



# HAMILTON TRUCK ROUTE MASTER PLAN REVIEW

November 24, 2020

# Why Review the Truck Route Master Plan?



**The existing Truck Route Master Plan was approved by City Council in 2010.** Since then, a number of new planning considerations have emerged.

The review and refinement of the plan will be based on alignment with:

- The **City's vision, objectives and desired outcomes;**

City of Hamilton's Vision  
*To be the best place to raise a child and age successfully*

- **Health and well being** of the community;
- **Feedback, needs and lived experiences** of stakeholders; and,
- **Emerging technologies and goods movement policies.**

# Purpose of Truck Routes?

- **Economic** Prosperity & **Sustainable** Growth
- **Efficient** Regional & Global **Connectivity**
- Built Environment & Infrastructure
- Improve **Safety** for all road users
- Community Well-being & **Livability**



Advanced Manufacturing



Goods Movement



Agriculture / Food Processing



ICT / Digital Media



Creative / Cultural Industries



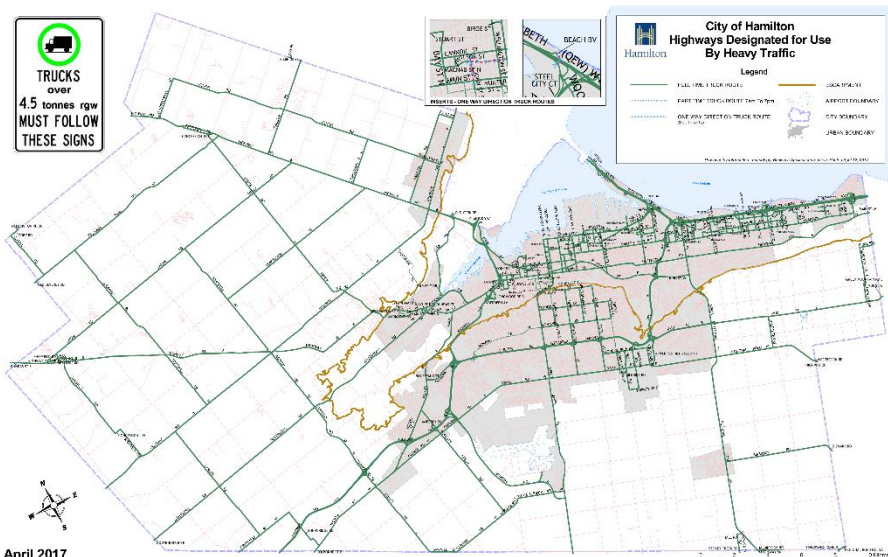
Life Science



Finance / Insurance / Real Estate



Tourism



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.

# Truck Route Review Process



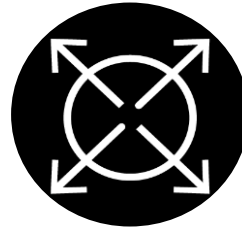
# Key Issues and Influences



**Public Health  
and Safety**



**Environment &  
Climate Emergency**



**Network Connectivity**



**Rural Issues  
and Needs**



**Enforcement**



**Social Equity**



**Emerging Technologies  
and Policies**



**Development in  
Employment Areas**



**Infrastructure  
and Problem  
Location**



**e-Commerce**

# Policy Topics & Evaluation Criteria



## Goods Movement Special Policy Topics

- Public Health & Roadway Safety (Vision Zero)
- Climate Change Resiliency & Air Quality
- Complete-Liveable-Better Streets
- Emerging Technologies and Disruptors
- Low Emission Zones & Zero Emission Vehicles
- Proliferation of Distribution/ Fulfillment Centres
- Freight Friendly land use planning...



## Evaluation criteria for alternatives



Environment & Public Health



Roadway Safety & Attributes



Social Equity



Multi-Modal Network Integration



Land Use & Community Destinations



Economic Influences

# Draft Policy Directions

## *DRAFT* Vision

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**.

## *DRAFT* Goals

### **Pillar 1: Environmental and Public Health Sustainability**

- Environmentally Sustainable
- Adaptable

### **Pillar 2: Community Livability**

- Safe
- Equitable

### **Pillar 3: Economic Prosperity**

- Economic aspirations
- Efficiently Connected
- Reliable

# Draft Policy Direction – Principles

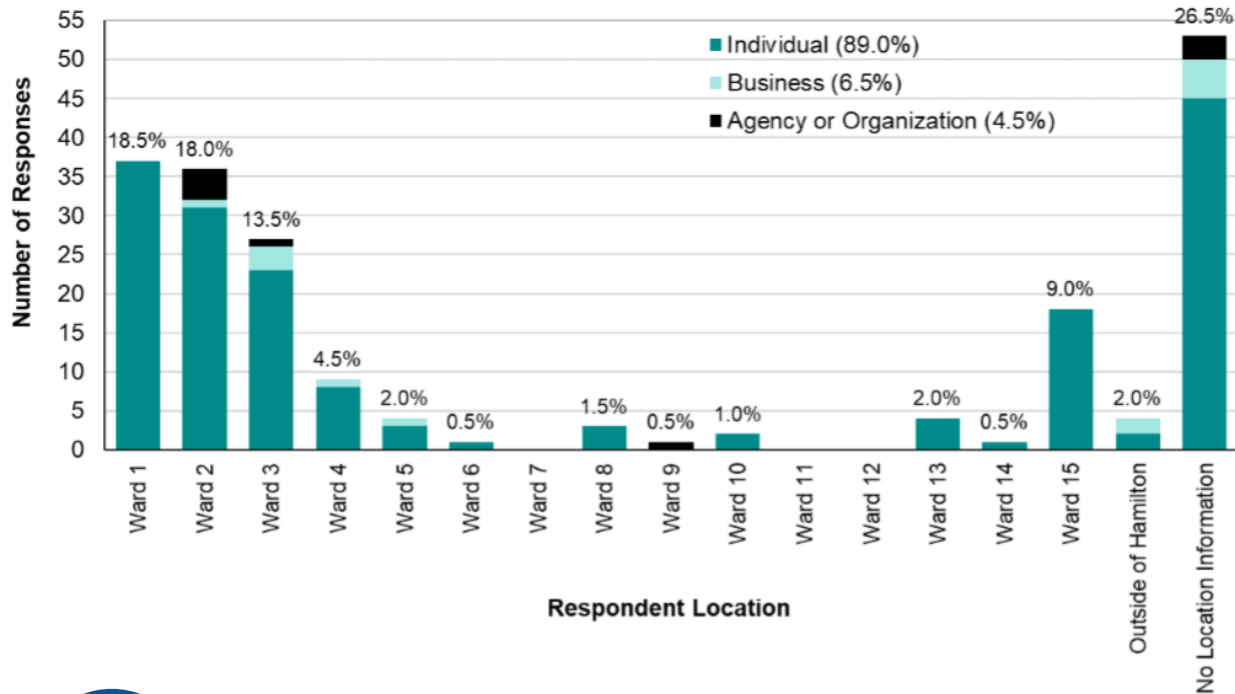
## **DRAFT Principles** (listed in no particular order)

- Create a **safer network** for all road users. Limit conflicts between trucks and vulnerable road users, such as pedestrians and cyclists, in alignment with the City's **Vision Zero** approach.
- Enable goods to be transported **economically**.
- Have a **transparent route selection** process.
- **Avoid the inequitable** distribution of impacts (e.g. public health, emissions, vibrations) on sensitive areas, such as schools, hospitals, parks, vulnerable residential neighbourhoods, and community destinations.
- Specify routes clearly and intuitively to minimize the need for Police **enforcement**.
- Enable the plan to **adapt** to changing conditions.
- Maintain route **connectivity** and **continuity** to provide **reliable** routes.
- Create routes that optimize the use of **higher-quality road** facilities, and match the relationship of trucks to road category and roadway configuration.



# Public and Stakeholder Consultation

## Let's Talk About Trucks Survey



### Key Themes

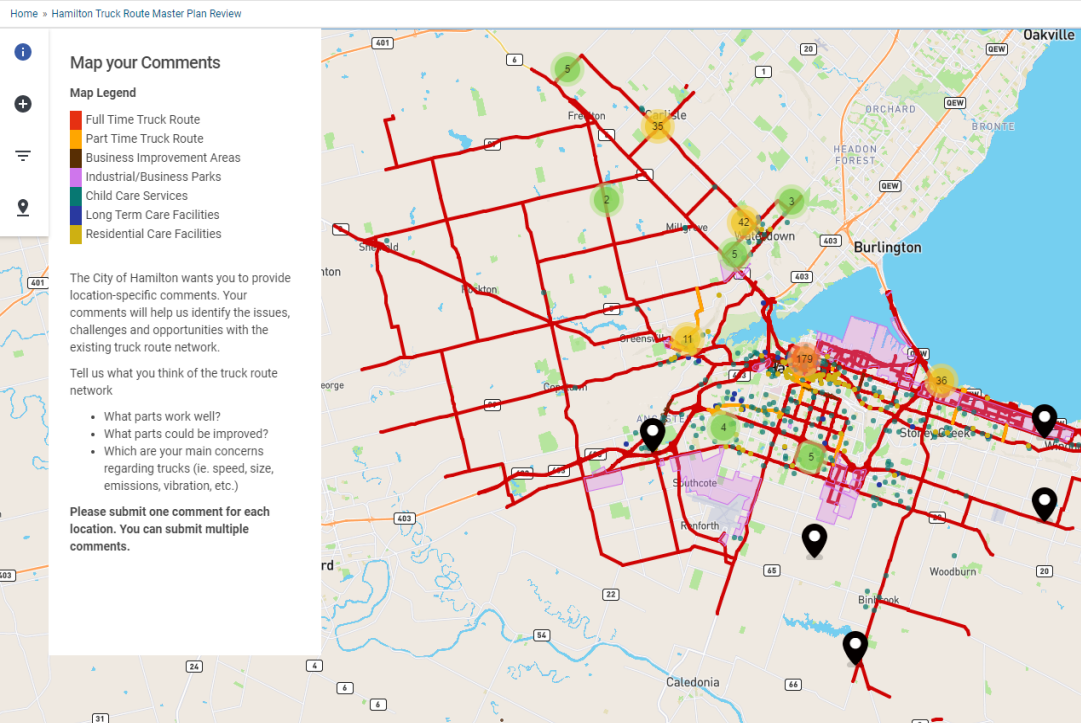
- Enforcement
- Separate trucks and vulnerable road users.
- Matching truck types with road classes
- Ring roads utilization
- Time of Day Restrictions
- Social equity



(200 responses)

# Public and Stakeholder Consultation

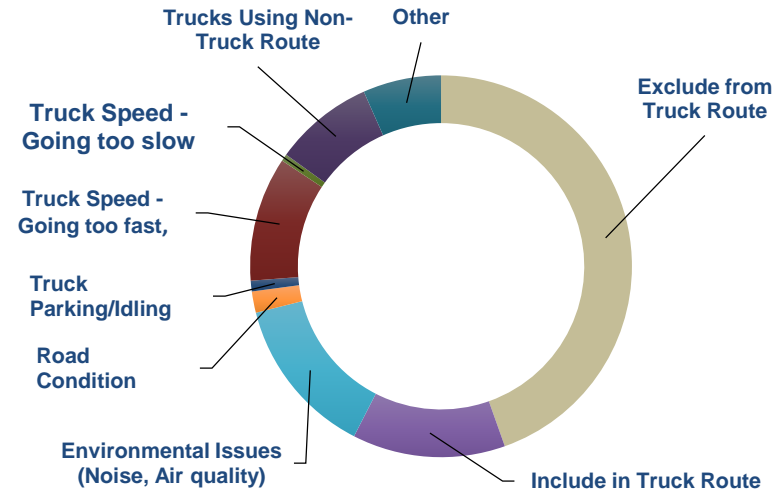
## Interactive Map-based feedback



<https://engage.hamilton.ca/trmp/maps/map-your-comments>



**(332 Location-specific comments)**



• Exclude from Truck Route Network	45%
• Include in Truck Route Network	13%
• Environmental Issues (Noise, Air quality)	14%
• Road Condition	2%
• Truck Parking/Idling	1%
• Truck Speed - Going too fast	11%
• Truck Speed - Going too slow	1%
• Trucks Using Non-Truck Route	8%
• Other	7%

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# Next Steps

- Complete Policy Development,
- Develop alternative truck routes
- Second Phase of Public and Stakeholder Consultation



## Select Road Links for Assessment

- Determine the roadway links that should be assessed.



## Evaluate Links

- Criterion 1: Efficient Connectivity
- Criterion 2: Reliability
- Criterion 3: Safety
- Criterion 4: Environment and Public Health
- Criterion 5: Equity



## Form a Draft Truck Route Network

- Ensure that the network has the necessary connections.
- Develop alternatives by varying weights of evaluation criteria.



## Address Gaps and Specific Issues

- Where do trucks need to be?
- Where don't we want them?
- Are there a good alternate routes?
- What mitigation measures can be implemented?
- How can we make the truck route "desirable"?
- How do we enforce the truck route?



## Alternative Truck Route Network Configuration

- Use Geotab Data to assess the proportion of existing truck trips that would be served by the alternative
- Identify likely trip redistribution impacts



Hamilton

THANK YOU



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QUESTIONS?