

**Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works –  
July 7, 2020**

**REPORTS**

**Item No. 18                    Plessis Road – Southbound Barrier  
(Transcona Ward)**

**STANDING COMMITTEE DECISION:**

The Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service and received the report as information.

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**DECISION MAKING HISTORY:**

Moved by Councillor Browaty,

That the recommendation of the Winnipeg Public Service be concurred in.

Carried

David Grant submitted a communication dated July 6, 2020, in opposition to the matter.

**STANDING COMMITTEE RECOMMENDATION:**

On February 4, 2020, the Standing Policy Committee on Infrastructure Renewal and Public Works passed the following motion:

WHEREAS local residents on Plessis Road between Dugald Road and Rue Camiel Sys Street have real safety concerns with vehicle traffic failing to merge from the terminating lane on Plessis Road south of Dugald Road;

AND WHEREAS local residents consistently see motorists continuing onto the curb shoulder well past the merge lane headed southbound on Plessis Road;

THEREFORE BE IT RESOLVED that the Winnipeg Public Service be directed to report back to the Standing Policy Committee on Infrastructure Renewal and Public Works within 150 days on the installation of a physical barrier to be erected on Plessis Road headed southbound approximately 130 meters south of Dugald Road.

## ADMINISTRATIVE REPORT

**Title:** Plessis Road – Southbound Barrier

**Critical Path:** Standing Policy Committee on Infrastructure Renewal and Public Works

### AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P. Eng.	J. Berezowsky	L. Pablo. Acting Interim CFO	M. Ruta, Interim CAO

### EXECUTIVE SUMMARY

The Winnipeg Public Service investigated the lane ends condition for southbound traffic on Plessis Road approximately 150 metres south of the Dugald Road intersection. The request for a physical barrier was reviewed and determined to be an undesirable countermeasure at this location. Additional countermeasures were also considered for their effectiveness to improve motorist awareness of the lane ends condition. The Winnipeg Public Service plans to install additional “right lane ends” signage and distance tabs on the approach to the lane ends condition. This enhanced signage will help to better identify this location to motorists.

### RECOMMENDATIONS

1. That this report be received as information.

### REASON FOR THE REPORT

On February 4, 2020, the Standing Policy Committee on Infrastructure Renewal and Public Works directed the Winnipeg Public Service to report back within 150 days on the installation of a physical barrier to be erected on Plessis Road headed southbound approximately 130 meters south of Dugald Road.

### IMPLICATIONS OF THE RECOMMENDATIONS

There are no direct implications to receiving this report as information.

The additional “right lane ends” signage can be installed under the Winnipeg Public Service’s authority. The cost of the additional signage is estimated to be \$600.00 and will be charged to the Public Works Department Traffic Services operating budget.

### HISTORY/DISCUSSION

#### BACKGROUND INFORMATION

On February 4, 2020, the Standing Policy Committee on Infrastructure Renewal and Public Works directed the Winnipeg Public Service to report back within 150 days on the installation of

a physical barrier to be erected on Plessis Road headed southbound approximately 130 meters south of Dugald Road. The reasons stated for the request are:

- Local residents on Plessis Road between Dugald Road and Rue Camiel Sys Street have safety concerns with vehicle traffic failing to merge from the terminating lane on Plessis Road south of Dugald Road.
- Local residents consistently see motorists continuing onto the curb shoulder well past the merge lane headed southbound on Plessis Road.

### **ANALYSIS**

Plessis Road south of Dugald Road is a divided roadway which transitions to a two-lane undivided roadway approximately 150 metres farther south. Plessis Road is a Regional Street, and a Full Time Truck Route; with an Average Weekday Daily Traffic volume of approximately 13,600 vehicles, and a speed limit of 50 km/h.

There is currently a single “right lane ends” sign on southbound Plessis Road south of Dugald Road to advise that the right lane ends. The geometry of this taper length (50 metres) is within the Transportation Association of Canada and City of Winnipeg Standards design domain for this class and speed of road.

Reported collision history for the period from 2016-2018 was reviewed (only this 3-year period was reviewed as the geometry of the roadway was substantially different pre-2016). The collision history review did not indicate any reported collisions on this segment of Plessis Road during that time period.

A physical barrier would be an undesirable countermeasure at this location. The density of driveways would make it difficult to install a proper taper or end treatment for the beginning of the barrier while still maintaining the driveway access. A barricade may prevent some run-off-road instances but has the potential to result in more total collisions from vehicles striking the barrier. At the posted speed limit of 50 km/h, if a motorist were to leave the roadway here the injury severity risk would be low, as there are minimal roadside hazards within the expected runout length of a vehicle leaving the roadway. Since the collision injury risk from the current situation is low, a barrier may result in a decrease in safety.

There are other opportunities to increase the safety of the location by using enhanced signage to better identify the lane ends condition to motorists. The following signage enhancements are recommended:

- Dual installation of the initial “right lane ends” signage and adding “100m” tabs.
- Installing another “right lane ends” sign at the beginning of the merge taper.

The existing and proposed “right lane ends” signage is shown in Figure 1, below.



**Figure 1: Existing and Proposed “right lane ends” signage**

**CONCLUSION**

In consideration of the foregoing, the Winnipeg Public Service plans to install additional “right lane ends” signage on southbound Plessis Road south of Dugald Road. This additional signage should increase the visibility of the lane ends condition and encourage motorists to merge sooner.

**FINANCIAL IMPACT**

**Financial Impact Statement**

Date: **June 12, 2020**

**Project Name:**

**First Year of Program**

**2020**

**Plessis Road – Southbound Barrier**

	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
<b><u>Capital</u></b>					
Capital Expenditures Required					
Less: Existing Budgeted Costs					
Additional Capital Budget Required	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Funding Sources:</b>					
Debt - Internal					
Debt - External					
Grants (Enter Description Here)					
Reserves, Equity, Surplus					
Other - Enter Description Here					
Total Funding	\$ -	\$ -	\$ -	\$ -	\$ -
Total Additional Capital Budget Required	\$ -				
Total Additional Debt Required	\$ -				
<b><u>Current Expenditures/Revenues</u></b>					
Direct Costs	\$ 600				
Less: Incremental Revenue/Recovery					
Net Cost/(Benefit)	\$ 600	\$ -	\$ -	\$ -	\$ -
Less: Existing Budget Amounts	600				
Net Budget Adjustment Required	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Additional Comments:</b> Direct costs represent estimated expenditures for the signage on southbound Plessis Road. Costs will be charged to the 2020 Public Works Department Traffic Services operating budget.					

*"Original signed by J. Peters, CPA, CGA"*  
 J. Peters CPA, CGA  
 Acting Manager of Finance & Administration

## **CONSULTATION**

This Report has been prepared in consultation with: N/A

## **OURWINNIPEG POLICY ALIGNMENT**

The Sustainable Transportation Direction Strategy developed as part of OurWinnipeg forms the policy framework for the Transportation Master Plan (TMP). Sustainable Transportation identified a vision and five Key Strategic Goals which are critical to achieving a balanced and sustainable transportation system for Winnipeg. These goals form the basis for the TMP and the directions and strategies contained within it:

1. A transportation system that is dynamically integrated with land use;
2. A transportation system that supports active, accessible and healthy lifestyle options;
3. A safe, efficient and equitable transportation system for people, goods and services;
4. Transportation infrastructure that is well maintained
5. A transportation system that is financially sustainable

The recommendations within this report are consistent with the Key Strategic Goals.

## **WINNIPEG CLIMATE ACTION PLAN ALIGNMENT**

N/A

## **SUBMITTED BY**

Department: Public Works  
Division: Transportation  
Prepared by: T. Jangula, C.E.T., Traffic Analyst  
K. Patmore, M.Sc., P.Eng., Regional Traffic Engineer  
Date: June 12, 2020