Minute No. 261
Report - Standing Policy Committee on Infrastructure Renewal and Public Works – January 31, 2012

Item No. 2 Amendment to The City of Winnipeg Traffic By-law No. 1573/77 - Regional Transportation Advisory Committee Trucks

COUNCIL DECISION:

Council concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and adopted the following:

1. That Section 46 and Schedules 3, 4 and 5 of The City of Winnipeg Traffic By-law No. 1573/77 (Appendix B) be repealed and that Section 45 be amended:

    A. To allow non-Regional Transportation Advisory Committee (RTAC) trucks to operate under the specifications pertaining to a Class A1 class of Highway in the Vehicle Weights and Dimensions on Classes of Highways Regulation, Manitoba Regulation 575/88.

    B. To allow RTAC trucks to operate under the specification pertaining to RTAC routes that are set out in the Vehicle Weights and Dimensions on Classes of Highways Regulation, Manitoba Regulation 575/88.

2. 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 – January 31, 2012

DECISION MAKING HISTORY:

Moved by Councillor Vandal,

That the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works be adopted by consent.

Carried

EXECUTIVE POLICY COMMITTE RECOMMENDATION:

On February 15, 2012, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and submitted the matter to Council.

STANDING COMMITTE RECOMMENDATION:

On January 31, 2012, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

ADMINISTRATIVE REPORT

Title: **AMENDMENT TO THE CITY OF WINNIPEG TRAFFIC BY-LAW 1573/77**

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	N/A	D. Joshi, COO

RECOMMENDATIONS

That, as per Appendix 'B' of the report, Section 46 and Schedules 3, 4 and 5 of the City of Winnipeg Traffic By-law No. 1573/77 be repealed and that Section 45 be amended to:

- Allow non-RTAC trucks to operate under the specifications pertaining to a Class A1 class of Highway in the *Vehicle Weights and Dimensions on Classes of Highways Regulation,* Manitoba Regulation 575/88.
- Allow RTAC trucks to operate under the specification pertaining to RTAC routes that are set out in the *Vehicle Weights and Dimensions on Classes of Highways Regulation,* Manitoba Regulation 575/88.

REASON FOR THE REPORT

The current Traffic By-law requirements for non-RTAC trucks allow different gross vehicle weights depending on the route of truck travel and whether or not the origin and destination of the truck trip is within the City. From a technical perspective these distinctions are no longer required and all non-RTAC trucks can operate City-wide under a single vehicle weight and dimension specification. Accordingly, this report proposes to eliminate these requirements.

In addition, Schedules 3, 4 and 5, which currently set out details concerning the weights applicable to RTAC and non-RTAC trucks operating in the City, essentially borrow the weights values from the *Vehicle Weights and Dimensions on Classes of Highways Regulation,* Manitoba Regulation 575/88. The problem with setting these values out separately in our By-law is that, whenever these weights are changed in the Regulation, the Traffic By-law has to be amended. This Report proposes to eliminate the "red tape" associated with the need for these by-law amendments. It does so by incorporating by reference the specific weights set out in the Regulation. Beyond the change to non-RTAC truck gross vehicle weights noted above, there is no substantive change associated with this and current practice will not be altered.

IMPLICATIONS OF THE RECOMMENDATIONS

There is no cost associated with this recommendation.

With the proposed changes to the Traffic By-law, non-RTAC vehicles will maintain the current requirement for axle weights and dimensions; the maximum gross vehicle weight will change for non-RTAC vehicles from 36,500 kg to 56,500 kg for all routes and the maximum gross weight for each millimeter width of tire will change from 9 kilograms to 10 kilograms.

HISTORY

See reason for the report. Winnipeg Public Service evaluation of the recommendations is provided in Appendix 'A' of the report.

FINANCIAL IMPACT

Financial Impact Statement **Date:** January 9, 2012

Project Name:
AMENDMENT TO THE CITY OF WINNIPEG TRAFFIC BY-LAW 1573/77

COMMENTS:

There is no financial impact associated with the recommendation of this report.

"Original Signed by D. Strewart, CA"
Manager of Finance & Administration

CONSULTATION

In preparing this report there was consultation with:
City of Winnipeg Legal Services Department

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: Michelle Chester, C.E.T., Traffic Analyst
Stephen Chapman, P. Eng., Traffic Management Engineer
Date: December 1, 2011
File No.: OB-01

Attachments: Appendix 'A' – Winnipeg Public Service Evaluation
Appendix 'B' – Draft amendment to the City of Winnipeg By-law No. 1573/77

Attachment 1

APPENDIX 'A'

Winnipeg Public Service Evaluation

The Traffic By-law 1573/77 currently prescribes maximum vehicle weights and dimensions for RTAC and non-RTAC trucks operating in the City of Winnipeg in Schedules 3, 4 and 5 of the by-law. The information contained in Schedules 3, 4 and 5 comes from Manitoba Regulation 575/88, the Regulation which establishes legal maximum vehicle weights and dimensions throughout Manitoba, including Winnipeg. The primary function of Schedules 3, 4 and 5 is to identify the class of highway in the Regulation that is applicable to the type of truck that is operating in the City of Winnipeg. Schedule 3 references RTAC trucks up to 62,500 kg gross vehicle weight, Schedule 4 references non-RTAC trucks up to 36,500 kg gross vehicle weight, and Schedule 5 references non-RTAC trucks up to 56,500 kg gross vehicle weight. A recent increase in vehicle gross weight for B-trains to 63,500 kg on specific RTAC routes in Manitoba Regulation 575/88 has prompted a review of the Traffic By-law 575/88 Schedules 3, 4 and 5.

Beyond the identification of applicable class of highway the information contained in Schedules 3, 4 and 5 is a repetition of information in the Regulation. Repeating the information from the Regulation creates a need to amend the Traffic By-law whenever a change to the information in the Regulation is made. This creates extra work for the Public Service, Standing Committee and Council, and delays implementation of changes to the Regulation in the City. The Public Service believes that these issues could be addressed by referencing the Regulation more broadly in the Traffic By-law.

As such, the Public Service is recommending that Schedules 3, 4 and 5 from the Traffic By-law 1573/77 be replaced with a new reference to the Manitoba Regulation 575/88; Sections 28 and 30 that describe vehicle weight and axle weights and spacing on classes of highway for RTAC vehicles, and Sections 26, 27 and 28 that describe vehicle weight and axle weights and spacing on classes of highway for non-RTAC vehicles. The reference would be placed in Section 45 of the Traffic By-law as per the draft in Appendix 'B' of this report. This change will provide the City with broader coverage of the legal weight and dimension requirements while still enabling the key aspect of the reference to class of highway.

With the recommended changes to the Traffic By-law 1573/77 mentioned above, any numerical changes made to legal vehicle weights, axle weights and spacing on classes of highways in the Manitoba Regulations 575/88 will not require amendments to the Traffic By-law 1573/77 in the future.

The current non-RTAC legal weight requirements in the Traffic By-law 1573/77 are outlined in Sections 45 and 46 and Schedules 4 and 5, and are based on both vehicle type (non-RTAC) and the vehicles route of travel. In all cases, non-RTAC vehicles share the same requirements for axle weights, but gross vehicle weights vary depending on the truck's route of travel.

In Schedule 4, the gross vehicle weight for a non-RTAC vehicle is set at 36,500 kg; for trips with a point of origin inside the City to a destination point inside the City. In Schedule 5, the gross vehicle weight for a non-RTAC vehicle is 56,500 kg. To obtain this higher weight the route of travel must be from a point of origin inside the City to a destination point outside the City, and from a point outside the City to a destination point inside the City and must utilize Lagimodiere Boulevard and the Perimeter Highway to the maximum extent possible.

With the proposed changes to the Traffic By-law, non-RTAC vehicles will maintain the current requirement for axle weights and dimensions; the maximum gross vehicle weight will change for non-RTAC vehicles from 36,500 kg to 56,500 kg for all routes.

Attachment 2

APPENDIX 'B'

THE CITY OF WINNIPEG

BY-LAW NO.

A By-law of THE CITY OF WINNIPEG to amend the Traffic By-law

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

1. The Traffic By-law No. 1573/77 is amended by

(a) replacing section 45 with the following:

45. No person may drive or move, or permit to be driven or moved, on any street within the City of Winnipeg

(a) a non-RTAC vehicle which contravenes the requirements set out in sections 26, 27 and 29 of The Vehicle Weights and Dimensions on Classes of Highways Regulation, Manitoba Regulation 575/88 *with respect to a highway classed as A1;*

(b) an RTAC vehicle which contravenes the requirements set out in sections 28 and 30 of The Vehicle Weights and Dimensions on Classes of Highways Regulation, Manitoba Regulation 575/88 *with respect to a highway classed as an RTAC Route*.

(b) repealing section 46; and

(c) repealing Schedules 3, 4 and 5.

DONE AND PASSED, this day of , 2011.

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Mayor

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City Clerk

Approved as to content:

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Director of Public Works

Approved as to form:

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For Director of Legal Services/
City Solicitor