

October 21, 2020

RE: Support for Motion 20-23 Councillor Jason Mancinelli: 9th Avenue North – Safety Adjustment



Semi-truck making illegal U-Turn at Fairway Road

Your Worship and Members of Regina City Council, thank you for allowing me to speak this afternoon on behalf of group of residents who are concerned with heavy truck traffic on 9th Avenue North.

The Regina Bypass was built at a cost of 1.8 billion of Saskatchewan taxpayer dollars. A government news release for the opening of the eastern section of the bypass indicated that “every truck that uses the bypass is a truck that used to go through the City of Regina, therefore roads in the city’s east end are safer and less congested”. However, for the western section of the Regina Bypass, the results have been the **exact opposite**, putting heavy truck and dangerous goods traffic through Edgewater, Westhill, Normanview West, Normanview, and Walsh Acres neighbourhoods.

The opening of the western section of the Regina Bypass has led to a proliferation of long-haul semi-trucks and dangerous goods vehicles entering and exiting the bypass at 9th Avenue North. This route is being used as a short-cut **thousands of times a week**. Rather than continuing to travel around the City using the bypass as intended, many semi-trucks have been using 9th Avenue North as a short-cut through the City to get to Ross Industrial Park, the Federated Co-op Oil Upgrader, Highway 6 and Highway 1. The result has been dangerous conditions and excessive vehicle noise for the residents in these North West Regina residential neighbourhoods.

The roadway is narrow, with no shoulders and a posted speed limit is 70 km/hr. Semi-trucks consistently exceed this posted limit. Many residents have almost been rear-ended as they slow to enter their community. Residents have also reported 'near miss' head on collisions as semi-trucks swerve into oncoming traffic to avoid rear-end collisions. It is only a matter of time before a serious accident occurs. There is also an issue with the proximity of homes along 9th Avenue North. A semi-truck leaving the road would almost certainly plough into a residents' back yard or home.



Semi parked on 9th Ave N after colliding with traffic light standard



There is no noise attenuation plan developed associated with the Regina Bypass and the impact on Regina neighborhoods. Noise concerns were raised and documented in several City Council reports from public consultations during

bypass construction. Residents can no longer sit in their back yards or have their windows open without constant, excessive vehicle noise and fumes. Making matters worse, a 20-foot high half kilometer long soil berm that was built along the north side of 9th Avenue North (a.k.a. the Coopertown berm) amplifies traffic noise and diverts it directly toward homes in Edgewater and Westhill.

Residents have been voicing these concerns with Mayor Fougere, Councillor Mancinelli, Laura Ross, MLA for Regina Rochdale, Greg Ottenbreit, Minister of Highways and Infrastructure, City administration and the Regina Bypass management. Councillor Mancinelli and MLA Laura Ross both have seen the truck traffic problem firsthand and have acknowledged the truck route designation needs to be removed.

We ask that you support motion 20-23 and remove the truck route designation from 9th Avenue North. Please don't let semi-trucks bypass the Regina Bypass.

Paul and Cheryl Viala
Residents Concerned with Heavy Truck Traffic in North West Regina