

Prioritizing Safe and Healthy Communities

Truck Route Sub-Committee

November 29, 2021

Cameron Kroetsch


Overview of today's delegation

- Evaluation framework and methodology
- Non-local truck traffic
- Vulnerable road users and communities
- There's already a solution

Evaluation framework and methodology

Policy Review and Development Summary

The following are examples of policies that were identified for consideration:

- 
- Develop a regular commercial vehicle data collection program
 - Work with private sector truck generators to encourage strategies to reduce size and number of truck trips
 - Integrate commercial vehicle movements into the Complete-Liveable-Better Streets design process
 - Provide Police with enforcement tools – by-laws and resources
 - Establish framework to review goods movement in the rural road rehabilitation process
 - Work with the Ministry of Transportation of Ontario to include the City of Hamilton's truck route network and other municipal truck route networks on provincial platforms and apps such as Ontario511 and route-finding apps

Evaluation framework and methodology

Principles to Complete the Truck Route Network

1. Provide at least **one full-time truck route connection** between existing or planned **heavy industry** and the provincial highway network.
2. Provide sufficient **connectivity** and truck route network **spacing** to avoid excessive additional truck travel time compared to the shortest travel distances, and to ensure that a feasible **redundant** route is available when part of the truck route becomes temporarily unavailable (e.g. due to traffic incidents or construction).
3. Provide one or more truck route connections (full-time or part-time) at each **provincial highway or municipal parkway interchange**.

Evaluation framework and methodology

Principles to Complete the Truck Route Network (cont'd)

4. Provide at least one full-time truck route connection to each **bordering truck route** in adjacent municipalities.
5. Maintain the **Provincial Emergency Detour Route (EDR)** as part of either the 24-hour or daytime-only truck route.
6. Avoid **truck route “dead ends”** for both the 24-hour network and the daytime-only network (e.g. provide truck route connections and/or turn-around loops).

Evaluation framework and methodology

Network Evaluation Scenarios

- **Five network evaluation criteria** were developed, each with indicators and scoring
- **Four network philosophies** were developed, each with different criteria weightings
- The network of road segments **scoring 50 or greater for the Balanced Network** were the starting point for developing the 24-hour truck route network



Public Health-Focused

Goal	Weighting
Efficiently Connected	50%
Reliability	50%
Safety	150%
Equity	100%
Public Health	150%
Total	500%



Goods Movement
Mobility-Focused

Goal	Weighting
Efficiently Connected	150%
Reliability	150%
Safety	100%
Equity	50%
Public Health	50%
Total	500%



Community Resiliency-
Focused

Goal	Weighting
Efficiently Connected	50%
Reliability	50%
Safety	100%
Equity	150%
Public Health	150%
Total	500%



Balanced Network

Goal	Weighting
Efficiently Connected	100%
Reliability	100%
Safety	100%
Equity	100%
Public Health	100%
Total	500%



Evaluation framework and methodology

- How is it possible for a balanced network to achieve 100% in every "philosophy"?
- How is it possible for all of these scenarios to represent a rating of 100% (or more) in the Safety category?
- What methodological analyses are these percentages based on?

Evaluation framework and methodology

Next Steps



Fall 2021

Project File Report Present master plan report, truck route network maps and report to Truck Route Sub-committee, Public Works and City Council



Winter 2022

Develop a detailed sign installation plan; an enhanced commercial vehicle enforcement strategy, and finalize By-Law changes and related schedules



Non-local truck traffic

- The overall goal was to provide positive permissive guidance to trucks

Impact of Public and Stakeholder Engagement

- Development of the Five Criteria
- Identification of Scoring Indicators
- Development of Four Network Philosophies for comparison
- Identification of specific locations with issues

Non-local truck traffic

- There are **no concrete results** based on the individual feedback from the public feedback sessions
- One consistent message from every public feedback session was to eliminate **non-local truck traffic**
- **Any exceptions to the truck route** should address additional dangerous local traffic that could present risks (and could use the inner city rail corridor as a safer option)

March 20, 2019

RE: City of Hamilton Truck Route Review

To the Chair of the Truck Route Review Sub-Committee:

On behalf of the Beasley Neighbourhood Association, please accept the following public input to the process of establishing the scope and direction of the City's upcoming Truck Route Review.

We have learned from our community work and the development of our neighbourhood plans in 2013 and 2017 – as per the neighbourhood action strategy, that traffic issues are on top of everyone's mind and a major factor that affects a neighbourhood's livability. As such the BNA has advocated for a Vision Zero approach when designing streets with the goal of eliminating deaths or serious injuries.

The 2-way Cycle Track on Cannon street has positively influenced the experience for people who ride bicycles in this city and Beasley neighbourhood pedestrians, including the students attending St. Dorey elementary school. Recently, the BNA used World's "Plan Local" process to advocate for safety enhancements along Cannon St. by designating the Cycle Track as a priority for new street works and concrete plans to provide residents more protection from large trucks while at the same time beautifying the streetscape.

Based on resident experiences and efforts to continue to improve our community, we submit that the scoping of the Truck Route Review reflect and consider the impacts of truck traffic on neighbourhood road safety, and quality of life, especially the negative effects of unnecessary industrial truck use through traffic along the Cannon/Wilson residential and commercial corridor. Also due to their increasing role as a location of vibrant street life, festivals, and recreation (i.e. the reuse of Cannon at James St. N), Downtown's residential streets should be restricted to local delivery trucks, and local road users of all kinds.

In closing we submit that when evaluating the appropriateness of directing industrial truck routes through our residential neighbourhoods, that the availability of existing suitable routes be considered for trucks accessing regional highways. The high volume and speeds for which the Nikola Tesla Blvd, LINC, 403 and 404 were designed routes from the most appropriate routes for cross-city industrial truck traffic, even if they are not always the most direct route.

Sincerely,

Alexandra Anderson
Alexandra Anderson
Co-Chair

Katie Rogerson
Katie Rogerson
Co-Chair

March 20, 2019

To Whom it May Concern,

On behalf of the Central Neighbourhood Association, we are joining the Beasley Neighbourhood Association in urging the City of Hamilton's Truck Route Subcommittee to consider the following principles when establishing the scope of the upcoming Truck Route Review, especially that the:

- (1) safety and security of all road users (e.g. drivers, cyclists and pedestrians) be the primary consideration when routing truck traffic;
- (2) quality of life of residents around potential truck routes be protected from the noise, pollution and nuisance effects of cross-city truck traffic; and
- (3) existing high-volume and high-speed routes like the Red Hill Valley Parkway, Lincoln Alexander Parkway, Nikola Tesla Parkway, and Highway 403 be used as primary arteries to move truck traffic around and through the City of Hamilton.

Sincerely,

Board members of the Central Neighbourhood Association

Alyson Wenczowski, Chair
Paul Coppitt
Peter Graham
Gillian Hunt
Sarah Kovacs
Magda Martyniuk
Ron Rubin
John Schurman
Frank Soborg
Elizabeth Ward

March 25, 2019

Re: City of Hamilton Truck Route Review

To the Committee:

As part of our continued advocacy for safe streets and support for Vision Zero, the Corktown Neighbourhood Association joins Beasley Neighbourhood Association in urging the City of Hamilton's Truck Route Subcommittee to prioritize community safety over speed and convenience and consider the following principles when establishing the scope of the upcoming Truck Route Review, particularly that the:

- (1) safety and security of all road users (drivers, cyclists, and pedestrians) be the primary consideration when routing truck traffic;
- (2) quality of life of residents around potential truck routes be protected from the noise, pollution, and congestion of cross-city truck traffic; and
- (3) existing high-volume and high-speed routes like the Red Hill Valley Parkway, Lincoln Alexander Parkway, Nikola Tesla Parkway, and Highway 403 be used as primary arteries to move truck traffic around and through the City of Hamilton.

Sincerely,

Tina Hussain
Tina Hussain
Chair

March 2019

To the committee:

On behalf of the Durand Neighbourhood Association, we are joining the Beasley Neighbourhood Association in urging the City of Hamilton's Truck Route Subcommittee to consider the following principles when establishing the scope of the upcoming Truck Route Review, especially that the:

- (1) safety and security of all road users (e.g. drivers, cyclists and pedestrians) be the primary consideration when routing truck traffic;
- (2) quality of life of residents around potential truck routes be protected from the noise, pollution and nuisance effects of cross-city truck traffic; and
- (3) existing high-volume and high-speed routes like the Red Hill Valley Parkway, Lincoln Alexander Parkway, Nikola Tesla Parkway, and Highway 403 be used as primary arteries to move truck traffic around and through the City of Hamilton.

Sincerely,

Christine Redmond
Christine Redmond
President
Durand Neighbourhood Association

North End Neighbourhood Association

March 19, 2019

On behalf of the North End Neighbourhood Association, we are joining the Beasley Neighbourhood Association in urging the City of Hamilton's Truck Route Subcommittee to consider the following principles when establishing the scope of the upcoming Truck Route Review, especially that the:

- (1) safety and security of all road users (e.g. drivers, cyclists and pedestrians) be the primary consideration when routing truck traffic;
- (2) quality of life of residents around potential truck routes be protected from the noise, pollution and nuisance effects of cross-city truck traffic; and
- (3) existing high-volume and high-speed routes like the Red Hill Valley Parkway, Lincoln Alexander Parkway, Nikola Tesla Parkway, and Highway 403 be used as primary arteries to move truck traffic around and through the City of Hamilton.

Jon Dewey - NEA Treasurer

March 19, 2019

RE: City of Hamilton Truck Route Review

To the committee:

On behalf of the Stilson Community Association, we are joining the Beasley Neighbourhood Association in urging the City of Hamilton's Truck Route Subcommittee to consider the following principles when establishing the scope of the upcoming Truck Route Review, especially that the:

- (1) safety and security of all road users (e.g. drivers, cyclists and pedestrians) be the primary consideration when routing truck traffic;
- (2) quality of life of residents around potential truck routes be protected from the noise, pollution and nuisance effects of cross-city truck traffic; and
- (3) existing high-volume and high-speed routes like the Red Hill Valley Parkway, Lincoln Alexander Parkway, Nikola Tesla Parkway, and Highway 403 be used as primary arteries to move truck traffic around and through the City of Hamilton.

The Stilson Neighbourhood Action Plan recognizes that increasing safety and viability for all road users is paramount. We are also advocating that the city evaluate the truck route master plan considering the upcoming LRT construction and future LRT route. We recognize that all road users are likely to face some frustration during the process. We are worried that some of the anticipated traffic delay for vehicular traffic will go through residential neighbourhoods of which Stilson is already plagued by the city's LRT planning. It is critical that we prevent truck traffic going through all residential neighbourhoods for the health and safety of everyone as we adjust to new traffic flows. Increased congestion and emissions from trucks pose an environmental and health risk that are amplified when they are in slow-moving traffic because of idling and idling. While we recognize that trucks are a part of our transportation system, we advocate for dedicated truck routes so that we can direct vehicular, pedestrian, and cycling traffic along routes that will be safer.

Stilson supports Beasley's call that the master plan reflects and considers the impacts of out-of-town traffic on neighbourhood road safety and quality of life. We add that this should be considered particularly as it relates to making it easy and safe to consider alternative, safer, low-carbon forms of transportation. We additionally state that the city pay closer heed to the health impacts of the emissions from truck traffic on residents when considering truck routes and speeds.

Sincerely,

Magdalen Bennett
Magdalen Bennett, Co-Chair
The Stilson Community Association

Nicole Walker
Nicole Walker, Co-Chair

Vulnerable road users and communities

"An enhanced consultative approach was undertaken for the Study, which exceeded the minimum requirements for master plan studies outlined in the MCEA. **This was undertaken to consider the comments and concerns of the public** whose daily activities are directly impacted by truck movements (e.g. residents living along a truck route) and **contrasted with comments received from the business and goods movement industry.**" - page 3 of PED19073(b)

Vulnerable road users and communities

"The Study **did not conduct detailed noise, vibration and health impact assessments near sensitive land uses** given the high-level nature of the Study and limitations on budget, however, these issues are well known and did factor into the Study decisions. It is also noted that staff carried out numerous site visits and walk-about/drive-about to develop **a full appreciation** to issues raised during the Study." - page 12 and 13 of PED19073(b)

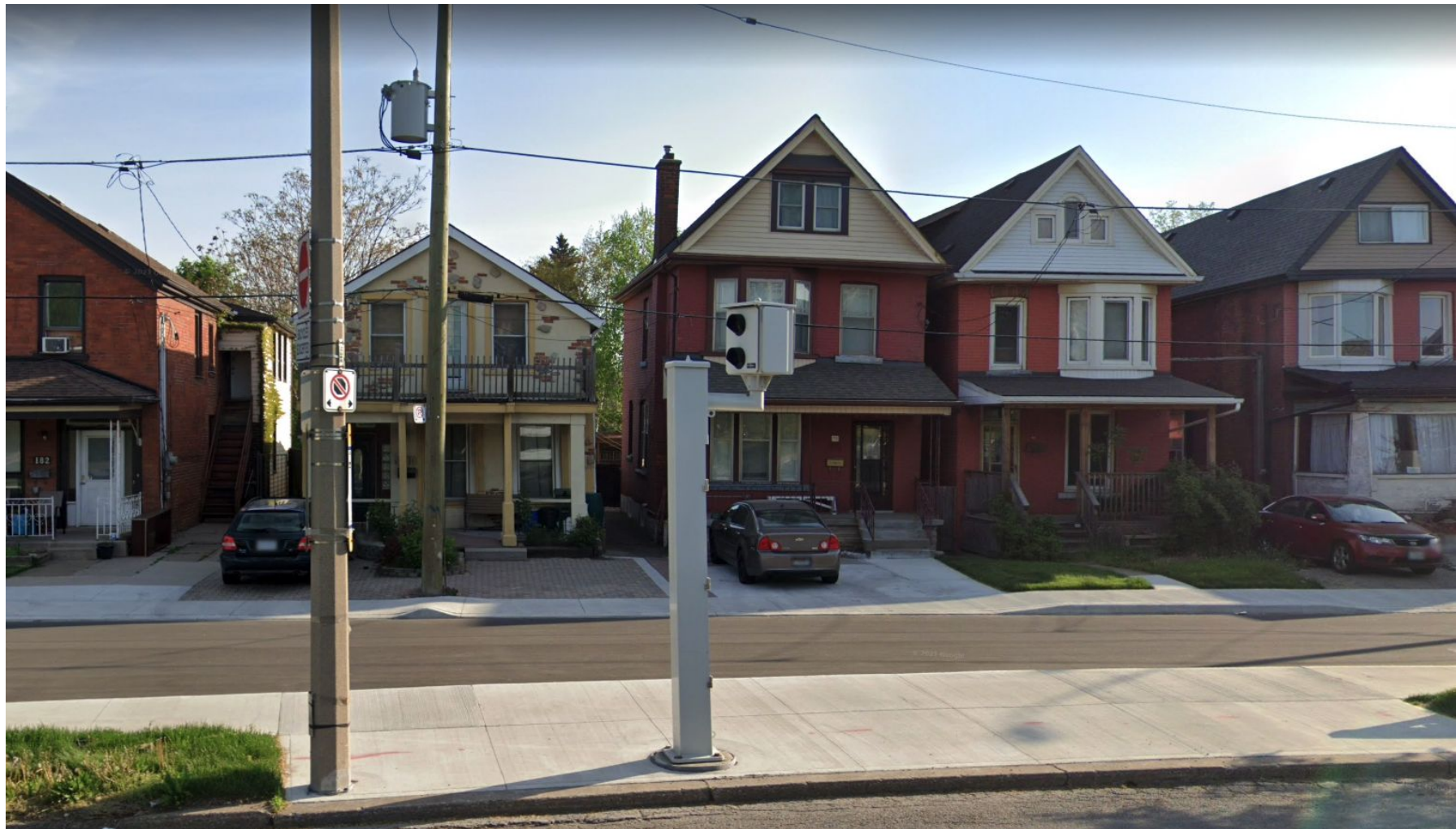
Vulnerable road users and communities

"The time of day restriction in urban areas was proposed as a measure **to improve the quality of life for residents living along the goods movement corridors. However,** the widespread implementation of overnight restrictions on nearly all urban routes would **cause significant issues for truck deliveries** outside of the permitted hours. The draft recommended TRN was developed based on the **balanced network philosophy** and the above-listed implementation strategies, which was presented to the public and stakeholder groups through the second engagement phase." - page 15 of PED19073(b)









Vulnerable road users and communities

6.2.1 Goal: Safety

Complete-Liveable-Better (CLB) Streets

The City's new CLB policy calls for roads to support all road users, including goods vehicles, cyclists and pedestrians. However, current CLB guidelines do not provide the specific guidance for heavy truck volumes that would be needed for trucks and other road users to coexist more safely.

8. Ensure that CLB guidelines account for truck mobility appropriately to different environments and truck contexts (e.g. major truck routes, minor truck routes), with safety for all road users as the top priority.



Vulnerable road users and communities

Vulnerable Road Users

Collisions involving trucks tend to result in more serious injuries, posing risks to vulnerable road users.

9. Lower the speed limits on selected segments of the truck route network that are adjacent to sensitive land uses where the risk of collisions with vulnerable road users is considered to be high.

Complementary Policies:


- Initiate a safety and awareness campaign for vulnerable road users on how to travel safely around large vehicles.
- Work with the goods movement industry on new technologies that can help reduce risks to all travellers.



Vulnerable road users and communities

6.2.2 Goal: Equity

Vulnerable Neighbourhoods



There is an opportunity to make the impact of truck traffic on vulnerable neighbourhoods more equitable.

Complementary Policies:

- Introduce a standard Truck Operation Monitoring Framework as part of the development application approval process for industries that:
 - a) are major freight generators that rely on trucking; and
 - b) may adversely impact the nearby residential community or sensitive lands.

The Framework would require criteria, thresholds or guidelines to establish what types of industries would be subject to the requirement.

There's already a solution

- Highway 403
- Eastport Drive
- Queen Elizabeth Way
- Burlington Skyway
- Red Hill Valley Parkway
- Lincoln M. Alexander Parkway

