

Truck Route Network Monitoring & Evaluation Framework

Truck Route Sub-Committee
January 10, 2025



Truck Route Sub-Committee Recommendations, September 13, 2022

Truck Route Master Plan Update (PED19073(d)) (City Wide)

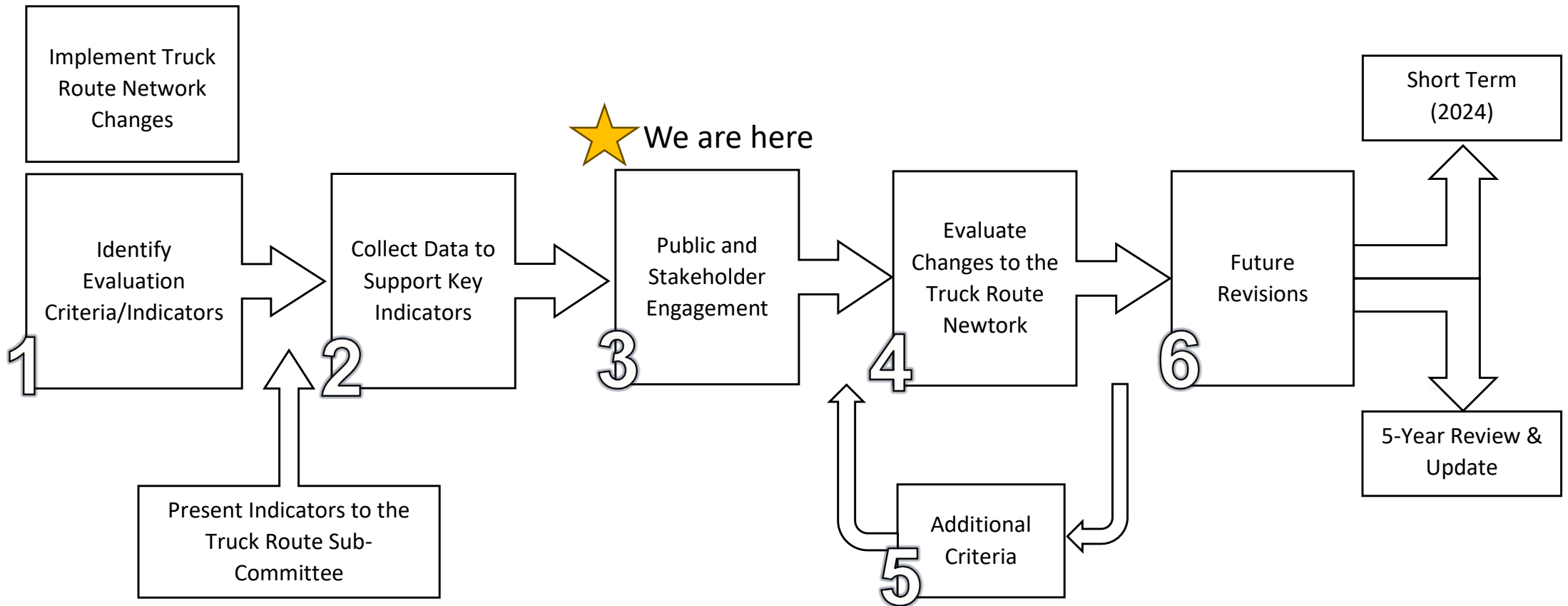
That staff be directed to operationalize the truck route network evaluation framework including all required data collection, public and stakeholder engagement and analysis commencing in early 2023 and through 2023/2024 and report back to the Truck Route Sub-Committee by no later than Q4 2024.

General Issues Committee Recommendations, May 15, 2024

Goods Movement Strategy (PED24049) (City Wide)

- (c) That staff be directed, as part of the in-progress Truck Route Network Monitoring and Evaluation actioned by Report PED19073, to report back to the Truck Route Sub-Committee on potential updates and/or modifications to the 32 Actions identified in the Goods Movement Strategy in order to explicitly address concerns and opportunities related to term of council priorities, including equity, public health, roadway safety, impacts of continued road expansion; and urgency around the City's declared climate crisis.

Truck Route Network Monitoring and Evaluation Framework



Community
Liveability

Economic
Prosperity

Environmental
and Public
Health

Monitoring and Evaluation Framework

Community Liveability – Truck Volume Data

Location	Truck Type	Percentage Change**
Wellington Street***	Five axels or more*	- 86.0%
	Four axels or less	- 44.2%
Victoria Avenue***	Five axels or more*	- 47.8%
	Four axels or less	- 14.9%
Upper James Street	Five axels or more*	+ 4.0%
	Four axels or less	- 2.1%
Centennial Parkway	Five axels or more*	- 15.4%
	Four axels or less	- 17.4%
Rymal Road***	Five axels or more*	+ 17.3%
	Four axels or less	+ 13.0%
Lincoln Alexander Parkway	Five axels or more*	+ 68.6%
	Four axels or less	+ 16.6%
Red Hill Valley Parkway	Five axels or more*	+ 87.5%
	Four axels or less	- 31.7%

* Includes articulated Hamilton Street Railway buses.

** Calculated based on truck volume not percent of total volume.

*** Count location is different but is representative of the expected volume change due to network modifications.

Community Liveability – Collision and Enforcement Data

Collisions

- Between 2019-2022 there was a total 148 collisions involving trucks, including three (3) with pedestrians and cyclists.
- No fatalities occurred during this period.
- Post-implementation collision data is not available until 2025.

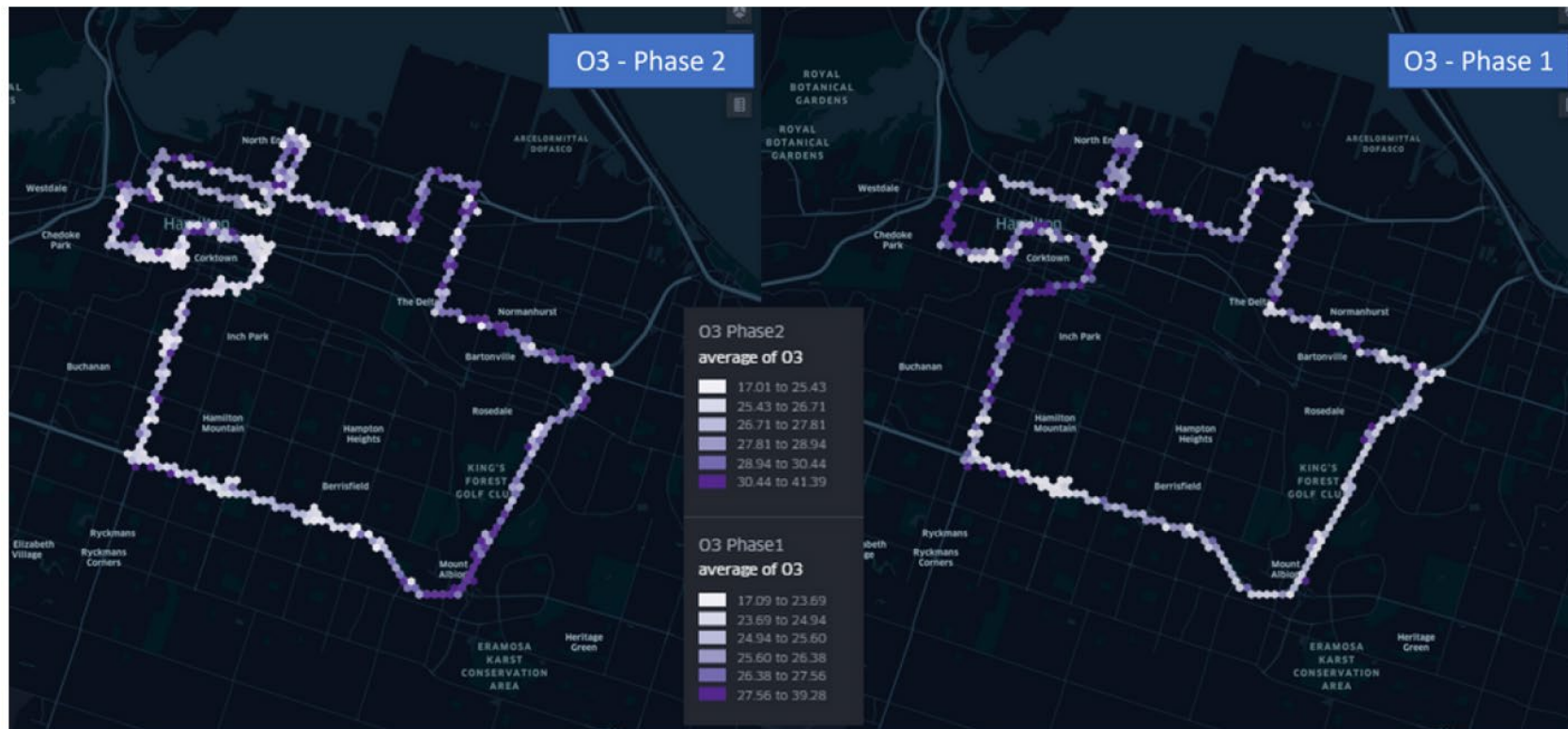
Enforcement

- Approximately 300 charges relating to the Truck Route By-law (as of end of October).
- Approximately 597 Commercial Motor Vehicles, taken 179 (or 30 percent) out-of-service.
- Issued approximately 2,073 charges in relation to Commercial Motor Vehicles.



Public and Environmental Health – Air Quality

- There was an increase in the ambient Sulfur Dioxide levels recorded in Phase 2 when compared to Phase 1 across the entire route.
- Nitrogen Dioxide, Carbon Monoxide, Ozone, and Particulate Matter had relatively similar hourly average levels in both Phase 1 and Phase 2. There is a spatial shift in locations with higher concentration levels of Carbon Monoxide and Ozone towards the Red Hill Valley and Lincoln Alexander Parkways in Phase 2.

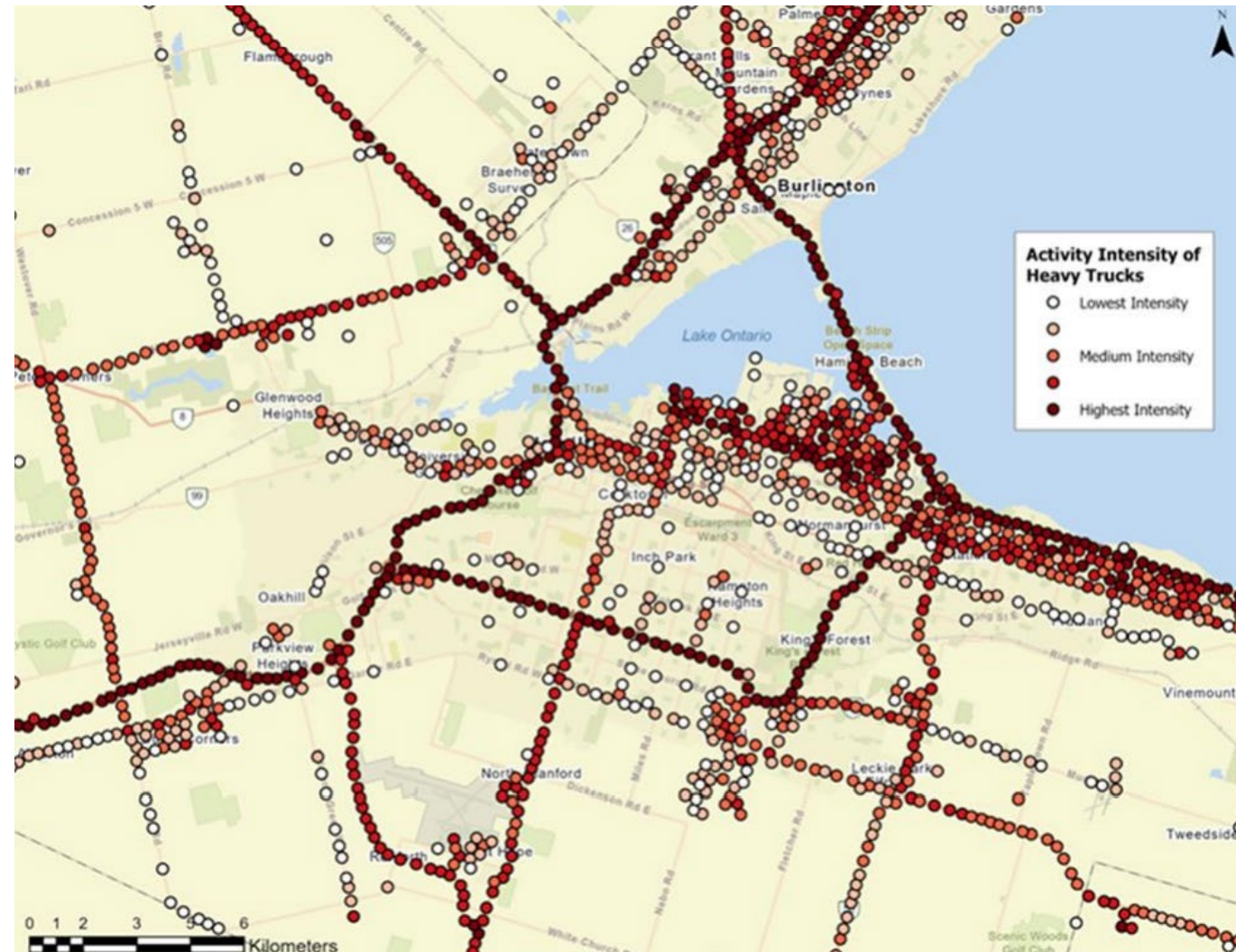


Public and Environmental Health – Noise Data

Location	Percent Change between January 2023 / January 2024
King Street	+7.8%
Main Street	+7.7%
Victoria Avenue	+9.7%
Centennial Parkway South	+11.1%
Upper James (Twenty Road)	+10.0%
Nikola Tesla Parkway/Burlington Street (Woodward Overpass)	+22.7%
Garner Road (Miller Drive)	+35.2%
Rymal Road East (Upper Ottawa)	+11.7%
Rymal Road East (Trinity Church Road)	+11.5%
Lincoln Alexander Parkway (Limeridge-Upper Gage)	+7.9%
Lincoln Alexander Parkway (Cranbrook-Upper Paradise)	+8.1%
Red Hill Valley Parkway (Barton Overpass)	+4.5%
Red Hill Valley Parkway (Hixon Road)	+7.7%
Red Hill Valley Parkway (Pritchard Road)	+9.2%

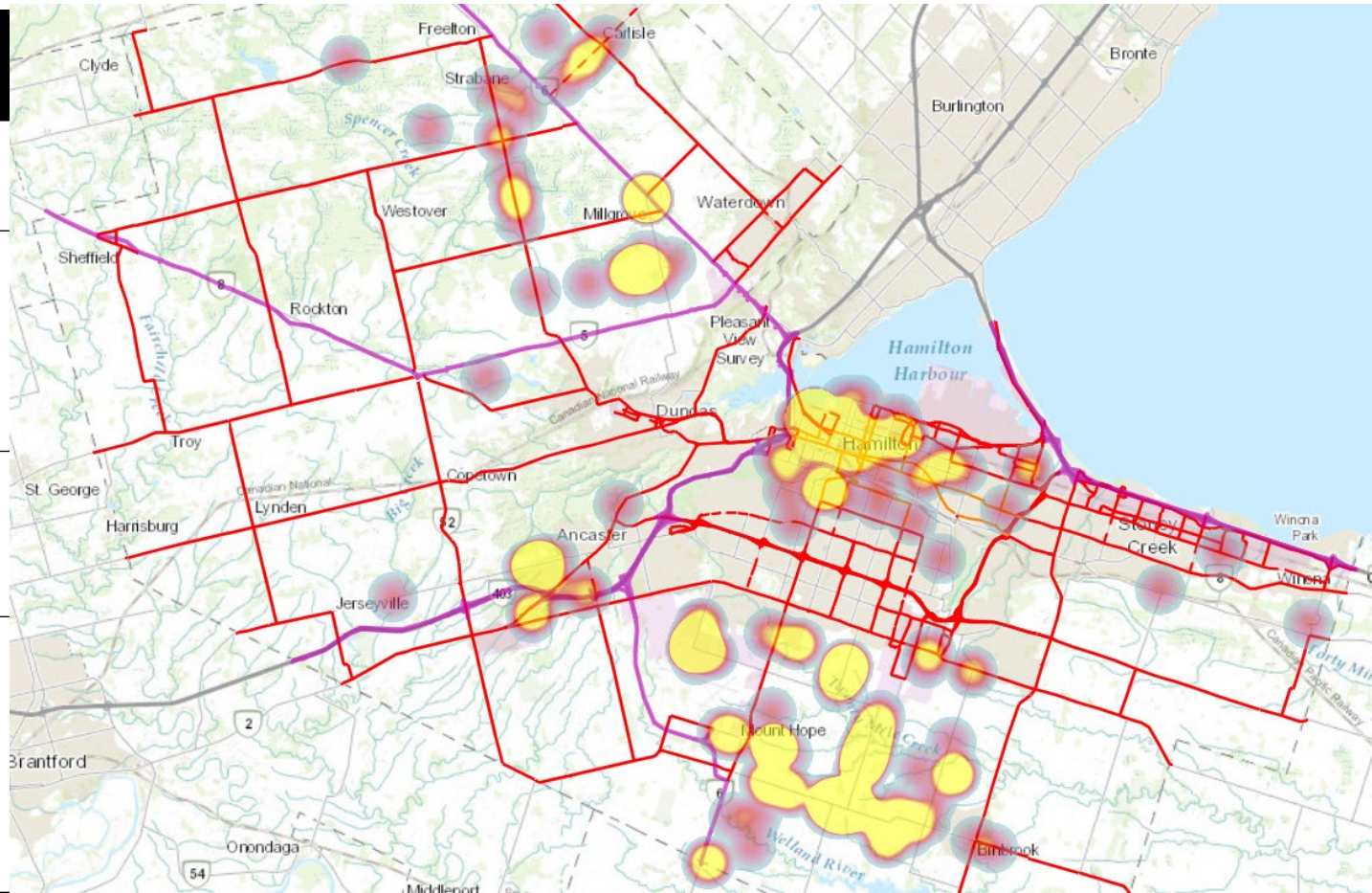
Economic Prosperity – Goods Movement Data

- Highest intensity of activity clusters occurring at designated employment areas, along Burlington Street, the parkways, and along Provincial Highway Network
- Vessel activity at the Hamilton-Oshawa Port Authority continues to grow, with a 9% increase between 2022 and 2023.
- More than half of the weekly truck flow volumes are to/from the Greater Toronto-Hamilton Area
- Potential Goods Movement Strategy Action Plan Modifications / Updates:
 - Inclusion of broader community partnerships aimed at continuously improving equity and sustainable goods movement practices through information sharing and opportunities for collaboration.



Public Engagement

Concern / Issue	Percent of comments*	Number
Trucks on non-designated routes	62%	935
Driver behaviour / road safety (includes speeding / rolling stop / ability to turn etc.)	29%	437
Trucks with five or more axels on a non-designated route	8%	116
Trucks not following time of day restrictions on designated route (includes non-designated routes)	1%	11



* As of end of October

Successes

Successes	
Impact	Opportunity / Action:
Decrease in trucks five axels or more along Wellington Street and Victoria Avenue	Continue to monitor and evaluate compliance of trucks that are greater than five axels
Increase in truck volumes on the Red Hill Valley and Lincoln Alexander Parkways, consistent with the adopted ring road network concept	Continue to advance planning for capacity improvements on the Lincoln Alexander Parkway and Red Hill Valley Parkway per previous Council Direction
Online reporting tool effective in visualizing community problem areas	Identification of some problem areas for further investigation and interventions
Enforcement has improved and tickets have been issued to improve compliance and overall road safety of commercial vehicles	Work with Hamilton Police Services to improve reporting information such as breakdown of locations where tickets have been issued

Challenges / Opportunities

Challenges	
Impact	Opportunity / Action:
On-line tools do not provide additional positive guidance based on Hamilton's truck route network	<ul style="list-style-type: none"> ○ Investigate opportunities to integrate Hamilton's truck route network into the Ministry of Transportation's Ontario 511 application. ○ Continue to advocate for the integration of the truck route network into mapping platforms such as Google and Apple maps.
Construction Projects	<ul style="list-style-type: none"> ○ Improve coordination, communications, as well as construction management and detour plans around road construction projects that occur on truck routes. ○ Improve the coordination of growth-related and development-specific construction projects.
Road Network Improvements	<ul style="list-style-type: none"> ○ Continue to advance key road infrastructure projects as identified in the City-wide Transportation Master Plan and Airport Area Growth District Master Plan ○ Advance studies to provide network redundancy in the former Glanbrook area.
Enforcement	<ul style="list-style-type: none"> ○ Identify capital projects to achieve enforcement through design. ○ Through advancing road infrastructure projects, enforcement resources may be allocated to other locations.

Thank you!

