Committee Copy
Chair

In the package submitted you will find a copy of our petition with 450 signatures collected so far from residents surrounding the Plessis road. We are speaking to you today specifically regarding the truck route designation.

Residents always knew that Plessis Road would be expanded to four lanes to accommodate growing residential traffic. The trigger for the widening was the number of new housing starts. Residents knew Plessis was a truck route, however it was used mostly for local access truck traffic, one or two semis a day.

What we didn't know:

- Other corridor(s) planned for the area would be shelved
- CN Intermodal would locate to south Plessis.
- The enormous increase in heavy truck traffic
- The expansion would place the new lanes so close to homes backing onto Plessis (close enough that residents fence posts and tree roots are exposed below grade.)
- No sound or vibration attenuation provided.

Consequently, the expansion of Plessis Road resulted in a "build it and they will come" scenario for truck traffic, not the intention. This has created a virtual highway through an established residential neighbourhood. The impact on our community is significant; gone is enjoyment of our back yards, or front balconies, a quiet nights sleep, comfort in our property values, confidence in the structural integrity of our homes and fences, and a reasonable assurance of safety

The residents of south Tuxedo successfully kept the intermodal out of their area. We understand that EPC has just approved IKEA to locate in the Kenaston area, an exciting addition possible because Intermodal moved to Plessis Road. The promises of that move however are not being kept at the expense of Plessis /Grassie residents.

I have given you a copy of a 2002 news release showing that EPC endorsed a plan by CNR to move the Intermodal Terminal from Kenaston to Symington Yard on Plessis Road in an area zoned for heavy industrial use. **It states that "Trucks will use the Trans-**

Canada Highway and, as a result, impact on the residential section of Plessis Road North of Camiel Sys Street will be minimal" Over 450 residents along Plessis can assure you it has **not** been minimal and with the recent road expansion we have seen an alarming increase in large truck traffic.

Imagine the sound when you are in the backyard when a fully loaded semi trailer weighing in at 80,000 pounds passes by with only a few feet and a regular wood fence separating you. It is un-nerving, deafening and impossible to carry on a conversation while that truck is rumbling by. Now imagine a steady stream of trucks.

A US study has determined that each decibel increase reduces property values by 0.6%. A semi trailer is 20 decibels louder than a passenger vehicle and the noise of one semi is equivalent to 32 cars.

A Transport Canada article (vol 23, No. 5 10/01) cited traffic noise as a form of pollution causing a range of serious health problems including negative effects from reduced quality of sleep. We currently have foam-board and two sets of heavy drapes over our bedroom windows to try to drown out the noise.

The vibrations from the truck traffic is severe enough that our houses shake, and house hold articles shift or fall. Residents are concerned about the effect on foundations. Shifting fences and an increase in broken window seals are also noted by the residents.

From a safety perspective, an average loaded semi is 16 times heavier than the average car and takes 40% more distance to stop. Every child in Kildonan Meadows and the Kildonan Green has to cross Plessis Road to reach schools, community clubs and playgrounds.

We appreciate that trucks provide goods and services we need and want. However, there are other, better truck routes available.

- Regent to Lagimodiere
- Fermor to Lagimodiere (80 @ KPH)
- Dugald to Lagimodiere

We drove from the corner of Lagimodiere and Grassie to the Intermodal terminal 3 times using Grassie/Plessis, Lagimodiere/Dugald and Lagimodiere/Fermor. All 3 routes took 11 minutes and change. The one with the most risk of taking longer is Grassie/Plessis route as there are a total of 4 train crossings.

An arterial roadway this close to where a resident sits in their backyard would not happen in other progressive Canadian Cities without sound barriers. We are already out of sync with the ***Transcona West Area Structure Plan*** approved by the city just last July. The document **references sound attenuation 6 times** and once specifically in conjunction with arterial roadways (Which Plessis is defined as). The plan also talks about the surrounding neighborhood needs for quality of life, safety and enjoyment of private property. So does Plan Winnipeg. We were told bluntly at a community consultation "plans change". The documents and plans we spend so much time and money on should be worth something.

That May 08 consultation had a full house of upset residents concerned about the impact of the expansion. If Plessis was to be an artery with heavy truck traffic, why allow Genstar to locate homes so close to this type of roadway? We can tell you that if we knew then what we know now very few of the people now affected would have made the same choices.

This is a well-populated residential area. We choose to live here based on the information we were given at the time. These residents have invested their money, their time, and their families in this community

We ask that you correct a historic wrong and change the truck route on Plessis and Grassie to local access only.

We have letters of support from MLAs Bidhu Jha and Darryl Reid, and from The River East Transcona School Division and Manitoba Conservation Safer Routes to School. Also included are a few emails from residents we thought you should see. Thank you.

2002 News Releases

Executive Policy Committee Approves CN Kenaston Move

WINNIPEG - SEPTEMBER 18, 2002 - Executive Policy Committee today unanimously endorsed a plan by Canadian National Railway which will cut train crossing delays by 40%, for motorists on Kenaston Boulevard at Wilkes, according to CN data. It will also reduce truck traffic on Kenaston, and train shunting at the Fort Rouge yard will come to an end.

CN plans to move its Winnipeg Intermodal Terminal from Kenaston at Wilkes and build a new, $16 million facility at Symington Yard on Plessis Road in an area zoned for heavy industrial use. Trucks will use the Trans Canada Highway and, as a result, impact on the residential section of Plessis Road north of Camiel Sys Street will be minimal.

EPC approved a recommendation authorizing a $220,000 grant to CN from the city's Economic Development Reserve to offset property taxes during the re-location.

EPC has also asked the civic administration to now prepare a report detailing design options and costs for construction of an underpass or overpass at Kenaston, which is expected to be significantly more cost-effective because of the relocation.

"CN has shown incredible leadership in helping us solve chronic traffic congestion at Kenaston," said Mayor Glen Murray. "In particular vice-president Keith Creel has been accessible and creative in this process. On behalf of my colleagues I would like to thank CN management and staff for working with us to achieve a long-term solution."

The CN report goes to Council for approval on September 25, 2002.

Last update: 01.02.2004

* Top of Page

Resource Conservation Manitoba

Active & Safe Routes to School Manitoba

A Non-Profit Centre for Applied Sustainability

January 20, 2009

Dear Councillor Wyatt,

This is a letter of support for the Plessis Road Area Residents Group who are petitioning to have the **speed reduced from 60 km/h to 50 km/h on Plessis Road between Grassie and Dugald**. We also support them in their initiatives to **remove the Truck Route designation** from this stretch of roadway. We support any initiative to **increase safety at neighbourhood walkways and crosswalks**; as well as the **creation of a three-way stop at Spring Meadow or North Meadow and Plessis**.

The Active and Safe Routes to School Program encourages the use of Active Transportation to and from school for children and youth. We work collaboratively with schools and community partners to help them find strategies to address the issue of school-based transportation demand management. So often we see unreasonably high volumes of traffic around schools at pick-up and drop-off times. Parents are concerned about the safety of their children, and they often site traffic volume and speeds as a barrier to permitting their children to walk or cycle to school.

The impacts of fewer students walking and biking to school are subtle, but becoming more and more salient as the issue of childhood inactivity and youth obesity becomes a higher priority. Having more people walking and cycling in our neighborhoods also contributes in a positive way to community safety and security – more eyes on the street result in safer spaces for everyone. There are also environmental implications with short trips to and from school producing more greenhouse gasses than longer trips; issues surrounding idling in school zones and air quality implications; and perhaps most importantly, the issue of fun, safe, active and outdoor socializing time for children.

Every child in Kildonan Meadows and Kildonan Green has to cross Plessis Road to reach all three levels of school and the community club of Park City. Although crossing guards are available for before and after school, any child needing to get there early or having to stay late is on their own. These crosswalks are often not safe for crossing guards who have had close-calls with motorists running the intersections. Also, big truck trailers cannot stop easily in an emergent situation. The solution of reducing speed and removing the trucks will make a difference in community safety, not just for the students travelling to school, but for everyone. It will also make a difference in noise reduction and other health concerns, vibrations which impact health and infrastructure, as well as environmental and air quality improvements.

Please feel free to contact me if you have any questions or comments about Active and Safe Routes to School or this issue. We look forward to assisting the Plessis Road Area Residents Group with this initiative that will have such a positive impact on community safety and health.

Sincerely,

J. Avent

Jackie Avent

Active and Safe Routes to School Program Coordinator
Resource Conservation Manitoba

cc: Gloria Cardwell-Hoeppner; Plessis Road Residents Group

3rd Floor - 303 Portage Avenue * Winnipeg, Manitoba * R3B 2B4 ● Tel: (204) 925-3773 ● Fax: (204) 942-4207
Email: asrts@resourceconservation.mb.ca Web: www.resourceconservation.mb.ca

RETSD

Creating student success

February 3, 2009

Councillor Russ Wyatt
City of Winnipeg

This letter is in support of the petition filed with the City of Winnipeg by Plessis Road Area Residents Group requesting that a reduction in speed limit be considered on Plessis Road from Kildare Avenue to Grassie Boulevard.

The River East Transcona School Division considers the safety of children walking to and from school very important. To that end, the division provides an extensive school patrol program. Additionally, in areas where elevated criteria exist, the division employs adult crossing guards, as is the case at the crosswalk on Plessis Road at Sanford Fleming.

A proactive response from the City of Winnipeg would further enhance the conditions for the safe crossing of Plessis Road.

We thank you in advance for your attention to this matter.

Yours truly,

Robert J. Fraser

Robert J. Fraser

Chair, Board of Trustees

Gloria Cardwell-Hoeppner

From:
Sent: March 6, 2009 8:38 AM
To: 'Gloria Cardwell-Hoeppner'
Subject: FW: update Plessis Road

-----Original Message-----
From: Daryl Reid
Sent: December-08-08 11:59 AM
To: bghoeppner
Subject: Re: update Plessis Road

Hello Gloria.

I am in receipt of your note.

Most of the change must come from within the City of Winnipeg.

I have written to the provincial Highway Traffic Board recently trying to have speed zone reductions and traffic control devices installed at different points in the Transcona area. The response to my letters to the Provincial Highway Traffic Board (HTB) is that unless the City of Winnipeg requests (to the HTB) the changes, no action will occur. The City of Winnipeg Streets & Transportation Department is how the request must be initiated before any change that you are seeking can occur.

As you may already know I support the reduction of the speed limit on Plessis Road (between Regent and the Grassie Blvd) from the current 60 KPH down to 50 KPH. I also support changing the allowable thru traffic truck traffic route from Plessis Road to a route along either Regent Avenue west of Plessis Road or more acceptable along Dugald Road west of Plessis or even better along the Fermor Ave as I believe was the original intent of the CN Intermodal Yards relocation to Symington.

I trust that this information you were seeking.

Best wishes for a Merry Christmas and a very happy New year!

Daryl

Gloria Cardwell-Hoeppner

From:
Sent: March 6, 2009 8:36 AM
To: 'Gloria Cardwell-Hoeppner'
Subject: FW: Plessis Rd.

-----Original Message-----
From: Jha, Bidhu (NDP)
Sent: January-24-09 1:53 PM
To: 'bghoeppner
Subject: Plessis Rd.

Hi Barry & Gloria,

Thanks for the mail.
I am very much with you as previously stated. I am ready to work together with residents on all possible and feasable solutions to make it work.

Re : Speed reduction, let me remind you that soon after my first election in 2003 I worked with city n province and got speed reduced from 70 km to 50 Km on plessis past Dugald.

Pl keep me posted.

Bidhu

bghoeppner

From: Terry Mlynarovich
Sent: March-08-09 5:38 PM
To: hoeppner
Subject: FW: Plessis Road Traffic

Dayle and I will not be able to attend due to having to work. Below, is one of the e-mails I have sent off to Russ Wyatt. We have signed the petition you have brought around and feel very strongly that Plessis Rd. has to rectified. The trucking industry feels the road is an asset, they should be supporting us to make it safe by lowering the speed limit and sound barriers to help control the noise generated by the large trucks. As you are well aware, the north bound road is in terrible condition, the pounding from the trucks shaking our house is drying us crazy.. IF we did want to move, how do we pass this off as a selling feature. The speed signs are a joke, just a guide line for some. Have you ever seen or heard of radar being set up on Plessis ? They say photo radar is a cast grab in constructions, set up a couple on Plessis and we would soon have the funding for a sound barrier.

Good Luck with the fight, and thanks for all the work you have put into this cause.

From: terrym
To: rwyatt@winnipeg.ca
Subject: Plessis Road Traffic
Date: Sat, 20 Dec 2008 05:29:55 -0600

Mr. Wyatt

The construction on Plessis Road is still not completed, and we continue to wait for the traffic lights on Plessis/Devonshire to be completed. Not that the light would help, but the traffic is a nightmare. Living in Kildonan Meadows I travel Plessis continually as this is our only way out. The 50 & 60 km. speed zones are a joke, not even a guide line. You do not have to be a traffic cop with radar to tell Plessis from Regent to Devonshire is a race track. Travel the speed limit in this area and it is easy to see the speed is easily 10 - 20 km. over the posted speed by some. Where are the police. I have lived in the area since it was first developed, and I am yet to see any sign of speed contol/radar to let the people know the police are trying to control the speed. Hopefully the speed from Kildare to Devonshire will be reduced to 50 km. from 60 km. to try and control the problems of speeders and noise from the truck traffic. As I live very close to Kildonan Meadow Drive, that is my main access to the area. Getting onto Plesssis for either direction is a nightmare. It is just a matter of time before a serious accident occurs at Plessis and K.M.Drive as a car pulls out to go south bound and gets smacked as he pulls out into traffic doing anywhere up to about 80 km.

Yes, I live on Willis Wyatt Pl. and back onto Plessis, but that is a different nightmare. Please let me live it, and deal with it, Please make Plessis a safer road to travel for all. The Pedesterian Corridor in the area must be a real concern for the parents of kids using it to go to school. Cutting the grass in my own back yard is now a concern as the thought of getting run down by a speeding, out of control vehicle crashing through my back fence is allways in my mind. What a way to live.

Thanks for your time, hope you can help. Voters deserve safe passage on election day.

bghoeppner

From: David Sidley
Sent: March-08-09 6:15 PM
To: hoeppner
Subject: Plessis Renewal - City Council Meeting

Hi Gloria,

First of all I wish to thank you for your efforts regarding this issue.

You visited our residence last evening (167 Dawnville) and mentioned to my wife that a formal presentation will be made on behalf of the group.

In order to allow as much time as possible for any potential debate, I thought I would refrain from speaking at this meeting but forward you some import points that my wife and I feel should be addressed, (if not already on your agenda).

1) We have noticed that since the activation of the traffic lights at Plessis and Devonshire, there has been an increase in speed along Plessis, particularly heavier trucks. Also, due to the fact that the lights deactivate from late evening to early morning and flash yellow for north/south traffic along Plessis, there is no onus on traffic, particularly heavier truck traffic, to slow down at all.

2) Last summer we had to replace a window in an upstairs bedroom that cracked out of the blue. There was no evidence of any vandalism and we had the window replaced. About a month ago the seal on the upper (larger) portion of this same window has now failed. We are going to have to replace the entire window. This window is in the master bedroom upstairs which coincidentally?, shakes/vibrates the most from the traffic on Plessis. We also had to replace another window with a cracked seal in a bedroom on the west side of the house.
Once I have this window replaced I will be making a claim with the City of Winnipeg.
I am curious as to what whether other residents along this stretch of Plessis have had similar damages.

3) Our inability to talk to any City of Winnipeg representative over the years has been the most frustrating. Numerous complaints were made and requests to speak or meet with the streets foreman. We were told that there was nothing that could be done and we were the only residents along this stretch of Plessis Rd. that were complaining. Obviously this wasn't the case.

I agree that a reduction in the speed limit, and/or the removal of the truck route designation would go a long way in resolving this situation. The noise and vibrations/shaking over the past winter have never been worse.
I believe the City doesn't plan on renewing the north bound section of Plessis for another few years. I think this may go a long way in resolving some of the vibrations, but if the trucks are allowed to keep using this road, how many years before the shaking comes back as even the new road starts to deteriorate due to the sheer volume of traffic?

Thanks again and call/write if you need any assistance.

David and Terry Sidley

Subject	**Plessis Road Expansion Meeting**
From	"Sherby, Kevin (JUS)"
Date	Monday, March 9, 2009 12:07 pm
To	hoeppner(

Hello Barry and Gloria,

Due to my work schedule I will not be able to attend Tuesday's meeting at City Hall. However, I did think of another point that should be raised which you might have already covered in your presentation. Last week I received our 2010 Tax Assessment from the city. Somehow they assessed the value of our home at more than $90,000 compared to the previous assessment. There is no way I could sell our home at the city's "assessed value" due to the Plessis Road expansion. If my taxes are increasing then I know yours are too. I'd like to know if the city took this expansion into consideration while this assessment was conducted. The property values have decreased so I don't understand how the city came up with these numbers. Why are our taxes so high for our location?

Good luck at tomorrows meeting and thank you for putting up the fight!

- Kevin

-----Original Message-----
From: Laura Hordyk
Sent: February-06-09 3:29 PM
To: hoeppner
Subject: petition

My husband and I would like our names included in the petition for Plessis Road.
We are Laura and Patrick Hordyk, and live at 1817 Plessis Road.
I would also like to note that lowering the speed limit is a step, but we need to have it enforced. We have lived in our house for over three years, and I have never once seen anyone on our stretch of Plessis stopped for speeding, even though many do. Some of the worst offenders are the Dr Hook tow trucks, who take longer to stop because they are heavier. I have heard that they have a 'deal' with Winnipeg Police, and basically have a carte blanche to travel as fast as they want.
We will be unable to attend the meeting on Tuesday as my husband will be working, and I will be home with our 2 year old. He would not be fun at a meeting.

Laura

bghoeppner

From: Russell & Jennifer Spelliscy
Sent: February-11-09 11:58 AM
To: hoeppner
Subject: Plessis Road!!!

Dear Barry or Gloria,

My husband and I would like to put our names onto the petition. We live towards the end of the finishing road at 1939 Plessis Road and we hate the addition. When the semi's go by it vibrates the house so badly somethimes that it wakes up our baby from her sleep and scares her into a frantic cry. It's terrible. Our dog who is a chocolate lab also jumps up when he heres the bang. It's bad enough that we get the vibrations from the trains that pass by on a daily basis let alone traffic now. It would be great to have them slow the speed down and only be used for local traffic not big heavy trucks.
So please add Jennifer and Russell Spelliscy to your list and good luck with the meeting. If you need anymore information just e-mail us back and we will get back to you.

Sincerely,

Jennifer and Russell Spelliscy

09/03/2009

Gloria Cardwell-Hoeppner

From: Kolbuck, Terry
Sent: February 9, 2009 12:14 PM
Subject: Media Advisory

WINNIPEG POLICE SERVICE
MEDIA ADVISORY
Monday, February 09, 2009

Due to a motor vehicle collision involving a semi truck trailer Grassie Boulevard is closed between Skowron Drive and Plessis Road. Also, Plessis Road is closed between Gun Road and Cordite Road. The Winnipeg Police Service is requesting motorists avoid this area until the incident has been cleared up..

TRANSPORT ACTION

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In This Issue ....

- Insurance to Keep Aviation Aloft
- President's Message
- Funding for Mass Transit
- Concorde Flies Again
- High Speeds Cause more Deaths
- Letter to the Min. of Transport
- Lessons from Calgary
- Railways Drive down Emissions
- Traffic Noise a Form of Pollution
- Increase in Tram Usage in U.K.
- Less trucks - More Trains
- UK Rail Privatization a Disaster

Is Traffic Noise a Form of Pollution?

Bert Titcomb, P. Eng

Traffic noise is a combination of the noises produced by the engine, exhaust, and the tires. The loudness can also be increased by defective mufflers or other faulty equipment on the vehicles. Any condition (such as a steep incline) that causes heavy labouring of motor vehicle engines will also increase traffic noise levels. Traffic noise is not usually a serious problem for people who live more than 500 feet from heavily travelled freeways. Noise barriers are not very effective in reducing the noises generated by moving traffic. Traffic noise levels depends on three factors:

- the volume of the traffic
- the speed of the traffic and
- the number of trucks in the flow of the traffic.

Noise levels are measured in decibels, using a scale that increases logarithmically so that the loudness of a sound doubles roughly every 10 decibels. A brochure titled "An Introduction to Sound Basics" contains an interesting table showing the increase in noise levels as speed increases for three types of vehicles; auto, medium truck, and a heavy truck.

In the last few years there has been a significant increase in the number of trucks on Ontario highways. Con-sequently, traffic noise has become a major source of pollution in Ottawa and the region. One heavy truck produces the same noise level as 32 cars! Many OC Transpo buses generate noise levels over 90 decibels when they pull away from a bus stop.

Noise is invisible. Defining its impact on people and the environment is more difficult than with other environmental pollutants such as air or water. It is a common misconception that one can adjust to noise by ignoring it or getting used to it. The ear never closes and is continually responding to sound even during sleep.

Noise can:

- cause permanent hearing damage. People with hearing loss suffer discomfort and social isolation. There is no cure. Hearing aids cannot restore lost hearing.
- contribute to the development or aggravation of heart and circulatory diseases. Noise triggering the involuntary fear response can cause adrenaline to be pumped into the bloodstream, blood vessels to constrict, the heart rate to quicken, muscles to tense, breathing to increase, the digestive system to slow down. Noise can cause regular and predictable stress in the human body. Continued stress can lead to hypertension which is the major cause of strokes and other cardiovascular diseases.
- affect the quantity and quality of sleep. The elderly and sick are more sensitive to disruptive noise. In addition to waking us up, noise can lengthen the time needed to fall asleep or cause shifts from deeper to lighter sleep stages. A good night's sleep is essential to our general health and well being.

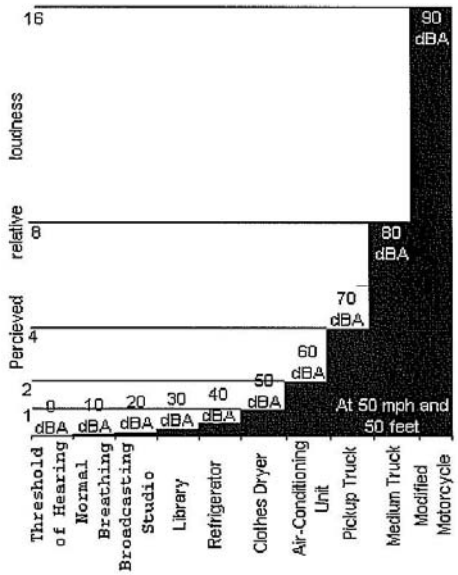
Loud noises are definitely a source of pollution. When are municipal and provincial authorities going to address a very serious problem?

Sound is quantified by a meter which measures units called decibels (dB). For highway traffic noise, an adjustment, or weighting, of the high- and low-pitched sounds is made to approximate the way that an average person hears sounds. The adjusted sounds are called "A-weighted levels"(dBA).

The A-weighted decibel scale begins at zero. This represents the faintest sound that can be heard by humans with very good hearing. The loudness of sounds (that is, how loud they seem to humans) varies from person to person, so there is no precise definition of loudness. However, based on many tests of large numbers of people, a sound level of 70 is twice as loud to the listener as a level of 60. This principle is illustrated an the next page.

2

Top
NPC Online Library
NPC Law Library
NPC Noise News
NPC Resources
NPC Home



3

Top

NPC Online Library
NPC Law Library
NPC Noise News
NPC Resources
NPC Home

Causes of Traffic Noise

The level of highway traffic noise depends on three things: (1) the volume of the traffic, (2) the speed of the traffic, and (3) the number of trucks in the flow of the traffic. Generally, the loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and greater numbers of trucks. Vehicle noise is a combination of the noises produced by the engine, exhaust, and tires. The loudness of traffic noise can also be increased by defective mufflers or other faulty equipment on vehicles. Any condition (such as a steep incline) that causes heavy laboring of motor vehicle engines will also increase traffic noise levels. In addition, there are other more complicated factors that affect the loudness of traffic noise. For example, as a person moves away from a highway, traffic noise levels are reduced by distance, terrain, vegetation, and natural and manmade obstacles. Traffic noise is not usually a serious problem for people who live more the.500 feet from heavily traveled freeways or more than l00 to 200 feet from lightly traveled roads.

How Traffic Volume Affects Noise

A



2000 vehicles per hour

B



200 vehicles per hour

A sounds twice as loud as B.

4

Top
NPC Online Library
NPC Law Library
NPC Noise News
NPC Resources
NPC Home

How Speed Affects Traffic Noise

A



55 miles per hour

B

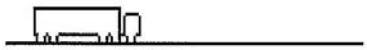


15 miles per hour

A sounds twice as loud as B.

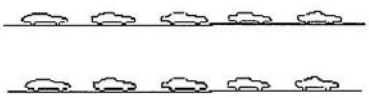
How Trucks Affect Traffic Noise

A



One Truck

B



32 cars

A sounds as loud as B.

5

Top
NPC Online Library
NPC Law Library
NPC Noise News
NPC Resources
NPC Home

Determining noise Impact

Highway traffic noise is never constant. The noise level is always changing with the number, type, and speed of the vehicles which produce the noise. Traffic noise variations can be plotted, as shown by the graph below. It is usually inconvenient and cumbersome to use such a graph to represent traffic noise in

Grassie, Plessis Road and surrounding residents already experience major problems with noise, vibration, dust, speeding traffic and safety resulting from traffic on these roadways. The expansion of Plessis Road from two to four lanes will greatly worsen these already serious concerns. We, the undersigned, submit this petition to support the following resolutions.

1) **REDUCING THE SPEED LIMIT ON PLESSIS ROAD (GRASSIE TO DUGALD) FROM 60 TO 50 KPH TO BE CONSISTANT WITH THE REST OF PLESSIS**. On average, drivers go at least 10 miles above the posted speed limit

2) **TAKE AWAY THE TRUCK ROUTE DESIGNATION** – Heavy trucks of every type use Grassie, then Plessis as a short cut to reach Dugald and #1 Hwy especially semi trailers from CN heading to the intermodal.

3) **NOISE -** Noise is a health concern to be taken seriously. The Decibel levels on Plessis must be measured over a minimum three day time frame, mid-week, at peak periods before and after the expansion is complete. Levels must fall within the accepted safe standards. – The barrier in Windsor Park set a precedent. Noise barriers, paid for by the city and / or the Genstar should be installed along Plessis for the residents who will have the traffic along their back yards.

4) **INCREASED SAFETY AT THE WALKWAY AND CROSSWALK** Every child in the Kildonan Meadows and Kildonan Green area must cross Plessis, to get to Elementary, Middle Years and High Schools, as well as the community clubs.

5) **A THREE WAY STOP AT SPRING MEADOW, or NORTH MEADOW AND PLESSIS** – Residents using these streets to access Plessis already have difficulty crossing to travel south. A three way stop at either may allow for enough of a break in the traffic to permit safe access.

NAME / SIGNATURE ADDRESS/PHONE

Petition – Page 1 of 22. Copy on file in the office of the City Clerk