

Final Report Analysis

Hamilton Truck Route Master Plan Update

March 26, 2019

- Terms of Reference presented to the Truck Route Subcommittee
- Councillor Farr moves to dedicate \$100,000 of red light camera funding be directed at enhanced public engagement to help inform the final report back to the Truck Route Sub-Committee
- Councillor Wilson speaks to the necessity for the process to follow The City's Vision statement and Vision Zero goals

April 1, 2019

Terms of Reference
Amendment unanimously
passed at Public Works

- (i) *That the terms of reference for the Truck Route Master Plan review be revised to include reference to the City of Hamilton's vision statement and the goal of Vision Zero;*
- (ii) *That the City's vision statement – to be the best place to raise a child and age successfully – and the goal of Vision Zero be set out at the start of the terms of reference; and,*
- (iii) *That the City's vision statement and Vision Zero action plan guide the objectives and principles of the Truck Route Master Plan;*

November 1, 2019

IBI Presents the plan for creating the Truck Route Master Plan with priorities that follow the visions.



Preliminary Evaluation Criteria Categories



Environment & Public Health



Social Equity



Land Use & Community Destinations



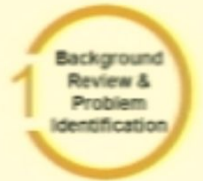
Multi-Modal Network Integration



Roadway Safety & Attributes



Economic Influences



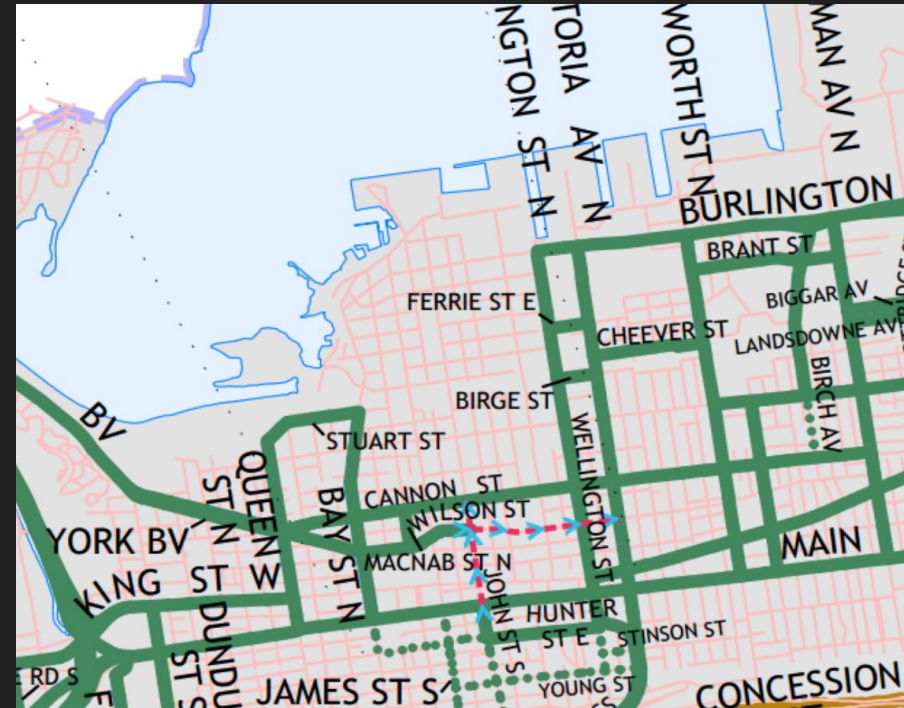
Nov 1, 2019

to

Nov 29, 2021

Two years of consultations and process patiently waited out

- Where we started



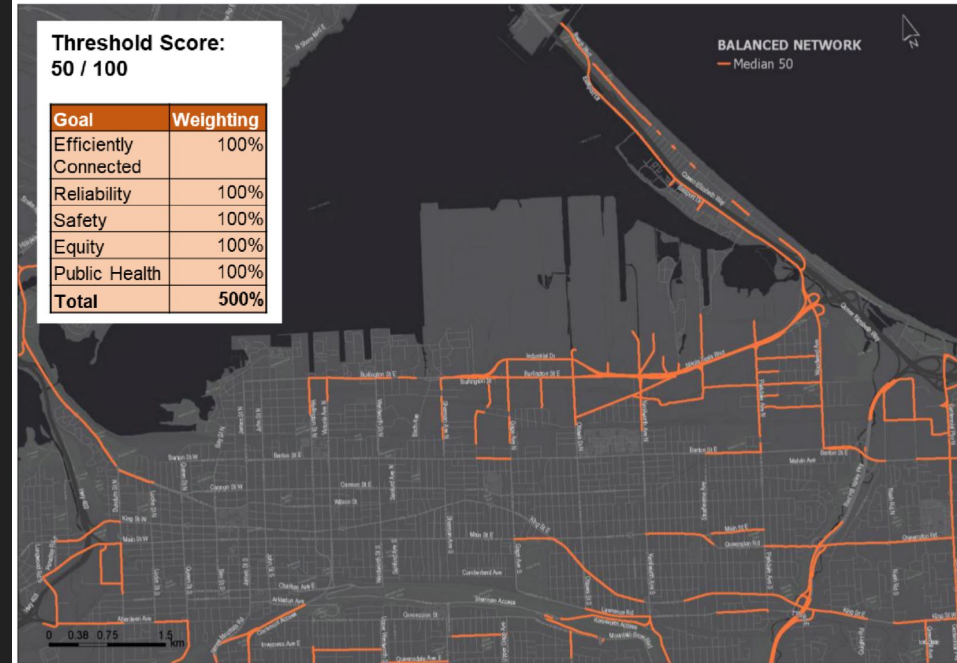
Nov 1, 2019

to

Nov 29, 2021

Two years of consultations and process patiently waited out

Exhibit 4.5: “Balanced” Network Philosophy – Road Segments Scoring Above 50



- The data-driven “balanced” network

Nov 1, 2019

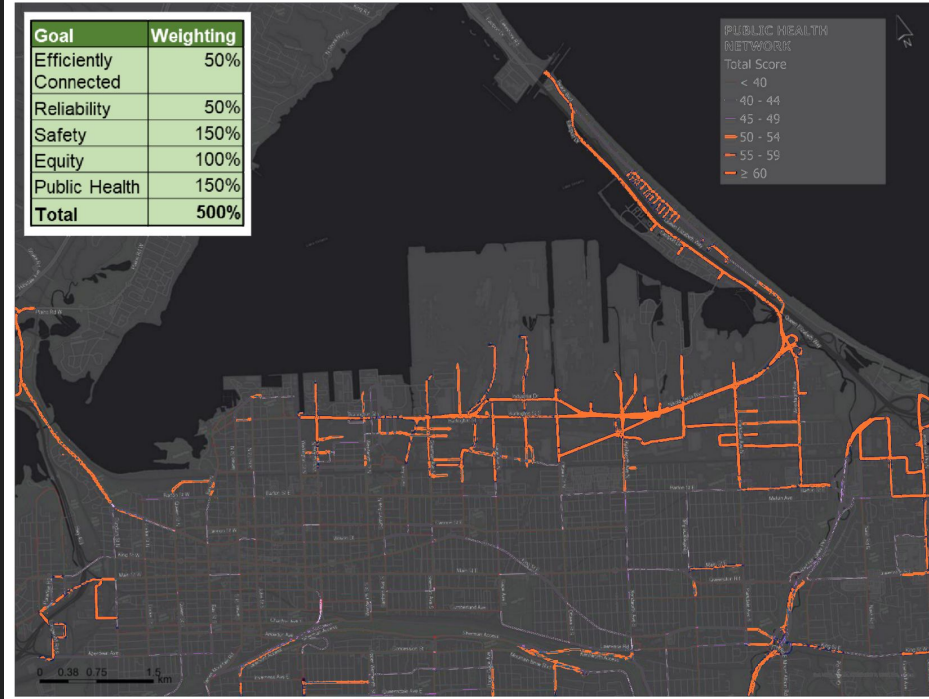
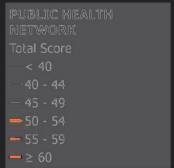
to

Nov 29, 2021

Two years of consultations and process patiently waited out

Exhibit 4.8: “Public Health” Network Philosophy Scoring

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



- Data-driven “public health” network

I had to create this map how is it possible it was not in the report?

Nov 1, 2019

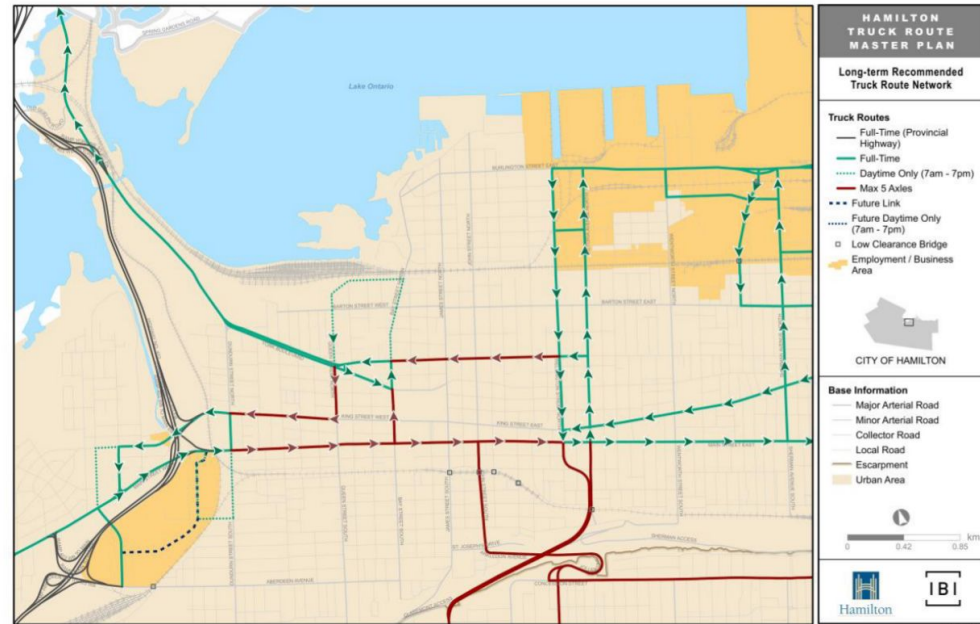
to

Nov 29, 2021

Two years of consultations and process patiently waited out

- The outcome includes many streets not in the data driven results

Exhibit 4.21: Recommended Truck Route Network: Downtown Hamilton (West)



What Happened?

- The most problematic routes are still in the plan. Why?

Right Here!

>>>>>>>>>>>>>>>>

1.3.2 Stage 2: Policy Review and Development

The objective of this stage is to propose policies and actions to ensure that the updated TRMP is integrated with other City policies, while accounting for emerging technologies and trends. The approach is to conduct a focused review of best practices and interviews to identify potential policies and actions, assess their applicability to City of Hamilton, and determine the underlying factors and next steps that are necessary to achieve a successful implementation in the City.

1.3.3 Stage 3: Development of Alternative Solutions and Evaluations

In Stage 3, alternative solutions were developed and evaluated. The network alternatives placed more emphasis or less emphasis on various planning criteria.

Although the tested alternatives were themed to specific objectives of the truck route network strategic vision, they needed to meet basic levels of connectivity and continuity to allow for intuitive routing options and to prevent major operational complications. Therefore, only those that represent a rational truck route network were brought forward for formal evaluation.

The TRMP Study Update report is intended to document all study analysis, findings, and recommendations, as well as the consultation/engagement activity findings. The report includes all policy recommendations, all network improvements and their associated priorities, and the finalized truck route network.

Although the tested alternatives were themed to specific objectives of the truck route network strategic vision, they needed to meet basic levels of connectivity and continuity to allow for intuitive routing options and to prevent major operational complications. Therefore, only those that represent a rational truck route network were brought forward for formal evaluation.

“Themed”

“Connectivity” - “Continuity” - “Intuitive Routing” - “Operational Complications”

“Rational” - Dictated by logic. But whose logic?

The Final Report

- The outcomes in the final report are incompatible with the terms of reference as amended April 1, 2019.
- Industrial trucks placed on multi-modal streets and through designated hospital and school safety zones are unacceptable in a Vision Zero city, **no matter how many axles they have or what time of day it is.** Trucks of any size should be using Nikola Tesla and the ring highways.
- Allowing for exceptions is incompatible with the democratic process. **Who has the power to decide what exceptions are granted?**

Case Study - P&G Milling

Tandem grain trucks have perhaps the greatest negative impact on the community. These are the trucks that are targeted by the consultant, possibly in an attempt to nudge toward public safety by implementing axle limitations.



Case Study - P&G Milling

P&G has already written with an intent to apply for exceptions:

All of P&H's flour trucks, save one, have more than 5 axles. This means that essentially all flour deliveries are affected by the 5 axle limitation. This limitation will also mean that certain areas within the City where flour customers are located, or may be located, will simply not be accessible. Grain trucks almost invariably have more than 5 axles, and are not P&H owned and operated vehicles; P&H has no control over grain trucking. Essentially all grain trucking will be directly affected by the proposed 5 axle limitation, resulting in the economic costs noted in the Report, and potentially putting Pier 10 at a competitive disadvantage.

The Report notes at page 64 that, as a result of the impact set out in Exhibit 5.4, "special truck travel permits may be provided for selected businesses who may be especially impacted by these additional restrictions." Given P&H's location, there is no question that P&H is one of those businesses that will be "especially impacted." Accordingly, if the TOM Division is directed to prepare an amendment to the City of Hamilton Traffic By-law 01-215 in accordance with Recommendation (d) of the staff report, P&H urges that the By-law amendment incorporate the proposed wording set out on page 68 of the Report. On page 68, the proposed amendment to the Traffic By-law includes a provision exempting vehicles operating under a special permit from the prohibition on "large heavy vehicles" otherwise applicable.

Case Study - P&G Milling

The maximum worst case impact of following Nikola Tesla is **eight minutes**

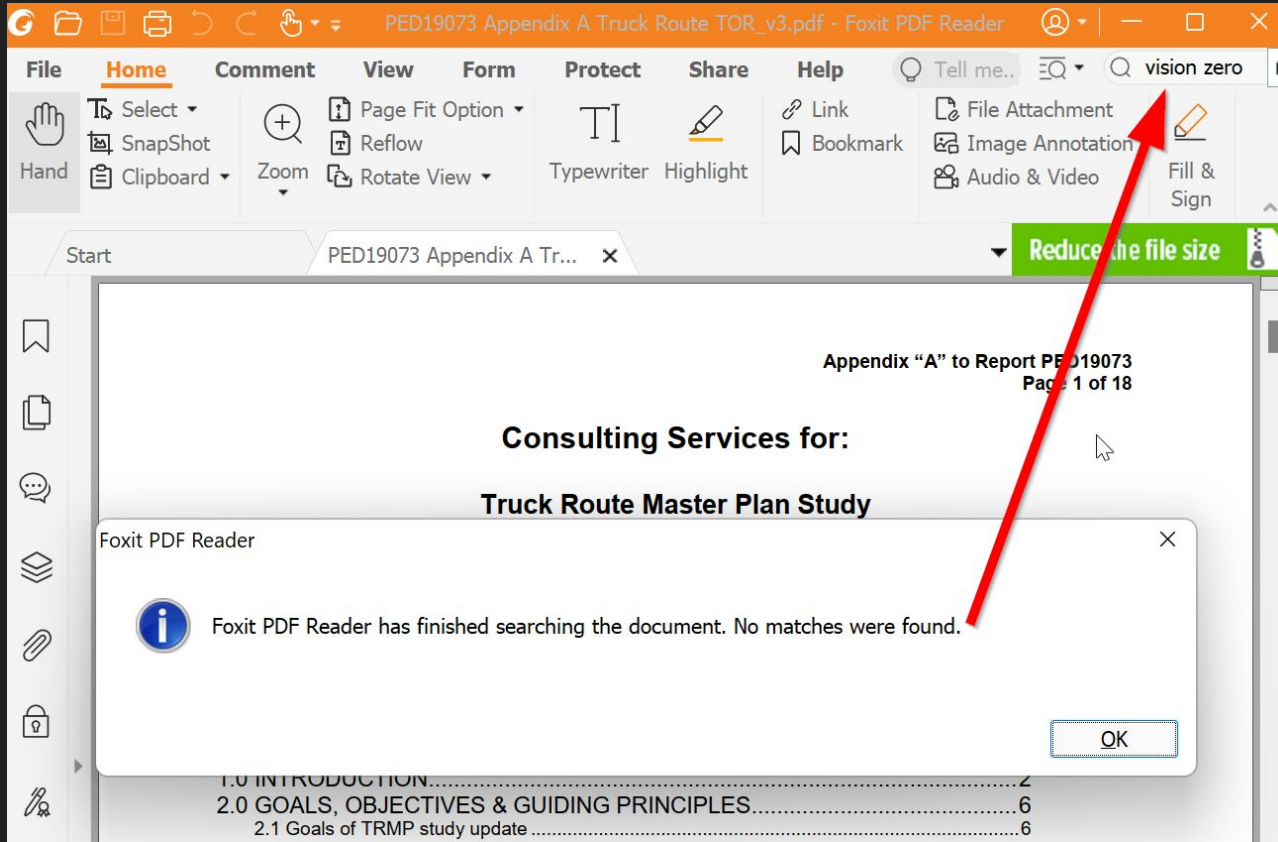
Exhibit 5.4: Travel Time Comparison: Downtown vs. Outer City Routing

Access From	Common Origin Point	Destination	Route	Trip Length (km)	Mid-Day Trip Time (min)	Marginal Cost/Trip (Length)*	Marginal Cost/Trip (Time)**	Fuel Consumed (Litres / trip)	GHG Emissions (kg)
North (GTA)									
Current routing:	Hwy 401 / Hwy 427 (Etobicoke)	Wellington St. / Burlington St.	Hwy 427 / 403 / York / Wilson (Cannon) / Victoria (Wellington)	61.70	45.00	\$69.72	\$53.82	23.70	63.71
Potential alternate routing:	Hwy 401 / Hwy 427 (Etobicoke)	Wellington St. / Burlington St.	Hwy 427 / QEW / Nikola Tesla / Burlington	62.50	41.00	\$70.63	\$49.04	24.01	64.54
Difference:				0.80	-4.00	\$0.91	-4.78	0.31	0.83
West (London/Windsor)									
Current routing:	Hwy 403 / Hwy 401 (Woodstock)	Wellington St. / Burlington St.	HWY 403 / Main (King) / Victoria (Wellington)	76.50	53.00	\$86.45	\$63.39	29.39	79.00
Potential alternate routing:	Hwy 403 / Hwy 401 (Woodstock)	Wellington St. / Burlington St.	Lincoln Alexander / QEW / Nikola Tesla / Burlington	93.80	61.00	\$105.99	\$72.96	36.04	96.86
Difference:				17.30	8.00	\$19.55	\$9.57	6.65	17.86
Northwest (Guelph/Kitchener)									
Current routing:	Hwy 6 / Hwy 7 (Guelph)	Wellington St. / Burlington St.	HWY 403 / York / Wilson (Canon) / Victoria (Wellington)	55.30	50.00	\$62.49	\$59.80	21.24	57.11
Potential alternate routing:	Hwy 6 / Hwy 7 (Guelph)	Wellington St. / Burlington St.	QEW / Nikola Tesla / Burlington	70.00	57.00	\$79.10	\$68.17	26.89	72.29
Difference:				14.70	7.00	\$16.61	\$8.37	5.65	15.18

Possible Questions for Staff and Consultant

- **Were the Terms of Reference amended as required by the unanimous motion of April 1, 2019?**

The ToR on The City's site do not reference these visions



Possible Questions for Staff and Consultant

- Were the Terms of Reference amended as required by the unanimous motion of April 1, 2019?
- **Did The City's vision statement and Vision Zero action plan truly guide the objectives and principles of the Truck Route Master Plan?**

The wording includes these visions but the outcomes don't

1. There is a need for a continuous network that connects employment areas and intermodal hubs, within Hamilton, and links them to markets beyond the City. An efficient network will minimize the need for enforcement. It will also remove trucks from local roadways to freeways and parkways, whenever possible, and will be adaptable to changing conditions (Principles 2 to 7);
2. Truck route designations need to comply with the functional road class policies in the UOHP, and RHOP (Principle 7); and
3. The environment, public health, sensitive receptors and vulnerable road users/Vision Zero also need to be central to the evaluation to minimize community impacts (Principles 1, 2 and 6).

Possible Questions for Staff and Consultant

- Were the Terms of Reference amended as required by the unanimous motion of April 1, 2019?
- Did The City's vision statement and Vision Zero action plan truly guide the objectives and principles of the Truck Route Master Plan?
- **How has staff demonstrated that this final report is acceptable according to the community impact spirit encapsulated in the Terms of Reference outlined in 2019?**

What is the top priority in this vision?

The vision statement for the City of Hamilton's truck route network was refined over the course of the study based on stakeholder and public feedback to its current wording:

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*.

Economic priorities are top-lined throughout

3.2 Key Issues, Challenges and Opportunities

While trucks provide essential and consumer goods, support local businesses and support services that contribute to community and individual quality of life, the movement of trucks poses a number of challenges as well. Key issues, challenges and opportunities identified through the background review, problem identification, and stakeholder engagement process include the following, which are discussed in turn in the sub-sections below:

- Connecting Key Employment Areas;
- Environment and Climate Change;
- Truck Route Non-Compliance and Enforcement Needs;
- Safety for Vulnerable Road Users;
- Impacts on Nearby Sensitive Land Uses;
- Noise and Vibrations;
- Air Quality Impacts;
- On-Road Truck Parking and Idling Issues;
- Road Maintenance Impacts;
- Rural Issues;
- Hamilton Light Rail Transit;
- Social Equity; and
- Emerging Technologies.



Economic priorities are top-lined throughout



- Balanced – all criteria/goals are weighted equally;
- Goods Movement Mobility-Focused – a greater focus on goals/criteria that relate to moving goods;
- Community Resiliency-Focused; and
- Public Health-Focused.

Economic priorities are top-lined throughout

6.	Supporting Policies	69
6.1	Pillar: Economic Prosperity	69
6.2	Pillar: Community Liveability	74
6.3	Pillar: Environmental and Public Health	75

Economic priorities are top-lined throughout

There are no community impact factors listed at all in the “form a draft network” process.

4.1.3 Step 3: Form a Draft Truck Route Network

Acknowledging that the criteria and indicators available for the Step 2 assessment are not exhaustive and they do not consider all of the information and knowledge available to the process, Step 3 involves a strategic, manual further assessment of the network. Through this exercise, additional links are carried forward to ensure that the network has the following key connections, using the higher-scoring of alternative links when available:

- Access between the nearest provincial freeway and the Hamilton Port as well as the Hamilton International Airport;
- Sufficient connectivity for designated employment areas;
- Sufficient connectivity for aggregate facilities; and/or
- Direct connection with intra-city and inter-regional routes and adjacent truck route systems.

This effort provides a base network which will be advanced to Step 4. This step focuses on the following study principles:

- Enable goods to be transported economically.
- Specify routes clearly and intuitively to minimize the need for Police enforcement.
- Maintain route connectivity and continuity to provide reliable routes.
- Create routes that optimize the use of higher-quality road facilities, and to match the relationship of trucks to road category and roadway configuration.

Possible Questions for Staff and Consultant

- Were the Terms of Reference amended as required by the unanimous motion of April 1, 2019?
- Did The City's vision statement and Vision Zero action plan truly guide the objectives and principles of the Truck Route Master Plan?
- How has staff demonstrated that this final report is acceptable according to the community impact spirit encapsulated in the Terms of Reference outlined in 2019?
- **Did the enormous public outreach effort (with extra \$100,000 budget) actually translate into an outcome that puts the community engagement results first?**

- Were these meetings guided by Vision Zero and the City's vision statement?
- It's clear from the feedback that the public wants **trucks on as few streets as possible.**

The following lists the stakeholder meetings that took place over the course of this study:

- City of Hamilton Truck Route Subcommittee (November 1, 2019);
- Ministry of Transportation and Adjacent Municipalities (January 8, 2020);
- Technical Advisory Committee (February 13, 2020);
- Business Community and Goods Movement Industry (March 17, 2020);
- Goods Movement Community (July 14, 2020);
- Technical Advisory Committee (October 20, 2020);
- Technical Advisory Committee (March 1, 2021);
- Technical Advisory Committee (April 28, 2021);
- Ministry of Transportation and Adjacent Municipalities (June 9, 2021);
- Business Community and Goods Movement Industry (June 11, 2021); and
- Goods Movement Community (June 16, 2021);

Public engagement activities included the following:

- Truck Advisory Focus Group meeting (March 10, 2020);
- Virtual Public Information Centre (September 2, 2020);
- Truck Advisory Focus Group (May 31, 2021); and
- Virtual Public Information Centre (June 24, 2021).



Possible Questions for Staff and Consultant

- Were the Terms of Reference amended as required by the unanimous motion of April 1, 2019?
- Did The City's vision statement and Vision Zero action plan truly guide the objectives and principles of the Truck Route Master Plan?
- How has staff demonstrated that this final report is acceptable according to the community impact spirit encapsulated in the Terms of Reference outlined in 2019?
- Did the enormous public outreach effort (with extra \$100,000 budget) actually translate into an outcome that puts the community engagement results first?

How is it possible these health impacts were set aside to save 8 minutes?