Agenda – Council – March 25, 2009

Report – Standing Policy Committee on Infrastructure Renewal and Public Works - March 10, 2009

Item No. 6 Deletion of Truck Routes - Plessis Road, north of Regent Avenue West – Grassie Boulevard, east of Lagimodiere Boulevard (Transcona Ward) File SC-2

STANDING COMMITTEE RECOMMENDATION:

On March 19, 2009, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and the East Kildonan-Transcona Community Committee, as amended, and submits the following to Council:

1. That the City of Winnipeg Traffic By-law No. 1573/77 be amended by deleting Plessis Road north of Regent Avenue West, and Grassie Boulevard east of Lagimodiere Boulevard, as a Truck Route.

2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

Report - Standing Policy Committee on Infrastructure Renewal and Public Works - March 10, 2009

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On March 19, 2009, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and the East Kildonan-Transcona Community Committee, as amended, and submitted the matter to Council.

Further on March 19, 2009, the Executive Policy Committee received submissions from the following:

- Bob Dolyniuk, General Manager, Manitoba Trucking Association, in opposition to deleting the designation of Truck Routes on Plessis Road north of Regent Avenue West and on Grassie Boulevard, east of Lagimodière Boulevard

- Gloria Cardwell-Hoeppner and Barry Hoeppner, in support of deleting the designation of Truck Routes on Plessis Road north of Regent Avenue West and on Grassie Boulevard, east of Lagimodière Boulevard

STANDING COMMITTEE RECOMMENDATION:

On March 10, 2009, the Standing Policy Committee on Infrastructure Renewal and Public Works did not concur in the recommendation of the Winnipeg Public Service and concurred in the recommendation of the East Kildonan-Transcona Community Committee, as amended:

1. That the City of Winnipeg Traffic By-law No. 1573/77 be amended by deleting Plessis Road north of Regent Avenue West, and Grassie Boulevard east of Lagimodiere Boulevard, as a Truck Route,

and submitted the matter to the Executive Policy Committee and Council.

STANDING COMMITTEE DECISION:

On March 10, 2009, the Standing Policy Committee on Infrastructure Renewal and Public Works did not concur in the recommendation of the Winnipeg Public Service and concurred in the recommendation of the East Kildonan-Transcona Community Committee, as amended, and directed the Winnipeg Public Service as follows:

Report – Standing Policy Committee on Infrastructure Renewal and Public Works - March 10, 2009

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE DECISION (continued):

1. That the Winnipeg Public Service be authorized to apply to The Highway Traffic Board of Manitoba to adjust the speed limit on Plessis Road, north of Kildare Avenue West to Gunn Road, from 60 km/h to 50 km/h.

Further on March 10, 2009, the Standing Policy Committee on Infrastructure Renewal and Public Works received submissions from the following:

- Gloria Hoeppner submitted 12 communications and a petition (22 pages) in support of reducing the speed limit and deleting the truck route designation on Plessis Road;
- Bob Dolyniuk, General Manager, Manitoba Trucking Association, submitted a presentation in opposition to a reduction in the speed limit and deletion of the truck route designation on Plessis Road.

STANDING COMMITTEE RECOMMENDATION:

On February 10, 2009, the Standing Policy Committee on Infrastructure Renewal and Public Works further laid the matter over to its meeting on March 10, 2009.

On December 2, 2008, the Standing Policy Committee on Infrastructure Renewal and Public Works referred the East Kildonan-Transcona motion, as amended, to the Winnipeg Public Service for report back to its meeting on February 10, 2009, namely:

1. Reduction of the speed limit on Plessis Road (Grassie Boulevard to Kildare Avenue West) from 60 to 50 KPH to be consistent with the rest of Plessis Road.

2. Removal of the Truck Route Designation on Plessis Road north of Regent Avenue West.

COMMUNITY COMMITTEE RECOMMENDATION:

On November 17, 2008, the East Kildonan-Transcona Community Committee referred the petition and resolutions of the Plessis Road Residents Group to the Standing Policy Committee on Infrastructure Renewal and Public Works for favourable consideration, namely:

Report – Standing Policy Committee on Infrastructure Renewal and Public Works - March 10, 2009

DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

1. Reduction of the speed limit on Plessis Road (Grassie Boulevard to Dugald Road) from 60 to 50 KPH to be consistent with the rest of Plessis Road.

2. Removal of the Truck Route Designation.

Further on November 17, 2008, the East Kildonan-Transcona Community Committee received from Barry and Gloria Hoeppner, a petition in support of reducing the speed limit and removing the truck route designate of Plessis Road, purporting to contain the signatures of 343 area residents.

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.

RE: SPEED LIMIT AND TRUCK ROUTE ON PLESSIS ROAD

FOR SUBMISSION TO:	**Standing Policy Committee on Infrastructure Renewal and Public Works**
ORIGINAL REPORT SIGNED BY:	**L.S.W. Larkin, P. Eng. Director of Public Works**
REPORT DATE:	**February 13th, 2009**

RECOMMENDATION:

That:

1) There be no change to the existing 60 km/h speed limit on Plessis Road between Kildare Avenue and Grassie Boulevard; and that

2) Plessis Road between Regent Avenue and Grassie Boulevard not be deleted as a Truck Route.

Report Summary

Key Issues:

- At its December 2, 2008 meeting, the Standing Policy Committee on Infrastructure Renewal and Public Works considered a November 17, 2008 request from the East Kildonan-Transcona Community Committee for favourable consideration to decrease the speed limit on Plessis Road between Dugald Road and Grassie Boulevard from 60 km/h to 50 km/h and to remove Plessis Road as a Truck Route. Given that the speed limit on Plessis Road is currently 50 km/h between Dugald Road and Kildare Avenue, the Standing Policy Committee on Infrastructure Renewal and Public Works amended the limit of the request for the reduction in speed limit to include Plessis Road between Kildare Avenue and Grassie Boulevard and the limit of the Truck Route removal request to include Plessis Road north of Regent Avenue and referred the matter to the Winnipeg Public Service for report back.

- A technical review of the speed limit in accordance with standard accepted principles for setting speed limits supports maintaining the existing 60 km/h speed limit on Plessis Road between Kildare Avenue and Grassie Boulevard.

- Plessis Road between Regent Avenue and Grassie Boulevard and Grassie Boulevard between Plessis Road and Lagimodiere Boulevard are Regional Streets that have been constructed to a Regional Street standard, and are Snow

Routes, Bus Routes, and Full-Time Truck Routes. The Plessis Road/Grassie Boulevard route between Regent Avenue and Lagimodiere Boulevard is an integral part of Winnipeg's Truck Route Network, is part of the only continuous north-south Regional Street between Fermor Avenue in the south and Lagimodiere Boulevard in the north in the central Transcona area, and should continue to remain as a Truck Route.

- In the past two years and to completion in 2009, approximately $10 million will have been expended on upgrading Plessis Road between Regent Avenue and Gunn Road to a four lane divided facility in recognition of its importance as a Regional Street that is intended to expedite the flow of the existing and future traffic demand, including truck traffic.

- The new roadways that have been constructed on Plessis Road between Regent Avenue and Gunn Road carry southbound traffic and have a smooth surface. Consequently, with no bumps and, therefore, thumping, wheel generated noise is minimal. The existing older roadways, upon which northbound traffic flows will, in time, be refurbished to a new roadway standard, thereby minimizing any noise that may be generated by northbound vehicles travelling on the older sections of roadway on Plessis Road. Additionally, any noise generated by trucks on a 60 km/h facility, as is the case on Plessis Road between Kildare Avenue and Grassie Boulevard, is significantly less than on a highway upon which the speed limit is 80 km/h such as is the case on Lagimodiere Boulevard or Bishop Grandin Boulevard.

Implications of the Recommendation(s):

General Implications

x None
For the organization overall and/or for other departments
For the community and/or organizations external to the City
Involves a multi-year contract

Comment(s): Maintaining Plessis Road between Regent Avenue and Grassie Boulevard as a Truck Route will minimize travel distance for truck operators, thereby minimizing trip length and time.

Policy Implications

x No
Yes

Comment(s):

Regulatory Implications

x None
Eliminates or reduces regulatory impact
Proposes regulatory impact

Comment(s):

Environmental Implications

x No
Yes

Comment(s): Maintaining Plessis Road between Regent Avenue and Grassie Boulevard as a Truck Route will minimize the net travel distance and travel time for truck operators, thereby reducing fuel consumption and exhaust emissions.

Human Resources Implications

x No
Yes

Comment(s):

Financial Implications

x Within approved current and/or capital budget
Current and/or capital budget adjustment required

Comment(s): There is no cost associated with the recommendation.

Report

REASON FOR THE REPORT:

The Standing Policy Committee on Infrastructure Renewal and Public Works is the traffic authority, delegated by Council, for authorizing the Public Works Department to apply to The Highway Traffic Board of Manitoba for a speed limit change or for a proposed speed limit other than 50 km/h on a newly constructed street. The Standing Policy Committee on Infrastructure Renewal and Public Works makes recommendations to Council with respect to changes to the City's Truck Route network as noted in Schedule 1 and 2 of The City of Winnipeg Traffic By-law No. 1573/77.

HISTORY:

On November 17, 2008, after considering a petition from the Plessis Road Residents Group, the East Kildonan-Transcona Community Committee requested the Standing Policy Committee on Infrastructure Renewal and Public Works to give favourable consideration to decrease the speed limit on Plessis Road between Dugald Road and Grassie Boulevard from 60 km/h to 50 km/h and to remove Plessis Road as a Truck Route.

On December 2, 2008, the Standing Policy Committee on Infrastructure Renewal and Public Works amended the limit of the speed limit reduction request to include Plessis Road between Kildare Avenue and Grassie Boulevard, given that the speed limit on Plessis Road between Dugald Road and Kildare Avenue is currently 50 km/h, and specified the section of Plessis Road for consideration of removal as a Truck Route as being north of Regent Avenue, and referred the matter to the Winnipeg Public Service for report back.

DISCUSSION:

A) Speed Limit

Procedure

When a speed limit change on a City street is requested or a speed limit is proposed on a newly constructed street, it is the practice of the Public Works Department to provide the Standing Policy Committee on Infrastructure Renewal and Public Works with an evaluation of such a request/proposal, including the results of a radar speed study on the street, a comparison of the collision rate thereon with other streets of similar characteristics, and an assessment of the traffic operating conditions on a newly constructed street. With such information, the Committee is better informed to decide whether the Public Works Department should be authorized to apply to The Highway

Traffic Board of Manitoba to request a speed limit change or for a proposed speed limit on a newly constructed street.

Plessis Road

Plessis Road contains a 4 lane divided highway between Regent Avenue and Gunn Road, and a 2 lane highway within a rural cross-section between Gunn Road and Grassie Boulevard. Recent construction works on Plessis Road has provided a four lane divided highway for the entire length between Regent Avenue and Gunn Road. Plessis Road is a Regional Street, a Full-Time Truck Route, a Bus Route, and a Snow Route. In a typical 12 hour weekday between 07:00 and 19:00, Plessis Road south of Devonshire Drive carries approximately 8,900 vehicles. The speed limit is 50 km/h between Dugald Road and Kildare Avenue, and 60 km/h between Kildare Avenue and Grassie Boulevard (see Figure 1).

Radar speed studies undertaken on Plessis Road between Kildare Avenue and Grassie Boulevard on May 21, December 29 and December 30, 2008 resulted in the following 85th percentile speeds[1]:

- 63 km/h at Sanford Fleming Road (December 30, 2008)
- 62 km/h north of Devonshire Drive (December 29, 2008)
- 66 km/h south of Grassie Boulevard (May 21, 2008).

In the year ending October 31, 2007, (the latest for which collision data is available), Plessis Road between Kildare Avenue and Grassie Boulevard experienced a collision rate of 2.8 collisions per million kilometres of vehicular travel, compared with the City-wide Regional Street annual average of 4.0. None of the collisions involved a pedestrian.

As shown above, the 85th percentile speed on Plessis Road between Kildare Avenue and Grassie Boulevard ranges between 62 km/h and 66 km/h and the collision rate is less than the City-wide average on Regional Streets.

Accordingly, there is no basis upon which to recommend any change to the existing 60 km/h speed limit on Plessis Road between Kildare Avenue and Grassie Boulevard.

[1] The 85th percentile speed is the speed at or below which 85% of motorists travel.

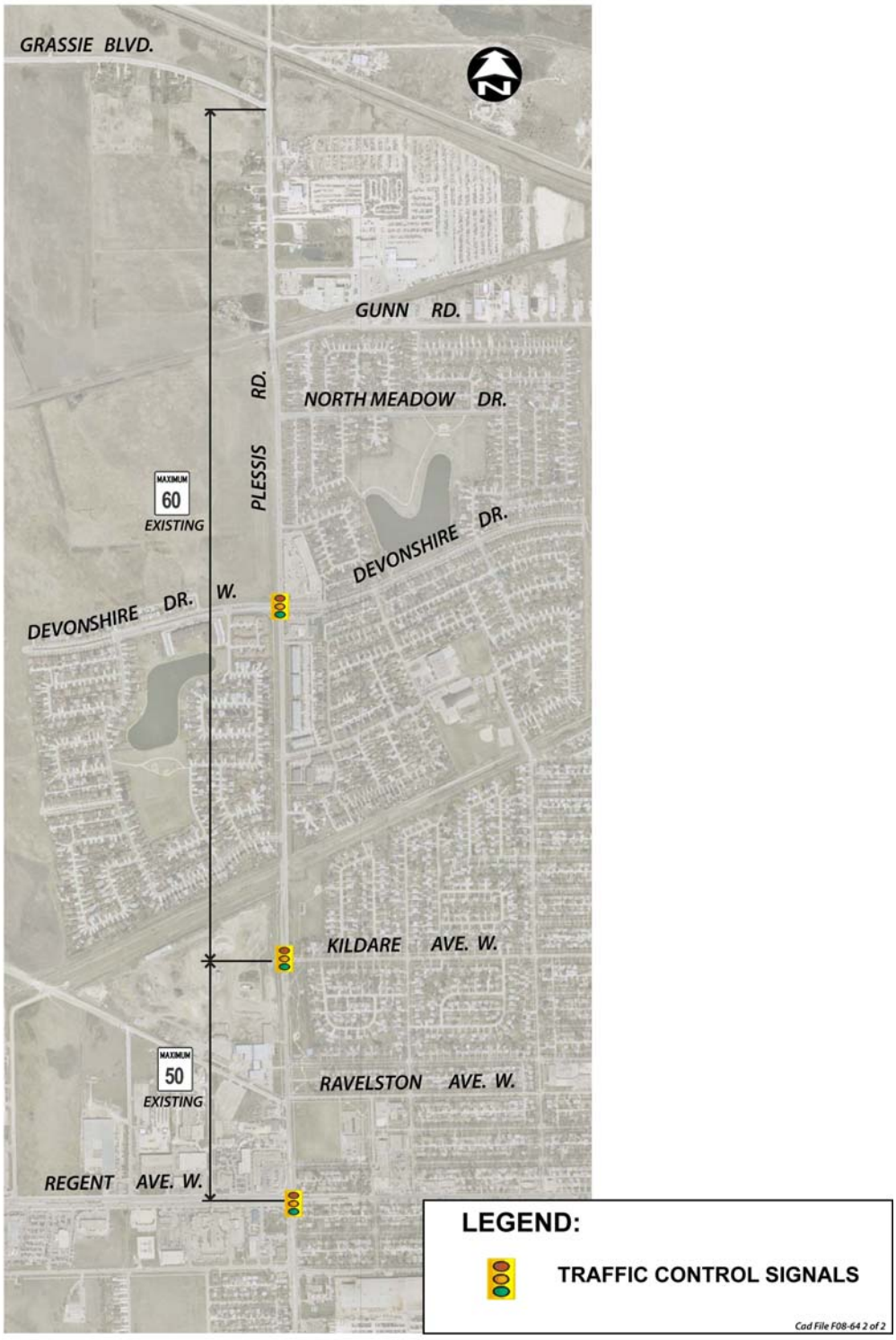

Figure 1 - Existing Speed Limit on Plessis Rd.

Background Information on Setting Speed Limits[2]

Generally, traffic laws that reflect the behaviour of the majority of motorists are found to be successful, while laws that arbitrarily restrict the majority of motorists encourage violations, lack public support and usually fail to bring about desirable changes in driving behaviour. This is particularly true when it comes to establishing speed limits.

Speed limits are based on several fundamental concepts deeply rooted within the system of government and law:

a) driving behaviour is an extension of social attitude and the majority of drivers respond in a safe and reasonable manner as demonstrated by consistently favourable driving records;
b) the normally careful and competent actions of a reasonable person should be considered appropriate;
c) laws are established for the protection of the public and the regulation of unreasonable behaviour on the part of individuals; and
d) laws cannot be effectively enforced without the consent and voluntary compliance of the public majority.

One important objective in setting a speed limit is to inform drivers of a reasonable and safe maximum speed under normal driving conditions. When less than ideal conditions exist, a driver must adjust vehicle speed accordingly as required by provisions of the Manitoba Highway Traffic Act.

It is a long accepted North American practice to recommend and establish speed limits based on the 85th percentile speed, being the speed at or below which 85% of motorists travel, in conjunction with a detailed engineering analysis of other factors such as collision information. Circumstances such as curves on the road, visibility restrictions, pedestrian and parking activity, and adjacent land uses (e.g., schools, shopping centres, etc.) are factors that determine the speed at which the vast majority of motorists elect to operate their vehicle. A speed limit established on such a basis is also referred to as a “credible speed limit” in that the speed limit matches the image that is inspired by the roadway environment and the traffic operating circumstances encountered. Features of the driving environment that are relevant to a ”credible speed limit” include the roadway width, the number of lanes, lane lining and marking, the presence of adjacent buildings, as well as trees, utility poles and furniture in the boulevard. Long, straight, wide sections of roadways with a smooth surface in an open clear road environment tend to lend themselves to a higher operating speed than is the case where such features are not present.

Establishing speed limits in this manner has proven to be effective in that it accommodates traffic in a safe and orderly way and enables the Police to focus their

[2] Excerpt from “Speed Zoning Information: A Case of Majority Rule (within the United States)”. Institute of Transportation Engineers.

enforcement resources toward the 15% of drivers who operate at excessive speeds. Such a criterion recognizes that the majority of motorists operate their vehicle in a reasonable and prudent manner with due consideration for conditions encountered, including activity into and out of intersecting public streets and approaches as well as the presence of pedestrians and bicyclists on or near the roadway. By setting speed limits using the 85th percentile speed, the range of speeds is lessened, providing a more uniform flow of traffic. Studies have shown that:

- more collisions occur when the speeds of vehicles are varied with extremely high or low speeds encountered[3];
- setting speed limits lower than that considered reasonable to the majority of drivers encourages disrespect of speed limits in general;
- posted speed limits which are set higher or lower than that dictated by roadway and traffic conditions are ignored by the majority of motorists; and that
- when speed limits are raised or lowered, there is very little impact on motorists' actual speeds.

Safe, "credible speed limits" can be expected to enhance motorists' compliance to the speed limit, which in turn can result in a reduction in collisions than would otherwise be the case. If a speed limit is not credible, motorists will be inclined to elect to drive at a speed that they perceive to be realistic. If speed limits are perceived as being incredible too frequently, it will challenge the public's trust in the speed limit system generally. A speed limit can be incredible because the speed limit is either perceived as being too low or as being too high.

Speed Limit Review Summary

Based on:

1) the standard accepted principles for setting speed limits as discussed above;
2) the results of the radar speed study; and
3) an evaluation of the collision rate on Plessis Road between Regent Avenue and Grassie Boulevard

it has been concluded that maintaining the existing 60 km/h speed limit on Plessis Road between Kildare Avenue and Grassie Boulevard is appropriate.

Setting speed limits based on the above findings will:

- recognize that the vast majority of motorists are reasonable and prudent in selecting their operating speed, with due consideration for circumstances encountered around them;
- result in a more uniform flow of traffic; and

[3] "U.S. DOT Publication No. FHWA-RD-98-154", 1998.

- decrease the potential for rear-end and sideswipe collisions that may otherwise exist if the speed limit was not maintained and adjusted as recommended, since the tendency to overtake slower moving vehicles will be minimized.

Based on standard speed limit setting methodologies as described, it is recommended that there be no change to the existing 60 km/h speed limit on Plessis Road between Kildare Avenue and Grassie Boulevard.

B) Truck Route

Preamble

Arterial Streets (Regional Streets) are generally designated as a Truck Route, since they are streets that are constructed to a higher standard such as thicker and stronger pavement and wider roadways that are required to carry large trucks on a regular basis. In the planning of an urban area, to the extent feasible, a grid of arterial streets and Truck Routes are made available that are typically separated by no more than 1.6 kilometres in order 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.

Such a practice of establishing a grid of reasonably spaced designated Truck Routes minimizes truck traffic on local streets that would otherwise seek the shortest routing to an origin/destination if Truck Routes were not made available.

Plessis Road

As referred to above, Plessis Road is a Regional Street, a Full-Time Truck Route, a Bus Route, and a Snow Route. Plessis Road is an important north-south Regional Street in the eastern sector of the City that is contiguous with the east-west oriented Grassie Boulevard at its northern terminus to connect with Lagimodiere Boulevard (PTH # 59). The adjacent north-south Truck Routes are Day Street (a significant portion of which is residentially fronted), being 1.6 kilometres to the east, and Lagimodiere Boulevard, being 2.3 kilometres to the west. Figure 2 illustrates the Truck Routes in the northeast part of Winnipeg.

Plessis Road fulfills several criteria for a Truck Route. Via Grassie Boulevard, Plessis Road connects with Provincial Trunk Highway No. 59 in the north and Provincial Trunk Highway No.1 in the south, and it connects with intersecting Regional Streets such as Regent Avenue, Pandora Avenue and Dugald Road, and it is adjacent to commercial development in the area north of Gunn Road, at Devonshire Drive and in the area between Kildare Avenue and Regent Avenue. Plessis Road between Regent Avenue and Grassie Boulevard is part of a north-south Regional Street route between Fermor Avenue and Lagimodiere Boulevard and has been a Truck Route for almost a half a century.

In a typical 12-hour weekday between 07:00 and 19:00, Plessis Road south of Devonshire Drive carries approximately 8,900 vehicles. By comparison, other Truck Routes in the City, many of which also have fronting residential development, carry as many as 58,000 vehicles in the same 12-hour weekday period with as high as 6.0% trucks.

Plessis Road has been designed and constructed to a Regional Street and Truck Route standard and is capable of accommodating the maximum weight limit of trucks as permitted by The Highway Traffic Act of Manitoba. Plessis Road between Regent Avenue and Gunn Road was recently widened to a four lane divided highway by constructing new southbound lanes. The new southbound lanes has resulted in a smooth riding surface and decreased the potential for noise that could otherwise be generated by the passage of trucks over lateral pavement breaks, and provides for the separation of opposing traffic and the containment of left turning vehicles within left turn storage lanes, thereby enhancing the level of safety on this facility. Sand applied during the winter at stop controls, pedestrian corridors and traffic control signals, is removed in the spring, and leaves are swept from the street in the fall, where warranted.

Additionally, since Plessis Road between Regent Avenue and Grassie Boulevard, and Grassie Boulevard between Plessis Road and Lagimodiere Boulevard is a contiguous Truck Route, it is not possible to delete Plessis Road between Regent Avenue and Grassie Boulevard as a Truck Route, since Grassie Boulevard would be stub-ended as a Truck Route at Plessis Road with no legal opportunity for eastbound trucks on Grassie Boulevard to proceed beyond Plessis Road. It is not reasonable to delete the Plessis Road/Grassie Boulevard route between Regent Avenue and Lagimodiere Boulevard as a Truck Route for the reasons stated above.

It should also be noted that in the past two years and to completion in 2009, approximately $10 million would have been expended on upgrading Plessis Road between Regent Avenue and Gunn Road to a four lane divided facility in recognition of its importance as a Regional Street that is intended to expedite the flow of the existing and future traffic demand, including truck traffic.

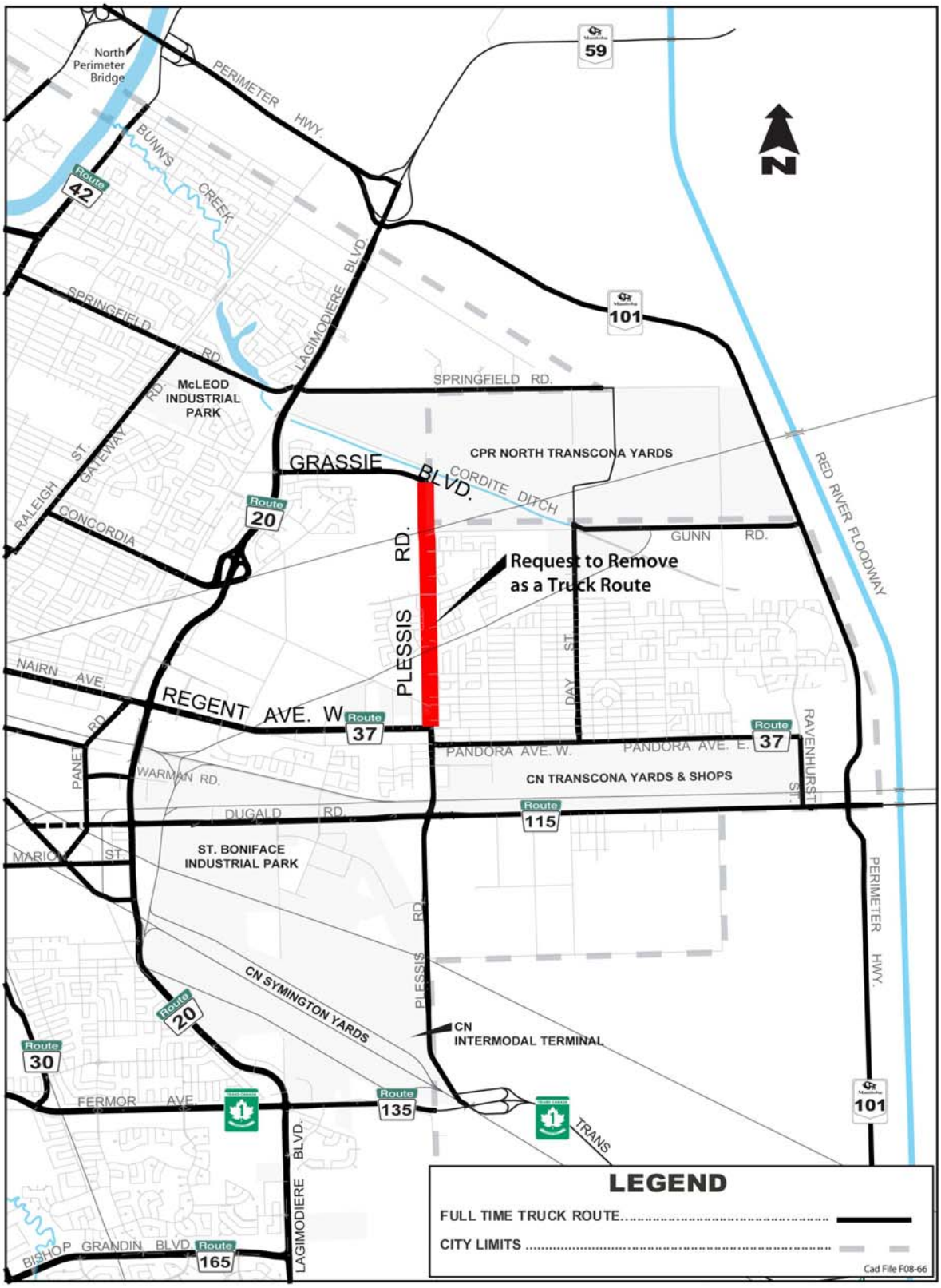

Figure 2 - Truck Routes in Northeast Winnipeg

A Noise Study was conducted on Plessis Road prior to the twinning. A follow-up study is expected to be undertaken in 2009 upon completion of the works and when climatic conditions are more favourable than they currently are. Based on traffic noise theory and the experience at other similar locations, it is anticipated that there will be no significant change in the noise level from when the facility was undivided as compared to after the twinning. Additionally, it should be noted that the new roadways that have been constructed on Plessis Road between Regent Avenue and Gunn Road have a smooth surface that minimizes any noise that may be generated by the wheels of all vehicles, particularly trucks. The existing older roadways will, in time, be refurbished to an improved roadway standard, thereby further decreasing any noise that may be generated by trucks travelling northbound on the older roadway sections of the Plessis Road roadways. Additionally, any noise generated by trucks on a 60 km/h facility, as is the case on Plessis Road between Kildare Avenue and Grassie Boulevard, is significantly less than on a highway upon which the speed limit is 80 km/h such as in the case on Lagimodiere Boulevard or Bishop Grandin Boulevard.

Truck Traffic Studies on Plessis Road and Winnipeg Intermodal Terminal Considerations

There have been some discussions suggesting that the relocation of Canadian National Railway's (CNR's) Winnipeg Intermodal Terminal (WIT) to Symington Yards in 2003 has increased truck traffic on Plessis Road. The Public Works Department conducted extensive truck traffic studies before and after the WIT relocation to assess the impact to traffic, including truck volumes, on Plessis Road. The results of the studies suggest that the increases in traffic volumes on Plessis Road following the relocation of the WIT were not significant and the resulting traffic volumes thereon were not in variance with other similar Regional Streets. A summary of the Department's before and after studies are provided in Appendix A for reference.

Updated truck traffic studies were conduced at two locations along Plessis Road in February 2009. The results of the February 2009 studies are presented in Table 1 below. As shown, there were 428 trucks including 98 semis north of Regent Avenue and 282 trucks including 62 semis south of Devonshire Drive. This represents approximately 3.7% and 3.2% of the total traffic volume at north of Regent Avenue and south of Devonshire Drive, respectively. As noted, other Truck Routes in the City carry up to 58,000 vehicles in a typical 12 hour weekday, upon which the percentage of trucks is as high as 6.0%.

Table 1: Plessis Road 12-Hour (07:00 – 19:00) Weekday Truck Traffic Volumes (February 2009)

Location	Total Number of Trucks	Total Number of Semis
Plessis Road North of Regent Avenue	428	98

Plessis Road South of Devonshire Drive	282	62

While truck volumes have increased slightly from the 2003 counts that were conducted following relocation of the WIT (total trucks on Plessis Road north of Regent Avenue were 363 in 12 hours in 2003 and were 428 in 12 hours in 2009), it is important to note that there is residential development occurring in the Meadows neighbourhood west of Plessis Road north of Devonshire Drive as well as in Harbourview South south of Grassie Boulevard.

Perspectives of the Manitoba Trucking Association

The Manitoba Trucking Association is opposed to deleting the Plessis Road/Grassie Boulevard route from the Truck Route system. They have advised that there is no near-by or reasonable alternative routes for trucks if Plessis Road was deleted from the Truck Route system. In addition to the extra cost to trucking companies, which ultimately would be passed onto the consumer in the form of an increase in the price of goods and services, deleting the Plessis Road/Grassie Boulevard route from the Truck Route system would have an adverse impact on the environment since more green house gas emissions would accrue from the additional distance that displaced trucks would be required to travel.

Truck Route Review Conclusion

The Winnipeg Truck Route Network was first adopted in the early 1970's in order to minimize truck travel on local streets. Truck operators are obliged to stay on Truck Routes and utilize the shortest distance to/from a Truck Route and to/from their point of business. The intent of the Truck Route Network is to maintain truck travel (i.e. trucks with 6 or more tires) to the extent as is practical upon arterial (Regional) streets.

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 a meaningful system of through routes to ensure cost-effective delivery of goods and services, and to promote a vibrant and competitive environment for the City. There is a particular need for an efficient Truck Route Network in the Transcona Community which contains significant industrial and commercial development. Deleting Plessis Road and Grassie Boulevard between Regent Avenue and Lagimodiere Boulevard would not only compromise the efficient delivery of goods which will result in an increase in the price of goods and services, result in an increase in greenhouse gas emissions because of the more circuitous routing that would have to be taken by the displaced trucks, and would result in an increase in the volume of trucks on the residential street system as truck operators seek the shortest routing to the nearest available Truck Route.

It is for these reasons that it is recommended that Plessis Road and Grassie Boulevard between Regent Avenue and Lagimodiere Boulevard continue to remain as a Truck Route.

Financial Impact Statement Date: February 13, 2009

Project Name:

SPEED LIMIT AND TRUCK ROUTE ON PLESSIS ROAD

COMMENTS:

There is no financial impact as the recommendation opposes changing the speed limit on Plessis Road between Kildare Avenue and Grassie Boulevard or deleting Plessis Road as a Truck Route.

"original signed by: Darcy Stewart, CA"

Manager of Finance & Administration

4072

IN PREPARING THIS REPORT THERE WAS:

Internal Consultation With and Concurrence By:

Manitoba Trucking Association (with respect to the Truck Route matter).

External Consultation With:

N/A

THIS REPORT SUBMITTED BY:

Department:	Public Works	
Division:	Transportation	
Prepared by:	Carl Sitarz, B.Sc., C.E.T., Traffic Analyst	986-5067
	Diana Emerson, P. Eng., MCIP	986-5900
Processed by:	Carol Kawaza, Transportation Clerk	986-5288
File No.	E-12; E-13	
File Name:	h:\transportation folders\2009 reports\diana emerson\fisplessis speed limit and truck route report.doc	
Attach.		

APPENDIX A

Winnipeg Intermodal Terminal Considerations

Canadian National Railway's decision to move the Winnipeg Intermodal Terminal (WIT) from its previous location on Kenaston Boulevard to the Symington Yards site off Plessis Road was based on capacity and operational issues. The move to the Plessis Road location was completed and the new terminal was operational as of July 2003.

The Public Works Department conducted a study of traffic volumes and traffic noise levels on Plessis Road both before and after the WIT move. The "before" traffic counts were taken in March 2003 and the "after" traffic counts were taken in September 2003.

Total Traffic on Plessis Road Before and After WIT Relocation

Table A1 provides a summary of 12-hour weekday total traffic volumes at various locations on Plessis Road before and after the WIT relocation.

Table A1: Plessis Road 12-Hour (07:00 – 19:00) Weekday Total Traffic Volumes

Location	Before WIT	After WIT	Difference	% Difference
North of Regent Avenue	10,394	11,108	+ 804	+ 7.8%
South of Regent Avenue	10,851	11,255	+ 404	+ 3.7%
North of Dugald Road	12,752	11,184	- 1,568	- 12.3%
South of Dugald Road	6,716	6,725	+ 9	+ 0.1%
North of Symington Entrance	6,142	7,263	+921	+ 14.5%
South of Symington Entrance	6,103	7,233	+ 1,030	+ 16.6%
North of WIT Entrance	N/A	7,238	N/A	N/A
South of WIT Entrance	N/A	7,135	N/A	N/A
North of Fermor Avenue Ramps	5,960	6,875	+ 915	+ 15.3%
South of Fermor Avenue Ramps	2,953	3,782	+ 729	+ 23.9%

The largest increase in total traffic volume along Plessis Road was observed south of the Symington Yard entrance with an increase of 1,030 vehicles or 16.6%. The studies indicated that the total traffic volume south of Dugald Road remained relatively constant.

It is noted that daily fluctuations in traffic volumes of up to 10% are common due to normal daily variations in traffic. Also, traffic volume changes of less than 25% are generally not perceptible to the general public.

For comparison purposes, 12-hour traffic volumes on other two-lane bi-directional Regional Streets range from approximately 4,500 to 15,000 vehicles. As such, traffic volumes on Plessis Road are within the range of other similar streets.

Truck Traffic on Plessis Road Before and After WIT Relocation

Table A2 provides a summary of 12-hour weekday truck traffic volumes at various locations on Plessis Road before and after the WIT relocation.

Table A2: Plessis Road 12-Hour (07:00 – 19:00) Weekday Truck Traffic Volumes

Location	Before WIT Total Trucks (Semis)	After WIT Total Trucks (Semis)	Difference Total Trucks (Semis)	% Difference Total Trucks (Semis)
North of Regent Avenue	344 (51)	363 (69)	+ 19 (+ 18)	+ 5.5% (+ 35.3%)
South of Regent Avenue	616 (221)	757 (299)	+ 141 (+ 78)	+ 22.9% (+ 35.3%)
North of Dugald Road	709 (252)	784 (300)	+ 74 (+ 48)	+ 10.4% (+ 19.1%)
South of Dugald Road	483 (262)	571 (315)	+ 88 (+ 53)	+ 18.2% (+ 20.2%)
North of Symington Entrance	475 (253)	630 (334)	+ 155 (+ 81)	+ 32.8% (+ 32.0%)
South of Symington Entrance	549 (255)	625 (341)	+ 76 (+ 86)	+ 13.8% (+ 33.7%)
North of WIT Entrance	N/A	630 (346)	N/A	N/A
South of WIT Entrance	N/A	585 (313)	N/A	N/A
North of Fermor Avenue Ramps	208 (50)	563 (308)	+ 356 (+ 258)	+ 171.2% (+ 516.0%)
South of Fermor Avenue Ramps	78 (32)	361 (201)	+ 283 (+ 169)	+ 362.8% (+ 528.1%)

The total truck traffic changes ranged from an increase of 19 trucks (5.5%) north of Regent Avenue to and increase of 155 trucks (32.8%) north of the Symington Yard entrance. An increase of 88 trucks (18.2%) was observed south of Dugald Road. The semi-trailer truck traffic changes ranged from an increase of 48 semi-trailer trucks (19.1%) north of Dugald Road to 86 semi-trailer trucks (33.7%) south of the Symington Yard entrance. The studies indicated an increase of 53 semi-trailer trucks (20.2%) south of Dugald Road.

As stated above, on Plessis Road north of Regent Avenue, of the 11,108 vehicles recorded in a typical 12 hour weekday between 07:00 and 19:00 after the opening of WIT, 363 (3%) were trucks. By way of comparison, other Truck Routes in the City carry up to 58,000 vehicles in a typical 12 hour weekday, upon which the percentage of trucks is as high as 6.0%.

The traffic studies also indicated that approximately 40% of the total traffic traveling to and from the WIT used Plessis Road via Fermor Avenue. Similarly, approximately 45% of the semi-trailer truck traffic traveling to and from the WIT used Plessis Road via Fermor Avenue.

WIT Relocation Before/After Review Summary

The results of the studies suggest that the increases in traffic volumes on Plessis Road following the relocation of the WIT were not significant and the resulting traffic volumes thereon are not in variance with other similar Regional Streets.