



# City of Hamilton TRUCK ROUTE

## SUB-COMMITTEE ADDENDUM

**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

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[Link to Truck Route Montage Video](#)
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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](mailto: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](mailto: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

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What and Why

[sean@bikehounds.ca](mailto: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.

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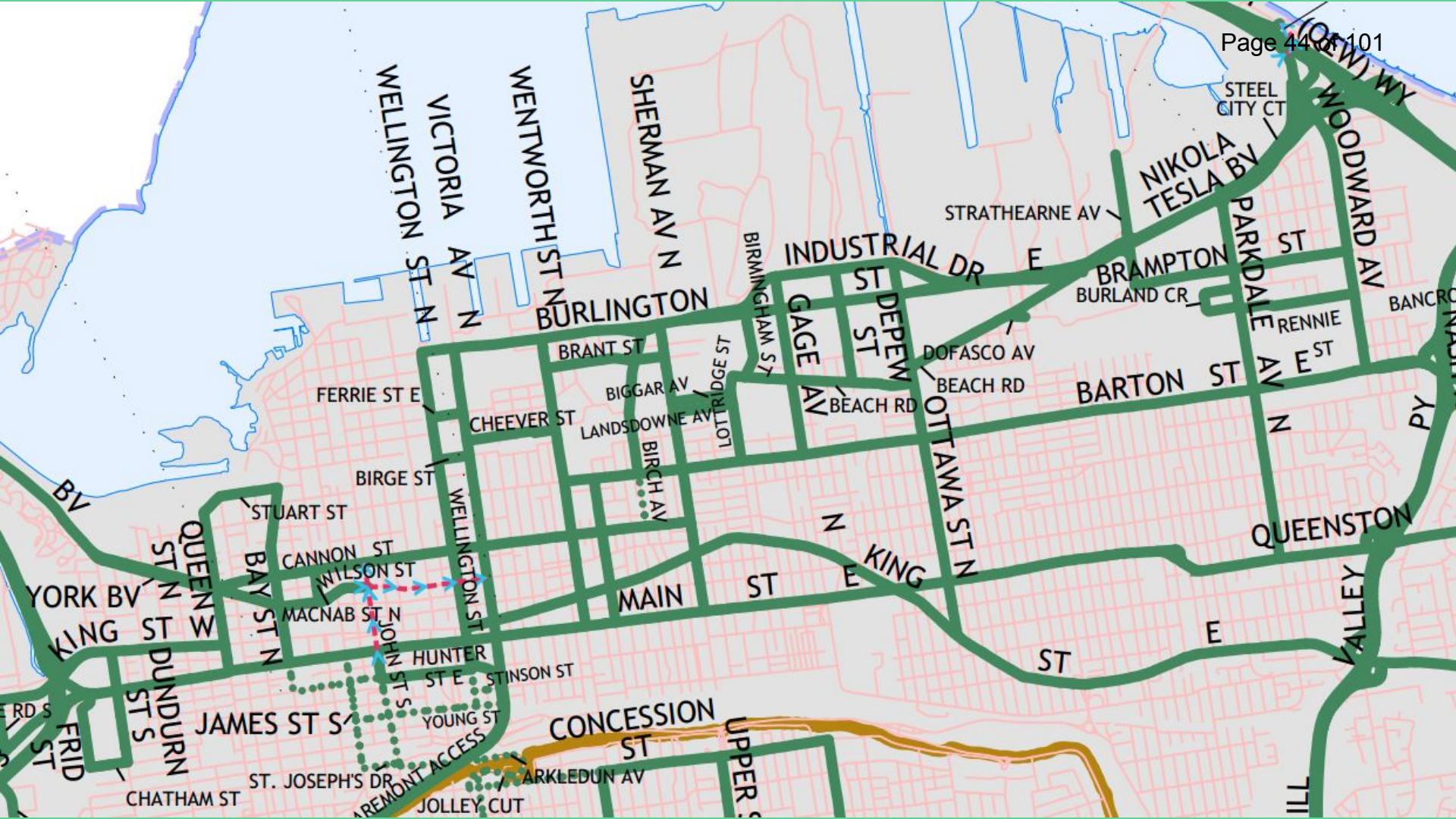
# What the truck route **isn't**

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

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## **The Truck Route is:**

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



WELLINGTON ST N

VICTORIA AV N

WENTWORTH ST N

SHERMAN AV N

BURLINGTON

INDUSTRIAL DR E

GAGE AV

DEPEW ST

BRANT ST

CHEEVER ST

LANDSDOWNE AV

BIRCH AV

LOTRIDGE ST

BEACH RD

DOFASCO AV

BEACH RD

BARTON ST E

RENNIE ST

QUEENSTON

MAIN ST

ST

N KING

E KING

OTTAWA ST N

ST

E

VALLEY

CONCESSION ST

UPPER ST

BV

YORK BV

KING ST

QUEEN W

BAY ST N

CANNON ST

WILSON ST

MACNAB ST N

JOHN ST S

HUNTER ST E

STINSON ST

JAMES ST S

YOUNG ST

ST. JOSEPH'S DR

AREMONT ACCESS

ARKLEDUN AV

JOLLEY CUT

CHATHAM ST

STEEL CITY CT

WOODWARD AV

STRATHEARNE AV

NIKOLA TESLA BV

BRAMPTON

BURLAND CR

PARKDALE ST

BANCROFT

PY

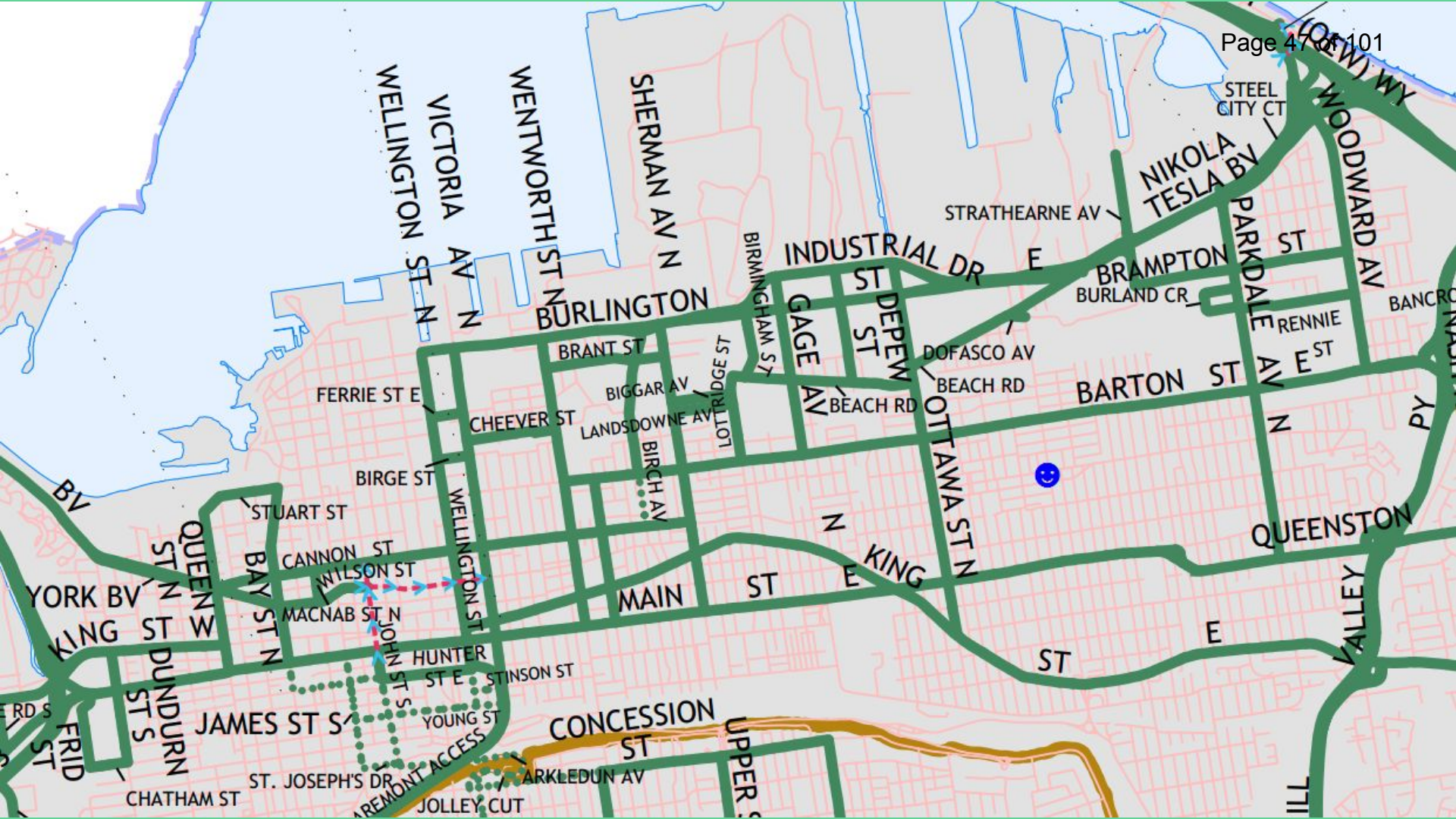
TILL

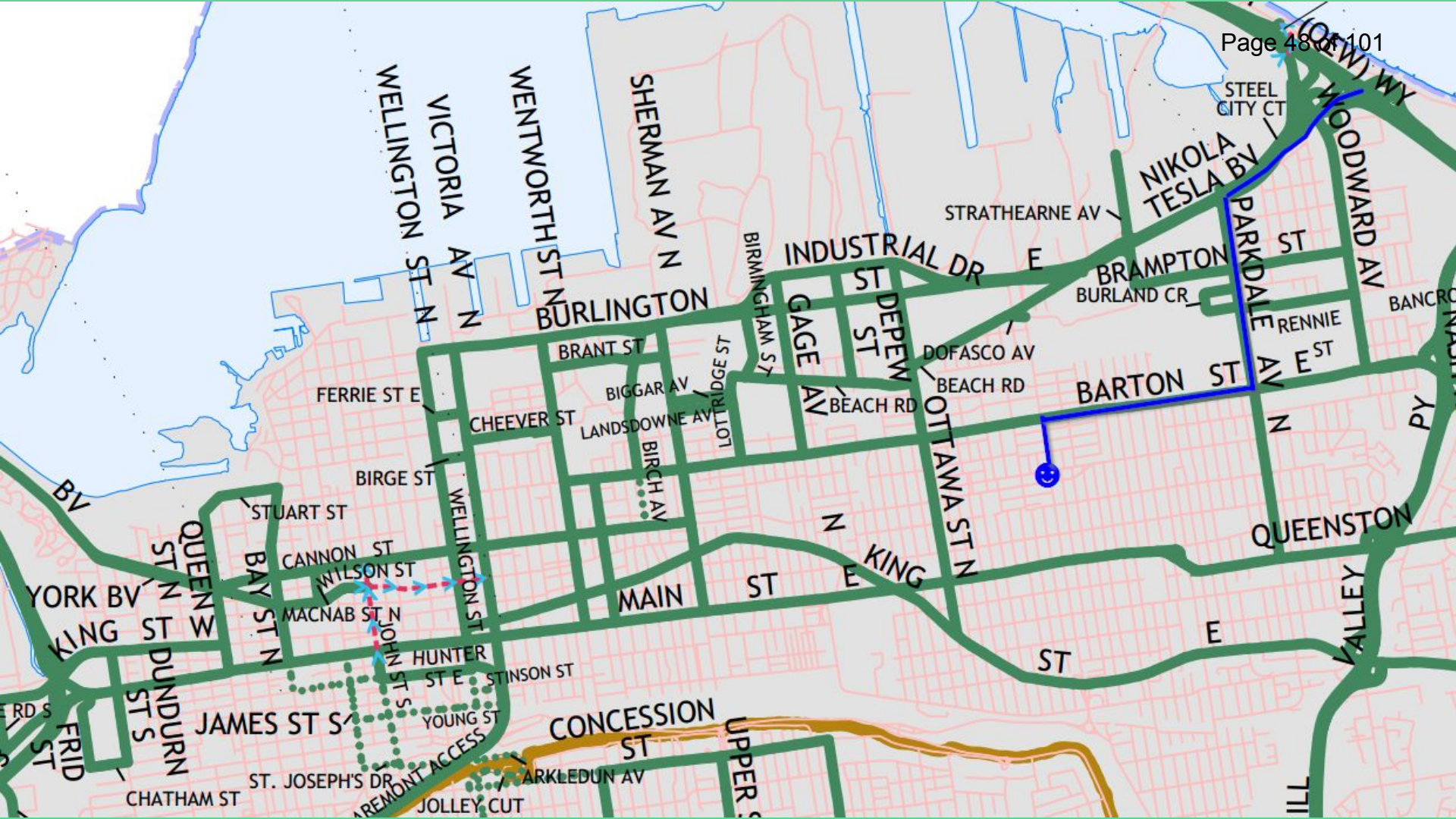
# Default Rules

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!





WELLINGTON ST N

VICTORIA AV N

WENTWORTH ST N

SHERMAN AV N

BURLINGTON

INDUSTRIAL DR E

STRATHEARNE AV

NIKOLA TESLA BV

STEEL CITY CT

WOODWARD AV

BRAMPTON ST

BURLAND CR

RENNIE ST

BANCROFT ST

BRANT ST

BIRMINGHAM ST

GAGE AV

DEPEW ST

DOFASCO AV

BEACH RD

BARTON ST

FERRIE ST E

CHEEVER ST

BIGGAR AV

LANDSDOWNE AV

LOTRIDGE ST

BIRCH AV

BEACH RD

OTTAWA ST N

BIRGE ST

STUART ST

CANNON ST

WILSON ST

MACNAB ST N

JOHN ST S

HUNTER ST E

STINSON ST

MAIN ST

E KING

QUEENSTON

ST

E

VALLEY

YORK BV

KING ST

QUEEN W

BAY ST N

JAMES ST S

CONCESSION ST

UPPER ST

ST. JOSEPH'S DR

ARKLEDUN AV

AREMONT ACCESS

JOLLEY CUT

CHATHAM ST

FRID ST

DUNDURN ST S

RD S

TILL



## **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.

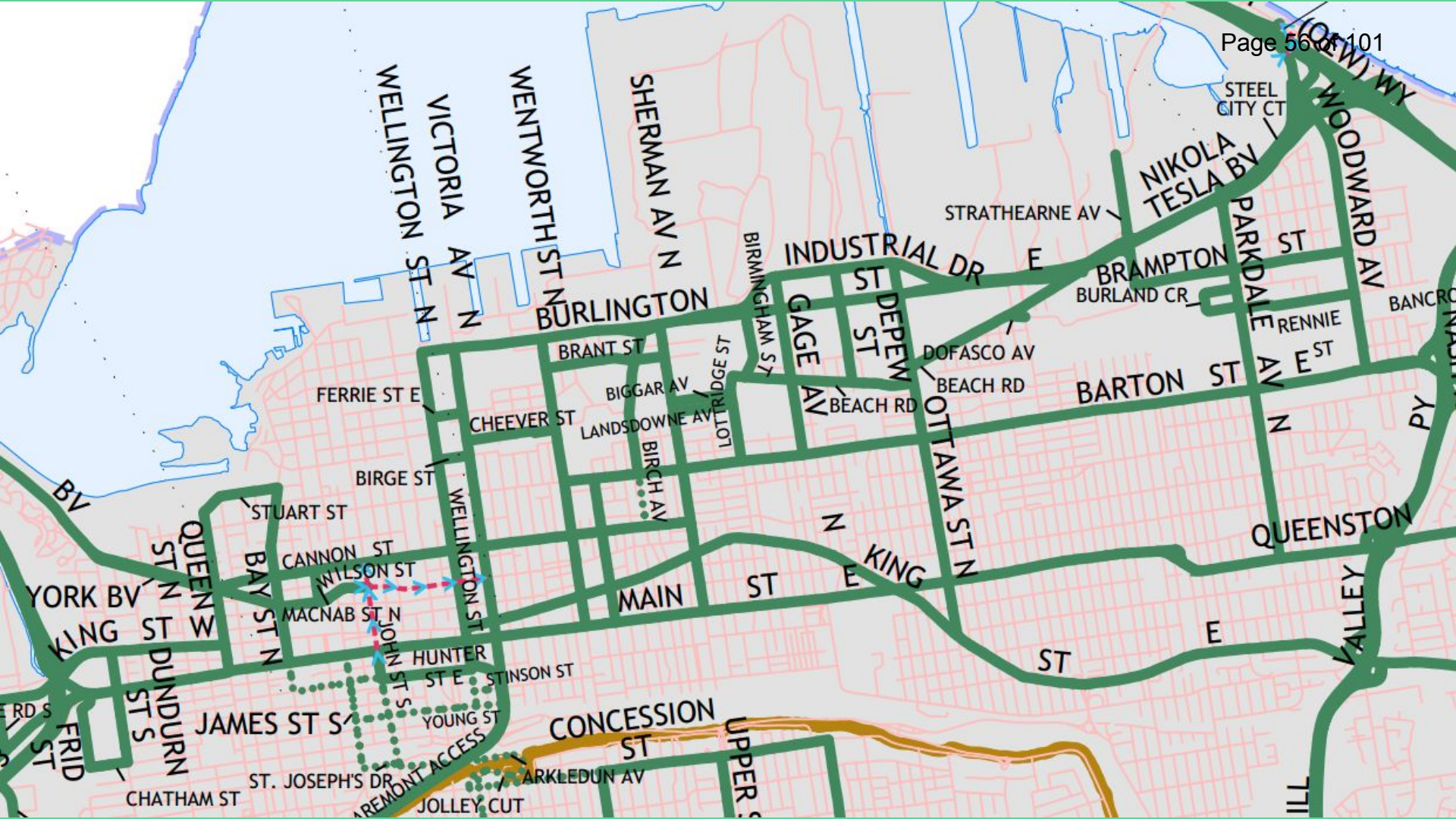
# The Truck Route is:

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

NIKOLA TESLA BV

STRATHEARNE AV

BRAMPTON

STEEL CITY CT

WOODWARD AV

BRANT ST

BIGGAR AV

LANDSDOWNE AV

BIRCH AV

LOTRIDGE ST

BEACH RD

DOFASCO AV

BEACH RD

BARTON ST

RENNIE

BANCROFT

FERRIE ST E

CHEEVER ST

BIRGE ST

STUART ST

CANNON ST

WILSON ST

MACNAB ST N

JOHN ST S

HUNTER ST E

STINSON ST

MAIN ST

ST. JAMES ST

KING ST

OTTAWA ST N

QUEENSTON

VALLEY ST

YORK BV

KING ST

QUEEN ST W

BAY ST N

JAMES ST S

CONCESSION ST

UPPER ST

FRID ST

CHATHAM ST

ST. JOSEPH'S DR

AREMONT ACCESS

ARKLEDUN AV

JOLLEY CUT

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?

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:

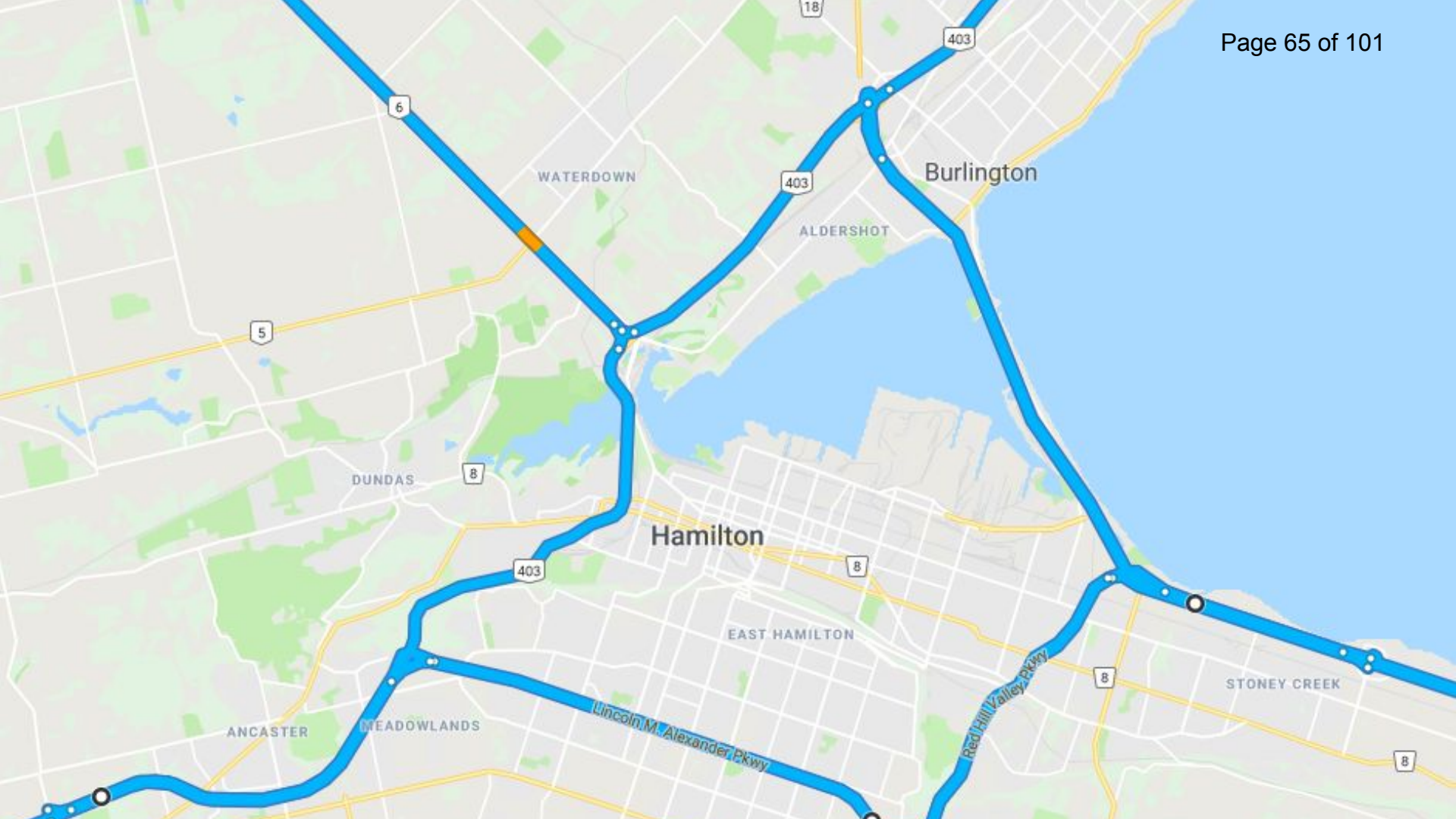
- Social cost (quality of life)
- Environmental cost: Diesel exhaust, particulate, dust
- Health cost (direct - respiratory & indirect - active lifestyles)
- Economic cost - very expensive infrastructure wear
- Economic cost - detrimental to local businesses
- Economic cost - repels residents/workforce

# Excuses not to change

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

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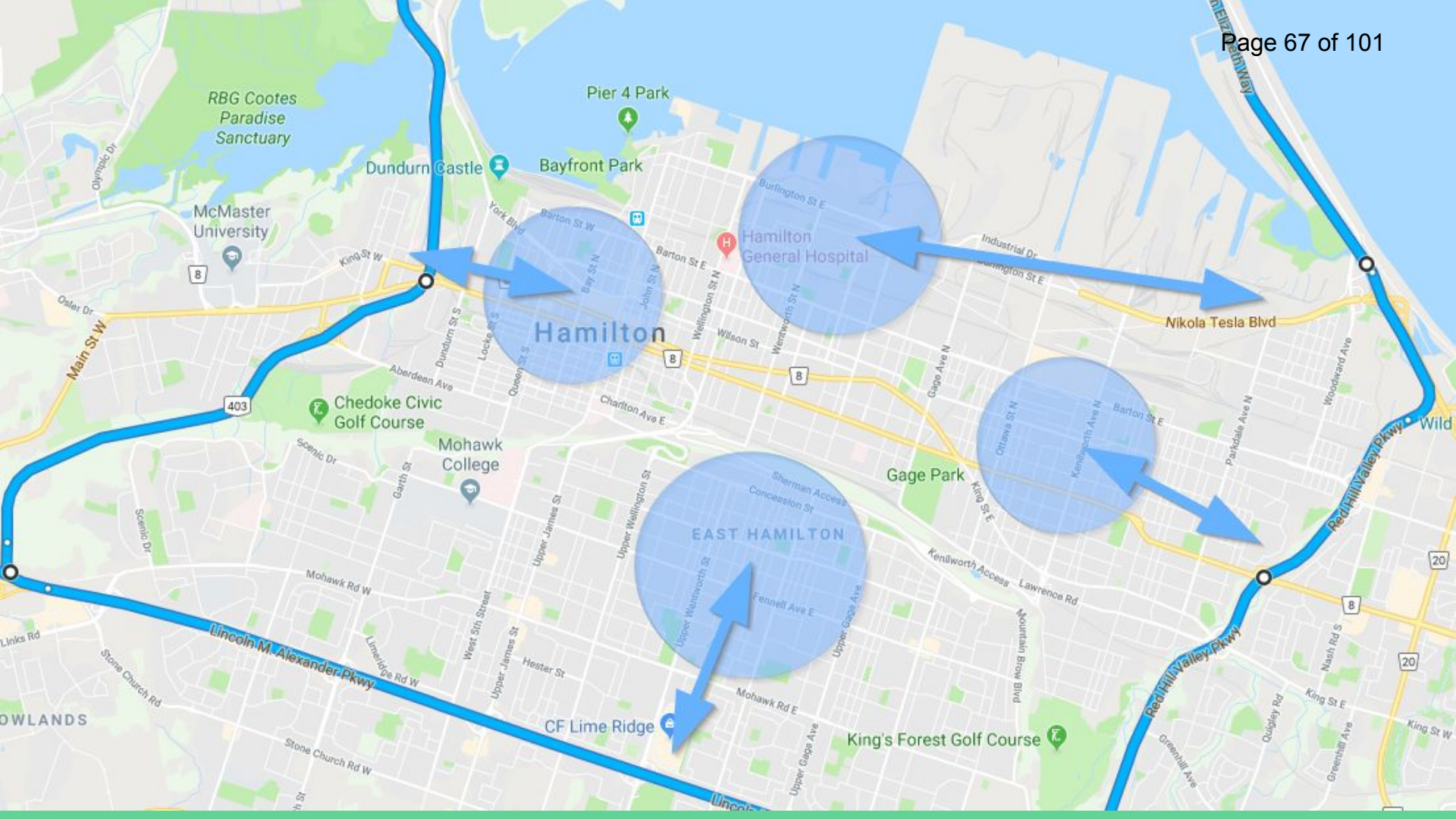




# Excuses not to change

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

---



RBG Cootes Paradise Sanctuary

McMaster University

Dundurn Castle

Pier 4 Park

Bayfront Park

Hamilton General Hospital

Hamilton

Chedoke Civic Golf Course

Mohawk College

EAST HAMILTON

Gage Park

Lincoln M. Alexander Pkwy

CF Lime Ridge

King's Forest Golf Course

Red Hill Valley Pkwy

Nikola Tesla Blvd

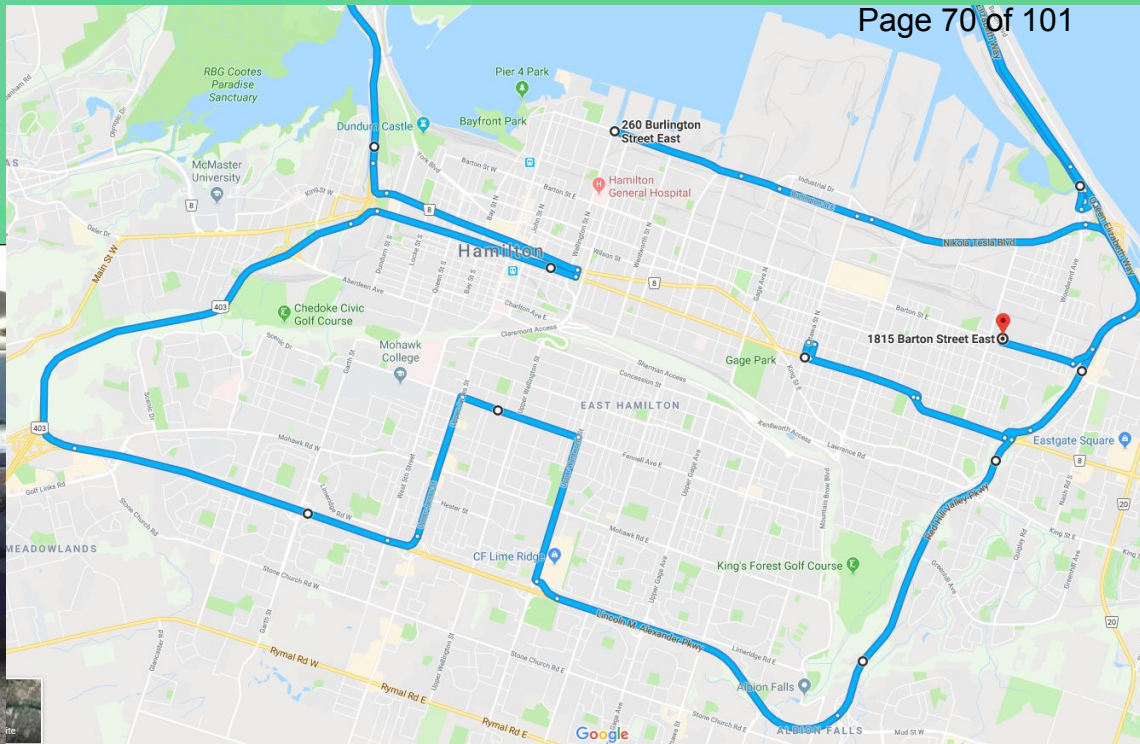
Red Hill Valley Pkwy

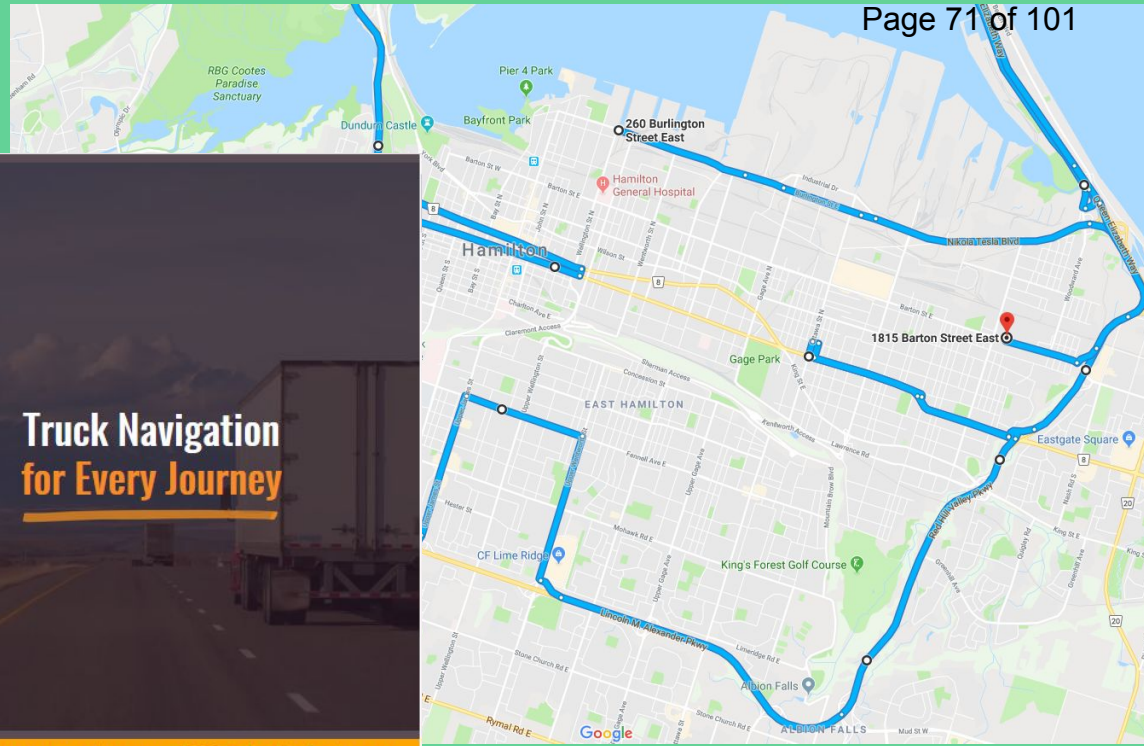
Excuses not to  
change

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 >](#)



# 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

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VERSUS



Again:  
Location  
Matters

# Excuses not to change

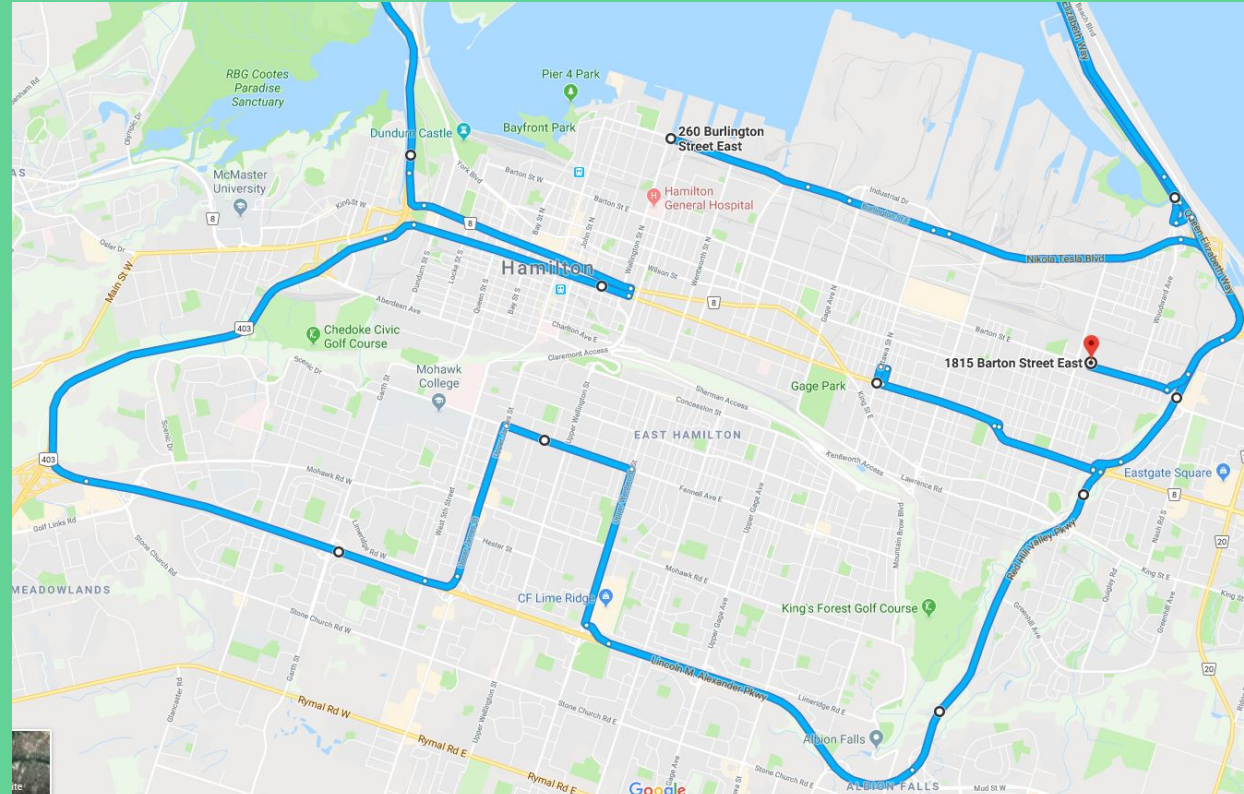
We need to study or  
understand where trucks  
are coming from and going

---

# 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](#);

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Roster Assignment  
Consulting Services Required for Hamilton Truck Route Study Review

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**Appendix “A” to Report PED19073  
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- [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:

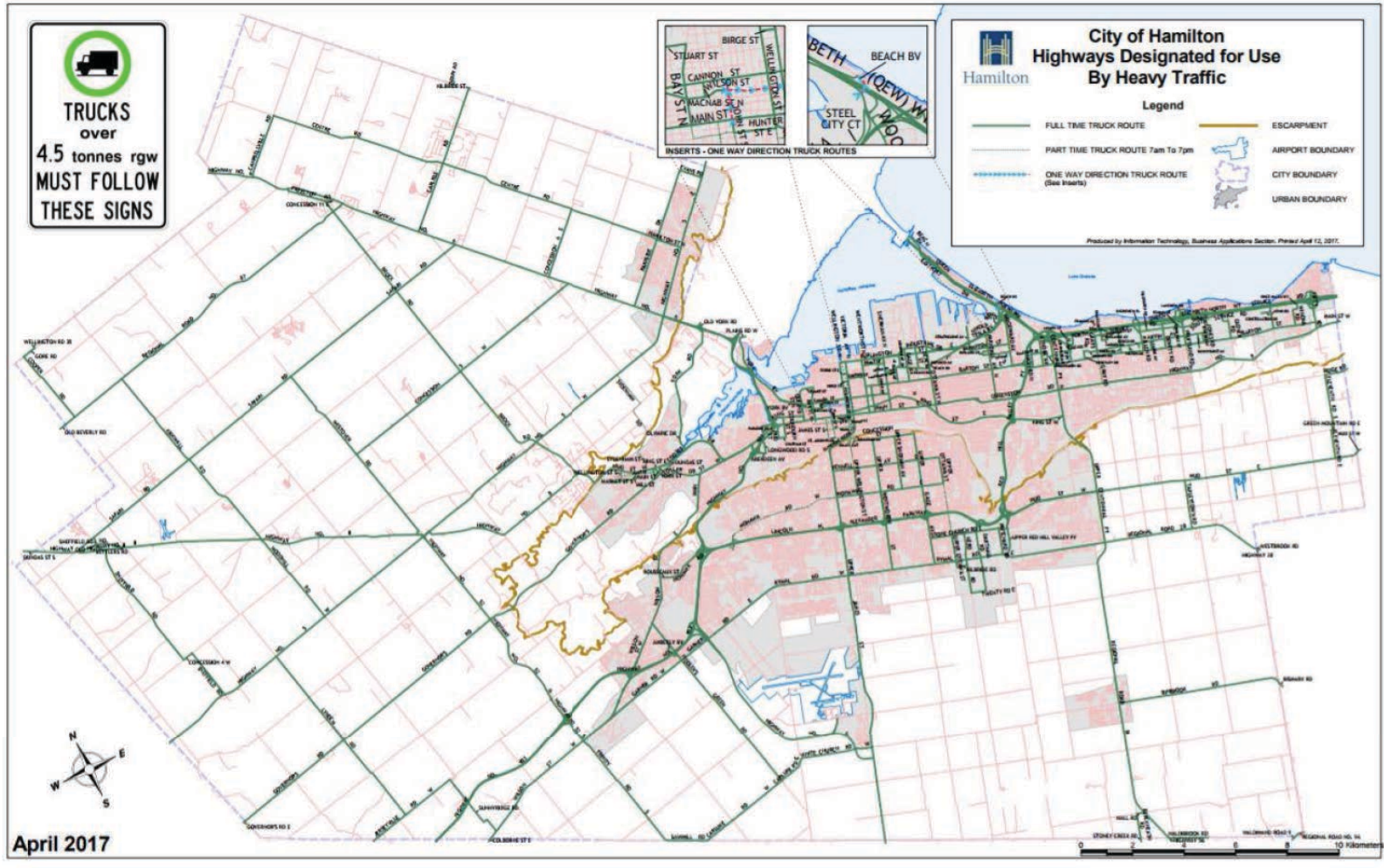
#### Network Issues

- 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.

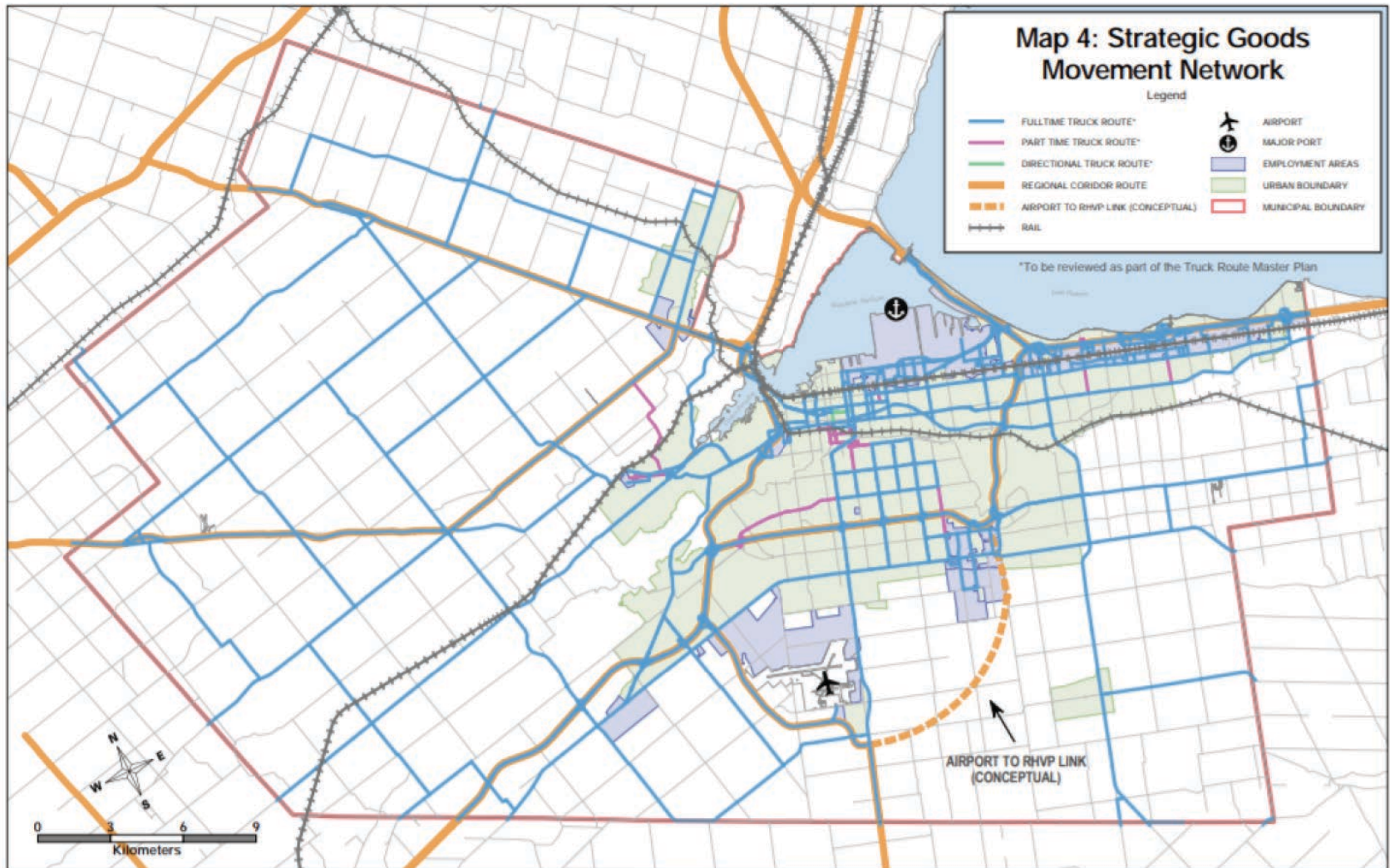
#### Rural Issues

- 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.

<b>Stakeholder Group(s)</b>	<b>Potential Number of Meetings</b>
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.