Minutes – Executive Policy Committee – June 8, 2011

Minute No. 322
Report – Standing Policy Committee on Infrastructure Renewal and Public Works – May 31, 2011

Item No. 5 Traffic Regulations for the Chief Peguis Trail Extension between Henderson Highway and Lagimodiere Boulevard

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and submits the following to Council:

1. That Chief Peguis Trail between Henderson Highway and Lagimodiere Boulevard be designated as a Regional Street (Schedule E of the Streets By-law No. 1481/77), as Route 17, and as a Full-Time Truck Route (Schedule 1 of the Traffic By-law No. 1573/77).

2. That Springfield Road between Henderson Highway and Lagimodiere Boulevard be rescinded as a Regional Street (Schedule E of the Streets By-law No. 1481/77) and as a Full-Time Truck Route (Schedule 1 of the Traffic By-law No. 1573/77).

3. That Gateway Road between Concordia Avenue and Chief Peguis Trail be designated as a Regional Street (Schedule E of the Streets By-law No. 1481/77) and that Gateway Road between Springfield Road and Chief Peguis Trail be added as a Full-Time Truck Route (Schedule 1 of the Traffic By-law No. 1573/77).

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

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – May 31, 2011

DECISION MAKING HISTORY:

Moved by Councillor Vandal,

That the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works be concurred in and forwarded to Council.

Carried

STANDING COMMITTEE RECOMMENDATION:

On May 31, 2011, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in recommendations 1 to 3 of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

STANDING COMMITTEE DECISION:

On May 31, 2011, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in recommendations 4 to 6 of the Winnipeg Public Service.

ADMINISTRATIVE REPORT

Title: **TRAFFIC REGULATIONS FOR THE CHIEF PEGUIS TRAIL EXTENSION BETWEEN HENDERSON HIGHWAY AND LAGIMODIERE BOULEVARD**

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

AUTHORIZATION

Author	Department Head	CFO	CAO
L. Escobar, P. Eng., P.T.O.E. Manager of Transportation	B.W. Sacher, P. Eng. Director of Public Works	M Geer A/CFO	M Ruta A/CAO

RECOMMENDATIONS

1. That Chief Peguis Trail between Henderson Highway and Lagimodiere Boulevard be designated as a Regional Street (Schedule E of the Streets By-law No. 1481/77), as Route 17, and as a Full-Time Truck Route (Schedule 1 of the Traffic By-law No. 1573/77).
2. That Springfield Road between Henderson Highway and Lagimodiere Boulevard be rescinded as a Regional Street (Schedule E of the Streets By-law No. 1481/77) and as a Full-Time Truck Route (Schedule 1 of the Traffic By-law No. 1573/77).
3. That Gateway Road between Concordia Avenue and Chief Peguis Trail be designated as a Regional Street (Schedule E of the Streets By-law No. 1481/77) and that Gateway Road between Springfield Road and Chief Peguis Trail be added as a Full-Time Truck Route (Schedule 1 of the Traffic By-law No. 1573/77).
4. That new traffic signal controls at the intersection of Chief Peguis Trail and Gateway Road and at the intersection of Chief Peguis Trail and Lagimodiere Boulevard be approved by the Standing Policy Committee on Infrastructure Renewal and Public Works.
5. That the Standing Policy Committee on Infrastructure Renewal and Public Works authorize the Winnipeg Public Service to apply to The Highway Traffic Board of Manitoba to approve a speed limit of 80 km/h on Chief Peguis Trail between Henderson Highway and Lagimodiere Boulevard.
6. That the Standing Policy Committee on Infrastructure Renewal and Public Works authorize the Winnipeg Public Service to apply to The Highway Traffic Board of Manitoba to adjust the speed limit on Springfield Road between Gateway Road and Lagimodiere Boulevard from 60 km/h to 50 km/h.
7. The proper officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

REASON FOR THE REPORT

The recommendations for Regional Street designation and Truck Route designation require By-law amendments and must be approved by Council.

The recommendation for new traffic control signals must be approved by the Standing Policy Committee on Infrastructure Renewal and Public Works (SPCIRPW).

It has been the practice of the Winnipeg Public Service to secure authority from the SPCIRPW to apply to the Highway Traffic Board to establish a modified speed limit on any new Regional Street or to change a speed limit on an existing street.

The recommendations contained herein are intended to ensure that the necessary Regional Street designation, truck route designation, traffic signal approvals and speed limit approvals are in place prior to the opening of the facility. These recommendations encompass Chief Peguis Trail as well as sections of Gateway Road and Springfield Road.

An evaluation of the above noted components is provided in Appendix "A". Modifications to the existing Traffic and Streets by-laws are shown in Appendix "B".

IMPLICATIONS OF THE RECOMMENDATIONS

The costs to implement the recommendations are expected to be $ 20,000 for traffic signs and $1,552,100 for traffic signals and related infrastructure. These costs are being paid through the Chief Peguis Private Public Partnership Project.

HISTORY

On November 19, 2008, City Council approved the plan to move forward with the Chief Peguis Trail Extension project (Henderson Highway to Lagimodiere Boulevard) based on a Public Private Partnership model.

On July 21, 2010, City Council approved the selection of DBF2 Ltd. as the preferred proponent for the Chief Peguis Trail Extension Project.

FINANCIAL IMPACT

Financial Impact Statement

Date: May 9, 2011

Project Name:

First Year of Program **2011**

TRAFFIC REGULATIONS FOR THE CHIEF PEGUIS TRAIL EXTENSION BETWEEN HENDERSON HIGHWAY AND LAGIMODIERE BOULEVARD

	2011	2012	2013	2014	2015
Capital					
Capital Expenditures Required	$ 1,630,924	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	1,630,924	-	-	-	-
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	$ -	$ 163,092	$ 163,092	$ 163,092	$ 163,092
Less: Incremental Revenue/Recovery	58,824	-	-	-	-
Net Cost/(Benefit)	$ (58,824)	$ 163,092	$ 163,092	$ 163,092	$ 163,092
Less: Existing Budget Amounts	(58,824)	163,092	163,092	163,092	163,092
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: The budget for the report recommendation costs are held in the Public Works Capital project 1801000107 (Chief Peguis Trail - Henderson Highway to Lagimodiere Boulevard). Debt and Finance costs are applicable on the City's internal funded portion of this project.

"Original signed by D. Stewart, CA"

D. Stewart CA
Manager of Finance and Administration

CONSULTATION

In preparing this report there was consultation with:
Councillor Browaty
Councillor Steen
Councillor Wyatt
Legal Services

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: Stephen Chapman, P. Eng., Traffic Management Engineer 986-5028
Date: May 11, 2011
File No. E-01, E-09, E-12 and E-13

Attachment: Appendix “A” – Winnipeg Public Service Evaluation
Appendix “B” – Draft By-law Changes

APPENDIX 'A'

Winnipeg Public Service Evaluation
Traffic Regulations for the Chief Peguis Trail Extension

The Chief Peguis Trail extension from Henderson Highway to Lagimodiere Boulevard is being constructed as a limited access four lane divided Regional Street and is designed for a posted maximum speed of 80 km/h. The existing section of Chief Peguis Trail located between Main Street and Henderson Highway is currently designated as a Regional Street, as Route 17 and as a Full-Time Truck Route and has a posted maximum speed of 80 km/h. The figures at the end of this Appendix illustrate the recommended changes to the regulations and summarize the proposed traffic regulations in the area after Chief Peguis Trail has opened.

REGIONAL STREET DESIGNATION

On February 29, 1984 City Council adopted a set of criteria to be used to determine which street sections make up the City of Winnipeg Regional Street System. The existing section of Chief Peguis Trail and the extension to Lagimodiere Boulevard meet the Primary Regional Street Major Crosstown or Circumferential Route criterion and Chief Peguis Trail should therefore be designated as a Regional Street from Main Street to Lagimodiere Boulevard.

The Chief Peguis Trail extension cuts across the existing section of Springfield Road between Gateway Road and Lagimodiere Boulevard resulting in Springfield Road no longer providing a continuous connection from Henderson Highway to Lagimodiere Boulevard. The change coupled with the addition of Chief Peguis Trail as a Regional Street in close proximity to Springfield Road results in Springfield Road no longer meeting the criteria for Regional Street designation and instead serving as a collector route for the area. As such, Springfield Road between Henderson Highway and Lagimodiere Boulevard should have its Regional Street designation rescinded.

The section of Gateway Road between Munroe Avenue and Concordia Avenue is currently designated as a Regional Street as it forms part of an east-west connection between Henderson Highway and Lagimodiere Boulevard (via Munroe Avenue, Gateway Road and Concordia Avenue). Raleigh Street, which runs parallel to Gateway Road, will terminate north and south of Chief Peguis Trail without connecting to Chief Peguis Trail. The other north-south collector in the area between Henderson Highway and Lagimodiere Boulevard is Rothesay Street. Rothesay Street will pass over Chief Peguis Trail without connecting to Chief Peguis Trail. The Gateway Road connection to Chief Peguis Trail will be the only connection to Chief Peguis Trail between Henderson Highway and Lagimodiere Boulevard. All of the above noted changes result in Gateway Road taking on an arterial connection function between Concordia Avenue and Chief Peguis Trail and as such meeting the criteria for Regional Street designation in this section.

TRUCK ROUTE DESIGNATION

Regional Streets are generally designated as Truck Routes, since they are streets that are constructed to a higher standard in terms of pavement structure and roadway width and are therefore able to carry large trucks on a regular basis. In the planning of an urban area, to the extent feasible, a grid of arterial streets and Truck Routes are made available that are typically separated by no more than 1.6 kilometres in order to:

- minimize the need to construct streets to a higher standard such as thicker 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 the more concentrated residentially developed segments of the City (in accordance with the Truck Route provisions of the City of Winnipeg Traffic By-law No. 1573/77, trucks are limited to using the shortest route between their point of destination/origin and a designated Truck Route); and to
- ensure that trucks destined to/from a commercial or residential development do not have to travel more than approximately 0.8 kilometres on a residential street.

Such a practice of establishing a grid of reasonably spaced designated Truck Routes minimizes truck traffic on local streets that would otherwise seek the shortest routing to an origin/destination if Truck Routes were not made available.

With Springfield Road becoming a discontinuous non-regional street with the Chief Peguis Trail construction it is appropriate that its Truck Route designation be rescinded and that Chief Peguis Trail, being a higher standard, limited access, direct and continuous divided facility, become the designated east-west Truck Route between Henderson Highway and Lagimodiere Boulevard in this area. With this change Chief Peguis will also take on the Route 17 designation consistent with the section between Main Street and Henderson Highway.

Gateway Road is an existing Truck Route from Munroe Avenue to Springfield Road. With its addition as a Regional Street to Chief Peguis Trail it is critical that its designation as a Truck Route be extended to include the section between Springfield Road and Chief Peguis Trail.

TRAFFIC SIGNAL CONTROLS

Chief Peguis Trail construction results in the creation of two new at-grade intersections: Chief Peguis Trail at Gateway Road and Chief Peguis Trail at Lagimodiere Boulevard. In consideration of the number of lanes and the volume of traffic that is expected to travel through these intersections, traffic signal control is warranted and recommended.

As the Traffic Authority under the Highway Traffic Act, the SPCIRPW must approve the installation of new traffic control signals.

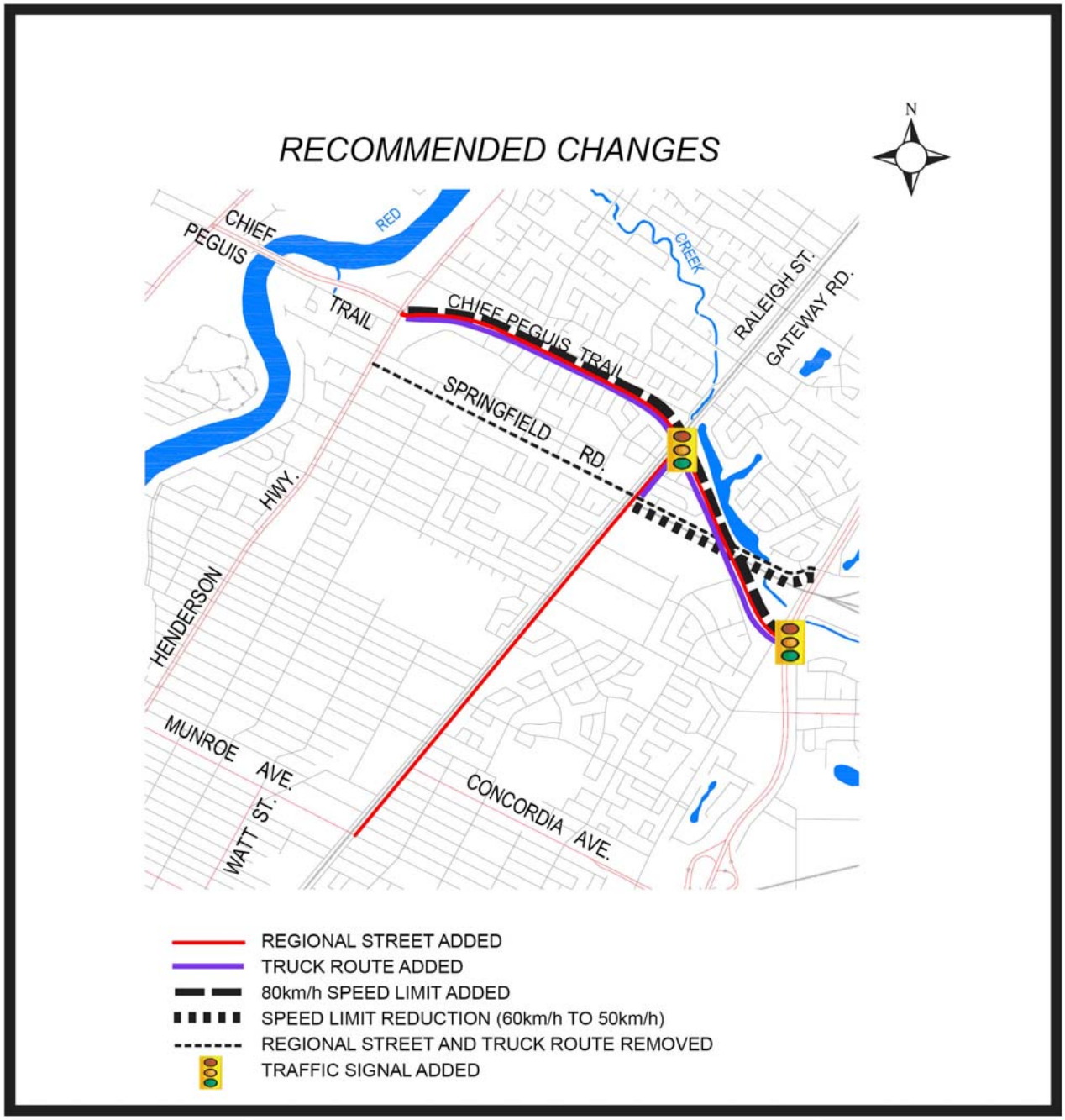
SPEED LIMITS

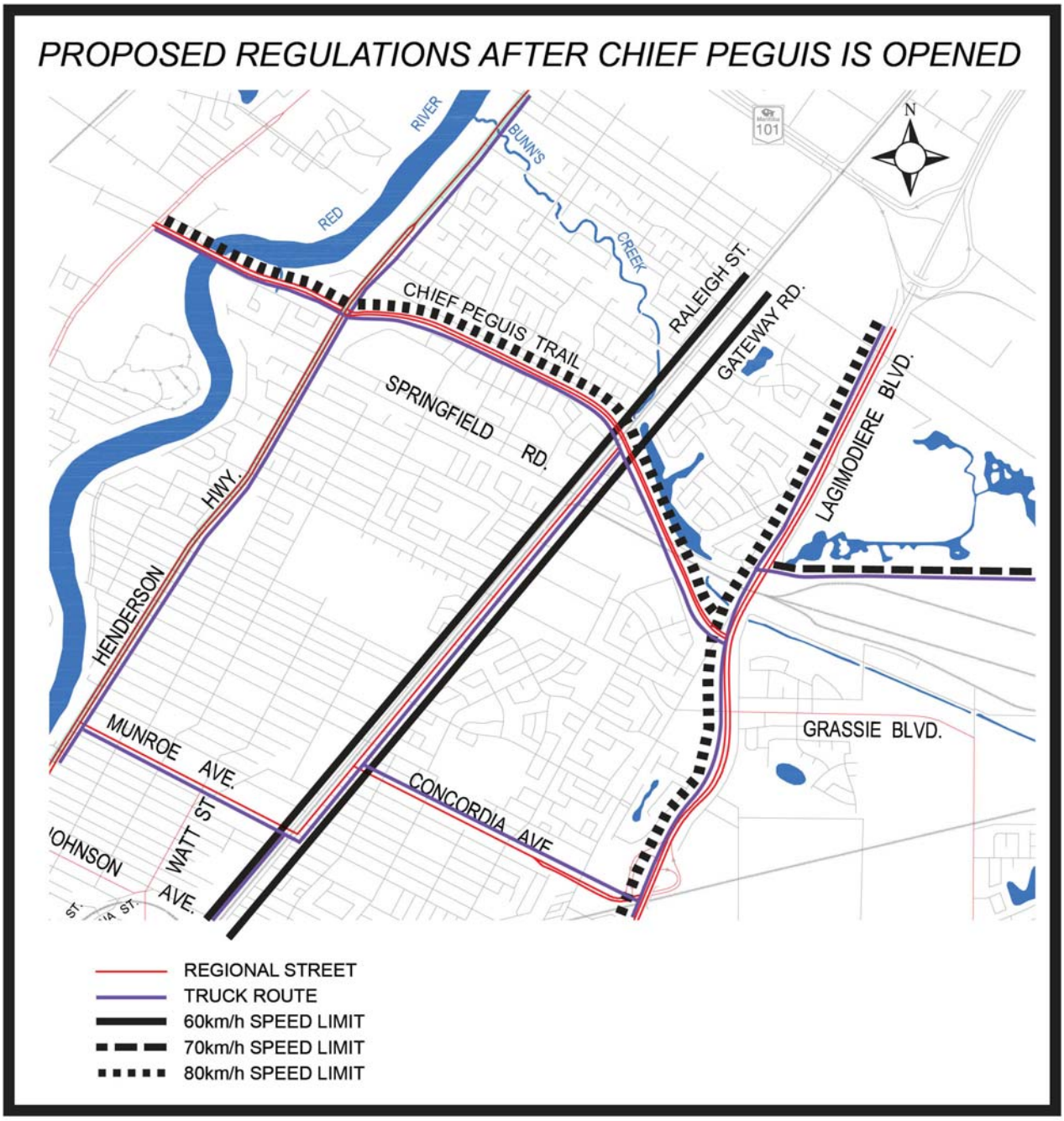
The posted maximum speed for the existing section of Chief Peguis Trail between Main Street and Henderson Highway is 80 km/h. The extension of Chief Peguis Trail to Lagimodiere Boulevard is designed for a posted maximum speed of 80 km/h. A maximum speed of 80 km/h on this new street is consistent with the design parameters and driver expectations and is similar to the maximum speeds of other comparable streets including Bishop Grandin Boulevard and Lagimodiere Boulevard.

Springfield Road currently has a posted maximum speed of 60 km/h between Gateway Road and Lagimodiere Boulevard. Construction of Chief Peguis Trail will sever this section of Springfield Road creating cul-de-sac terminals on Springfield Road east and west of Chief Peguis Trail. In consideration of this discontinuity, the removal of Regional Street and Truck Route designations and the expectation of significant traffic volume reductions on this section of Springfield Road it is recommended that the maximum speed be reduced from 60 km/h to 50 km/h.

The Highway Traffic Board of Manitoba is the authority for approving speed limits on highways in Manitoba, including on streets in The City of Winnipeg. The Winnipeg Public Service secures authority from the Standing Policy Committee on Infrastructure Renewal and Public Works (SPCIRPW) to apply to The Highway Traffic Board for a maximum speed on any new street or a change in maximum speed on any existing street in The City of Winnipeg. As such, this report recommends that the SPCIRPW authorize the Public Works Department to apply to The Highway Traffic Board of Manitoba to approve:

- A maximum speed of 80 km/h on Chief Peguis Trail between Henderson Highway and Lagimodiere Boulevard.
- An adjustment of the maximum speed on Springfield Road between Gateway Road and Lagimodiere Boulevard from 60 km/h to 50 km/h.


RECOMMENDED CHANGES
N
CHIEF PEGUIS TRAIL
RED
CREEK
RALEIGH ST.
GATEWAY RD.
CHIEF PEGUIS TRAIL
SPRINGFIELD RD.
HWY.
HENDERSON
MUNROE AVE.
WATT ST.
CONCORDIA AVE.
REGIONAL STREET ADDED
TRUCK ROUTE ADDED
80km/h SPEED LIMIT ADDED
SPEED LIMIT REDUCTION (60km/h TO 50km/h)
REGIONAL STREET AND TRUCK ROUTE REMOVED
TRAFFIC SIGNAL ADDED


PROPOSED REGULATIONS AFTER CHIEF PEGUIS IS OPENED
RED RIVER
BUNN'S CREEK
CHIEF PEGUIS TRAIL
SPRINGFIELD RD.
RALEIGH ST.
GATEWAY RD.
LAGIMODIERE BLVD.
HENDERSON HWY.
MUNROE AVE.
WATT ST
JOHNSON AVE.
CONCORDIA AVE
GRASSIE BLVD.
N
REGIONAL STREET
TRUCK ROUTE
60km/h SPEED LIMIT
70km/h SPEED LIMIT
80km/h SPEED LIMIT

APPENDIX 'B'
THE CITY OF WINNIPEG

BY-LAW NO.

A By-law of THE CITY OF WINNIPEG to amend Schedule E of the Streets By-law and Schedule 1 of the Traffic By-law.

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

Schedule E of Streets By-law amended

1 Schedule E of the Streets By-law No. 1481/77 is amended by

(a) striking out the following:

Chief Peguis Trail	Main Street	Henderson Highway
and		
Gateway Road	Monroe Avenue	Concordia Avenue
and		
Springfield Road	Henderson Highway	Lagimodiere Blvd.

and adding the following in alphabetical order:

Chief Peguis Trail	Main Street	Lagimodiere Boulevard
and		
Gateway Road	Monroe Avenue	Chief Peguis Trail

Schedule 1 of Traffic By-law amended

2 Schedule 1 of the Traffic By-law No. 1573/77 is amended by

(a) striking out the following:

Chief Peguis Trail	Henderson Highway	Main Street

and

Gateway Road	Munroe Avenue	Springfield Road

and

Springfield Road	East Limit of The City of Winnipeg	Henderson Highway

and adding the following in alphabetical order:

Chief Peguis Trail	Main Street	Lagimodiere Boulevard

and

Gateway Road	Monroe Avenue	Chief Peguis Trail

and

Springfield Road	East Limit of The City of Winnipeg	Lagimodiere Boulevard

DONE AND PASSED, this day of , 2011.

_____
Mayor

_____
City Clerk

Approved as to content:

_____
Director of Public Works

Approved as to form:

_____
For Director of Legal Services and
City Solicitor