

Hamilton Chamber Of Commerce Truck Route Study Recommendation

Issue:

In the fall of 2008, the City of Hamilton undertook a review of the existing designated Truck Routes. As the process developed, including several Public Information Centres (PICs), the formation of a Technical Advisory Committee (TAC), and Councillor feedback, the Hamilton Chamber of Commerce was asked to contribute comments to the proposed working recommendations.

Background:

In Hamilton, a truck is classified as a heavy vehicle which is over 4,500kg in registered weight. Trucks are permitted to travel on signed, designated truck routes, and any road which is part of the shortest route from origin or destination to closest truck route. Therefore, even roads that are not part of the truck route network will experience some legal truck traffic¹.

Following several PICs and TAC meetings, consultants hired by the City presented 3 designated truck route options. The first option essentially maintained the status quo, with no proposed changes. The second option illustrated numerous changes as a result of public and individual Councillor feedback. And finally, the third option (dubbed the preferred option) contained a metamorphosis of changes drawn from both Option 2, a formula of truck route designation requirements, and planning for future development.

Based on participation at the PICs, and feedback from Councillors, it would appear that most of the proposed changes were primarily reactionary in nature (truck noise, et al), or part of a larger traffic concern (through traffic versus destination traffic). While there remain proposed changes required for employment land growth or changes in employment land demographics, any proposed or current designated truck route should encompass the spirit of goods movement on a balanced platform.

Reviewing other communities' designated truck routes, (Toronto, Vancouver) while not perfect, demonstrate minimal impediments to truck travel. Each of the reviewed cities allowed for truck travel on their main corridor streets, whether it is for 'through' traffic, or 'destination' or 'local' traffic. New York tackles the challenge of 'through' truck traffic versus 'destination' truck traffic via appropriately marked roads, instead of an all-encompassing singular truck route designation. These resources demonstrate the use of alternative measures needed to create balanced goods movement, while respecting community surroundings.

A new Hamilton Designated Truck Route can meet the goals of protecting Community profiles while delivering a balanced goods movement routing system.

¹Full content of this paragraph is drawn from the City's definition outlined in the presentation materials for the PICs and TAC.

RECOMMENDATIONS:

The Hamilton Chamber of Commerce urges the City of Hamilton to adopt the following recommendations to the proposed Designated Truck Route:

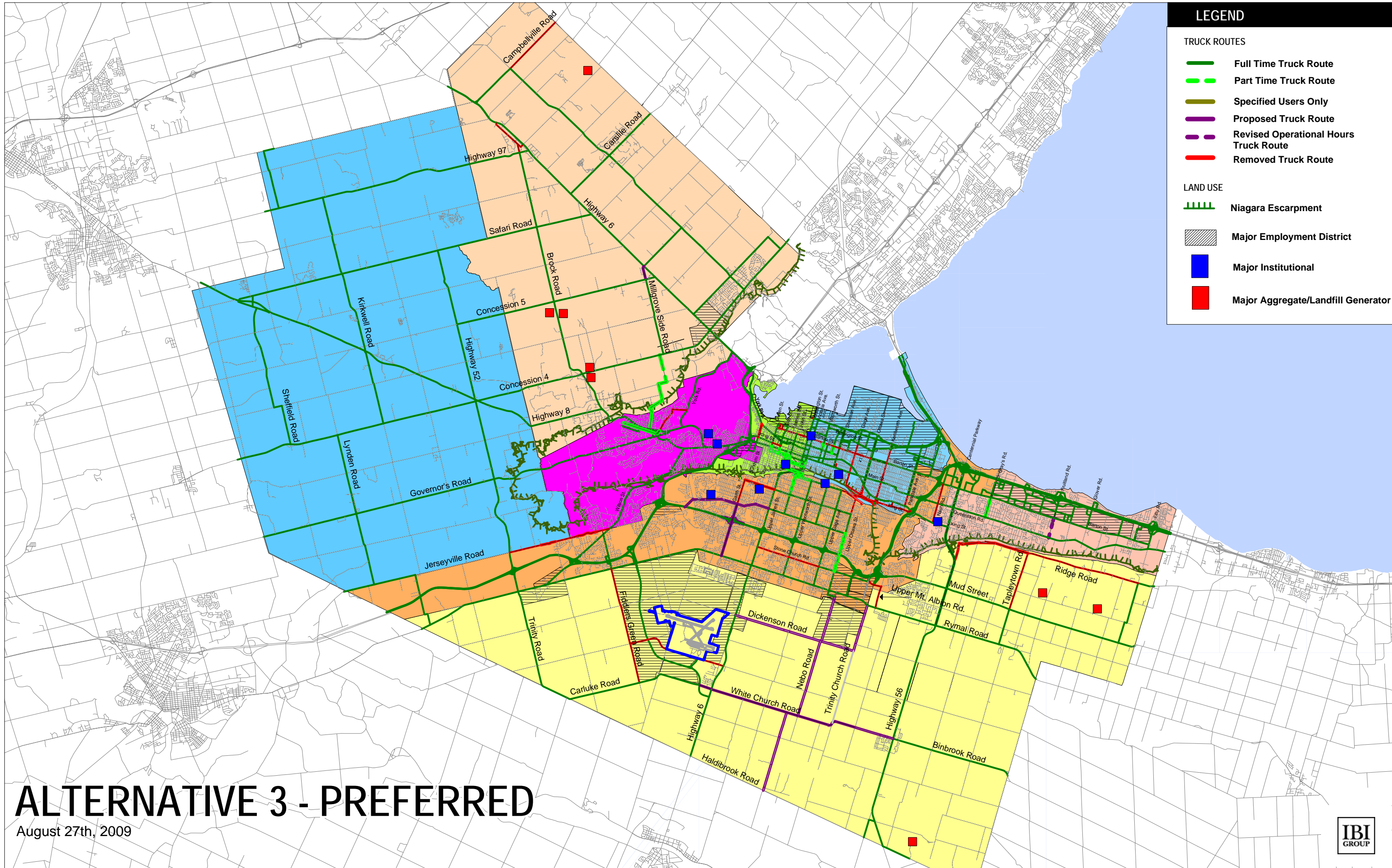
1. That the City adopt Option 3, with the following changes/inputs:
 - a. That Wilson St. remains open and accessible from both the east and west ends of the City.
 - b. That Kennilworth, Kennilworth Access, and Upper Ottawa remain open and accessible.
 - c. That Barton St. remains open from Ottawa St. through to Wentworth Ave.
 - d. That Dundurn St. North remains open from York Blvd. to King St.
 - e. That Mohawk Rd. west of Upper James remains a part-time route.
 - f. That the implementation of Garth St. south of the Lincoln Alexander Parkway be a part-time route.
 - g. That Fruitland Rd. remain open and accessible at all hours from the QEW to Barton St., and downgrade the remaining portion from Barton to Highway #8 to be part-time.
 - h. Those arterial roads north of Barton St. remain open and accessible.
2. That any additional changes/alterations to the truck route network be cross-referenced with other transportation master plans, including cycling, transit, and other traffic studies.
3. That any changes/alterations to the truck route network be prioritized to include the goods movement industry first and foremost, as this sector is a leading economic enabler for the City of Hamilton.

This policy supports Private Sector Jobs and Prosperity Growth in Hamilton
(Insert checkmark ✓)

Appendix "A"

The following are brief explanations to support the aforementioned recommendations. The bullet indicators match the recommendation bullets.

- a. The consideration to close a portion of Wilson St. appears to stem from the Ancaster BIA's concern over 'through' truck travel, not unlike other similar BIA concerns (Downtown & Concession St.) There is a current Transportation Master Plan being developed for the former Town of Ancaster, with the objective to deal with the increased amount of overall traffic on Ancaster's main corridors. Removing a portion of Wilson St. from the Truck Route at this time may be premature.
- b. Kennilworth and the Kennilworth Access provide the median access for goods movement between the Red Hill Parkway and the Claremont Access. As the definition for heavy vehicles is lower than most communities, restricting smaller trucks counters the intent to provide accessible goods movement for destination or local truck traffic. The option to offer a part-time designation was defeated; due to some of the local users (gas and HHS) use the roads in the early morning hours.
- c. The industrial make-up of Barton St. in this corridor warrants full accessibility. Understanding the change in streetscape impedes full truck use west of Wentworth corresponds with the proposal to remove its designation.
- d. Due to the sheer volume of truck usage (as provided by the City's presentation), and the lack of a suitable alternative route to manage the displaced vehicles, the recommendation was to leave this stretch intact.
- e. This particular stretch of Mohawk Rd. sees residential properties draw closer to the street, as well the road design changes to take on the image of a more residential environment. To add to this observation, the distance between Mohawk and the Lincoln Alexander Parkway is appreciably closer, making the need for this portion to move to a full-time designation unnecessary.
- f. The addition of Garth St. south of the 'Linc' will cause a necessary change in the existing streetscape. As there is not an immediate demand for this portion to be available on a full-time basis, offering a part-time designation eases the flow of truck use into this area.
- g. With the support and input from representatives from the Stoney Creek Chamber of Commerce, the larger concern appears to be the uses of Fruitland north of Barton St. Observations of this stretch seem to indicate that most truck traffic exiting onto Fruitland from the QEW turn onto Barton St. versus continuing South to Highway #8.
- h. All arterial roads north of Barton St. within the industrial park lands should be openly accessible to ensure seamless goods movement. Any impediments could result in unintended results, as truck traffic would ultimately see overuse as heavy traffic counts shift accordingly.



LEGEND

TRUCK ROUTES

- Full Time Truck Route
- Part Time Truck Route
- Specified Users Only
- Proposed Truck Route
- Revised Operational Hours Truck Route
- Removed Truck Route

LAND USE

- Niagara Escarpment
- Major Employment District
- Major Institutional
- Major Aggregate/Landfill Generator

ALTERNATIVE 3 - PREFERRED

August 27th, 2009



