Agenda - Executive Policy Committee - September 17, 2008

Report - Standing Policy Committee on Infrastructure Renewal and Public Works - September 9, 2008

Item No. 3 Speed Limit and Traffic Regulations related to the Realignment of Waverley Street (St. Norbert Ward) File ST-1.1

STANDING COMMITTEE RECOMMENDATION:

On September 9, 2008, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service and submits the following to Council:

1. That a by-law (as contained in Appendix A of the report of the Director of Public Works dated September 5, 2008) prohibiting vehicular traffic from using the existing Waverley Street roadway between a point south of Sandusky Drive and a point north of Kirkbridge Drive, be enacted.

2. That an amendment to the Streets By-law No. 1481/77 (as contained in Appendix A of the report of the Director of Public Works dated September 5, 2008) to amend Schedule E (Regional Streets) to reflect that vehicular traffic will no longer be able to use the stretch of Waverley Street noted in Recommendation 1 and to reflect that a new section of Waverley Street and Tim Sale Drive are Regional Streets, be enacted.

3. That an-amendment to the list of Full Time Truck Routes in Schedule 1 of the City of Winnipeg Traffic By-law No. 1573/77 (as contained in Appendix A of the report of the Director of Public Works dated September 5, 2008) to reflect that vehicular traffic will no longer be able to use the stretch of Waverley Street noted in Recommendation 1 and to reflect that a new section of Waverley Street and Tim Sale Drive are Full Time Truck Routes, be enacted.

4. That the by-law provisions referred to in Recommendations 1, 2, and 3 take effect on a date certified by the Director of Public Works to be a date that the new section of Waverley Street and Tim Sale Drive is open to vehicular traffic, as communicated in writing by the Director of Public Works to the City Clerk.

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

Agenda - Executive Policy Committee - September 17, 2008

Report - Standing Policy Committee on Infrastructure Renewal and Public Works - September 9, 2008

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On September 9, 2008, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in Recommendations 2, 3, 4, and 5 of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

STANDING COMMITTEE DECISION:

On September 9, 2008, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in Recommendation 1 of the Winnipeg Public Service and authorized the Public Works Department to apply to The Highway Traffic Board of Manitoba to:

1. Adjust the speed limit from 80 km/h to 60 km/h on the north-south section of Waverley Street between a point 340 metres north of Sandusky Drive and the point at which the new section of Waverley Street diverges to the southwest from the existing Waverley Street alignment at a point just south of Sandusky Drive;

2. Establish a 60 km/h speed limit on the new section of Waverley Street from the point at which it diverges to the southwest from the existing Waverley Street alignment at a point just south of Sandusky Drive to the Pine Hills Road/Tim Sale Drive intersection;

3. Adjust the speed limit from 80 km/h to 60 km/h on the north-south section of Waverley Street between the point at which it intersects Tim Sale Drive at a point 80 metres north of Kirkbridge Drive and a point 200 metres south of Kirkbridge Drive,

all as shown on Figure 1 of the report of the Director of Public Works dated September 5, 2008.

RE: SPEED LIMIT AND TRAFFIC REGULATIONS RELATED TO THE REALIGNMENT OF WAVERLEY STREET

FOR SUBMISSION TO: STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS

ORIGINAL REPORT SIGNED BY: DIRECTOR OF PUBLIC WORKS

REPORT DATE: September 5, 2008

RECOMMENDATION:

That:

1. The Public Works Department be authorized to apply to The Highway Traffic Board of Manitoba to:

   a) adjust the speed limit from 80 km/h to 60 km/h on the north-south section of Waverley Street between a point 340 metres north of Sandusky Drive and the point at which the new section of Waverley Street diverges to the southwest from the existing Waverley Street alignment at a point just south of Sandusky Drive;

   b) establish a 60 km/h speed limit on the new section of Waverley Street from the point at which it diverges to the southwest from the existing Waverley Street alignment at a point just south of Sandusky Drive to the Pine Hills Road/Tim Sale Drive intersection; and

   c) adjust the speed limit from 80 km/h to 60 km/h on the north-south section of Waverley Street between the point at which it intersects Tim Sale Drive at a point 80 metres north of Kirkbridge Drive and a point 200 metres south of Kirkbridge Drive

as shown on Figure 1 in the report.

2. Council enact a By-law (draft attached in Appendix A) prohibiting vehicular traffic from using the existing Waverley Street roadway between a point south of Sandusky Drive and a point north of Kirkbridge Drive.

3. Council enact an amendment to the Streets By-law No. 1481/77 (draft amending By-law attached in Appendix A) to amend Schedule E (Regional Streets) to reflect that vehicular traffic will no longer be able to use the stretch of Waverley Street noted in Recommendation 2 and to reflect that a new section of Waverley Street and Tim Sale Drive are Regional Streets.

4. Council enact an amendment to the list of Full Time Truck Routes in Schedule 1 of the Traffic By-law No. 1573/77 (draft amending By-law attached as Appendix A) to reflect that vehicular traffic will no longer be able to use the stretch of

Waverley Street noted in Recommendation 2 and to reflect that a new section of Waverley Street and Tim Sale Drive are Full Time Truck Routes.

5. The By-law provisions referred to in Recommendations 2, 3 and 4 take effect on a date certified by the Director of Public Works to be a date that the new section of Waverley Street and Tim Sale Drive is open to vehicular traffic, as communicated in writing by the Director to the City Clerk.

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

Report Summary

Key Issues:

- As shown in Figure 1 in the report, the initial stages of development of the Ladco Company area in Waverley West south of Bison Drive and west of Waverley Street includes realigning Waverley Street to the west at a point just south of Sandusky Drive to intersect with Pine Hills Road/Tim Sale Drive. Waverley Street, north of P.T.H. 100 (South Perimeter Highway) will be re-aligned north-westerly at a point just north of Kirkbridge Drive via Tim Sale Drive to intersect with the aforementioned section of Waverley Street south of Bison Drive. The geometry of the realignment of Waverley Street requires adjustments to the speed limit.

- As soon as the realignment of Waverley Street is open to vehicular traffic, vehicular traffic will no longer be permitted to use the current Waverley Street roadway between a point just south of Sandusky Drive and a point just north of Kirkbridge Drive (refer to Figure 1 in the report).

- Changes to traffic regulations are required on the newly constructed streets in order to accommodate traffic safely and efficiently and to appropriately classify the newly constructed streets as Regional Streets and Full Time Truck Routes.

- At their meeting on June 23, 2008, the Riel Community Committee had no objection to the recommendation as contained herein with respect to the establishment of the speed limits on the newly constructed streets and an adjustment in the speed limit on Waverley Street.

Implications of the Recommendation(s):

General Implications

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

Comment(s): Implementation of the speed limits and traffic regulations as recommended will facilitate the safe and efficient movement of traffic on these newly constructed roadways.

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):

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): The estimated cost to fabricate and post the necessary signing to implement the regulations as recommended is $1,000.

Report

REASON FOR THE REPORT:

The Standing Policy Committee on Infrastructure Renewal and Public Works is the authority 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. A By-law is required to prohibit traffic on a street for a period greater than one year. By-law amendments are required to amend schedules in the Streets By-law No. 1481/77 and in the Traffic By-law No. 1573/77.

HISTORY:

At its meeting on June 23, 2008, the Riel Community Committee considered the recommendation to adjust the speed limits on Waverley Street and to establish the proposed speed limit on the newly constructed Waverley Street and Tim Sale Drive. The Community Committee expressed no objection to these proposed speed limits.

DISCUSSION:

Preamble

The initial stages of development of the Ladco Company area in Waverley West south of Bison Drive and west of Waverley Street includes realigning Waverley Street to the west at a point just south of Sandusky Drive to intersect with Pine Hills Road/Tim Sale Drive. Waverley Street, north of P.T.H. 100 (South Perimeter Highway) will be re-aligned north-westerly at a point just north of Kirkbridge Drive via Tim Sale Drive to intersect with the aforementioned section of Waverley Street south of Bison Drive.

With the realignment of Waverley Street, vehicular traffic will be prohibited on the current Waverley Street roadway between a point just south of Sandusky Drive and a point just north of Kirkbridge Drive (refer to Figure 1 below).

Waverley Street from Bison Drive to Tim Sale Drive/Pine Hills Road, including the section of Waverley Street redirected southwesterly at a point just south of Sandusky Drive to intersect at Tim Sale Drive/Pine Hills Road, will be constructed as a four lane divided highway in two stages in 2008 and 2009 as will Tim Sale Drive and the north-south section of Waverley Street to a point just south of Kirkbridge Drive. Note that the work in 2009 will be from Bison Drive to a point north of Sandusky Drive. All other works are planned for 2008.

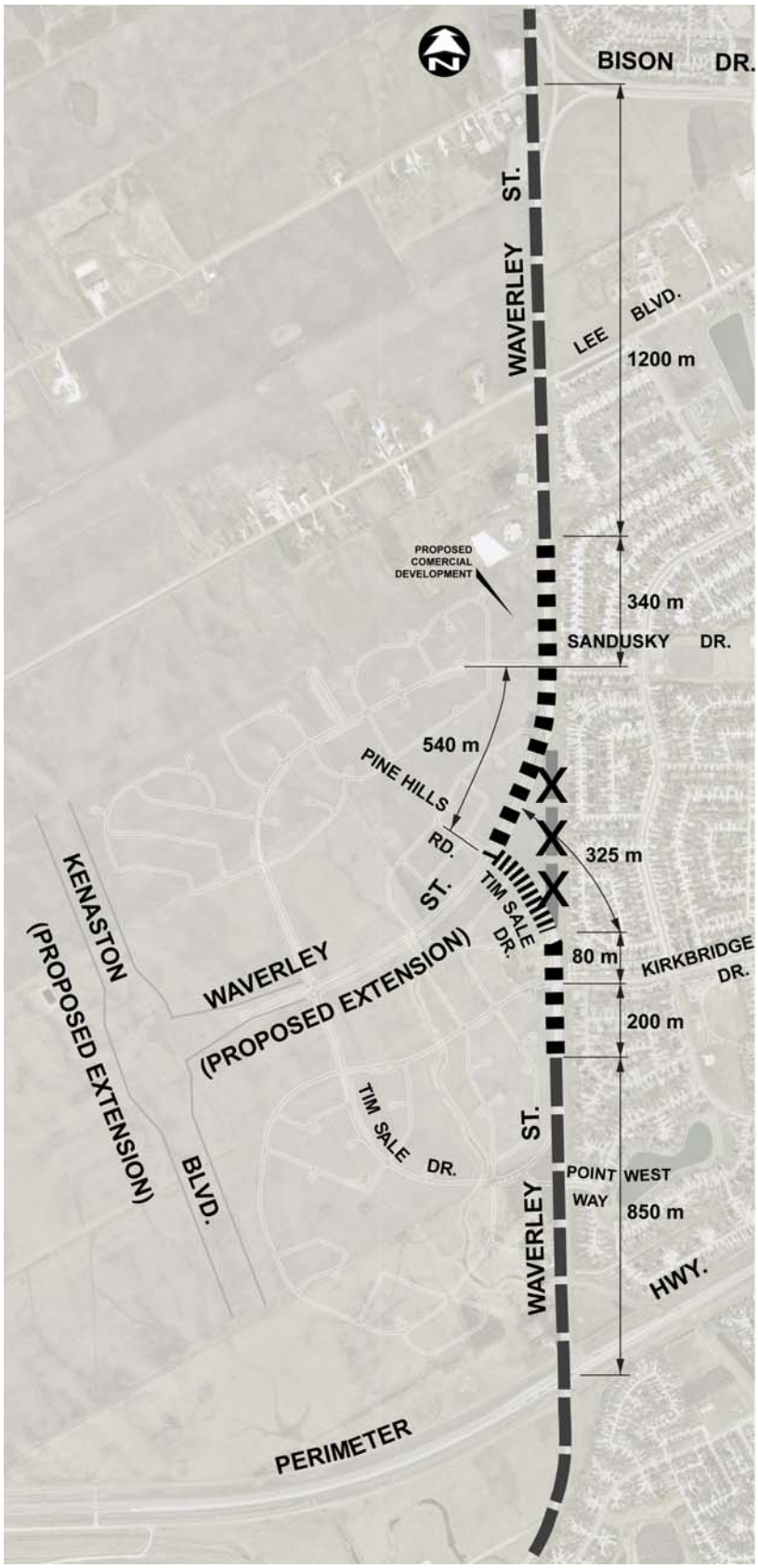


Figure 1

F08 - 22
2008-07-23

The new section of Waverley Street, that will be re-directed south-westerly at a point just south of Sandusky Drive, will intersect with Pine Hills Road/Tim Sale Drive from the north-east as a “T” intersection. Eventually, as development proceeds, Waverley Street will be extended west of Pine Hills Road/Tim Sale Drive to intersect with the proposed extension of Kenaston Boulevard south of where it currently terminates at Bishop Grandin Boulevard. The 540 metre long section of Waverley Street that will be re-directed south-westerly at a point just south of Sandusky Drive has been designed for an operating speed of 60 km/h. Tim Sale Drive, which will temporarily serve as the section of Waverley Street re-directed north-westerly at a point just north of Kirkbridge Drive until such time as Waverley Street is extended west of Pine Hills Road/Tim Sale Drive, is 325 metres in length and has been designed to operate at a speed of 50 km/h.

Northbound traffic on Tim Sale Drive destined to Pine Hills Road, and southbound traffic on Pine Hills Road destined to Tim Sale Drive will be required to stop before entering the new section of Waverley Street that will be re-directed south-westerly at a point just south of Sandusky Drive and northbound traffic on Tim Sale Drive, destined to the new section of Waverley Street that will be re-directed south-westerly at a point just south of Sandusky Drive will be provided with a northbound right turn cut-off operating under a “Yield” control (Refer to Figure 4). Westbound traffic on the newly constructed section of Waverley Street that will be re-directed south-westerly at a point just south of Sandusky Drive and destined to southbound on Tim Sale Drive will not be controlled and will operate free flow.

Eventually, as development proceeds and Waverley Street is extended westerly from Pine Hill Road/Tim Sale Drive to intersect with the southerly extension of Kenaston Boulevard as referred to above, Tim Sale Drive will become a local collector street between the new section of Waverley Street that will be re-directed south-westerly at a point just south of Sandusky Drive including southerly along the north-south Waverley Street right-of-way, and curve to the west at Point West Way. It is intended that, eventually, Waverley Street south of Point West Way will be disconnected from the South Perimeter Highway. At that time, the realigned Waverley Street connection, to the southerly extension of Kenaston Boulevard and Kenaston Boulevard will be designated as Truck Routes and Regional Streets.

A) Speed Limit

When a speed limit change on a City street has been requested or a speed limit other than 50 km/h 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 and 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 for the requested speed limit change or for a proposed speed limit on a newly constructed street. Prior to submitting its report to the

Standing Policy Committee on Infrastructure Renewal and Public Works, it has been the practice of the Public Works Department to obtain an opinion from the area community committee about the recommendation contained in the report.

Background Information on Setting Speed Limits

The following information is largely extracted from *"Speed Zoning Information A Case of Majority Rule (within the United States)"* published by the Institute of Transportation Engineers.

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 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[1];
- 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
- 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.

Waverley Street

Waverley Street between Bison Drive and the South Perimeter Highway, which contains a two lane rural highway, is a Regional Street, a Full-Time Truck Route, and a Snow Route. Waverley Street is currently traffic signal controlled at Bison Drive and at P.T.H. 100 (South Perimeter Highway).

Waverley Street from a point south of Bison Drive and the new section of Waverley Street that will be re-directed south-westerly, as outlined in the preamble, will contain a four lane divided highway complete with a southbound left turn deceleration and storage lane at Sandusky Drive. The west side of Waverley Street between Sandusky Drive and a point 340 metres north is intended for commercial development with approaches directly off of Waverley Street. Southbound left turns and northbound right turns on Waverley Street at Kirkbridge Drive will continue to be permitted.

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

Justification for Retaining Existing 80 km/h Speed Limit on sections of Waverley Street

On the portion of Waverley Street that will be unchanged, the distance between Bison Drive and a point 340 metres north of Sandusky Drive is 1200 metres, and the distance between a point 200 metres south of Kirkbridge Drive and the South Perimeter Highway is 850 metres. The sections of Waverley Street that are unchanged by the construction are of sufficient length to enable motorists to attain and operate at a speed limit of 80 km/h.

In a typical 12 hour weekday between 07:00 and 19:00, Waverley Street carries approximately 11,000 vehicles. The speed limit on Waverley Street between Bison Drive and the south City Limit, south of the South Perimeter Highway, is 80 km/h.

A radar speed study undertaken on Waverley Street on June 7, 2001 resulted in the following 85th percentile speeds[2] (Note: The 85th percentile speed is the speed at or below which 85% of motorists travel.):

- 86 km/h south of Bison Drive (north of a point 340 metres north of Sandusky Drive).
- 87 km/h south of Kirkbridge Drive (south of a point 200 metres south of Kirkbridge Drive).

In as much as there has not been any significant change in the traffic operating circumstance on this section of Waverley Street, the 2001 speed study results are considered to be representative of today's traffic speeds.

In the year ending February 28, 2007 (the latest for which collision data is available), the collision rate on Waverley Street between Bison Drive and the Perimeter Highway was 0.9 collisions per million kilometres of vehicular travel, compared with a City-wide rate of 2.1 on similar two lane rural highways. None of the collisions involved a pedestrian.

As stated above, on Waverley Street, the 85th percentile speed is 86 km/h between Bison Drive and a point 340 metres north of Sandusky Drive and 87 km/h between a point 200 metres south of Kirkbridge Drive and the South Perimeter Highway. The collision rate is comparable to the City-wide average on Regional Streets with similar geometries.

Accordingly, there is no basis at this time upon which to recommend any change to the existing 80 km/h speed limit on Waverley Street between Bison Drive and a point 340 metres north of Sandusky Drive or to the existing 80 km/h speed limit on Waverley Street between a point 200 metres south of Kirkbridge Drive and the South Perimeter Highway.

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

Justification for Speed Limit Modifications on sections of Waverley Street and 50 km/h Speed Limit on Tim Sale Drive

Since the curve in the roadway on the new section of Waverley Street that will be re-directed south-westerly at a point just south of Sandusky Drive is designed for an operating speed of 60 km/h, it is reasonable to establish a 60 km/h speed limit on this 540 metre long section of Waverley Street that will be re-directed south-westerly at a point just south of Sandusky Drive. Additionally, not only will a 60 km/h speed limit on this portion of Waverley Street enable turning movements at this intersection to be made more safely than at a higher rate of speed, it will result in a safer operating circumstance for motorists entering and leaving the approaches to the proposed commercial development on the west side of Waverley Street in the area between Sandusky Drive and a point 340 metres north.

Tim Sale Drive is 325 metres in length. It is reasonable to establish a 50 km/h speed limit on this section of curved roadway on Tim Sale Drive because at the intersection with the south-westerly extension of Waverley Street at a point just south of Sandusky Drive:

- northbound motorists on Tim Sale Drive destined to Pine Hills Road will be required to stop;
- southbound motorists on Pine Hills Road destined to Tim Sale Drive will be required to stop;
- northbound motorists on Tim Sale Drive destined to the south-westerly extension of Waverley Street at a point just south of Sandusky Drive will be required to yield before entering the south-westerly extension of Waverley Street at a point just south of Sandusky Drive; and
- westbound motorists on the south-westerly extension of Waverley Street at a point just south of Sandusky Drive destined to southbound on Tim Sale Drive will be operating at a relatively low speed since they would have just negotiated a left turn from the new section of Waverley Street that will be re-directed south-westerly at a point just south of Sandusky Drive when entering in the southbound direction on Tim Sale Drive.

Furthermore, when the new section of Waverley Street is eventually extended westerly, Tim Sale Drive will function as a residential/collector street curving to the west and north (Figure 1) and will not be unlike many other residential/collector streets upon which the speed limit is 50 km/h. At the point when Tim Sale Drive is constructed to loop back in a westerly and northerly orientation (Figure 1), the speed limit on Tim Sale Drive/Waverley Street south of a point 80 metres north of Kirkbridge Drive will be reviewed. Highway Traffic Board approval is not required to implement a 50 km/h speed limit on Tim Sale Drive.

While it is appropriate to retain the existing 80 km/h speed limit for most of the unchanged sections of Waverley Street for the reasons stated above, the significant difference in speed limit between Waverley Street and Tim Sale Drive calls for a speed

limit transition zone between the 80 km/h speed limit south of a point 200 metres south of Kirkbridge Drive and the 50 km/h speed limit on Tim Sale Drive, being a distance 280 metres in length. With a speed limit of 50 km/h north of this transition zone and a speed limit of 80 km/h south of this transition zone, a 60 km/h speed limit in this 280 metre long transition zone is considered to be reasonable and will enable northbound motorists to negotiate the transition in the speed zones in an orderly manner without having to decelerate abruptly to comply at the point at which the speed limit decreases from 80 km/h to 50 km/h section. A 60 km/h speed limit on this portion of Waverley Street will have the added advantage of enabling turns at the Kirkbridge Drive intersection to be made more safely than would be the case if the current 80 km/h speed limit were to be retained at this location.

Speed Limit Summary

Based on:

- the standard accepted principles for setting speed limits as discussed above;
- the results of the radar speed study;
- an evaluation of the collision rate on Waverley Street between Bison Drive and the South Perimeter Highway; and on
- the design speed of the new section of Waverley Street that will be re-directed south-westerly at a point just south of Sandusky Drive and the construction of Tim Sale Drive north-westerly at a point just north of Kirkbridge Drive,

the following conclusions have been arrived at:

- an adjustment to the speed limit on the north-south section of Waverley Street between a point 340 metres north of Sandusky Drive and the point at which the new section of Waverley Street that will be re-directed south-westerly at a point just south of Sandusky Drive from 80 km/h to 60 km/h is appropriate;

- the establishment of a 60 km/h speed limit on the new section of Waverley Street that will be re-directed south-westerly at a point just south of Sandusky Drive between the north-south section of Waverley Street and Pine Hills Road/Tim Sale Drive is appropriate;

- the establishment of a 50 km/h speed limit on Tim Sale Drive (Highway Traffic Board approval not required) between the new section of Waverley Street that will be re-directed south-westerly at a point just south of Sandusky Drive and its intersection with the north-south section of Waverley Street to the south is appropriate; and

- an adjustment to the speed limit on the north-south section of Waverley Street between the point at which it intersects Tim Sale Drive at a point 80 metres north of Kirkbridge Drive and a point 200 metres south of Kirkbridge Drive from 80 km/h to 60 km/h is appropriate.

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 around them;
- result in a more uniform flow of traffic;
- decrease the potential for rear-end and sideswipe collisions that may otherwise exist if the speed limit was not adjusted as recommended, since the tendency to overtake slower moving vehicles will be minimized; and
- appropriately reflect the operating speed for which the new roadways are constructed.

B) Traffic Regulations

Figure 2 shows the street system on a site plan for the initial stage of the Waverley West residential development. Figure 3 shows the re-direction of the Truck Route and Route 80. It is noted that stopping is currently prohibited at all times on Waverley Street between Bison Drive and the South Perimeter Highway. Figure 4 shows the proposed traffic control at the intersection of Waverley Street as re-directed south-westerly at a point just south of Sandusky Drive where it intersects with Pine Hills Road/Tim Sale Drive.

In light of the reconfiguration of Waverley Street and Pine Hills Road/Tim Sale Drive, as noted in Figure 1, it is appropriate:

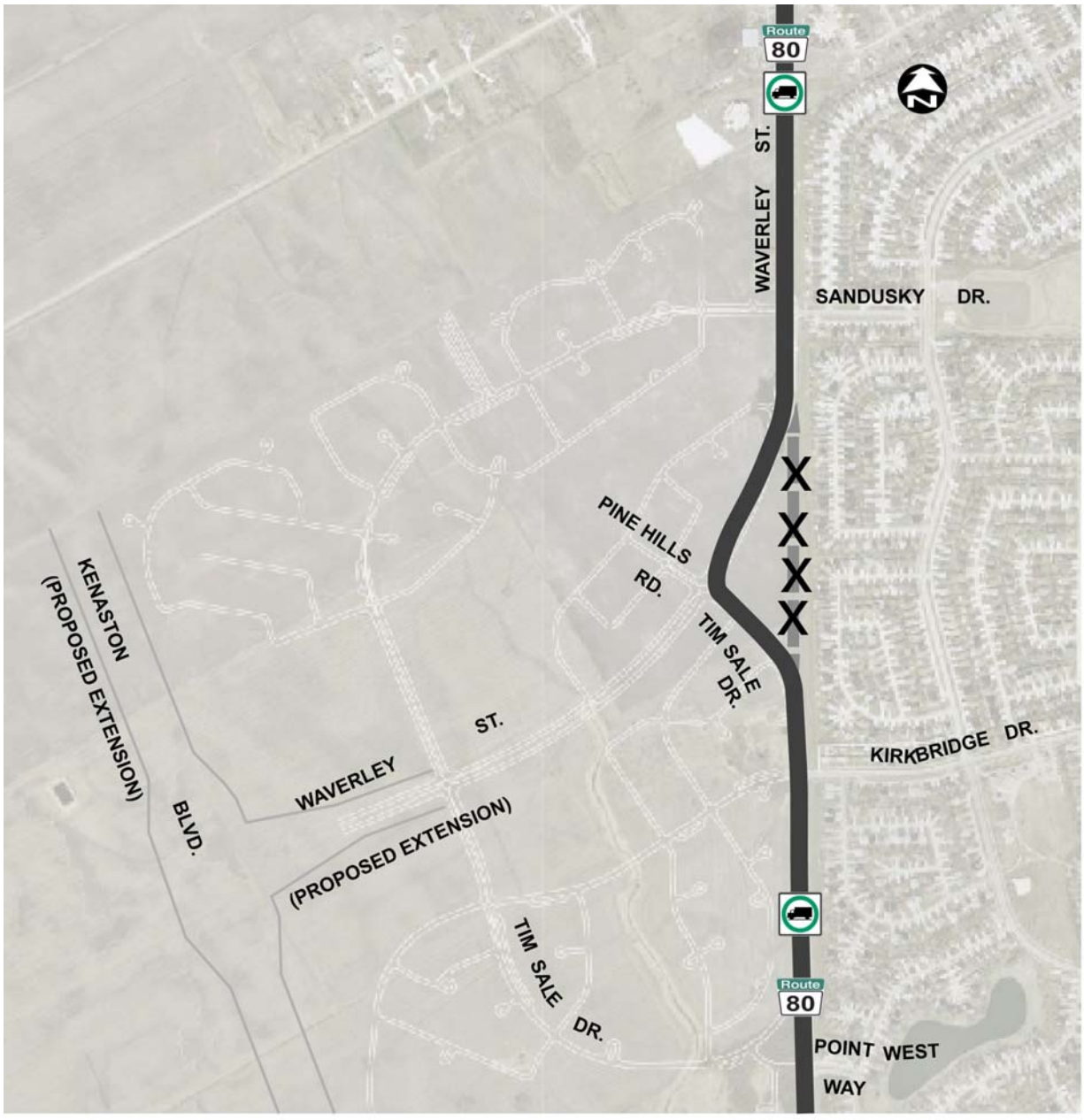
- that Waverley Street between a point just south of Sandusky Drive and a point just north of Kirkbridge Drive be removed from Schedule E of the Streets By-law (Regional Street), and as a Full Time Truck Route in Schedule 1 of the Traffic By-law
- that Waverley Street, as re-directed south-westerly at a point just south of Sandusky Drive to intersect with Pine Hills Road/Tim Sale Drive, and Tim Sale Drive between Waverley Street, as re-directed south-westerly at a point just south of Sandusky Drive to intersect with Pine Hills Road/Tim Sale Drive, and the north- south section of Waverley Street at a point just north of Kirkbridge Drive be designated as a Regional Street (Streets By-law) and as Full Time Truck Route (Traffic By-law) as shown on Figures 3 and 4.

The attached draft By-law will make these changes to the Schedules in the Streets By-law and the Traffic By-law. It will also prohibit vehicular traffic from the stretch of Waverley from a point just south of Sandusky Drive to a point just north of Kirkbridge Drive. This By-law will take effect on a date the Director of Public Works certifies the new portion of Waverley Street and the newly-constructed portion of Tim Sale Drive to be open to vehicular traffic.



Figure 2
Source: Wardrop Engineering

F08 - 33



LEGEND:

REGIONAL STREET

VEHICULAR TRAFFIC PROHIBITED

Figure 3

F08 - 33 - 1

2008-07-23

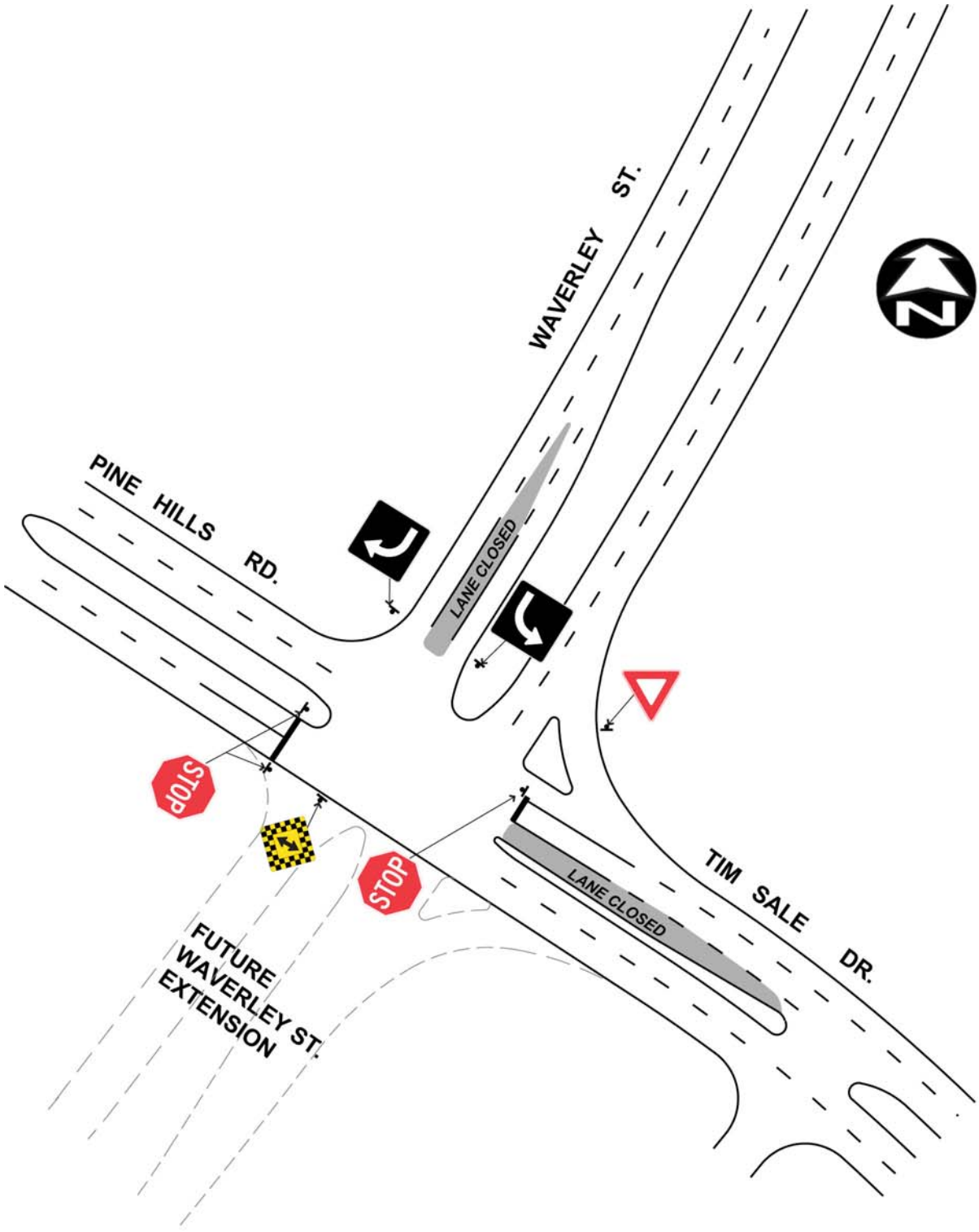


Figure 4
F08 - 33 - 2
2008-07-23

	2008	2009	2010	2011	2012
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	$ 1,000	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	-	-	-	-	-
Net Cost/(Benefit)	$ 1,000	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	1,000	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: The estimated cost to fabricate and post the necessary signing to implement the regulations as recommended is $1,000.

"Original signed by Darcy Stewart, CA"
Manager of Finance & Administration

IN PREPARING THIS REPORT THERE WAS:

Internal Consultation With and Concurrence By: N/A

External Consultation With: N/A

THIS REPORT SUBMITTED BY:

Department: Public Works
Division: Transportation Engineering
Prepared by:
Carl Sitarz, B.Sc., C.E.T., Traffic Analyst 986-5067
Stephen Chapman, P.Eng., Acting Traffic Management Engineer.... 986-5028
Carol Kawaza, Secretary to Transportation..... 986-5288

File No: A-01 & A-12
File Name:

APPENDIX A
THE CITY OF WINNIPEG

BY-LAW NO.

A By-law of THE CITY OF WINNIPEG to accommodate the reconfiguration of Waverley Street and the construction of Tim Sale Drive.

THE CITY OF WINNIPEG, in Council assembled, enacts as follows:

Traffic prohibited on portion of Waverley Street

1 Vehicular traffic is prohibited on that portion of Waverley Street extending between a point just south of the intersection with Sandusky Drive and a point just north of the intersection with Kirkbridge Drive.

Schedule "E" to Streets By-law amended

2 Schedule "E" to the Streets By-law No. 1481/77 is amended by:

(a) deleting the following:

Waverley Street	Grant Avenue	P.T.H. 100

and substituting the following:

Waverley Street	Grant Avenue	Tim Sale Drive/Pine Hills Road
Waverley Street	Tim Sale Drive	Provincial Trunk Highway No. 100

and

(b) adding the following in alphabetical order:

Tim Sale Drive	Waverley Street	Waverley Street

Schedule 1 to the Traffic By-law amended

3 Schedule 1 to the Traffic By-law No. 1573/77 is amended by:

(a) deleting the following:

Waverley Street	Grant Avenue	Provincial Trunk Highway No. 100

and substituting the following:

Waverley Street	Grant Avenue	Tim Sale Drive/Pine Hills Road
Waverley Street	Tim Sale Drive	Provincial Trunk Highway No. 100

and

(b) adding the following in alphabetical order:

Tim Sale Drive	Waverley Street	Waverley Street

Effective date

4 This By-law takes effect on a date

(a) determined by the Director of Public Works for the City of Winnipeg to be a date that the following streets or portions of streets will be open for use by vehicular traffic:

(i) Waverley Street, from a point immediately south of the intersection with Sandusky Drive to the intersection with Tim Sale Drive; and

(ii) Tim Sale Drive, from the intersection with Waverley Street in the north to the point immediately north of the intersection with Kirkbridge Drive where it again becomes Waverley Street; and

(b) which date is communicated in writing to the City Clerk by the Director of Public Works for the City of Winnipeg.

DONE AND PASSED, this day of , 2008.

_____
Mayor

_____
City Clerk

Approved as to content:

_____
Director of Public Works

Approved as to form:

_____
City Solicitor/Manager of
Legal Services