



City of Hamilton
PUBLIC WORKS COMMITTEE ADDENDUM

Meeting #: 19-005
Date: April 1, 2019
Time: 9:30 a.m.
Location: Council Chambers, Hamilton City Hall
71 Main Street West

Alicia Davenport, Legislative Coordinator (905) 546-2424 ext. 2729

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5. COMMUNICATIONS	
*5.1 Correspondence respecting the Truck Route Master Plan Study:	
*5.1.a Chelsea Cox and Thea Jones, Hamilton Bike Share	3
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Recommendation: Be received and referred to the consideration of Item 7.7 - Truck Route Sub-Committee Report 19-001 - March 26, 2019	
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8. PUBLIC HEARINGS / DELEGATIONS

8.1 Peter Burroughs, respecting South Service Rd. Between Belgraden Ave. and Dewitt Rd. Being a Dangerous Road without Proper Signage (Approved by the Public Works Committee on Feb. 22, 2019) (no copy)

*8.1.a Added Presentation

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11. MOTIONS

11.1 Public Planning Results for 2018 Plan Local Initiative Resulting in Ward 2 Area Rating Funded Projects (Ward 2) (Deferred from the Mar. 18, 2019 Public Works Committee meeting)

*11.1.a Revised Motion

48

March 26, 2019

Dear Members of Hamilton City Council,

On behalf of Hamilton Bike Share and the Everyone Rides Initiative, we support the removal of local streets from the list of permitted routes for heavy traffic in the City of Hamilton truck route bylaw. Our organization's mission is centred around increasing access to bike share and cycling in Hamilton, and the presence of large trucks has a detrimental impact on the neighbourhoods we serve and the riders and prospective riders who live, work, and play in those neighbourhoods.

The Everyone Rides Initiative is our equity program that is dedicated to removing barriers to bike share, and in particular we work with marginalized Hamiltonians in key neighborhoods to enable them to reap the many benefits of cycling. Participants in the Everyone Rides Initiative report that safety concerns are a major factor that prevent them from cycling more, even though many of these same people do not have access to a car and they want to ride a bike to their destinations and for recreation and wellness. Many of these participants report that they feel unsafe and vulnerable alongside large trucks that share lanes or are next to them when they are in a bike lane, especially as most of these routes lack proper separated bike infrastructure. Trucks pose a particular threat to our most vulnerable road users because of their large blind spots, and they contribute to poor air quality in corridors where our 20,000+ members ride and walk each day.

Safety and livability should not come at the expense of trucking companies that can choose to circumvent these local "shortcut" streets by using the surrounding highways. We look to you, our elected representatives, to demonstrate leadership and to implement people-centred policies that protect the well being of residents. The current truck route bylaw is incompatible with Vision Zero, the City of Hamilton vision "To be the best place to raise a child and age successfully", and the values of our organization.

Thank you for receiving our input and we hope you will join us in working to improve the quality of life for the people of Hamilton by updating the truck route bylaw to permit fewer local streets for heavy truck traffic.

Sincerely,

Chelsea Cox

General Manager
Hamilton Bike Share

Thea Jones

Program Manager, Everyone Rides Initiative
Hamilton Bike Share

From:
To:
Subject: FW: Truck Route Review Study
Date: March 27, 2019 12:50:45 PM

From: Christopher Saunders <[REDACTED]>
Sent: March 23, 2019 12:05 PM
To: Wilson, Maureen <Maureen.Wilson@hamilton.ca>
Subject: Truck Route Review Study

Hello Maureen,

I recently learned that the city is going to be reviewing the permitted routes for industrial trucks within the city. Seeing that I live at Ray & York st, this is fairly relevant to my interests. While I don't mind living close to a major street, the large trucks passing through are carrying heavy enough loads that I can literally hear things in my house shaking as they run over bumps and holes in the road. The time it's the most problematic is at night when they do it while I'm trying to sleep.

On top of the noise, there's also the damage the vehicles carrying these heavy loads do to our roads, requiring more maintenance than one would probably expect. Burlington/Nikola Tesla blvd display what continuous usage from heavy trucks can do.

While I hope the panel choose to forbid these vehicles from using these streets, I would also be fine with a surcharge being applied (i.e. tolls) for these vehicles to help cover the costs of maintenance and so on.

Thank you,

--

Chris Saunders // <https://sndrs.ca>

From:
To:
Subject: FW: Truck Route Reboot
Date: March 27, 2019 12:48:01 PM

From: Laurie Brady <[REDACTED]>
Sent: March 24, 2019 10:37 PM
To: Wilson, Maureen <Maureen.Wilson@hamilton.ca>
Subject: Truck Route Reboot

Dear Councillor,

I'd welcome changes in Hamilton to:

- route heavy/industrial trucks away from city streets
- allow a maximum 23' delivery truck instead, as described here <https://www.citylab.com/solutions/2014/11/how-smaller-european-style-delivery-vehicles-could-make-us-streets-safer/383027/>, makes so much sense
- mandate side guards on trucks as a pilot, in line with Halifax and Edmonton

Yours truly,

Laurie
Ward 1 resident

Added Item 5.1.d

From:
To:
Subject: FW: Truck route meeting.
Date: March 27, 2019 12:50:11 PM

From: Dave Wells <[REDACTED]>
Sent: March 26, 2019 9:34 AM
To: Wilson, Maureen <Maureen.Wilson@hamilton.ca>
Subject: Truck route meeting.

Hi. I'm an owner/operator truck driver (tractor trailer) and thought you would like my opinions on this matter. I use the Hamilton truck routes everyday including the turn at Wellington and Cannon. Turning at that corner does indeed require turning the tractor into the bike lane. That is not the fault of truck drivers as we were here first and the bike lanes came later. I feel that the current routes are relatively safe and convenient. That said, it is certain that our trucks destroy the quality of life for many who live in those areas.

The answer is The Red Hill Expressway and Linc, both of which did not exist long ago. They easily hook up to Nikola Tesla, Hwy 403 and the QEW. Those routes serve all trucking needs. Using such routes might add ten minutes to my trip but would do much to improve life throughout the city. On my days off, I am just another citizen and don't want to see big rigs blasting through town either.

Another problem route is Main Street, especially Main West. I have never seen such narrow lanes on a major route. It is very difficult to drive a truck there and avoid hitting cars. Many buses have had their mirrors smashed by passing trucks and cyclists are often hit by cars. There is no need for five narrow lanes on Main Street. It would be better to have four wider lanes and perhaps a part lane for cyclists.

Bottom line is, yes I like my truck routes, yes I want to keep them, but there simply is no need. We can do better for everyone.

David Wells
Hamilton.

Added Item 6.1

Form: Request to Speak to Committee of Council

Submitted on Thursday, March 28, 2019 - 9:24 am

==Committee Requested==

Committee: Public Works

==Requestor Information==

Name of Individual: Giovanni Puzzo

Name of Organization:

Contact Number: [REDACTED]

Email Address: [REDACTED]

Mailing Address:

[REDACTED]

Reason(s) for delegation request:

Bay St on-street parking

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No



TRUCK ROUTE SUB-COMMITTEE REPORT 19-001

1:00 p.m.

March 26, 2019

Council Chambers

Hamilton City Hall

Present: Councillors J. Farr (Chair), N. Nann (Vice-Chair), T. Jackson, B. Johnson, M. Pearson, and M. Wilson

**Absent with
Regrets:** Councillor S. Merulla - Personal

THE TRUCK ROUTE SUB-COMMITTEE PRESENTS REPORT 19-001 AND RESPECTFULLY RECOMMENDS:

1. Appointment of Chair and Vice-Chair (Item 1.1)

- (a) That Councillor J. Farr be appointed as Chair of the Truck Route Sub-Committee for the 2018-2022 term; and,
- (b) That Councillor N. Nann be appointed as Vice-Chair of the Truck Route Sub-Committee for the 2018-2022 term.

2. Truck Route Master Plan Review: Terms of Reference (PED19073) (City Wide) (Item 9.1)

- (a) That Report PED19073, dated March 26, 2019, respecting Truck Route Master Plan Study Review, be received;
- (b) That Appendix "A" attached to Truck Route Sub-Committee Report 19-001, respecting (Terms of Reference for Truck Route Master Plan Review), be amended to be subject to additional opportunities for civic engagement, public meetings, Truck Route Sub-Committee meetings, mainstream and social media opportunities and any other aspect that staff would feel is beneficial; and,
- (c) That \$100,000 from the Red Light Camera Reserve (Account #112203) be dedicated toward enhancing the current Terms of Reference for the Truck Route Master Plan Review Budget, and that the additional budget primarily be directed at enhanced public engagement to help inform the final report back to the Truck Route Sub-Committee.

FOR INFORMATION:

(a) CHANGES TO THE AGENDA (Item 2)

The Committee Clerk advised of the following changes to the agenda.

1. COMMUNICATIONS (Item 5)

5.1 Correspondence regarding the Truck Route Review:

- 5.1(a) Beasley Neighbourhood Association
- 5.1(b) Central Neighbourhood Association
- 5.1(c) Corktown Neighbourhood Association
- 5.1(d) Durand Neighbourhood Association
- 5.1(e) North End Neighbourhood Association
- 5.1(f) Stinson Community Association

Recommendation: Be received and referred to Item 9.1 for consideration.

2. DELEGATION REQUESTS (Item 6)

- 6.1 Rachel Braithwaite, Barton Village Business Improvement Area, respecting concerns with truck routes going through commercial and residential streets (For today's meeting)
- 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)
- 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)
- 6.4 Tanya Ritchie, respecting issues with current truck routes and outline ideas for a better solution (For today's meeting)
- 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)
- 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)

The agenda for the March 26, 2019 Truck Route Sub-Committee meeting was approved, as amended.

(b) DECLARATIONS OF INTEREST (Item 3)

There were no declarations of interest.

(c) APPROVAL OF MINUTES OF PREVIOUS MEETING (Item 4)

(i) June 7, 2016 (Item 4.1)

The Minutes of the June 7, 2016 meeting of the Truck Route Sub-Committee were approved, as presented.

(d) COMMUNICATIONS (Item 5)

(i) Correspondence regarding the Truck Route Review (Added Items 5.1(a) through 5.1(f))

The following correspondence regarding the Truck Route Review was received and referred to Item 9.1 for consideration:

- (1) Beasley Neighbourhood Association (Added Item 5.1(a))
- (2) Central Neighbourhood Association (Added Item 5.1(b))
- (3) Corktown Neighbourhood Association (Added Item 5.1(c))
- (4) Durand Neighbourhood Association (Added Item 5.1(d))
- (5) North End Neighbourhood Association (Added Item 5.1(e))
- (6) Stinson Community Association (Added Item 5.1(f))

(e) DELEGATION REQUESTS (Item 6)

(i) Delegation Requests (Added Items 6.1 through 6.6)

The following delegation requests, were approved for today's meeting:

- (1) Rachel Braithwaite, Barton Village Business Improvement Area, respecting concerns with truck routes going through commercial and residential streets (For today's meeting) (Added Item 6.1)
- (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) (Added Item 6.2)
- (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) (Added Item 6.3)
- (4) Tanya Ritchie, respecting issues with current truck routes and outline ideas for a better solution (For today's meeting) (Added Item 6.4)
- (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) (Added Item 6.5)

- (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) (Added Item 6.6)

(f) PUBLIC HEARINGS / DELEGATIONS (Item 8)

- (i) Rachel Braithwaite, Barton Village Business Improvement Area, respecting concerns with truck routes going through commercial and residential streets (Added Item 8.1)**

Rachel Braithwaite, Barton Village Business Improvement Area, addressed the Committee respecting concerns with truck routes going through commercial and residential streets, with the aid of a presentation. A copy of the presentation has been included in the official record.

The delegation from Rachel Braithwaite, Barton Village Business Improvement Area, respecting concerns with truck routes going through commercial and residential streets, was received.

A copy of the presentation are available on the City's website or through the Office of the City Clerk.

- (ii) 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 (Added Item 8.2)**

Robert Iszkula, Beasley Neighbourhood Association, addressed the Committee respecting public input to the process of establishing the scope and direction of the City's upcoming Truck Route Review, with the aid of a video. A copy of the video has been included in the official record.

The delegation from 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, was received.

A copy of the video is available on the City's website or through the Office of the City Clerk.

- (iii) 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 (Added Item 8.3)**

Beatrice Ekoko, Environment Hamilton, addressed the Committee respecting Environment Hamilton's input in the Truck Route Master Plan Study proposal.

The delegation from Beatrice Ekoko, Environment Hamilton, respecting Environment Hamilton's input in the Truck Route Master Plan Study proposal, was received.

(iv) Tanya Ritchie, respecting issues with current truck routes and outline ideas for a better solution (Added Item 8.4)

Tanya Ritchie, addressed the Committee respecting issues with current truck routes and outline ideas for a better solution.

The delegation from Tanya Ritchie, respecting issues with current truck routes and outline ideas for a better solution, was received.

(v) Sean Burak, respecting the needs of residents and local businesses as they relate to the upcoming rewrite of the Truck Route By-law (Added Item 8.5)

Sean Burak, addressed the Committee respecting the needs of residents and local businesses as they relate to the upcoming rewrite of the Truck Route By-law, with the aid of a presentation. A copy of the presentation has been included in the official record.

Sean Burak was permitted to address the Committee for an additional 5 minutes to finish his presentation.

The delegation from Sean Burak, respecting the needs of residents and local businesses as they relate to the upcoming rewrite of the Truck Route By-law, was received.

A copy of the presentation is available on the City's website or through the Office of the City Clerk.

(vi) 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 (Added Item 8.6)

John Neary, addressed the Committee respecting the staff report for Truck Route Master Plan Sub-Committee and the Terms of Reference for the Truck Route Master Plan Study Review, with the aid of a presentation. A copy of the presentation has been included in the official record.

The delegation from 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, was received.

A copy of the presentation is available on the City's website or through the Office of the City Clerk.

(g) **STAFF PRESENTATIONS (Item 9)**

(i) **Truck Route Master Plan Review: Terms of Reference (PED19073) (City Wide) (Item 9.1)**

Steve Molloy, addressed the Committee respecting the Truck Route Master Plan Review: Terms of Reference, with the aid of a presentation. A copy of the presentation has been included in the official record.

The presentation from staff respecting the Truck Route Master Plan Review: Terms of Reference, was received.

A copy of the presentation is available at www.hamilton.ca.

Sub-section (b), to Report PED19073, respecting the Truck Route Master Plan Review: Terms of Reference, was amended by adding the following:

- (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 issue~~ **be amended to be subject to additional opportunities for civic engagement, public meetings, Truck Route Sub-Committee meetings, mainstream and social media opportunities and any other aspect that staff would feel is beneficial.**

An additional sub-section (c), to Report PED19073, respecting the Truck Route Master Plan Review: Terms of Reference, was added as follows:

- (c) ***That \$100,000 from the Red Light Camera Reserve (Account #112203) be dedicated toward enhancing the current Terms of Reference for the Truck Route Master Plan Review Budget, and that the additional budget primarily be directed at enhanced public engagement to help inform the final report back to the Truck Route Sub-Committee.***

For further disposition of this matter, refer to Item 2.

(h) **ADJOURNMENT (Item 15)**

There being no further business, the Truck Route Sub-Committee, was adjourned at 3:46 p.m.

Respectfully submitted,

Councillor Farr, Chair
Truck Route Sub-Committee

Angela McRae
Legislative Coordinator
Office of the City Clerk

Consulting Services for:

Truck Route Master Plan Study

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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

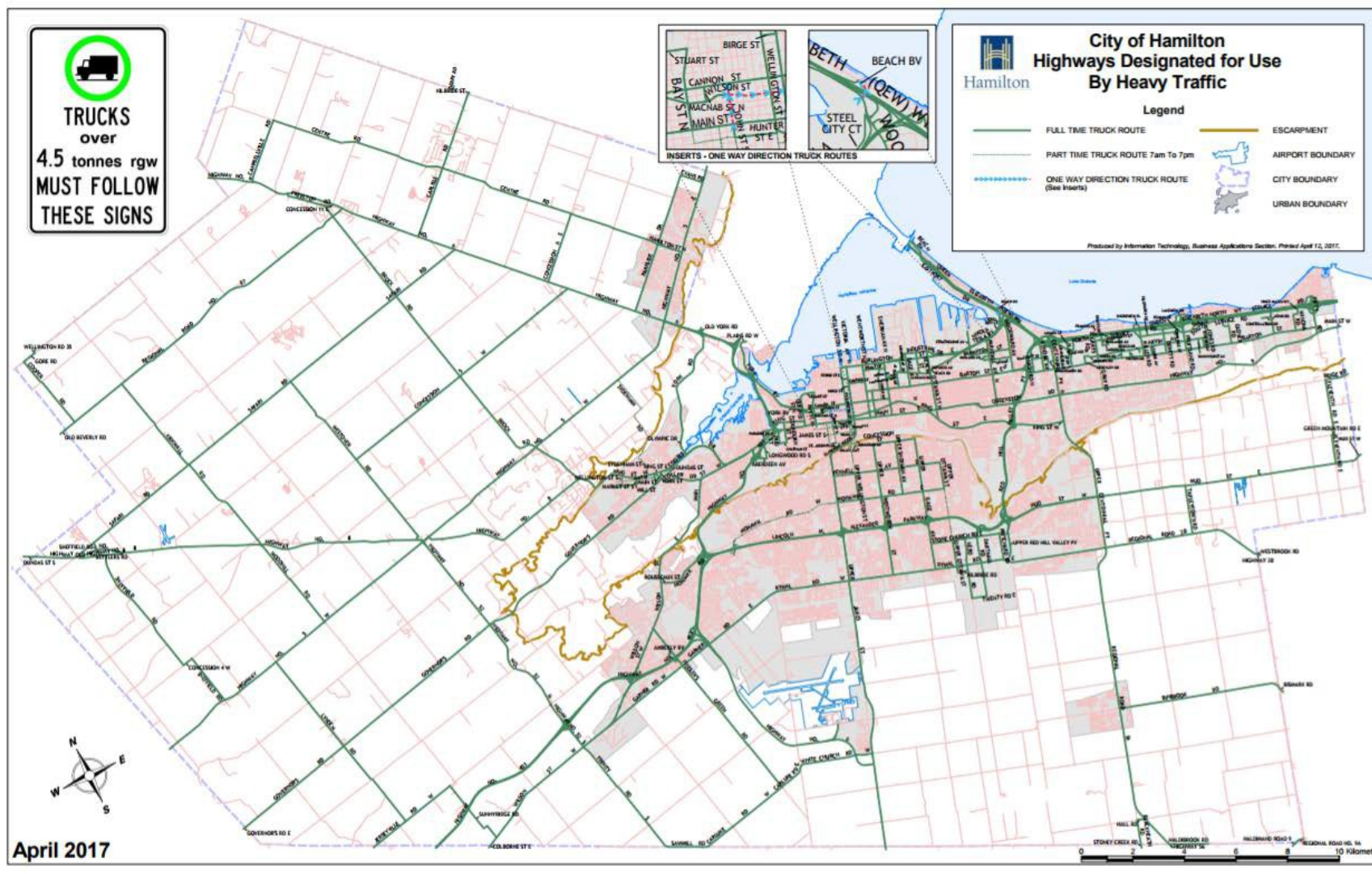


Figure 2: 2017 Truck Route Map (Urban)



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 – curbside 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

To be subject to additional opportunities for civic engagement, public meetings, Truck Route Sub-Committee meetings, mainstream and social media opportunities and any other aspect that staff would feel is beneficial.

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.

Added Presentation to Item 8.1

City of Hamilton

April 1, 2019

Peter Burroughs

Subject: Unsafe Roadway South Service Rd, East of Belgraden Ave. Stoney Creek

On November 14th, 2014 at 9:47 pm our lives took a tragic turn when our son Keith Burroughs and his wife Nicole Hunt were tragically killed in a car accident.

We have done a lot of investigating about this curve on the south service road and have found that it is unsafe and improperly signed to protect motorists from travelling safely after dark.

The road has no illumination and is very easily mistaken to be straight instead of curved.

The investigating officers that did the accident reconstruction noted deficiencies in the road safety and noted these problems in their findings of the accident.

We had an independent Engineering report done on the road and the findings concurred with the Hamilton Police Department that there were problems with this road.

Since the accident, the speed limit was reduced to 60 KPH from 80 KPH and recently delineators were installed on the curve.

We feel that this is not enough to stop people from possibly getting hurt or killed on that part of the road.

There is no ditch on the north side of the curve and in the field there is a 6 foot drop into a small water run off area.

We feel that if there was sufficient warning such as a checkerboard or Chevron markers or even a rumble strip centre line that this accident may not have happened.

According to the Ontario Traffic Manual it is the City of Hamilton's responsibility to make our roads safe and to meet the guidelines set out by the OTM.

We are including several pictures and documents to support our position.

Picture 1 and 2 show the speed limit at the time of the accident and what a driver sees as they are travelling east on the South Service Road.





Pictures number 3 and 4 show the approach to the accident and the eventual resting place when the accident was finished.





Picture number 5 show the roadway from the approach during the day. As you can see there is no protection for motorists on this roadway, there is no ditch or anything to stop someone from leaving the roadway especially in the dark.

Picture number 6 shows the hill that drops off after you leave the road which made the car go air born and and flip and role several times.





The next 2 pages are the report from Detective Wes Wilson of the Hamilton Police Department and his observations of the scene of the accident and the roadway conditions.

Supplementary Occurrence Report

Hamilton Police Service

Occurrence: 14826440 Motor Vehicle Collision - Fatal

@2014/11/14 21:48

Author: #870 WILSON, W.

Report time: 2015/01/04 10:37

Entered by: #870 WILSON, W.

Entered time: 2015/01/04 10:37

Report:

Detective Constable Wes WILSON # 870 will state that:

I am employed as member of the Hamilton Police Service and am currently assigned as a Collision Reconstructionist in the Collision Reconstruction Unit of the Traffic Services Division. I have investigated numerous Fatal and Serious motor vehicle collisions. I am qualified and certified to use the SOKKIA total station. On Friday November 14th 2014 at approximately 10:15 PM I was called at home by the Communications Supervisor who advised that there was a serious MVC-PI on the South Service road in the City of Hamilton and that I would be required to attend the scene. I arrived at the traffic office a short time later and met up with my partner Det/Cst B. PATERSON #686. It was discussed at this point that PATERSON would be the OIC for this investigation and I would map the scene and assist as required.

We then left the office and attended the scene located at South Service and Dewitt Roads. Patrol had the scene secure and only Police / Fire / EMS were observed within the scene. We were met by, Duty Officer McGUIRE, S/Sgt WEBBER, Det SMITH (CID), and the Coroner Dr LAING, it was at this point I learned that both occupants of the motor vehicle had been pronounced. One male driver and one female passenger. HFD officers on scene stated that the driver had a strong odour of alcohol on him while they were performing CPR.

I then made the following observations:

South Service Rd runs east / west with a 80km/hr limit.

The area is dark with little artificial lighting.

There is a cautionary curve ahead warning sign with a 60km/hr limit just prior to the scene.

The roads were bare and dry with good markings

South Service Road runs next to the QEW and is separated by a chain-link fence.

There are NO Chevron (arrowhead) signs which are posted in groups to guide drivers around sharp curves in the road.



Hamilton Police Service

FOI



Tire marks in the grass indicate that the vehicle continued traveling straight, instead of turning to the right for the curve.

Two large divots were observed in the ground, consistent with the vehicle going airborne then rolling over.

A Honda motor vehicle bearing Ontario licence BAHT 770 with severe damage.

Information received was that the occupants of the vehicle were husband and wife and that they had two small children that were unaccounted for. I requested K9 to respond and conduct an area search of the scene.

I was advised by K9 Officer WILLSON that the search was negative for any other victims within the area. A short time later information came that the children had been located safe and sound.

I then completed the mapping of the scene.

It is the writer's opinion that a driver heading eastbound may mistake the street lights at or near Fruitland Rd as that of the headlights of a vehicle coming westbound towards them, thus giving the driver of the eastbound vehicle the illusion that the South Service Road runs straight and does not curve to the right.

This is also in combination with the lack of Chevrons, little to no street lighting and the suspected impairment of the driver.

At approximately 3:46 AM we left the scene and returned to the office were I completed the required paperwork prior to going home.

On Saturday November 15th 2014 at approximately 10:55 AM I attended along with Det/Cst PATERSON to the HGH morgue for the P.M. of the deceased driver, now known to me as Keith BURROUGHS (79.01.21) present for the P.M. were:

Dr RAO

Tech's: Imy SAMJON and Evan STEWART

Det/Cst PATERSON

Det ZWICKER - IDENT

P.C.'s WILLIAMSON #1195 & HENRY #47 who were there for recruit training

myself.

The P.M. started at 11:00 AM and was completed at 12:25 PM

Hamilton Police Service
FBI

The next 2 pages are from the extensive Engineering report we had done and the findings of that report.



Traffic Engineering & Road Safety Report

Single-vehicle Crash
November 14, 2014
South Service Road West of Dewitt Road
Hamilton, Ontario, Canada

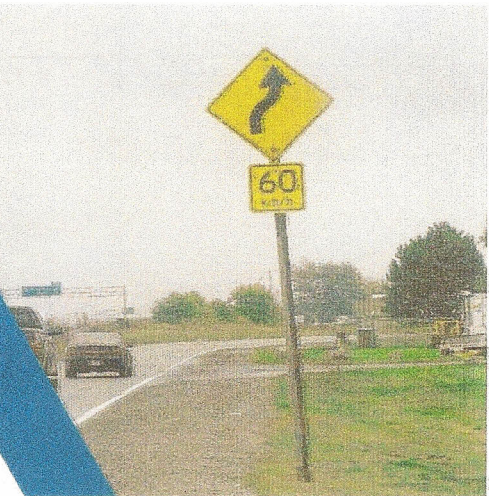
Prepared for:

Robert J. Hooper
Hooper Law Offices

Court File:

Burroughs v Burroughs

Court File No. 16-56151
Ontario Superior Court of Justice



Single-vehicle Crash
South Service Road West of Dewitt Road
Hamilton, Ontario, Canada

October 2, 2017

explicit and strong visual information to the contrary. The "information" to be provided to the road user, as mentioned above, is typically delivered via TCDs that better inform motorists of the actual roadway alignment. Without these TCDs, the perceptual illusion creates a violation of driver expectancy, and a trap for the unwary motorist. Since, the road authority did not provide either CHEVRON ALIGNMENT signs and/or a CHECKERBOARD sign to inform motorists that the South Service Road curved to the right, the road authority created an unreasonable risk of harm for eastbound motorists.

9.0 CONCLUDING OPINION

From my analysis documented in this report, it is my opinion that:

- The responsibility for traffic signs on the South Service Road rests with the City of Hamilton.
- The eastbound approach to the subject curve was equipped with an incorrect roadway alignment sign that may have given the impression to motorists that the curve was not very sharp.
- The roadway alignment sign was located closer to the intersection than recommended by the OTM, but this was reasonable given the intersection with Belgraden Avenue.
- The subject curve was missing CHEVRON ALIGNMENT signs and/or a CHECKERBOARD sign.
- The physical features of the crash location may have misled motorists into perceiving that the South Service Road was straight, as opposed to curving to the right.
- The City of Hamilton did not comply with good practice with respect to traffic signing that warns of and delineates the subject curve.

REVISED Item 11.1 CITY OF HAMILTON

MOTION

Public Works Committee: April 1, 2019

MOVED BY COUNCILLOR J. FARR.....

SECONDED BY COUNCILLOR

Public Planning Results for 2018 Plan Local Initiative Resulting in Ward 2 Area Rating Funded Projects (Ward 2)

- (a) (Central, Durand and Stinson Neighbourhood) That \$400 for a total of 13 metal containers, at \$30 per metal container be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052, and that \$18,930 be included in the Public Works Department 2020 base operating budget submission for the ongoing maintenance of the waste containers;
- (b) (Central Neighbourhood 15, Corktown Neighbourhood 1, Durand Neighbourhood 7, Stinson Neighbourhood 3) That \$39,000 for public bench seating (the installation of 32 standard bench seating), be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (c) (Stinson Neighbourhood) That \$149,850 for Graffiti removal and curbing by Mural(s) Under Claremont Access to act as a “gateway”, as Wards 2 and 3 meet at the Access, be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (d) (Beasley Neighbourhood) That \$75,000 for Graffiti Removal/Prevention at Ferguson Station and a public art mural at 250 King St. E. be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052; and that the International Village BIA be authorized to facilitate these initiatives;
- (e) (Beasley Neighbourhood) That \$9,000 for Planters for the Cannon Bike Track be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052, and that \$2,980 be included in the Public Works Department 2020 base operating budget submission for the ongoing maintenance of the planters;
- (f) (Beasley and Central Neighbourhood) That funding in the amount of \$75,000 for trees be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052 (15k for Central, 54k for Beasley), and that \$990 be included in the Public Works Department 2020 base operating budget submission for the ongoing maintenance of the street trees;

- (g) (Corktown Neighbourhood) That \$60,000 for playground equipment for Corktown Park & Shamrock park be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (h) (Central, Corktown and Durand Neighbourhood) That \$105,000 for installation of a solar lighting be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052; (Central 5, Corktown 1 and Durand 1);
- (i) (Corktown Neighbourhood) That \$75,000 for Bike path at Shamrock Park 120m long multi-use path beside the existing sidewalk so cyclists can ride from existing Ferguson bike lanes to the tunnel – to Young St., be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (j) (Durand Neighbourhood) That \$15,000 for installation of completion of the Durand heritage neighbourhood street signage be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (k) (Central Neighbourhood) That \$6000 for 15 Hanging Baskets be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052, and that \$3,100 be included in the Public Works Department 2020 base operating budget submission for the ongoing maintenance of the hanging baskets;
- (l) (North End Neighbourhood) That \$100,000 for bathroom upgrades at Eastwood Park be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (m) (North End Neighbourhood) That \$56,000 for playground equipment for Eastwood Park be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (n) (Central Neighbourhood) That 12,600 for planters be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052 and that \$3,900 be included in the Public Works Department 2020 base operating budget submission for the ongoing maintenance of the planters; and,
- (o) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.