



**City of Hamilton
TRUCK ROUTE**

SUB-COMMITTEE REVISED

Meeting #: 22-002
Date: September 13, 2022
Time: 1:30 p.m.
Location: Council Chambers
Hamilton City Hall
71 Main Street West

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

	Pages
1. CEREMONIAL ACTIVITIES	
2. APPROVAL OF THE AGENDA	
3. DECLARATIONS OF INTEREST	
4. APPROVAL OF MINUTES OF PREVIOUS MEETING	
4.1. March 28, 2022	3
5. COMMUNICATIONS	
6. DELEGATION REQUESTS	
*6.1. Sean Burak, respecting the TRMP implementation schedule (For today's meeting)	15
7. CONSENT ITEMS	
8. STAFF PRESENTATIONS	
8.1. Truck Route Network Monitoring and Evaluation Framework (PED19073(d)) (City Wide) (Outstanding Business List Item)	17
9. PUBLIC HEARINGS / DELEGATIONS	

10. DISCUSSION ITEMS
11. MOTIONS
12. NOTICES OF MOTION
13. GENERAL INFORMATION / OTHER BUSINESS
14. PRIVATE AND CONFIDENTIAL
15. ADJOURNMENT



TRUCK ROUTE SUB-COMMITTEE MINUTES 22-001

9:30 a.m.

March 28, 2022

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

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

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

(Jackson/Nann)

- (a) That "Alternative Five - Ring Road Concept with Positive Guidance Concept" attached as Appendix "A" 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;
- (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.
- (i) ***That staff be directed to develop a framework and associated criteria that can be used to evaluate changes to the approved Truck Route Network in order to inform future revisions to the truck route network; and***
- (j) ***That the criteria be presented to the Truck Route Sub-Committee by Q3 2022 with the results of the evaluation being completed no later than 2024.***

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
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
NOT PRESENT - Ward 10 Councillor Maria Pearson

2. 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 11.1)

(Johnson/Jackson)

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 Airport Employment Growth District (AEGD) and the Red Hill Business Park and that funding to complete the study be considered as part of the 2023 Capital Budget.

Result: Motion CARRIED by a vote of 6 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
NOT PRESENT - 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 respecting the Truck Route Master Plan Updated are to be received and referred to the consideration of Item 8.1 - Truck Route Master Plan Update (PED19073(c)) (City Wide):

- 5.1(b) Steven Oliver
- 5.1(c) Marie Nash, Interim CEO, Hamilton Chamber of Commerce
- 5.1(d) Tanya Ritchie
- 5.1(e) Rene Lemay, Plant Manager, Bunge

6. DELEGATION REQUESTS (Item 6)

The following added Delegation Requests respecting Item 8.1 - Truck Route Master Plan Update (PED19073(c)) (City Wide) are for today's meeting:

- 6.1(a)(b) Lynda Lukasik, Environment Hamilton
- 6.1(a)(c) Leah Avery
- 6.1(a)(d) Robert Iszkula
- 6.1(a)(e) Sean Burak
- 6.1(a)(f) Geoffrey Knapper, Hamilton Industrial Environmental Organization
- 6.1(a)(g) Kyle Reid, ArcelorMittal Dofasco
- 6.1(a)(h) Tanya Ritchie - WITHDRAWN
- 6.1(a)(i) Cameron Kroetsch
- 6.1(a)(j) Hugh Loomans, Sylvite Agri Services
- 6.1(a)(k) Lak Shoan, Ontario Trucking Association
- 6.1(a)(l) Gabe Pitura, Residents of Dickenson Road E. Committee member
- 6.1(a)(m) John Laudonio - WITHDRAWN
- 6.1(a)(n) Alex Matheson
- 6.1(a)(o) Brenda Byrne, Grain Farmers of Ontario

Items 6.1(a)(h) and 6.1(a)(m), delegation requests from Tanya Ritchie and John Laudonio have been WITHDRAWN at the request of the delegates.

11. MOTIONS (Item 11)

- 11.1 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

This item was omitted from the agenda in error as it was presented as a Notice of Motion at the November 29, 2021 Meeting.

CHANGE TO THE ORDER OF ITEMS:

9. PUBLIC HEARINGS / DELEGATIONS

In order to accommodate a delegates previously arranged appointment, the delegation from Alex Matheson (request 6.1(a)(n)), once approved will be heard first.

(Merulla/Jackson)

That the agenda for the March 28, 2022 Truck Route Sub-Committee meeting be approved, as amended.

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

(b) DECLARATIONS OF INTEREST (Item 3)

There were no declarations of interest.

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

(i) November 29, 2021 (Item 4.1)

(Pearson/Nann)

That the Minutes of the November 29, 2021 meeting of the Truck Route Sub-Committee be approved, as presented.

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

(d) COMMUNICATIONS (Item 5)

(Johnson/Wilson)

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

- (1) Deborah Martin (Item 5.1(a))
- (2) Steven Oliver (Added Item 5.1(b))

- (3) Marie Nash, Interim CEO, Hamilton Chamber of Commerce (Added Item 5.1(c))
- (4) Tanya Ritchie (Added Item 5.1(d))
- (5) Rene Lemay, Plant Manager, Bunge (Added Item 5.1(e))

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

(e) DELEGATION REQUESTS (Item 6)

(Jackson/Merulla)

- (i) That the following delegation requests, respecting Item 8.1 - Truck Route Master Plan Update (PED19073(c)) (City Wide), be approved for today's meeting:

6.1(a) Virtual Delegation Requests:

- (1) Larissa Fenn, Hamilton Oshawa Port Authority (Item 6.1(a)(a))
- (2) Lynda Lukasik, Environment Hamilton (Added Item 6.1(a)(b))
- (3) Leah Avery (Added Item 6.1(a)(c))
- (4) Robert Iszkula (Added Item 6.1(a)(d))
- (5) Sean Burak (Added Item 6.1(a)(e))
- (6) Geoffrey Knapper, Hamilton Industrial Environmental Organization (Added Item 6.1(a)(f))
- (7) Kyle Reid, ArcelorMittal Dofasco (Added Item 6.1(a)(g))
- (8) Cameron Kroetsch (Added Item 6.1(a)(i))
- (9) Hugh Loomans, Sylvite Agri Services (Added Item 6.1(a)(j))
- (10) Lak Shoan, Ontario Trucking Association (Added Item 6.1(a)(k))
- (11) Gabe Pitura, Residents of Dickenson Road E. Committee member (Added Item 6.1(a)(l))

- (12) Alex Matheson (Added Item 6.1(a)(n))
- (13) Brenda Byrne, Grain Farmers of Ontario (Added Item 6.1(a)(o))

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

(f) STAFF PRESENTATIONS (Item 8)

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

Brian Hollingworth, Director Transportation Planning and Parking, and Omar Shams, Project Manager, Transportation Planning - New Initiatives, addressed the Committee with a presentation respecting Report PED19073(c), Truck Route Master Plan Update.

(Nann/Johnson)

That the staff presentation respecting Report PED19073(c), 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

(Pearson/Nann)

That consideration of PED19073(c), 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 Item 1.

(g) PUBLIC HEARINGS / DELEGATIONS (Item 9)

(Pearson/Nann)

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

(i) Virtual Delegations:

- (1) Larissa Fenn, Hamilton Oshawa Port Authority (Added Item 9.2)
- (2) Lynda Lukasik, Environment Hamilton (Added Item 9.3)
- (3) Leah Avery (Added Item 9.4)
- (4) Robert Iszkula (Added Item 9.5)
- (5) Sean Burak (Added Item 9.6)
- (6) Geoffrey Knapper, Hamilton Industrial Environmental Organization (Added Item 9.7)
- (7) Kyle Reid, ArcelorMittal Dofasco (Added Item 9.8)
- (8) Cameron Kroetsch (Added Item 9.9)
- (9) Hugh Loomans, Sylvite Agri Services (Added Item 9.10)
- (10) Lak Shoan, Ontario Trucking Association (Added Item 9.11)
- (11) Gabe Pitura, Residents of Dickenson Road E. Committee member (Added Item 9.12)
- (12) Alex Matheson (Added Item 9.1)

The following delegate was not present when called upon:

9.13 Brenda Byrne, Grain Farmers of Ontario

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

(Pearson/Merulla)

That the Truck Route Sub-Committee recess for 25 minutes until 1:25 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

For disposition of this matter, refer to Item 1.

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

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

(Pearson/Jackson)

- (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;
- (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.

(Nann/Wilson)

That additional recommendations (i) and (j), be added to the staff recommendations, as follows:

- (i) That staff be directed to develop a framework and associated criteria that can be used to evaluate changes to the approved Truck Route Network in order to inform future revisions to the truck route network; and***
- (j) That the criteria be presented to the Truck Route Sub-Committee by Q3 2022 with the results of the evaluation being completed no later than 2024.***

Result: Amendment, CARRIED by a vote of 6 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
NOT PRESENT - Ward 10 Councillor Maria Pearson

For disposition of this matter, refer to Item 1.

(i) **ADJOURNMENT (Item 15)**

(Merulla/Nann)

That, there being no further business, the Truck Route Sub-Committee, be adjourned at 2:51 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
YES - Ward 4 Councillor Sam Merulla
YES - Ward 6 Councillor Tom Jackson
YES - Chair - Ward 2 Councillor Jason Farr
NOT PRESENT - 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

Submitted on Saturday, September 10, 2022 - 3:11pm Submitted by anonymous user:
108.162.241.204 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Will you be delegating in person or virtually? Virtually

Specify which Advisory/Sub-Committee: truck route subcommittee

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

==Requestor Information==

Name of Organization (if applicable):

Name of Individual: Sean burak

Preferred Pronoun:

Contact Number:

Email Address:

Mailing Address:


Reason(s) for delegation request: To speak about the trmp
implementation schedule

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No



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

TO:	Chair and Members Truck Route Sub-Committee
COMMITTEE DATE:	September 13, 2022
SUBJECT/REPORT NO:	Truck Route Network Monitoring and Evaluation Framework (PED19073(d)) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Omar Shams (905) 546-2424 Ext. 7474
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	

RECOMMENDATION

- (a) That the framework and associated criteria for the evaluation of approved truck route network described in this Report PED19073(d) be received and approved;
- (b) That staff be directed to operationalize the truck route network evaluation framework including all required data collection, public and stakeholder engagement and analysis commencing in early 2023 and through 2023/2024 and report back to the Truck Route Sub-Committee by no later than Q4 2024;
- (c) That the estimated upset limit cost of \$20,000 associated with implementing and promoting a public opinion survey be funded from Project ID 4032155744 Transportation Master Plan (TMP) Modelling and Monitoring;
- (d) That the estimated upset limit cost of \$30,000 to conduct targeted data collection including truck volume and routing surveys, be funded from Project ID 4662115820 Traffic Count Program;
- (e) That Outstanding Business List Item ACP, respecting Public Works Report 22-005, Item 5 (PED19073(c)), staff to develop a framework and associated criteria that can be used to evaluate changes to the approved Truck Route Network in

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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 Network Monitoring and Evaluation Framework
(PED19073(d)) (City Wide) - Page 2 of 9**

order to inform future revisions to the truck route network and that the criteria be presented to the Truck Route Sub-Committee by Q3, 2022 with the results of the evaluation being completed no later than 2024, be identified as completed and removed from the Public Works Committee Outstanding Business List.

EXECUTIVE SUMMARY

On April 13, 2022, in its approval of the Hamilton Truck Route Master Plan (TRMP) Update, Council approved a new truck route network (TRN). The new network, referred to as the “Ring Road Concept with Positive Guidance” represents a significant change from the previous network. Specifically, the network promotes use of the LINC, RHVP, Highway 403, and QEW as the primary routes for moving goods within and through the City, while providing a secondary network for goods movement by small and medium trucks in the lower city, by defining a max four-axle network.

As part of the approval of the network, the Truck Route Sub-committee directed staff to develop a framework and associated criteria that can be used to evaluate changes to the approved TRN in order to inform future revisions to the Network, and present the criteria to the Truck Route Sub-Committee by Q3 2022 with the results of the evaluation being completed no later than 2024.

Taking into account the direction provided by the Truck Route Sub-committee, staff developed a framework and associated criteria to evaluate changes to the approved TRN and inform future revisions. These criteria were classified into three pillars that are consistent with the pillars of sustainability – Community Liveability, Environmental and Public Health and Economic Prosperity and generally correspond to the three broad goals of the City’s Transportation Master Plan (TMP) (A Sustainable and Balanced Transportation System; Healthy and Safe Communities, and Economic Prosperity and Growth).

This Report describes the criteria and associated framework, as well as, a general timeline for implementing the associated data collection efforts.

At the time of this Report, work to complete the signage and by-law changes to implement the TRN changes are underway. This work includes inventorying existing signage, preparing a detailed plan for sign fabrication and erection, and hiring a contractor to complete the work. Given the amount of work involved, it is expected that the approved TRN will be in place by Spring 2023.

Alternatives for Consideration – See Page 8

**SUBJECT: Truck Route Network Monitoring and Evaluation Framework
(PED19073(d)) (City Wide) - Page 3 of 9**

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Costs for the implementation of public surveys and data collection to support the Truck Route Master Plan (TMP) monitoring and evaluation can be accommodated within existing approved project budgets. This includes Project ID 4032155744 TMP Modelling and Monitoring and Project ID 4662115820 Traffic Count Program.

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

On March 26, 2019, the Truck Route Sub-Committee convened and approved the Terms of Reference (TOR) for the TRMP Update.

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 staff 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.

On March 28, 2022, staff brought forward a range of alternatives that could address concerns expressed by residents and respond to the concept of Ring Road approach. The Truck Route Sub-committee unanimously approved Alternative 5 – “Ring Road Concept with Positive Guidance” as the preferred option, which was subsequently ratified by City Council on April 13, 2022. The Truck Route Sub-committee directed the following:

- (a) That staff be directed to develop a framework and associated criteria that can be used to evaluate changes to the approved Truck Route Network in order to inform future revisions to the truck route network; and,
- (b) That the criteria be presented to the Truck Route Sub-Committee by Q3 2022 with the results of the evaluation being completed no later than 2024.

**SUBJECT: Truck Route Network Monitoring and Evaluation Framework
(PED19073(d)) (City Wide) - Page 4 of 9**

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The review and update of the TRMP was conducted in accordance with the requirements of Phase 1 and 2 of the Municipal Class Environment Assessment (MCEA) process for master plans and the plan was unanimously approved by City Council. This network evaluation framework will assess the impact of changes to the approved TRN and present the results no later than 2024. Once approved, the framework and evaluation criteria will be used to inform future truck route changes and land use decisions. Overall the frameworks and associated criteria were developed in alignment with the TRMP vision and objectives, TMP Goals and Strategic Plan's priorities.

RELEVANT CONSULTATION

Public and stakeholder engagement was an integral part of the TRMP Update with over 30 stakeholder meetings, as well as, City-wide public consultation. The feedback from these consultations served to inform the development of the criteria and framework for the TRMP evaluation.

In addition, feedback from internal stakeholders was solicited for the development of evaluation framework and selection of criteria including Traffic Operations and Maintenance (TOM), and Public Health Services.

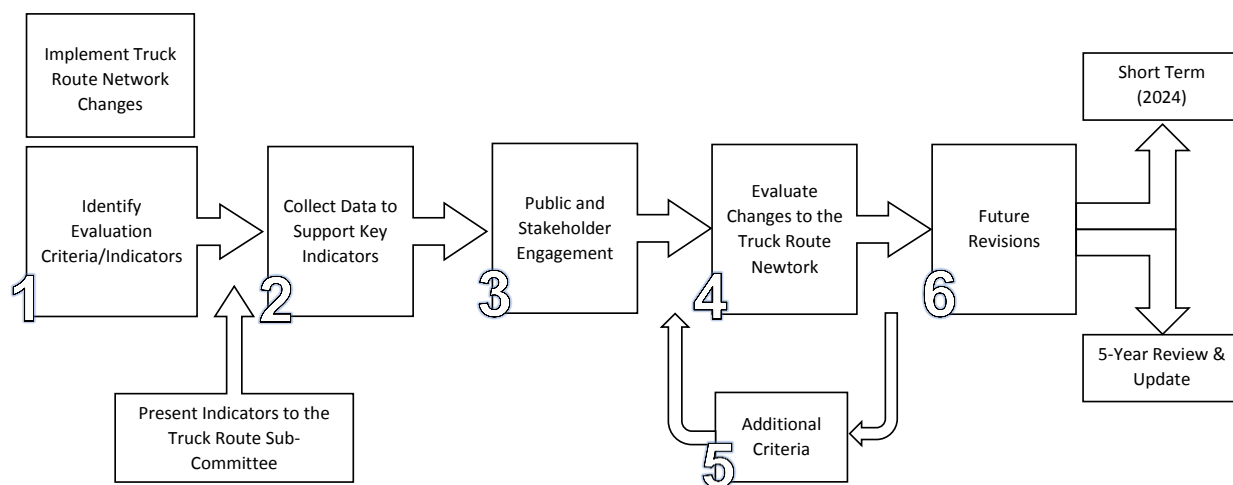
ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)

The development of the evaluation framework and identification of associated criteria were informed by the TRMP's vision and objectives and data availability to measure the impacts of network changes. The objective of the TRN evaluation is to measure the effectiveness of the changes from a community liveability, environmental and public health, and economic prosperity perspective.

The TRN evaluation framework involves a stepwise process as illustrated on Figure 1. The evaluation framework includes both the collection of data, as well as, public and stakeholder input, and will serve to inform the evaluation of the Council approved TRN. It will also inform future updates that may be initiated through periodic reviews of the TRMP.

SUBJECT: Truck Route Network Monitoring and Evaluation Framework (PED19073(d)) (City Wide) - Page 5 of 9

Figure 1: Truck Route Network Monitoring and Evaluation Framework



Evaluation Criteria and Key Indicators

The selection of evaluation criteria/indicators was informed by the vision, goals and guiding principles of the TRMP and the City's Strategic Plan priorities. While not a limitation per se, the availability of data, or the ability to collect data, also informed the selection of indicators. Each of the criteria and specific indicators are described below.

○ Community Liveability

This criteria is intended to measure how the revisions to the TRN support a safe multimodal transportation system that adheres to the Vision Zero policies and minimizes and distributes the impacts of the TRN away from areas that currently experience societal burden. This will be assessed by the following indicators:

- Number of collisions involving trucks:
 - by truck type/size/type of road users involved;
- Exposure of vulnerable road users (e.g. pedestrians and cyclists) to truck traffic along key routes. Where possible before and after comparisons will be made to;
- Change in Potential for Safety Improvement ranking of the truck route that was removed or modified through the TRMP Update; and,
- Truck volumes passing through neighbourhood development areas (formerly Neighbourhood Action Plan Areas). This includes 11 neighbourhoods

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**SUBJECT: Truck Route Network Monitoring and Evaluation Framework
(PED19073(d)) (City Wide) - Page 6 of 9**

including Beasley, Crown Point, Davis Creek, Gibson/Landsdale, Jamesville, Keith, McQuesten, Riverdale, Rolston, Sherman and Stinson:

- Breakdown of type of complaints related to trucks including cut-through trips, noise and vibration, and speeding.
- The density of residents (vulnerable population) living on a truck route.

A secondary but critically important objective of this criteria will be to inform future land use planning decisions to ensure that new neighbourhoods are planned so as to avoid impacts of truck traffic on sensitive land uses and mitigate impacts on residents.

o Environmental and Public Health

This criteria will serve to measure how the revisions to the TRN has succeeded in influencing environmental, climate change and public health outcomes. The proposed indicators are intended to measure the exposure level for sensitive land uses to truck traffic and include the following:

- Changes in measured air quality (CO, NO₂, CH₄, CO₂, PM 2.5, NO_x etc.);
- Changes in noise levels at select monitoring stations; and,
- Number of sensitive land uses within 50-meters of a truck route (i.e. Elementary schools, Hospitals, Secondary schools, Long-Term Care Facilities).

For the above indicators, staff will look to leverage data already being collected by different Divisions in the City as well as external partners such as McMaster.

o Economic Prosperity

This criteria will include a variety of indicators to assess changes in economic prosperity including travel reliability, resiliency and connectivity among goods-generating land uses, access to employment centres, and observed or anecdotal impacts on local business activity. Given that there are many factors that influence economic prosperity and changes occur more gradually than some of the other criteria, it will be important to supplement the data with insights from specific businesses, Business Improvement Areas (BIAs), and staff from the Economic Development Division.

Proposed indicators include the following:

- Number of new development applications (residential/mixed-use commercial) on former truck routes;
- The volume of goods moved through the Port of Hamilton and Hamilton International Airport:
 - Commodity volume

**SUBJECT: Truck Route Network Monitoring and Evaluation Framework
(PED19073(d)) (City Wide) - Page 7 of 9**

- Truck volumes entering/exiting the port;
- Percent change in average truck trip length (measured using Geotab telemetric data); and,
- Change in truck trip times from key business parks/goods movement terminals (measured using telemetric Geotab data).

Public and Stakeholder Engagement Plan

Public and stakeholder engagement will be important to supplement and inform the evaluation of key indicators, and to gauge the successes and challenges experienced following revision of the TRN. Engagement efforts will also serve to inform and near-term network changes as well as future TRMP updates.

It is proposed that a city-wide public opinion survey be launched on Engage Hamilton to solicit public feedback on the evaluation criteria and the impact of TRN changes. The main focus of the survey will be to gather input on changes in quality of life and community liveability experienced by residents. In addition, interview sessions will be held with targeted stakeholder groups (Port of Hamilton and key tenants, BIAs, Truck Advisory Focus Group, Truck Route Reboot, et al.) to invite their feedback on the evaluation criteria and any changes on their business operations.

As part of the stakeholder engagement, it will be important to receive feedback and insights from Hamilton Police Services (HPS) on enforcement activities, violations issued and any changes in resourcing requirements.

Assessment Process

Using both the quantitative criteria and associated indicators, as well as, public and stakeholder input, staff will prepare an assessment of the changes to the TRN. This process will commence in Spring 2023 and continue throughout 2023 and 2024 with the goal of presenting the findings to the Truck Route Sub-Committee by no later than the end of 2024. It is expected that the assessment will be an iterative process and may include interim updates.

The assessment will include both specific route evaluation as well as network-wide analysis. The outcomes of the evaluation will determine the qualitative and quantitative impact of truck route changes on the community liveability, environmental and public health, and economic prosperity, and will establish a framework for future route change evaluation.

The established criteria/indicators will be utilized to evaluate the TRN changes in the short term and project how these will transfer to the long term. In the short term, the evaluation criteria will identify the need for any immediate revisions that could include

**SUBJECT: Truck Route Network Monitoring and Evaluation Framework
(PED19073(d)) (City Wide) - Page 8 of 9**

route change, regulation change, change to enforcement mechanism and the need for continuous monitoring of truck traffic on a route.

In the long term, the evaluation criteria will be utilized to update the network in the future taking into account land use changes, changes in functional road classification, emergency detour route changes, and major infrastructure projects such as the Light Rail Transit (LRT) project.

Truck Route Master Plan (TRMP) Implementation Status Update

Since the approval of the TRMP in April 2022, staff from Transportation Operations and Maintenance (TOM) have developed an implementation plan for the signage changes and by-law amendments. With an estimated 600-700 signs to be inventoried, removed, replaced or modified, this is an extensive undertaking. Assignment of staff to other safety related projects including the neighbourhood speed limit program and the Main Street conversion project has presented some resource challenges.

In recognition of the pressure to implement the changes a contractor is being retained to complete the signage inventory and signage installations. It is expected that the contractor will commence work in October, with signage changes occurring over the period from January to April 2023. A phased implementation plan has been identified such that changes in the highest impact areas will be implemented first.

ALTERNATIVES FOR CONSIDERATION

The Truck Sub-committee could choose to alter the staff recommendations or not approve the full or part of the evaluation framework and associated criteria. Typical changes would be to remove or add criteria to the evaluation framework. Revisions to the proposed framework and associated indicators would need to be feasible based on the availability of data. Addition of new criteria will require additional time and resources to investigate and evaluate the impacts of changes on the truck route network from a community liveability, environmental and public health, and economic prosperity 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 Network Monitoring and Evaluation Framework
(PED19073(d)) (City Wide) - Page 9 of 9**

Healthy and Safe Communities

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

Built Environment and Infrastructure

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

APPENDICES AND SCHEDULES ATTACHED

N/A

Truck Route Network Monitoring & Evaluation Framework

Truck Route Sub-committee
September 13 , 2022

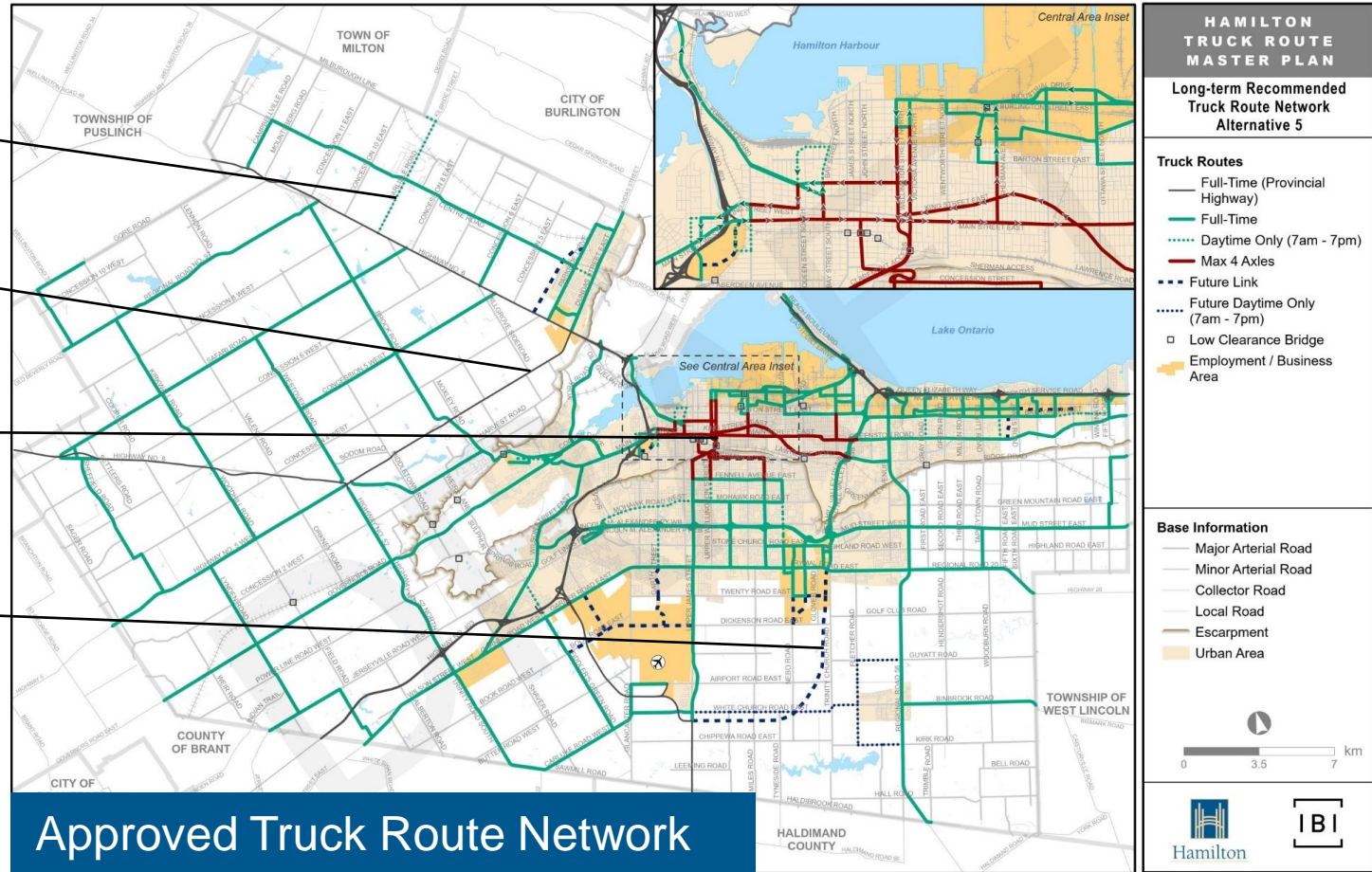


Outline

- Truck Route Master Plan 2022 & Approved Truck Route Network
- Truck Route Network Implementation Status
- Truck Route Sub-committee Recommendations (March 28, 2022)
- Monitoring and Evaluation Framework
- Evaluation Criteria & Data Collection
- Next Steps

Truck Route Master Plan 2022 & Approved Truck Route Network

- **Modified Routes (7AM-7PM)** ←
- **Removed Routes** (e.g. Sydenham, Wilson Street, North Service Road) ←
- **Maximum 4-Axle** restriction for routes in central area ←
- **Future Routes** ←

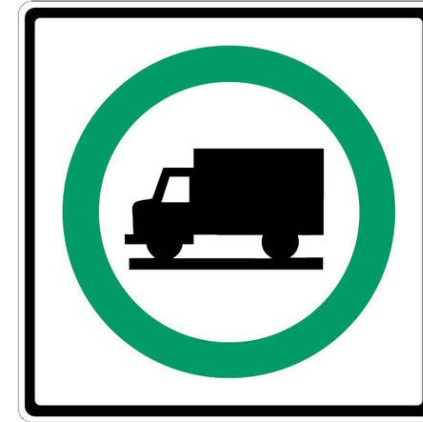


Truck Route Network Implementation Status

Implementation of signs:

- Inventory, manufacturing, removal/installation
- January to April 2023
- Phased Implementation - prioritizing areas with highest impact (e.g. Downtown, Suburbs, Rural)

Example:



or



Maximum 4-Axle

Truck Route Sub-Committee Recommendations, March 28, 2022

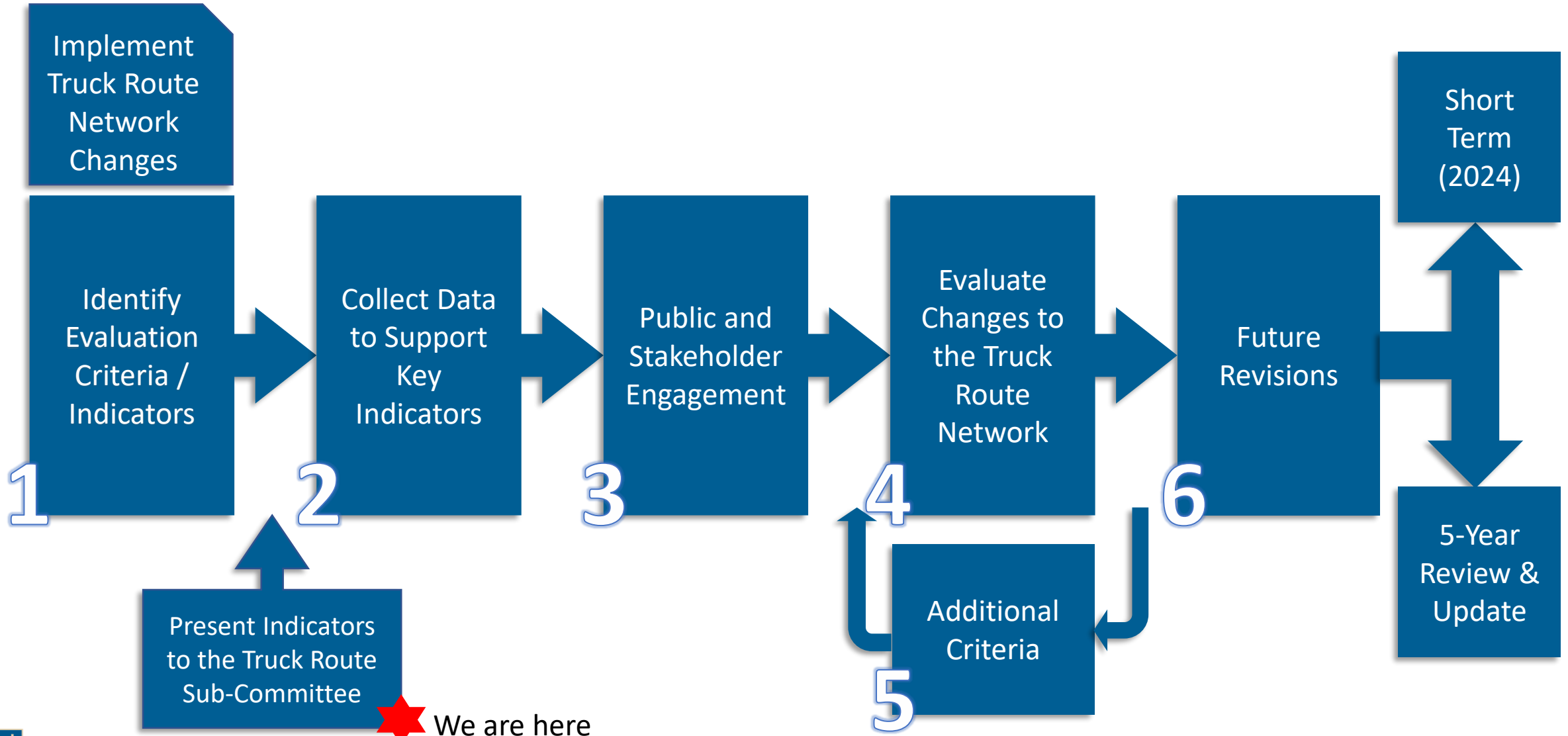
Truck Route Master Plan Update (PED19073(c)) (City Wide)

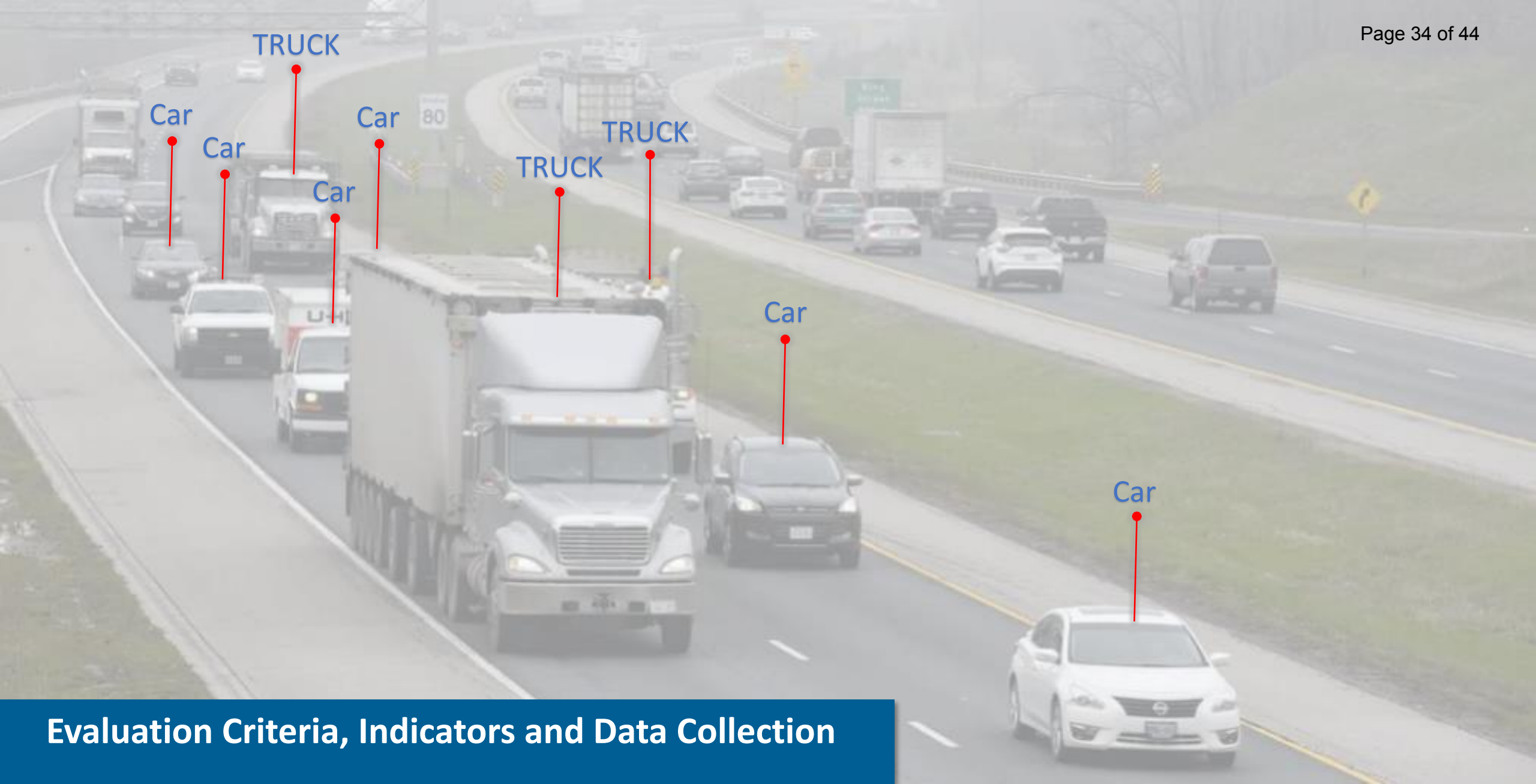
- a) That staff be directed to develop a framework and associated criteria that can be used to evaluate changes to the approved Truck Route Network in order to inform future revisions to the truck route network; and
- b) That the criteria be presented to the Truck Route Sub-Committee by Q3 2022 with the results of the evaluation being completed no later than 2024.



Monitoring and Evaluation Framework

Truck Route Network Monitoring and Evaluation Framework





Evaluation Criteria, Indicators and Data Collection

Evaluation Criteria and Indicators – Community Liveability



- Number of collisions involving trucks
- Exposure of vulnerable road users to truck traffic along key routes
- Change in Potential for Safety Improvement ranking of the truck route that was removed or modified
- Truck volumes passing through neighbourhood development areas
 - Breakdown of type of complaints related to trucks including cut-through trips, noise and vibration, and speeding
 - The density of residents (vulnerable population) living on a truck route



Evaluation Criteria and Indicators – Public and Environmental Health



- Changes in measured air quality (CO, NO₂, CH₄, CO₂, PM 2.5, NO_x etc.)
- Changes in noise levels at select monitoring stations
- Number of sensitive land uses within 50-meters of a truck route (i.e. Elementary Schools, Hospitals, Secondary Schools, Long-Term Care Facilities)

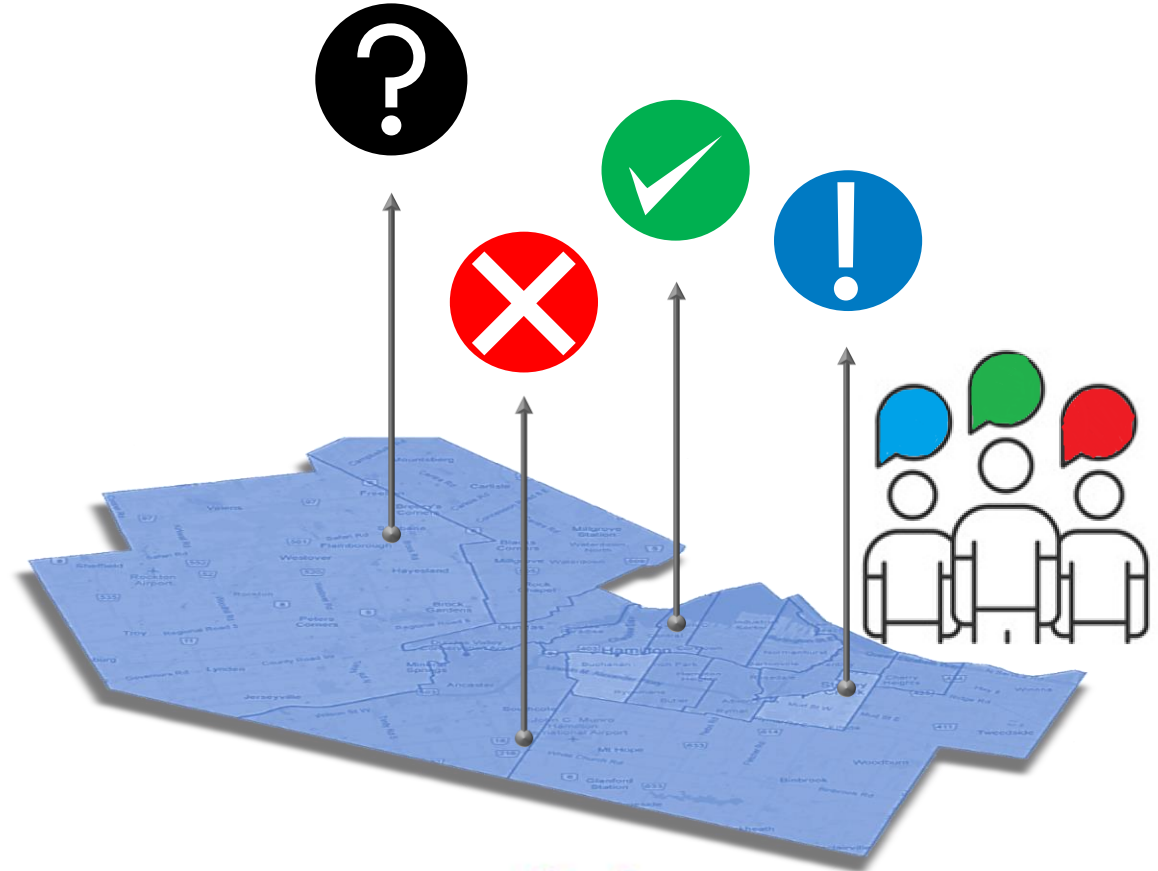
Evaluation Criteria and Indicators – Economic Prosperity



- Number of new development applications on former truck routes
- The volume of goods moved through the Port of Hamilton and Hamilton International Airport:
 - Commodity volume
 - Truck volumes entering/exiting the port
- Percent change in average truck trip length (measured using telemetric data)
- Change in truck trip times from key business parks/goods movement terminals (measured using telemetric data).

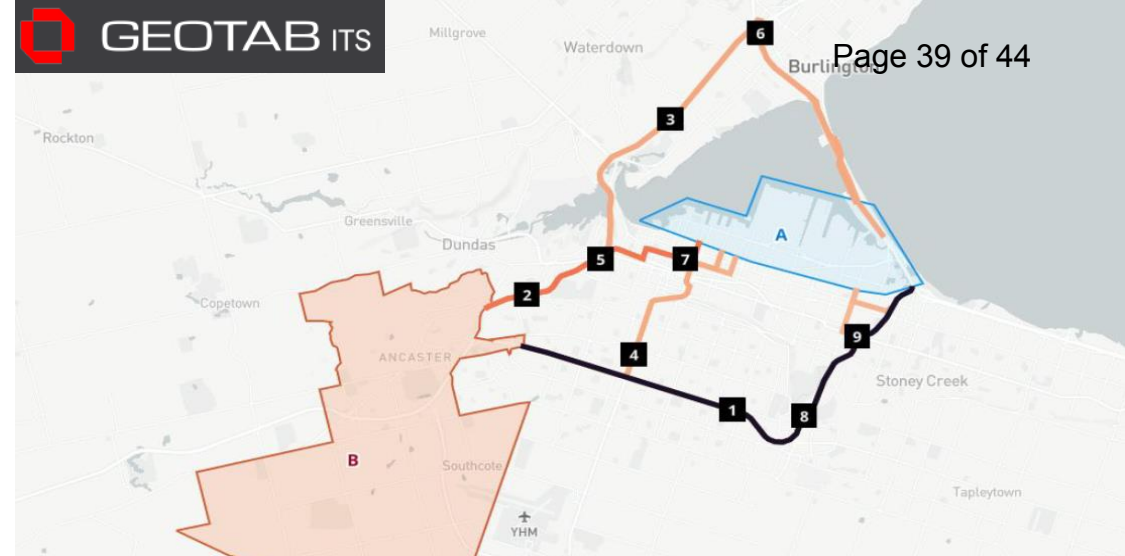
Public and Stakeholder Engagement

- Public Opinion Survey
- Interview Targeted Stakeholder Groups
- Focus Group Meetings
- Enforcement



Data Collection

- Truck volume count at targeted locations
- Top routes between key truck trip origin and destinations
- Big Data (Telemetric truck information - GeoTab)
- Commodity flow data from Port of Hamilton and Hamilton International Airport
- Commercial Vehicle Survey (MTO)
- Air quality and noise level data



■ **Geographies** - Standard, Custom or Segment / link selection

■ **Connectors** - Filter journeys between O/D pairs based on connecting geographies

■ **Vehicle classification** - View insights broken out by vehicle class

■ **Vocations** - Patented machine learning model examines driving behaviors and classifies trips and vehicles into categories according to their purpose

■ **Industry** - Understand which industries are contributing the trips on your roads

■ **Custom journey definition** - Chain individual trips together to ensure intermediary stops do not skew the data

■ **Speed of analysis** - Shorten time to insight, process months of data for large jurisdictions in minutes.



Recommendations

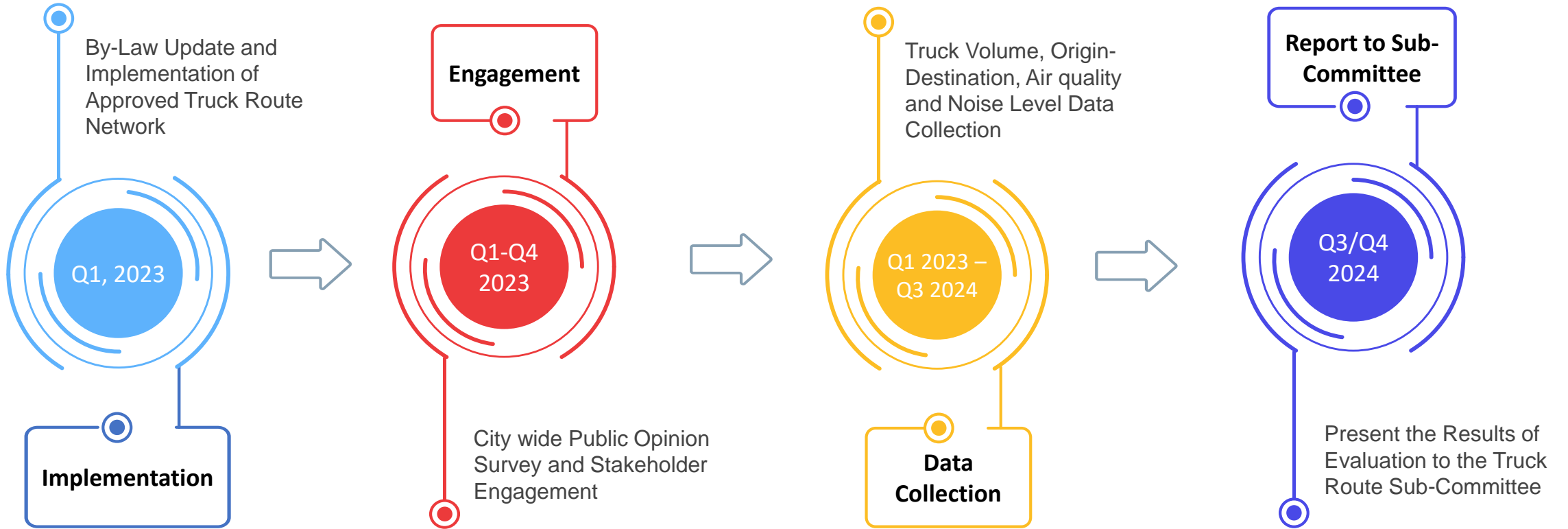
Recommendations

- a) That the framework and associated criteria for the evaluation of approved truck route network described in this Report PED19073(d) be received and approved;
- b) That staff be directed to operationalize the truck route network evaluation framework including all required data collection, public and stakeholder engagement and analysis commencing in early 2023 and through 2023/2024 and report back to the Truck Route Sub-Committee by no later than Q4 2024;
- c) That the estimated upset limit cost of \$20,000 associated with implementing and promoting a public opinion survey be funded from Project ID 4032155744 Transportation Master Plan (TMP) Modelling and Monitoring;

Recommendations

- d) That the estimated upset limit cost of \$30,000 to conduct targeted data collection including truck volume and routing surveys, be funded from Project ID 4662115820 Traffic Count Program;
- e) That Outstanding Business List Item ACP, respecting Public Works Report 22- 005, Item 5 (PED19073(c)), staff to develop a framework and associated criteria that can be used to evaluate changes to the approved Truck Route Network in order to inform future revisions to the truck route network and that the criteria be presented to the Truck Route Sub-Committee by Q3, 2022 with the results of the evaluation being completed no later than 2024, be identified as completed and removed from the Public Works Committee Outstanding Business List.

Next Steps



Thank you!

