



**City of Hamilton
TRUCK ROUTE
SUB-COMMITTEE
AGENDA**

Meeting #: 22-001
Date: March 28, 2022
Time: 9:30 a.m.
Location: Due to the COVID-19 and the Closure of City Hall (CC)

All electronic meetings can be viewed at:

City's Website:
<https://www.hamilton.ca/council-committee/council-committee-meetings/meetings-and-agendas>

City's YouTube Channel:
<https://www.youtube.com/user/InsideCityofHamilton> or Cable 14

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

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TRUCK ROUTE SUB-COMMITTEE MINUTES 21-001

9:30 a.m.

November 29, 2021

Council Chambers

Hamilton City Hall

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

Also Present: Councillor J. Partridge

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

1. **Truck Route Master Plan Update (PED19073(b)) (City Wide) (Item 8.1)**

(Nann/Wilson)

(a) That the Truck Route Master Plan Update (PED19073(b)) (City Wide), be received, and;

(b) That staff be directed to review the recommendations in Report PED19073(b) Truck Route Master Plan Update with prioritization given to the Terms of Reference ratified by Council, including an analysis that would permit a ring road approach for the Truck Route Master Plan Update and report back to the Truck Route Sub-Committee by March 31, 2022.

Result: Main Motion, as Amended, CARRIED by a vote of 6 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES - Ward 3 Councillor Nrinder Nann
NOT PRESENT - Ward 4 Councillor Sam Merulla
YES - Ward 6 Councillor Tom Jackson
YES - Chair - Ward 2 Councillor Jason Farr
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

FOR INFORMATION:

(a) CHANGES TO THE AGENDA (Item 2)

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

5. COMMUNICATIONS (Item 5)

The following added Communications Items are to be received and referred to the consideration of Item 8.1 - Truck Route Master Plan Update (PED19073(b)) (City Wide):

- 5.1 Correspondence from Jo-Anne and Erwin Mataitis, respecting concern regarding designating Nebo Rd as a truck route south of Dickenson Rd
- 5.2 Correspondence from Tina and Duro Brajic, respecting concern regarding designating Nebo Rd as a truck route south of Dickenson Rd
- 5.3 Correspondence from Bob Berberick, respecting comments regarding the TRMP are made from the lens of a Ward 3 resident
- 5.4 Correspondence from Tanya DeJager, respecting the Truck Route Master Plan Update and the Resident of Nebo Road
- 5.5 Correspondence from Greg Ryan, respecting the Truck Route Master Plan
- 5.6 Correspondence from the Lakewood Beach Community Council, respecting Truck Route Master Plan Changes
- 5.7 Correspondence from Sylvia Brellisford, respecting the Truck Route Master Plan Changes
- 5.8 Correspondence from David Colacci, respecting the Truck Route Master Plan Update
- 5.9 Correspondence from Mark Anderson, Cycle Hamilton, respecting the Hamilton Truck Route Master Plan
- 5.10 Correspondence from Frances Murray, respecting the Truck Route Master Plan
- 5.11. Correspondence from Mark Herbert, P&H Milling Group, respecting the Hamilton Truck Route Master Plan Update (PED19073(b))
- 5.12 Correspondence from Sherry Hayes and Dennis Facia, respecting the Truck Route Master Plan Changes
- 5.13 Correspondence from Steve Foxcroft, Fluke Transport Limited, respecting Requesting Consideration - Addendum to the Truck Route Master Plan
- 5.14 Correspondence from Ross and Pat Davidson, respecting removal of trucks from Nebo Rd

- 5.15 Correspondence from Deborah Martin, respecting the Truck Route Master Plan

6. DELEGATION REQUESTS (Item 6)

- 6.10 Greg Ryan, Respect Our Rural Roads, respecting the Truck Route Mater Plan (For today's meeting) - This request has been WITHDRAWN
- 6.14 Robert Magro, respecting opposed to truck route along Carlisle Rd for safety of pedestrians, bicyclists and reduce noise pollution to the area (For today's meeting)
- 6.15 Cameron Kroetsch, respecting Item 8.1 Truck Route Master Plan Update (PED19073(b)) (City Wide) (For today's meeting)
- 6.16 Stephen Laskowski, Ontario Trucking Association, respecting OTA Member Feedback on Truck Route Master Plan Update (For today's meeting)
- 6.17 Sean J. Hurley, respecting the final draft report of the truck route master plan (For today's meeting)
- 6.18 Beatrice Ekoko, respecting the Truck Route Master Plan Proposal (For today's meeting) - Video Submission
- 6.19 Robert Iszkula, Truck Route Reboot, respecting comments on the truck route review process (For today's meeting)
- 6.20 Tanya Ritchie, respecting the Truck Route Master Plan and the existing ring road (For today's meeting) - Video Submission
- 6.21 Sean Burak, respecting the updated Truck Route Master Plan staff report (For today's meeting)
- 6.22 John Neary, respecting resident comments on process and outcome of the Truck Route Master Plan (For today's meeting)
- 6.23 Norman Robinson, respecting the removal of the restriction for truck travel between the hours of 7:00 pm to 7:00 am (For today's meeting)
- 6.24 Lucas Greig, respecting the Truck Route Master Plan and disappointment with the suggestion to have Wellington Ave and Victoria Ave continue as full time truck routes (For today's meeting)
- 6.25 John Laudonio, respecting the current proposed truck route and future changes (For today's meeting)

- 6.26 Robert Branch, respecting non-compliance enforcement, mitigation necessities and enforcement in rural areas (For today's meeting)
- 6.27 Leah Avery, respecting concern with the environmental and economic impact of shortcutting trucks in the urban core (For today's meeting)
- 6.28 Hugh Loomans, Sylvite, respecting changes to the truck routing will have a major impact on our business and add significant costs to the farm community to the west of Hamilton (For today's meeting)
- 6.29 Randy Kay, respecting comments on the truck route study and suggest it needs more work before it can be approved (For today's meeting) – Video Submission
- 6.30 Russel Hurst, Ontario Agri Business Association, respecting the Hamilton Truck Route Master Plan (For today's meeting)
- 6.31. Cal and Teresa DiFalco, The Fruitland, Winona, Stoney Creek Community Association for Safe and Healthy Neighborhoods Inc., respecting the Truck Route Master Plan (For today's meeting)
- 6.32 Rene Lemay, Bunge, respecting Truck Route Master Plan (For today's meeting)
- 6.33 Victor Mejia, respecting the Truck Route Master Plan (For today's meeting)

12. NOTICES OF MOTION (Item 12)

- 12.1 Initiation of Municipal Class Environmental Assessment for a new arterial roadway in Glanbrook connecting the Airport Employment Growth District to the Red Hill Business Park

(Pearson/Johnson)

That the agenda for the November 29, 2021 Truck Route Sub-Committee meeting be approved, as amended.

Result: Motion CARRIED by a vote of 6 to 0, as follows:

- YES - Ward 1 Councillor Maureen Wilson
- NOT PRESENT - Ward 3 Councillor Nrinder Nann
- YES - Ward 4 Councillor Sam Merulla
- YES - Ward 6 Councillor Tom Jackson
- YES - Chair - Ward 2 Councillor Jason Farr
- YES - Ward 11 Councillor Brenda Johnson
- YES - Ward 10 Councillor Maria Pearson

(b) DECLARATIONS OF INTEREST (Item 3)

There were no declarations of interest.

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

(i) November 1, 2019 (Item 4.1)

(Merulla/Pearson)

That the Minutes of the November 1, 2019 meeting of the Truck Route Sub-Committee be approved, as presented.

Result: Motion CARRIED by a vote of 6 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
NOT PRESENT - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 6 Councillor Tom Jackson
YES - Chair - Ward 2 Councillor Jason Farr
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

(d) COMMUNICATIONS (Item 5)

(Johnson/Jackson)

(i) That the following Communications Items be received and referred to consideration of Item 8.1 - Truck Route Master Plan Update (PED19073(b)) (City Wide):

- (1) Correspondence from Jo-Anne and Erwin Mataitis, respecting concern regarding designating Nebo Rd as a truck route south of Dickenson Rd (Added Item 5.1)
- (2) Correspondence from Tina and Duro Brajic, respecting concern regarding designating Nebo Rd as a truck route south of Dickenson Rd (Added Item 5.2)
- (3) Correspondence from Bob Berberick, respecting comments regarding the TRMP are made from the lens of a Ward 3 resident (Added Item 5.3)
- (4) Correspondence from Tanya DeJager, respecting the Truck Route Master Plan Update and the Resident of Nebo Road (Added Item 5.4)
- (5) Correspondence from Greg Ryan, respecting the Truck Route Master Plan (Added Item 5.5)
- (6) Correspondence from the Lakewood Beach Community Council, respecting Truck Route Master Plan Changes (Added Item 5.6)
- (7) Correspondence from Sylvia Brellisford, respecting the Truck Route Master Plan Changes (Added Item 5.7)

- (8) Correspondence from David Colacci, respecting the Truck Route Master Plan Update (Added Item 5.8)
- (9) Correspondence from Mark Anderson, Cycle Hamilton, respecting the Hamilton Truck Route Master Plan (Added Item 5.9)
- (10) Correspondence from Frances Murray, respecting the Truck Route Master Plan (Added Item 5.10)
- (11) Correspondence from Mark Herbert, P&H Milling Group, respecting the Hamilton Truck Route Master Plan Update (PED19073(b)) (Added Item 5.11)
- (12) Correspondence from Sherry Hayes and Dennis Facia, respecting the Truck Route Master Plan Changes (Added Item 5.12)
- (13) Correspondence from Steve Foxcroft, Fluke Transport Limited, respecting Requesting Consideration - Addendum to the Truck Route Master Plan (Added Item 5.13)
- (14) Correspondence from Ross and Pat Davidson, respecting removal of trucks from Nebo Rd (Added Item 5.14)
- (15) Correspondence from Deborah Martin, respecting the Truck Route Master Plan (Added Item 5.15)

Result: Motion CARRIED by a vote of 6 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
NOT PRESENT - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 6 Councillor Tom Jackson
YES - Chair - Ward 2 Councillor Jason Farr
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

(e) DELEGATION REQUESTS (Item 6)

(Merulla/Wilson)

- (i) That the following delegation requests, be approved for today's meeting:
 - (1) Terry Fair, respecting the proposed truck route along Dickenson Road East in Mount Hope (Item 6.1)
 - (2) Julia Smerilli, respecting opposition to the truck route being on a Dickenson Road East (Item 6.2)
 - (3) Karen Prince, respecting reasons why I oppose Dickenson Road being added to the truck route plan (Item 6.3)

- (4) Alex Matheson, respecting opposition to Dickenson Rd from Upper James St to Nebo Rd becoming a Truck Route (Item 6.4)
- (5) Ted Pitura, respecting opposition of making Dickenson Rd. E., a truck route on the proposed revised Master Truck Route Plan (Item 6.5)
- (6) Wayne Fair, respecting the Truck Route Sub-Committee about the proposed truck route on Dickenson Road East, Mount Hope (Item 6.6)
- (7) Gabe Pitura, respecting information on the opposition of making Dickenson Road East a Truck route (Item 6.7)
- (8) James Pearce, respecting Pedestrian safety on Proposed Truck Route, Dickenson Road (Item 6.8)
- (9) Mohammed Abu Isheh, respecting the proposed Truck Route (Item 6.9)
- (10) Brian Kellington, Laidlaw Carriers Bulk GP Inc, respecting City of Hamilton's Truck Route Review to represent Laidlaw bulk carriers and also provide suggestions and reviews on this matter (Item 6.11)
- (11) Larissa Fenn, Hamilton-Oshawa Port Authority (HOPA) Ports, respecting the Truck Route Review (Item 6.12)
- (12) Lynda Lukasik, Environment Hamilton, respecting the proposed Truck Route revisions coming out of the Truck Route Study Review (Item 6.13)
- (13) Robert Magro, respecting opposed to truck route along Carlisle Rd for safety of pedestrians, bicyclists and reduce noise pollution to the area (Added Item 6.14)
- (14) Cameron Kroetsch, respecting Item 8.1 Truck Route Master Plan Update (PED19073(b)) (City Wide) (Added Item 6.15)
- (15) Stephen Laskowski, Ontario Trucking Association, respecting OTA Member Feedback on Truck Route Master Plan Update (Added Item 6.16)
- (16) Sean J. Hurley, respecting the final draft report of the truck route master plan (Added Item 6.17)
- (17) Beatrice Ekoko, respecting the Truck Route Master Plan Proposal - Video Submission (Added Item 6.18)

- (18) Robert Iszkula, Truck Route Reboot, respecting comments on the truck route review process (Added Item 6.19)
- (19) Tanya Ritchie, respecting the Truck Route Master Plan and the existing ring road - Video Submission (Added Item 6.20)
- (20) Sean Burak, respecting the updated Truck Route Master Plan staff report (Added Item 6.21)
- (21) John Neary, respecting resident comments on process and outcome of the Truck Route Master Plan (Added Item 6.22)
- (22) Norman Robinson, respecting the removal of the restriction for truck travel between the hours of 7:00 pm to 7:00 am (Added Item 6.23)
- (23) Lucas Greig, respecting the Truck Route Master Plan and disappointment with the suggestion to have Wellington Ave and Victoria Ave continue as full time truck routes (Added Item 6.24)
- (24) John Laudonio, respecting the current proposed truck route and future changes (Added Item 6.25)
- (25) Robert Branch, respecting non-compliance enforcement, mitigation necessities and enforcement in rural areas (Added Item 6.26)
- (26) Leah Avery, respecting concern with the environmental and economic impact of shortcutting trucks in the urban core (Added Item 6.27)
- (27) Hugh Loomans, Sylvite, respecting changes to the truck routing will have a major impact on our business and add significant costs to the farm community to the west of Hamilton (Added Item 6.28)
- (28) Randy Kay, respecting comments on the truck route study and suggest it needs more work before it can be approved – Video Submission (Added Item 6.29)
- (29) Russel Hurst, Ontario Agri Business Association, respecting the Hamilton Truck Route Master Plan (Added Item 6.30)
- (30) Cal and Teresa DiFalco, The Fruitland, Winona, Stoney Creek Community Association for Safe and Healthy Neighborhoods Inc., respecting the Truck Route Master Plan (Added Item 6.31)
- (31) Rene Lemay, Bunge, respecting Truck Route Master Plan (Added Item 6.32)
- (32) Victor Mejia, respecting the Truck Route Master Plan (Added Item 6.33)

Result: Motion CARRIED by a vote of 6 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
NOT PRESENT - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 6 Councillor Tom Jackson
YES - Chair - Ward 2 Councillor Jason Farr
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

(f) STAFF PRESENTATIONS (Item 8)

(i) Truck Route Master Plan Update (PED19073(b)) (City Wide) (Item 8.1)

Steve Molloy, Manager of Transportation Planning, introduced Ron Stewart, Project Director from IBI Group who addressed the Committee with a presentation respecting Report PED19073(b), Truck Route Master Plan Update.

(Jackson/Pearson)

That the presentation respecting Report PED19073(b), Truck Route Master Plan Update, be received.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 6 Councillor Tom Jackson
YES - Chair - Ward 2 Councillor Jason Farr
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

(Merulla/Wilson)

That consideration of PED19073(b), Truck Route Master Plan Update, be DEFERRED until after the delegates for this matter have been heard.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 6 Councillor Tom Jackson
YES - Chair - Ward 2 Councillor Jason Farr
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

For further disposition of this matter, refer to Items 1.

(g) PUBLIC HEARINGS / DELEGATIONS (Item 9)

The following Virtual Delegations addressed Committee with respect to Item 8.1 - Truck Route Master Plan Update (PED19073(b)) (City Wide):

- 9.1 Terry Fair
- 9.2 Julia Smerilli
- 9.3 Karen Prince
- 9.4 Alex Matheson
- 9.5 Ted Pitura
- 9.6 Wayne Fair
- 9.7 Gabe Pitura
- 9.8 James Pearce
- 9.11 Larissa Fenn, Hamilton-Oshawa Port Authority (HOPA) Ports
- 9.12 Lynda Lukasik, Environment Hamilton
- 9.13 Robert Magro
- 9.14 Cameron Kroetsch
- 9.15 Stephen Laskowski
- 9.16 Sean J. Hurley
- 9.17 Robert Iszkula, Truck Route Reboot
- 9.18 Sean Burak

(Nann/Johnson)

That the Truck Route Sub-Committee recess for 30 minutes until 1:20 pm.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

- YES - Ward 1 Councillor Maureen Wilson
- YES - Ward 3 Councillor Nrinder Nann
- YES - Ward 4 Councillor Sam Merulla
- YES - Ward 6 Councillor Tom Jackson
- YES - Chair - Ward 2 Councillor Jason Farr
- YES - Ward 11 Councillor Brenda Johnson
- YES - Ward 10 Councillor Maria Pearson

The Truck Route Sub-Committee heard the following Virtual Delegations upon reconvening at 1:20 pm:

- 9.19 John Neary
- 9.22 John Laudonio
- 9.23 Robert Branch
- 9.24 Leah Avery

- 9.25 Hugh Loomans, Sylvite
- 9.26 Russel Hurst
- 9.27 Cal and Teresa DiFalco, The Fruitland, Winona, Stoney Creek Community Association for Safe and Healthy Neighborhoods Inc.
- 9.28 Rene Lemay, Bunge
- 9.29 Victor Mejia

(Pearson/Johnson)

That Teresa DiFalco (Item 9.30) be granted 5 minutes in order to Delegate to the Committee respecting Item 8.1 - Truck Route Master Plan Update (PED19073(b)) (City Wide).

Result: Motion CARRIED by a vote of 6 to 0, as follows:

- YES - Ward 1 Councillor Maureen Wilson
- YES - Ward 3 Councillor Nrinder Nann
- NOT PRESENT - Ward 4 Councillor Sam Merulla
- YES - Ward 6 Councillor Tom Jackson
- YES - Chair - Ward 2 Councillor Jason Farr
- YES - Ward 11 Councillor Brenda Johnson
- YES - Ward 10 Councillor Maria Pearson

The following delegates were not present when called upon:

- 9.9 Mohammed Abu Isheh
- 9.10 Brian Kellington, Laidlaw Carriers Bulk GP Inc
- 9.20 Norman Robinson
- 9.21 Lucas Greig
- 9.30 Teresa DiFalco

The following Video Submissions were viewed by the Committee with respect to Item 8.1 - Truck Route Master Plan Update (PED19073(b)) (City Wide):

- 9.31 Beatrice Ekoko
- 9.32 Tanya Ritchie
- 9.33 Randy Kay

(Pearson/Nann)

That the following Virtual Delegations and Video Submissions respecting the Truck Route Master Plan, be received:

(i) Virtual Delegations:

- (1) Terry Fair (Added Item 9.1)
- (2) Julia Smerilli (Added Item 9.2)

- (3) Karen Prince (Added Item 9.3)
- (4) Alex Matheson (Added Item 9.4)
- (5) Ted Pitura (Added Item 9.5)
- (6) Wayne Fair (Added Item 9.6)
- (7) Gabe Pitura (Added Item 9.7)
- (8) James Pearce (Added Item 9.8)
- (9) Larissa Fenn, Hamilton-Oshawa Port Authority (HOPA) Ports (Added Item 9.11)
- (10) Lynda Lukasik, Environment Hamilton (Added Item 9.12)
- (11) Robert Magro (Added Item 9.13)
- (12) Cameron Kroetsch (Added Item 9.14)
- (13) Stephen Laskowski, Ontario Trucking Association (Added Item 9.15)
- (14) Sean J. Hurley (Added Item 9.16)
- (15) Robert Iszkula, Truck Route Reboot (Added Item 9.17)
- (16) Sean Burak (Added Item 9.18)
- (17) John Neary (Added Item 9.19)
- (18) John Laudonio (Added Item 9.22)
- (19) Robert Branch (Added Item 9.23)
- (20) Leah Avery (Added Item 9.24)
- (21) Hugh Loomans, Sylvite (Added Item 9.25)
- (22) Russel Hurst (Added Item 9.26)
- (23) Cal and Teresa DiFalco, The Fruitland, Winona, Stoney Creek Community Association for Safe and Healthy Neighborhoods Inc. (Added Item 9.27)
- (24) Rene Lemay, Bunge (Added Item 9.28)
- (25) Victor Mejia (Added Item 9.29)

(ii) Video Submissions:

- (1) Beatrice Ekoko (Added Item 9.31)
- (2) Tanya Ritchie (Added Item 9.32)
- (3) Randy Kay (Added Item 9.33)

Result: Motion CARRIED by a vote of 6 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES - Ward 3 Councillor Nrinder Nann
NOT PRESENT - Ward 4 Councillor Sam Merulla
YES - Ward 6 Councillor Tom Jackson
YES - Chair - Ward 2 Councillor Jason Farr
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

(h) STAFF PRESENTATIONS (Item 8) (Continued)

(i) Truck Route Master Plan Update (PED19073(b)) (City Wide) (Item 8.1)

(Pearson/Wilson)

- (a) That the City of Hamilton Truck Route Master Plan (TRMP) Update, attached as Appendix "A" to Report PED19073(b), be approved;
- (b) That the General Manager of the Planning and Economic Development Department be authorized to file the City of Hamilton Truck Route Master Plan (TRMP) Update with the Municipal Clerk for a minimum thirty-day public review period to formally complete the Class Environmental Assessment (EA) process;
- (c) That the Transportation Operations and Maintenance (TOM) Division develop a truck route signing implementation strategy and that the estimated cost of \$300 K for signage modifications and installations be funded from the Unallocated Capital Levy Reserve Account #108020;
- (d) That the Transportation Operations and Maintenance (TOM) Division prepare an amendment to the City of Hamilton Traffic By-law 01-215 for consideration by Council to incorporate the Recommendations within the Truck Route Master Plan (TRMP) Update;
- (e) That, where truck routes have been identified along various roads within the Recommended Truck Route Network (TRN) - Future Conditions, as presented in Exhibit 4.13 of Appendix "A" attached to Report PED19073(b), that these roadways are planned and designed with the appropriate roadway and pavement structure to support truck movement and reflect a Complete-Livable-Better Streets and Vision Zero approach;

- (f) That Hamilton Police Services (HPS) be requested to review and develop an enhanced commercial vehicle enforcement strategy in collaboration with Transportation Planning (TP) and Transportation Operation and Maintenance (TOM).

(Nann/Wilson)

That recommendations (a) to (f), be deleted in their entirety and replaced, as follows:

- (a) That the Truck Route Master Plan Update (PED19073(b)) (City Wide), be received, and;**
- (b) That staff be directed to review the recommendations in Report PED19073(b) Truck Route Master Plan Update with prioritization given to the Terms of Reference ratified by Council, including an analysis that would permit a ring road approach for the Truck Route Master Plan Update and report back to the Truck Route Sub-Committee by March 31, 2022.**

Result: Amendment, CARRIED by a vote of 6 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES - Ward 3 Councillor Nrinder Nann
NOT PRESENT - Ward 4 Councillor Sam Merulla
YES - Ward 6 Councillor Tom Jackson
YES - Chair - Ward 2 Councillor Jason Farr
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

For disposition of this matter, refer to Item 1.

(i) NOTICES OF MOTION (Item 12.1)

- (i) Initiation of Municipal Class Environmental Assessment for a new arterial roadway in Glanbrook connecting the Airport Employment Growth District to the Red Hill Business Park (Added Item 12.1)**

Councillor Johnson introduced the following Notice of Motion:

WHEREAS, effective goods movement supports local, regional and international markets and contributes to Hamilton's economic prosperity and growth;

WHEREAS, a new arterial roadway connecting Highway 6 South between the Airport Employment Growth District (AEGD) and the Red Hill Business Park and the broader Provincial highway system, which would improve the efficiency of moving goods while mitigating impacts of truck traffic on existing rural roadways in Glanbrook;

WHEREAS, the 2018 City-wide Transportation Master Plan identifies a conceptual link within the strategic road network map to connect the

Hamilton International Airport and employment growth district to the Provincial Highway Network;

WHEREAS, a new arterial roadway would provide efficient connectivity between employment lands, intermodal hubs and the highway system and fills a gap in the goods movement network in the Glanbrook area;

WHEREAS, a new arterial roadway would assist in minimizing the impact of heavy-freight vehicles on the quality of life of residents within rural communities;

WHEREAS, growth in employment lands could be supported by improved inter-connectivity through a combination of new transportation corridors, road capacity enhancements and/or urbanization of rural cross-sections;

THEREFORE, BE IT RESOLVED:

That staff be directed to develop a Terms of Reference for a Municipal Class Environmental Assessment for an arterial roadway link between the AEGD and the Red Hill Business Park and that funding to complete the study be considered as part of the 2023 Capital Budget.

(j) ADJOURNMENT (Item 15)

(Johnson/Pearson)

That, there being no further business, the Truck Route Sub-Committee, be adjourned at 4:24 p.m.

Result: Motion CARRIED by a vote of 6 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES - Ward 3 Councillor Nrinder Nann
NOT PRESENT - Ward 4 Councillor Sam Merulla
YES - Ward 6 Councillor Tom Jackson
YES - Chair - Ward 2 Councillor Jason Farr
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

Respectfully submitted,

Councillor Farr, Chair
Truck Route Sub-Committee

Angela McRae
Legislative Coordinator
Office of the City Clerk

From: Deborah Martin
To: [McRae, Angela](#)
Subject: Re Truck Route Sub-Committee
Date: March 15, 2022 1:42:33 PM

To whom it may concern:

In addressing truck route issues in our neighbourhood of Stoney Creek, it becomes very clear how important it is to keep commercial trucks on the South Service Road.

Specifically, the overpass bridge at Grays Road allows truck traffic, of any size, to then proceed east on Frances Avenue, one block, then turn right to continue southbound on Drake Road, one block, to then connect with the North Service Road. From here, trucks drive west to the QEW on ramp. All of this is very concerning as these large semis and double load trucks barely make the right hand turn off the Grays Road overpass onto the residential street. At this point, many of them have come directly into the oncoming eastbound lane roadway on Frances Avenue. Literally, trucks are heading into oncoming traffic on a road without sidewalks, and populated with many cars/trucks, bicyclists and athletic pedestrians. What is going on here?

We need a traffic solution that keeps trucks on the commercial or south side of the QEW and also allows trucks to access the Toronto bound QEW. We definitely don't need heavy, large trucks crossing over the Grays Road overpass into a densely populated residential area to get Toronto bound access, on a two lane service road to the QEW. Our local residents have also witnessed an increasing number of horrific accidents occurring on Drake Road which a single traffic light would only exacerbate as trucks line up behind each other. This present route worked in the 70's and 80's but no longer is a safe access at this present time.

In conclusion, the residents of this area are requesting removal of the large trucks from the Grays Road overpass. Drake Road, on the residential north side has been highly impacted with traffic accidents in a zoned residential area. Please remove additional large truck traffic here as it causes increased worry and obvious safety issues for the residents on our roads.

Kind regards,
Debbie Martin

-----Original Message-----

From: City of Hamilton, Ontario, Canada via City of Hamilton, Ontario, Canada <no-reply@hamilton.ca>

Sent: Tuesday, March 22, 2022 9:02 AM

To: clerk@hamilton.ca

Subject: Form submission from: Request to Speak to Committee of Council Form

Submitted on Tuesday, March 22, 2022 - 9:02am Submitted by anonymous user: 172.70.134.182 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Specify which Advisory/Sub-Committee: Truck Route Review

Will you be delegating via a pre-recorded video? No

==Requestor Information==

Name of Organization (if applicable): Hamilton Oshawa Port Authority

Name of Individual: Larissa Fenn

Preferred Pronoun: She/Her

Contact Number: 9056673292

Email Address: lfenn@hopaports.ca

Mailing Address: 605 James St N., L8L 1K1


Reason(s) for delegation request: Input on Truck Route Review

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes



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

TO:	Chair and Members Truck Route Sub-Committee
COMMITTEE DATE:	March 28, 2022
SUBJECT/REPORT NO:	Truck Route Master Plan Update (PED19073(c)) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Omar Shams (905) 546-2424 Ext. 7474 Steve Molloy (905) 546-2424 Ext. 2975
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	

RECOMMENDATION

- (a) That "Alternative Five - Ring Road Concept with Positive Guidance Concept" as shown in Appendix "A" attached to Report PED19073(c) be adopted as the Recommended Truck Route Network;
- (b) That the Draft October 29, 2021 City of Hamilton Truck Route Master Plan (TRMP) Update, attached as Appendix "A" to Report PED19073(b) from November 29, 2021, be amended to reflect the Ring Road Concept with Positive Guidance Concept Recommended Truck Route Network;
- (c) That the General Manager of the Planning and Economic Development Department be authorized to file the City of Hamilton Truck Route Master Plan (TRMP) Update as amended with the Municipal Clerk for a minimum thirty-day public review period to formally complete the Class Environmental Assessment (EA) process;
- (d) That the Transportation Operations and Maintenance (TOM) Division develop a truck route signing implementation strategy and that the estimated cost of \$350 K for signage modifications and installations be funded from the Unallocated Capital Levy Reserve Account #108020;

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SUBJECT: Truck Route Master Plan Update (PED19073(c)) (City Wide) - Page 2 of 17

- (e) That the Transportation Operations and Maintenance (TOM) Division prepare an amendment to the City of Hamilton Traffic By-law 01-215 for consideration by Council to incorporate the Recommendations within the Truck Route Master Plan (TRMP) Update;
- (f) That, where truck routes have been identified along various roads within the Recommended Truck Route Network (TRN) - Future Conditions, as presented in Appendix "A" attached to Report PED19073(b), that these roadways are planned and designed with the appropriate roadway and pavement structure to support truck movement and reflect a Complete-Livable-Better Streets and Vision Zero approach;
- (g) That Hamilton Police Services (HPS) be requested to review and develop an enhanced commercial vehicle enforcement strategy in collaboration with Transportation Planning (TP) and Transportation Operation and Maintenance (TOM);
- (h) That Item ACI, respecting Public Works Report 21-016, Item 6 (PED19073(b)), staff to review the recommendations in PED19073(b) with prioritization given to the Terms of Reference ratified by Council, including an analysis that would permit a ring road approach for the Truck Route Master Plan Update and report back to the Truck Route Sub-committee, be identified as completed and removed from the Public Works Committee Outstanding Business List.

EXECUTIVE SUMMARY

The City of Hamilton Truck Route Master Plan (TRMP) Update was initiated following the approval of Report PED19073, on April 10, 2019, outlining a Terms of Reference (TOR) for the Update. The primary purpose of the TRMP review was to explore opportunities to balance the needs of residents and communities while advancing the safe and efficient movement of goods using trucks in Hamilton to support economic vibrancy and goods movement activities. The development of the TRMP has been an iterative process with significant input from the residents and key stakeholders.

In June 2021, a draft Truck Route Network (TRN) was selected and presented to the public and stakeholders as part of the second round of consultations. This draft TRN was based on a rationalization of truck routes across the City, elimination of some downtown and surrounding areas routes and introducing a time of day restriction for routes within the downtown and other areas with residential populations. Based on the feedback received during the second phase of public and stakeholder engagement, the final draft TRN and implementation strategies were further refined.

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On November 29, 2021 a revised TRN was presented to the Truck Route Sub-Committee. Some 32 delegations and 15 written correspondences were made to the Sub-Committee expressing comments and concerns with the proposed TRN. Residents expressed concerns that the proposed TRN did not go far enough in terms of eliminating truck traffic on routes that included sensitive uses such as schools, hospitals, child care facilities, and long-term care facilities. Conversely, representatives from the trucking industry and businesses reliant on goods movement by truck expressed concerns about the elimination of truck routes connecting the Bayfront Industrial Area with Highway 403 and the associated impacts on travel times, fuel consumption and economic viability of industries.

Accordingly, staff were directed to review the recommendations of the Study with prioritization given to the TOR ratified by Council, including an analysis that would permit a Ring Road approach for the TRN. The Ring Road approach generally seeks to direct truck traffic to the City's Parkways (Lincoln Alexander Parkway and Red Hill Valley Parkway) and the Provincial Highway system (QEW and Highway 403).

Taking into account the direction provided at the November 2021 Truck Route Sub-Committee Meeting, staff undertook to develop a range of alternatives that could address concerns expressed by residents and respond to the concept of a Ring Road approach. In addition to the alternative presented in November, five new alternatives were developed including the following:

- Alternative 2 - Expanded Restriction Area;
- Alternative 3 - A No Downtown Route Option;
- Alternative 4 - A Ring Road Concept with Shortest Path Routing;
- Alternative 5 - A Ring Road Concept with Positive Guidance; and,
- Alternative 6 - A Ring Road Concept with Positive Guidance and one Outbound Route to Highway 403.

These options were presented to the Truck Advisory Focus Group and other stakeholder groups representing both residents and industry. Feedback on the alternatives was similar to that received in November 2021, with the exception that some resident and environmental advocacy representatives acknowledged the potential for the revised alternatives to reduce truck traffic through sensitive areas, thereby better reflecting the City's Strategic Plan Vision "To be the best place to raise a child and age successfully". Representatives from employers in the western Bayfront Area and Trucking Association re-iterated concerns about eliminating routing options between the Port and Highway 403 to connect to Southwestern Ontario. In particular, it was highlighted that agricultural goods are an important part of Hamilton's economy and increasing the cost of the movement of these goods have direct impacts on local businesses including the farming community and businesses that serve this community.

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In addition to public and stakeholder consultation, staff met with Hamilton Police Services (HPS) to identify enforcement impacts associated with each alternative. One of the key concerns with the Ring Road with Shortest Path alternative is the potential for more routes to become the shortest legal path to a destination. Essentially, as the area without truck routes (or other positive guidance) expands, it becomes difficult to enforce the pass through non-local delivery trucks. Streets that are not desirable for truck traffic may now become the shortest path, given the elimination of permissive routes.

Applying the City's Vision, "to be the best place to raise a child and age successfully", in the selection of a TRN, and in evaluating the positive and negative attributes (the "pros" and "cons") of each new alternative network, staff recommends that the Ring Road Concept with Positive Guidance be selected as the preferred Truck Route Network. This Network promotes use of the LINC, RHVP, Highway 403 and QEW as the primary routes for moving within and through the City, while providing a secondary network for movement by small and medium trucks in the lower city, by defining a max four-axle network.

It is recognized that the preferred alternative will increase travel distance for some truck trips. In order to off-set these impacts, a number of options will be considered, including:

- advocating for Provincial Highway improvements;
- monitoring truck traffic to ensure that the reduction in number of permissive routes does not result in trucks travelling on other viable routes;
- implementing neighbourhood traffic management measures; and,
- geometric changes to local and collector streets.

Alternatives for Consideration – See Page 16

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Implementation of the recommended changes to the Truck Route Network (TRN) will require new signage for routes that have changed, as well as, signage for new restrictions. The cost of making changes to the truck route signing system and printing of new truck route maps is estimated at \$350,000 and is proposed to be funded from the Unallocated Capital Levy Reserve Account #108020.

Staffing: N/A

Legal: An amendment to the City of Hamilton Traffic By-law, and relevant schedules, will be required based to implement the recommended Truck Route Network (TRN). A number of housekeeping and other changes

SUBJECT: Truck Route Master Plan Update (PED19073(c)) (City Wide) - Page 5 of 17

reflecting the terminology and definition of heavy trucks as described in this Report are also required to make the wording of the By-law current.

HISTORICAL BACKGROUND

The City commissioned its first TRMP in 2007, to review and provide recommendations for an efficient truck route system. In 2010, Council approved the TRMP, which has since been used to manage the movement of trucks in Hamilton.

In 2016, as per Report PW16-001, the City adopted an alternative truck traffic management system referred to as "Hybrid" system to effectively integrate trucks in the City's transportation system and to minimize the impacts of truck traffic on the interests of the greater community. The decision to embrace the Hybrid system was a result of numerous concerns received by the members of Council, staff, and HPS regarding illegal trucking activities in primarily residential communities.

In July 2018, a motion was passed by Council respecting creation of a Hamilton General Hospital Safety Zone where staff was advised to report back to the Truck Route Sub-Committee on the feasibility of re-routing trucks away from Victoria Avenue North and Wellington Street North.

In August 2018, the Hamilton TMP was approved by Council. The 2018 TMP acknowledges the importance of a reliable goods movement Network and freight supportive land-uses as a key aspect of economic growth of the City. Action 65 of the TMP recommended a review and update of the 2010 TRMP Study, following which staff commenced steps to initiate a TOR for the Update.

In March 26, 2019, the Truck Route Sub-Committee convened and approved the TOR for the TRMP Update. IBI Group, in association with GLPi and David Kriger Consultant, was retained through a competitive Roster process to carry out the technical analysis and consultation required for this Study. At the November 1, 2019 Truck Route Sub-Committee Meeting, the Consultant presented the Study Work Plan (Work Plan) and the Consultation Plan for review and input. The Work Plan and Consultation Plan were unanimously approved, and staff was directed to proceed with the Project.

On November 1, 2021, Public Works Committee considered a Citizen Committee Report from the Cycling Committee regarding a Truck Route Proposal Motion (Item 9.3) and TRMP Input (Item 11.2). The recommendations of this Committee Report were directed to the Truck Route Sub-Committee for consideration in the TRMP.

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On November 29, 2021, the Truck Route Sub-Committee considered PED19073(b) which presented a Draft Final Route Master Plan Update. The Sub-committee directed the following:

- (a) That the Truck Route Master Plan Update (PED19073(b)) (City Wide), be received, and;
- (b) That staff be directed to review the recommendations in Report PED19073(b) Truck Route Master Plan Update with prioritization given to the Terms of Reference ratified by Council, including an analysis that would permit a Ring Road approach for the Truck Route Master Plan Update and report back to the Truck Route Sub-Committee by March 31, 2022.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The TRMP Review and Update was conducted in accordance with the requirements of Phases 1 and 2 of the MCEA process (Municipal Engineers Association, October 2000, as amended in 2007, 2011, and 2015), for Master Plans. There are no Schedule B or C projects developed from this Master Plan, and as such, there is no opportunity for the public or industry partners to request a Part II Order, or “bump up” request, to the Minister.

Consistent with the *Highway Traffic Act*, the City’s Traffic By-law requires a vehicle weighing more than 4,500 kg to follow the designated truck route system. Vehicles are permitted to deviate from the truck route system when making a local delivery and, to do so, they must take the shortest path from the truck route system to the point of pickup or delivery and then return immediately via the shortest route to the truck route system. It should be noted that as changes are made in the truck route system, additional truck travel distance is required. Additional truck travel equates to higher levels of greenhouse gasses (GHG) emissions and increased potential for motor vehicle collisions, which are contrary to the goals of the City’s Strategic Plan, climate change, and Vision Zero Action Plans. Overall, the Study recommendations are consistent with the *Places to Grow Act* (Section 3.2.4), TMP, and other related policy documents.

RELEVANT CONSULTATION

Public and stakeholder engagement was an integral part of the TRMP Update. Extensive public engagement activities were undertaken across Hamilton throughout the Study. The engagement approach that was applied went above and beyond the requirements of the EA process for master plans.

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A summary of consultation activities and input received is documented and contained within the November 29, 2021 Report PED19073(b). Key activities throughout the Study included:

- Project Website;
- On-line Mapping Tool;
- Surveys;
- Virtual Public Information Centres (PIC);
- Speaking Engagements;
- Technical Advisory Committee;
- Truck Advisory Focus Group;
- Truck Route Sub-Committee; and
- Digital Communications.

Below is a table summarizing engagement activities completed, including those undertaken subsequent to the November 29, 2021 Truck Route Sub-Committee meeting.

Date	Outreach
May 6, 2019	Sherman Community Meeting
November 1, 2019	Truck Route Sub-Committee
January 8, 2020	Ministry of Transportation and Adjacent Municipalities
February 13, 2020	Technical Advisory Committee
March 10, 2020	Truck Advisory Focus Group
March 17, 2020	Business Community and Chambers of Commerce
July 14, 2020	Goods Movement Community
September 2, 2020	Virtual Public Information Centre # 1
October 7, 2020	Hamilton Cycling Committee
October 20, 2020	Technical Advisory Committee
November 24, 2020	Agriculture and Rural Affairs Advisory Committee
March 1, 2021	Technical Advisory Committee
April 28, 2021	Technical Advisory Committee
May 13, 2021	Community Awareness Emergency Response Group (CAER)
May 31, 2021	Truck Advisory Focus Group
June 9, 2021	Ministry of Transportation and Adjacent Municipalities
June 11, 2021	Business Community and Chambers of Commerce
June 16, 2021	Goods Movement Community
June 24, 2021	Virtual Public Information Centre # 2
July 7, 2021	Glanbrook Community Meeting
September 16, 2021	Environment Hamilton
October 14, 2021	Flamborough Community Council
November 29, 2021	Truck Route Sub-Committee

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Date	Outreach
February 2, 2022	Meeting with Hamilton-Oshawa Port Authority (HOPA)
February 9, 2022	Meeting with Environment Hamilton
February 28, 2022	Truck Advisory Focus Group Meeting
March 10, 2022	Agri-business Industry Representatives
March 14, 2022	Hamilton Industrial Environmental Association

Following the presentation of the TRMP Report in November 2021 and based on the direction received, key stakeholders were re-engaged. A targeted approach was adopted given that most of the issues raised at the November meeting pertained to the lower city.

In addition to a formal Truck Advisory Focus Group Meeting held on February 28, 2022 meetings were also held with the Hamilton-Oshawa Port Authority (HOPA), Environment Hamilton, Agri-business Industry Representatives, and the Hamilton Industrial Environmental Association. The following is a summary of input received:

Industry Comments

- The routes be identified and maintained as full-time accessible truck routes to provide at least one connection between the Industrial Bayfront and Highway 403 including:
 - Wellington Street between Burlington Street and Cannon Street;
 - Victoria Avenue between Main Street and Burlington Street;
 - Cannon Street between Victoria Avenue and York Boulevard; and,
 - Main Street from the 403 to Victoria Avenue;
- At least one of the alternatives presented to the Truck Route Sub-committee at its March 28, 2022 meeting include a western connection to and from the regional transportation network;
- Freight transportation costs have increased in some segments of the marketplace, these costs being incurred by businesses will undoubtedly be passed on to the consumers;
- The driver shortage, the pandemic, and rise in fuel price has also led to significant supply chain issues;
- Axle limitations would require more trucks to move the same amount of freight. This would not only increase traffic and congestion in certain areas but the potential for increased interactions with cyclists and pedestrians; and,
- Any Ring Road option that does not include a connection to Highway 403 would increase operational and supply chain costs further which will be passed to end users.

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Community Comments

- Positive guidance should be provided to minimize ambiguity for local delivery truck drivers and limit the possibility of human errors;
- Lack of truck routes in the urban areas can conceivably increase the risk of exposing more sensitive receptors to truck traffic;
- Restriction by vehicle size can improve air quality in densely populated communities;
- Minimize conflict between vulnerable road users and local delivery trucks, where conventional bike lanes are located on truck routes; and,
- A vastly permissive truck route system does not achieve the objective of this Study and the City's Strategic Vision.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

The development of the TRMP has been an iterative process with significant input from the residents and key stakeholders.

On November 29, 2021 a revised TRN was presented to the Truck Route Sub-Committee. Some 32 delegations and 15 written correspondences were made to the Sub-Committee expressing comments and concerns with the proposed Network. Residents expressed concerns in that the proposed TRN did not go far enough in terms of eliminating truck traffic on routes that included sensitive uses such as schools, hospitals, child care facilities, and long-term care facilities. Conversely, representatives from the trucking industry and businesses reliant on goods movement by truck expressed concerns about the elimination of truck routes connecting the Bayfront Industrial Area with Highway 403 and the associated impacts on travel times, fuel consumption, and economic viability of industries.

Accordingly, staff were directed to review the recommendations of the Study with prioritization given to the TOR ratified by Council, including an analysis that would permit a Ring Road approach for the Network. The Ring Road approach generally seeks to direct truck traffic to the City's Parkways (Lincoln Alexander Parkway, and Red Hill Valley Parkway) and the provincial Highway system (QEW and Highway 403).

Taking into account, the direction provided at the November 2021 Truck Route Sub-Committee Meeting, staff undertook to develop a range of alternatives that could address concerns expressed by residents and respond to the concept of a Ring Road approach. In addition to the alternative presented in November, five new alternatives were developed including the following:

- Alternative 2 - Expanded Restriction Area;
- Alternative 3 - A No Downtown Route Option;

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- Alternative 4 - A Ring Road Concept with Shortest Path Routing;
- Alternative 5 - A Ring Road Concept with Positive Guidance; and,
- Alternative 6 - A Ring Road Concept with Positive Guidance and a Westbound Route to Highway 403.

The key features of these alternatives are described below:

Alternative 1 – A permissive truck route network with maximum five-axle restrictions on select routes in the City's central area, as presented on November 2021.

Alternative 2 – Expands the five-axle restrictions to additional routes in the lower city, including Wellington Street and Victoria Avenue North, south of Ferrie Street; Sherman Avenue, Ottawa Street and Parkdale Avenue North, south of Barton Street; and Main Street/Queenston Road and King Street between Red Hill Valley Parkway and Dundurn Street. Moreover, Barton Street East between Sherman Avenue and Ottawa Street and Gage Avenue between Barton Street and Beach Road is removed from the network.

Alternative 3 – Builds on the Alternative Two network but changes the inner-city routes restriction to a maximum of four axles. In addition, it removes east-west routes from the Downtown Secondary Plan Area, between Wellington Street and Bay Street.

Alternative 4 – Removes permissive truck routes from the inner-city network except for those that provide direct access to industrial land uses and key truck generator hubs/terminals. Heavily relies on local and provincial expressways for use by freight vehicles.

Alternative 5 - Builds on the Alternative Two network but changes the inner-city routes restriction to a maximum of four-axles.

Alternative 6 – Builds on the Alternative Five network while providing one full-time outbound route between the Industrial Bayfront Area and Highway 403 via Wellington Street and Cannon/York Boulevard.

Analysis of Sensitive Land Uses

As per the TOR for the TRMP review, the City's Strategic Plan Vision Statement, Transportation Master Plan, and Vision Zero Action Plan guided the objectives and principles of the TRMP. The City's Strategic Plan Vision is "To be the best place to raise a child and age successfully". It means "having an inclusive community, actively engaged in making Hamilton a better place for everyone. It is creating an accessible environment, supporting residents through all of life's stages, and one that encourages positive development of children as they grow towards becoming healthy adults and seniors."

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Many indicators were used to evaluate progress towards achieving the City's Vision. In the context of the TRMP, the prevailing sentiment is that reducing the impacts of truck traffic on neighbourhoods, specifically children and other vulnerable populations is the primary goal. Safety is an equally important consideration.

The impact of truck traffic on sensitive receptors was considered in the development and weighed in the evaluation of alternative networks. An inventory of all licensed/registered sensitive land uses in the City of Hamilton that were used for this Study area as follows:

- Elementary Schools – 135;
- Secondary Schools – 25;
- Post-Secondary Schools – 6;
- Hospitals – 9;
- Long-term/Senior Care Facilities – 119; and,
- Child Care Facilities – 235.

Notably, a large number of child care facilities share space with the elementary and secondary schools. The objective of this Study was to minimize the impact of truck traffic on the sensitive receptor to provide liveable, child and family-friendly communities for Hamiltonians.

Axle Restrictions

The key changes recommended for this Study are introduction of downtown restrictions by truck size (i.e. measured by axles) and removal of road segments from the truck route system. The proposed Network presented in November, 2021 recommended a maximum five-axle restriction for a number of routes, especially in the lower city. The primary rationale for this restriction was that it would eliminate the largest trucks, such as double trailer trucks and a large majority of truck-trailer combinations. Feedback received in November, 2021 Truck Route Sub-committee meeting from residents was that this would still allow many types of large trucks.

By applying the City's Strategic Vision and Vision Zero lens and given the negative impact of heavy vehicles on the interests of residential communities, two of the new alternatives presented in this Report PED19073(c)) consider four-axle restrictions for most inner-city routes. The four-axle restriction provides accessibility and positive guidance for local delivery trucks while minimizing the unavoidable impact of heavy trucks on sensitive receptors, low income and vulnerable residential communities. This restriction would preclude non-local delivery trucks from traversing the downtown and residential communities while encouraging the use of smaller vehicles for local delivery purposes. However, it may require more trucks to deliver the same amount of goods which has cost implications for both shippers and receivers.

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Appendix "B" attached to Report PED19073(c) provides examples of different truck types that fall under the different axle categories.

Analysis of Alternatives

The following table presents the Pros and Cons of each of the alternatives developed following the November 2021 Truck Route Sub-Committee.

Alternatives	Pros	Cons
Alternative 2	Precludes large and heavy (more than five-axles) non-local delivery trucks from passing through downtown and surrounding communities	Requires increased enforcement resources and tools
	Shifts unavoidable impacts (noise, vibration and air emissions) of large and heavy trucks away from sensitive receptors and residential neighbourhoods	Shifts the impact of truck traffic to communities adjacent to RHVP, LINC and Burlington Street
	Potential for road user safety improvement as it matches local delivery vehicle class with road typology while supporting local economic growth and development activities	Increases travel time and operational cost for agriculture/farming products moving operators with a destination to Port and Bayfront areas, currently traversing through downtown
	Provides network connectivity, truck accessibility and positive guidance for local delivery trucks	The number of sensitive receptors that remain on truck routes: <ul style="list-style-type: none"> • Elementary Schools – 18 • Secondary Schools – 7 • Hospitals – 4 • Long-term/Senior Care Facilities – 9 • Child Care Facilities - 48
Alternative 3	Removes east-west routes from the Downtown Secondary Plan Area and restricts large and heavy passthrough vehicles (five-axles and more) from downtown and surrounding communities	Prohibits multi-point delivery to local business (e.g. No Frills, Hospitals, Tim Hortons) that can cause increased supply chain issues and operational cost

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Alternatives	Pros	Cons
	Reduces unavoidable impacts (noise, vibration and carcinogenic pollutant) of large and heavy trucks on sensitive receptors, low income and vulnerable neighbourhoods	Does not provide network connectivity and positive guidance for local delivery trucks in downtown
	Encourages use of small and medium trucks for local deliveries	Increases the impact of truck traffic on communities adjacent to RHVP, the LINC and Burlington Street
	Potential for improved liveability, walkability and vibrancy in the downtown and surrounding neighbourhoods	Conceivably exposes six additional elementary schools to truck traffic
		Requires increased enforcement resources and tools
		The number of sensitive receptors remaining on truck routes: <ul style="list-style-type: none"> • Elementary Schools – 18 • Secondary Schools – 7 • Hospitals – 3 • Long-term/Senior Care Facilities – 9 • Child Care Facilities - 48
Alternative 4	Restricts trucks from downtown, lower city and mountain communities	Provides local delivery truck drivers full autonomy of route choice, increases ambiguity and driver errors
	Provides truck accessibility to and from key truck generators and industrial land uses to the local and provincial expressways via at least one full-time truck route	Conceivably exposes all elementary schools, hospitals and other sensitive receptors in most of the lower city and mountain to truck traffic
	Potential for improved walkability and vibrancy in the downtown and surrounding neighbourhoods	Requires increased enforcement resources and tools
		Unequitable truck route distribution across the City and increases safety concerns due to lack of positive guidance

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Alternatives	Pros	Cons
		<p>The number of sensitive receptors remaining on truck routes:</p> <ul style="list-style-type: none"> • Elementary Schools – 13 • Secondary Schools – 6 • Hospitals – 1 • Long-term/Senior Care Facilities – 5 • Child Care Facilities - 37
Alternative 5	Precludes large and heavy passthrough vehicles (five-axle and above) from downtown and surrounding communities	Increases travel time and operational cost for trucks with five-axles and over with a destination to Port and Bayfront that are currently passing through the downtown
	Reduces unavoidable impacts (noise, vibration and carcinogenic pollutant) of large and heavy trucks on sensitive receptors, low income, and vulnerable neighbourhoods	Requires increased enforcement resources and tools (difficult to distinguish local delivery and pass through trucks with five-axles)
	Provides network connectivity and positive guidance to local delivery trucks and encourages use of small and medium trucks for local deliveries	Increases the impact of truck traffic on communities adjacent to RHVP, LINC and Burlington Street
	Potential for improved air quality and all road user safety	<p>The number of sensitive receptors remaining on truck routes:</p> <ul style="list-style-type: none"> • Elementary Schools – 18 • Secondary Schools – 7 • Hospitals – 4 • Long-term/Senior Care Facilities – 9 • Child Care Facilities - 48
Alternative 6	Precludes eastbound large and heavy vehicles (five-axle and more) traversing downtown, currently using Main Street, while accommodating for one full-time westbound connection from Bayfront to Highway 403 through	Increases travel time and operational cost for inbound agribusiness trucks with five-axles and over, with a destination to Port, that are using Main Street and Victoria Avenue

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Alternatives	Pros	Cons
	Wellington, Cannon and York Boulevard	
	Reduces unavoidable impacts (noise, vibration and carcinogenic pollutant) of heavy trucks on sensitive receptors, some low income and vulnerable neighbourhoods	Requires increased enforcement resources and tools (difficult to distinguish local delivery and pass through trucks with five-axes)
	Provides network connectivity, redundancy and positive guidance to local delivery trucks and encourages use of small and medium trucks for local deliveries	Increases the impact of heavy truck traffic on communities adjacent to RHVP, the LINC and Burlington Street
	Marginally supports local agriculture businesses by reducing travel time for outbound trips to Southwestern Ontario destinations	The number of sensitive receptors remaining on truck routes: <ul style="list-style-type: none"> • Elementary Schools – 18 • Secondary Schools – 7 • Hospitals – 4 • Long-term/Senior Care Facilities – 9 • Child Care Facilities - 48

Mitigation Measures

A less dense truck route network with fewer permissive truck routes provides a greater need to augment those routes to optimize safety for all road users and allow for efficient movement of goods. A range of geometric and operational improvements could be implemented to improve all road user safety and self-enforce the Recommended TRN. Examples of improvements are not limited to the following:

- Geometric Improvements:
 - Separated cycling infrastructure where along truck routes (e.g. Cannon Street); and,
 - Well-designed mid-blocks and intersections along truck routes to primarily protect vulnerable road users.
- Operational Improvements:
 - Way-finding tools such as Ontario 511 app to ‘push’ information to drivers in-cab;
 - Restriction of trucks to inner lanes on multi-lane arterials to increase distance

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OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: Truck Route Master Plan Update (PED19073(c)) (City Wide) - Page 16 of 17

- between trucks and sidewalks;
- Potential speed limit reduction along some inner-city truck routes to improve safety combined with the use of automated speed enforcement measures;
- Continues improvements to address operational issues along key truck routes (Burlington Street, RHVP and the LINC) to increase travel reliability along those corridors to make them attractive for use by large and heavy trucks; and,
- Collaborate with Ministry of Transportation Ontario (MTO) and Ministry of Environment Conservation and Parks (MECP) to enforce the emission tampering and use of engine breaks at problem areas in Hamilton.

In addition, there are a number of planned provincial highway improvements that will help to address some of the routes affected by the adoption of a Ring Road concept with positive guidance. This includes the Highway 5/6 Interchange, Highway 6 North Morrison By-pass, Highway 403 and Highway 6 Interchange Improvements, and other Highway 403 widenings. The City can continue to advocate for the prioritization of the construction of these improvements.

ALTERNATIVES FOR CONSIDERATION

The Truck Route Sub-Committee could choose to alter the staff recommendations. Most typical changes would be to remove road sections from the truck route system. One impact of added deletion would be to increase the demand of enforcement and/or to increase the difficulty of enforcement. Past experience has shown that, despite the best efforts of staff and the Police to try to understand the implications of truck route changes, because so many individual trucking companies and businesses are involved, unpredictable problems often occur when the system is revised. Revisions to the proposed TRN will require additional time and money to investigate and evaluate the impacts of changes on the overall TRN from a safety, enforcement, connectivity, and public and environmental health perspectives.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Community Engagement and Participation

Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community

Economic Prosperity and Growth

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

SUBJECT: Truck Route Master Plan Update (PED19073(c)) (City Wide) - Page 17 of 17

Healthy and Safe Communities

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

Clean and Green

Hamilton is environmentally sustainable with a healthy balance of natural and urban spaces.

Built Environment and Infrastructure

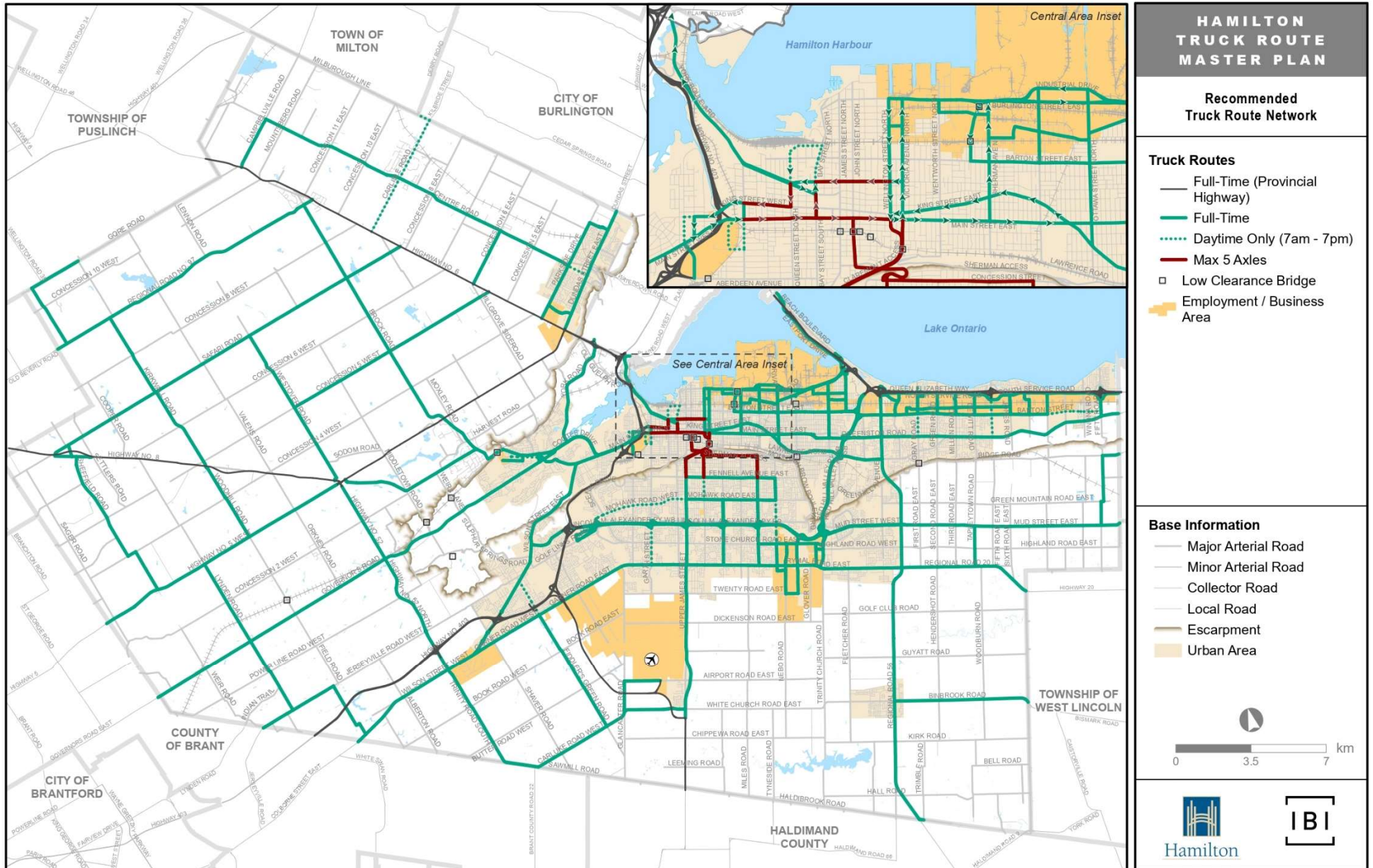
Hamilton is supported by state-of-the-art infrastructure, transportation options, buildings and public spaces that create a dynamic City.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PED19073(c) - Alternative Truck Route Network Concepts
Appendix "B" to Report PED19073(c) - Illustrations of Truck Types by Size and Axles

OS:SM:cr

Alternative 1 – Draft Recommended Truck Route Network, as of November 29, 2021



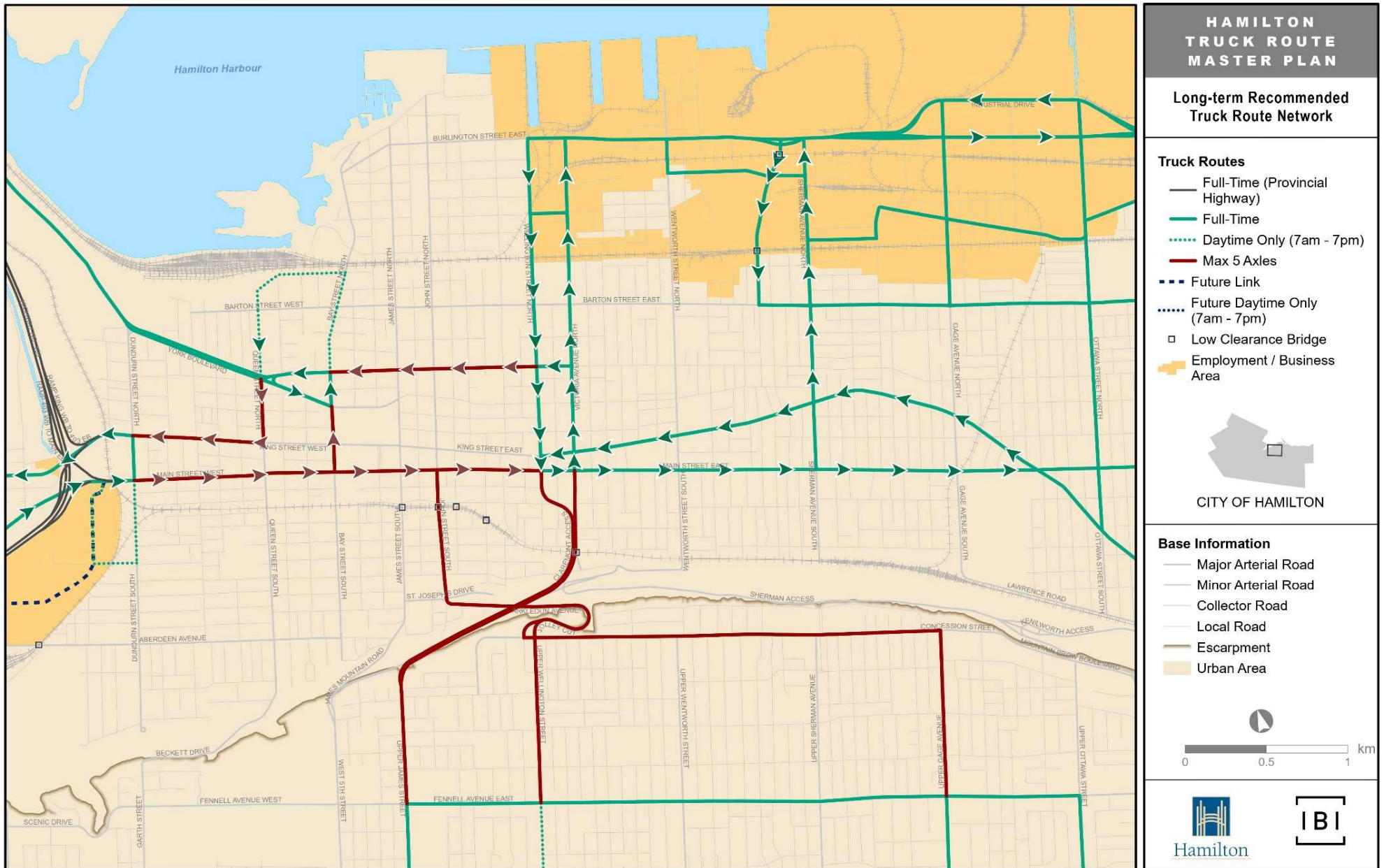
HAMILTON TRUCK ROUTE MASTER PLAN

Recommended Truck Route Network

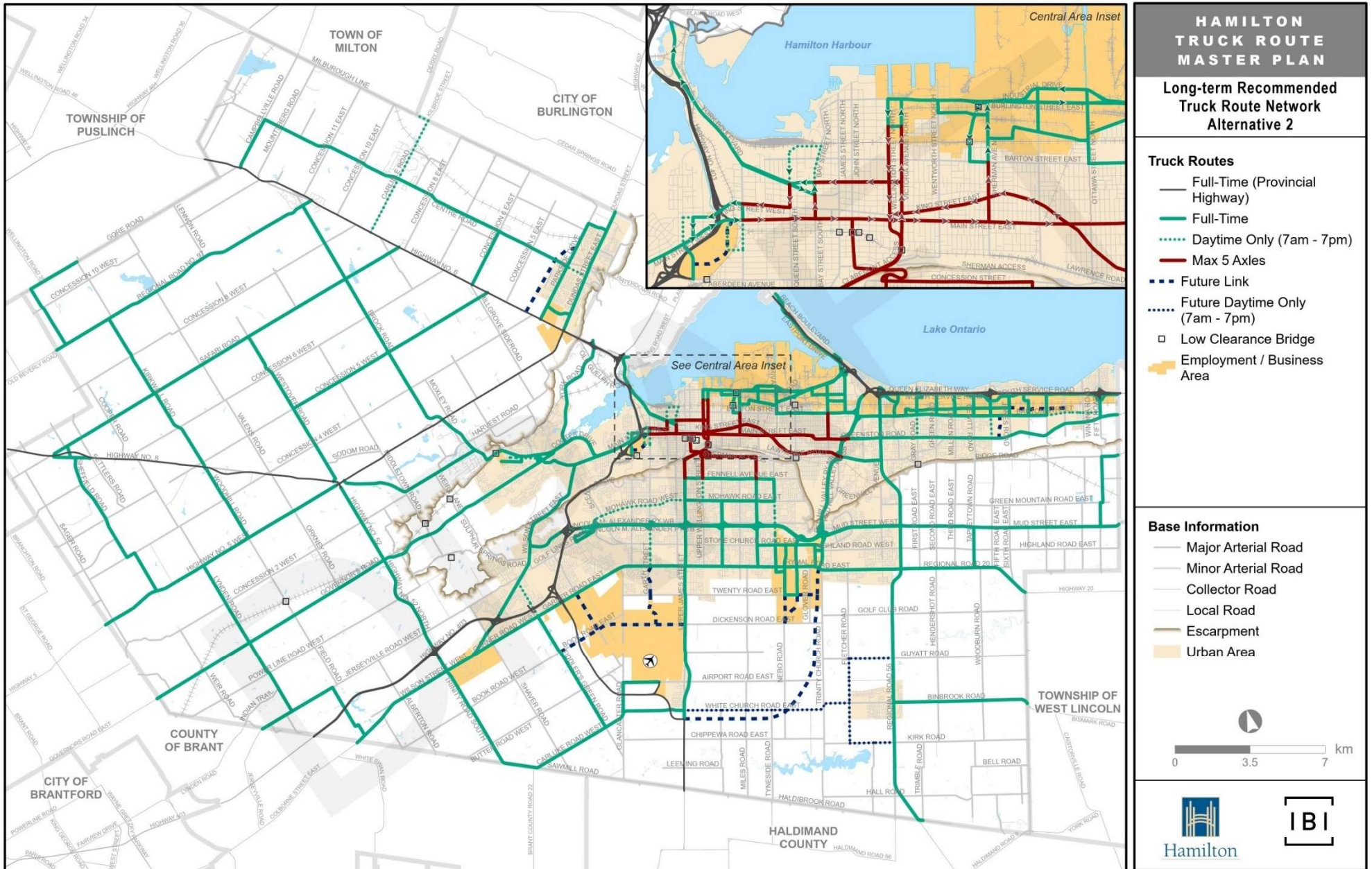
- Truck Routes**
- Full-Time (Provincial Highway)
 - Full-Time
 - Daytime Only (7am - 7pm)
 - Max 5 Axles
 - Low Clearance Bridge
 - Employment / Business Area

- Base Information**
- Major Arterial Road
 - Minor Arterial Road
 - Collector Road
 - Local Road
 - Escarpment
 - Urban Area
- 0 3.5 7 km

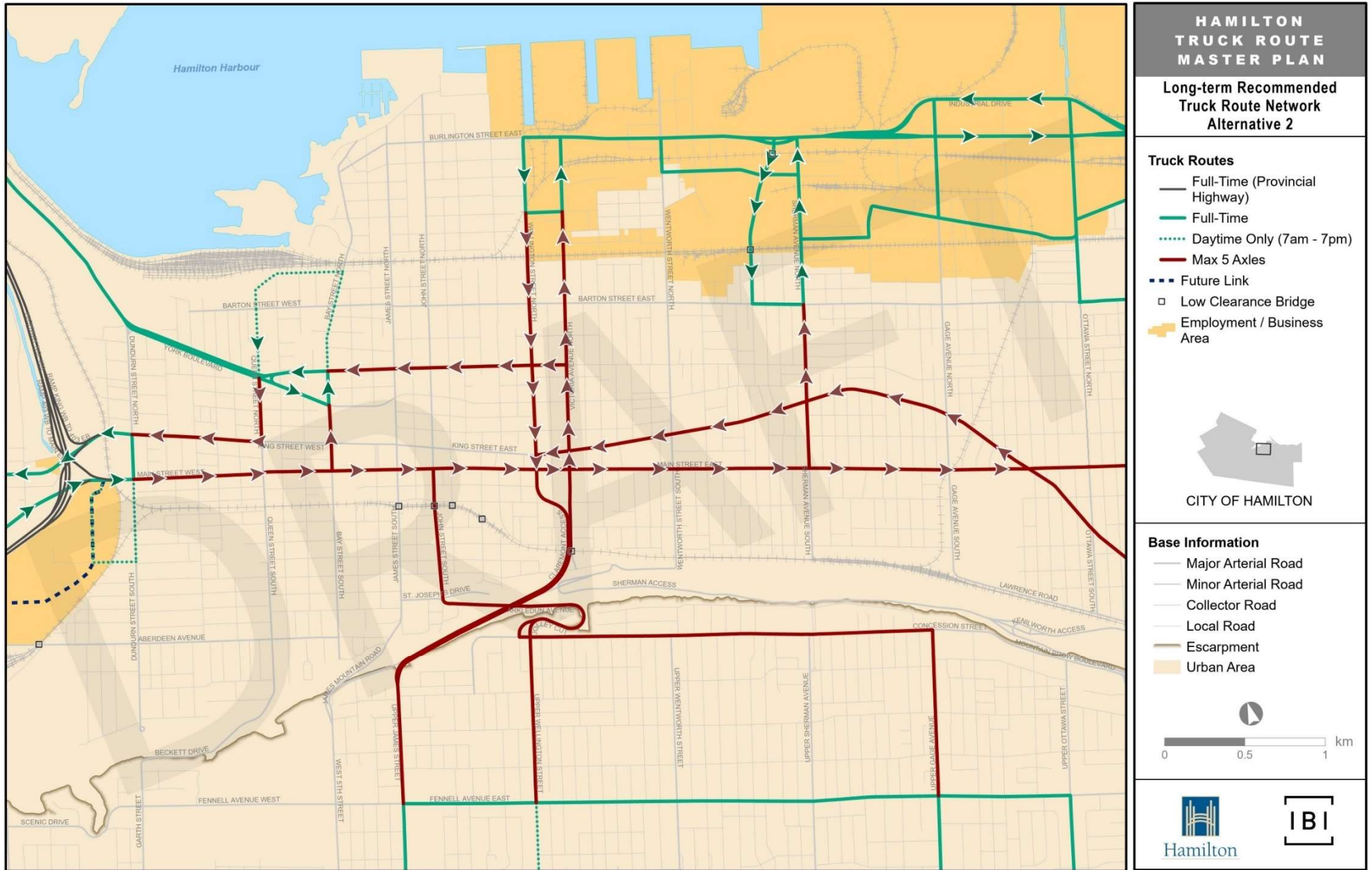
Alternative 1 - Central Area Inset



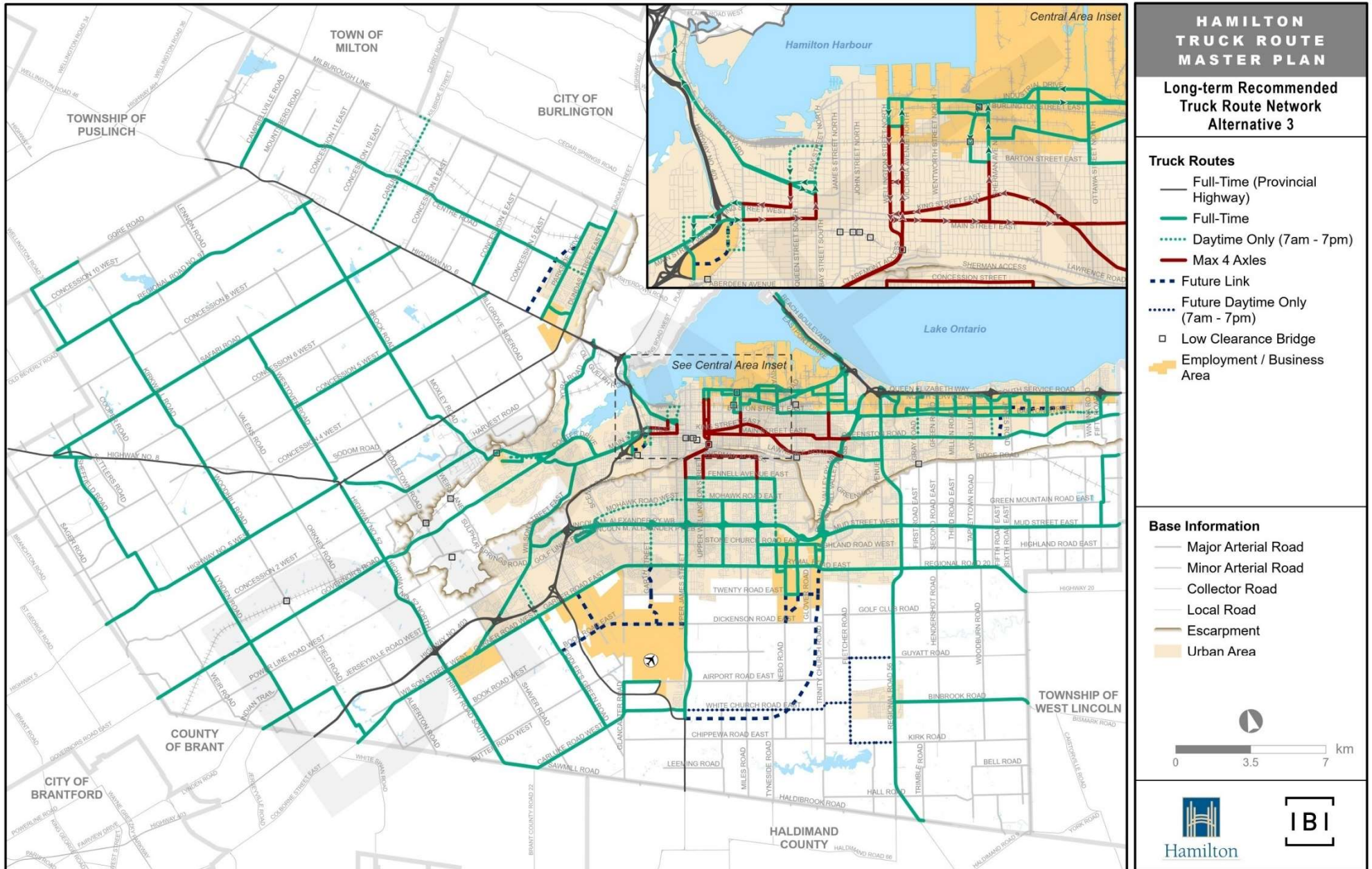
Alternative 2 – Expanded Restriction Area



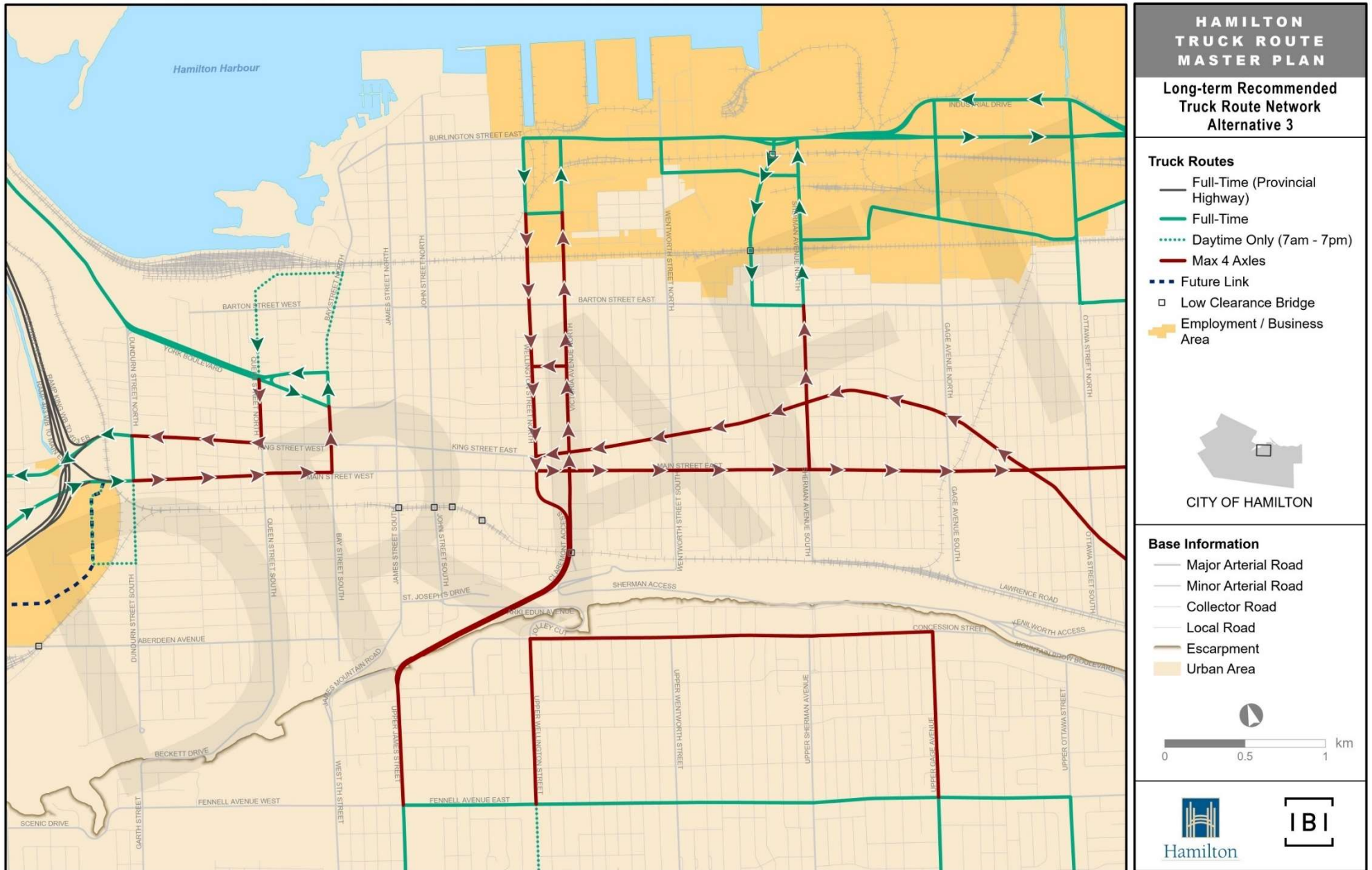
Alternative 2 - Central Area Inset



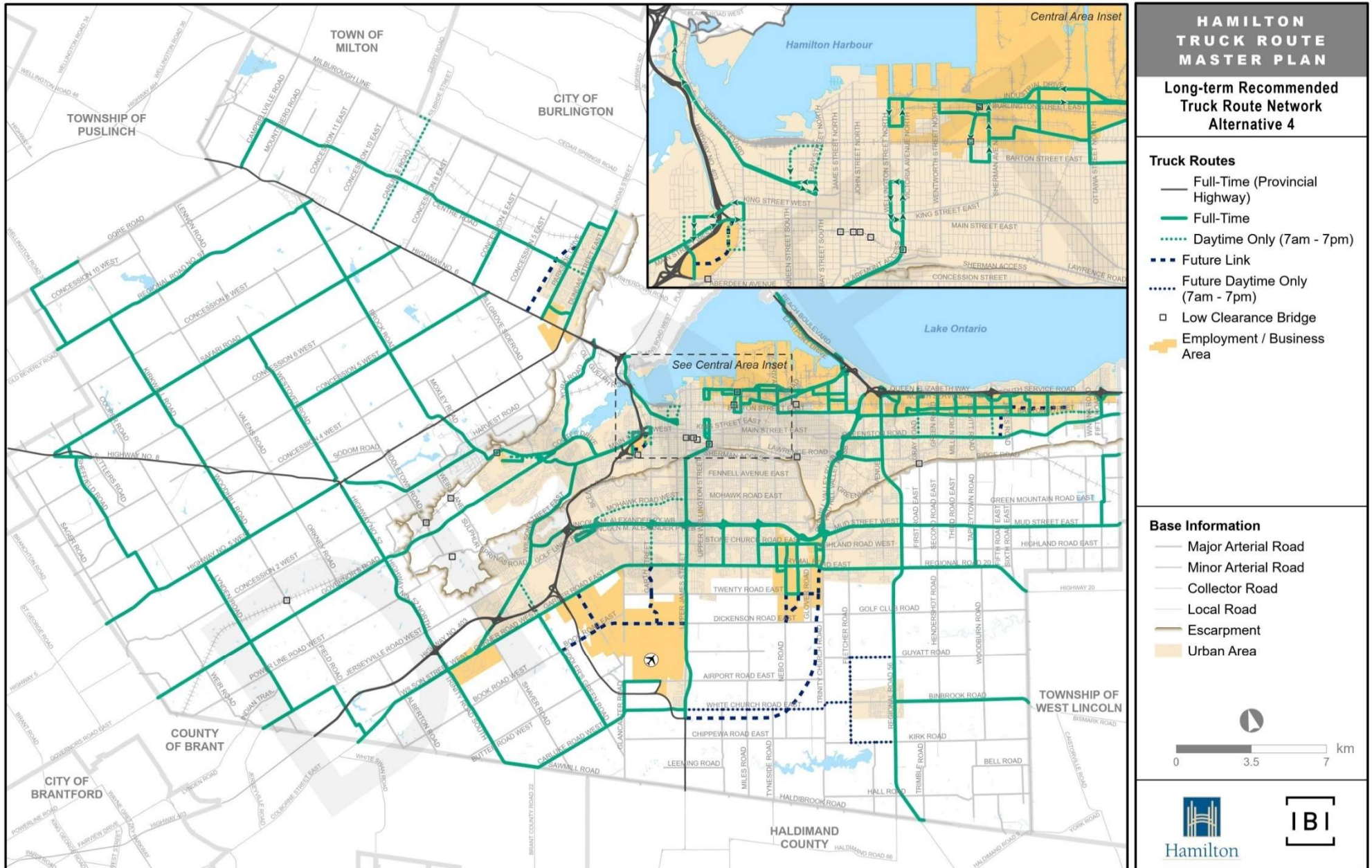
Alternative 3 – No Downtown Route Option



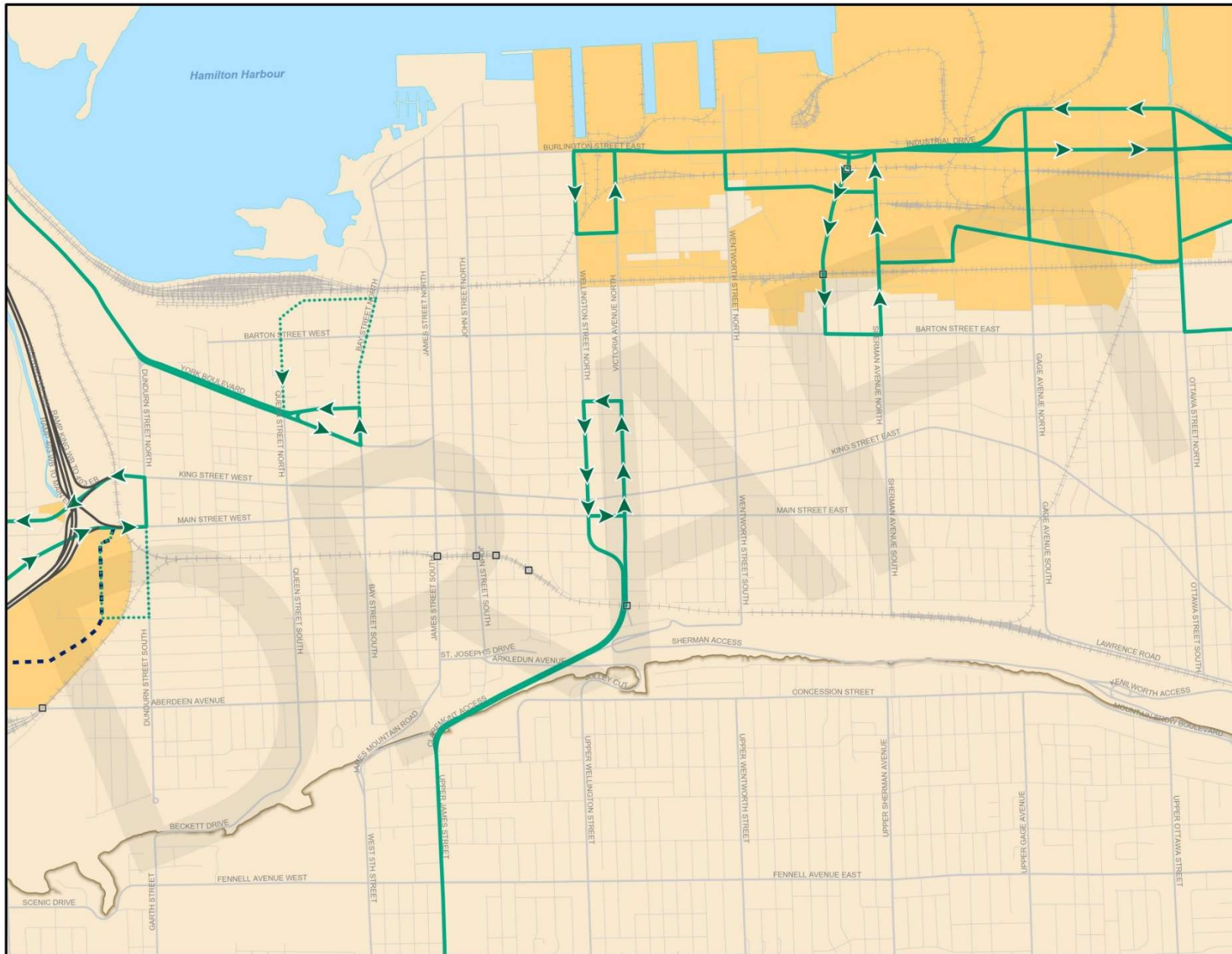
Alternative 3 – Central Area Inset



Alternative 4 – A Ring Road Concept with Shortest Path Routing



Alternative 4 – Central Area Inset



**HAMILTON
TRUCK ROUTE
MASTER PLAN**

**Long-term Recommended
Truck Route Network
Alternative 4**

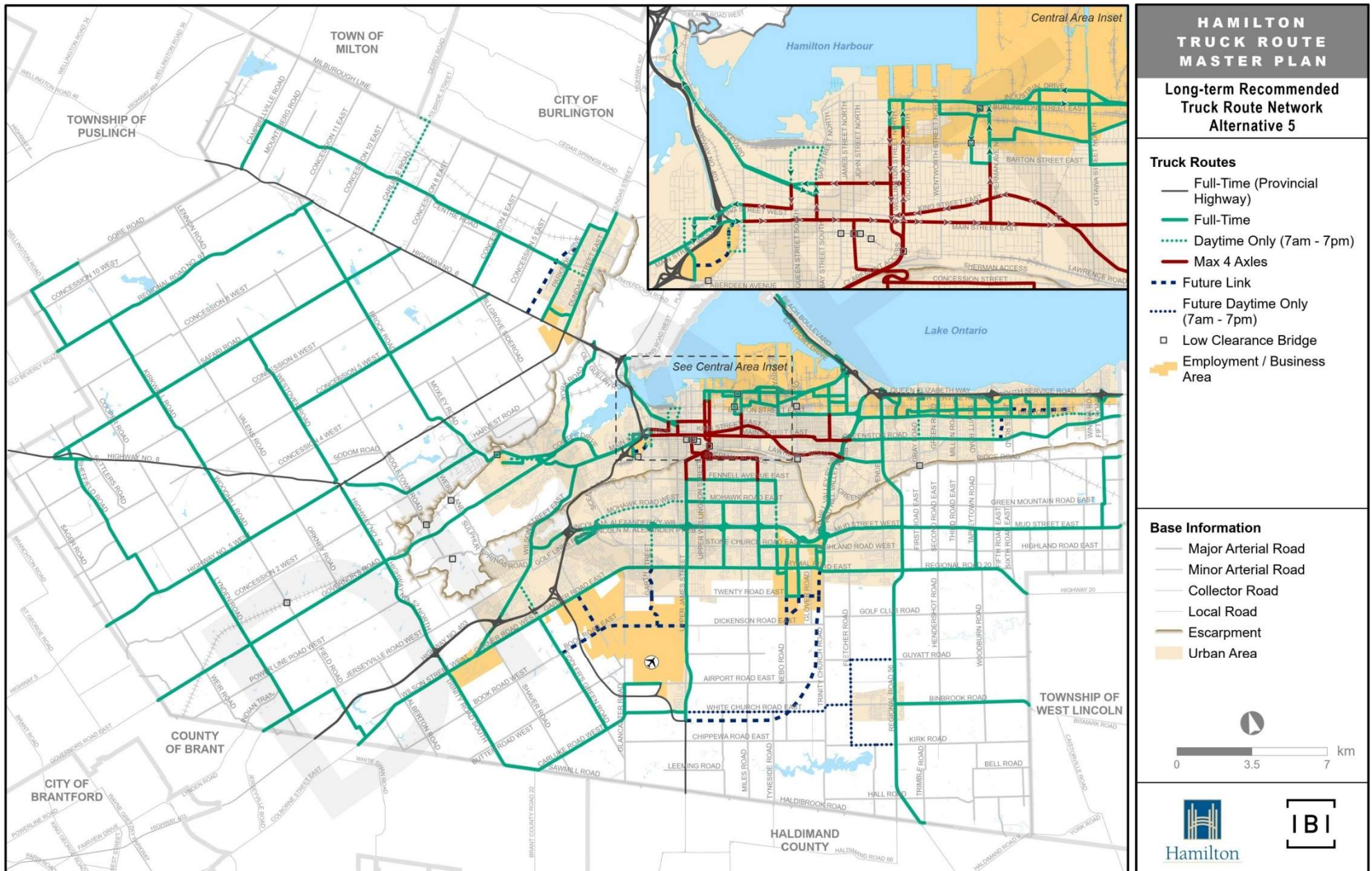
- Truck Routes**
- Full-Time (Provincial Highway)
 - Full-Time
 - Daytime Only (7am - 7pm)
 - - - Future Link
 - Low Clearance Bridge
 - Employment / Business Area



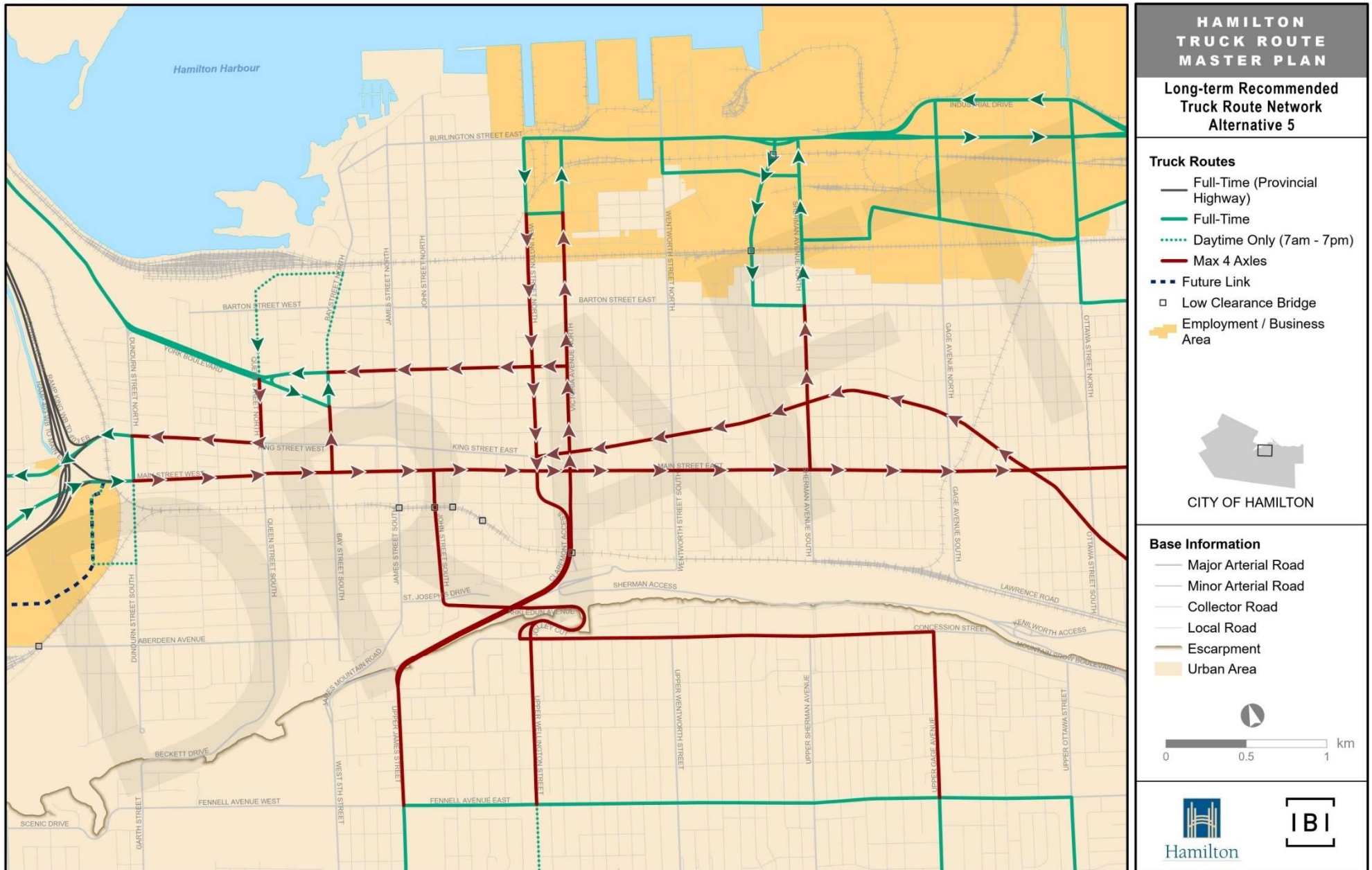
- Base Information**
- Major Arterial Road
 - Minor Arterial Road
 - Collector Road
 - Local Road
 - Escarpment
 - Urban Area
- 0 0.5 1 km



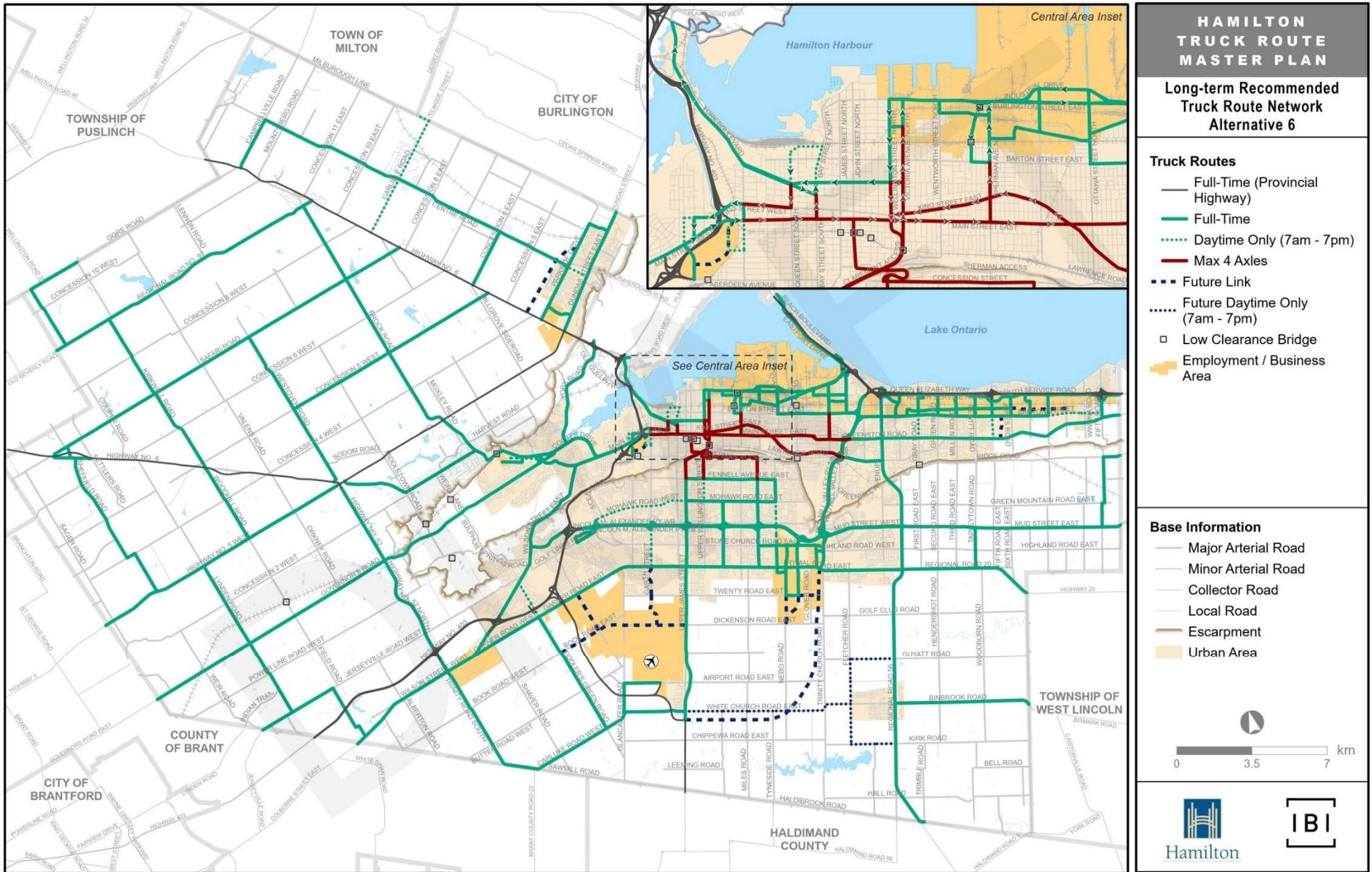
Alternative 5 - A Ring Road Concept with Positive Guidance



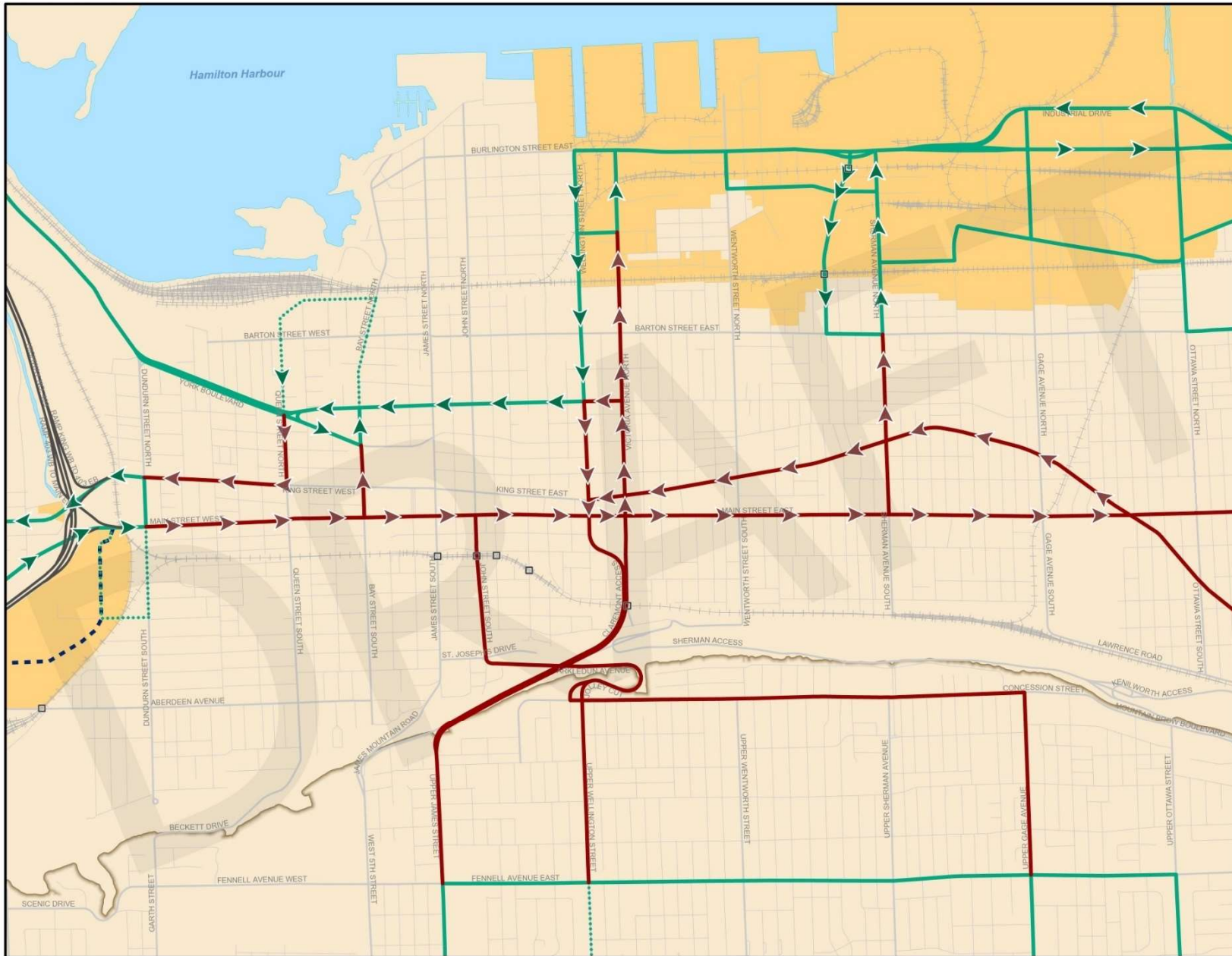
Alternative 5 – Central Area Inset



Alternative 6 – A Ring Road Concept with Positive Guidance and one Outbound Route to Highway 403



Alternative 6 – Central Area Inset

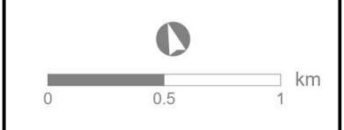


HAMILTON TRUCK ROUTE MASTER PLAN
Long-term Recommended Truck Route Network Alternative 6

- Truck Routes**
- Full-Time (Provincial Highway)
 - Full-Time
 - ... Daytime Only (7am - 7pm)
 - Max 4 Axles
 - - - Future Link
 - Low Clearance Bridge
 - Employment / Business Area



- Base Information**
- Major Arterial Road
 - Minor Arterial Road
 - Collector Road
 - Local Road
 - Escarpment
 - Urban Area



Appendix "B" to Report PED19073(c)
Page 1 of 4

Maximum 5-Axle Segments: Sample Allowable Trucks

<p>Dump Trucks 4-axle</p>	
<p>Cement Mixer 4-axle</p>	
<p>Vehicle Carrier with Trailer 5-axle</p>	
<p>Many Tractor-Trailers (van style) 5-axle</p>	
<p>Film Studio Tractor Trailer 5-axle</p>	

Appendix "B" to Report PED19073(c)
Page 2 of 4

Maximum 5-Axle Segments: Sample Prohibited Trucks

<p>Tractor with Two Dump Trailers 7-axle</p>	
<p>Tractor with Soft-sided van 7-axle</p>	
<p>Tractor with Tanker Trailer 6-axle</p>	
<p>Tractor with Two Tanker Trailers 8-axle</p>	

Appendix "B" to Report PED19073(c)
Page 3 of 4

Maximum 4-Axle Segments: Sample Allowable Trucks

<p>Dump Trucks 4-axle</p>	
<p>Cement Mixer 4-axle</p>	
<p>Utility Vehicles 3-axle</p>	
<p>Landscaping Truck with Trailers 4-axle</p>	
<p>Delivery Van 2-axle</p>	

Appendix "B" to Report PED19073(c)
Page 4 of 4

Maximum 4-Axle Segments: Sample Prohibited Trucks

<p>Tractor with Two Dump Trailers 7-axle</p>	
<p>Tractor with Soft-sided Van 7-axle</p>	
<p>Tractor with Tanker Trailer 6-axle</p>	
<p>Tractor with Two Tanker Trailers 8-axle</p>	
<p>Cement Mixer 5-axle</p>	



HAMILTON TRUCK ROUTE MASTER PLAN REVIEW AND UPDATE

March 28, 2022

- Study Recap: Overall Scope and Objectives
- Truck Route Sub-committee Recommendations (November 29, 2021)
- Additional Engagement Activities
- Alternative Network Solutions
- Implementation Strategies
- Recommendations

Study Recap



Truck Route Master Plan (TRMP) Review Objectives

The objectives of the TRMP Review are to:

- Review Hamilton's **existing truck route network**;
- Identify the **current and projected truck route-related problems**;
- Develop, evaluate, and **recommend practical solutions**; and
- Recommend supporting policies and tools that the City can consider to **mitigate the current problems and manage the potential future challenges**.

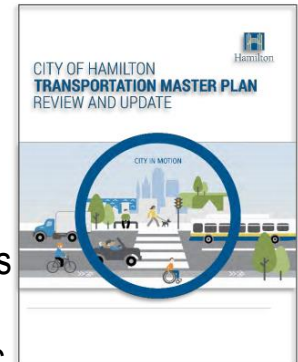
City of Hamilton Transportation Master Plan (2018)

The plan provides a comprehensive and attainable transportation blueprint for Hamilton as a whole that balances all modes of transportation to become a healthier city. The success of the plan is based on specific, measurable, achievable, relevant and programmed results and actions.

The TMP identifies three desired outcomes for the future transportation system:

1. A Sustainable and Balanced Transportation System;
2. Healthy and Safe Communities; and,
3. Economic Prosperity and Growth.

The TRMP Review is a direct action of the Transportation Master Plan, and will support the desired outcomes.



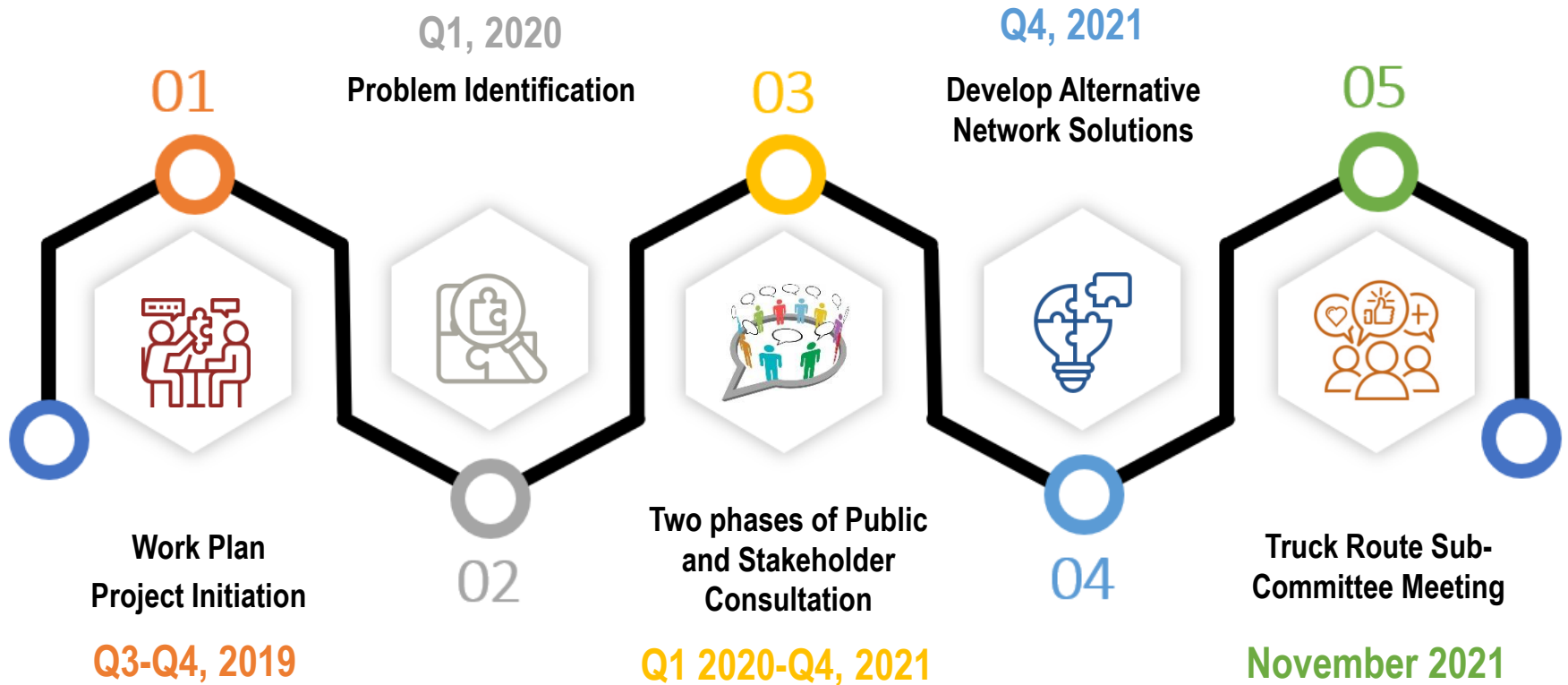
Vision Statement

Vision/Opportunity statement:

A truck route network that supports Hamilton and regional *economic prosperity*, coexisting with a *high quality of life for communities* as well as *environmental and public health*.



Study Process



Truck Route Sub-Committee Recommendations

Truck Route Master Plan Update (PED19073(b)) (City Wide)

- a) That the Truck Route Master Plan Update (PED19073(b)) (City Wide), be received, and;
- b) That staff be directed to review the recommendations in Report PED19073(b) Truck Route Master Plan Update with **prioritization** given to the **Terms of Reference ratified by Council**, including an analysis that would permit a **ring road approach** for the Truck Route Master Plan Update and report back to the Truck Route Sub-Committee by March 31, 2022.

Highlights from Terms of Reference

Modifications Approved at March 26 2019 Truck Route Sub-Committee Meeting

- That the Terms of Reference for the Truck Route Master Plan review be revised to include reference to the City of Hamilton's **vision statement** and the goal of **Vision Zero**;
- That the City's vision statement – to be the best place to raise a child and age successfully – and the goal of Vision Zero be set out at the start of the terms of reference; and,
- That the City's vision statement and Vision Zero action plan guide the objectives and principles of the Truck Route Master Plan;

The City's Strategic Vision

The City of Hamilton Strategic Plan: 2016 to 2025

According to the Plan, the Vision means:

“...having an inclusive community, actively engaged in making Hamilton a better place for everyone. It is creating an accessible environment, supporting residents through all of life's stages, and one that encourages positive development of children as they grow towards becoming healthy adults and seniors.”

City of Hamilton's Vision

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

Inventory of City-wide Sensitive Land Uses

135 

9 

25 

119 

6 

235 

Additional Stakeholder Consultation

Consultation Activities following November 2021 Sub-Committee Meeting

- Hamilton Oshawa Port Authority (HOPA) – February 2, 2022
- Environment Hamilton – February 7, 2022
- Truck Advisory Focus Group – February 28, 2022
- Agri-business Industry Representatives – March 10, 2022
- Hamilton Industrial Environmental Association – March 14, 2022

Alternative Truck Route Network Options

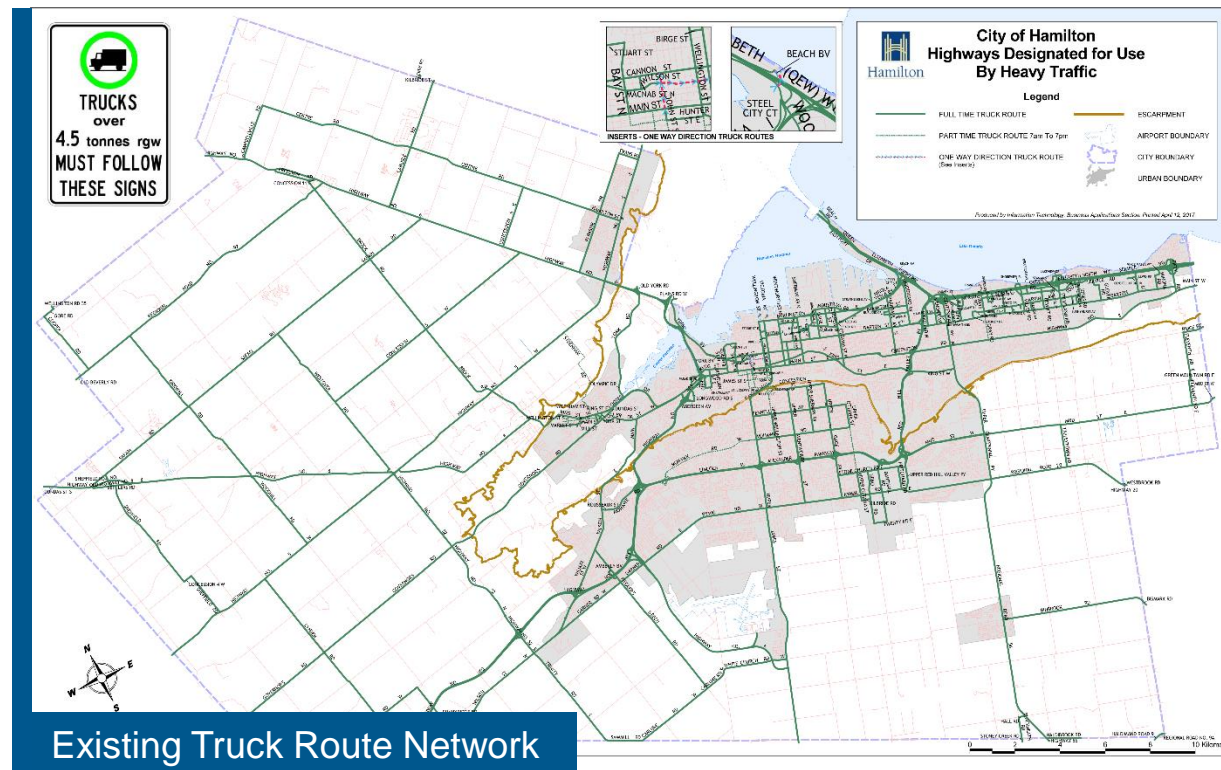


Current Truck Route Network

The Truck Route Network defines the roadways that trucks are allowed to use in Hamilton.

Any vehicle or trailer which weighs more than 4,500 kg required to use the truck route network.

Trucks are permitted to travel on roads that are not part of the designated truck route network when making a local delivery. They are required to take the most direct path to/from the truck route network to the destination.



Types of Trucks

According to the City of Hamilton Traffic By-Law, a “truck” (“heavy traffic”) means and includes:

... any vehicle or trailer for which the permit fee under the Highway Traffic Act is based upon a weight of vehicle and load in excess of 4500 kilograms, excepting however buses, fire fighting equipment, public utility vehicles and authorized emergency vehicles

- Traffic By-Law 01-215, Section 56 (m)

All of the vehicles shown to the right are considered “trucks” and must use the truck route network, except when taking the shortest path from the network to make a local delivery.

HEAVY - Tractor Trailer Combinations (typically 5 or more axles)



MEDIUM - Single-Unit Trucks (typically 3-4 axles)



LIGHT - Light Single-Unit Trucks (2 axles, 6 tires)



Network Alternatives

Alternative 1

Draft Recommended Truck Route Network

Draft Recommended Network
(November 29)

Key Features

Maximum 5-Axle restriction for select routes in downtown and parts of the mountain.

Alternative 2

Expanded Restriction Area (5-Axle)

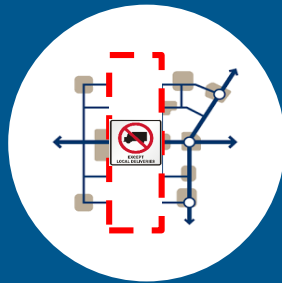


Key Features

Expand maximum 5-Axle restriction area easterly in the lower city

Alternative 3

A No Downtown Route Option



Key Features

Maximum 4-Axle restriction on most routes in the central area of the city.
No east-west routes through the downtown, between Wellington Street and Bay Street

Alternative 4

A Ring Road Concept with Shortest Path Routing



Key Features

Expressway focused
No prescriptive truck routes in the central area of the city to provide positive guidance for local delivery truck

Alternative 5

A Ring Road Concept with Positive Guidance

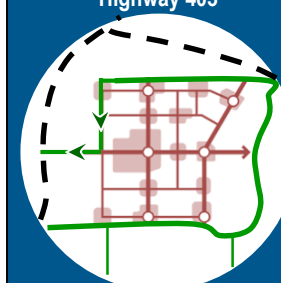


Key Features

Prioritize expressways for heavy trucks and augment them with 4-axle restricted routes in the central area to provide positive guidance for local delivery trucks

Alternative 6

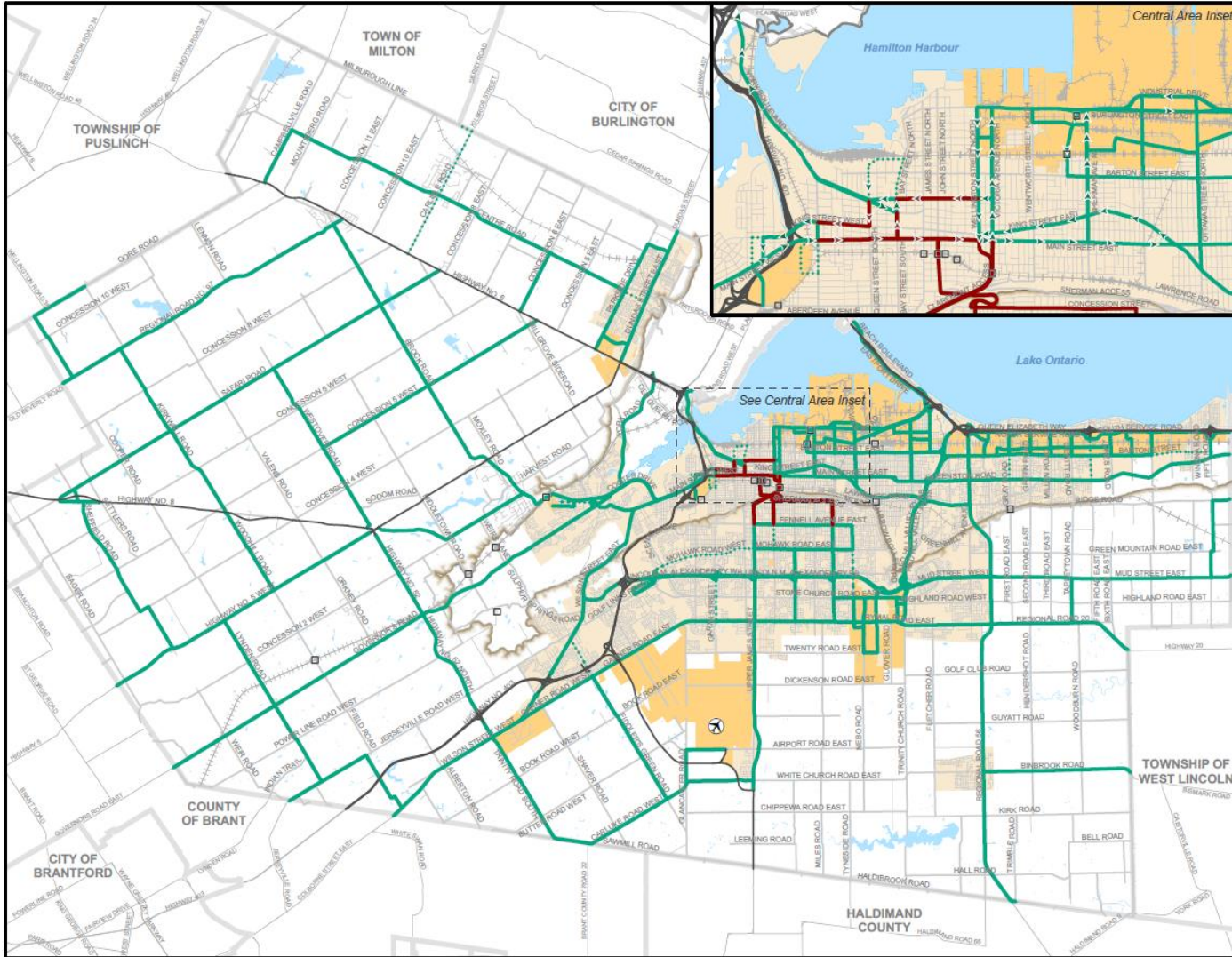
Ring Road Concept with Positive Guidance and one Outbound Route to Highway 403



Key Features

Prioritize expressways for heavy trucks and augment them with 4-axle restricted routes in the central area
Provide one outbound route to Highway 403 via Wellington, Cannon and York Boulevard

Alternative 1: Recommended Truck Route Network (as of November 2021)



HAMILTON TRUCK ROUTE MASTER PLAN

Recommended Truck Route Network

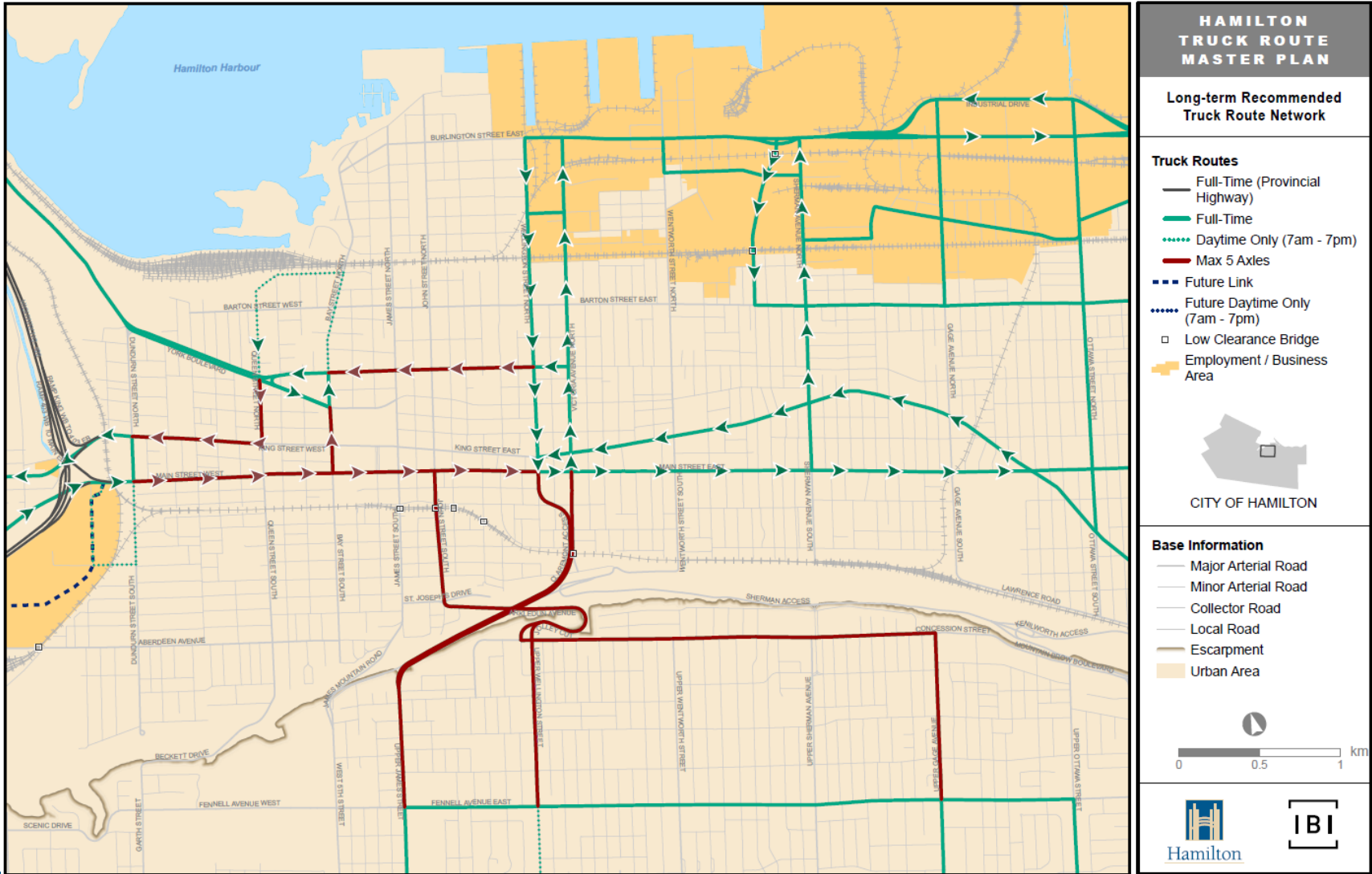
Truck Routes

- Full-Time (Provincial Highway)
- Full-Time
- Daytime Only (7am - 7pm)
- Max 5 Axles
- Low Clearance Bridge
- Employment / Business Area

Base Information

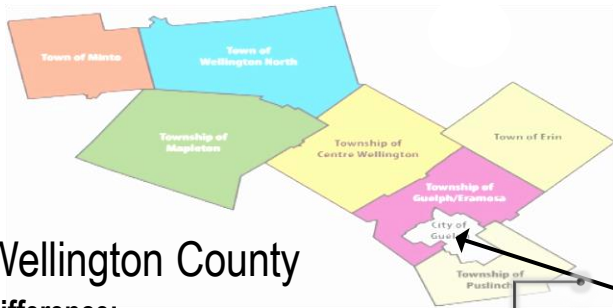
- Major Arterial Road
- Minor Arterial Road
- Collector Road
- Local Road
- Escarpment
- Urban Area

Alternative 1: Central Area Inset



Restrictions Impact Assessment (Mid-day Traffic Condition)

Sample travel times which vary by day and season



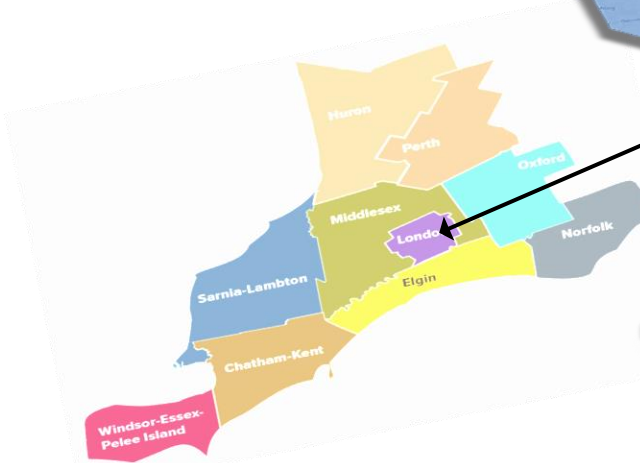
Wellington County

Difference:
 Travel Time – 7-9 min
 Travel Distance – 14.7 km



Greater Toronto Area

Difference:
 Travel Time – (-4) min
 Travel Distance – 0.8 km



Southwestern Regions

Difference:
 Travel Time – 8-10 min
 Travel Distance – 17 km



Niagara Region

Difference:
 Travel Time – 0 min
 Travel Distance – 0 km

Maximum 5-Axle Segments: Sample Allowable Trucks

Dump truck 4-axle



Cement Mixer 4-axle



Film Studio tractor trailer 5-axle



Refuse truck: 3-axle



Delivery Van 2-axle



Many tractor-trailers (van style) 5-axle



Vehicle carrier with trailer 5-axle

Maximum 5-Axle Segments: Sample Prohibited Trucks



Dump truck with trailer 6-axle



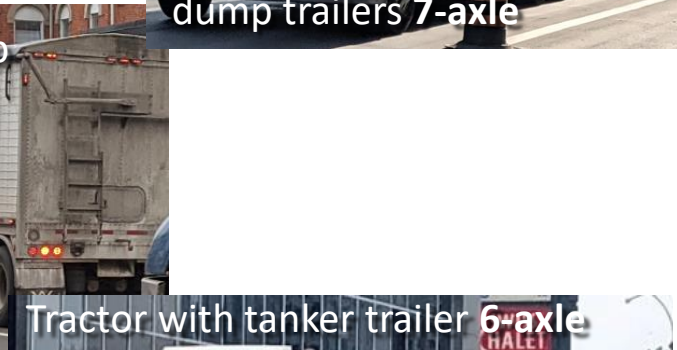
Tractor with two dump trailers 7-axle



Tractor with soft-sided van 7-axle



Tractor with dump trailer 7-axle



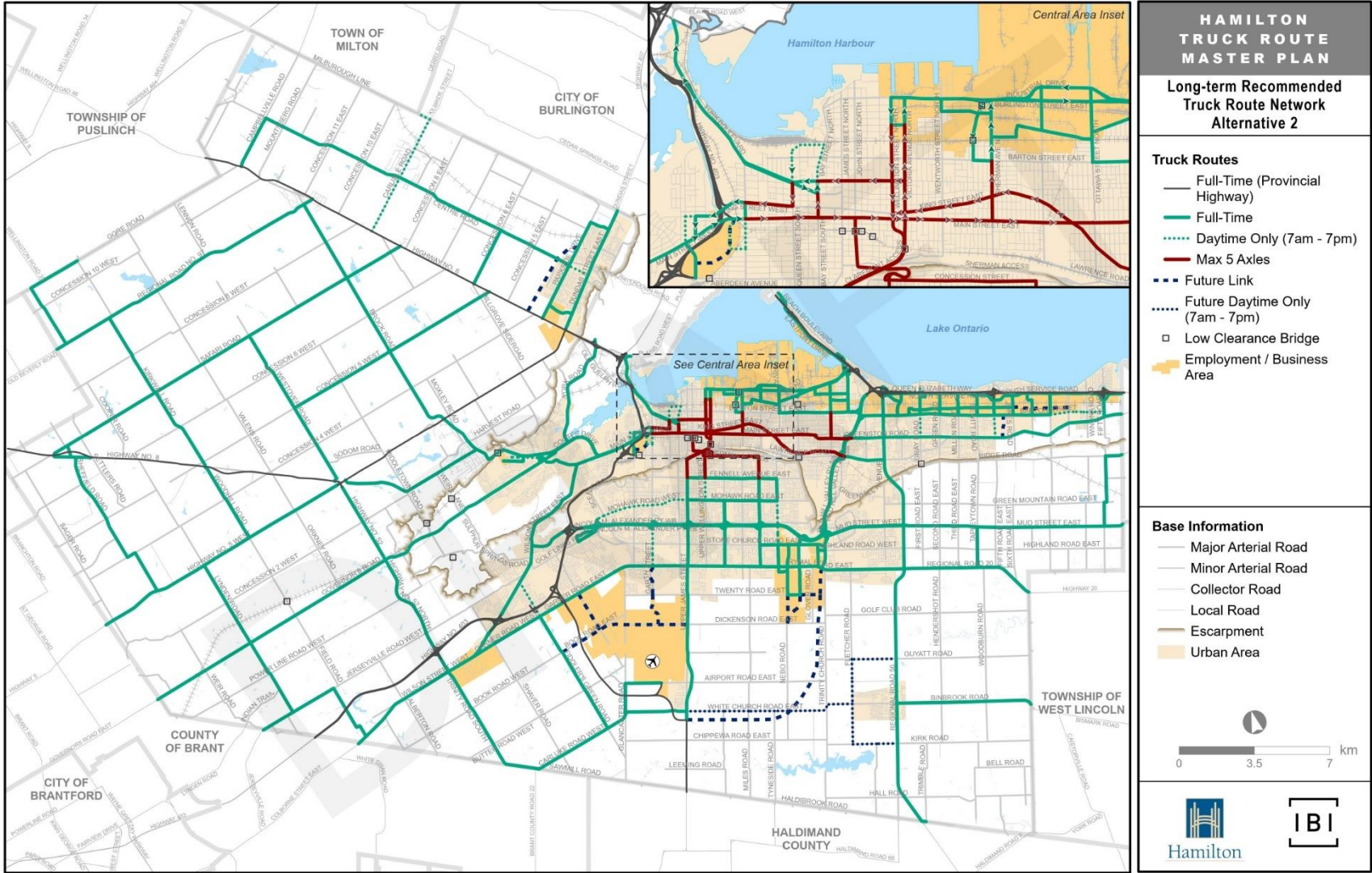
Tractor with tanker trailer 6-axle



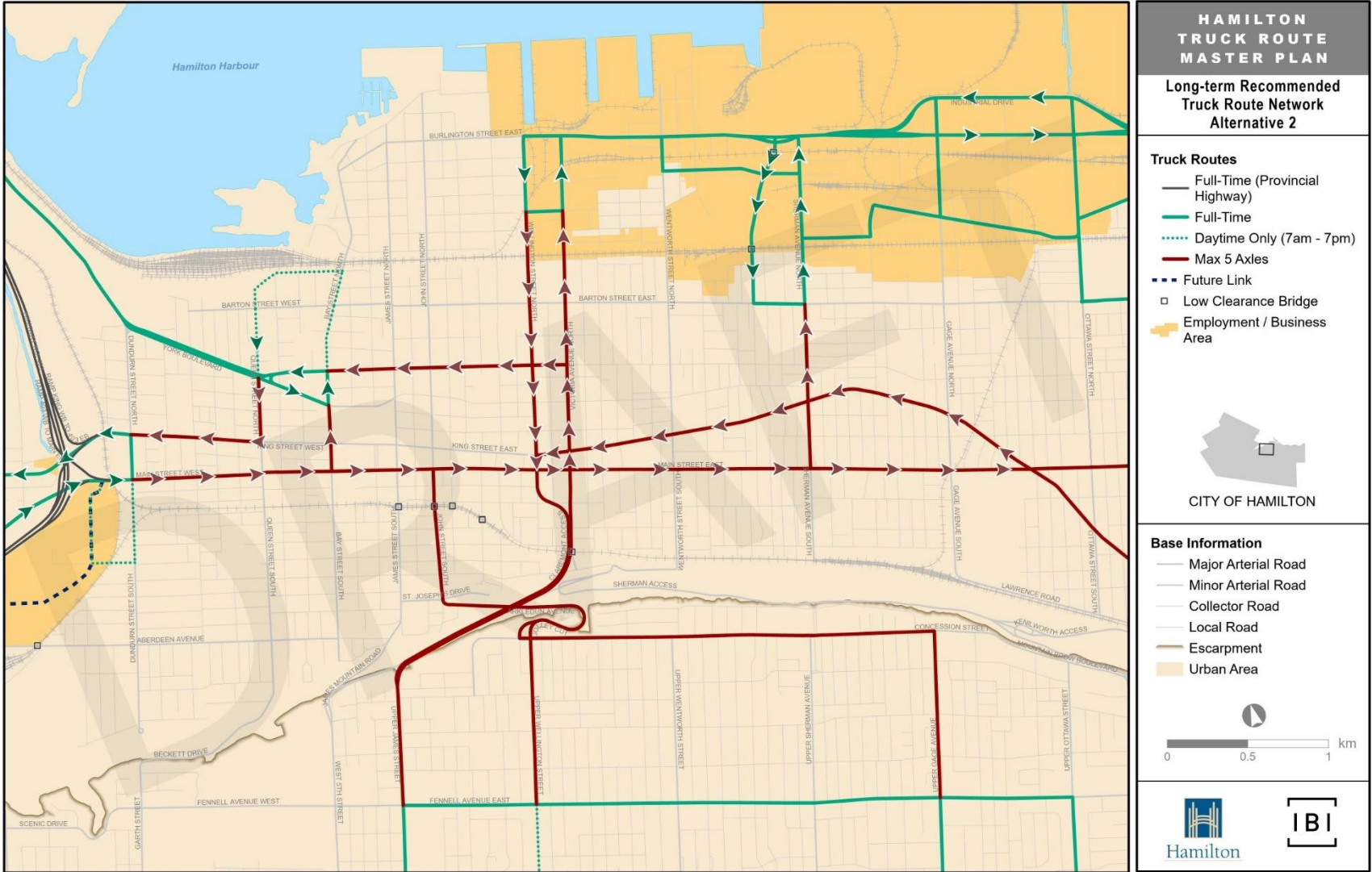
Tractor with two tanker trailers 8-axle



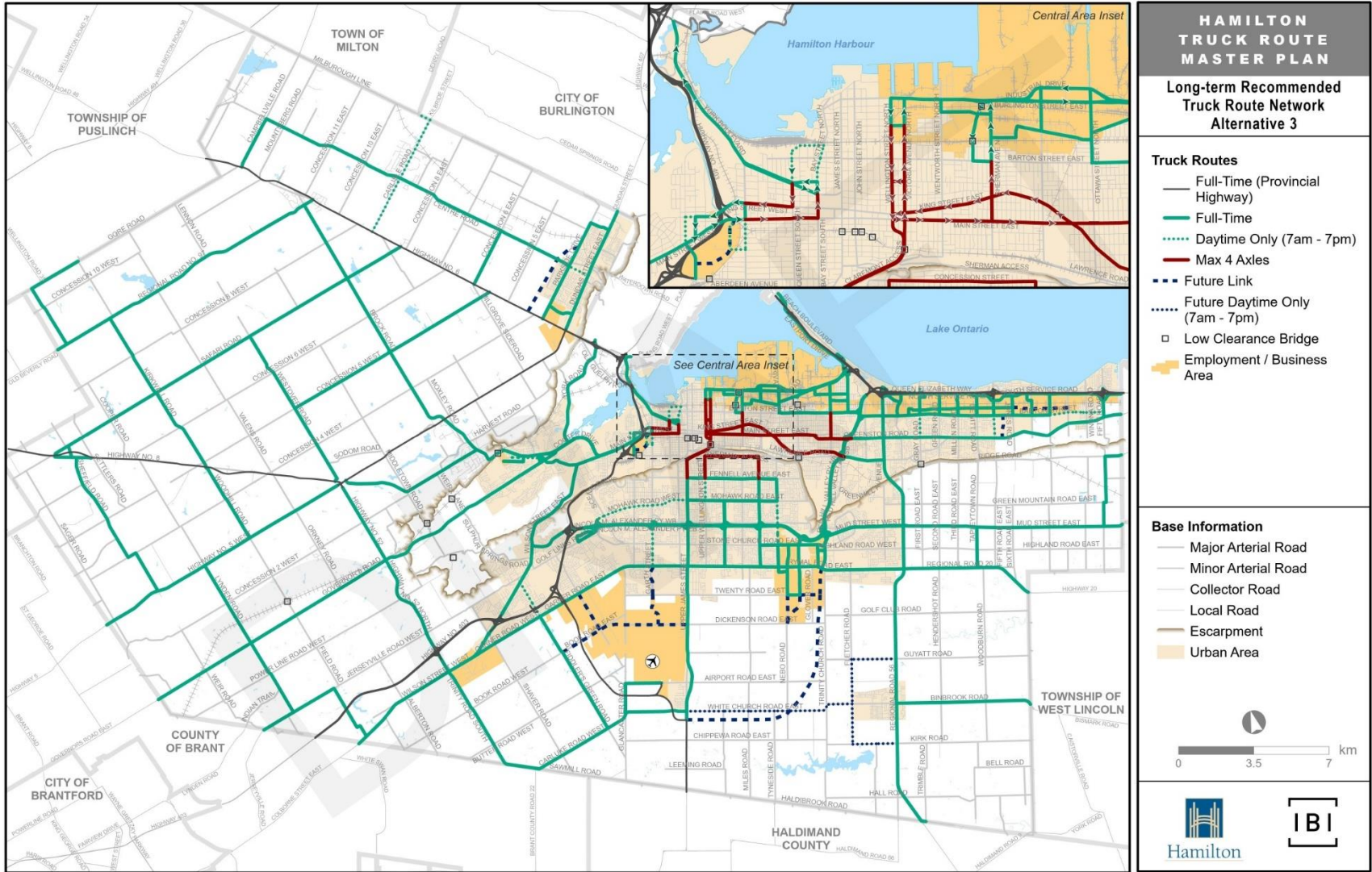
Alternative 2: Expanded Restriction Area



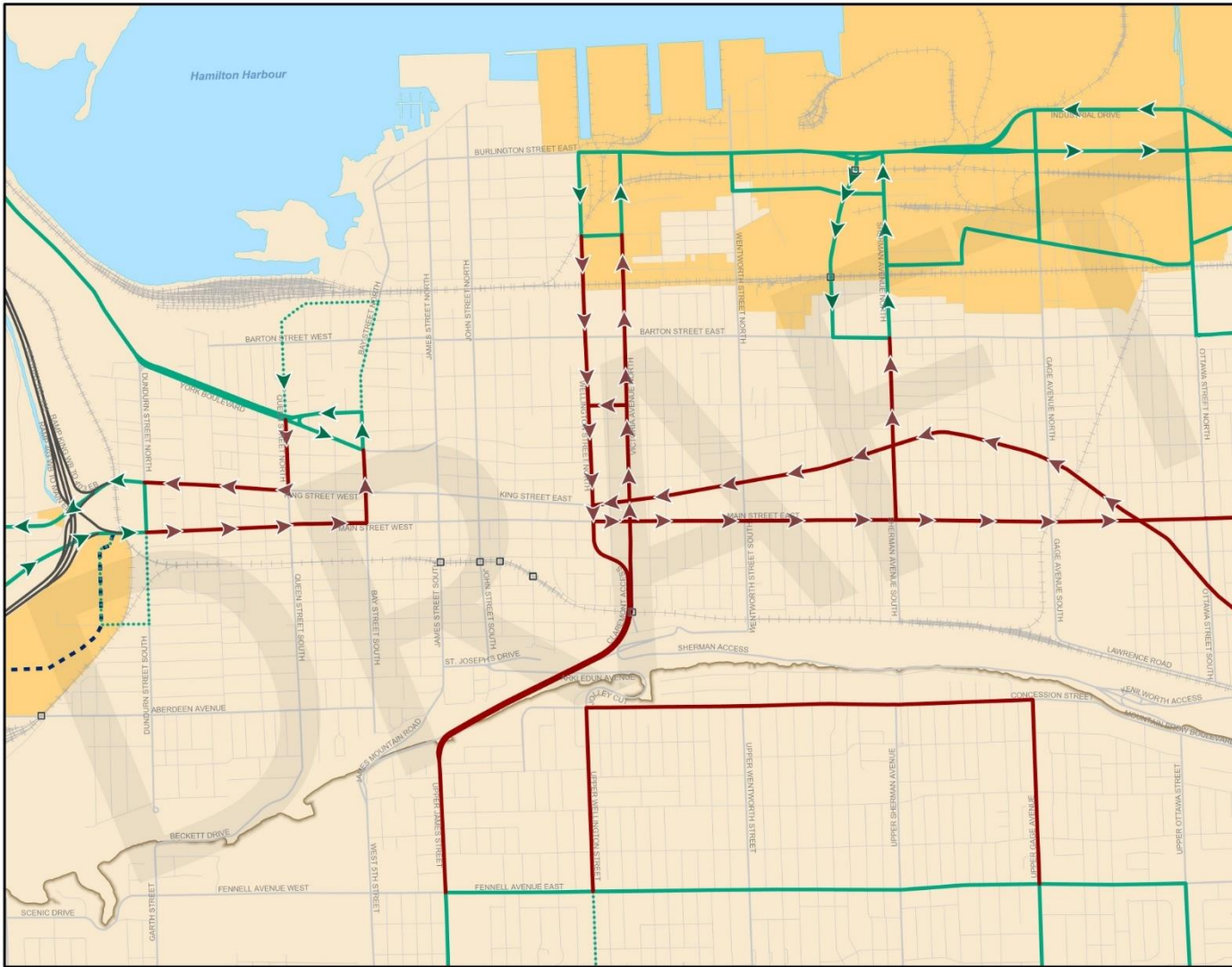
Alternative 2: Central Area Inset



Alternative 3: No Downtown Route Option



Alternative 3: Central Area Inset



HAMILTON TRUCK ROUTE MASTER PLAN

Long-term Recommended Truck Route Network Alternative 3

Truck Routes

- Full-Time (Provincial Highway)
- Full-Time
- Daytime Only (7am - 7pm)
- Max 4 Axles
- - - Future Link
- Low Clearance Bridge
- Employment / Business Area

Base Information

- Major Arterial Road
- Minor Arterial Road
- Collector Road
- Local Road
- Escarpment
- Urban Area

CITY OF HAMILTON

0 0.5 1 km

Maximum 4-Axle Segments: Sample Allowable Trucks



Dump truck 4-axle



Utility Truck 3-axle



Cement Mixer 4-axle



Landscaping truck with Trailer 4-axle



Postal Service Delivery Van 2-axle



Refuse truck: 3-axle



Delivery Van 2-axle

Maximum 4-Axle Segments: Sample Prohibited Trucks



Dump truck with trailer 6-axle



Tractor with dump trailer 5-axle



Tractor with soft-sided van 7-axle



Tractor with tanker trailer 6-axle



Tractor with two dump trailers 7-axle

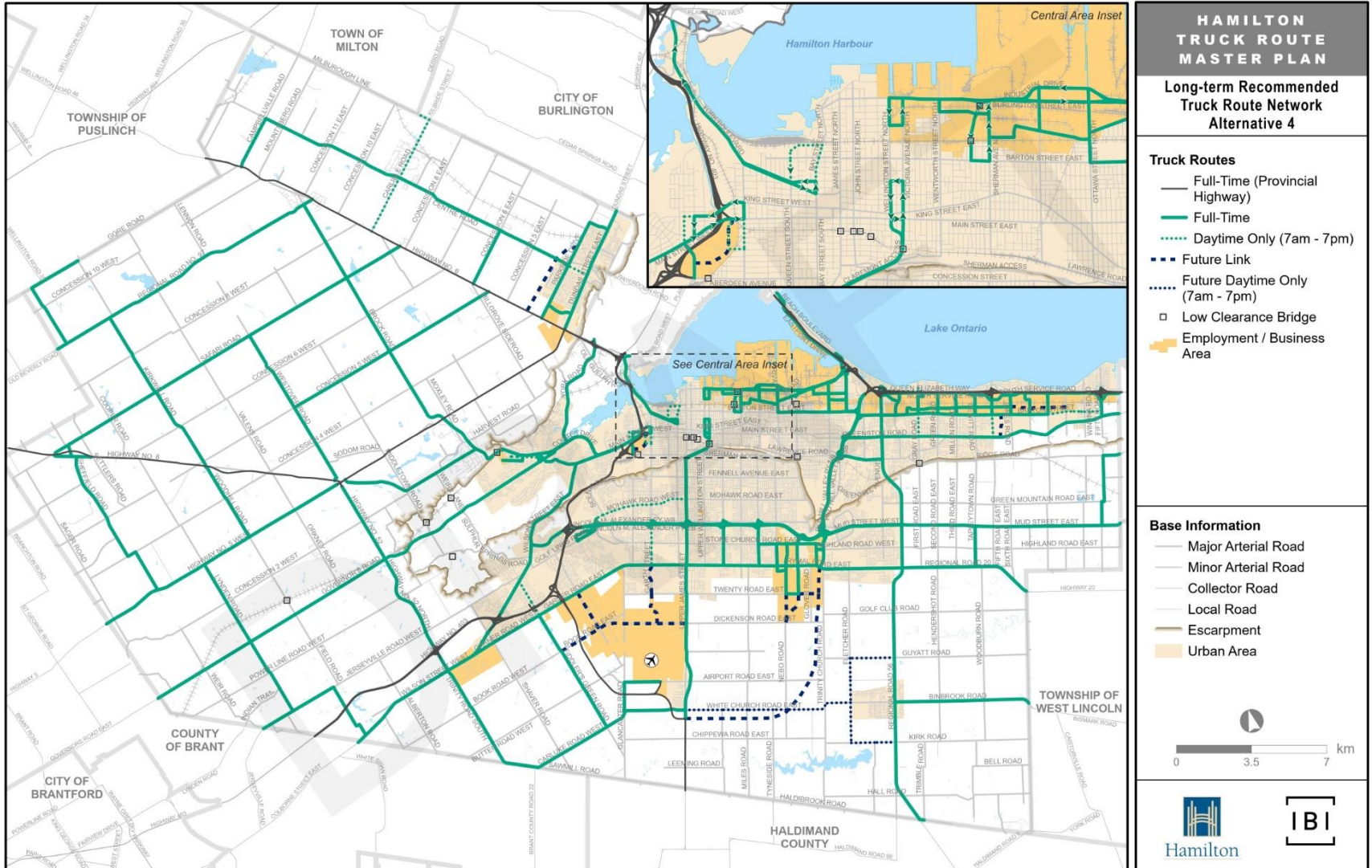


Tractor with two tanker trailers 8-axle



Concrete mixer 5-axle

Alternative 4: A Ring Road Concept with Shortest Path Routing



HAMILTON TRUCK ROUTE MASTER PLAN

Long-term Recommended Truck Route Network Alternative 4

Truck Routes

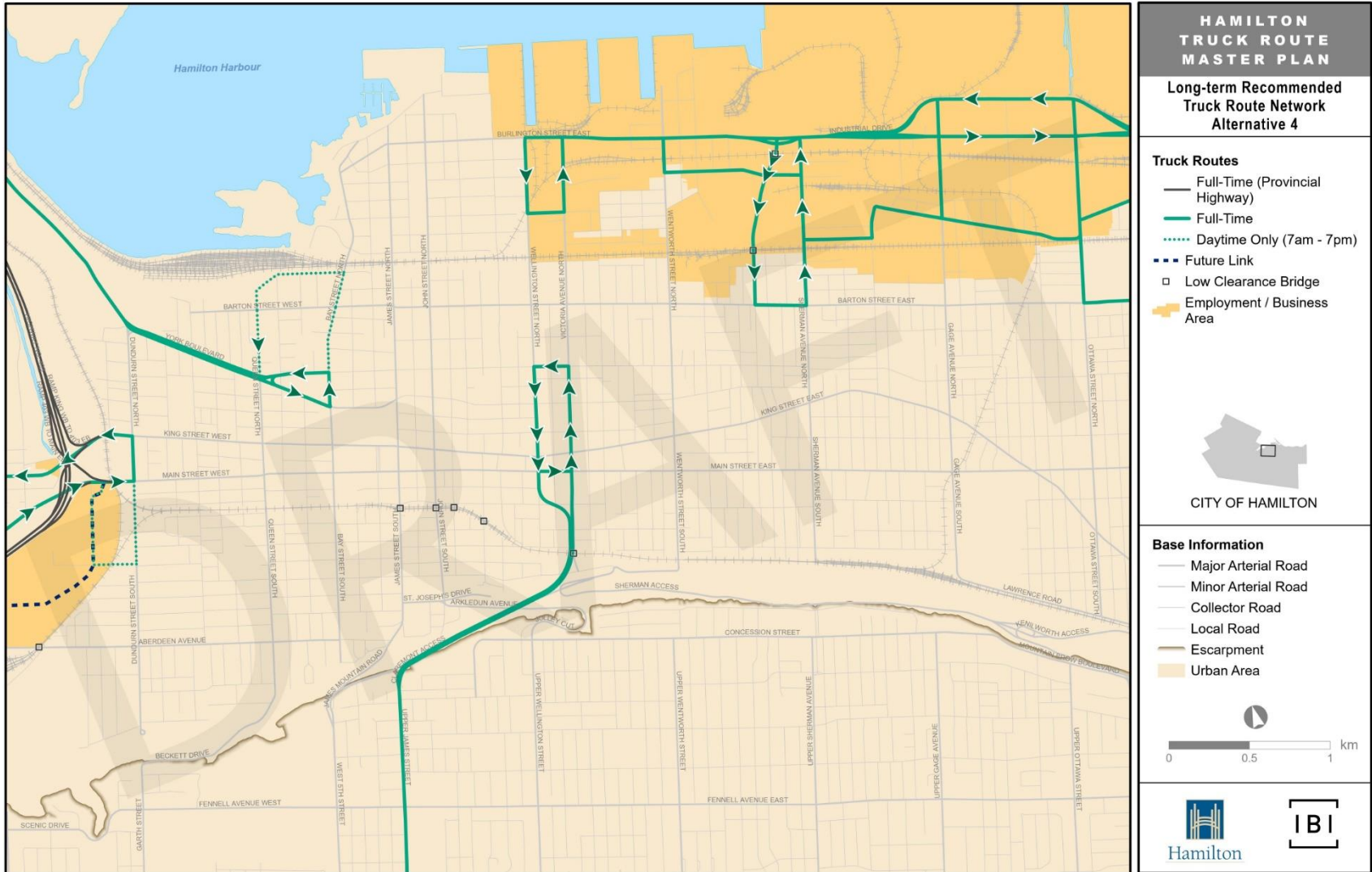
- Full-Time (Provincial Highway)
- Full-Time
- Daytime Only (7am - 7pm)
- - - Future Link
- Future Daytime Only (7am - 7pm)
- Low Clearance Bridge
- Employment / Business Area

Base Information

- Major Arterial Road
- Minor Arterial Road
- Collector Road
- Local Road
- Escarpment
- Urban Area

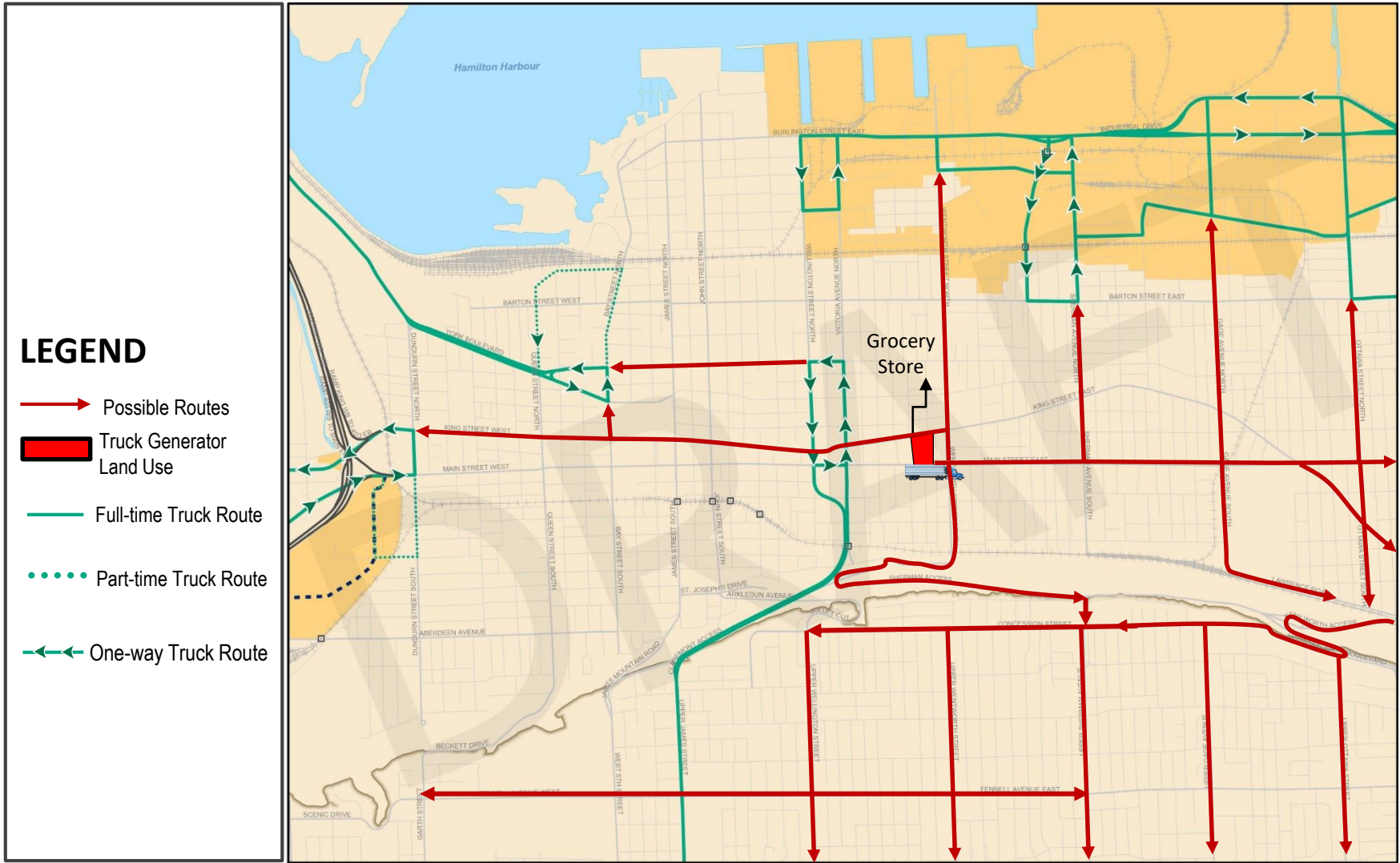
0 3.5 7 km

Alternative 4: Central Area Inset

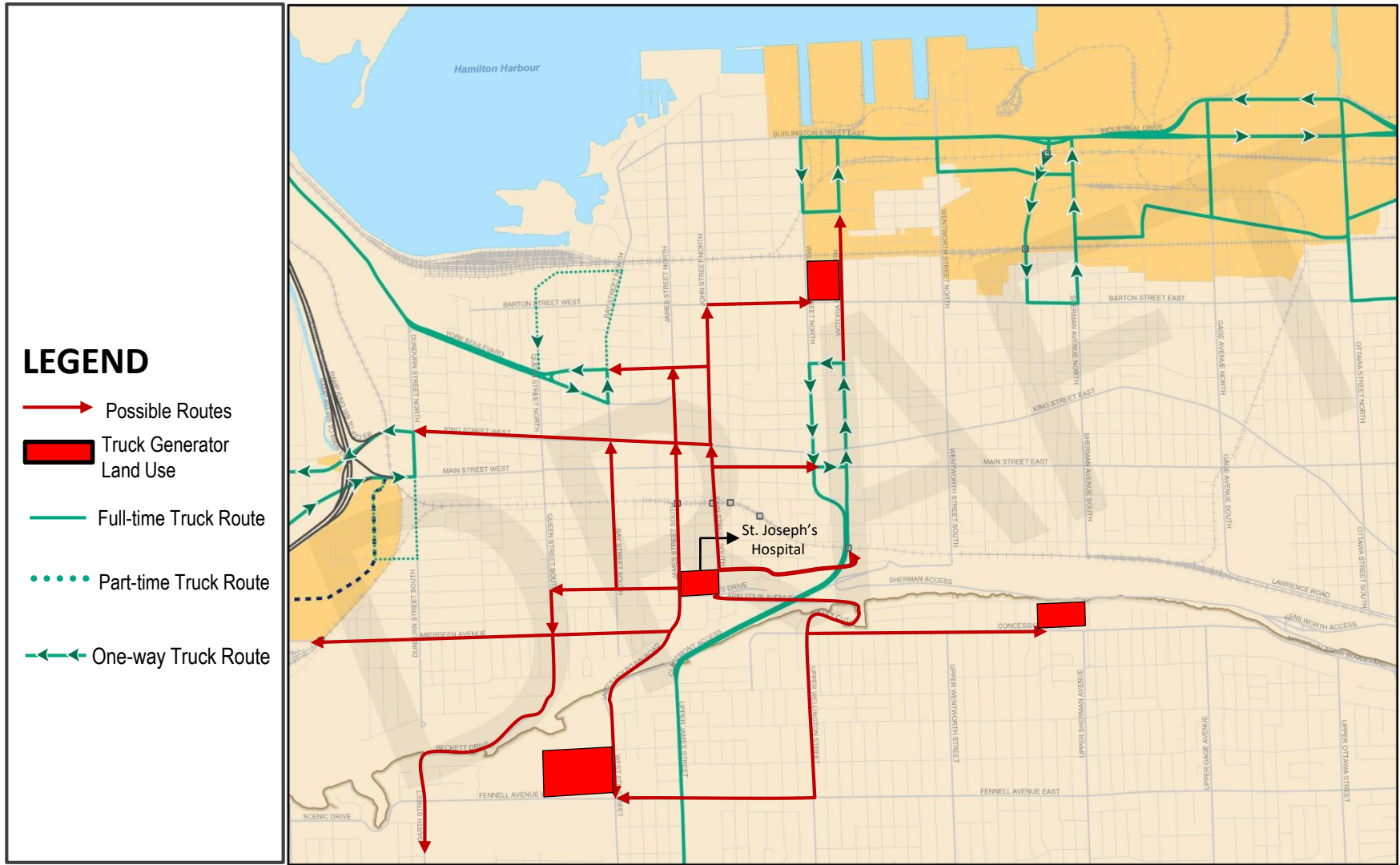


CITY OF HAMILTON

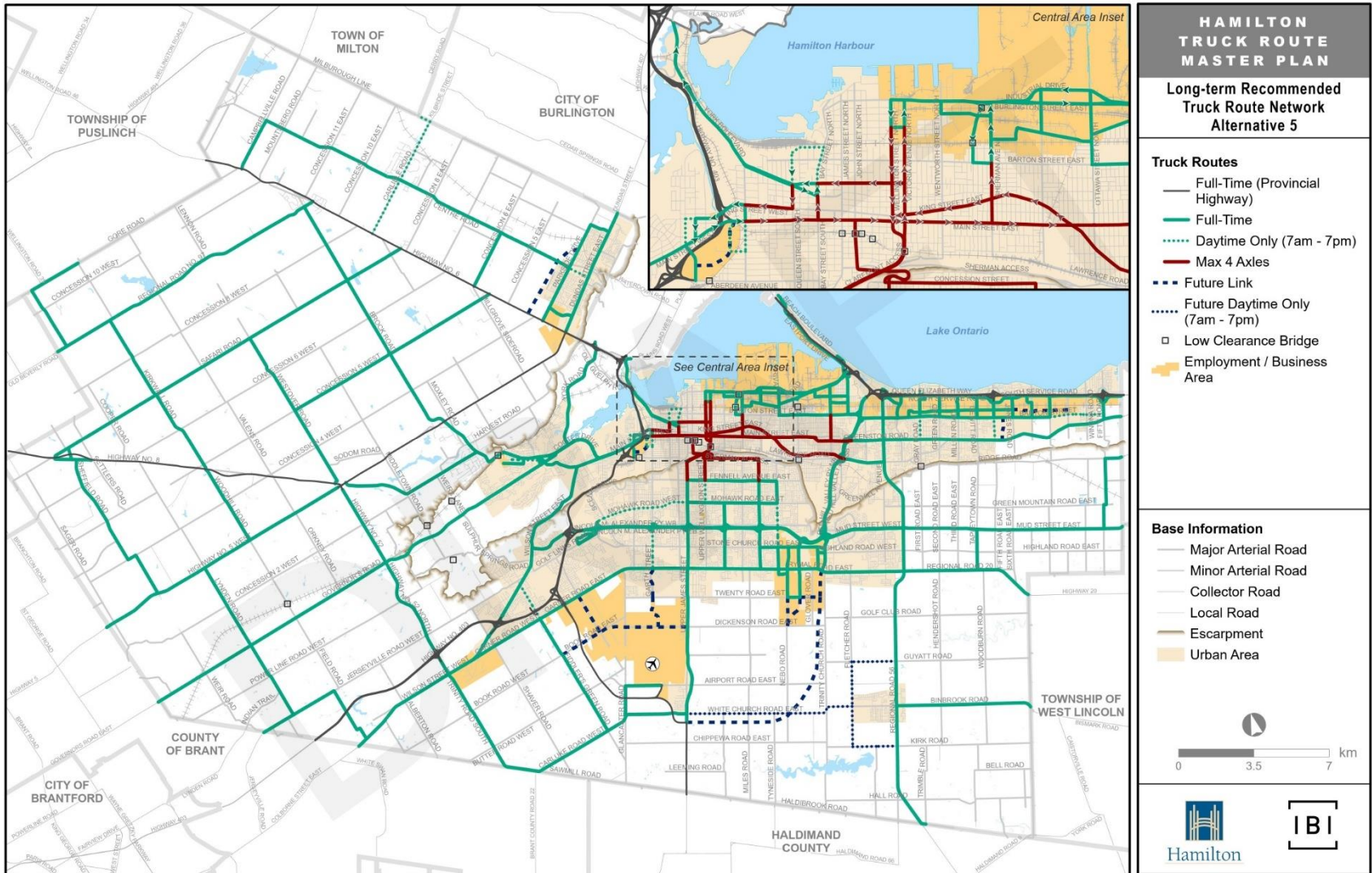
Ring Route Concept – Possible Route Choices (Grocery Store)



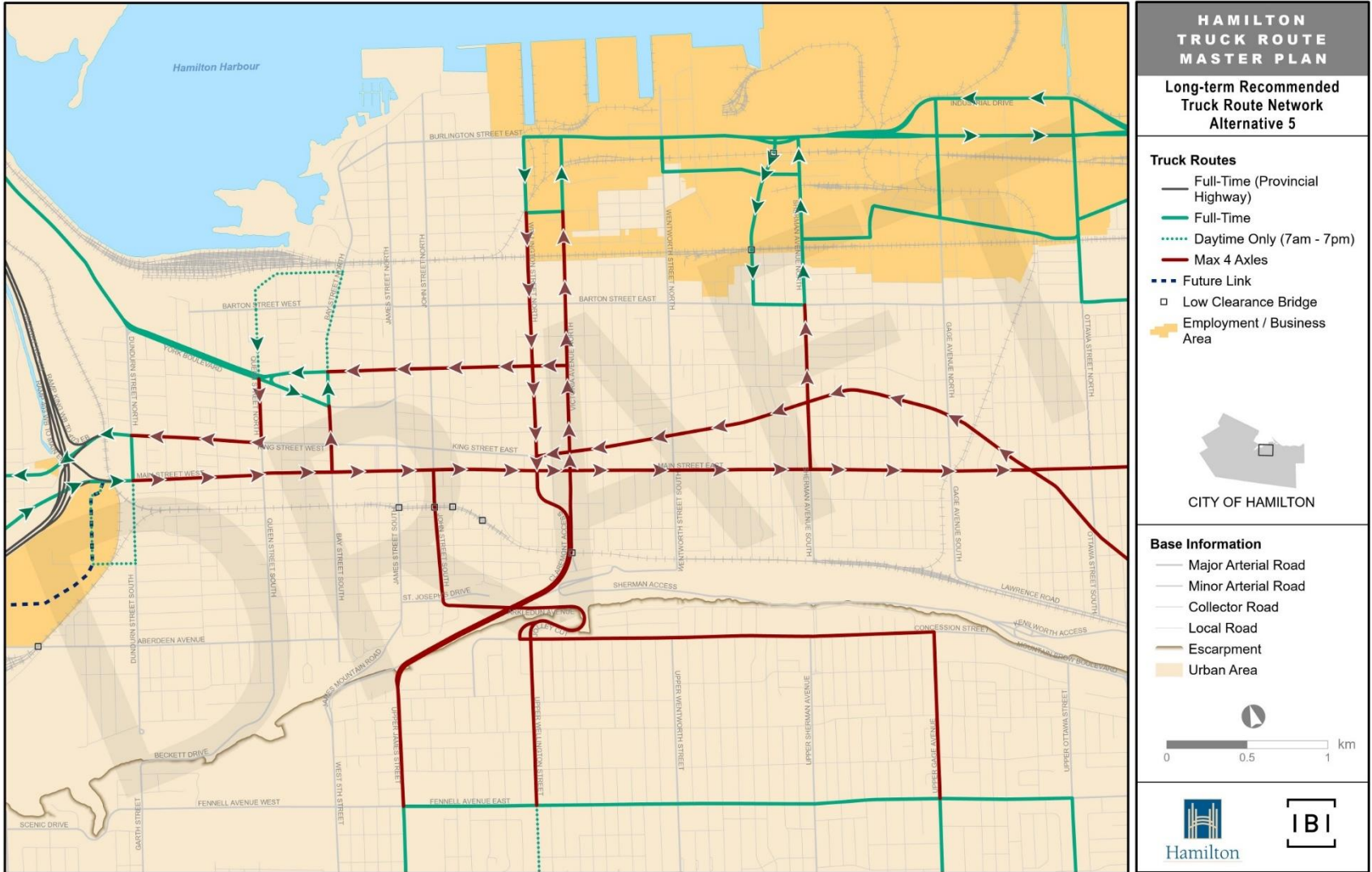
Ring Route Concept – Possible Route Choices (Hospital)



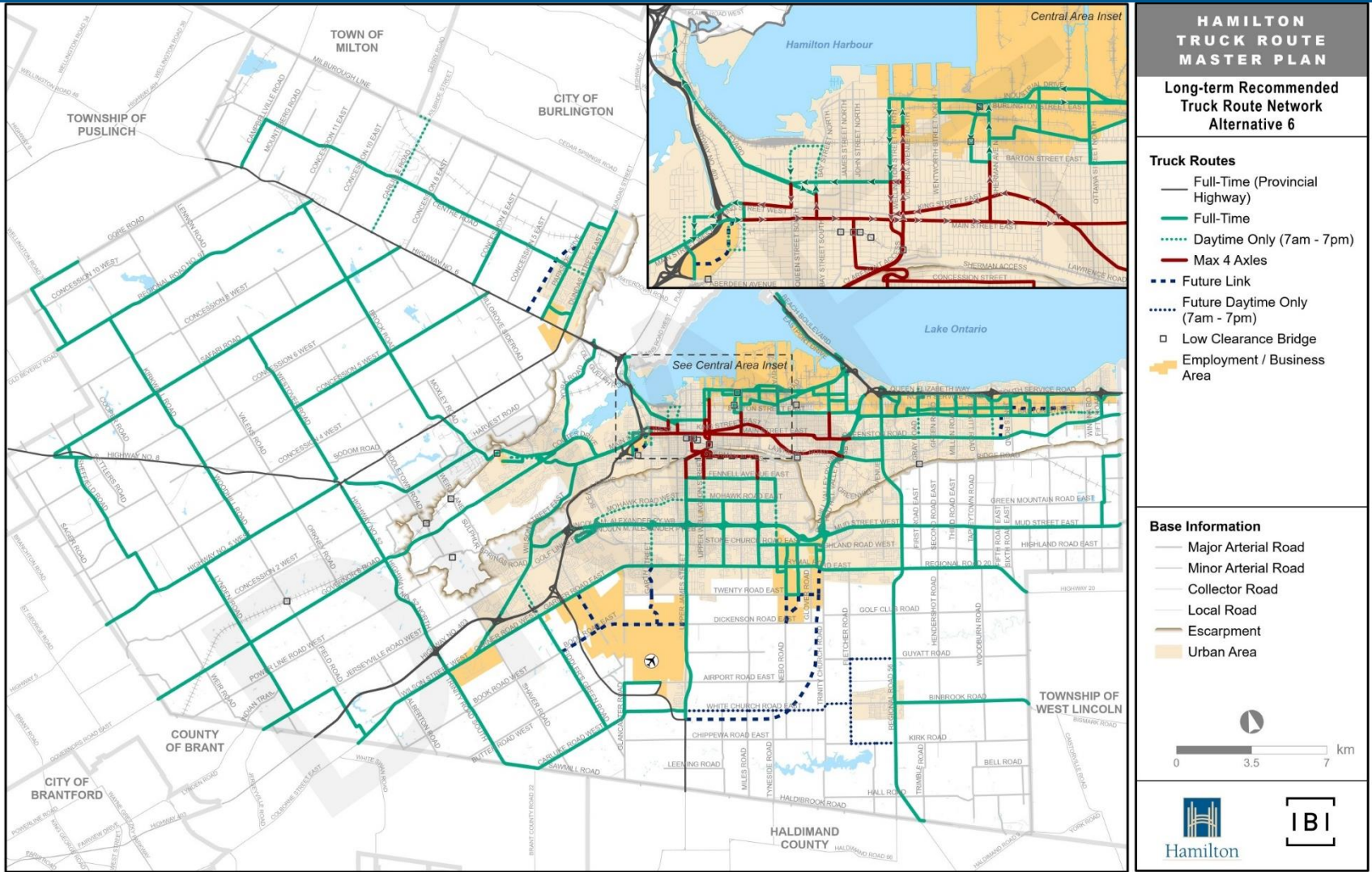
Alternative 5: A Ring Road Concept with Positive Guidance



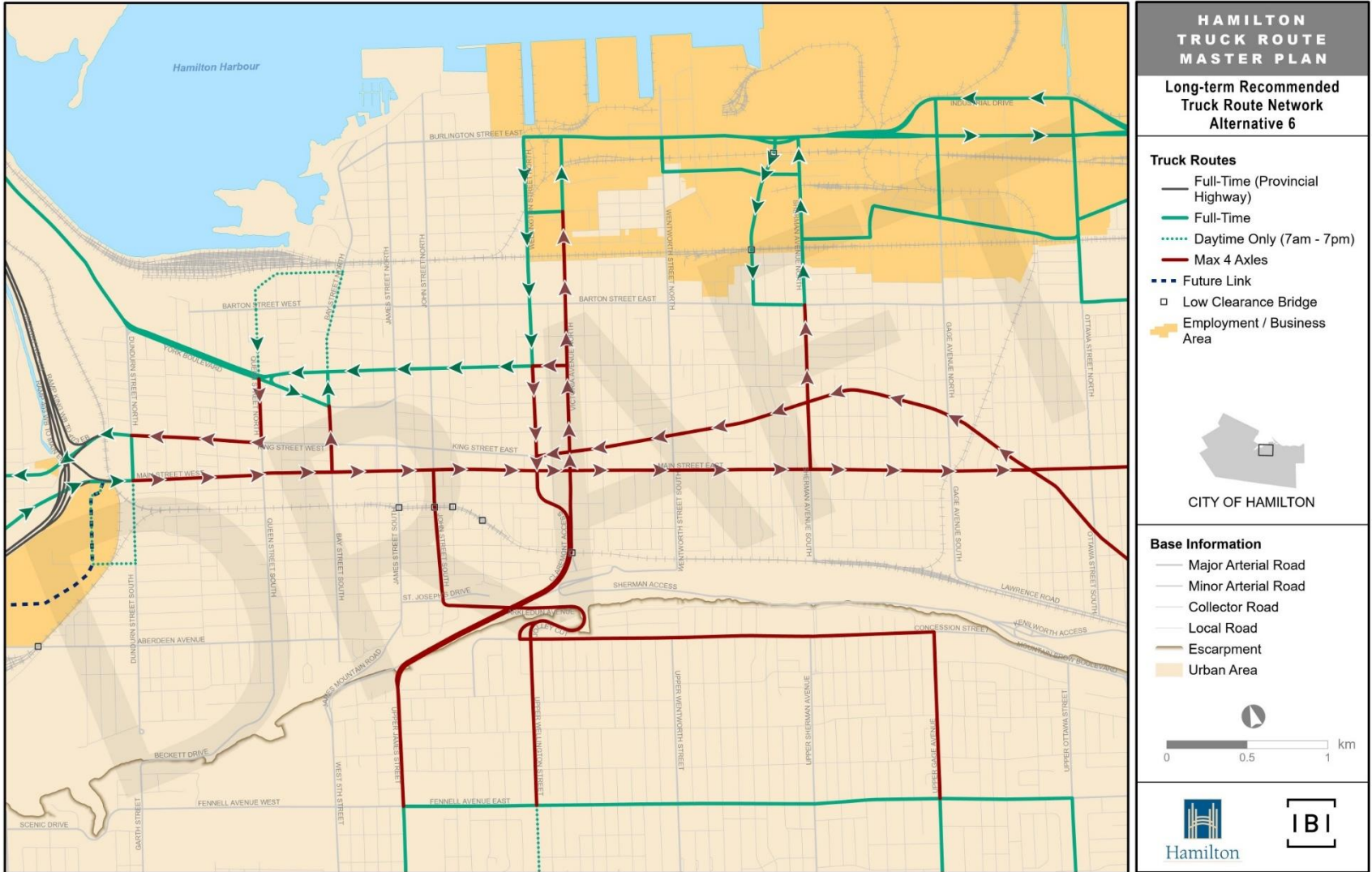
Alternative 5: Central Area Inset



Alternative 6: A Ring Road Concept with Positive Guidance and One Outbound Route to Highway 403



Alternative 6: Central Area Inset



Evaluation of Alternatives

Sensitive Receptors	Alternatives						
	Existing Network	Alternative 1	Alternative 2	Alternative 3*	Alternative 4*	Alternative 5	Alternative 6
Primary Schools	27	18 (1)	14 (4)	14 (4)	13	14 (4)	14 (4)
Secondary Schools	7	7	6 (1)	6 (1)	6	6 (1)	6 (1)
Hospitals	4	2 (2)	1 (3)	1 (2)	1	1 (3)	2 (2)
Long Term Care Facilities	9	5 (4)	5 (4)	5 (4)	5	5 (4)	5 (4)
Child Care Facilities	63	47 (2)	42 (6)	41 (6)	37	42 (6)	42 (6)

Note: Facilities presented in (parenthesis) are located on axle restricted truck routes

* In absence of positive guidance all roads can become part of the shortest path and conceivably expose more sensitive land uses to truck traffic (e.g. Dr. J.E. Davey Elementary School, Cathedral High School, et al.)

Feedback Received Since November 2021

Industry Feedback:

- Requested that City provide at least one inbound and outbound connection between the Industrial Bayfront and Highway 403
- Noted freight transportation costs have increased in some segments of the marketplace, these costs being incurred by businesses will undoubtedly be passed on to the consumers
- Driver shortages, the pandemic, and rise in fuel price has also led to significant supply chain issues and cost
- Axle limitations would require more trucks to move the same amount of freight, increasing traffic and congestion in certain areas
- Any Ring Road option that does not include a connection to Highway 403 would increase operational and supply chain costs for agroindustry further which will be passed to end users.

Feedback Received Since November 2021

Community Feedback:

- Prohibit industrial trucks from travelling through the core and city streets;
- Positive guidance should be provided to minimize ambiguity for local delivery truck drivers and limit the possibility of human errors;
- Lack of truck routes in the urban areas can conceivably increase the risk of exposing more sensitive receptors to truck traffic;
- Restriction by vehicle size can improve air quality in densely populated communities;
- Minimize conflict between vulnerable road users and local delivery trucks, where conventional bike lanes are located on truck routes; and,
- A vastly permissive truck route system does not achieve the objective of this Study and the City's Strategic Vision

Recommended Revised Network Alternative

Based on Direction provided at the November 29, 2021 TRSC, and feedback from stakeholders, staff recommend the Ring Road Concept with Positive Guidance. This alternative:

- Precludes large and heavy passthrough vehicles (five-axle and above) from downtown and surrounding communities
- Reduces impacts (noise, vibration and emissions) of large and heavy trucks on sensitive receptors, low income, and vulnerable neighbourhoods
- Provides network connectivity and positive guidance to local delivery trucks
- Encourages use of small and medium trucks for local deliveries
- Potential for improved air quality and all road user safety

Implementation Strategies & Recommendations



Implementation Strategies

- Focus on limiting larger trucks by adding restrictions (maximum 4-axle) in downtown.
- Implement Geometric Improvements (i.e. separated cycling infrastructure along truck routes, Well-designed intersection and mid-blocks for improved safety)
- Operational Improvements (i.e. way finding tools such as ON-511, restriction of truck to inner lanes on multilane highways, speed limit reduction and automated speed enforcement, address operational issues along Burlington Street)
- Collaborate with Ministry of Transportation Ontario (MTO) and Ministry of Environment, Conservation and Parks (MECP) to enforce emission tampering and use of engine braking at problems areas in Hamilton
- Modify segments once necessary approvals and improvements have been made

Recommendations

- a) That “Alternative Five - Ring Road Concept with Positive Guidance Concept” be adopted as the Recommended Truck Route Network;
- b) That the Draft October 29, 2021 City of Hamilton Truck Route Master Plan (TRMP) Update, attached as Appendix "A" to Report PED19073(b) from November 29, 2021, be amended to reflect the Ring Road Concept with Positive Guidance Concept Recommended Truck Route Network;
- c) That the General Manager of the Planning and Economic Development Department be authorized to file the City of Hamilton Truck Route Master Plan (TRMP) Update as amended with the Municipal Clerk for a minimum thirty-day public review period to formally complete the Class Environmental Assessment (EA) process;
- d) That the Transportation Operations and Maintenance (TOM) Division develop a truck route signing implementation strategy

Recommendations

- e) That the Transportation Operations and Maintenance (TOM) Division prepare an amendment to the City of Hamilton Traffic By-law 01-215 for consideration by Council to incorporate the Recommendations within the Truck Route Master Plan (TRMP) Update;
- f) That, where truck routes have been identified along various roads within the Recommended Truck Route Network (TRN) - Future Conditions, as presented in Appendix “A” attached to Report PED19073(b), that these roadways are planned and designed with the appropriate roadway and pavement structure to support truck movement and reflect a Complete-Livable-Better Streets and Vision Zero approach;
- g) That Hamilton Police Services (HPS) be requested to review and develop an enhanced commercial vehicle enforcement strategy in collaboration with Transportation Planning (TP) and Transportation Operation and Maintenance (TOM).



Hamilton

THANK YOU



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QUESTIONS?