Agenda – Executive Policy Committee – September 21, 2021

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – September 15, 2021

Moved by Councillor

That Rule 10(3) of The Procedure By-law No. 50/2007 be suspended in order that the following item, which was received less than four business days preceding the committee meeting, be considered by Committee.

Item No. 2 Fort Rouge Yards Area Upgrade Truck Route – Jubilee Avenue (Fort Rouge-East Fort Garry Ward)

STANDING COMMITTEE RECOMMENDATION:

On September 15, 2021, 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 a By-law be enacted amending Schedule 7 of the City of Winnipeg Traffic By-law No. 1573/77 by replacing clause 2 (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.

Agenda – Executive Policy Committee – September 21, 2021

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – September 15, 2021

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On September 15, 2021, 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: Fort Rouge Yards Area Upgrade Truck Route – Jubilee Avenue (Fort Rouge East Fort Garry)

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.	J. Berezowsky	N/A	M. Jack

EXECUTIVE SUMMARY

Ongoing development in the Fort Rouge Yards Area is planned to take place for several years. The Fort Rouge Yards Area development site (the "Site") includes several condo/townhouse units adjacent to the Southwest Transitway within the Lord Roberts neighbourhood. In accordance with section 39 of the Traffic By-Law No 1573/77 (the "By-law"), trucks arriving and departing from the Site would be required to travel the shortest distance to the nearest designated Truck Route.

In this context, this would require trucks to take Lilac Street to Jubilee Avenue to reach Pembina Highway. However, since Osborne Street is only slightly further away than Pembina Highway, there is a substantial risk that some trucks will attempt to take the shortest residential street in Lord Roberts to reach Osborne Street. Given the undesirability of having heavy truck traffic on residential streets, the Winnipeg Public Service is recommending an alternative truck routing to Osborne Street via Jubilee Avenue to avoid travel on local and collector residential streets in the neighbourhood, or the rerouting of truck traffic from east of the Red River via Bishop Grandin Boulevard and Pembina Highway.

RECOMMENDATIONS

1. That Council enact a By-law amending Schedule 7 of the *City of Winnipeg Traffic By-law No. 1573/77* by replacing clause 2 (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

Council approval is required to amend the City of Winnipeg by-law.

IMPLICATIONS OF THE RECOMMENDATIONS

Approval of the recommendation will allow trucks travelling to and from the Site to travel on Jubilee Avenue between development access at Lilac Street and Argue Street, and Osborne Street.

HISTORY/DISCUSSION

Fort Rouge Yards Area is a residential development adjacent to the Southwest Transitway in the Lord Roberts neighbourhood. The development consists of several condo and townhouse units. Development is ongoing and expected to continue for several years.

As part of the Lord Roberts Community Traffic Study, residents have raised concerns associated with development-related trucks accessing the Site from Osborne Street using east-west residential streets. According to section 39 of the Traffic 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 the Site, the shortest distance between Fort Rouge Yards and Pembina Highway is via Argue Street, Lilac Street, and Jubilee Avenue. The shortest distance between the Site and Osborne Street would be via one of the east-west residential streets in Lord Roberts, such as Walker Avenue, Rathgar Avenue, Berwick Place, and Morley Avenue. However, travelling to Osborne Street is not the shortest route to a "Truck Route", and there may be some confusion about the requirement to travel to Pembina Highway, which would be the shortest route to a Truck Route. This confusion would be understandable, as the distance between the Site and Osborne is only slightly longer than the distance between the Site and Pembina. Nonetheless, truck use on these residential streets would be problematic. These residential streets are between 7.5 and 10.0 metres wide with on-street parking. Some of the residential streets pass through parks and 30 km/h reduced speed school zones.

A solution which came out of the Lord Roberts Community Traffic Study public engagement was to require truck traffic originating from and/or destined to the Site and Osborne Street to utilize Jubilee Avenue (Route 125), as the predominate east-west roadway. A summary of this solution as noted in the Lord Roberts Community Traffic Study documents is included in Appendix B: Lord Roberts Community Traffic Study – Site Access Solutions, and further illustrated in Figure 1, below.

Jubilee Avenue is a four-lane, undivided Regional street with a 50 km/h speed limit. Sidewalks are provided on both sides of Jubilee Avenue. There is a multi-use path on the west side of Jubilee Avenue between Pembina Highway and Cockburn St S which accommodates pedestrians and cyclists. As outlined in Schedule 7 of the Traffic By-Law, Jubilee Avenue is a truck route restricted to trucks with a maximum of six tires (subject to limited exceptions for truck traffic bound for destination on or in the immediate vicinity of Jubilee Avenue itself).

In order to implement the solution from the Lord Roberts Community Traffic Study, an amendment to the By-law is required to allow trucks with more than six tires to travel on Jubilee Avenue when it is not the shortest route, such as via Osborne Street instead of Pembina Highway, as the Site's access is closer to Pembina Highway. This is desirable because some of the Site's truck traffic may be travelling to/from the east of the Red River, and the route which makes the most logistical sense is via the St. Vital Bridge (Dunkirk Drive), as opposed to

detouring to Bishop Grandin Boulevard farther to the south. This recommended amendment to the By-law would only apply to trucks travelling to and from the Site. All other trucks would be required to comply with the six-tire maximum restriction, subject to the existing exceptions set out in the Schedule.

A draft by-law amendment is included in Appendix A: Draft By-law Amendment.

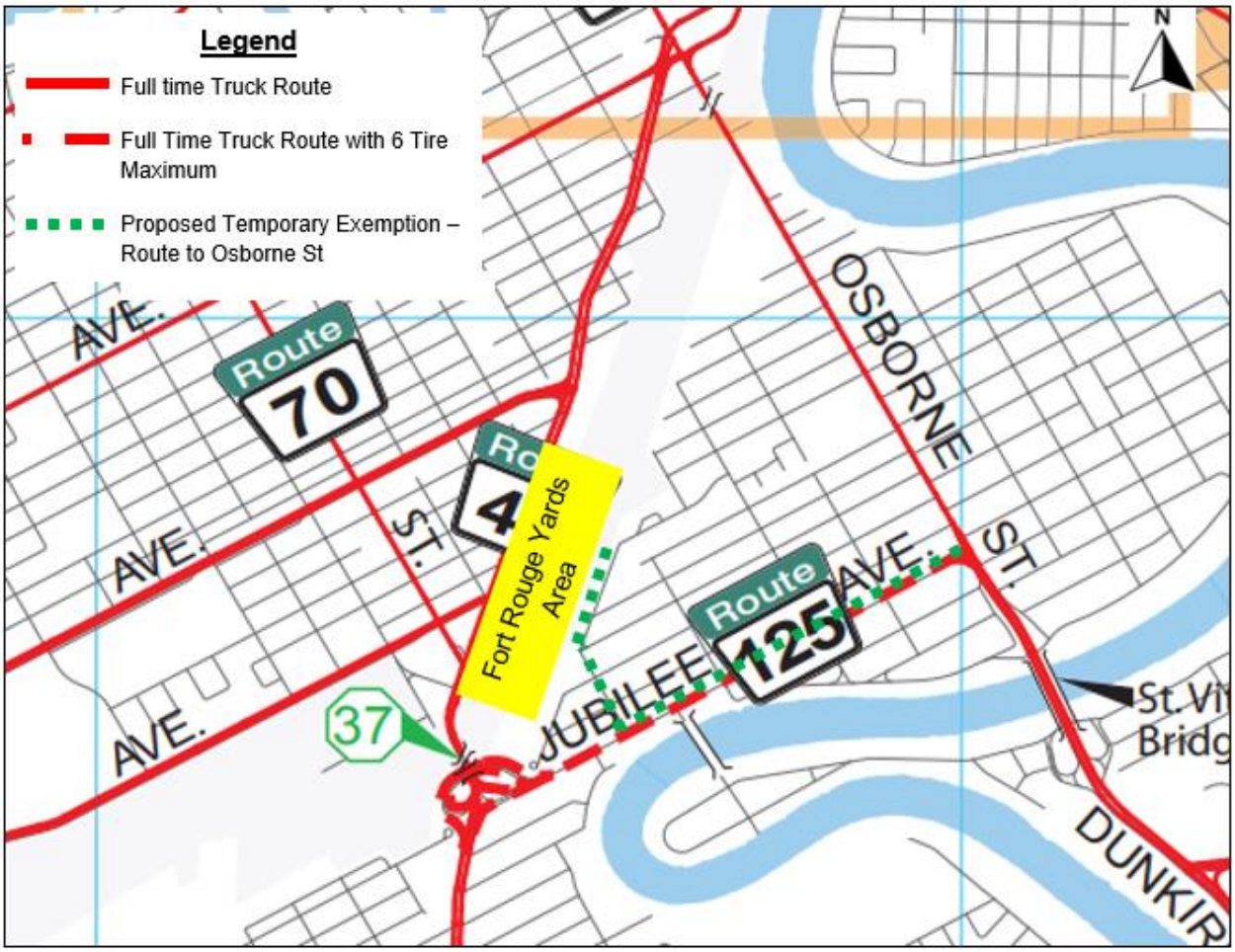


Figure 1: Fort Rouge Yards Area Truck Access

FINANCIAL IMPACT

Financial Impact Statement **Date:** August 5, 2021

Project Name:

Fort Rouge Yards Area Upgrade Truck Route – Jubilee Avenue (Fort Rouge East Fort Garry)

COMMENTS:

There are no financial impacts associated with the recommendations of this report

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

CONSULTATION

This Report has been prepared in 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.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

N/A

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: R. Peterniak, M.Sc., P.Eng, Community Traffic Engineer
T. Jangula, C.E.T., Traffic Analyst
Date: August 6, 2021

Attachments:

Appendix A: Draft By-law Amendment

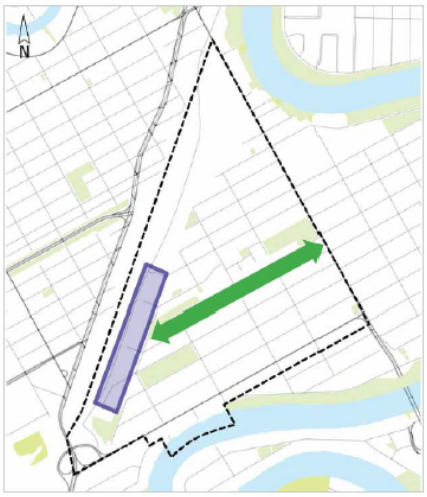
Appendix B: Lord Roberts Community Traffic Study – Site Access Solutions

Lord Roberts Community Traffic Study

Phase 3: Immediate Solutions – Fort Rouge Yards Construction Access

Background:

- Residents are concerned with truck traffic on local residential streets as a result of ongoing construction at the Fort Rouge Yards development site.
- The City of Winnipeg Traffic By-Law regulates where trucks are permitted to travel. Based on this by-law, trucks accessing Fort Rouge Yards from Osborne Street are legally required to use one of the east-west local residential streets because it is the shortest route.



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Winnipeg

Lord Roberts Community Traffic Study

Phase 3: Immediate Solutions – Fort Rouge Yards Construction Access

Solution:

- Temporary exemption to the Traffic By-law to allow trucks accessing Fort Rouge Yards development to use Jubilee Avenue instead of local residential streets.
- Subject to Council approval.
- If approved, signs will be installed directing trucks accessing the Fort Rouge Yards development to use Jubilee.
- **The exemption would only apply to trucks associated with construction activity at the Fort Rouge Yards development.**



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