



# CITIZEN COMMITTEE REPORT

<b>To:</b>	Public Works Committee
<b>From:</b>	Hamilton Cycling Advisory Committee  _____ Chris Ritsma, Chair
<b>Date:</b>	August 7, 2021
<b>Re:</b>	Truck Route Masterplan Proposal

## Recommendation

That the City of Hamilton amend the Truck Route Master Plan draft proposal to avoid routes on the cycling masterplan, pedestrian oriented areas, unnecessary secondary detour routes, including the entire downtown secondary plan area, and future BLAST network, and maintain truck routes mostly to highways including the 403, QEW, LINC, RHVP, arterials with as few residential properties as possible and access directly via Burlington Street.

In particular non-local truck routes should not follow:

- (a) All daytime only routes within the urban boundary
- (b) Rymal Road, between Highway 6 and Upper Centennial Parkway

## Background

At its October 7, 2020 meeting, the Hamilton Cycling Advisory Committee passed the following motion:

WHEREAS the Truck Route Master Plan is currently under review

THEREFORE, BE IT RESOLVED:

- (a) That the following feedback from the Hamilton Cycling Committee be forwarded to City Staff for consideration within the Truck Route Master Plan review:
  - (i) That within the scope of the truck route masterplan review, truck routes, cycling routes, as identified in the cycling masterplan shall be avoided. This includes existing cycling infrastructure (for example Cannon Street), cycling routes identified for future cycling infrastructure construction (for example, Victoria Street), and cycling assumed likely cycling routes as identified by the Hamilton Cycling Advisory Committee;

- (ii) That additional accommodations be made on streets where a truck route must exist beside or intersecting existing or planned cycling infrastructure. For example limiting the hours a truck route is usable or that the route is only usable outside peak times;
- (iii) That the highest safety features be added to cycling infrastructure along truck routes, wherever feasible. For example, additional separation of the cycle track/protected curb; and
- (iv) That any future changes to the truck routes that interact with cycling infrastructure shall be brought to the Cycling Advisory Committee.

At its August 7, 2021 meeting, the Hamilton Cycling Advisory Committee passed the following motion:

WHEREAS the proposed truck route master plan includes trucks on roads included in the cycling master plan and urban streets where cycling is likely to take place;

WHEREAS the proposed truck route master plan includes truck routes 7am-7pm which is the most common time cyclists and pedestrians will be utilizing roads, and in parts of the year this is after dark which is far more dangerous for cyclists and pedestrians;

WHEREAS the cycling advisory committee recommended the proposed truck route changes not include streets where cycling is likely to take place;

WHEREAS there are alternative routes for trucks to take such as small detours and longer ones around the Burlington Bay, LINC, RHVP, 403 and Burlington St, while cyclists cannot take detours to avoid trucks under the current plan.

THEREFORE, BE IT RESOLVED:

- (a) Non-local Truck routes not be allowed on streets listed as “Daytime only (7am - 7pm)” under the draft proposed truck route map;
- (b) Non-local Truck routes be removed from Rymal Rd within the urban area and Garner Road from Glancaster to Highway 6;
- (d) Committee will draft a Citizen Committee Report to Public Works committee regarding recommendations on the truck route as it relates to cycling and active transportation that connects to cycling.

## **Analysis/Rationale**

The presentation information provided made a clear case that the urban streets of Hamilton’s downtown are not best suited to truck traffic. There are numerous downsides, especially related to cycling and pedestrian safety. Sidewalks are narrower than recommended within the modern context. Historic neighbourhoods have reduced sightlines which can make corners dangerous, multiplied by the already reduced visibility of trucks. Trucks have more weight to stop than a typical automobile, and therefore can be a significant risk to pedestrians and cyclist behind blind corners.

Truck traffic is already able to make local deliveries without truck routes. Truck routes are not required for these local deliveries. Local delivery paths can be directed through street design and additional signage.

Truck travel was shown to have the lowest rating on the many of the streets downtown and in the urban area.

Non-local trucks that need to detour can be given detour routes, and these detours do not need to be placed as full-time truck routes. Full-time truck routes could lead to reduced comfort and safety for cyclists and pedestrians.

The current truck route masterplan proposal in its current form could be improved to better address the goals of the city including being the “best place to raise a child and age successfully” and encouraging residents to leave their automobiles behind for some trips in pursuit of addressing the climate emergency declared by the City on March 27, 2019. Large pieces of the cycling masterplan are parallel with the truck route masterplan proposal routes.