

Truck Route Master Plan Review

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March 26, 2019

Needs of trucks =
mandatory, objective

Needs of community =
discretionary, subjective

EXECUTIVE SUMMARY

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

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

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

ANALYSIS AND RATIONALE FOR RECOMMENDATION

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

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

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

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

Truck routes in context

4.0 SCOPE OF CONSULTING ASSIGNMENT

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

4.1 Understanding and Approach to Project

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

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

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

Roster Assignment
Consulting Services Required for Hamilton Truck Route Study Review

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**Appendix “A” to Report PED19073
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- [Hamilton Goods Movement Study Background Review report \(2015\)](#);
- Hamilton Goods Movement Study Report (2005);
- [Hamilton Airport Master Plan](#);
- [Hamilton Port Land Use Plan and supporting documents](#);
- [Metrolinx Regional Transportation Plan](#);
- The Intersection turning movement count and Mid-block counts will be provided by the City, along with the trucks and overall collision statistics. The City-wide 2013-2017 Collision Analysis Report can be retrieved through the link below:
<https://pub-hamilton.escribemeetings.com/filestream.ashx?DocumentId=178638>;
- [Metrolinx’s Strategic Goods Movement Network](#);
- [GTHA Urban Freight Study](#); and,
- [Freight Supportive Guidelines](#) by the Ministry of Transportation of Ontario (MTO).



IMPROVING HEALTH BY DESIGN IN THE GREATER TORONTO-HAMILTON AREA

A REPORT OF MEDICAL OFFICERS OF HEALTH IN
THE GTHA*

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

MAY 2014

Addressing needs of residents,
especially in the lower city

3.1 IDENTIFIED ISSUES

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

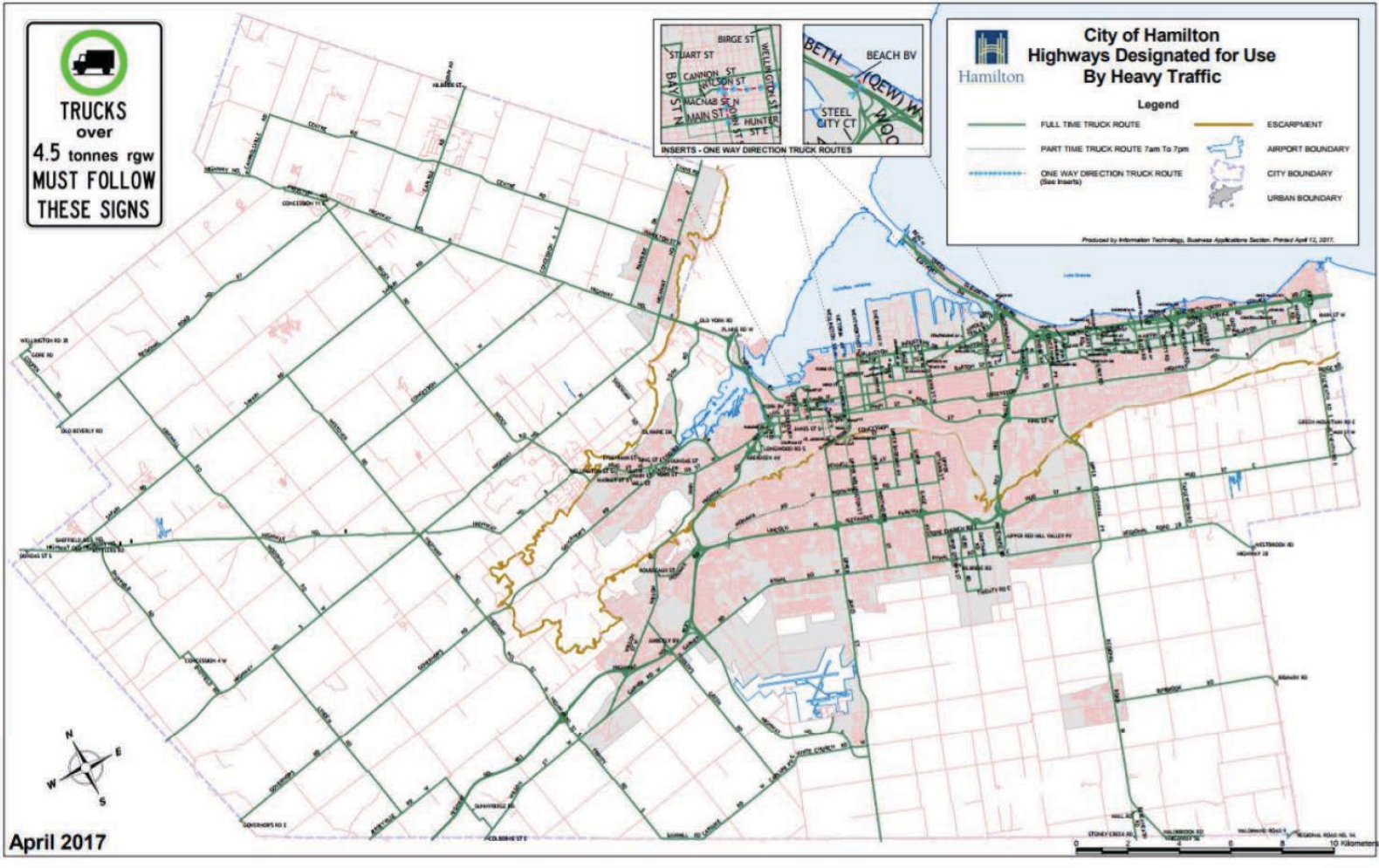
Network Issues

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

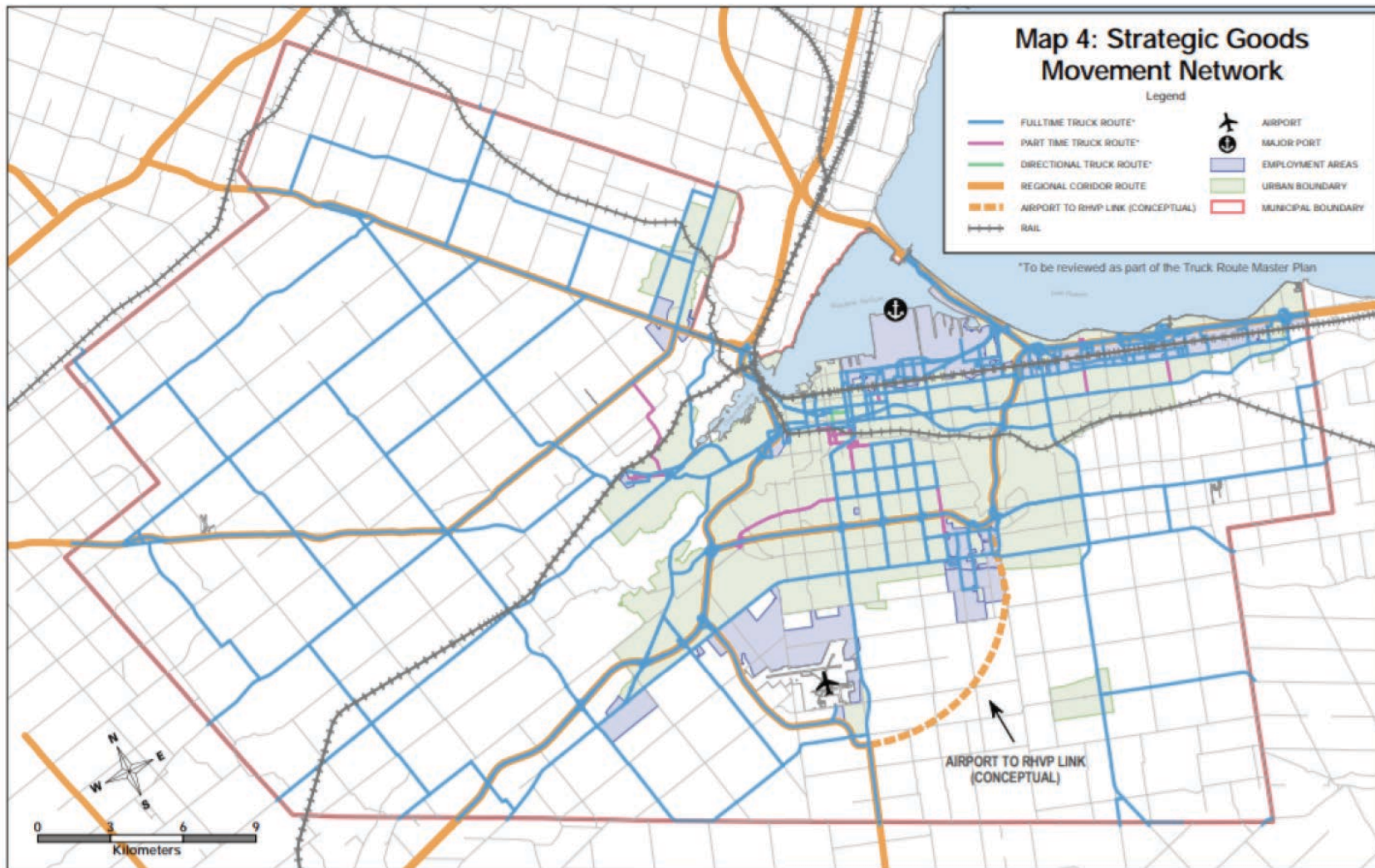
Rural Issues

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

Figure 1: 2017 Truck Route Map



Truck Route Study Review



Community Hotspots

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



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

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

Requests

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

Requests

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

Requests

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