Designation of Mission Street as a Truck Route

File ST-5.2 (Vol. 26)

5. The Standing Policy Committee on Public Works has been advised that in a letter dated July 9, 2002, Mr. Dave Hill of the firm Hill Abra Dewar, Litigation Counsel, representing Building Products and Concrete Supply Ltd., 75 Cole Avenue, requested that Mission Street be designated a Truck Route. With Mission Street designated as a Truck Route, trucks oriented to/from his client's site would be able to access the site from an existing approach onto McCutcheon Street, then use Bickerton Street to Mission Street, rather than being obligated to use Cole Avenue, Grey Street and Nairn Avenue, which currently is the shortest legal routing to an existing Truck Route. The nature of the Building Products and Concrete Supply Ltd. business is such that their concrete mixer truck operation extends into the evening period beyond 19:00 hours, particularly during the summer months.

The City of Winnipeg Traffic By-law No. 1573/77 designates Full-Time and Part-Time Truck Routes in Winnipeg. The intent of the Truck Route System is to maintain truck travel (that is trucks with 6 or more tires) to the extent as is practical upon arterial streets, being those streets that are constructed to a high standard such as ticker and stronger pavement and wider roadways that are required to carry large trucks on a regular basis. In the planning of an urban area, it is desirable to provide a grid of arterial streets and Truck Routes that are separated by no more than 1.6 kilometres in order to:

- minimize the need to construct streets to a higher standard such a ticker 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 residential areas.
- ensure that a truck destined to/from a commercial or residential development does not have to travel more than approximately 0.8 kilometres on a residential street before reaching a Truck Route.

Criteria for recommending the establishment of a Full-Time Truck Route include:

(1) A Regional Street providing a reasonably direct and continuous route connecting the Central Business District with Provincial Trunk Highways or important Provincial Roads outside the City Limits.
(2) A Regional Street providing a reasonably direct and continuous route connecting the Central Business District and one or more suburban communities.
(3) A Regional Street connecting two or more communities or two Regional Streets.
(4) A Regional Street providing a crossing of the Red or Assiniboine Rivers or a grade separation of a major railway.
(5) A street that provides for trucking movements within an industrial park or other industrial/commercial area that, if designated a Truck Route, would make unlawful the use of adjacent residential streets by trucks.

Where all of the following conditions apply, consideration can be given to the designation of the route as a Part-Time Truck Route (07:00 to 19:00 Monday to Saturday) if:

a) there is no facility that generates truck trips during the evening/night immediately adjacent to the route; and
b) there are adequate alternate routes for truck travel; and,

c) there is significant residential development on the route.

In the area, east-west Regional Streets include Nairn Avenue, Mission Street between rue Plinguet and Panet Road, and Marion Street. North-south Regional Streets include rue Archibald and Lagimodiere Boulevard. East-west Truck Routes include Nairn Avenue, rue Plinguet and rue Messier between rue Archibald and Dawson Road, and Dawson Road/Dugald Road (Dugald Road is a Part-Time Truck Route between Dawson Road and Panet Road). The Nairn Avenue and the rue Plinguet/rue Messier/Dawson Road east-west Truck Routes are separated by a distance of approximately 1.8 kilometres. North-south Truck Routes include Watt Street/rue Archibald, and Panet Road. The Watt Street/rue Archibald and Panet Road north-south Truck Routes are separated by a distance of approximately 2.0 kilometres, described as Drawing No. F 02-38 and outlined on Attachment "A". In accordance with the Traffic By-law, truck operators may use a portion of a street that is not a designated Truck Route such as Cole Avenue, McCutcheon Street or Bickerton Street, provided that it is the shortest routing to/from the point of origin/designation and the nearest Truck Route.

Mission Street contains a 9.1 metre wide asphalt roadway between rue Archibald and Bickerton Street, a 7.3 metre wide gravel roadway between Bickerton Street and rue Plinguet, and a 7.3 metre asphalt roadway between rue Plinguet and Panet Road. The entire roadway between rue Archibald and Panet Road is contained within a rural cross-section with ditch drainage. In a typical 12 hour weekday between 07:00 and 19:00, Mission Street carries approximately 4,300 vehicles. The speed limit is 60 km/h. Mission Street is fronted by 18 businesses and 7 residences. Some of the residences operate on-site businesses.

The designation of Mission Street between rue Archibald and Panet Road, as a Full-Time Truck Route fulfills criteria (5) as shown above, namely a street that provides for trucking movements within an industrial park or other industrial/commercial area that, if designated a Truck Route, would make unlawful the use of adjacent residential streets by trucks. With Mission Street between rue Archibald and rue Panet, available as a Full-Time Truck Route:

- east-west truck movements in this area will be improved, thereby reducing the trip length and time.
- a more direct route "connectivity" will be available upon which travel opportunities will be more continuous between rue Archibald and Panet Road.
- there would likely be a reduction in the volume of truck traffic on Dugald Road between Panet Road and Dawson Road, a street which is a Part-Time Truck Route with a number of residences fronting on the north side.
- there would likely be a reduction in the volume of truck traffic on Panet Road south of Mission Street, a street which now experiences some southbound back-up at Dugald Road in the p.m. peak period.

With Mission Street designated as a Truck Route, the distance between the approach on McCutcheon Street to the Building Products site and the nearest Truck Route, Mission Street if it is so approved, will be 315 metres, described as Drawing No. F 02-29 and outlined on Attachment "B". By comparison, the distance between the approach on Cole Avenue to the Building Products site and Nairn Avenue, an existing Truck Route to the north, is 350 metres.

Truck Routes are specified in The City of Winnipeg Traffic By-law No. 1573/77 and any amendment to the By-law requires concurrence by the Standing Policy Committee on Public Works prior to submission to Council for approval.

The Financial Impact Statement is outlined on Attachment "C".

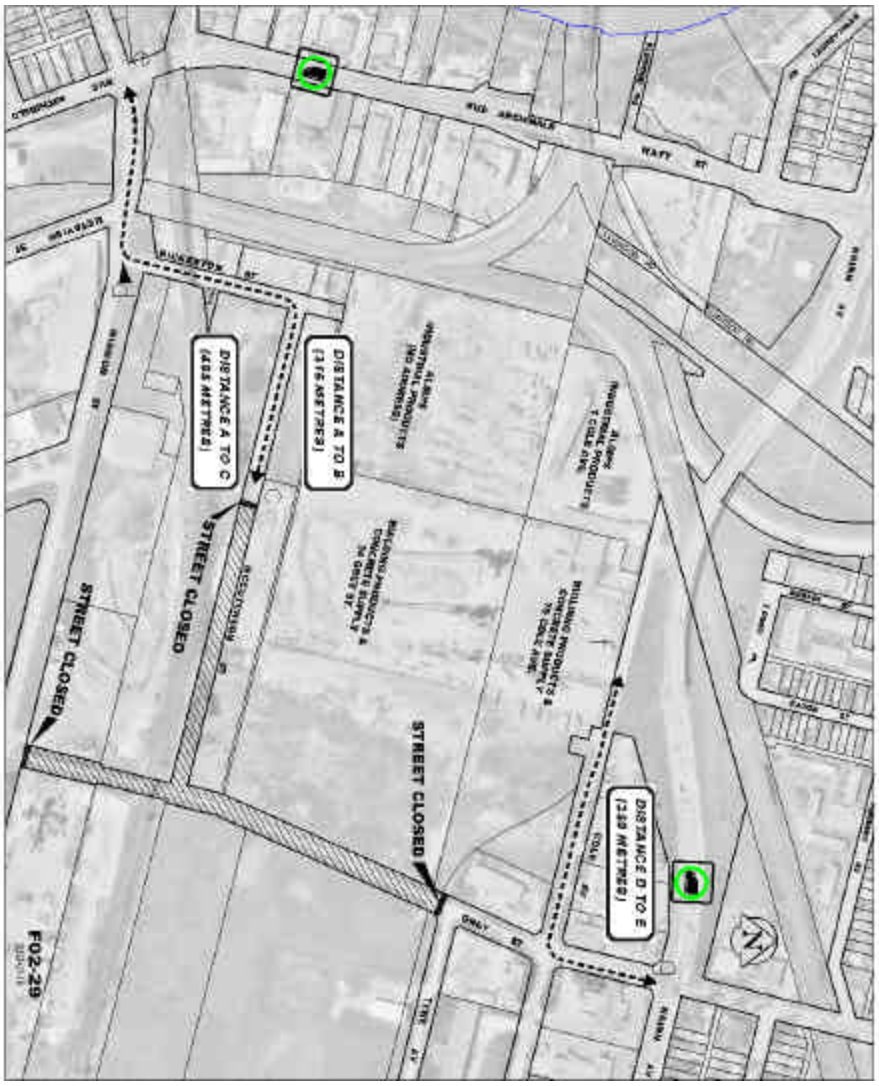
The Standing Policy Committee on Public Works recommends:

I. That Mission Street between rue Archibald and Panet Road be designated as a Full-Time Truck Route.

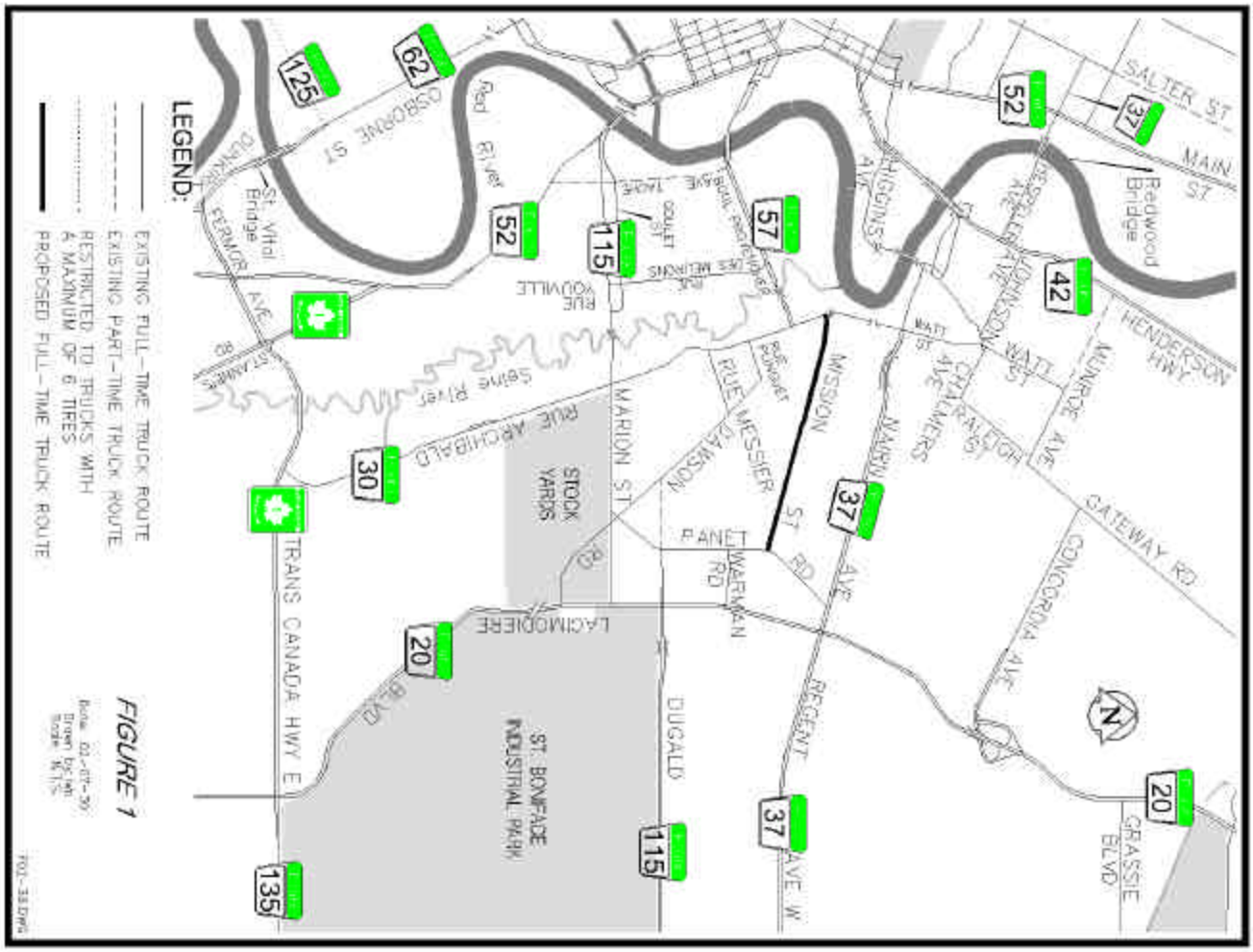
II. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary amendment to The City of Winnipeg Traffic By-law No. 1573 for submission to Council for approval.

III. That the Proper Officers of the City be authorized to do all things necessary to effect the intent of the foregoing, including the execution of any documents related thereto.

Appendix “A” referred to in Clause 5 of the Report of the Standing Policy Committee on Public Works dated September 10, 2002



Appendix “B” referred to in Clause 5 of the Report of the Standing Policy Committee on Public Works dated September 10, 2002



Attachment "C" referred to in Clause 5 of the Report of the Standing Policy Committee on Public Works dated 10, 2002

Financial Impact Statement

Date: August 13, 2002

Project Name: **First Year of Program 2002**

Designation of Mission Street as a Truck route

	2002	2003	2004	2005	2006
Capital					
Capital Expenditures Required	$ -	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	-	-	-	-	-
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
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	$ -				
Current Expenditures/Revenues					
Direct Costs	$ 5,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000
Less: Incremental Revenue/Recovery	-	-	-	-	-
Net Cost/(Benefit)	$ 5,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000
Less: Existing Budget Amounts	5,000	5,000	5,000	5,000	5,000
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments:

Management's best estimates have been used in developing these assumptions. Unanticipated events and circumstances may occur subsequent to the date of this report, which may result in the actual results achieved being materially different from the projections.

Original Signed By: Rick Pelletier, C.A.
Manager of Finance & Administration

Approved by Divisional Accountant Trainee: ✔