint with other regions in south-central Ontario and beyond.

Aligned with the objectives of the TMP, the truck route network must satisfy the needs for effective transport of goods in integration with other modes of transportation and on shared infrastructure, in the short, intermediate and long term. An increase in the number of truck-related problem locations (Community Hotspots), implementation of Light Rail Transit (LRT), and embracing the CLB streets approach by the City, will need to be addressed as part of this study.

The Proponent will be required to review existing truck route network and outline the current and expected truck route-related problems, as a result of an increase in trucking activities due to anticipated growth, to provide solutions, and recommend supporting policies the City can contemplate to mitigate these matters.

3.1 IDENTIFIED ISSUES

Some issues and community hotspots have been identified concerning truck traffic and truck route network, to review and address as part of the TRMP study:

Network Issues

- Light Rail Transit – Impact of LRT project over truck route network;
- Lack of a lower Hamilton east-west truck route corridor;
- Connecting Hamilton Airport Employment Growth District to Red Hill Valley Business Park;
- Connecting Hamilton Aerotropolis to Hamilton Port and Intermodal Rail Terminal;
- Downtown Hamilton goods delivery services – curb lane loading/unloading zone accommodation – permit small to midsize trucks downtown;
- Off-peak delivery service; and,
- 400 series Highway improvements.

Rural Issues

- Farm equipment;
- Illegal dumping;
- Binbrook-Ancaster agriculture routes;
- Quarry haul routes and impacts on adjacent land uses, such as schools; and,
- Heavy construction vehicles/machinery haul routes.

Road Safety and Environmental Issues

- Heavy vehicle integration into complete streets;
- Driver behaviour;
- Design integration of heavy vehicles into roundabouts and other road infrastructure;
- Appropriate signage of truck routes;
- Air-brake noise and vibration;
- Dust pollution mitigation;
- Truck traffic speed;

- Distinction between “heavy load” trucks versus other similar sized delivery trucks; and,
- Impacts of climate change on reduced load roadways.

Community Hotspots

- Cannon Street – Bicycle conflict with heavy truck traffic and noise complaints at the intersection of James Street North at Cannon Street;
- Bay Street North – No designated truck route due to new bike lane installation;
- Carlisle Road – Concern with respect to noise, speed and deterioration of the roadbed and pavements condition due to excessive heavy truck traffic;
- Victoria Street – Two-way conversion & creating General Hospital Safety Zone;
- Wellington Street – Creating General Hospital Safety Zone;
- Parkdale Avenue North – General concerns regarding truck route designation;
- Sydenham Hill (Downbound);
- Wellington Street South (Dundas);
- Wilson Street (Ancaster) – No truck route;
- Hess Street North Cannon to Barton – Violation of truck route;
- Dickenson Road – Violation of truck route;
- Gage Avenue – Trucks entering from King Street;
- Millgrove Side Road (Violation of truck route – No signal at Concession 5 and Highway 6);
- Main Street – Downtown Core;
- Sawmill Road - General concerns regarding truck route designation;
- Glover Road Hydro-Line to Rymal Road - Violation of truck route;
- Knox Avenue - Violation of truck route;
- Haldibrook Road and Westbrook Road – Municipal boundary road;
- Barton Street (Stoney Creek) – Lewis Road to Fifty Road (no truck route);
- Cut-through traffic in various neighbourhoods; and,
- Mitigation near sensitive receptors (e.g. elementary schools/day cares).

4.0 SCOPE OF CONSULTING ASSIGNMENT

The Consultant shall submit a work plan and cost estimate reflecting the above scope of work and after further review of relevant background materials and review of the study area. Upon discovery of any discrepancies or omissions through review of this TOR, the Consultant shall request clarification of the matter.

4.1 Understanding and Approach to Project

The Consultant shall demonstrate their knowledge in the design of an effective truck route network, as well as, specific issues that are contributing to the need for a truck route network review, in the City of Hamilton, at the current time. The proponent is also expected to indicate the approach to be taken to define a strategic basis for examining the truck route network as holistic and route by route.

4.2 Project Team Qualification and Experiences

The Consultant shall identify the Project Manager and key staff responsible for the delivery of various tasks of this project. Resumes shall be provided for each team

member not listed on the roster (maximum of two pages) to demonstrate their respective qualification and experience relevant to the scope of this project.

An organizational chart should be submitted to demonstrate the organization of the project team, their specific role, and their reporting hierarchy. The Project Manager and key staff shall demonstrate the skills and ability:

- To manage projects of similar scope, and the ability to deliver high-quality work, on time, and set budget;
- To work as a multi-disciplinary team on projects of similar scope; and,
- To work effectively with a wide variety of interest groups and authorities including all levels of government, special interest groups and the members of the public.

To avoid unexpected disruption in project progress due to unforeseen circumstances, the Proponent shall provide the City's Project Manager with a contingency plan for key project team members, as well as an organizational chart for this back-up plan.

4.3 Project Schedule and Reporting

- The Consultant shall provide the City with the project schedule (e.g. Gantt-Chart) highlighting the milestones, tasks and subtask with their respective timelines;
- The Consultant should comment on the critical path for this TRMP study on the basis of key project milestones completion dates, and monitor/update the project progress accordingly; and,
- A monthly project status report shall be submitted summarizing the status of the project progress on the task contained in the study schedule, to the satisfaction of the City Project Manager.

Key Milestones	Approximate Completion Dates
Project Award Assignment	Q2 2019
Data Collection	Coordinate with various City Departments/ Divisions, and other agencies Q2 2019
Staff Technical Advisory Committee (TAC) Meeting	Project Commencement - Q3 2019, and subsequent meetings with staff prior to public and stakeholder meetings
Public Consultation/Engagement	Q3 2019
Technical Memorandum	Q3 2019 – Vision, Problem and Opportunity Statement, and Summary of Public and Stakeholders Q&A
Develop Preferred Alternatives/ Solutions & Policy Recommendations	Q1 2020
Public Consultation/Engagement	Q4 2019
Draft Report	Q2 2020
Final Report	Q2 2020
Council Presentation	Q2 2020
Public Review	Q3 2020 for a minimum of 30 days Public Review (if EA filing is necessary)

5.0 STUDY WORK PLAN

The Consultant will need to follow a staged process that should reflect the following stages, as a minimum:

Technical:

- Stage 1: Review of the Relevant Background Material and Problem Identification
- Stage 2: Alternative Solution and Evaluations
- Stage 3: Policy Review and Development
- Stage 4: Study Documentation

Consultation:

- On-going: Consultation/Engagement Plan and Communications Strategy

The work plan shall be presented in a logical and chronological order to ensure that all necessary steps are completed prior to moving to the subsequent stage in the study. The Consultant is expected to develop an innovative and cost-effective work plan while still satisfying the minimum requirements outlined in this document.

The public consultation/engagement is anticipated at each stage of the study, in order to keep Hamilton's citizens and the stakeholders informed on findings, progress and recommendations as well as avenues for communication. (Allow three weeks publication and mail-out time prior to each Public and Stakeholders Meeting/Invite).

5.1 Stage 1: Review of the Relevant Background Material and Problem Identification

The TRMP study update should account for the goods movement requirements for the anticipated population and employment growth based on the Official Plan's structure. The increased demand for transport of goods is directly linked to the population and employment growth and the changing landscape of logistics and goods distribution. Developing the truck route network for the current and future needs of transporting goods will be presented to the various stakeholders, City of Hamilton staff, the general public, and City Council for consideration. Through the investigative methodology, the developed alternatives will be refined until the preferred scenario is identified.

The Proponent should obtain and review the background material and relevant literature, along with the objectives and principles of the existing TRMP study - to be able to identify the current issues, conditions and opportunities of truck route network in Hamilton, and develop the problem and opportunity statement. The City of Hamilton will provide the proponent with the following documents:

- Applicable portions of the Traffic By-law;
- The most updated version of truck route network map-2017 and reduced truckload map-2007, along with previous versions of truck route maps for 2010 and 2014;
- The background information and nature of concern on areas of interest;
- [Hamilton Transportation Master Plan 2018 and supporting reports](#);
- [Hamilton Official Plan](#) ;
- [Hamilton Truck Route Master Plan 2010](#);

- [Hamilton Goods Movement Study Background Review report \(2015\)](#);
- Hamilton Goods Movement Study Report (2005);
- [Hamilton Airport Master Plan](#);
- [Hamilton Port Land Use Plan and supporting documents](#);
- [Metrolinx Regional Transportation Plan](#);
- The Intersection turning movement count and Mid-block counts will be provided by the City, along with the trucks and overall collision statistics. The City-wide 2013-2017 Collision Analysis Report can be retrieved through the link below:
<https://pub-hamilton.escribemeetings.com/filestream.ashx?DocumentId=178638>;
- [Metrolinx's Strategic Goods Movement Network](#);
- [GTHA Urban Freight Study](#); and,
- [Freight Supportive Guidelines](#) by the Ministry of Transportation of Ontario (MTO).

Consultant Deliverable(s):

- Technical memorandum that summarizes the findings of Stage 1 including:
 - Vision Statement for the City's Truck Route System within context of City-wide TMP and Goods Movement/Economic Development Strategy;
 - Problem and Opportunity Statement;
 - Updated Goals, Objectives and Guiding Principles; and,
 - Preferred Alternative Strategy(s).
- Preparation of meeting agenda, presentations, handouts, minutes etc.;
- Receive approval from the City of Hamilton for the Table of Content of the TRMP study update;
- Adhere to the requirements of this ToR and liaise with the City's project team as required;
- Assist and collaborate with the city staff in:
 - Chair the Technical Advisory Committee (TAC) meetings, the TAC will be made up of technical and professional City staff (Planning and Economic Development, Transportation Operation, Engineering/Design, Hamilton Police, and Public Health);
 - Attend and act as the moderator-facilitator at themed panel discussions (maximum two) relating to truck routes organized by the City;
 - Conduct focus group meetings (maximum of three);
 - Adjacent Municipal and Provincial government agencies meeting (one); and,
 - Public Information Centres (PICs) (maximum of two).

Staff Responsibility:

- The City will prepare the Notice of Study commencement and will arrange delivery to affected public agencies and advertising;
- The City will make arrangements for meetings and PIC locations and logistics;
- The City will be responsible for the selection process relating to any focus group and associated meeting logistics; and,
- Monitor progress, coordinate City resources, circulate requests for information to the appropriate departments and respond to questions in a timely manner.

5.3 Stage 2: Policy Review and Development

This stage consists of a comprehensive review and update of the truck route related policies and guiding literature that are developed to provide direction for managing the goods movement in Hamilton. A review and update of these policies will form a robust foundation for the development of the TRMP update.

The policy review and consideration of new policy papers should be within the social, economic, and environmental contexts. Key considerations include:

- The prioritization of truck route network improvement:
 - This could include evaluation criteria as part of a transparent framework for assessing future goods movement priorities, which may include network connectivity, environmental sustainability, economic efficiency, safety, community impact, integration with CLB streets, cost and constructability.

Consultant Deliverable(s):

- Technical memorandum that summarizes the findings of Stage 2 that will include:
 - Development of policy for goods vehicle access and curbside loading/unloading zones in urban areas;
 - Development of policy for safe operation of Long Combination Vehicles (LCV) for the transport of goods;
 - Development of policy for integration of goods movement into CLB streets;
 - Review the potential for embracing Urban Consolidation Centers (UCC), their significance in sustainable freight transport, and consideration for future updates of Official Plan and Zoning By-laws; and,
 - A review of embracing emerging technologies in goods movement in Hamilton and their potential impact on socio-economical environments.
- Propose wording changes required to the Traffic By-law.

Staff Responsibility:

- Monitor project progress, coordinate City resources, circulate requests for information to the appropriate departments and respond to questions in a timely manner; and,
- Review the recommended policies and provide feedback on all deliverables.

5.2 Stage 3: Alternative Solution and Evaluation

This stage consists of a qualitative and quantitative assessment of alternatives developed, and documentation of the opportunities and constraints for changes to the truck route network based on both the current and projected future needs. For systematic determination of alternative and development of efficient, reliable, economical, and environmentally sustainable truck route network, the consultant should assume the following, as a minimum:

- Develop a strategic vision paper, elaborating on the purpose and importance of the truck route network in general and the advantage of a system in the Hamilton context, as well as the context of truck goods transport by road in the future needs;
- Undertake field investigations, where new or modified roads associated with seasonal restrictions may be proposed, to characterize the road network and determine

- whether these roads should become part of the truck route network;
- Include the safety component as part of the evaluation process to justify the proposed truck route network, wherever possible and deemed necessary. Tabulate five-year collision frequency for the intersections and Mid-blocks of the roads that could potentially be added or removed from the network. The analysis should specifically document truck related collisions and identify countermeasures for safety improvements as part of truck route revision;
 - Examine the attributes required of the truck route network in general and at the roadway level. This will address the integration of trucks into CLB streets from design and as well as the social and environmental perspectives. The possible issues are, but not limited to: lane widths, pavement strength, corner turning radius, safety of vulnerable road users, connectivity, density of route structure, preferred type of adjacent land uses (including sensitive receptors such as day cares, elementary schools and retirement residences) etc.;
 - Develop a recommended truck route network that will best serve the movement of commercial traffic in the City of Hamilton. Provide alternatives for consideration in satisfaction with the minimum requirement of the Municipal Class EA;
 - Develop a suitable number of criteria to evaluate each of the truck route alternatives appropriately. The evaluation method developed must be easily understandable to the public;
 - Review and comment on the validity and acceptability of the current by-law literature; and,
 - Undertake the evaluation of each alternative and select a preferred alternative.

Consultant Deliverable(s):

- Technical memorandum that summarizes the findings of Stage 3 including:
 - Recommended alternatives; and,
 - Truck route network map for each alternative.
- Preparation of material and attendance at City meetings, Stakeholders meetings, Focus Groups meetings, PICs, and any other public outreach and community events.

Staff Responsibility:

- The City will make arrangements for meetings and PIC locations and logistics;
- Monitor progress, coordinate City resources, circulate requests for information to the appropriate departments and respond to questions in a timely manner; and,
- The City Project team will review the developed alternatives and recommended solutions and will provide comments in a timely manner.

5.4 Stage 4: Study Documentation

Developing the truck route network for the current and future needs of transporting goods will be presented to the various stakeholders, City of Hamilton staff, members of the public, and Council for consideration.

In this stage, all of the study findings and received feedback from the public, stakeholders and City staff should culminate in the final draft report for review by the City's Project team and endorsement by the City Council.

Deliverable(s):

- Technical memorandum that documents the City's goods movement vision statement, problems and opportunities statement, and inventory of the technical, social, and economic environments, to be considered in the development of alternatives and solutions;
- Technical memorandum that will form a part of the TRMP update report, in addition to the vision statement and problem and opportunity statement, this document will contain:
 - The technical, social, economic, environmental, and health criteria used in the development of alternatives;
 - All recommended alternatives;
 - The possible positive and negative impacts of each alternative on social, economic, environment and health, as well as a systematic evaluation of each, identified alternative, in terms of their advantages and disadvantages; and,
 - Identify and recommend the preferred alternative with a network map for presentation and Public and Council consideration.
- A summary memorandum of inputs received during the public consultation, focus groups meeting, and agencies circulation;
- A Truck Route Master Plan Study Update draft report that documents all analysis, findings, and recommendations for review by the City of Hamilton. The draft report will also document the public consultation that was completed as part of the study and will include: (an electronic copy (PDF and MS WORD-file) of the draft report shall be submitted);
 - Policy recommendations;
 - Network Improvements and associated priorities including cost saving and funding sources (Federal/Provincial Grants); and,
 - The final revision of the selected/approved truck route network map.
- A Truck Route Master Plan Study Review final report documenting all activities undertaken to date through the Approach #1 of the EA process for master plans;
- Based in the final plan, prepare a revised by-law schedule of defined truck routes, in an electronic form (MS WORD) identical to the current by-law, so that the new listing may be presented to Council for approval;
- Develop any wording changes required to the Traffic By-law text; and,
- Electronic copies (PDF-file and MS WORD) of the final report and the network maps are to be submitted to the City of Hamilton.

Staff Responsibility:

- Monitor progress, coordinate City resources, circulate requests for information to the appropriate departments and respond to questions in a timely manner;
- The City will make arrangements for meetings and PIC locations and logistics;
- Review and provide feedback on all deliverables, in a timely manner;
- Obtain Council endorsement for the final recommendation of the Truck Route Master Plan Study review, the final truck route network map, and filing the final TRMP report in public records, via a report to Council; and,
- Printing of final reports (as required).

Intellectual Property Rights:

All reports produced by the Consultant will become property of the City of Hamilton. These reports and any other documents or presentation material may be produced and distributed as decided by the City without any required permission from the consultant who authored them.

Personal Information provided through public comments is collected by the City of Hamilton in accordance with the Freedom of Information and Protection of Privacy Act and will be used by the City in making a decision on this project. With the exception of personal information, all comments will become part of the public record.

5.5 Public Consultation/Engagement Plan

Through their identified work plan, the Consultant should develop a consultation plan and an effective communication strategy to ensure that people are well informed of this strategically important project. It will be vital to the citizens of Hamilton that they understand the scope and reason for the project, identification of the current issues, as well as any potential short, intermediate and long-term impacts, both locally in their neighbourhood, as well as the City as a whole. The consultation process will serve the Project Team and City staff with an understanding of the position and needs of the community, and the industry through citizen and stakeholders input. The proposed strategy should make use of emerging technologies, yet, be cognizant that not all residents may have access to certain technology and provide alternatives to maximize participation.

Several key stakeholders should be consulted over the course of TRMP update to merge resulting insights for the development of an efficient network. Below is a summary of potential meetings with the various stakeholders. The proponent should identify the number of required meetings within their Proposal.

Stakeholder Group(s)	Potential Number of Meetings
City Project Team	4
Adjacent Municipalities/Provincial Agencies	1
Council Truck Route Sub-committee	2
Moderate-Facilitate Panel Discussion/Focus Groups	4
Business Community (BIAs, Chamber of Commerce)	2
City-wide Open Houses/Engagement Meetings	2 (1 Mandatory and 1 Optional)
Council Meeting	1

It is upon the discretion of the Proponent to develop their preferred engagement strategy approach which will likely be based upon their experience on previous related projects; however, the following should be considered, as a minimum:

- Public Information Centres/Workshops, Moderated Panel Discussions, Focus Groups, Open Houses, Pop-Up community events;
- Public Surveys/Questionnaires – including collection, analysis, presentation and distribution of data/results; and,
- Meetings - with staff, stakeholders, review agencies, associations, committees and Council.

The strategy should be cognizant of *Accessibility for Ontarians with Disabilities Act* (AODA) requirements.

Consultant Deliverable(s):

- Preparation of materials and attendance at Project Team Meetings, Stakeholder Meetings, Public Meetings, and Council;
- Preparation of all meeting agendas and minutes;
- Preparation of content to be housed on the City’s project web page;
- Preparation of materials, including graphics and text for display boards, surveys as required, for all public meetings;
- Assist in the preparation of content/material to support City staff’s attendance at various pop-up engagement events;
- Reports that summarize the approach and feedback received from each public consultation/engagement method; and,
- Support City staff with public inquiries, as needed.

Staff Responsibilities:

- Preparation and maintaining a contact list over the course of the project, in collaboration with City staff. The list shall include affected Provincial and Municipal government ministries/agencies, Hamilton Airport Authorities, Hamilton Port Authorities, and conservation authorities;
- The City’s Project Manager will be responsible for responding to all public inquiries;
- The City’s Project Manager and support team will participate in strategic pop-up engagement events throughout the City;
- The City will make arrangements for meetings and PIC locations and logistics;
- Monitor progress, coordinate City resources, circulate requests for information to the appropriate departments and respond to questions in a timely manner;
- The City will set up and maintain the project website;
- The City’s Project Manager will review all technical report/memos, display, web materials prepared for the study;
- The City will monitor/ensure compliance to EA process and practices; and,
- The City will obtain Council endorsement for the final recommendations and filing of the TMP report in the public record, via a report to Council.

Defined Public Consultation:

- Notice of Project Commencement – to be announced on the City’s website and local newspapers to the attention of the general public and agencies;
- Staff Technical Advisory Committee meeting prior to each public information centre and key decision-making events/meetings of the study – to provide input and advice on the identified issues; and,

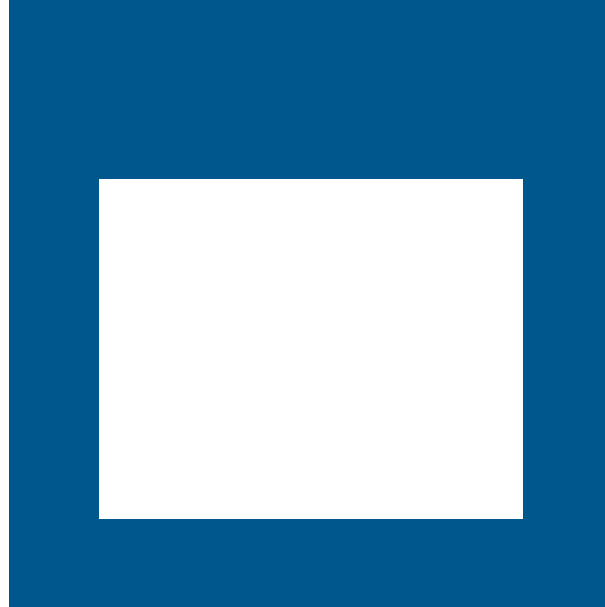
- Speaker Series/Focus Group meetings to obtain feedback.

6.0 STATEMENT OF REQUIREMENTS

The Successful Proponent will prepare a draft and final Hamilton Truck Route Master Plan Study Update report, which will satisfy Phases 1 and 2 of the Environmental Assessment process.

Deliverable(s):

- Truck Route Study Review Report – an electronic copy of pdf and other applicable formats:
 - Vision Statement for City's goods movement policy;
 - Problem and opportunity statement;
 - Review of preferred strategy and targets;
 - Updated policy papers and develop new policies;
 - Updated relevant By-Law schedules;
 - Preparation of materials and attendance at project team meetings, stakeholder meetings, public meetings and the Council;
 - Preparation of all meeting minutes;
 - Preparation of content to be housed on the City's project web page;
 - Report recommendations;
 - Truck Route Network Map compatible with the City's GIS and open data platform;
 - Truck Route Network improvements and associated priorities;
 - Cost impacts, including funding sources and cost of do-nothing approach; and,
 - Decision-making toolbox.



TRUCK ROUTE SUB-COMMITTEE:
TRUCK ROUTE STUDY REVIEW
Terms of Reference and Study initiation

March, 2019

Truck Route Study

Strategic Plan Alignment:

Our Vision

To be the best place to raise a child and age successfully.

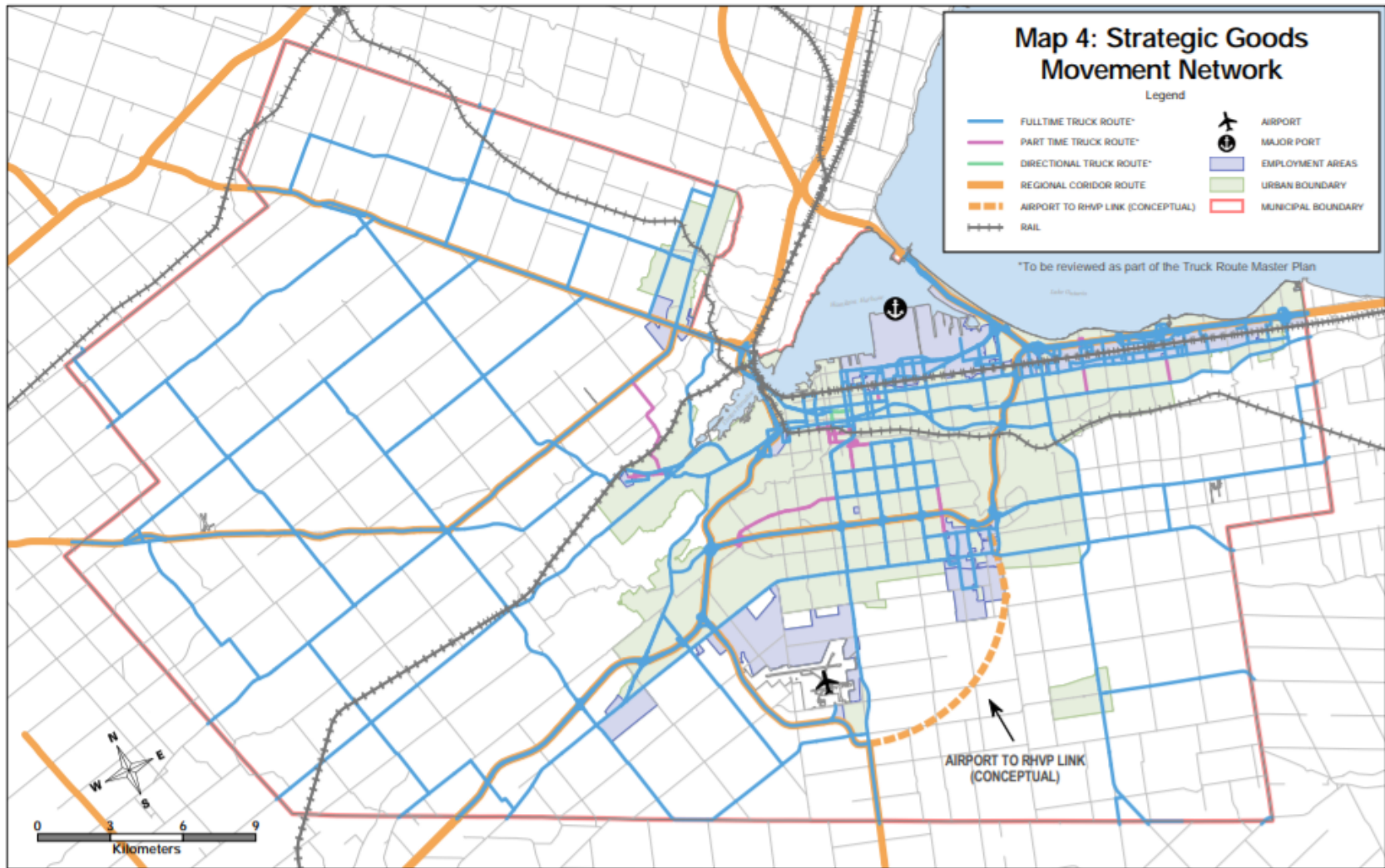
Council Approved, August, 2018 TMP:

Action #65

Undertake an integrated review and update of the 2010 Truck Route Master Plan and 2005 Goods Movement Study.



Truck Route Study Review



Truck Route Study Review



Truck Route Study Review

Goods Movement



Advanced Manufacturing



Agriculture / Food Processing



Creative / Cultural Industries



Finance / Insurance / Real Estate



Goods Movement



ICT / Digital Media



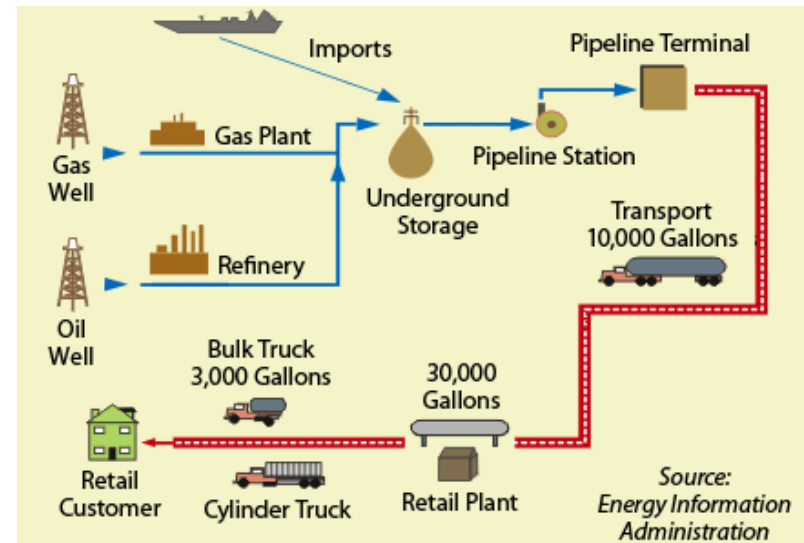
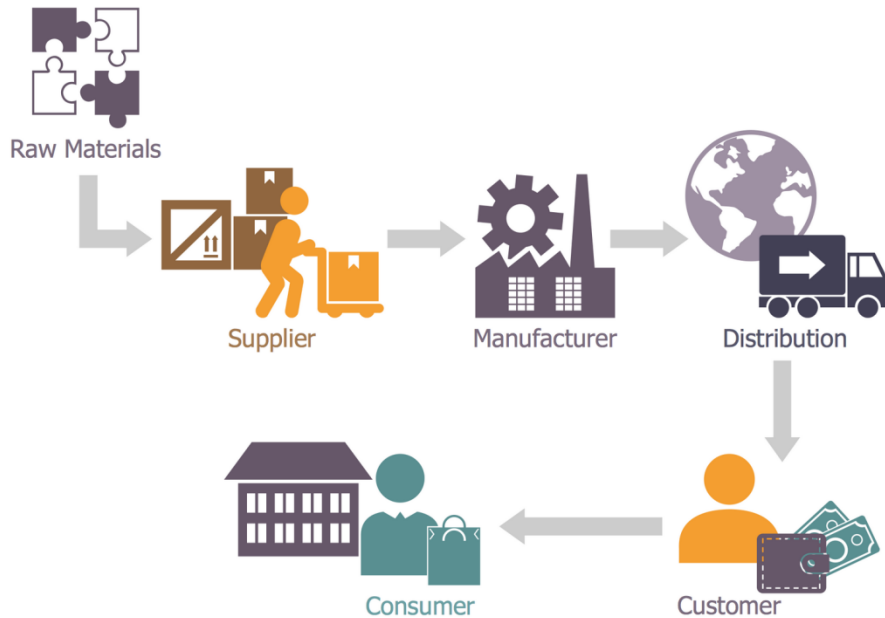
Life Sciences



Tourism

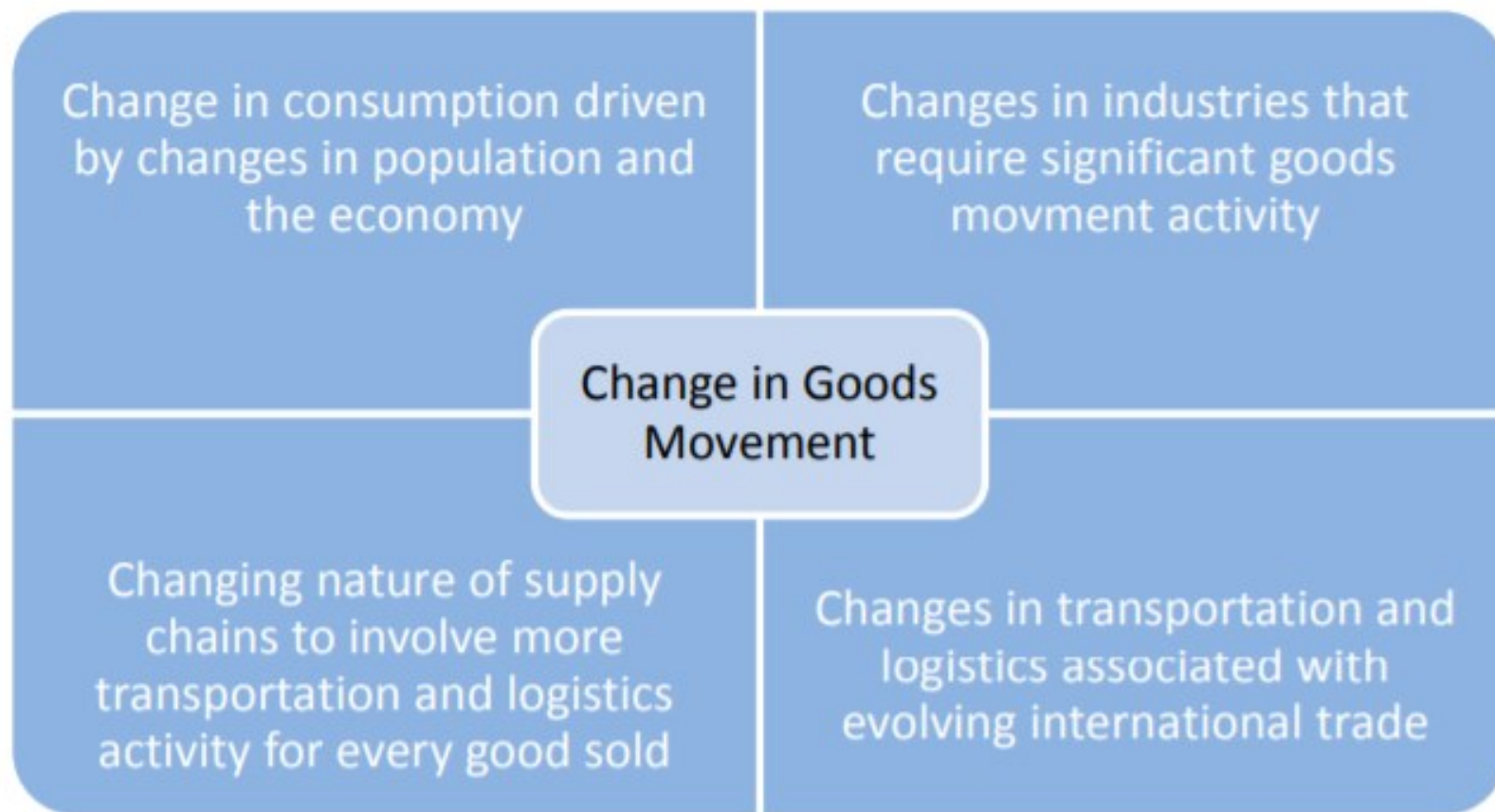
Truck Route Study Review

- Supply Chain and logistics
- First and last mile of goods movement



Truck Route Study Review

Figure 1-1: Key Drivers of Change in Goods Movement



Truck Route Study Review

Background:

The purpose of the Truck Route Network is to:

- Support safe and timely movement of goods and services
- Recognize and try to limit the impacts of truck traffic on the interests of the greater community such as safety, congestion, noise, and air quality
- Protect the City's road infrastructure that cannot bear heavy loads or roads where truck traffic would be unsuitable (e.g. narrow lanes, weight restrictions on bridges)

Permissive



Restrictive



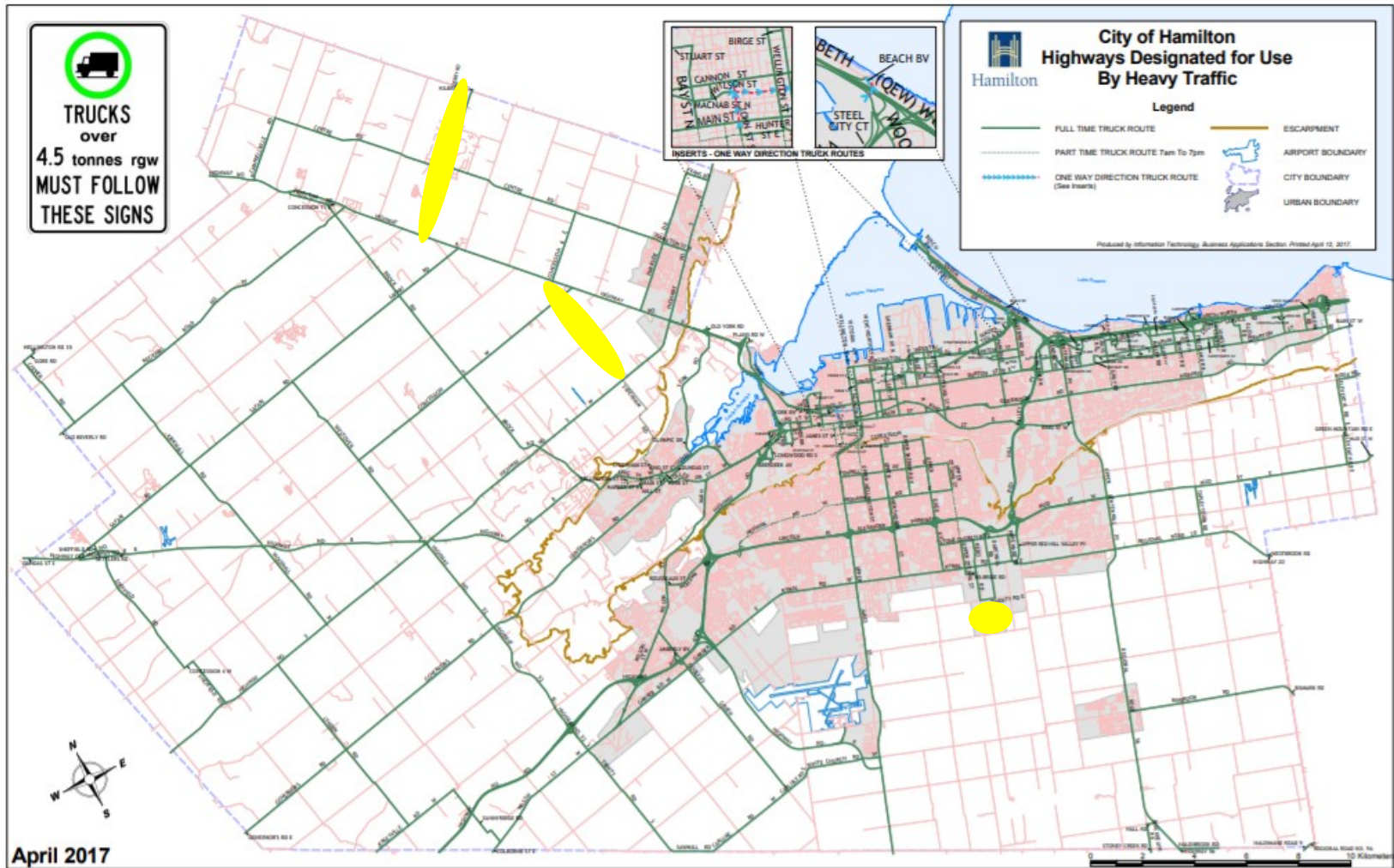
Truck Route Study Review

Issues:

- Implications for LRT
- Complete-Livable-Better Streets
- Route integrity/redundancy
- “Heavy” vs. “Other” Trucks
- Road Safety (Vision Zero)
- Community mitigation (e.g. driver behaviour)
- Emerging Technology
- Queuing (dwell times) on municipal roads
- Reliability of travel time
- Connectivity to Regional Networks
- Climate Change (reduced load roadways)
- Accommodate Farm Equipment
- Quarry Operations
- Soil
- Pinch Points (e.g. bridge clearances)
- Navigation (e.g. GPS)
- Environment (Air Quality/Noise)
- Enforcement
- Truck Platooning
- Long-Combination Vehicles
- Municipal Boundary Roads

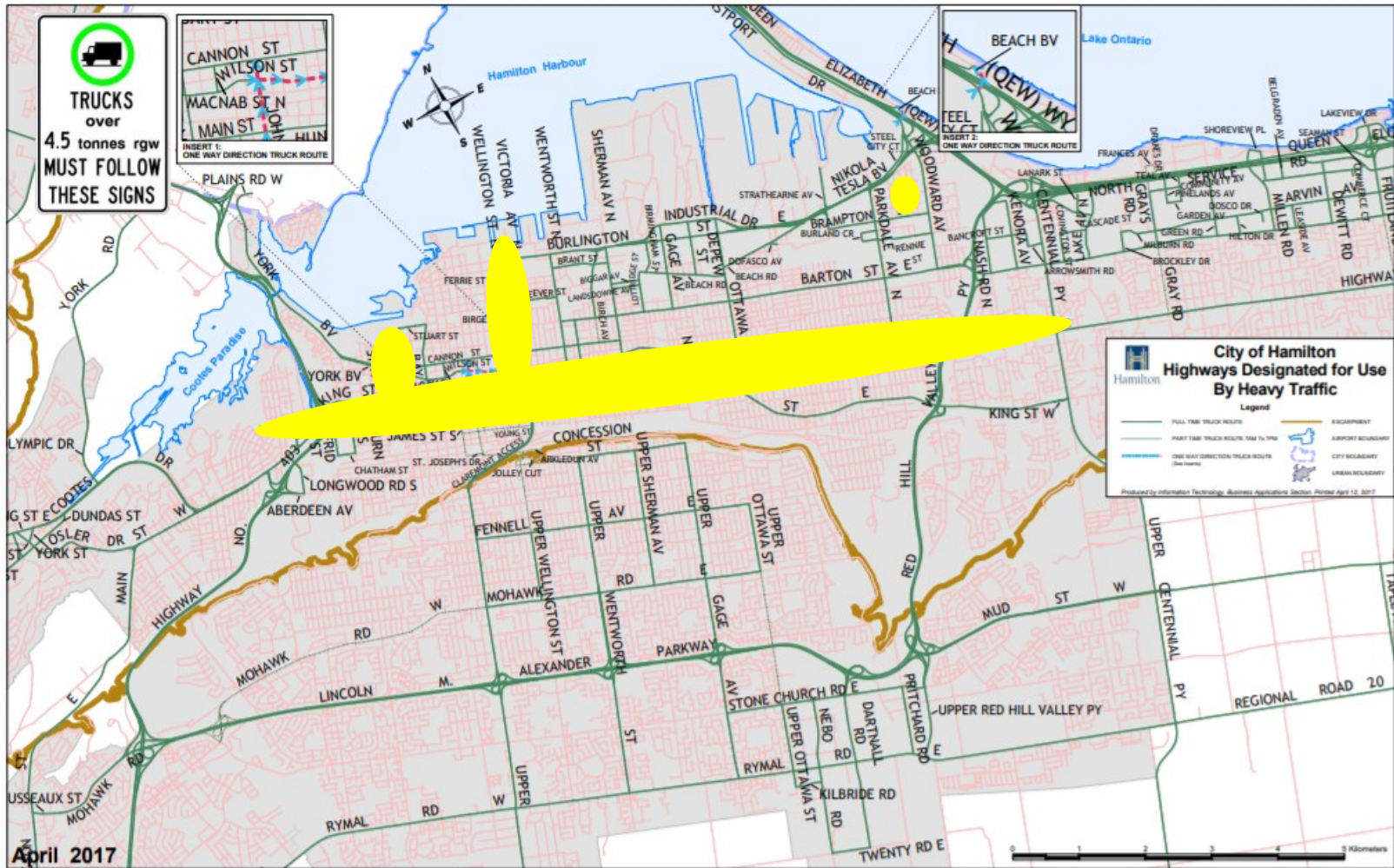
Truck Route Study Review

“Hot Spots”:

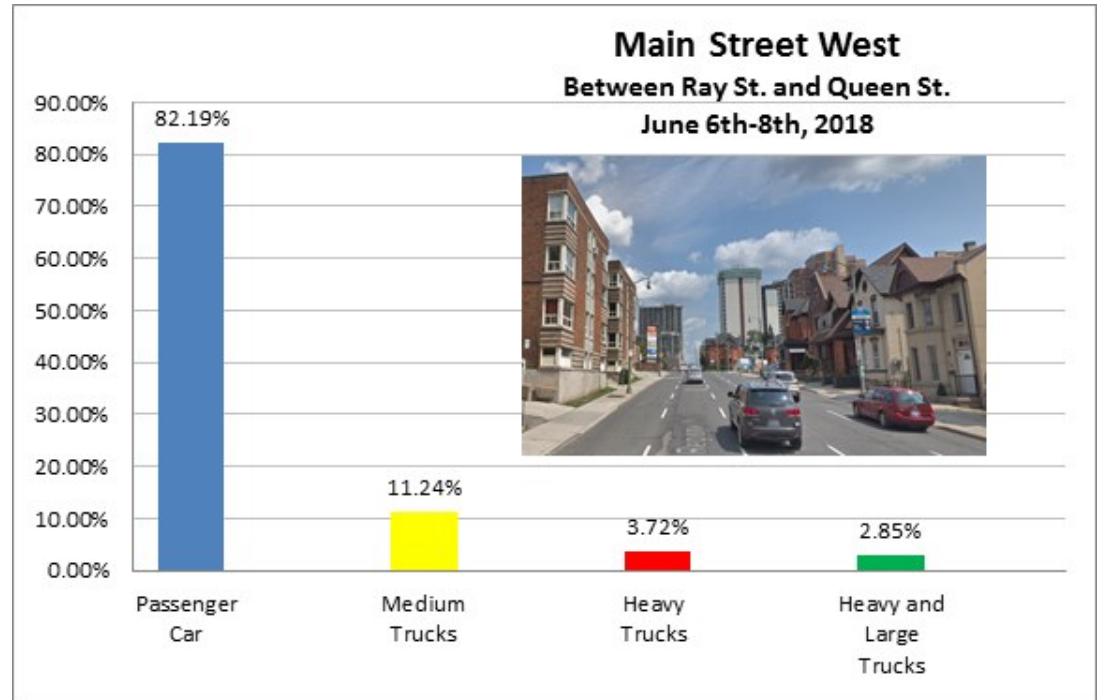
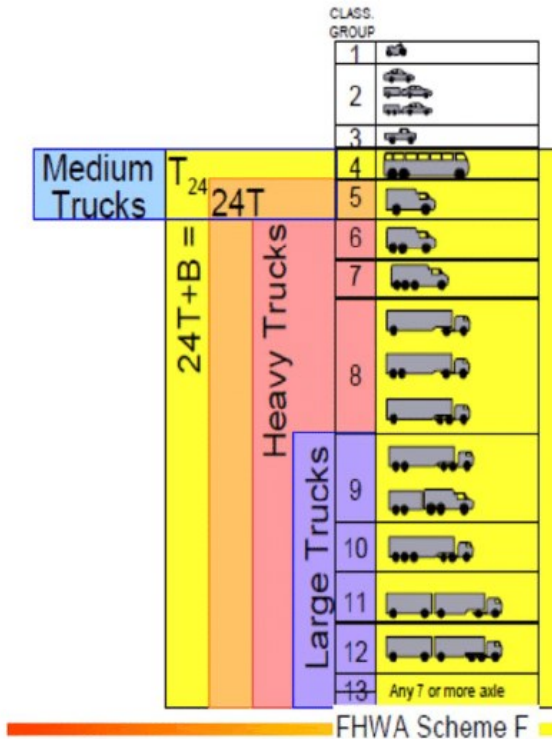


Truck Route Study Review

“Hot Spots”:



Truck Route Study Review



Truck Route Study Review

Issues:
Land Use
(Compatibility /
Sensitive Uses)



Truck Route Study Review

Issues:

Network Congestion
(alternative routes / route
redundancy and cut-through)



Photo credit: Hamilton Transportation Planning



Photo credit: Hamilton Spectator

Truck Route Study Review

Issues:

Protection for over-sized loads



Photo credit: Toronto Star



Truck Route Study Review

Issues:

Emerging technology



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Transportation Warehouse/DC Supply Chain Technology Business

Maintenance & Supply **GOLD[™]esp** MRO & Supply
360° MRO For Land, Air, Sea & Space Assets [Learn More >](#) **TAPESTRY SOLUTIONS**
A BOEING COMPANY

Transportation News
Walmart, J.B. Hunt, Loblaw's, Meijer, Onboard with Preorders for Tesla's Electric Semi Trucks

<http://ontruck.org/uber-unveils-latest-autonomous-truck-design/>

Truck Route Study Review

Issues:

Emerging technology

One driver, multiple trucks

Driver in first container truck leading 3* driverless trucks

Lead vehicle linked to the platoon via wireless communications

Coupling and de-coupling to allow other road users to cross between platoon vehicles

Incorporates vehicle detection, anti-collision and lateral control technologies for safety

**Number of trucks in each platoon may vary according to trial results.*



Truck Route Study Review

Relevant Consultations:

- Technical Advisory Committee (TAC) Meetings
- Adjacent Municipal and Provincial Agencies Meeting
- Focus Groups / Speaker Series
- Stakeholders / Business Community Meeting
- Meeting With Members of Council
- Public Information Centers / Workshops
- Pop-Up Community Engagement Events

Truck Route Study Review

Draft Project Timeline:

Key Dates / Deliverables:

Q-2, 2019 = Project Award Assignment + Data Collection

Q-2, 2019 = Staff (TAC) Meeting and Focus Groups Consultation

Q-3, 2019 = PIC#1 + Vision, Opportunity and Problem Statement Development

Q-4, 2020 = Preferred Alternatives and Policy Recommendations + PIC # 2

Q-2, 2020 = Final Study Report + Council Presentation

Q-3, 2020 = Project Completion + Final Public Review



THANK YOU