Thank you for joining us at the Truck Route Master Plan Update Virtual Public Information Centre #2

The presentation will start at 6:00 p.m.
1. Welcome (15 minutes)
2. Open House Presentation (45 minutes)
   - Study Recap: Overall Scope and Major Activities
   - Draft Recommended Truck Route Network
   - Implementation Strategies
   - Workshop Activity
   - Next Steps
3. Live Question and Answer Period (90 minutes)
How to Ask a Question

**Internet browser:** Click the button with 3 dots. Select ‘Raise Hand’ from the pop up.

**WebEx Application on computer:** Click the participants button. At the bottom of the panel, click the hand icon.
How to Ask a Question (continued)

**Tablet:** Click the participants button. Select ‘Raise Hand’ from the pop up.

**Smartphones:** Click the participants button. Select ‘Raise Hand’ from the pop up.
Welcome
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**.
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.
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.
Scope and Approach

1. Background Review & Problem Identification
2. Policy Review & Development
3. Development of Alternative Solutions & Evaluation

Ongoing Stakeholder & Public Consultation
Public & Stakeholder Consultation

Phase 1: Let’s Talk Trucks
- Truck Route Subcommittee
- Technical Advisory Committee
- Meeting with adjacent municipalities and provincial Agencies
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Community Group Workshop/Focus Group
- Virtual Public Information Centre
- Website with interactive online survey

Phase 2: Preliminary Findings
- Technical Advisory Committee
- Community Group Workshop/Focus Group
- Meeting with adjacent municipalities and provincial Agencies
- Business Community (BIAs, Chambers)
- Goods Movement Community
- Virtual Public Information Centre
- Truck Route Subcommittee
Vision/Opportunity statement:

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.

Issues:

- Safety for vulnerable road users
- Impacts on nearby sensitive land uses
- Noise and vibrations
- Air quality impacts
- Road maintenance impacts
- On-road truck parking and idling
- Fast truck speeds
- Truck route non-compliance
- Air quality impacts
- On-road truck parking and idling
- Fast truck speeds
- Truck route non-compliance
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; and
• Establish framework to review goods movement in the rural road rehabilitation process.
Stage 3

- Develop network alternatives using a parametric geographic information system
- **Evaluate** network alternatives
- Prepare the Truck Route Master Plan report, and a draft by-law and schedule for Council’s consideration

Timeline: Winter 2021
Select Road Links for Assessment
• Determine the roadway links that should be assessed.

Evaluate Links
• Criterion 1: Efficient Connectivity
• Criterion 2: Reliability
• Criterion 3: Safety
• Criterion 4: Environment and Public Health
• Criterion 5: Equity

Form a Draft Truck Route Network
• Ensure that the network has the necessary connections.
• Develop alternatives by varying weights of evaluation criteria.

Address Gaps and Specific Issues
• Where do trucks need to be?
• Where don’t we want them?
• Are there a good alternate routes?
• What mitigation measures can be implemented?
• How can we make the truck route “desirable”?
• How do we enforce the truck route?

Alternative Truck Route Network Configuration
• Use Geotab data to assess the proportion of existing truck trips that would be served by the alternative
• Identify likely trip redistribution impacts
## Scoring Criteria and Indicators

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Indicators</th>
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<tbody>
<tr>
<td>1. Efficiently Connected</td>
<td>• Functional Road Class&lt;br&gt;• Truck Volumes</td>
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<tr>
<td>2. Reliability</td>
<td>• Emergency Detour Route&lt;br&gt;• Barrier Crossing&lt;br&gt;• Travel Time Index&lt;br&gt;</td>
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<td>(congested vs. free-flow travel time)&lt;br&gt;• Seasonal Reduced Load</td>
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<td>3: Safety</td>
<td>• Safety - Potential for Safety Improvement&lt;br&gt;• Road Uses - BLAST Network</td>
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<td>• Shared Road Uses - Cycling&lt;br&gt;• Pedestrian Density (2011 TZ Pop+Emp)</td>
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<td>4: Equity</td>
<td>• Low-Income Household Prevalence (%)&lt;br&gt;• Vulnerable Age Cohort (&lt;19 and 65+) (%)</td>
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<tr>
<td>5: Public Health</td>
<td>• Adjacent Residential Zoning (%)&lt;br&gt;• Sensitive Land Uses and Community Facilities</td>
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</tbody>
</table>

### Public Health: Sensitive Land Uses

**Very Sensitive Land Uses:**
- Hospital (adjacent)
- Elementary or school (adjacent)

**Sensitive Land Uses:**
- Hospital (within 100 m)
- Elementary or secondary school (within 100 m)
- Post-secondary school (adjacent)
- Long-term care (adjacent)

**Sensitive Community Facilities:**
- Major city park
- Business Improvement Area

**Other Community Centres:**
- City and non-City recreation and community centres
- Library
- Places of Worship
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.

### Criteria Weighting for Each Network Philosophy

<table>
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<th>Characteristic</th>
<th>Balanced Network</th>
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<th>Community Resiliency-Focused</th>
<th>Public Health-Focused</th>
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<td><strong>500%</strong></td>
<td><strong>500%</strong></td>
<td><strong>500%</strong></td>
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</table>
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**.
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).
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
Draft Recommended Truck Route Network
Draft Recommended Network (more details)
Changes to Existing Network

Existing Truck Routes
- Provincial
- Hamilton

Draft Changes
- Segments Removed
- Segments Added
- Segments Daytime Only (7am - 7pm)
- Operational Improvement
- Future Link
- Employment / Business Area

Total km
Existing Truck Route
- Provincial = 218 km
- Hamilton = 676 km
- Removed = 70 km
- Added = 102 km
- Daytime Only = 159 km

Base Information
- Major Arterial Road
- Minor Arterial Road
- Collector Road
- Local Road
- Escarpment
- Urban Area

City of Hamilton June 24, 2021
IBI GROUP

IBI Group
June 24, 2021
27
Implementation Strategies
1. Focus on larger trucks.
2. Implement more “daytime only” routes – 7 am to 7 pm.
3. Implement Operational Improvements.
4. Add the segments once necessary approvals and improvements have been made.
“Truck” Limits for Truck Route Network

Hamilton Traffic By-Law 01-215:

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

This aligns with the definition of “Commercial Motor Vehicle” in the Ontario Highway Traffic Act

- All must have a Commercial Vehicle Operator’s Registration (CVOR) number/certificate

Ontario Driver’s Licence Regulations

Class A: Allowed to drive any tractor-trailer combination. May also drive a vehicle in class D and G.

Class D: Allowed to drive a motor vehicle exceeding 11,000 kilograms gross weight or registered gross weight or any truck or combination provided the towed vehicle is not over 4,600 kilograms. May also drive vehicles in Class G

Class G: Allowed to drive any car, van or small truck or combination of vehicle and towed vehicle up to 11,000 kilograms …

Vehicle Weight as a measure of Impact

- < 4500 kg (RGW)
- 4500 kg – 11,000 kg (RGW)
- > 11,000 kg (RGW)

Impact levels correspond to different types of vehicles:

- Passenger Vehicles
- Delivery Vehicles
- Freight Vehicles
• A higher weight limit allows enforcement to focus on trucks that have the greatest impacts on safety, road infrastructure and quality of life.

• This also results in simpler route network and signage vs. a two-tier network, especially if time-of-day truck route restrictions are also used.

• **Registered gross weight (RGW):** indicated on vehicle registration papers and indicates the maximum weight at any time for the truck or truck/trailer combination – a more stable measure.

• Officer training and public education would be required to differentiate between trucks below vs. above 11,000 kg threshold.

• The higher threshold would apply only to truck route network compliance. Other commercial vehicle enforcement still applies (e.g. reduced spring load compliance, vehicle safety issues, speeding, parking, etc.).
What 11,000 kg Registered Gross Weight (RGW) Looks Like

Sample vehicles under 11,000 kg RGW:

Sample vehicles >11,000 kg RGW:
## Operational Improvements – Additions

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<th>Intersection Improvements</th>
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Recommended Truck Route Network by Sub Areas
Workshop Activity – AIMM

Advantages
Impediments
Mitigation
Maybes
Next Steps
Next Steps

**Summer 2021**
Your Input is Important!
The study team will finalize the network based on feedback from Phase 2 of Stakeholder Engagement

**Fall 2021**
Project File Report
Prepare DRAFT master plan report, truck route network maps and report to Truck Route Sub-committee

**Fall 2021**
30 Days Public Review
Project File Report for public review
We want to hear from you!

Send your comments via email to:
Transportation@hamilton.ca
TruckRoutePlan@ibigroup.com

Provide feedback and suggestions in the comment box on the project page

Contact the project team via phone at:
(905) 546-2424
Omar Shams
Ext. 7474

Comments Deadline July 9, 2021

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