MANTOBA TRUCKING ASSOCIATION

Presentation to the City of Winnipeg Executive Policy Committee

March 19, 2009

In Opposition to the Proposed Deletion of Plessis Road from the Designated Truck Route System

The Manitoba Trucking Association (MTA) represents the interests of trucking companies in Manitoba. We are appearing in delegation before the Executive Policy Committee in opposition to the recommendation that Plessis Road between Regent Avenue and Grassie Boulevard be deleted as a Truck Route.

The City of Winnipeg utilizes six criteria to determine whether a street should be classified as a truck route. There are two that are specifically applicable to Plessis Road. They are:

- a Regional Street to connect two or more communities or two or more other Regional Streets, and

- a street or section of street adjacent to an industrial park or other industrial / commercial area that if designated as a Truck Route that would make unlawful the use of residential streets adjacent thereto by trucks.

Truck Routes such as Plessis Road satisfy these specific criteria and are not just "a shortcut" as was suggested by Councillor Wyatt while in delegation at a recent Standing Committee meeting. As a comparison, Regent Street and Nairn Avenue are not a short cut from Transcona to Downtown Winnipeg but regional streets that are designated as a truck route.

Within the City of Winnipeg Regional Streets are built to a higher standard than residential streets and are generally designated as a Truck Route and are normally separated by no more than 1.6 kilometers. According to the City of Winnipeg this is done to:

- minimize the need to construct streets to a higher standard such as thicker pavement and wider roadways that are required to carry large trucks on a regular basis;

- ensure that there are a reasonable number of Truck Routes available for "through" truck traffic, thereby minimizing the need for trucks to be driven through the more concentrated residentially developed segments of the City (in accordance with the Truck Route provisions of the City of Winnipeg Traffic By-law No. 1573/77, trucks are limited to using the shortest route between their point of destination/origin and a designated Truck Route); and to

- ensure that trucks destined to/from a commercial or residential development do not have to travel more than approximately 0.8 kilometres on a residential street.

Truck Routes are an important component of Winnipeg's street system, providing fundamental transportation links which add to the City's productivity, economic well being, and quality of life. It is important that trucks be provided with an effective system of through routes to ensure cost-effective delivery of goods and services, and to promote a vibrant and competitive environment for the City.

It should also be noted that the only North/South full-time truck routes between Lagimodiere Boulevard and PTH #101 are Plessis Road and Day Street. The existing spacing between these North/South truck routes in this area of Winnipeg does not meet

the preferred separation of no more than 1.6 kilometers. To remove Plessis Road as a full-time truck route would only exacerbate this situation, and would be in contradiction to the City's policy and practice (see Appendix A).

Throughout the City of Winnipeg are a significant number of the other truck routes that have residential properties adjacent to them (e.g. Concordia, Dunkirk Drive, Grant, Hespeller, Johnson, Kenaston, McGregor, Mountain, Munroe, Nairn, Ness, Osborne, Pandora, Pembina, Regent, Roblin, Saskatchewan, Shaftsbury, Springfield, St. Anne's, St. Mary's, Sturgeon, Taylor, University Crescent) Would it make any sense for the City to ban trucks from these and the rest of the truck routes that have residences adjacent to them? Consider the precedent that would be set if this proposed removal of Plessis Road from the Truck Route System is adopted. Residents of any residential area adjacent or close to an existing truck route will be able to argue the same issues and demand the same result.

In must be recognized that Plessis Road was a full time truck route long before most, if not all, of the residences adjacent to this street were even built. Many of the current residences, in particular Kildonan Meadows, have been built only within recent years. Once again, residential areas have encroached onto industrial and commercial areas, regional streets and truck routes. The result is that there is an expectation that all should change for the residential area that has encroached on pre-existing zones, regional streets and truck routes. Quite clearly Plessis Road, the truck route, was present long before this residential area was developed.

Developing a Regional Street such as Plessis Street into a double-divided roadway requires planning. The development of a residential sub-division, such as Kildonan Meadows, also requires planning and coordination. According to a delegation that appeared at a recent Standing Committee meeting there are residential properties lines that are within meters of this road allowance and roadway. These Kildonan Meadow residences are in a 500 metre stretch adjacent to west side of Plessis Road, south from Devonshire to the CPR tracks (see Appendix B and C). If planning and City policies are adhered to, how can this possibly occur? While the end result is not the most desirable situation, deleting this regional street from the Truck Route System is not the correct solution to the problem. It will only penalize the trucking industry for something it did not create or cause.

The City of Winnipeg has expended $10 million in the last two years developing Plessis Road as a double divided Regional Street and Truck Route. To spent that amount of money on a street and then re-designate to a non-Truck Route Street would be a significant waste of taxpayers' dollars.

In 2004 a similar problem arose with Plessis Road, south of Dugald Road. A conflict was created through a lack of coordination between existing Truck Routes, transportation needs, planning, and land use. At a recent City of Winnipeg Sustainable Transportation Strategy Charrette, it was acknowledged that the City of Winnipeg Council has never adopted a comprehensive transportation plan. These problems and the acknowledgement

are strong indications that the City of Winnipeg has a need to better coordinate its transportation needs, planning, and land use.

Councillor Wyatt, the one to introduce this proposed change on Plessis Road has views on planning. In a recent newspaper article, Councillor Wyatt was quoted as stating, *"... the city has failed to synchronize transportation planning with development plans and has a done a terrible job of long-term planning."* Councillor Wyatt was also quoted as saying, *"We're a transportation city"*, but later admitted, *"All we do is knee-jerk planning"*.

Yet at the same time Councillor Wyatt, Chair of the East Kildonan-Transcona Community Committee, introduced this proposed change to remove Plessis Road from the City of Winnipeg Truck Route System after $10 million was spent to develop it to its current Truck Route standard, and after residential development was permitted adjacent to and encroaching on this Truck Route, and in spite of the recommendation from Public Works not to remove Plessis Road from the Truck Route System.

A delegation to the Standing Committee on Infrastructure Renewal and Public Works anecdotally indicated that there is no difference in travel time using various routes to access the CN Intermodal Terminal. Trip travel time is a variable that is determined by the distance along with traffic and road conditions, which vary by time, day, week and season. A survey of trip **distances** to and from the CN intermodal terminal identified differences which will result in increased costs to the trucking industry and ultimately, shippers and consumers. If this proposal is adopted, it will inflict a minimum of $1 million per year of additional and unnecessary cost to the trucking industry (based of identified trips by the City of Winnipeg and truck operating costs identified by Transport Canada).

A petition presented to the East Kildonan-Transcona Community Committee suggested that the removal of Plessis Road from the truck route designation should occur because the expansion of Plessis Road from two to four lanes will greatly worsen noise, vibration, dust, and speeding traffic. We submit that a paved double divided roadway, built to higher regional route standards, will not cause such increases. Rather, it will create the opposite. It must be noted that the newest portion of this roadway is closest to the Kildonan Meadows' properties. We are uncertain what the allegation of a dust issue refers to.

The same petition suggested that the reason for the proposed change to this truck route is on the basis of safety. The City of Winnipeg's report on this matter indicates that the latest collision data available reports that the collision rate between Kildare Avenue and Grassie Boulevard was 2.8 collisions per million kilometers compared to a City-wide Regional Street annual average of 4.0 collisions per million kilometers. This fact is contrary to the petitioners' claim.

The trucking industry is a safe industry. We know that while conducting our business, we are continually interacting with other motorists, cyclists, pedestrians and residents. Therefore, safety is critical. As a group, truck drivers and commercial trucks are the safest drivers and vehicles on our roadways. Moreover, analysis of the causes of truck-car collisions shows that the truck driver was driving properly, in other words not at fault, in the vast majority of collisions involving trucks. Our industry recognizes that safety is good

business and while it exhibits an enviable safety performance, it is seeking further improvements and is currently working with government regulators and safety experts on numerous important initiatives.

A delegation to a recent Standing Committee meeting also anecdotally commented that the number of trucks on Plessis Road has increased significantly since the opening of the CN Intermodal terminal, yet a report tabled by the City of Winnipeg indicates that the increase North of Regent was slight and attributed, in part, to residential construction in the area. The report also states that the total number of vehicles in a typical 12-hour weekday on Plessis Road, south of Devonshire Drive carries approximately 8,900 vehicles (including 428 trucks), while other Truck Routes (many of which are adjacent to residential areas) carry as many as 58,000 vehicles in the same 12-hour weekday period, including as many as 3480 trucks.

The trucking companies that utilize this and other truck routes in Winnipeg provide the services the citizens of Winnipeg demand, while at the same time they are also contributors to the City of Winnipeg. These companies pay Winnipeg taxes, purchase goods in Winnipeg, and employ Winnipeg residents, who in turn contribute to Winnipeg's well being.

Winnipeg puts itself forward as a multi-modal transportation hub. To be such a hub requires an efficient truck route system. An efficient truck route system must allow reasonable access to all areas of the City, and must also allow the efficient movement of trucks from one area of the City to others. This is a role that Plessis Road provides in the City of Winnipeg's Truck Route System and this should not change.

There is a push by the City of Winnipeg, Province of Manitoba and the business community to attract businesses and services to locate here. These efforts are currently focused on CentrePort. Regressive policies or by-law amendments, which restrict the movement of commercial goods will not attract new businesses but rather discourage them.

These days we are all conscious of our environment and our environmental footprint. The trucking industry has made significant strides in improving its environmental footprint over the last decade, more so than other modes of transportation. To reduce our greenhouse gas emissions means that our industry must conduct its business in the most efficient and productive manner reasonable and minimize the kilometers travelled. The elimination of Plessis Road as a Truck Route will cause the exact opposite. Hundreds of trucks, on a daily basis, will be forced to travel further distances and create more GHG emissions rather than reducing these emissions. Specifically, this proposed change will result in an increase in GHG emissions of no less than 400 tonnes per year. We should be working towards reducing our environmental footprint, not increasing it.

We recognize that there is a desire from some within our city to reduce or eliminate truck movements within our city. Yet at the same time, the citizens and businesses of Winnipeg want and need the services and products that trucks provide. The reality is that within the City of Winnipeg industrial, commercial, business and residential areas have not always

been developed in isolation from one-another. Throughout our city there are mixtures of these area types. Plessis Road and the adjacent lands are an example of such mixed land use as it is comprised of commercial, residential and light industrial. To provide the demanded services and products, truck transportation must have reasonable, economical and safe access to all areas within our city.

The Mayor's Trade Council, in its report recommended that the City of Winnipeg:

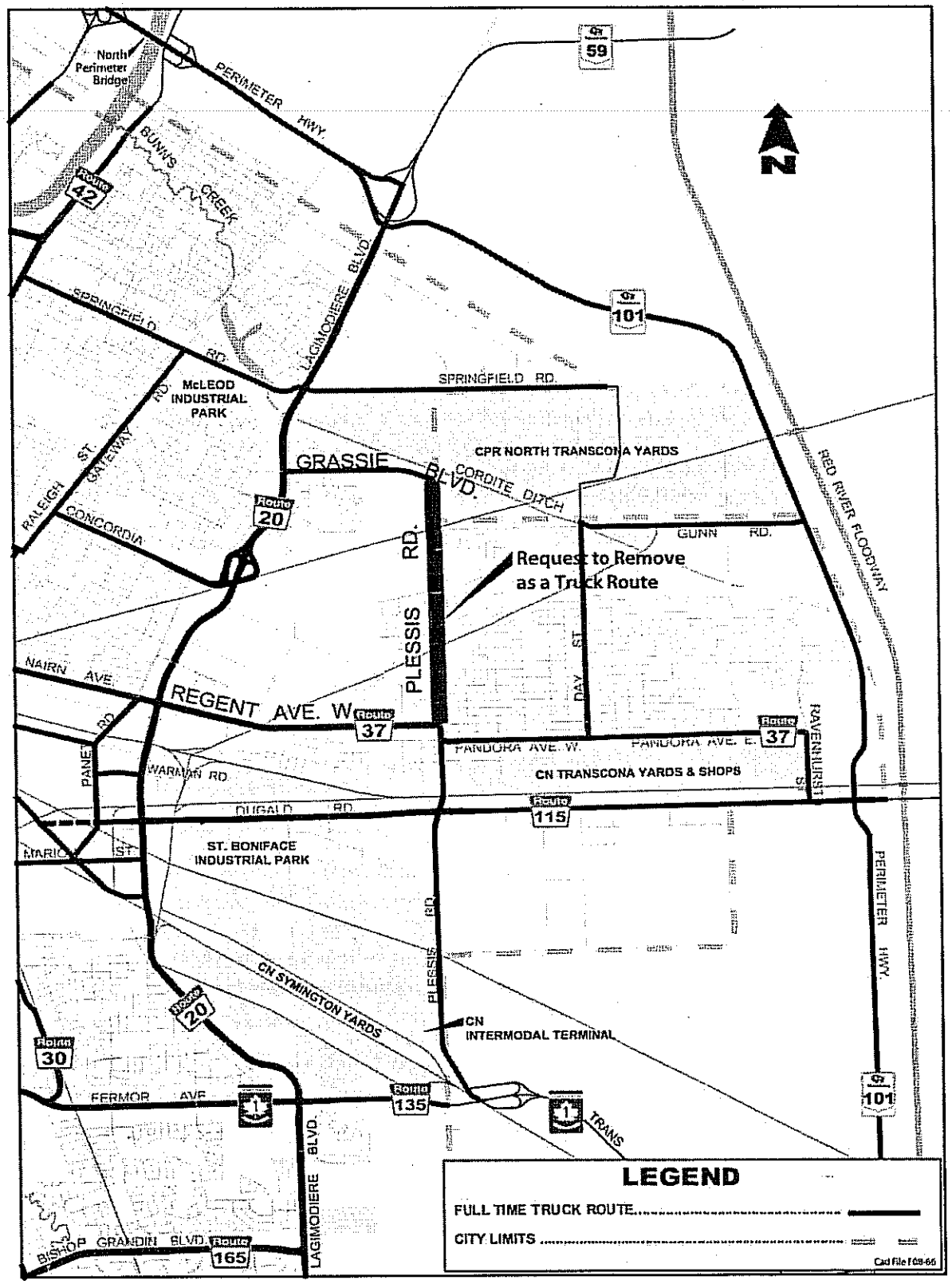
- develop a limited set of higher order routes (major east-west and north-south routes) within Winnipeg and designate them as trade routes, and
- provide well defined and established truck routes in support of current and future industrial park development (as reflected in the Employment Land Strategy).

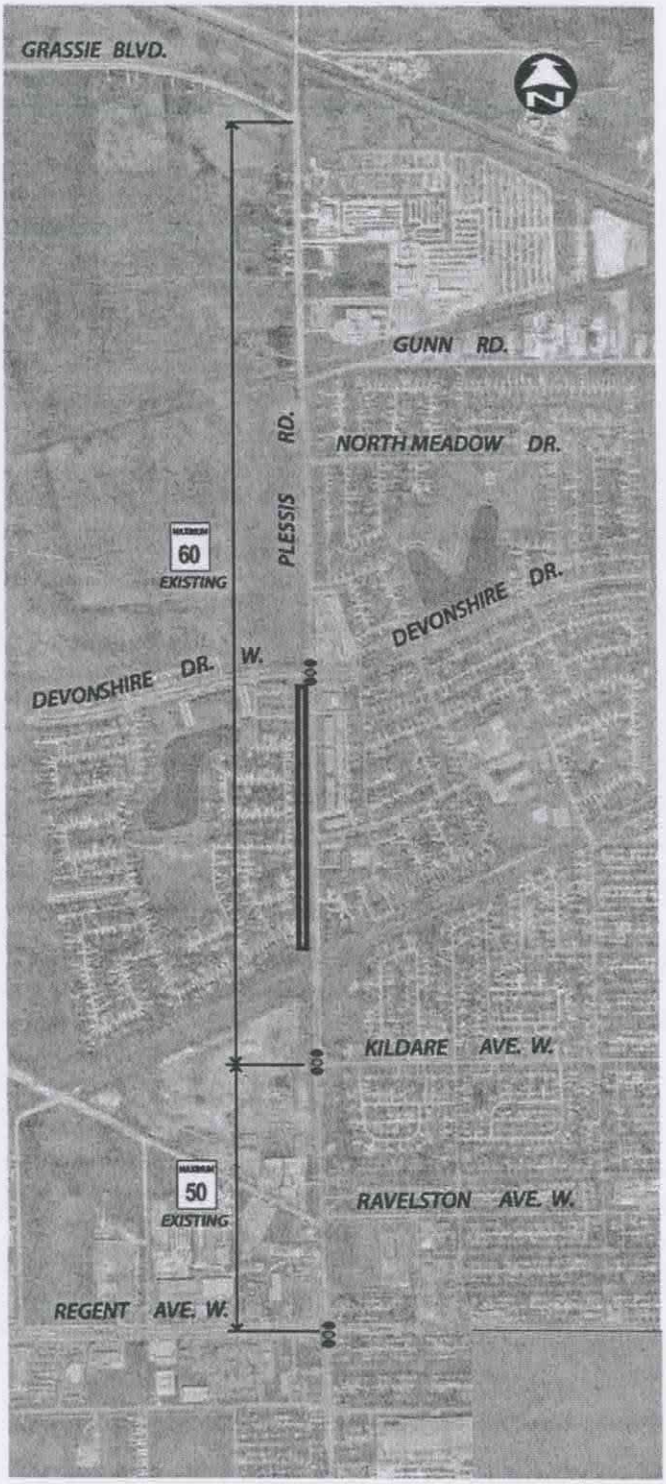
Additionally, the Winnipeg Chamber of Commerce, in a past resolution presented to the City of Winnipeg, supports the principle that Winnipeg, "*at a minimum, must maintain its present system of designated truck routes.*"

Our industry plays a vital role in the economies of both our city and province. Additionally, a significant number of Manitoba-based trucking companies are based in Winnipeg and/or provide a service to the residents and businesses of Winnipeg. "*The total operating cost of truck movement on truck routes in Winnipeg in 1995 was estimated as a minimum total of $130.7 million to a maximum total of $259.7 million.*" [Profile of Urban Goods Movement in Winnipeg]. Any increase in truck transportation operating costs through inefficiencies in the truck route network will have a negative impact on the shipping community, businesses overall and the residents of Winnipeg, as these increased costs must and will be passed on to the shipping community and ultimately the businesses and residents of Winnipeg.

For these reasons we ask this committee to not support the proposed elimination of Plessis Road from the Full-Time Truck Route System.

Appendix A


North Perimeter Bridge
PERIMETER HWY.
Route 59
BUNNS CREEK
Route 42
LAGIMODIERE BLVD.
Route 101
SPRINGFIELD RD.
McLEOD INDUSTRIAL PARK
RALEIGH ST.
GATEWAY RD.
CONCORDIA
GRASSIE BLVD.
CPR NORTH TRANSCONA YARDS
CORDITE DITCH
Route 20
GUNN RD.
RED RIVER FLOODWAY
Request to Remove as a Truck Route
PLESSIS RD.
DAY ST.
NAIRN AVE.
REGENT AVE. W
Route 37
PANDORA AVE. W.
PANDORA AVE. E.
RAVENHURST ST.
PANET RD.
WARMAN RD
CN TRANSCONA YARDS & SHOPS
DUGALD RD.
Route 115
MARION ST.
ST. BONIFACE INDUSTRIAL PARK
PERIMETER HWY.
CN SYMINGTON YARDS
Route 20
Route 30
CN INTERMODAL TERMINAL
FERMOR AVE
Route 135
TRANS
LAGIMODIERE BLVD.
BISHOP GRANDIN BLVD.
Route 165
LEGEND
FULL TIME TRUCK ROUTE
CITY LIMITS
Cad File F09-66


GRASSIE BLVD.
GUNN RD.
PLESSIS RD.
NORTH MEADOW DR.
MAXIMUM
60
EXISTING
DEVONSHIRE DR.
DEVONSHIRE DR. W.
KILDARE AVE. W.
MAXIMUM
50
EXISTING
RAVELSTON AVE. W.
REGENT AVE. W.



Northbound on Plessis, south of Devonshire



Northbound on Plessis, south of Devonshire



Northbound on Plessis, north of Devonshire



Southbound on Plessis, north of Devonshire



Southbound on Plessis, at Devonshire



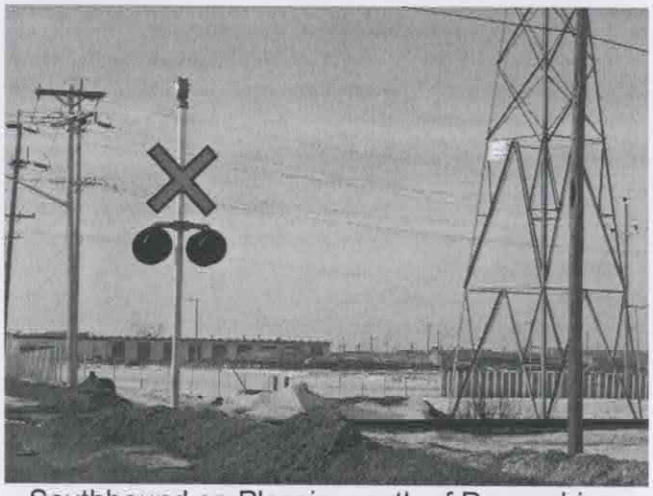
Northbound on Plessis, south of Devonshire



Southbound on Plessis, south of Devonshire



Southbound on Plessis, south of Devonshire



Southbound on Plessis, south of Devonshire