Agenda – Council – April 29, 2015

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – April 14, 2015

Item No. 5 Amendment to the City of Winnipeg Streets and Traffic By-laws – CentrePort Canada Way Area Roadways

STANDING COMMITTEE RECOMMENDATION:

On April 22, 2015, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and submitted the following to Council:

1. That Schedule "E" of the City of Winnipeg Streets By-law No. 1481/77 be amended by rescinding the following as Regional Streets:

   A. Sturgeon Road between Portage Avenue and the North City Limit.

2. That Schedule "E" of the City of Winnipeg Streets By-law No. 1481/77 be amended by designating the following as Regional Streets:

   A. Sturgeon Road between Portage Avenue and Sturgeon Access;

   B. Sturgeon Access between Sturgeon Road and CentrePort Canada Way.

3. That Schedule 1 of the City of Winnipeg Traffic By-law No. 1573/77 be amended by designating the following as Full Time Truck Routes:

   A. Sturgeon Access between Sturgeon Road and CentrePort Canada Way.

   as outlined in Appendix 'D', Draft By-law Amendment.

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 – April 14, 2015

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On April 22, 2015, 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 COMMITTEE RECOMMENDATION:

On April 14, 2015, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the following to Council:

1. That Schedule "E" of the City of Winnipeg Streets By-law No. 1481/77 be amended by rescinding the following as Regional Streets:

   A. Sturgeon Road between Portage Avenue and the North City Limit.

2. That Schedule "E" of the City of Winnipeg Streets By-law No. 1481/77 be amended by designating the following as Regional Streets:

   A. Sturgeon Road between Portage Avenue and Sturgeon Access;

   B. Sturgeon Access between Sturgeon Road and CentrePort Canada Way.

3. That Schedule 1 of the City of Winnipeg Traffic By-law No. 1573/77 be amended by designating the following as Full Time Truck Routes:

   A. Sturgeon Access between Sturgeon Road and CentrePort Canada Way.

   as outlined in Appendix 'D', Draft By-law Amendment.

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

ADMINISTRATIVE REPORT

Title: Amendment to the City of Winnipeg Streets and Traffic By-laws – CentrePort Canada Way (CCW) Area Roadways

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

AUTHORIZATION

Author	Acting Department Head	CFO	CAO
D. Hurl, P.Eng.	L. Escobar, P.Eng. PTOE	M. Ruta	M. Jack A/CAO

RECOMMENDATIONS

The Winnipeg Public Service recommends that:

1. Schedule "E" of the City of Winnipeg Streets By-law No. 1481/77 be amended by rescinding the following as Regional Streets:
   - Sturgeon Road between Portage Avenue and the North City Limit.
2. Schedule "E" of the City of Winnipeg Streets By-law No. 1481/77 be amended by designating the following as Regional Streets:
   - Sturgeon Road between Portage Avenue and Sturgeon Access;
   - Sturgeon Access between Sturgeon Road and CentrePort Canada Way.
3. Schedule 1 of the City of Winnipeg Traffic By-law No. 1573/77 be amended by designating the following as Full Time Truck Routes:
   - Sturgeon Access between Sturgeon Road and CentrePort Canada Way.

as outlined in Appendix 'D', Draft By-law Amendment.

REASON FOR THE REPORT

Only Council has the authority to approve By-law amendments.

IMPLICATIONS OF THE RECOMMENDATIONS

The recommendations are consistent with the accepted practices used to establish Regional Streets and Truck Routes (refer to Appendix 'B': Regional Street Criteria and Appendix 'C': Truck Route Criteria, respectively, for information).

There are no developed properties or private access along Sturgeon Access, therefore no public information initiatives beyond those conducted as part of the publication of this meeting's agenda are necessary.

HISTORY

BACKGROUND

CentrePort Canada is a new 20,000-acre inland port and Foreign Trade Zone (FTZ), offering access to tri-modal transportation (road, rail and air). CentrePort Canada Way (CCW) is a divided expressway connecting the Perimeter Highway and P.R. 221 (Inkster Boulevard).

The construction of CCW has resulted in the creation of some new roadways (Sturgeon Access, Tonka Point) and realignment of existing roadways (Sturgeon Road, Summit Road) which are under the jurisdiction of the City of Winnipeg. It is noted that CCW itself is a Provincial Highway under the

jurisdiction of the Province of Manitoba. Refer to Appendix 'A': Misc. Plan No. 14584; and Figures 1.1 and 1.2 (for before and after photographs).

On July 4, 2014; the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service that the Winnipeg Public Service be authorized to apply to the Highway Traffic Board of Manitoba to implement modified speed limits on City of Winnipeg Roadways in the Vicinity of CentrePort Canada (Minute No. 178[1]).

On December 11, 2013; Council concurred in the recommendation of the Standing Policy Committee on Property and Development and adopted the following Street Name Changes – Public Road, Road Nos. 1 and 2, Plan 51435 WLTO and Public Road, Road Nos.1, 2 and 3, Plan 52150 WLTO to Centreport Canada Way, Sturgeon Access, Sturgeon Road and Tonka Point (Minute No. 114[2]). On January 28, 2015; Council passed By-law 17/2015, to change the names of certain highways in The City of Winnipeg (see Disposition[3] and Minutes[4]).

AMENDMENT TO SCHEDULE "E" OF THE CITY OF WINNIPEG STREETS BY-LAW NO. 1481/77

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 (see Appendix 'B': Regional Street Criteria). The proposed changes to the Regional Street network in this report conform to the Council adopted criteria.

AMENDMENT TO SCHEDULE 1 OF THE CITY OF WINNIPEG TRAFFIC BY-LAW NO. 1573/77

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. The proposed changes to the Truck Route network conform to the criteria in Appendix 'C': Truck Route Criteria.

A review undertaken by the Winnipeg Public Service determined that it is desirable to maintain the Full Time Truck Route designation of the northerly portion of Sturgeon Road at this time despite rescinding its Regional Street designation. This portion of Sturgeon Road extends into the RM of Rosser, eventually reconnecting to CCW outside of the City of Winnipeg Jurisdictional Limit. This designation may be revaluated in the future as CentrePort develops.

WINNIPEG PUBLIC SERVICE CONCLUSIONS

In consideration of the foregoing, the Winnipeg Public Service recommends:

1. That Schedule "E" of the City of Winnipeg Streets By-law No. 1481/77 be amended by rescinding the following as Regional Streets:
   - Sturgeon Road between Portage Avenue and the North City Limit.
2. That Schedule "E" of the City of Winnipeg Streets By-law No. 1481/77 be amended by designating the following as Regional Streets:
   - Sturgeon Road between Portage Avenue and Sturgeon Access;
   - Sturgeon Access between Sturgeon Road and CentrePort Canada Way.
3. That Schedule 1 of the City of Winnipeg Traffic By-law No. 1573/77 be amended by designating the following as Full Time Truck Routes:
   - Sturgeon Access between Sturgeon Road and CentrePort Canada Way.

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[1] http://winnipeg.ca/CLKDMIS/ViewDoc.asp?DocId=13719&SectionId=373377&InitUrl=/CLKDMIS/Documents/pw/2014/m13719

[2] http://winnipeg.ca/CLKDMIS/ViewDoc.asp?DocId=13240&SectionId=359991&InitUrl=/CLKDMIS/Documents/c/2013/m13240

[3] http://winnipeg.ca/CLKDMIS/ViewDoc.asp?DocId=14059&SectionId=389706&InitUrl=/CLKDMIS/Documents/c/2015/d14059

[4] http://winnipeg.ca/CLKDMIS/ViewDoc.asp?DocId=14065&SectionId=391359&InitUrl=/CLKDMIS/Documents/c/2015/m14065

FINANCIAL IMPACT

Financial Impact Statement

Date: March 3, 2015

Project Name:

Amendment to the City of Winnipeg Streets and Traffic By-laws – CentrePort Canada Way (CCW) Area Roadways

First Year of Program **2015**

	2015	2016	2017	2018	2019
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	$ 600	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	-	-	-	-	-
Net Cost/(Benefit)	$ 600	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	600	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: The direct costs above are for the installation of three signs designating the roads listed in Recommendation 3 as Truck Routes.

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

CONSULTATION

In preparing this report there was consultation with:

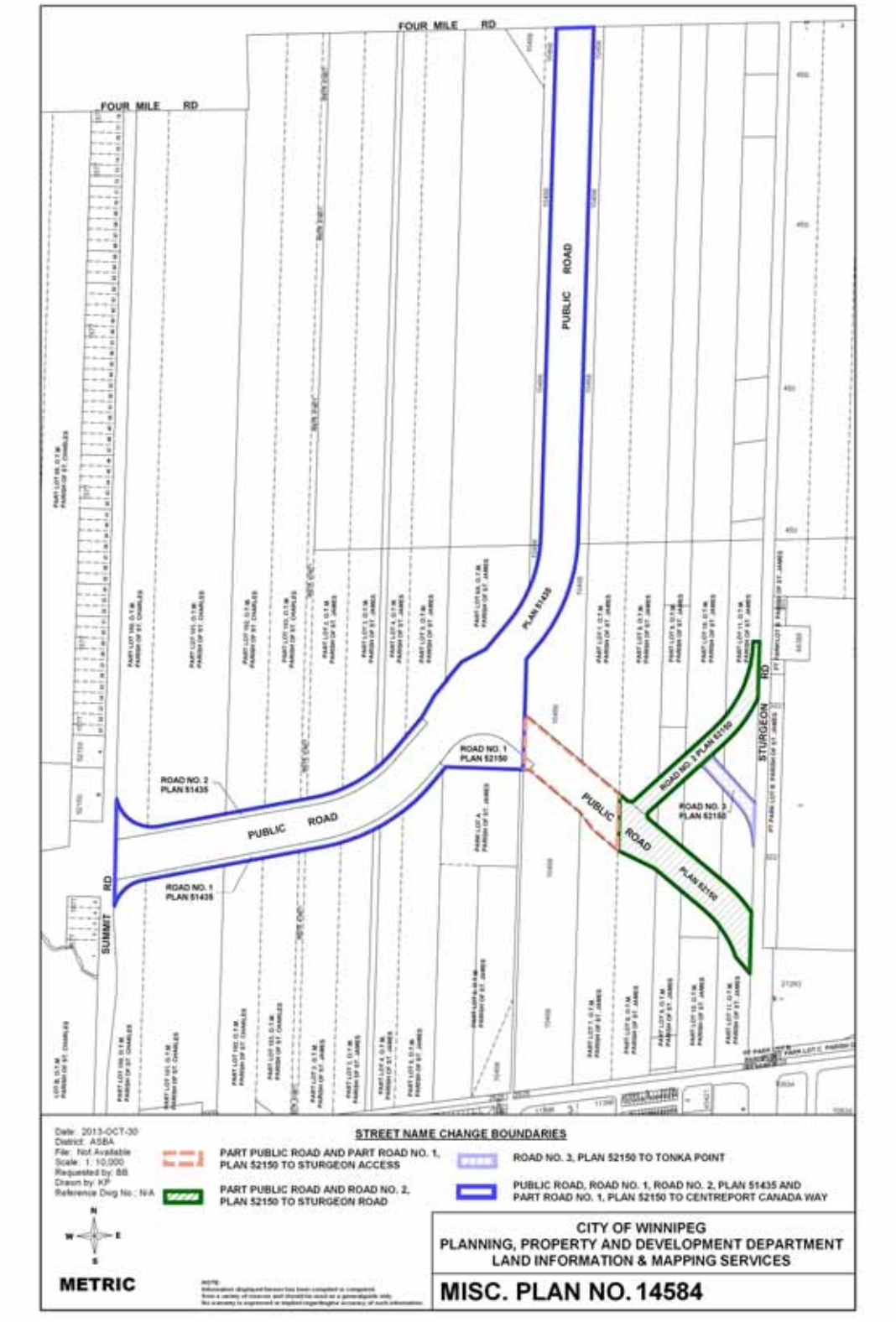
Province of Manitoba
Legal Services
Planning, Property and Development

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: T. Jangula, C.E.T., Traffic Analyst
S. Chapman, P.Eng., Traffic Management Engineer
Date: February 23, 2015
File No. OB-02, OB-01; A-13

Attachment(s): Appendix 'A': Misc. Plan No. 14584
Appendix 'B': Regional Street Criteria
Appendix 'C': Truck Route Criteria
Appendix 'D': Draft By-law Amendment

APPENDIX 'A': MISC. PLAN NO. 14584



Appendix ‘A’: Misc. Plan No. 14584; and Figures 1.1 and 1.2 (for before and after photographs:)



Figure 1.1: Saskatchewan North Area prior to CCW Construction (2005) ©Google



Figure 1.2: Saskatchewan North Area after CCW Construction (2013) ©Google

APPENDIX 'B': REGIONAL STREET CRITERIA

APPENDIX B

CRITERIA FOR THE DETERMINATION OF
THE CITY OF WINNIPEG
REGIONAL STREET SYSTEM

(Recommended 1983 02 17)

The following criteria constitute the principal requirements for the Regional Street System. To qualify as a Regional Street, any street must meet at least one of the criteria listed in Group "A" or Group "B".

GROUP "A" - PRIMARY REGIONAL STREET CRITERIA

All streets in this group function as major thoroughfares or arterials with the prime function of carrying through traffic.

(1) Major External Radial Route

An arterial route providing a reasonably direct and continuous connection between Provincial Trunk Highways or Provincial Roads outside the limits of the urban area and the Central Business District.

(2) Major Internal Radial

An arterial street providing a reasonably direct and continuous route connecting one or more residential or industrial sectors with the Central Business District.

(3) Major Crosstown or Circumferential Route

An arterial route providing a reasonably direct and continuous connection for crosstown/circumferential traffic movements between major radial routes, other crosstown/circumferential routes, or to Provincial Trunk Highways or Provincial Roads outside the limits of the urban area.

(4) Arterial Connector

An arterial street providing an important connecting link between two or more arterial streets and serving significant residential, industrial or commercial sectors of the urban area.

GROUP "B" - SECONDARY REGIONAL STREET CRITERIA

The circumstances or reasons for the inclusion of streets under this group in the Regional Street System relate to their role as traffic distributors associated with the Primary Regional Street System and/or their future designation as a Primary Regional Street.

(1) Central Business District Traffic Distribution

A street or roadway which constitutes part of the traffic distribution system associated with the Central Business District.

. . . 2

APPENDIX B - Continued -

(2) Interchange/Bridge Connections

A street or roadway such as a ramp which constitutes a part of the traffic distribution system for an interchange or a bridge which is part of the Regional Street System.

(3) Access to Important Traffic Generator

An arterial road providing major access from a Regional Street to an important traffic generator other than the Central Business District.

(4) Future Regional Street Fulfilling a Significant Service

A street or roadway which forms part of a proposed future Primary Regional Street (i.e. will satisfy Group "A" criteria in future) and which fulfills a significant transportation service at the present time in terms of accommodating a needed service and carrying through traffic.

(5) Future Regional Street - Designated for Development and Acquisition Purposes

Sections of existing streets or new rights-of-way required for future Primary Regional Streets or major transportation facilities for which designation as a Regional Street is necessary for frontage development and access control or for right-of-way acquisition purposes.

APPENDIX 'C': TRUCK ROUTE CRITERIA

Full Time and Part Time Truck Routes within the City of Winnipeg's jurisdictional limit are listed in Schedules 1 and 2, respectively, of the *City of Winnipeg Traffic By-law 1573/77*.

Regional Streets are generally designated as Truck Routes, since they are streets that are constructed to a higher standard 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 is typically separated by no more than 1.6 kilometres in order to:

1. 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;
2. 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
3. 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.

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.

APPENDIX 'D': DRAFT BY-LAW AMENDMENT

THE CITY OF WINNIPEG

BY-LAW NO.

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

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

Sturgeon Road	*Portage Avenue*	*North City Limit*

and

(b) adding the following in alphabetical order:

Sturgeon Road	*Portage Avenue*	*Sturgeon Access*
Sturgeon Access	*Sturgeon Road*	*CentrePort Canada Way*

Schedule 1 of Traffic By-law amended

2 Schedule 1 of the Traffic By-law No. 1573/77 is amended by adding the following in alphabetical order:

Sturgeon Access	*Sturgeon Road*	*CentrePort Canada Way*

DONE AND PASSED, this day of , 2015.

_____
Mayor

_____
City Clerk

Approved as to content:

_____
Director of Public Works

Approved as to form:

_____
For Director of Legal Services/City Solicitor

DRAFT