Agenda – Executive Policy Committee – October 14, 2015

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – October 6, 2015

Item No. 2 Amendment to the City of Winnipeg Streets and Traffic By-laws – Waverley Street and Tim Sale Drive

STANDING COMMITTEE RECOMMENDATION:

On October 6, 2015, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendations 2, 3 and 4 of the Winnipeg Public Service and submitted the following to Council:

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

   A. Tim Sale Drive between Waverley Street and Waverley Street.

   B. Waverley Street between Tim Sale Drive and P.T.H No. 100.

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

   A. Tim Sale Drive between Waverley Street and Waverley Street.

   B. Waverley Street between Tim Sale Drive and Provincial Trunk Highway No. 100.

4. That in accordance with Section 42 of the City of Winnipeg Traffic By-law 1573/77, the following changes be made to the Metro Route designations of the following roadways:

   A. That the subject roadways in recommendation 3 be deleted as Route 80.

   B. That Waverley Street between Tim Sale Drive / Pine Hills Road and Kenaston Boulevard be signed as Route 80.

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 – October 14, 2015

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – October 6, 2015

DECISION MAKING HISTORY:

STANDING COMMITTEE DECISION:

On October 6, 2015, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in recommendation 1 of the Winnipeg Public Service.

STANDING COMMITTEE RECOMMENDATION:

On October 6, 2015, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in recommendations 2, 3 and 4 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 Streets and Traffic By-laws – Waverley Street and Tim Sale Drive

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

AUTHORIZATION

Author	Department Head	CFO	CAO/COO
L. Escobar, P.Eng., PTOE	B.W. Sacher, P. Eng.	M. Ruta	M. Jack COO

RECOMMENDATIONS

1. 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 repeal the following modified speed limits thereby reducing the speed limit to 50km/h on these sections.
   A. 60 km/h on Waverley Street between a point 80 m north of the point where the northern boundary of Kirkbridge Drive crosses the highway and a point 200 m south of the point where the southern boundary of Kirkbridge Drive crosses the highway
   B. 70 km/h on Waverley Street between a point 200 m south of the point where the southern boundary of Kirkbridge Drive crosses the highway and the point where the southern boundary of P.T.H. No. 100 crosses the highway
2. That Schedule "E" of the *City of Winnipeg Streets By-law No. 1481/77* be amended by repealing the following as Regional Streets:
   A. Tim Sale Drive between Waverley Street and Waverley Street
   B. Waverley Street between Tim Sale Drive and P.T.H No. 100
3. That Schedule 1 of the *City of Winnipeg Traffic By-law No. 1573/77* be amended by repealing the following as Full Time Truck Routes:
   A. Tim Sale Drive between Waverley Street and Waverley Street
   B. Waverley Street between Tim Sale Drive and Provincial Trunk Highway No. 100
4. That in accordance with Section 42 of the *City of Winnipeg Traffic By-law 1573/77*, the following changes be made to the Metro Route designations of the following roadways:
   A. That the subject roadways in recommendation 3 be deleted as Route 80
   B. That Waverley Street between Tim Sale Drive / Pine Hills Road and Kenaston Boulevard be signed as Route 80
5. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

REASON FOR THE REPORT

An application to the Highway Traffic Board of Manitoba to change a speed limit on a roadway under the jurisdiction of the City of Winnipeg requires the prior approval of the Standing Policy Committee on Infrastructure Renewal and Public Works, being the City's Traffic Authority pursuant to Section 13. (d) of the *City Organization By-law 7100/97*.

Recommendations 2 and 3 require By-law amendments and must be approved by Council.

Recommendation 4 is provided for information purposes.

EXECUTIVE SUMMARY

All streets in the Waverley West Arterial Roads Project (WWARP) have been opened. Waverley Street has been realigned to the west to connect to Kenaston Boulevard, and the former alignment of Waverley Street no longer connects to the Perimeter Highway to the south. The sections of Waverley Street and Tim Sale Drive north of the Perimeter Highway no longer function as a major thoroughfare and instead function as a collector roadway for the
South Pointe Neighbourhood. As a result; modified speed limits, Regional Street and Truck Route designations are no longer required.

IMPLICATIONS OF THE RECOMMENDATIONS

Recommendation 1 is consistent with the accepted practices used to establish speed limits (refer to Appendix 'A': Speed Limit Setting Criteria for information). By repealing the modified speed limits on these sections of Waverley Street these sections will become 50 km/h streets.

Recommendations 2 and 3 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).

The estimated cost associated with the required removal / installation traffic control signage is $600.00.

HISTORY / DISCUSSION

BACKGROUND INFORMATION

On December 12, 2012; Council concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and adopted the following:

1. That the following roadways, be approved, as Full Time Truck Routes (Schedule 1 of the City of Winnipeg Traffic By-law No. 1573/77):
   A. northbound and southbound Kenaston Boulevard from Bishop Grandin Boulevard to PTH 100
      i. Further to a. the subject roadway be designated as Route 90 in accordance with Section 42. of the City of Winnipeg Traffic Bylaw No. 1573/77
   B. Waverley Street from Tim Sale Drive / Pine Hills Road to Kenaston Boulevard
   C. Bison Drive from northbound Kenaston Boulevard to southbound Kenaston Boulevard
2. That the following roadways, be approved, as Regional Streets (Schedule E of the City of Winnipeg Streets By-law No. 1481/77):

A. northbound and southbound Kenaston Boulevard from Bishop Grandin Boulevard to PTH 100
B. Waverley Street from Tim Sale Drive / Pine Hills Road to Kenaston Boulevard
C. Bison Drive from northbound Kenaston Boulevard to southbound Kenaston Boulevard

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

On November 26, 2012; The Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service, as follows:

1. That the Standing Policy Committee on Infrastructure Renewal and Public Works approves the installation of Traffic Control Signals at the following locations:
   A. northbound Kenaston Boulevard and North Town Road
   B. southbound Kenaston Boulevard and North Town Road
   C. northbound Kenaston Boulevard and Bison Drive
   D. southbound Kenaston Boulevard and Bison Drive
   E. northbound Kenaston Boulevard and South Town Road
   F. southbound Kenaston Boulevard and South Town Road
   G. Kenaston Boulevard and Waverley Street
2. That the Standing Policy Committee on Infrastructure Renewal and Public Works authorize the Winnipeg Public Service to apply to the Highway Traffic Board of the Province of Manitoba to enact the following Modified Speed Limits:
   A. 80 km/h on northbound and southbound Kenaston Boulevard from Bishop Grandin Boulevard to Provincial Trunk Highway (PTH) 100
   B. 60 km/h on Waverley Street from Tim Sale Drive / Pine Hills Road to Kenaston Boulevard
   C. 60 km/h on Bison Drive from northbound Kenaston Boulevard to the most westerly terminus of Bison Drive

On October 22, 2008; Council passed By-law 155/2008 to accommodate the reconfiguration of Waverley Street and the construction of Tim Sale Drive.

Waverley West is an area of land approximately 3,000 acres in size located in southwest Winnipeg. The development of Waverley West began in 2003 with the preparation of several background studies including market analyses, cost-benefit analyses, regional reviews, and preliminary transportation and traffic impact studies. An amendment to Plan Winnipeg was initiated with supporting documents compiled in the background research. The amendment to identify Waverley West as a Neighbourhood Policy Area was approved in early 2005. Following the approval to amend Plan Winnipeg, an Area Structure Plan was initiated for the entire Waverley West area to address broad planning issues such as transportation, general land use, and servicing.

Using the Area Structure Plan as a framework, the individual Neighbourhood Area Structure Plans followed.

WAVERLEY WEST ARTERIAL ROADS PROJECT AND THE SOUTH POINTE DEVELOPMENT

On September 13, 2009, $54.7 million was announced as part of the joint Federal-Provincial-City funding agreement for the Waverley West Arterial Roads Project (WWARP), which was included in the 2010 and 2011 adopted Capital Budgets. The constructing staging of the WWARP was such that certain roadways were completed and open to traffic at different times.

All streets in the Waverley West Arterial Roads Project (WWARP) have been opened. Waverley Street has been realigned to the west to connect to Kenaston Boulevard, and the former alignment of Waverley Street no longer connects to the Perimeter Highway to the south. The sections of Waverley Street and Tim Sale Drive north of the Perimeter Highway no longer function as a major thoroughfare and instead function as a collector roadway for the
South Pointe Neighbourhood. As a result; modified speed limits, Regional Street and Truck Route designations are no longer required. Refer to the figures in Appendix 'D': South Pointe Subdivision Phase 1 Completion for illustrative purposes.

In summary; the modified speed limits, Regional Street and Truck Route designations are no longer appropriate for these sections of Waverley Street and Tim Sale Drive.

SPEED LIMITS

The speed limit is 50 km/h on Tim Sale Drive; when this roadway was built a number of years ago, an application was not submitted to implement a modified speed limit on this newly constructed roadway in anticipation of these forthcoming changes.

The speed limit of Waverley Street ("the highway") between Tim Sale Drive and the Perimeter Highway is 60 km/h between a point 80 m north of the point where the northern boundary of Kirkbridge Drive crosses the highway and a point 200 m south of the point where the southern boundary of Kirkbridge Drive crosses the highway, and 70 km/h between a point 200 m south of the point where the southern boundary of Kirkbridge Drive crosses the highway and the point where the southern boundary of P.T.H. No. 100 crosses the highway. These speed limits were appropriate when Waverley Street was a thoroughfare connecting to the Perimeter Highway and prior to the proximal residential development. Repealing the modified speed limits (i.e. Waverley Street will become 50 km/h) will make Waverley Street consistent with Tim Sale Drive and other residential collector roadways with similar functions.

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. It is noted that Waverley Street between
Tim Sale Drive / Pine Hills Road and Kenaston Boulevard was added as a Regional Street under amending By-law 153/2012. A draft By-law amendment is included in Appendix 'E': Draft By-law Amendment.

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. It is noted that Waverley Street between Tim Sale Drive / Pine Hills Road and Kenaston Boulevard was added as a Truck Route under amending By-law 153/2012. A draft By-law amendment is included in Appendix 'E': Draft By-law Amendment.

FINANCIAL IMPACT

Financial Impact Statement

Date: September 18, 2015

Project Name:

First Year of Program **2015**

Amendment to the City of Winnipeg Streets and Traffic By-laws – Waverley Street and Tim Sale Drive

	2015	2016	2017	2018	2019
Capital					
Capital Expenditures Required	$ -	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	-	-	-	-	-
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal	$ -	$ -	$ -	$ -	$ -
Debt - External	-	-	-	-	-
Grants	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other	-	-	-	-	-
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 costs included in this report are contingent on the approval of the speed limit change by the Highway Traffic Board. The estimate of $600 will cover the removal and installation of appropriate traffic signage. The cost will be covered by the 2015 Operating Budget.

"Original signed by D. Stewart, CA"

D. Stewart, CA

Manager of Finance and Administration

CONSULTATION

In preparing this Report there was consultation with: Legal Services

OURWINNIPEG POLICY ALIGNMENT

The Sustainable Transportation Direction Strategy developed as part of OurWinnipeg forms the policy framework for the Transportation Master Plan (TMP). Sustainable Transportation identified a vision and five Key Strategic Goals which are critical to achieving a balanced and sustainable transportation system for Winnipeg. These goals form the basis for the TMP and the directions and strategies contained within it:

1. A transportation system that is dynamically integrated with land use;
2. A transportation system that supports active, accessible and healthy lifestyle options;
3. A safe, efficient and equitable transportation system for people, goods and services;
4. Transportation infrastructure that is well maintained
5. A transportation system that is financially sustainable

The recommendations within this report are consistent with the Key Strategic Goals.

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: Traffic Analyst, T. Jangula, C.E.T.
Traffic Management Engineer , S. Chapman, P.Eng.
Date: September 21, 2015
File No.: R-12; OB-01, 02

ATTACHMENTS: Appendix 'A': Speed Limit Setting Criteria
Appendix 'B': Regional Street Criteria
Appendix 'C': Truck Route Criteria
Appendix 'D': South Pointe Subdivision Phase 1 Completion
Appendix 'E': Draft By-law Amendment

APPENDIX 'A': SPEED LIMIT SETTING CRITERIA

SPEED LIMIT SETTING

Speed limits on the highways of Manitoba, including in the City of Winnipeg, are set by The Highway Traffic Board of Manitoba which is appointed by the Provincial Government.

When a speed limit change on a City street has been requested or a speed limit 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, being the City's Traffic Authority, comprised of a Committee of elected officials appointed by Council, with an evaluation of such a request/proposal, including the results of a 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.

The Public Works Department's recommendation to the Standing Policy Committee on Infrastructure Renewal and Public Works for speed limits is based primarily on the measured 85th percentile speed of traffic on the street, being the speed at or below which 85% of motorists operate their vehicle, provided that the collision rate is within acceptable limits. 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. The methodology is described below.

BACKGROUND INFORMATION ON SETTING SPEED LIMITS[1]

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

[1] (Excerpt from *"Speed Zoning Information A Case of Majority Rule (within the United States)"*. Institute of Transportation Engineers)

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[2];
- 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 that
- 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.

HIGHWAY TRAFFIC BOARD APPROVAL

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

The Highway Traffic Board considers an application for a speed limit change at a public meeting, the place, date and time of which is advertised in the newspaper. The Board considers the evidence submitted by the applicant; which, in the case of The City of Winnipeg, is the Public Works Department, as well as any public submission either in person or in writing. The applicant is informed of the Board's decision in due course.

The methodology and the process that the Public Works Department follows as described above ensures that, to the greatest extent feasible, consistency is attained in establishing speed limits on our streets.

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.

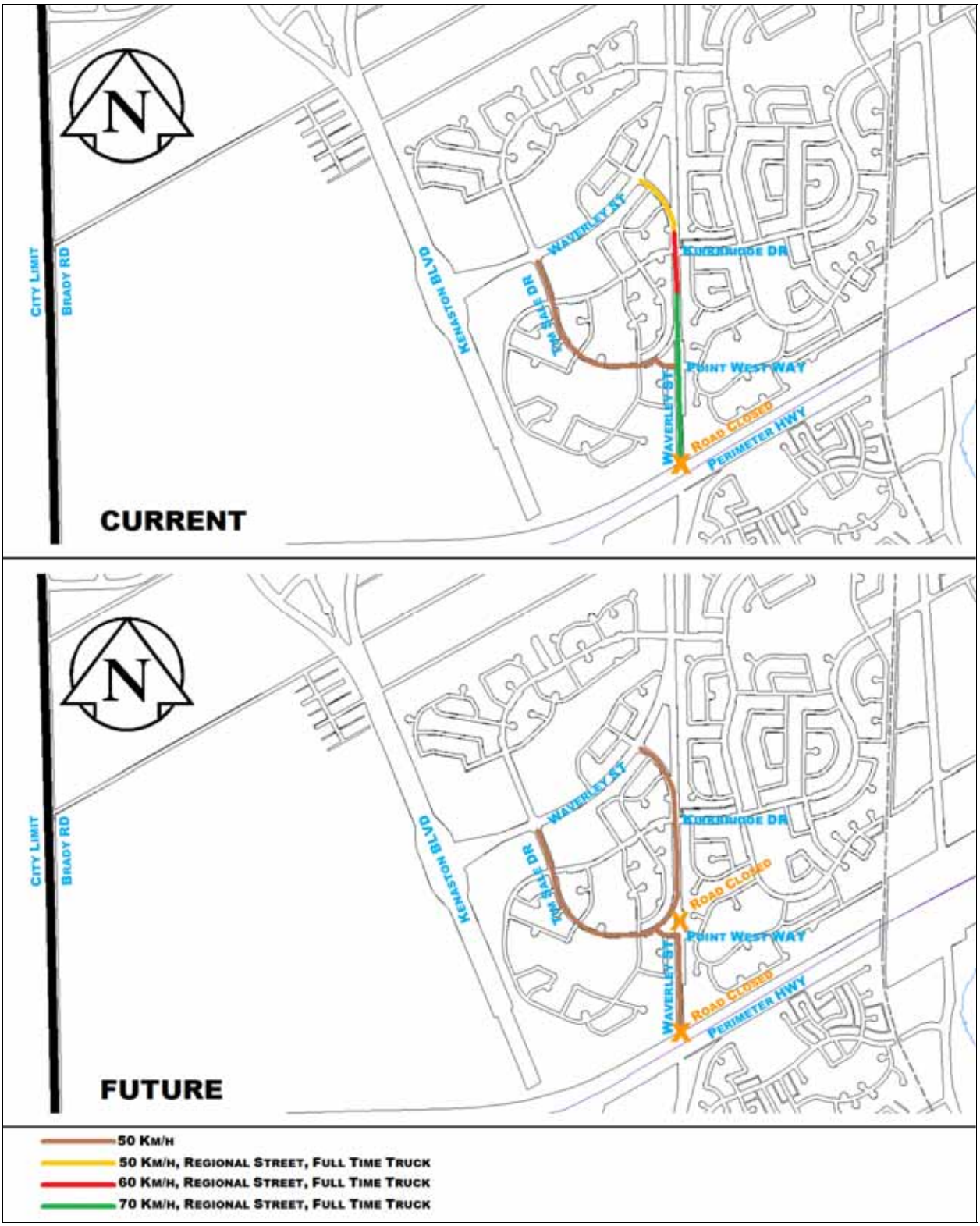
Criteria for recommending the establishment of a Full-Time Truck Route include:

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': SOUTH POINTE SUBDIVISION PHASE 1 COMPLETION



APPENDIX 'E': DRAFT BY-LAW AMENDMENT

THE CITY OF WINNIPEG

BY-LAW NO.

A By-law of THE CITY OF WINNIPEG to amend the 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 striking out the following:

Tim Sale Drive	*Waverley Street*	*Waverley Street*
Waverley Street	*Tim Sale Drive*	*P.T.H No. 100*

Schedule 1 of Traffic By-law amended

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

Tim Sale Drive	*Waverley Street*	*Waverley Street*
Waverley Street	*Tim Sale Drive*	*Provincial Trunk Highway No. 100*

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