Agenda – Executive Policy Committee – February 13, 2024

Report – Standing Policy Committee on Public Works – January 30, 2024

Item No. 2 Amendment to the City of Winnipeg Traffic By-law No. 1573/77 – Sherwin Road and Notre Dame Avenue

STANDING COMMITTEE RECOMMENDATION:

On January 30, 2024, the Standing Policy Committee on 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 be enacted (draft amending By-law is attached as Schedule "C") which will:

    A. Remove the following Full Time Truck Routes:

        i. Notre Dame Avenue from Portage Avenue to King Edward Street;

        ii. Sherwin Road from Saskatchewan Avenue to Dublin Avenue.

    B. Designate the following as Full Time Truck Routes:

        i. Notre Dame Avenue from Portage Avenue to Sherwin Road;

        ii. Sherwin Road from Saskatchewan Avenue to Notre Dame Avenue.

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 – February 13, 2024

Report – Standing Policy Committee on Public Works – January 30, 2024

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On January 30, 2024, the Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

David Grant submitted a communication with respect to the matter.

ADMINISTRATIVE REPORT

Title: Amendment to the City of Winnipeg Traffic By-law No. 1573/77 – Sherwin Road and Notre Dame Avenue

Critical Path: Standing Policy Committee on Public Works - Executive Policy Committee - Council

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P. Eng.	M. Cantor, Acting	C. Kloepfer	M. Jack

EXECUTIVE SUMMARY

In February 2016, the Manitoba Trucking Association (MTA) initiated a request for several roads west of Route 90 to be designated as truck routes. The Winnipeg Public Service reviewed the request from an Engineering and Transportation standpoint at that time, and the majority of the requested amendments were adopted by Council in December of 2016. 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, were the two elements of the MTA request that were not supported by the Winnipeg Public Service at the time. The primary reason these two specific sections were not supported was the condition of the structure over Omand's Creek on Sherwin Road north of Dublin Avenue, which required a major rehabilitation or reconstruction to support truck loadings consistent with a Truck Route designation.

Since the 2016 report, the structure over Omand's Creek on Sherwin Road north of Dublin Avenue has been reconstructed. The new structure fulfills a design standard that is consistent with current bridge design codes and increases the permissible gross vehicle weight to encompass all legal weights. Recent discussions with MTA have confirmed that the addition of these two routes is still a priority.

Accordingly, it is recommended that Sherwin Road between Dublin Avenue and Notre Dame Avenue be designated as a Full Time Truck Route, and Notre Dame Avenue between Sherwin Road and Route 90 be designated as a Full Time Truck Route. The estimated cost to supply and install the regulatory signage is $2,600 and will be funded from the Public Works preliminary 2024 Transportation Division Operating budget.

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. Notre Dame Avenue from Portage Avenue to King Edward Street;

ii. Sherwin Road from Saskatchewan Avenue to Dublin Avenue.

B. Designate the following as Full Time Truck Routes:

i. Notre Dame Avenue from Portage Avenue to Sherwin Road;

ii. Sherwin Road from Saskatchewan Avenue to Notre Dame 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

The recommendation of the Winnipeg Public Service requires a By-law amendment which can only 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 estimated cost to supply and install the regulatory signage is $2,600 and will be funded from the Public Works preliminary 2024 Transportation Division Operating budget.

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".

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 reviewed the request from an Engineering and Transportation standpoint at that time, and the majority of the requested amendments were accommodated (By-law No. 144/2016 to amend Schedule 1 to the Traffic By-law, adopted by Council on December 14, 2016). The MTA letter, dated February 26, 2016, is attached as Schedule "B".

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 were the two elements of the MTA request that were not supported by the Winnipeg Public Service at the time. The primary reason these two specific sections were not supported was the condition of the structure over Omand's Creek on Sherwin Road north of Dublin Avenue, which required 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 was 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.

SUBSEQUENT REVIEW

Since the time of the 2016 report, the structure over Omand's Creek on Sherwin Road north of Dublin Avenue has been reconstructed. The new structure fulfills a design standard that is consistent with current bridge design codes and increases the permissible gross vehicle weight to encompass all legal weights. Recent discussions with MTA have confirmed that the addition of these two routes is still a priority.

Additionally, the Public Service is also studying the relocation of the Active Transportation Pathway crossing to the west side of the Sherwin Road and Notre Dame Avenue intersection, to be consistent with the current alignment of the pathway on the west side (currently it crosses the south side, and the east side of the intersection). This change would remove the potential risk of conflict between vulnerable road users with the northbound right turn and westbound left turn. It must be noted this potential risk still exists regardless of the Truck Route designation, as trucks can (and do) legally travel through the intersection in accordance with the "shortest route" provisions in the Traffic By-law.

Accordingly, it is recommended that Sherwin Road between Dublin Avenue and Notre Dame Avenue be designated as a Full Time Truck Route, and Notre Dame Avenue between Sherwin Road and Route 90 be designated as a Full Time Truck Route, as shown in Figure 1 below (draft amending By-law is attached as Schedule "C").

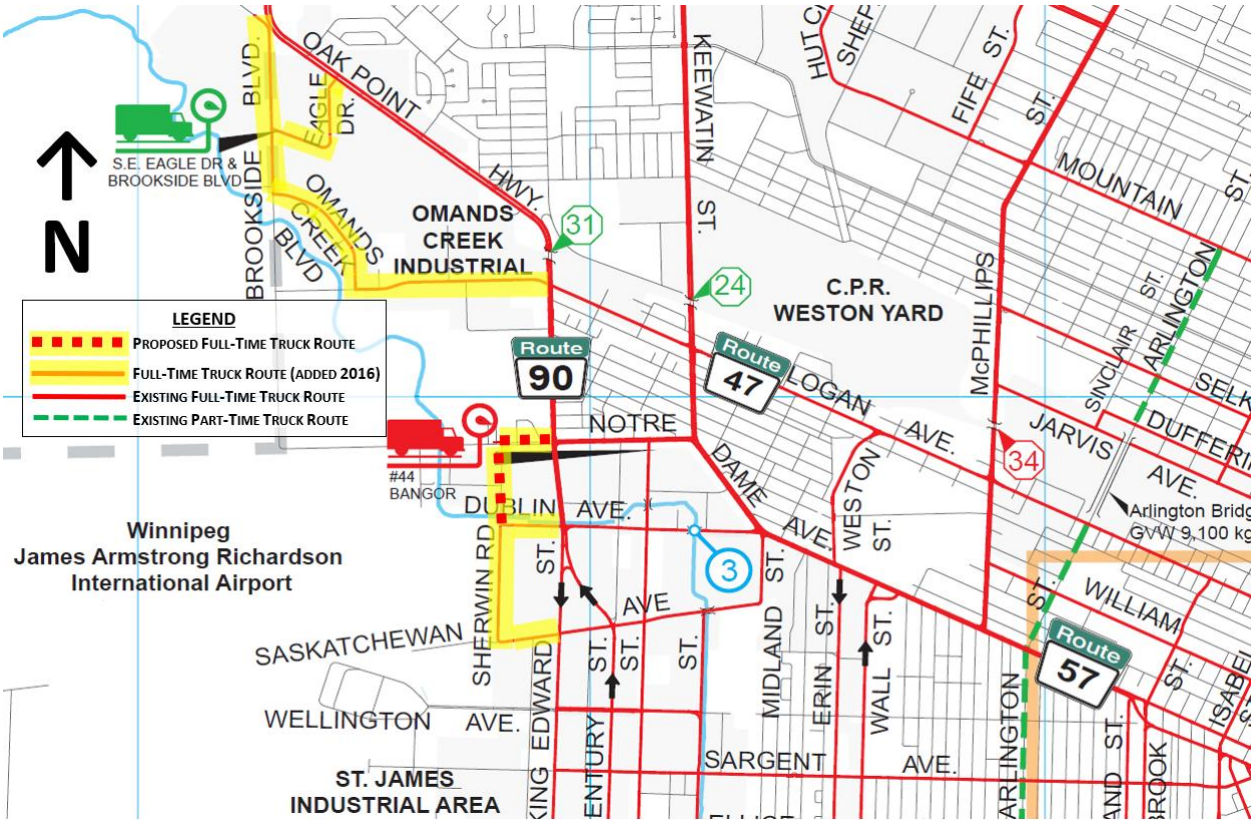


Figure 1: Recommended addition of Full Time Truck Routes

FINANCIAL IMPACT

Financial Impact Statement **Date:** December 20, 2023

Project Name: **First Year of Program** **2024**

Amendment to the City of Winnipeg Traffic By-law No. 1573/77 – Sherwin Road and Notre Dame Avenue

	2024	2025	2026	2027	2028
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	$ 2,600	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	-	-	-	-	-
Net Cost/(Benefit)	$ 2,600	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	2,600	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: Direct costs represent the cost to remove & add regulatory signage for the full time truck route described. The costs will be charged to the Public Works preliminary 2024 Transportation Division Operating budget.

J. Ruby, 2023-12-22

J. Ruby CPA, CA
Manager of Finance and Administration

CONSULTATION

This Report has been prepared in consultation with: Legal Services

OURWINNIPEG POLICY ALIGNMENT

This report is in accordance with OurWinnipeg2045 as per:

- ***Policy 2.6 Integrated Regional Planning:*** Enable a collaborative and integrated solution to sustainable transportation system connectivity and efficiency on a regional scale, in a manner that addresses infrastructure costs, promotes public health benefits, and reduces greenhouse gas emissions.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

Consideration was given as to whether this report connects to the Winnipeg Climate Action Plan (CAP), and it was determined that the CAP is not applicable to this specific report.

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Consideration was given as to whether this report connects to the Winnipeg Poverty Reduction Strategy (PRS) and its Goals and Objectives, and it was determined that the PRS is not applicable to this specific report.

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: T. Jangula, C.E.T., Traffic Analyst
K. Patmore, M.Sc., P.Eng., Regional Traffic Engineer
M. Mady, Ph.D., P.Eng., Bridge Planning & Operations Engineer
Date: December 22, 2023

ATTACHMENTS:
Schedule “A”: Truck Route Criteria

Schedule “B”: Manitoba Trucking Association Letter

Schedule “C”: Draft By-law Amendment