



Memorandum

Office of the City Clerk
Fax: 623-5468
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TO: Members of Council
FROM: Ms. K. Dixon, Director of Engineering & Operations
DATE: Monday, January 21, 2019
SUBJECT: **Additional Information**
City Council (Public Meeting) - January 21, 2019

CITY COUNCIL – SPECIAL SESSION

NEW BUSINESS

1. Memorandum dated January 21, 2019, from Ms. Kayla Dixon, Director of Engineering & Operations, relative to responses to Designated Truck Route Inquiries, Map entitled “Existing 24hr Volumes/Truck Volumes” and Map entitled “Predicted 24hr Volumes/Truck Volumes” (Distributed Separately to City Council via email on Monday, January 21, 2019).

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Memorandum

TO: Members of Council (by email)

FROM: Kayla Dixon
Director of Engineering & Operations

DATE: January 21, 2019

SUBJECT: Response to Designated Truck Route Inquiries

This memorandum is to respond to information inquiries received since the re-presentation of the Designated Truck Route report, R130/2018.

Traffic Information

A map showing existing traffic volumes, as well as specifically truck volumes and percentage of trucks, for Dawson Road, Arthur Street, the Thunder Bay Expressway, and the TransCanada Highway (Highway 11/17) west of the Thunder Bay Expressway is attached as Attachment A.

Traffic volumes presented are obtained from information collected by City Engineering for city owned streets/intersections and by the Ministry of Transportation (MTO) for provincial owned highways/intersections. Traffic data is from information collected between 2014 and 2018. The City's Engineering Section completes 8 hour traffic counts at intersections. These counts are then converted to a 24 hour average traffic volume using standard factors. Counts for all of the streets and highways were not completed on the same date. Being cognizant that traffic changes day to day, and to instead reflect the relevant magnitude of traffic in the network, traffic volumes have been rounded to the nearest 100 or 500 vehicles as appropriate.

Truck information can be filtered to only include specific types of trucks. Truck counts provided include all trucks that would be impacted by the Designated Truck Route RGWW weight restriction of 28,000 kg, including dump trucks, open trucks, closed trucks, long trucks, and tanker trucks.

A second map is provided as Attachment B, which shows the predicted truck traffic volumes if the Designated Truck Route (DTR) is approved as recommended in R130/2018. As can be seen in this map, it is expected that an additional approximately 500 trucks will travel on the Thunder Bay Expressway between Dawson Road and Arthur Street. An additional 1,000 trucks will travel on the TransCanada Highway from the

Harbour Expressway to Vibert Road. An additional 500 trucks will travel on the TransCanada Highway from Vibert Road west to Sistonen's Corner, through Kakabeka. Five hundred trucks results in approximately 10 trucks per hour per direction assuming truck traffic is spread evenly across the day. One thousand trucks results in approximately 21 trucks per hour per direction.

Traffic Collisions

Engineering reports traffic collision information from our Traffic Engineering Software which imports data from the Accident Reporting Centre, managed by the police. Collision data is available for Dawson Road and Arthur Street from 2007 to 2018. During this time there have been 14 accidents on Arthur Street and 65 accidents on Dawson Road involving trucks.

Engineering does not have recent collision data for the provincial highways from MTO. As presented in the Corporate Report, prediction curves indicate that there will not be a significant increase or decrease in collisions moving trucks from Dawson Road and Arthur Street to the Thunder Bay Expressway.

Methods to Reduce Trucks Already Reviewed

Other methods have been reviewed in the past to reduce trucks on Dawson Road and Arthur Street. A Designated Truck Route is recommended as these methods are not available options. Some of these methods are not viable as these streets continue outside of city limits and therefore out of the City's jurisdiction, others are not permitted based on the Highway Traffic Act or the Municipal Act and others are not enforceable. Following is a list of other means Engineering has reviewed and reported on to reduce trucks:

- Manage with existing Heavy Load By-law (not permitted)
- Toll roads (not permitted)
- Speed radar/red light camera automatic ticketing (previously not allowed, currently not enforceable)
- Speed limits for trucks (not permitted)

A Community Safety Zone was implemented on Dawson Road which results in double fines and double points for drivers caught speeding. A permanent speed radar sign was also installed on Dawson Road. This has not resulted in a reduction to truck use of Dawson Road.

Thunder Bay Expressway Intersections Safe

The safety of the intersections on the TransCanada Highway through Thunder Bay at John Street and Oliver Road for trucks has been questioned. These intersections are controlled and maintained by the MTO and are designed for higher speed traffic, with differences to intersections within the City that make them safe for vehicles traveling at

highway speeds including heavy trucks. It is responsible traffic management to move truck traffic to higher order highway facilities. It is important to note that truck drivers are professional drivers who are experienced driving in many different traffic and weather conditions and are required to drive according to circumstances. The following are in place on the TransCanada Highway intersections at John Street and Oliver Road to manage higher speeds and trucks:

- Longer amber light to allow approaching vehicles to clear intersection
- Higher traffic signal heads at Oliver Road to ensure sight distance for stopping as well as auxiliary signal heads
- Double Long Distance Vehicle Detection
- Wider lanes
- Longer turn radii
- Winter control provided 24 hours a day

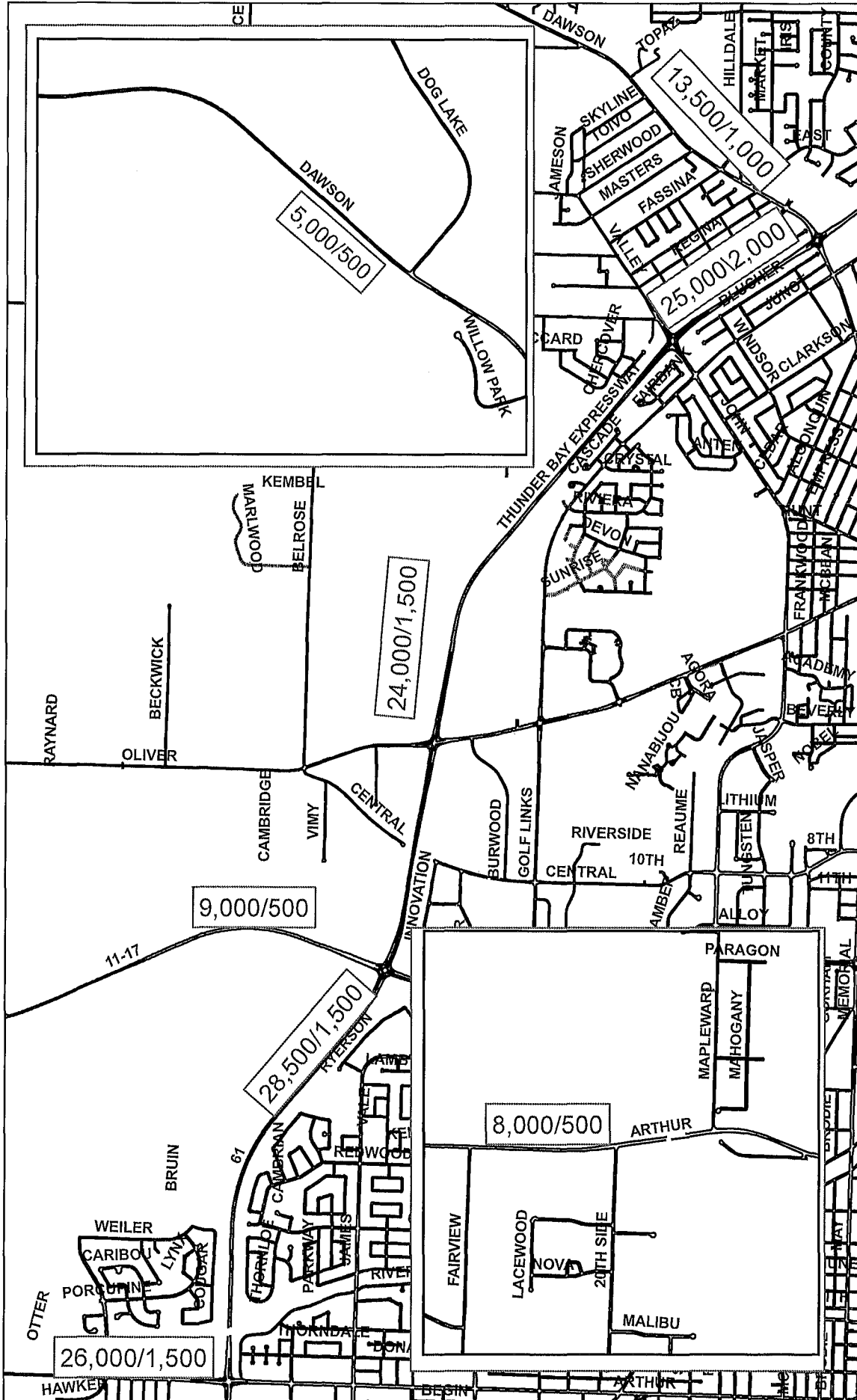
I trust this provides the additional information required.

Regards

Kayla Dixon, P. Eng., MBA
Director of Engineering & Operations

cc: John Hannam - City Clerk
Krista Power - Deputy City Clerk
Norm Gale – City Manager
Kerri Marshall – General Manager – Infrastructure & Operations

Existing 24hr Volumes/Truck Volumes



Predicted 24hr Volumes/Truck Volumes

