

Name of Individual: Mark Anderson  
Name of Organization: Cycle Hamilton  
Contact Number:  
Email Address:  
Mailing Address:

Re: The Hamilton Truck Route Master plan

Dear Members of the Truck Route Sub-Committee,

We are submitting this letter on behalf of Cycle Hamilton, a member-supported organizations that works to make Hamilton a place where people of all ages and abilities can safely get around by bike to all parts of the city. We appreciate the time that the Truck Route Safety Sub-Committee has dedicated towards reviewing the truck routes throughout the City of Hamilton.

Cycle Hamilton works to make Hamilton a place where people of all ages and abilities can safely get around by bike to all parts of the city. In advocating on behalf of our members, our position is that large industrial trucks should be mandated to take the shortest possible route to the closest highway and no industrial truck trips should use the downtown nor any residential street citywide as a shortcut to leave the city.

In practice, this would mean that the industrial truck traffic generated along Burlington Street with destinations outside Hamilton would be required to take Nikola Tesla to the RHVP/QEW and would no longer be permitted to short cut to the 403 or LINC by cutting through the city. The outcome we advocate for would have no effect on local deliveries, which are exempt. The restrictions only apply to large industrial trucks (i.e. “transport trucks”, “big-rigs”, “18 wheelers”, “semis”, “tractor-trailers”).

How truck routes impact people on bikes in Hamilton Trucks pose a disproportionate risk to people on bikes, and are overrepresented in fatal bike accidents. According to the National Association of Transportation Officials (NACTO), of which the City of Hamilton is a member of, trucks and large vehicles create the following sources of stress for cyclists:

- High volumes of truck traffic make adjacent bike infrastructure less safe and more uncomfortable

- Large trucks have blind spots that increase the likelihood of side-swipe and right-hook collisions

- Large truck noise and exhaust pollutants increase bicycling stress and are a public health issue

These sources of stress can be reduced and eliminated with separated, protected bike lanes, bigger buffers, and by increasing the distance between bikes and trucks. NACTO also recommends that truck traffic be moved to other streets away from bike routes.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No