Minute No. 576
Report – Standing Policy Committee on Infrastructure Renewal and Public Works – September 19, 2016

Item No. 4 Amendment to Schedule 6 of the City of Winnipeg Traffic By-law No. 1573/77

COUNCIL DECISION:

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

1. That a By-law which amends Schedule 6 of the City of Winnipeg Traffic By-law No. 1573/77 by striking out clauses A(1) and A(15) (draft amending By-law is attached as Appendix 'A'), be enacted.

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 – September 19, 2016

DECISION MAKING HISTORY:

Moved by Councillor Lukes,

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

Carried

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On September 21, 2016, 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 September 19, 2016, 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 Schedule 6 of the City of Winnipeg Traffic By-law No. 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., PTOE	J. Berezowsky, Acting for L. Deane, P.Eng.	n/a	D. McNeil

EXECUTIVE SUMMARY

The 36,500 kg gross vehicle weight restrictions are no longer required on the Route 70 Crossing of the Assiniboine River (Maryland Bridges), and on the Saskatchewan Avenue Crossing of Omand's Creek.

RECOMMENDATIONS

1. That Council enact a By-law which amends Schedule 6 of the *City of Winnipeg Traffic By-law No. 1573/77* by striking out clauses A(1) and A(15) (draft amending By-law is attached as Appendix 'A').

2. 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

By-law amendments require Council approval.

IMPLICATIONS OF THE RECOMMENDATIONS

The subject waterway crossings will now be capable of carrying legal gross vehicle weights pursuant to the *Vehicle Weights and Dimensions on Classes of Highways Regulation* (MR 575/88), subject to Section 45 of the City of Winnipeg *Traffic By-law No. 1573/77.*

HISTORY / DISCUSSION

GENERAL

Schedule 6 of *Traffic By-law No. 1573/77* ("Schedule 6") lists waterway crossings and overpasses upon which gross vehicle weights are limited to 36,500 kg pursuant to Section 47 of that By-law. Reconstruction and/or rehabilitation projects endeavor to fulfill a design standard

that is consistent with current bridge design codes and increase the permissible gross vehicle weight to encompass all legal weights pursuant to the *Vehicle Weights and Dimensions on Classes of Highways Regulation* (MR 575/88), subject to Section 45 of the Traffic By-law.

ROUTE 70 CROSSING OF THE ASSINIBOINE RIVER

Clause A(1) "Academy Road to Sherbrook Street (Maryland Bridges) also commonly known as Route 70 crossing of the Assiniboine River" in Schedule 6 is no longer required as the Maryland Bridges were rehabilitated a number of years ago. Accordingly, the 36,500 kg gross vehicle weight limit is no longer required.

SASKATCHEWAN AVENUE CROSSING OF OMAND'S CREEK

Clause A(15) "Saskatchewan Avenue crossing of Omand's Creek" in Schedule 6 is no longer required as the Bridge is being reconstructed in 2016. Accordingly, the 36,500 kg gross vehicle weight limit will no longer be required upon completion of the reconstruction.

CONCLUSIONS

In consideration of the foregoing, the Winnipeg Public Service recommends that Council enact a By-law, a draft of which is attached as Appendix "A", which amends Schedule 6 of the Traffic By-law by striking out clauses A(1) and A(15).

FINANCIAL IMPACT

Financial Impact Statement **Date:** August 12, 2016

Project Name: **First Year of Program** **2016**

Amendment to Schedule 6 of the City of Winnipeg Traffic By-law No. 1573/77

	2016	2017	2018	2019	2020
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	$ 200	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	-	-	-	-	-
Net Cost/(Benefit)	$ 200	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	200	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: Direct costs represent cost of removing existing signs.

"Original Signed by H. Schoenfeld, CA"
H. Schoenfeld CA
Acting Manager, Finance & 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: T. Jangula, C.E.T., Traffic Analyst
S. Chapman, P.Eng., Traffic Management Engineer

Date: July 26, 2016
File No.: OB-01; A-13, C-13

ATTACHMENTS: Appendix ‘A’: Draft By-law Amendment

APPENDIX 'A': DRAFT BY-LAW AMENDMENT

THE CITY OF WINNIPEG

BY-LAW NO. /2016

A By-law of THE CITY OF WINNIPEG to amend Schedule 6 to the Traffic By-law.

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

1 Schedule 6 to the Traffic By-law No. 1573/77 is amended by striking out the following:

(a) clause A(1); and

(b) clause A(15).

DONE AND PASSED, this day of , 2016.

_____
Mayor

_____
City Clerk

Approved as to content:

_____
Director of Public Works

Approved as to form:

_____
For Director of Legal Services and
City Solicitor

DRAFT