Agenda – Executive Policy Committee – June 6, 2018

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – May 29, 2018

Item No. 3 NEWPCC Upgrade Truck Route – Ferrier Street and Murray Avenue

STANDING COMMITTEE RECOMMENDATION:

On May 29, 2018, 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 amendments to the Traffic By-law No. 1573/77 (draft amending by-law is attached as Schedule "A") be enacted to approve temporary exemptions from section 39 of the Traffic By-law which requires that trucks travel the shortest distance from a destination point to a Truck Route.

2. That a temporary exemption from section 39 be approved as follows:

    A. Ferrier Street from the proposed North End Sewage Treatment Plant (NEWPCC) access point to Murray Avenue and Murray Avenue from Ferrier Street to McPhillips Street, may be used as an alternate route between the NEWPCC facility and the nearest Truck Route;

    B. The alternate route referred to in (a) may be used by trucks destined to, and departing from, the NEWPCC facility via Ferrier Street; and

    C. This temporary exemption shall apply from the date it is approved by Council until total completion of construction of the NEWPCC facility as determined by the Director of Water and Waste.

3. 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 – June 6, 2018

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – May 29, 2018

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On May 29, 2018, 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: NEWPCC Upgrade Truck Route – Ferrier Street and Murray Avenue

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

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P. Eng.	B. Neirinck, P. Eng. Acting Director of Public Works	N/A	D. McNeil

EXECUTIVE SUMMARY

Upgrades to the North End Sewage Treatment Plant (NEWPCC) are planned to take place over a number of years. The NEWPCC facility will be expanding westward to Ferrier Street, generating truck movements to and from Ferrier Street. In accordance with section 39 of the Traffic By-law No. 1573/77 (the "By-law"), trucks arriving and departing from NEWPCC via Ferrier Street are required to travel the shortest distance to the nearest designated Truck Route, which would be through the Templeton Sinclair neighbourhood. The Winnipeg Public Service is recommending an alternative truck routing via Ferrier Street and Murray Avenue to McPhillips Street to avoid travel through the residential area.

RECOMMENDATIONS

1. That amendments to the Traffic By-law No. 1573/77 (draft amending by-law is attached as Schedule "A") be enacted to permit Council to approve temporary exemptions from section 39 of the Traffic By-law which requires that trucks travel the shortest distance from a destination point to a Truck Route.

2. That a temporary exemption from section 39 be approved as follows:

   (a) Ferrier Street from the proposed North End Sewage Treatment Plant (NEWPCC) access point to Murray Avenue and Murray Avenue from Ferrier Street to McPhillips Street, may be used as an alternate route between the NEWPCC facility and the nearest Truck Route;

   (b) the alternate route referred to in (a) may be used by trucks destined to, and departing from, the NEWPCC facility via Ferrier Street; and

   (c) this temporary exemption shall apply from the date it is approved by Council until total completion of construction of the NEWPCC facility as determined by the Director of Water and Waste.

3. 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

Council approval is required to amend the Traffic By-law.

IMPLICATIONS OF THE RECOMMENDATIONS

Approval of the recommendation will allow trucks destined to and from the NEWPCC facility to travel on Ferrier Street between the proposed NEWPCC access point and Murray Avenue and on Murray Avenue from Ferrier Street to McPhillips Street while NEWPCC is being upgraded.

The truck loading on Ferrier will have an impact on the lifespan of the road. The Water and Waste Department will ensure that Ferrier Street is kept in a condition at or better than existing for the life of the project. Any costs incurred to upgrade/maintain the road will be funded by the NEWPCC Upgrade project.

HISTORY/DISCUSSION

Background

The NEWPCC facility is located between Main Street and the CPR Winnipeg Beach rail line south of the future Chief Peguis Trail alignment and currently has vehicular access to Main Street. Upgrading of the facility in the coming years will see the NEWPCC facility expanded to the west, with a crossing of the CPR Winnipeg Beach line and a new access to Ferrier Street. During the peak of construction, it is estimated that the site could generate just under 100 truck trips per hour.

A consultant traffic study prepared for the upgrades looked at four options for hauling excavated material from the site and hauling construction materials to the site. For excavated materials, the preferred option is to stockpile materials for the Chief Peguis Trail extension; however, if that is not required by the Chief Peguis Trail project, or is limited in need, the consultant recommends avoiding routing truck traffic destined for the NEWPCC facility through the Templeton and Sinclair residential area and instead using Ferrier Street from the proposed NEWPCC access to Murray Avenue and then from Murray Avenue to McPhillips Street as truck travel routes for both excavated material and construction material.

Ferrier Street, from the proposed NEWPCC access to Murray Avenue, is a two-lane undivided roadway with a chip seal surface, a speed limit of 50 km/h and an average weekday traffic volume of 2,300 vehicles. Ferrier Street is not a Truck Route. Land use adjacent to this section of Ferrier Street is primarily agricultural with some industrial land use at the south end on the west side of Ferrier Street.

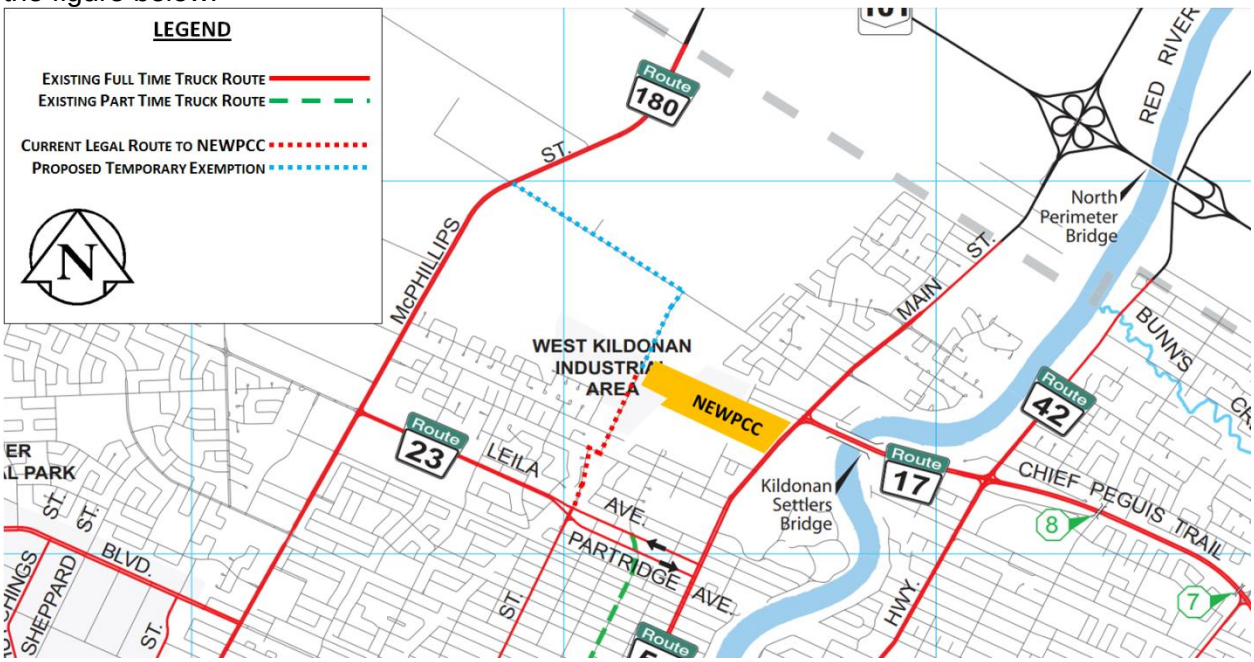
Murray Avenue from Ferrier Street to McPhillips Street is a two-lane undivided asphalt roadway with a posted speed of 70 km/h and an average weekday traffic volume of 2,500 vehicles. Murray Avenue is not a Truck Route. Land use adjacent to this section of Murray Avenue is agricultural. Lands to the south of Murray Avenue near McPhillips Street are beginning to be developed into commercial and residential uses. A future traffic signal is anticipated at the intersection of McPhillips Street and Murray Avenue as a consequence of area development.

Traffic By-law

City streets such as McPhillips Street, Leila Avenue and Main Street are Truck Routes. These established Truck Routes are intended to minimize the intrusion of truck traffic onto residential streets. In general, the Truck Route system in Winnipeg has provided an effective system of regulating truck traffic for over three decades.

According to the By-law, operators of trucks may use a portion of street that is not a Truck Route, provided that it is the shortest distance to and from the point of origin/destination and the nearest Truck Route. In the case of NEWPCC, the shortest distance from the proposed Ferrier Street access to a Truck Route would be via Ferrier Street, Templeton Avenue and McGregor Street to Leila Avenue and vice versa. This is a mature residential area with some industrial uses on Ferrier Street and back-to-back turns are required to get on and off of Templeton Avenue. A route via Ferrier Street, Murray Avenue and McPhillips Street is a longer distance in terms of non-truck route use; however, it currently does not have any residents living along the route.

The current legal route to the NEWPCC and the proposed temporary exemption are shown in the figure below:



Eventually, it is anticipated that Chief Peguis Trail will be extended west of Main Street and connect with a Ferrier/McGregor alignment. At that point, the shortest distance to a Truck Route from the proposed NEWPCC Ferrier Street access would be from the Ferrier Street access to Chief Peguis Trail.

Winnipeg Public Service Recommendation

The Public Service recommends that trucks destined to, and departing from, the NEWPCC facility via Ferrier Street be approved to use Ferrier Street from the proposed NEWPCC access to Murray Avenue and Murray Avenue from Ferrier Street to McPhillips Street as truck travel routes. Although this is not the shortest distance to and from a truck route, the Public Service believes that it meets the intent of minimizing truck impacts to residential areas.

FINANCIAL IMPACT

Financial Impact Statement **Date:** April 26, 2018

Project Name:
NEWPCC Upgrade Truck Route – Ferrier Street and Murray Avenue

COMMENTS:

There is no financial impact associated with the recommendation of this report.

"Original signed by J. Ruby, CPA, CA"
J. Ruby CPA, CA
Manager of Finance & Administration

CONSULTATION

This Report has been prepared in consultation with:
Water and Waste Department
Legal Services (as to legal issues)

OURWINNIPEG POLICY ALIGNMENT

The recommendation is aligned with the key strategic goal of a transportation system that is dynamically integrated with land use in the Sustainable Transportation Direction Strategy that supports OurWinnipeg.

SUBMITTED BY

Department: Transportation
Division: Public Works
Prepared by: Tanner Jangula, C.E.T., Traffic Analyst
Date: April 25, 2018

Attachments: Schedule “A” – Draft Amending By-law

SCHEDULE "A"

THE CITY OF WINNIPEG

BY-LAW NO. /2017

A By-law of THE CITY OF WINNIPEG to amend the Traffic By-law No. 1573/77

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

1 The Traffic By-law No. 1573/77 is amended by adding the following after section 39.1:

39.2(1) Despite any other provision of this By-law but subject to this section, Council may, by resolution, approve a temporary exemption to the requirement that a truck or truck tractor or combination of either one of them with a trailer or trailers use the shortest routing from a destination point to a Truck Route under section 39.

39.2(2) In order for a temporary exemption approved under subsection (1) to be valid, the resolution approving it must:

(a) identify the alternate route that is to be used between a destination point and a Truck Route;

(b) identify the trucks or truck tractors or a combination of either of them with a trailer or trailers who are authorized to use the alternate route identified in (a); and

(c) specify the time period during which the exemption shall apply.

39.2(3) Notwithstanding clause 39.2(2)(c), at any point following the date after which a temporary exemption is approved by Council under subsection (1) and before the date on which the exemption expires, Council may approve an extension of the temporary exemption, which extension must not be longer than one year.

DONE AND PASSED this day of , 2017.

_____
Mayor

_____
City Clerk

Approved as to content:

_____
Director of Public Works

Legally reviewed and certified as to form:

_____
for Director of Legal Services
and City Solicitor

DRAFT