Minute No. 112
Report – Standing Policy Committee on Infrastructure Renewal and Public Works – November 29, 2016

Item No. 3 Truck Route Options – West of Route 90 between Saskatchewan Avenue and Inkster Boulevard

COUNCIL DECISION:

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

1. That amendments to the Traffic By-law No. 1573/77 be enacted (draft amending By-law is attached as Schedule "C") which will:

   A. remove the following Full Time Truck Routes:
      i. Dublin Avenue from King Edward Street to Notre Dame Avenue;
      ii. Inkster Boulevard from Provincial Trunk Highway No. 7 to McPhillips Street;
      iii. Logan Avenue from Southern Approach Road of Disraeli Overpass to King Edward Street;
      iv. Oak Point Highway from King Edward Street to Provincial Trunk Highway No. 7;
      v. Provincial Trunk Hwy No. 7 from Oak Point Highway to North Limit of the City of Winnipeg;
      vi. Saskatchewan Avenue from Midland Street to King Edward Street.

   B. designate the following as Full Time Truck Routes:
      i. Brookside Boulevard / Provincial Trunk Highway No. 7 from Oak Point Highway to North Limit of the City of Winnipeg;
      ii. Brookside Boulevard from Omands Creek Boulevard to West Limit of the City of Winnipeg;
      iii. Dublin Avenue from Sherwin Road to Notre Dame Avenue;
      iv. Eagle Drive from Oak Point Highway to Brookside Boulevard;
      v. Inkster Boulevard from Brookside Boulevard/ Provincial Trunk Highway No. 7 to McPhillips Street;
      vi. Logan Avenue from Southern Approach Road of Disraeli Overpass to Omands Creek Boulevard;
      vii. Oak Point Highway from King Edward Street to Brookside Boulevard / Provincial Trunk Highway No. 7;
      viii. Omands Creek Boulevard from Logan Avenue to Brookside Boulevard;
      ix. Saskatchewan Avenue from Midland Street to Sherwin Road;
      x. Sherwin Road from Saskatchewan Avenue to Dublin Avenue.

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – November 29, 2016

COUNCIL DECISION (continued):

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 – November 29 2016

DECISION MAKING HISTORY:

Moved by Councillor Morantz,

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

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Carried

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On December 7, 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 November 29, 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.

On September 19, 2016 the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Assiniboia Community Committee and directed the Winnipeg Public Service to report back in 90 days on the following:

1. Examine truck route options for roads west of Route 90 between Saskatchewan Ave and Inkster Boulevard, as per the letter from the Manitoba Trucking Industry dated February 26, 2016.

COMMUNITY COMMITTEE RECOMMENDATION:

On July 5, 2016, the Assiniboia Community Committee moved the following motion:

WHEREAS Route 90 is a dedicated truck route;

AND WHEREAS roads west of Route 90 between Saskatchewan Ave and Inkster Boulevard are not dedicated truck routes but are used regularly by the trucking industry for access between Route 90 and Centre Port Canada Way;

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – November 29 2016

DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

AND WHEREAS The Manitoba Trucking Association sent a letter (attached) to Councillors Gillingham and Pagtakhan, identifying several roads west of Route 90 and requesting those roads be designated as truck routes to accommodate the changing needs of the trucking industry;

THEREFORE BE IT RESOLVED that the Assiniboia Community Committee request the Standing Policy Committee on Infrastructure Renewal and Public Works to direct the Winnipeg Public Service to examine truck route options for roads west of Route 90 between Saskatchewan Ave and Inkster Boulevard, as per the letter from the Manitoba Trucking Industry dated February 26, 2016, and report back to the Standing Policy Committee on Infrastructure Renewal and Public Works in 90 days.

ADMINISTRATIVE REPORT

Title: Truck Route Options – West of Route 90 between Saskatchewan Avenue and Inkster 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., PTOE	L.P. Deane, P. Eng.	M. Ruta	D. McNeil

EXECUTIVE SUMMARY

In February 2016, the Manitoba Trucking Association (MTA) wrote a letter to two Ward Councillors requesting several roads west of Route 90 be designated as truck routes. The Winnipeg Public Service has reviewed the request from an Engineering and Transportation standpoint and the majority of the requested amendments can be accommodated.

RECOMMENDATIONS

1. That Council enact amendments to the Traffic By-law No. 1573/77 (draft amending By-law is attached as Schedule “C”) which will:

   A. remove the following Full Time Truck Routes:
      (i) Dublin Avenue from King Edward Street to Notre Dame Avenue;
      (ii) Inkster Boulevard from Provincial Trunk Highway No. 7 to McPhillips Street;
      (iii) Logan Avenue from Southern Approach Road of Disraeli Overpass to King Edward Street;
      (iv) Oak Point Highway from King Edward Street to Provincial Trunk Highway No. 7;
      (v) Provincial Trunk Hwy No. 7 from Oak Point Highway to North Limit of the City of Winnipeg;
      (vi) Saskatchewan Avenue from Midland Street to King Edward Street.

   B. designate the following as Full Time Truck Routes:
      (i) Brookside Boulevard / Provincial Trunk Highway No. 7 from Oak Point Highway to North Limit of the City of Winnipeg;
      (ii) Brookside Boulevard from Omands Creek Boulevard to West Limit of the City of Winnipeg;
      (iii) Dublin Avenue from Sherwin Road to Notre Dame Avenue;
      (iv) Eagle Drive from Oak Point Highway to Brookside Boulevard;
      (v) Inkster Boulevard from Brookside Boulevard/ Provincial Trunk Highway No. 7 to McPhillips Street;
      (vi) Logan Avenue from Southern Approach Road of Disraeli Overpass to Omands Creek Boulevard;

(vii) Oak Point Highway from King Edward Street to Brookside Boulevard / Provincial Trunk Highway No. 7;
(viii) Omands Creek Boulevard from Logan Avenue to Brookside Boulevard;
(ix) Saskatchewan Avenue from Midland Street to Sherwin Road;
(x) Sherwin Road from Saskatchewan Avenue to Dublin Avenue.

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

On September 19, 2016; the Standing Policy Committee on Infrastructure Renewal and Public Works (the Committee) concurred in the recommendation of the Assiniboia Community Committee and directed the Winnipeg Public Service to report back in 90 days on the following:

1. Examine truck route options for roads west of Route 90 between Saskatchewan Ave and Inkster Boulevard, as per the letter from the Manitoba Trucking Industry dated February 26, 2016.

The recommendation of the Winnipeg Public Service requires a By-law amendment and must be adopted by Council.

IMPLICATIONS OF THE RECOMMENDATIONS

Truck traffic which originates from and/or is destined to the Omand's Creek Industrial area will have additional route options. The affected roadways are industrial collector streets, and permitting truck traffic is not inconsistent with the intended use of such roadways.

The estimated cost to supply and install the regulatory signage is $10,000.00.

HISTORY / DISCUSSION

BACKGROUND INFORMATION

The purpose of the City of Winnipeg's (the City's) Truck Route system is to serve through truck traffic, to reduce the economic and environmental impact of trucks on residential streets and to minimize the need to construct streets to a higher standard (thicker pavements/wider roadways) to carry large trucks on a regular basis. To meet this intent, the Truck Routes are generally laid out with a one mile or less spacing so that travel on residential streets is limited to no more than half a mile. Additional details can be found in the Truck Route Criteria attached as Schedule "A".

Within the area studied by the Winnipeg Public Service following the Committee's direction, the distance between King Edward Street and Brookside Boulevard is approximately one mile. The Winnipeg Public Service has found that all streets within the Brookside Industrial Area in the RM of Rosser immediately adjacent to the Omand's Creek Industrial Area are truck routes. Current City Truck Routes in the vicinity of the Omand's Creek Industrial area are shown in the figure below:

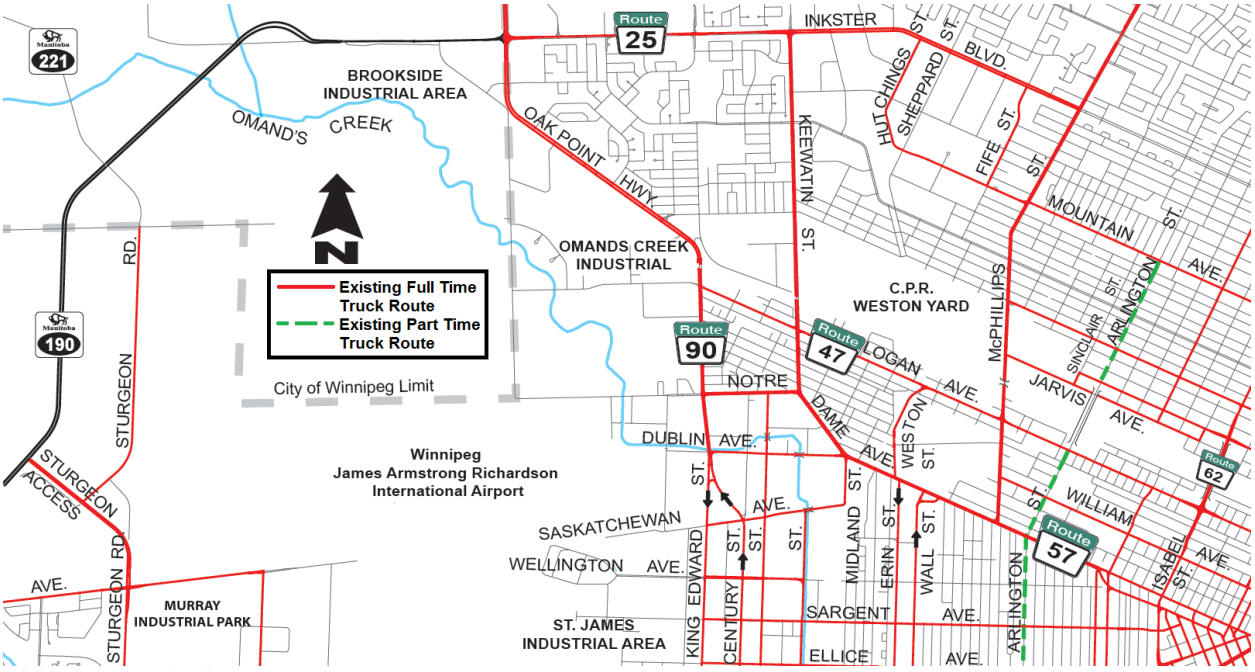


Figure 1: Existing Truck Routes

The MTA letter, dated February 26, 2016, is attached as Schedule "B". This letter requests that the following streets be designated as truck routes:

- Logan from Route 90 to Omands Creek Boulevard.
- Omands Creek Boulevard from Logan to Brookside Boulevard.
- Brookside Boulevard from Omands Creek Boulevard to where it crosses into the RM and becomes Oak Point Highway.
- Eagle Drive from Route 90 to Brookside.
- Sherwin Road.
- The sections of Saskatchewan Avenue, Dublin Avenue and Notre Dame Avenue between Sherwin Road and Route 90.

The Truck Route amendments requested by MTA are shown in the figure below:

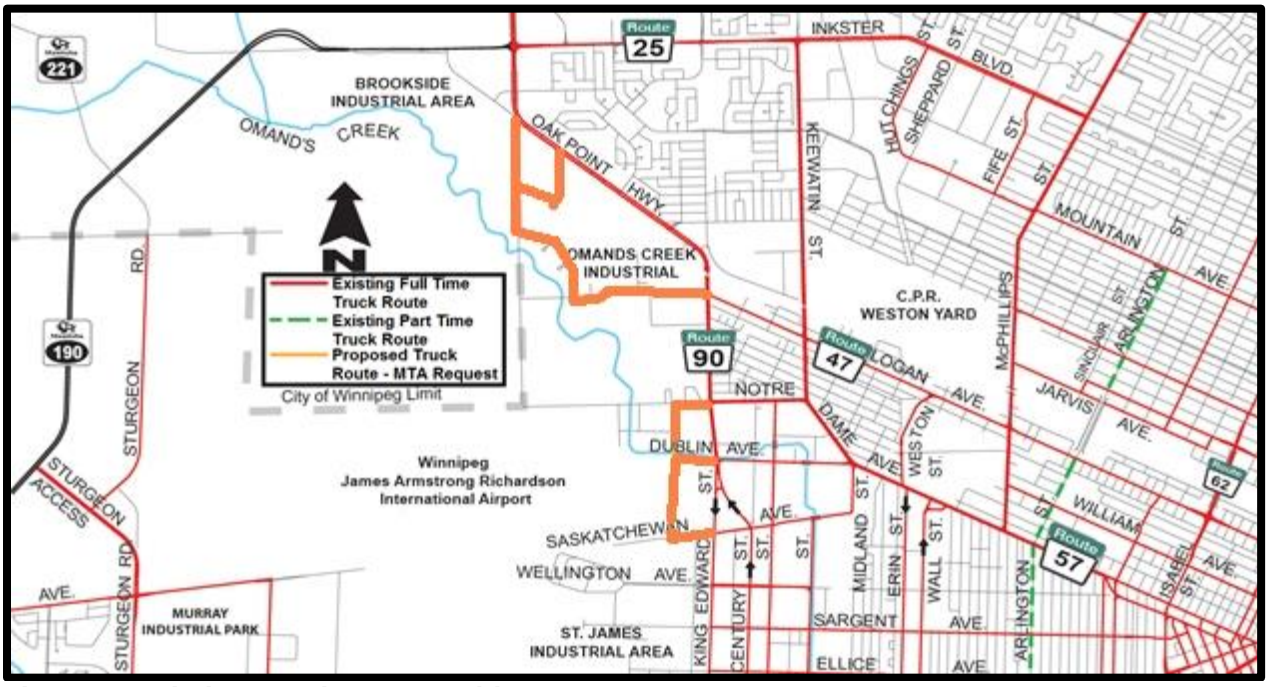


Figure 2: Existing Truck Routes with MTA Request

The Winnipeg Public Service has reviewed the MTA request from an Engineering and Transportation standpoint. The majority of the requested amendments can be accommodated. Non-Regional streets in industrial areas have been designated as Truck Routes in other areas of the city such as the Fort Garry Industrial Area, Inkster Industrial Park and the Dawson Road area in St. Boniface.

The request to designate Sherwin Road between Dublin Avenue and Notre Dame Avenue as a Truck Route and the request to designate Notre Dame Avenue between Sherwin Road and Route 90 as a Truck Route are the two elements of the MTA request that are not supported by the Winnipeg Public Service at this time. The primary reason these two specific sections are not supported is the condition of the structure over Omand's Creek on Sherwin Road north of Dublin Avenue, which would require a major rehabilitation or reconstruction to support truck loadings consistent with a Truck Route designation. The presence of Red River College on the north side of Notre Dame Avenue is also a factor due to non-industrial land use, different traffic mix and the Active Transportation path crossing at the intersection of Notre Dame Avenue and Sherwin Road. The Winnipeg Public Service's recommended truck route amendments are shown in the figure below:

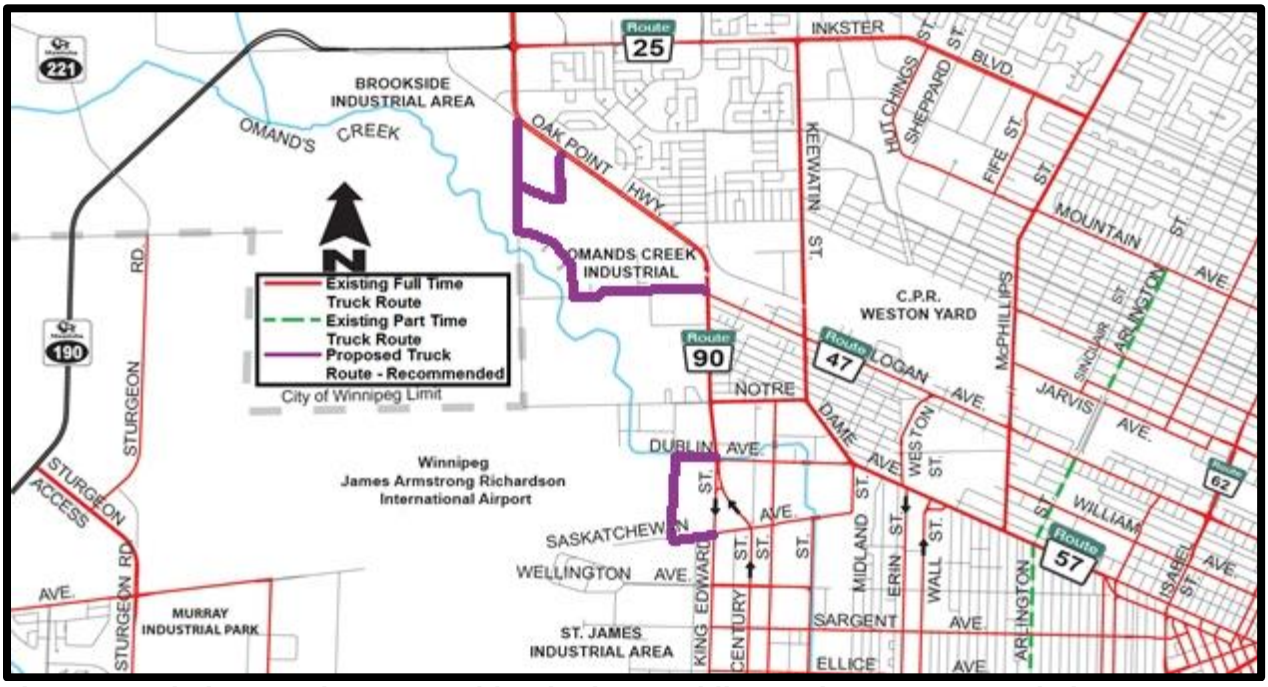


Figure 3: Existing Truck Routes with Winnipeg Public Service Recommendation

These recommended changes to the City's Truck Route network conform to the Truck Route criteria in Schedule "A". A draft amending By-law is attached as Schedule "C". Some minor text revisions with respect to street names for Brookside Boulevard, Inkster Boulevard and Provincial Trunk Highway No. 7 have also been included. This is due to the naming conventions where Route 90 changes from Oak Point Highway to Brookside Boulevard and the overlapping reference to Provincial Trunk Highway No. 7.

FINANCIAL IMPACT

Financial Impact Statement

Date: October 25, 2016

Project Name:

First Year of Program **2016**

Truck Route Options – West of Route 90 between Saskatchewan Avenue and Inkster Boulevard

	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	$ 10,000				
Less: Incremental Revenue/Recovery					
Net Cost/(Benefit)	$ 10,000	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	10,000				
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: The costs associated with these recommendations is to cover supply and installation of the necessary regulatory signage.

"Original signed by J. Ruby, CPA, CA"
J. Ruby CPA, CA
Manager of 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: October 7, 2016
File No.: OB-01

ATTACHMENTS: Schedule “A”: Truck Route Criteria
Schedule “B”: Manitoba Trucking Association Letter
Schedule “C”: Draft Amending By-law

SCHEDULE "A": 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. The provision which allows for the shortest routing to/from a destination/origin is §39 of the City of Winnipeg *Traffic By-law 1573/77*:

> 39. All trucks, truck tractors or combinations of either one of them with a trailer or trailers within The City of Winnipeg shall be operated only over and along the streets or sections of streets set forth as Truck Routes in Schedules 1 and 2 hereto, but any truck or truck tractor or combination of either one of them with a trailer or trailers may operate upon any street where necessary to the conduct of business at a destination point, provided that Truck Routes are used until reaching the intersection nearest the destination point. Upon leaving the destination point, a truck or truck tractor or combination of either one of them with a trailer or trailers shall return by the shortest routing to a Truck Route.

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.

SCHEDULE "B": MANITOBA TRUCKING ASSOCIATION LETTER

MANITOBA TRUCKING ASSOCIATION

Manitoba Trucking Association
25 Bunting Street,
Winnipeg, Manitoba R2X 2P5
Telephone: 204.632.6600 **Fax:** 204.694.7134 **www.trucking.mb.ca**

February 26, 2016

Councillor Mike Pagtakhan
Councillor Scott Gillingham
510 Main St.
Winnipeg, MB R3B 1B9

RE: REQUEST FOR TRUCK ROUTES IN OMANDS INDUSTRIAL PARK

Good day councillors,

As you may be aware there are no roads west of Route 90 in the Omands Industrial Park which are classified as truck routes.

As this area is an industrial park, within the CentrePort Canada lands, this is obviously an area of much trucking activity. As there is much trucking activity in this area, but no truck routes in this area, we have found our industry in conflict with the enforcement community and also in a much challenged position when trying to service our customers safely and practically.

We have had many discussions with a variety of people on this item. Our most recent discussion with Public Works was very productive and it led to a list of routes that they believed would be agreeable to industry and City Council should they be changed to truck routes.

These routes are:

- Logan from Route 90 to Omands Creek Boulevard.
- Omands Creek Boulevard from Logan to Brookside Boulevard.
- Brookside Boulevard from Omands Creek Boulevard to where it crosses into the RM and becomes Oak Point Highway.
- Eagle Drive from Route 90 to Brookside.
- Sherwin Road
- The sections of Saskatchewan Avenue, Dublin Avenue and Notre Dame Avenue between Sherwin Road and Route 90.

As the councillors for the areas involved it is our hope that you will support changing the above listed routes to truck routes. These pathways were reviewed with our board of directors and they fully support the changes. As well we have spoken with representatives from CentrePort Canada and they too support this request.

We appreciate your attention to this item and look forward to hearing from you in this regard.

Sincerely,

Terry Shaw
Executive Director

SCHEDULE "C": DRAFT AMENDING BY-LAW

THE CITY OF WINNIPEG

BY-LAW NO. /2016

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

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

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

(a) striking out the following:

Dublin Avenue	*King Edward Street*	*Notre Dame Avenue*
Inkster Boulevard	*Provincial Trunk Highway No. 7*	*McPhillips Street*
Logan Avenue	*Southern Approach Road of Disraeli Overpass*	*King Edward Street*
Oak Point Highway	*King Edward Street*	*Provincial Trunk Highway No. 7*
Provincial Trunk Highway No. 7	*Oak Point Highway*	*North Limit of the City of Winnipeg*
Saskatchewan Avenue	*Midland Street*	*King Edward Street*

(b) adding the following, in alphabetical order:

Brookside Boulevard/ Provincial Trunk Highway No. 7	*Oak Point Highway*	*North Limit of the City of Winnipeg*
Brookside Boulevard	*Omands Creek Boulevard*	*West Limit of the City of Winnipeg*
Dublin Avenue	*Sherwin Road*	*Notre Dame Avenue*
Eagle Drive	*Oak Point Highway*	*Brookside Boulevard*
Inkster Boulevard	*Brookside Boulevard/ Provincial Trunk Highway No. 7*	*McPhillips Street*
Logan Avenue	*Southern Approach Road of Disraeli Overpass*	*Omands Creek Boulevard*
Oak Point Highway	*King Edward Street*	*Brookside Boulevard/ Provincial Trunk Highway No. 7*

DRAFT

By-law No. /2016 2

Omands Creek Boulevard	*Logan Avenue*	*Brookside Boulevard*
Saskatchewan Avenue	*Midland Street*	*Sherwin Road*
Sherwin Road	*Saskatchewan Avenue*	*Dublin Avenue*

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