



# City of Hamilton Truck Route Master Plan Study Public Information Centre #1

## Meeting Summary

Tuesday, May 27, 2008  
7:00 – 8:30 p.m.  
Traffic Operations Centre  
1375 Upper Ottawa Street  
Hamilton, Ontario

September, 2008



This Public Information Centre (PIC) summary report was prepared by Lura Consulting. Lura is providing third-party facilitation services as part of the City of Hamilton's Truck Route Master Plan Study. This summary captures the key discussion points raised during the PIC. It is not intended as a verbatim transcript of comments received. If you have any questions or comments regarding the summary, please contact either:

**Gary Kirchknopf, C.E.T.**  
Senior Project Manager  
Traffic Planning & Community Services  
Public Works Department  
Operations & Maintenance Division  
77 James Street North, Suite 320  
Phone: 905 546-2424 ext. 7217  
[gkirchkn@hamilton.ca](mailto:gkirchkn@hamilton.ca)

OR

**Jean-Louis Gaudet**  
Consultant  
Lura Consulting  
Phone: 905-527-0754  
Fax: 905-528-4179  
[jgaudet@lura.ca](mailto:jgaudet@lura.ca)



PUBLIC WORKS DEPARTMENT  
**Operations & Maintenance Division**  
**Traffic Planning & Community Services**





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## **1 About the Public Information Centre**

The first Public Information Centre (PIC) for the City of Hamilton's Truck Route Master Plan Study took place on Tuesday, May 27, 2008. The City hosted the PIC as an orientation for the public to the project. Specifically, the purpose of the meeting was three-fold:

1. To introduce the public to the project;
2. To discuss the desired future for the efficient movement of goods through Hamilton (i.e., the community vision); and
3. To identify current issues and opportunities.

Seventeen members of the public attended the event, which was held at the City of Hamilton Traffic Operations Centre at 1375 Upper Ottawa Street, Hamilton. Representatives from the project team (including both City staff and the consulting team), the Ward 1 council office, and Councillor David Mitchell from Ward 2 also attended the PIC.

This report provides a summary of the meeting.

## **2 Format of the PIC**

The PIC was held in an open house format and ran from 7:00 pm to 8:30 pm. Open House participants were invited to read a series of display panels that presented an overview of the study, including the study purpose and objectives, the workplan and schedule, and contact information for the study team. A copy of the display panels is provided in Appendix A.

Participants were provided with a comment sheet to record their feedback. They were asked what they would like to see incorporated into a future truck route strategy and what they felt are the most important issues, challenges and opportunities with developing truck routes in and through Hamilton. A copy of the comment form is provided in Appendix B.

City staff and members of the project team were available to discuss the project with the PIC participants. Maps were provided for participants to note issues or areas of concern and provide route suggestions.

A total of five comment forms were submitted. This report summarizes the feedback received through the comment forms and the discussions participants had with the project team members.

## **3 Summary of Feedback Received**

### **3.1 Ideas or Aspects to include in a Truck Route Strategy**

Suggestions for what should be included in a Truck Route strategy included:

- Banning of large trucks in downtown core, and avoid residential neighbourhoods;
- Encouragement of the use of appropriate routes;
- Cooperation between stakeholders, including truck drivers, citizens, and the City;
- Less use of engine brakes;

- Improved road conditions, including good pavement;
- Efficient routing and operations (e.g., a minimum number of stop lights);
- “Local Delivery Only” areas;
- Consideration of:
  - Oil depletion;
  - Better uses of rail transport (e.g., which containers might be better transferred by rail);
  - How the make-up of existing roads will stand up to truck traffic;
  - The quality of life for residents;
  - Safety issues regarding trucking through agricultural areas (e.g., animals); and
- Restriction of trucks to main 2-lane or 4-lane highways

In addition to the above comments, participants also provided suggestions on where trucks should be prohibited and truck routes should be located. Suggestions on where trucking should be restricted included:

- Stone Church Road east of Upper James (cuts through residential areas between Upper James and Upper Wellington, and separates the park from residents to the North);
- The downtown core (Victoria to Dundurn, and Barton to Main);
- Birch Avenue (since the steel mill is closed);
- Ottawa Street, between Main and Barton;
- Barton Street, between Victoria and Sherman; and
- Nelson Road.

One participant presented the study team with a petition that would be circulated if Stone Church Road is considered for a trucking route. The participant noted that the petition was drawn up in September 2007, but its circulation was postponed when the petitioners learned of the truck route study. The petition is currently on hold until the City decides on its plans for Stone Church Road.

Routes that were said to more appropriate for trucks included:

- Rymal Road;
- Lincoln Alexander Parkway;
- Red Hill Expressway;
- Only use one or two streets in the downtown core, such as York and Victoria;
- King Street west and Main Street West (in Ward 1); and
- York and Dundurn (in Ward 1).

With respect to garbage trucks, it was suggested that they should not be using the Centennial Parkway between Queenston Road and King Street when travelling from the transfer station to the landfill. It was suggested that smaller garbage trucks either bypass the transfer station and go directly to the landfill or, if that is not feasible, travel along the Red Hill Valley Parkway and Mud Street when going between the transfer station and the landfill.

### 3.2 Issues and Challenges

Noted issues and challenges included:

- Fuel consumption, air quality and pollution - longer truck routes result in more fuel consumed, and frequent delays and stops result in greater pollution;
- Educating truckers on the impacts of trucking on nearby residents;
- Stakeholders working cooperatively;
- Safety concerns of the general public and residents who live on truck routes:
  - It is difficult to cross Stone Church Road East;
  - There is a need to consider the safety of children at home and around schools (suggestion to review pedestrian traffic fatalities);
- Truck traffic nuisances e.g. noise, vibrations (vibrations are an issue for houses on Main Street; consider the impact of trucking nuisances on schools and students who are trying to learn);
- Minimizing the interference of trucking with local traffic along truck routes (e.g., the ability to exit driveways);
- Encouraging the use of alternative routes;
- Management of truck route traffic, in particular trucks travelling to and from the airport employment lands and when the 403 is clogged;
- Affect of truck routes on school bus routes;
- Road operations, including sidewalks, lights, and the width of roads; and
- The large number of garbage trucks that travel from the transfer station up Centennial Parkway to the landfill.

There were also a number of comments that were specific to signage, which included:

- There is no signage at Upper James Street and Stone Church Road;
- More signage prohibiting trucks (e.g., the image of the truck struck out by a red bar) is required;
- Permanent signage is needed on the QEW to replace the current portable signage; and
- Use destination-based truck route signage, e.g., truck route signage that indicates routes to Toronto, London, or other areas.

### 3.3 Opportunities

Identified opportunities to help create truck routes in and through Hamilton included:

- Garbage transfer station at Kenora Avenue (allow smaller trucks to go directly to the landfill instead of transfer station);
- Use of Red Hill Valley Parkway, and promotion that it is open;
- People who care about their neighbourhood and who will provide input;
- Access to rail that can be used to ship containers;
- Local health research capabilities, which can be used to assess the impact of truck traffic on human health);
- Reducing the danger posed by truck traffic on certain routes;

- Concentration of noise, pollution etc on appropriate routes (e.g., those with bermed sides);
- Prevent fragmentation of neighbourhoods;
- Encouragement of “trucker responsibility” with respect to noise and speed (e.g., reminding them to avoid the use of engine brakes);
- Information on how trucks are routed in other cities (e.g., Toronto); and
- Clear signage on truck routes.

#### **4 Next Steps**

The project will continue with stakeholder consultations and additional technical and policy research. The next set of PICs for this project is scheduled for June 17, 18 and 19, where the project team will present and discuss the results of the studies and review possible alternatives. Input from those PICs will be used to develop a recommended Truck Route System, which will be presented to the public in a series of PICs in September 2008.

## **APPENDIX A**

### **Display Boards**



Please sign in.

Staff from the City and consulting team will be glad to speak with you regarding your questions or comments.

We also invite you to fill out a comment sheet so that we can ensure that your ideas are recorded.

- **The purpose of this Public Information Centre is to:**
  - **Describe the purpose of the Truck Route Master Plan study, and its objectives;**
  - **Describe the work plan, and study schedule;**
  - **Describe the consultation process;**
  - **Discuss the existing truck route philosophy;**
  - **Review some previously reported truck route issues; and**
  - **Receive your input on current and potential truck route issues in the City of Hamilton.**

**Your comments are essential to adequately identify problems and develop feasible and effective solutions.**

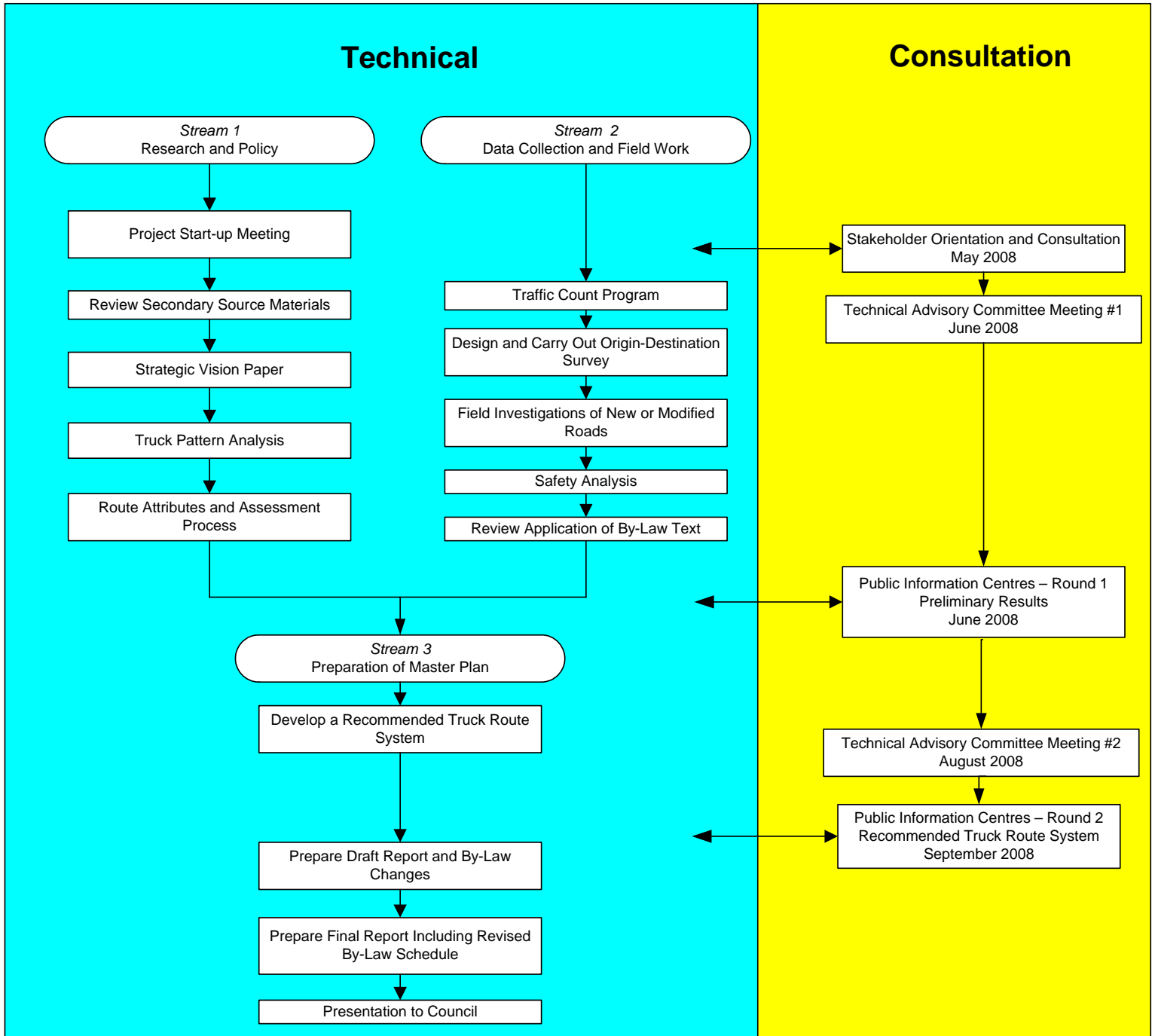
**Important: No decisions have been made at this time. We need your input before proceeding with developing some alternatives.**

# Study Background and Objectives

- **This study was initiated to develop a comprehensive Truck Route Master Plan for the City of Hamilton that will review the following issues:**
  - **Hamilton is a major transportation centre**
    - Major port
    - Air cargo hub
    - Road and rail routes serve busy transportation corridor
  - **Economy needs efficient movement of goods that is safe and minimizes the impact on the environment and the community**
- **The Truck Route Master Plan Study will investigate alternative solutions and select a plan that responds to stakeholder views, and that strives for equity among residents and industry.**
- **The study is to be carried out according to the guidelines set out for Municipal Class Environmental Assessments (EA). The EA process ensures that a reasonable range of alternatives are considered and that the public and other stakeholders have sufficient input into the decision process.**

# Work Plan and Schedule

Work Plan Flow Chart



## ■ Three Approaches

### ➤ Technical Advisory Group

- Key industry stakeholders

### ➤ Public Information Centres

- Orientation Session

- Preliminary Results

- Recommended Truck Route System

### ➤ Web Consultation

- To gather input on areas of concern, and to receive comments on draft truck route network throughout entire study



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Traffic Engineering & Operations



# Existing Truck Route Philosophy

- “Permissive” approach to regulating movement of commercial vehicles, as opposed to “Restrictive”
- Identifies the roads on which truck movements are permitted
- Compliant with provincial regulations



# Truck Route Issues Reported by Residents

TRUCK ROUTE MASTER  
PLAN STUDY  
Public Information Centre No. #1  
May 27, 2008

- **A range of truck route issues have been compiled through the Truck Route Subcommittee. Some of the main traffic issues are summarized below:**
  - **Too many trucks on legal route**
  - **Trucks on illegal routes**
  - **Remove truck route now that alternate is in place**
  - **Impacts of trucks on residential neighbourhoods**
  - **Impacts of truck congestion on economy**
  - **How to deal with trucks at Hamilton boundaries**
  - **How are truck routing decisions made? What criteria are used to identify truck routes?**



# Existing "Hot Spots" List

OUTSTANDING TRUCK ROUTE ISSUES	
No.	ISSUE
1	Millgrove Side Road – One Way truck route to Hwy. # 6 signal (many illegal truck movements)
2	Westbrooke Road – Boundary Road (legal truck route in Niagara, not in Hamilton)
3	Haldibrook Road – Boundary Road (legal truck route in Haldimond, not in Hamilton)
4	Upper Mount Albion Road (Stone Church Road – Rymal Road) – Residents want it moved to Pritchard Road
5	McMaster University Area (Sterling, Forsyth, Dalewood, Haddon, King St. W. – illegal truck movements)
6	Fruitland Road (Hwy. # 8 – northerly) Residents complaining, to many trucks on this legal route?
7	Nash Road (King St. to Barton St.) Part time Truck Route, residents were promised review to remove status upon opening of the R.H.V.P.
8	Milborough Town Line Road – Boundary Road (large number of trucks on substandard pavement conditions)
9	Princess St. (between Sherman and Birch) – illegal truck volumes using as a short cut to by-pass Barton Street
10	Scenic Drive – residents complaining of the high number of illegal truck movements
11	Glow Avenue – residents complaining of the high number of illegal truck movements
12	White Church / Binbrook Road (Hwy. # 56 – Hwy. # 6) – designated in by-law as "Specified Users" – Police will not enforce, residents complain of the high number of illegal trucks
13	Regional Road # 20 east of Upper Centennial to City Limit) – complaints regarding to many trucks on this route
14	Stone Church Road (Upper James – Upper Wellington) Too many trucks on this truck route
15	Strathearne Avenue (Barton – Britannia) complaints regarding illegal truck traffic
16	Lakeview Dr. (North Service Road) – Too many trucks on this legal truck route
17	Sanatorium Road – residents complaining about illegal truck traffic
18	Ridge Road – Too many trucks on this legal truck route
19	Rennie Street – Too many trucks on this legal truck route
20	Concession 4 W – high number of illegal trucks from Hwy. # 6
21	R.H.V.P. – Request to direct eastbound truck traffic onto Mud Street instead of Dartnall or Trinity Church to Rymal
22	West 5 <sup>th</sup> Street from Rymal Road to Fennell Avenue – high number of illegal trucks
23	Main Street (Hamilton downtown) – ban all trucks (non local delivery)
24	The Eastern border with adjacent Niagara region has some gaps in truck routing
25	There are multi modal issues related to the Aberdeen hub

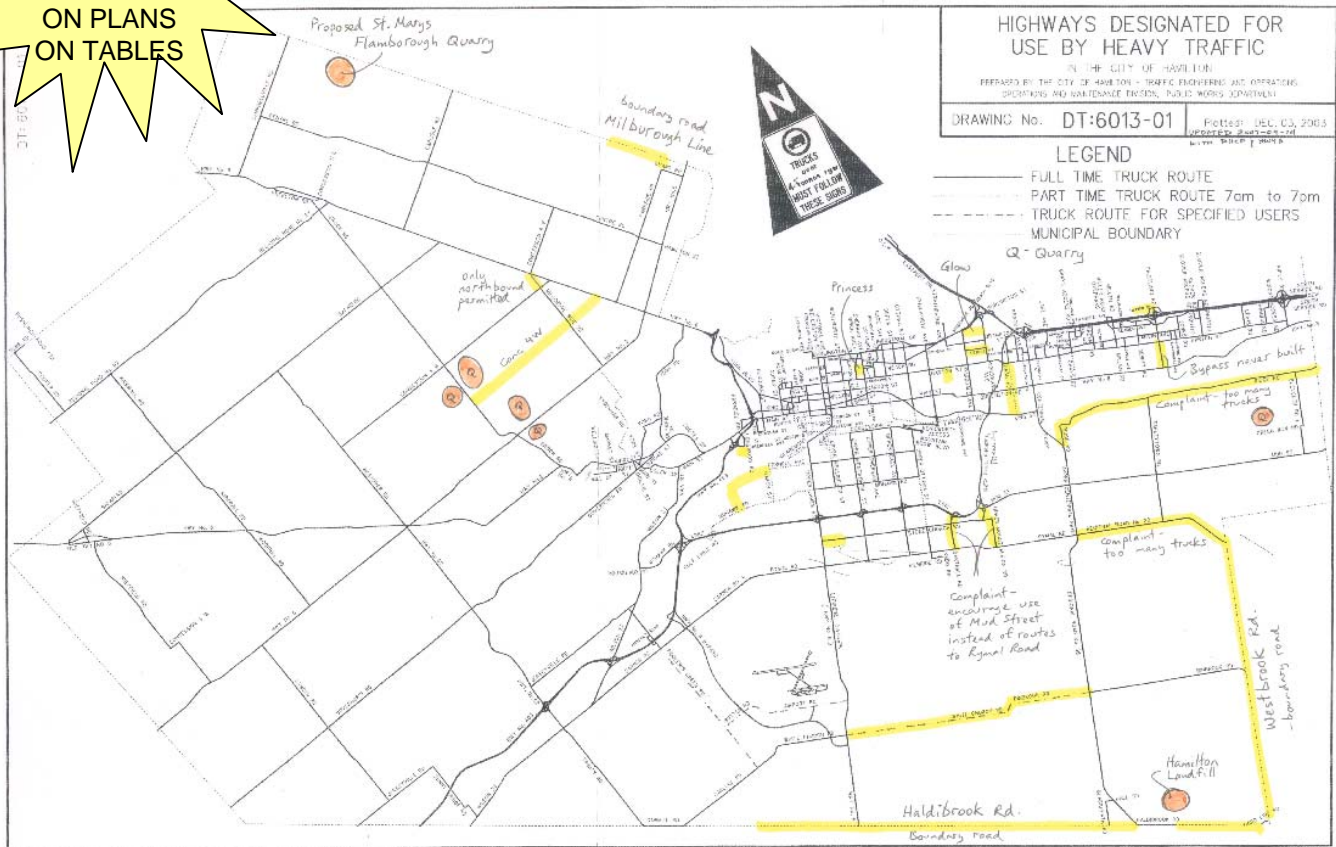
- **Do you have additional issues? We will investigate each issue and recommend a course of action.**

# Your Truck Route Concerns


TRUCK ROUTE MASTER  
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Public Information Centre No. #1  
May 27, 2008

- Please use pens to note on the plans on the tables what you think are key areas of truck route concerns.

PLEASE  
NOTE YOUR  
COMMENTS  
ON PLANS  
ON TABLES







# Where are we going from here?

- 
- **Analysis of truck route issues identified at this meeting**
  - **Consultation with industry stakeholders**
  - **Determine potential options based on input from stakeholders**
  - **Complete Route Attributes and Assessment process**
  - **Hold next round of Public Information Centres to present and discuss Preliminary Results in June 2008**
  - **Based on input from PICs and further investigation, develop a Recommended Truck Route System**
  - **Hold final round of Public Information Centres in September 2008 to present and discuss Recommended Truck Route System**
  - **Take recommended plan to Council for endorsement**
  - **Implement preferred plan**

# We Want to Hear From You!

TRUCK ROUTE MASTER  
PLAN STUDY  
Public Information Centre No. #1  
May 27, 2008

These panels outline possible directions for the City of Hamilton. We would like to know what you think about the ideas presented here. There are four ways to participate:

-  Speak to a representative at this public information centre
-  Complete one of our feedback forms here today
-  Visit our website at [www.hamilton.ca](http://www.hamilton.ca) - *Traffic*  
Click on “Truck Route Study”
-  Arrange a meeting with our staff

Gary Kirchknopf  
Senior Project Manager  
905 546-2424 ext. 7217

**\*\*Thank you for contributing to the City of Hamilton’s future\*\***



## **APPENDIX B**

### **Comment Form**

**Public Information Centre #1**

**COMMENT FORM**

**Contact Information (Optional)**

Name:

Affiliation/Organization:

Address:

E-mail address:

***Would you like to be added to our mailing list? (Please circle)***    Yes    No

Tuesday, May 27, 2008  
7:00 p.m. – 8:30 p.m.  
Traffic Operations Centre,  
1375 Upper Ottawa Street  
Hamilton, ON

**Purpose:**

- **To introduce the public the project**
- **To discuss the desired future for efficient movement of goods through Hamilton (i.e., the community vision)**
- **To identify current issues and opportunities**

**To provide additional comments or for more information:**

City of Hamilton Public Works  
Attn: Gary Kirchknopf, Senior Project Manager

T: (905) 546-2424 ext. 7217

Email: [trafaa@hamilton.ca](mailto:trafaa@hamilton.ca)

Web: [www.hamilton.ca/traffic](http://www.hamilton.ca/traffic)

To fulfill Environmental Assessment Act requirements, we will maintain your comments on file for use during this Study and may include them in Study documentation. With the exception of personal information, all comments received will become part of the public record. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*.

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### ***Vision for Trucking Goods in and through Hamilton***

1. Thinking about Hamilton's truck routes for the future, what 3 ideas or aspects would you like to see incorporated in a future strategy?

1.
2.
3.

### ***Issues and Challenges***

2. What do you think are the most important issues and challenges that need to be considered when developing truck routes in and through Hamilton?

1.
2.
3.
4.

---

### ***Opportunities***

3. What do you think are the greatest opportunities for helping to create truck routes in and through Hamilton?

1.
2.
3.
4.

### ***Additional Comments***

Please provide any additional comments you have on any aspect of the City of Hamilton Truck Route Study below.



***How did we do?***

Please fill out the evaluation form below to let us know how we did. .

**1. Overall, were you satisfied with the Open House? (*Please circle*)**

Very  
Satisfied

Satisfied

Somewhat  
Satisfied

Dissatisfied

Very  
Dissatisfied

**2. How did you find out about today's PIC? (*Please circle*)**

Newspaper

Website

Notice

Other: \_\_\_\_\_

**3. What did you like or find most useful about this PIC?**

**4. What suggestions would you make to improve this PIC?**

**5. Do you have any other comments on the PIC?**

**THANK-YOU FOR PARTICIPATING!**

PLEASE RETURN COMPLETED WORKSHEETS ON YOUR WAY OUT.

**Thank you!**

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