Minute No. 145
Report – Standing Policy Committee on Infrastructure Renewal and Public Works – January 5, 2016

Item No. 3 Amendment to the City of Winnipeg Streets and Traffic By-laws – St. Matthews Avenue Extension

COUNCIL DECISION:

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

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

   - St. Matthews Avenue from Century Street to Empress Street

2. 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:

   - St. Matthews Avenue from St. James Street to Empress Street

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:

   - St. Matthews Avenue from Century Street to Empress Street
     As outlined in Appendix "D".

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 – January 5, 2016

DECISION MAKING HISTORY:

Moved by Councillor Lukes,

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

Carried

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On January 13, 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 January 5, 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 the City of Winnipeg Streets and Traffic By-laws – St. Matthews Avenue Extension

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

AUTHORIZATION

Author	A/Department Head	CFO	CAO/COO
L. Escobar, P.Eng., PTOE	L. P. Deane, P. Eng.	P. Olafson A/CFO	M. Jack COO

RECOMMENDATIONS

1. That Schedule "E" of the *City of Winnipeg Streets By-law No. 1481/77* be amended by designating the following as Regional Streets:
   - St. Matthews Avenue from Century Street to Empress Street
2. 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:
   - St. Matthews Avenue from St. James Street to Empress Street
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:
   - St. Matthews Avenue from Century Street to Empress Street

   As outlined in Appendix "D".
4. 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

The recommendations require By-law amendments and must be approved by Council.

EXECUTIVE SUMMARY

Construction of the St. Matthews Avenue Extension and associated works were substantially completed in the Fall of 2015 and have been opened to traffic. The By-law amendments are required to ensure that the roadways can function in accordance with their intended design and significance to the street network. The amendment to Schedule "E" of the *City of Winnipeg Streets By-law No. 1481/77* is for a Regional Street designation and the amendment to Schedule 1 of the *City of Winnipeg Traffic By-law No. 1573/77* is for a Full Time Truck Route designation.

IMPLICATIONS OF THE RECOMMENDATIONS

The recommendations are consistent with the accepted practices used to establish Regional Streets and Truck Routes. The estimated cost associated with the renewal and installation of the required traffic control signage is $1,600.00.

HISTORY / DISCUSSION

BACKGROUND INFORMATION

Construction of the St. Matthews Avenue Extension and associated works were substantially completed in the Fall of 2015 and have been opened to traffic. These works were a part of the Polo Park Area Infrastructure Improvements and included widening St. Matthews Avenue from St. James Street to Empress Street including dedicated bike lanes, accessible sidewalks, new street lighting, water main and land drainage; as well as the extension and widening of St. Matthews Avenue to connect Century Street to St. James Street. Refer to Appendix 'A': Polo Park Area Infrastructure Improvements (St. Matthews Avenue) for information as it pertains to St. Matthews Avenue.

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 as an arterial connection between Route 90 and the Polo Park Area. A draft By-law amendment is included in Appendix 'D': 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 St. Matthews Avenue between St. James Street and Empress Street is currently a Full Time Truck Route. A draft By-law amendment is included in Appendix 'D': Draft By-law Amendment.

FINANCIAL IMPACT

Financial Impact Statement

Date: December 4, 2015

Project Name:

Amendment to the City of Winnipeg Streets and Traffic By-laws – St. Matthews Avenue Extension

First Year of Program **2016**

	2016	2017	2018	2019	2020
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	$ 1,600	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	-	-	-	-	-
Net Cost/(Benefit)	$ 1,600	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	1,600	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments:

The costs included in this report are contingent on the approval of the By-Law amendments by Council. The estimate of $1,600 was provided by Traffic Services and will cover the fabrication and installation of new traffic signs. The cost will be covered by the 2016 Operating Budget.

"Original Signed by D. Stewart, CA"

D. Stewart, 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

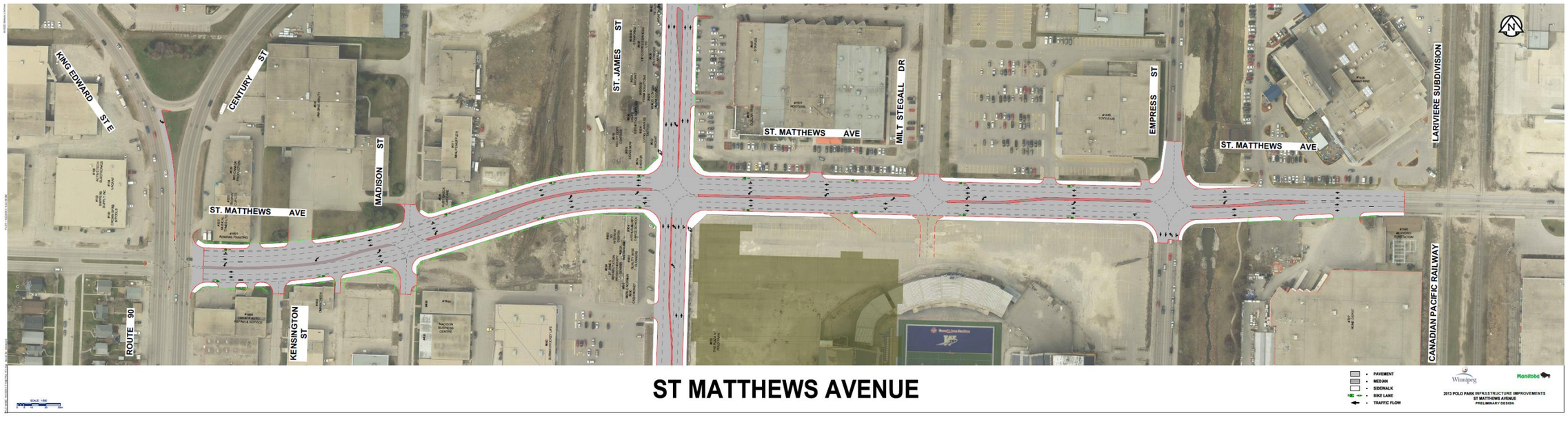
The recommendations within this report are consistent with the Key Strategic Goals.

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: T. Jangula, C.E.T., Traffic Analyst
S. Chapman, P.Eng., Traffic Management Engineer
Date: November 24, 2015
File No.: A-13; OB-01, 02

ATTACHMENTS: Appendix 'A': Appendix 'A': Polo Park Area Infrastructure Improvements (St. Matthews Avenue)
Appendix 'B': Regional Street Criteria
Appendix 'C': Truck Route Criteria
Appendix 'D': Draft By-law Amendment

APPENDIX 'A': POLO PARK AREA INFRASTRUCTURE IMPROVEMENTS (ST. MATTHEWS AVENUE)



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. /2016

A By-law of THE CITY OF WINNIPEG to amend Schedule 1 to the Traffic By-law No. 1573/77 and Schedule "E" to the Streets By-law No. 1481/77

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

Traffic By-law amended

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

(a) striking out the following:

St. Matthews Avenue	*St. James Street*	*Empress Street*

(b) and adding the following in alphabetical order:

St. Matthews Avenue	*Century Street*	*Empress Street*

Streets By-law amended

2 Schedule "E" to the Streets By-law No. 1481/77 is amended by adding the following in alphabetical order:

St. Matthews Avenue	*Century Street*	*Empress Street*

DONE AND PASSED, this day of , 2016.

Mayor

City Clerk

DRAFT

By-law No. /2016 2

Approved as to content:

_____
Director of Public Works

Approved as to form:

_____
For Director of Legal Services and
City Solicitor

DRAFT