Hamilton Truck Route Master Plan Review
Public Information Centre #1

IBI GROUP
In association with GLPi and David Kriger Consultants
August 7 to September 11, 2020
The purpose of this event is to:

- **Introduce the study** to the public and stakeholders;
- Get your **input on the draft Vision, Goals and Principles** that will shape the Truck Route Master Plan (TRMP) review;
- Understand the **problematic truck areas in your community**;
- Provide an **opportunity to participate in the planning and decision making process**; and,
- **Provide comments** to the City of Hamilton and the consultants, IBI Group.
Why Review the Truck Route Master Plan?

The existing Truck Route Master Plan was approved by City Council in 2010. Since then, a number of new planning considerations have emerged.

The review and refinement of the plan will be based on alignment with:

• The City's vision, objectives and desired outcomes;
• Health and well being of the community;
• Feedback, needs and lived experiences of stakeholders; and,
• Emerging technologies and goods movement policies.
How to Provide Feedback

Review this presentation to learn more about the study.

Complete the Survey and Map your comments on our website at engage.hamilton.ca/TRMP

Join us for the virtual Public Information Centre on September 2, 2020 6:30 to 9:00 p.m.

Register online!
The Vision of the City of Hamilton

The City of Hamilton Strategic Plan: 2016 to 2025

According to the Plan, the Vision means:

“…having an inclusive community, actively engaged in making Hamilton a better place for everyone. It is creating an accessible environment, supporting residents through all of life’s stages, and one that encourages positive development of children as they grow towards becoming healthy adults and seniors.”
The objectives of the TRMP Review are to:

- Review Hamilton’s existing truck route network;
- Identify the current and projected truck route-related problems;
- Develop, evaluate, and recommend practical solutions; and
- Recommend supporting policies and tools that the City can consider to mitigate the current problems and manage the potential future challenges.

City of Hamilton Transportation Master Plan (2018)

The plan provides a comprehensive and attainable transportation blueprint for Hamilton as a whole that balances all modes of transportation to become a healthier city. The success of the plan is based on specific, measurable, achievable, relevant and programmed results and actions.

The TMP identifies three desired outcomes for the future transportation system:
1. A Sustainable and Balanced Transportation System;
2. Healthy and Safe Communities; and,

The TRMP Review is a direct action of the Transportation Master Plan, and will support the desired outcomes.
What is a Truck Route Network?

The Truck Route Network defines the roadways that trucks are allowed to use in Hamilton.

Any vehicle or trailer which weighs more than 4,500 kg required to use the truck route network.

Trucks are permitted to travel on roads that are not part of the designated truck route network when making a local delivery. They are required to take the most direct path to/from the truck route network to the destination.
What is a ‘Truck’?

According to the City of Hamilton Traffic By-Law, a ‘truck’ includes:

“any vehicle or trailer for which the … load is in excess of 4500 kilograms, excepting however buses, fire fighting equipment, public utility vehicles and authorized emergency vehicles”

- Traffic By-Law 01-215

All of the vehicles shown to the right are considered “trucks” and must use the truck route network, except when making a local delivery.
## Types of Truck Route Networks

There are three truck route signing systems that a municipality can use.

<table>
<thead>
<tr>
<th>Description</th>
<th>Permissive Signing System</th>
<th>Restrictive Signing System</th>
<th>Hybrid Signing System</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Description</strong></td>
<td>Approved truck routes are shown using permissive signage.</td>
<td>Roads that trucks cannot use are shown with restrictive signage.</td>
<td>Uses permissive signage along approved routes and restrictive signage at critical junctions.</td>
</tr>
<tr>
<td><strong>Benefits</strong></td>
<td>Enforcement: only need to stop trucks not on approved routes.</td>
<td>Flexibility: allows for fine tuning over time to address localized issues (e.g. time-of-day restrictions, divert vehicles away from commercial areas).</td>
<td>Offers the benefit of both the permissive and restrictive systems.</td>
</tr>
<tr>
<td></td>
<td>Affordable: less signs are required to be produced and maintained.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Urban Realm: less signs along roads, particularly in urban areas.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Limitations</strong></td>
<td>Finesse: not well suited to deal with localized issues (e.g. persistent violations).</td>
<td>Costs: requires signs at every restricted intersection.</td>
<td>Unique: not a common approach in Ontario, which can cause compliance issues among truck operators.</td>
</tr>
<tr>
<td></td>
<td>Safety: signs often posted at receiving end of an intersection which can be difficult to see.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The TRMP Review will follow a three phase process. Each of these phases is described in more detail in the following slides.

Ongoing engagement with stakeholders and the public is fundamental to the study.
Phase 1: Background Review & Problem Identification

The first phase of the study:

- Reviewed relevant *planning and goods movement documents*.
- Identified *problems and opportunities*.
- Determined *vision, goals, objectives and principles*.
- Defined truck route *attributes and evaluation criteria*.
- inventoried the *health, technical, social and natural environment*.
The second phase of the study will:

- Conduct a goods movement **best practices and policy review** drawing on lessons learned from global cities (e.g. Public Health, Urban Consolidation Centres, new technologies).

- Determine **policy/practice applicability** to different geographies, corridors and environments within Hamilton.

- **Recommend draft policy.**
The third phase of the study will:

• Develop **truck route network alternatives** using advanced geographic software.

• **Evaluate** network alternatives.

• **Prepare the Truck Route Master Plan report**, and a draft by-law and schedule for Council’s consideration.
Stakeholder and Public Engagement

Ongoing engagement with stakeholders and the public is fundamental to the study.

The Project Team is engaging with a variety of stakeholders including:

• Residents and community groups;
• Local businesses;
• Business Improvement Areas and Chambers of Commerce/Boards of Trade;
• Adjacent municipalities and the Province;
• Hamilton Airport and the Hamilton-Oshawa Port Authority;
• Goods movement companies; and,
• Indigenous Communities.

Phase 1: Let’s Talk Trucks

✓ Truck Route Subcommittee (2019-11-01)
✓ Meeting with adjacent municipalities (2020-01-08)
✓ Truck Advisory Focus Group (2020-03-10)
✓ Business Community (BIAs, Chambers) (2020-03-17)
✓ Goods Movement Community (2020-07-14)
• Virtual Public Information Centre
• Interactive online mapping survey

Phase 2: Preliminary Findings

• Truck Route Subcommittee
• Business Community (BIAs, Chambers)
• Goods Movement Community
• Community Group Workshop/Focus Group
• Public Information Centres
A number of issues and influences have been identified that will guide the development of the TRMP.

Each of these issues and influences is discussed in greater detail on the following pages.
Environment and Climate Change

Hamilton City Council-declared a Climate Emergency in March 2019, and directed staff to investigate how to achieve net zero carbon emissions by 2050.

The transportation sector is a major source of emissions, including Goods Movement vehicles. The TRMP will consider the environmental impact that trucks have. It will also explore how the changing freeze-thaw cycles may require changes to how roads are used.

Public Health and Safety

There are a number of public health and safety factors that will influence the TRMP:

- Air quality along truck routes and the city.
- Road safety (Vision Zero).
- Safety/comfort concerns for pedestrians and cyclists along truck routes.
- Routes through urban and rural communities and past sensitive community destination (e.g. schools, hospitals, parks).
Key Issues and Influences

Network Connectivity

The TRMP Review will need to create a network that manages truck traffic within, to, from and through Hamilton.

The network will need to be consistent with the truck route network of adjacent jurisdictions (e.g. Burlington, Niagara Region, Brant County) and the provincial highway network.

Rural Concerns

Rural areas face unique issues compared to urban areas including:

- Trucks and equipment travelling to quarries.
- Slow moving farm vehicles.
- Routes through residential settlement areas and sensitive locations (e.g. schools, parks).
Key Issues and Influences

Social Equity
The TRMP Review will consider the impacts that truck traffic has on community liveability. Based on consultation to-date, stakeholders have identified that some communities face more burdens from truck traffic than others.

The impacts of truck traffic can be managed through a number of approaches including policy, design, and other strategies.

New Technologies
The TRMP Review will explore new and emerging technologies to understand how they might be leveraged to manage and/or reduce truck traffic in Hamilton.

These technologies include:
• Urban consolidation centres;
• Low/no-emission last-mile vehicles;
• In-vehicle route management;
• Automated enforcement; and,
• Vehicle platooning.
Key Issues and Influences

Development in Employment Areas

Trucks make trips to and from employment areas to serve existing businesses, which will grow as new businesses open up. Employment growth is anticipated to occur in:

• Airport Employment Growth District,
• Red Hill Business Park (North & South);
• Downtown Urban Growth Centre; and,
• Existing employment areas (e.g. Bayfront, East Hamilton, Stoney Creek, Ancaster, Flamborough).
Key Issues and Influences

Problem Areas (Rural)

The City of Hamilton has identified a number of problematic areas based on concerns raised by residents and businesses.

Is there a missing problem area?

Tell us about other location-specific issues by using the ‘Map Your Comments’ tool on our website at engage.hamilton.ca/TRMP
Key Issues and Influences

Problem Areas (Urban)

The City of Hamilton has identified a number of problematic areas based on concerns raised by residents and businesses.

Is there a missing problem area?

Tell us about other location-specific issues by using the ‘Map Your Comments’ tool on our website at engage.hamilton.ca/TRMP.
Background Reports and Data Sources

- City of Hamilton Strategic Plan: 2016 to 2025
- The Hamilton Urban Official Plan and Hamilton Rural Official Plan
- Hamilton Transportation Master Plan (TMP) Update and its supporting papers:
  - Cycling Master Plan Review Paper
  - Complete-Liveable-Better Streets Policy and Framework Background Paper
  - Road Safety Background Paper
  - Emerging Technologies Background Report
  - Goods Movement Review Background Paper
- Airport Employment Growth District Transportation Master Plan Update
- Truck Route Master Plan
- Hamilton Goods Movement Study
- City of Hamilton Geospatial datasets
- 5-Year Collision data involving trucks
- Telemetry truck data from trucking companies
- City of Hamilton 2018 Airshed Modelling
- Metrolinx Strategic Goods Movement Network
- Statistics Canada 2016 Census Data
- Truck counts from Environment Hamilton
- By-laws, Official Plans and Transportation Master Plans of the twelve jurisdictions that border Hamilton
- Commercial Vehicle Survey
Telemetry Truck Data & Truck Trip Density

Truck Trip Density: City of Hamilton
January 2019

Data

Telemetry
Truck Data & Truck Trip Density
**DRAFT Vision**

The vision statement will influence all aspects of the study from identification of policies to implementation. It will help the study focus on what the truck route network will strive to achieve.

The highlighted key words form the three pillars of the vision, which reflect the essence of the goals defined in the next section.

We Want to Hear From You!

Tell us your thoughts on the DRAFT VISION by completing the online survey.

A **sustainable** truck route network that supports Hamilton’s **community liveability** and **economic aspirations**.
DRAFT Goals

The DRAFT Goals are strategic directions that define what a “successful” Vision looks like. They are grouped into three pillars of the Vision Statement.

We Want to Hear From You!

Tell us your thoughts on the DRAFT GOALS by completing the online survey.

Pillar 1: Sustainability

Environmentally Sustainable: Explore how to reduce the impacts of truck operations on local roads and communities to improve environmental, climate change and public health outcomes in the communities through which truck routes operate, and respond to the Climate Emergency. Support the multi-modal aspirations for complete-liveable-better streets. Support the advancement of freight technologies with lower environmental and health impacts.

Adaptable: The TRMP takes steps to anticipate emerging trends and new technologies such as e-commerce, autonomous vehicles and automated manufacturing, and provides a framework for addressing future issues.
**DRAFT Goals**

The DRAFT Goals are strategic directions that define what a “successful” Vision looks like. They are grouped into three pillars of the Vision Statement.

**Safe:** Apply appropriate design standards to allow the safer passage of heavy vehicles on appropriate routes and minimize the harms of heavy vehicles on other road users and on the broader community. Limit conflicts between trucks and vulnerable road users, such as pedestrians and cyclists, in alignment with the City’s Vision Zero approach.

**Equitable:** Minimize and distribute the unavoidable impacts of the truck route network, including emissions, vibration, safety and public health impacts, away from areas that currently experience societal burdens.

**We Want to Hear From You!**

Tell us your thoughts on the DRAFT GOALS by completing the online survey.
Policy Direction – Goals (3 of 3)

DRAFT Goals

The DRAFT Goals are strategic directions that define what a “successful” Vision looks like. They are grouped into three pillars of the Vision Statement.

We Want to Hear From You!

Tell us your thoughts on the DRAFT GOALS by completing the online survey.

Pillar 3: Economic Aspirations

Economic Prosperity: Support the economic aspirations of the City’s BIAs, urban growth centre, employment areas and of its key inter-modal hubs – the Port of Hamilton and Hamilton International Airport – through the continued development of these employment centres. Promote freight-friendly land use planning and help ensure access to these employment centres, as appropriate.

Efficiently Connected: Support the development of an efficient truck route network that provides direct connections among goods-generating land uses, the provincial highway network and the City’s key inter-modal terminals. Work to ensure that the City is well connected by all freight modes within and beyond Hamilton, including Ontario and the United States.

Reliable: Improve travel reliability by reducing bottlenecks and aim to provide adequate levels of service for the movement of both passengers and goods. Design resilience and redundancy into the transportation system in the event of incidents.
Policy Direction - Principles

*DRAFT Principles*

The DRAFT principles provide guidance on how the TRMP goals will be achieved. They will be incorporated throughout the study process and all recommendations will be considered against them.

The Principles are listed in no particular order.

- Create a safer network for all road users, including pedestrians and cyclists.
- Enable goods to be transported economically.
- Have a transparent route selection process.
- Avoid the inequitable distribution of impacts (e.g. public health, emissions, vibrations) on sensitive areas, such as schools, hospitals, parks, residential neighbourhoods, and community destinations.
- Specify routes clearly and intuitively to minimize the need for Police enforcement.
- Enable the plan to adapt to changing conditions.
- Maintain route connectivity and continuity to provide reliable routes.
- Create routes that optimize the use of higher-quality road facilities, and match the relationship of trucks to road category and roadway configuration.

Tell us your thoughts on the DRAFT PRINCIPLES by completing the online survey.

*We Want to Hear From You!*
Next Steps

- **Review all comments and suggestions** received before, during and following this Public Open House, including the survey and interactive map;

- **Refine and update the Vision, Goals and Principles**, to reflect feedback received from stakeholders including residents, the goods movement community and local businesses;

- **Create a Truck Route Network Evaluation framework** that captures the Vison, Goals and Principles and provides a transparent framework for how the network will be created; and,

- **Continue with Stage 2: Policy Review and Development**, to explore how other global cities manage trucks and goods movement.

Want to Have Your Say In the Process?

You can leave your feedback and suggestions in the online survey running on the Project Website until September 11, 2020. Your comments are important to the City and will be reviewed by the Project Team.

Project Team Contacts

If you would like more information on the study, the project team can be reached at:

- **Omar Shams**
  Project Manager, Public Works
  City of Hamilton
  400 – 77 James Street North
  Hamilton, ON L8R 2K3
  omar.shams@hamilton.ca

- **Ron Stewart**
  Consultant Project Manager
  IBI Group
  700 - 55 St. Clair Ave. W.
  Toronto, ON M4V 2Y7
  truckrouteplan@ibigroup.com