**Agenda - Council - September 29, 2004**

**Report - Standing Policy Committee on Public Works - September 14, 2004**

**Item No. 3 Designating Jarvis Avenue, Powers Street, and McGregor Street as Full-Time Truck Routes**
**File ST-5.2**

STANDING COMMITTEE RECOMMENDATION:

On September 22, 2004, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Public Works and submits the following to Council:

1. That the following streets be designated Full-Time Truck Routes:

   A. Jarvis Avenue between Sinclair Street and Powers Street.
   B. Powers Street between Dufferin Avenue and Jarvis Avenue.
   C. McGregor Street between Dufferin Avenue and Jarvis Avenue.

2. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary amendments to The City of Winnipeg Traffic By-law No. 1573/77.

3. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

**Agenda - Council - September 29, 2004**

**Report - Standing Policy Committee on Public Works - September 14, 2004**

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On September 22, 2004, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Public Works and submitted the matter to Council.

STANDING COMMITTEE RECOMMENDATION:

On September 14, 2004, the Standing Policy Committee on Public Works concurred in the administrative recommendation and submitted the matter to the Executive Policy Committee and Council.

COMMUNITY COMMITTEE RECOMMENDATION:

On July 6, 2004, the Lord Selkirk-West Kildonan Community Committee concurred in the administrative recommendation and recommended to the Standing Policy Committee on Public Works:

1. That the following streets be designated Full-Time Truck Routes:

    A. Jarvis Avenue between Sinclair Street and Powers Street.
    B. Powers Street between Dufferin Avenue and Jarvis Avenue.
    C. McGregor Street between Dufferin Avenue and Jarvis Avenue.

2. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary amendments to The City of Winnipeg Traffic By-law No. 1573/77.

# ADMINISTRATIVE REPORT

**RE: DESIGNATING JARVIS AVENUE, POWERS STREET, AND MCGREGOR STREET AS FULL-TIME TRUCK ROUTES**

**FOR SUBMISSION TO:** STANDING POLICY COMMITTEE ON PUBLIC WORKS

**ORIGINAL REPORT SIGNED BY:** L.S.W. Larkin, P. Eng., Director of Public Works

**REPORT DATE:** July 19, 2004

**RECOMMENDATION(S):**

That:

1) The following streets be designated Full-Time Truck Routes:

    a) Jarvis Avenue between Sinclair Street and Powers Street.
    b) Powers Street between Dufferin Avenue and Jarvis Avenue.
    c) McGregor Street between Dufferin Avenue and Jarvis Avenue.

2) The City Solicitor/Manager of Legal Services be requested to prepare the necessary amendments to The City of Winnipeg Traffic By-law No. 1573/77.

**REPORT SUMMARY:**

**Key Issues:**

- The Assistant Manager of VersaCold, 422 Jarvis Avenue, requested that consideration be given to designating Jarvis Avenue east of Sinclair Street (just west of Arlington Overpass) as a Full-Time Truck Route in order to obviate the need for trucks oriented to the VersaCold facility (on Jarvis Avenue just east of Powers Street) and destined to McPhillips Street to proceed north on Powers Street to access Dufferin Avenue, being the nearest Truck Route, to the VersaCold site.

- In order to establish new Truck Routes, the Traffic By-law requires amendment by Council.

**Implications of the Recommendation(s):**

**General Implications:**

[ ] None
[ ] For the organization overall and/or other departments
[X] For the community and/or organizations external to the City
[ ] Involves a multi-year phase in process

**Comments:** Implementation of these recommendations will enhance access opportunities for trucks oriented to the commercial and industrial areas on and adjacent to Jarvis Avenue east of Sinclair Street and will result in a reduction in the volume of truck traffic on Dufferin Avenue.

**Policy Implications:**

[X] No
[ ] Yes

**Comments:** These recommendations are consistent with the Public Works Department policy for establishing Truck Routes.

**Environmental Implications:**

[ ] No
[X] Yes

**Comments:** The emission of truck-generated exhaust will be reduced if these recommendations are implemented, since the routing for trucks oriented to Jarvis Avenue east of Sinclair Street will be less circuitous than is currently the case.

**Human Resource Implications:**

[X] No
[ ] Yes

**Comments:** The necessary signing to give effect to these recommendations will be undertaken with the existing complement of resources.

**Financial Implications:**

[X] Within approved current and/or capital budget
[ ] Current and/or capital budget adjustment needed

**Comment:** The cost to undertake the necessary signing is approximately $300 and will be funded by the Current Budget.

**REASON FOR THE REPORT:**

Amendments to The Traffic By-law require approval by Council.

**HISTORY:**

In a letter dated April 19, 2004 addressed to Kenn Rosin, P.Eng., Manager of Transportation, Mr. Wilf Vallee, Assistant Manager, VersaCold Group, Jarvis Avenue Centre, 422 Jarvis Avenue (just east of Powers Street), requested that consideration be given to extending the existing Truck Route designation on Jarvis Avenue (currently a Truck Route between McPhillips Street and Sinclair Street) easterly to Powers Street in order to provide a more direct routing alternative to Dufferin Avenue which is the nearest Truck Route to the VersaCold plant.

**DISCUSSION:**

As illustrated on Figure F04-17 attached, existing north-south Truck Routes in this area include McPhillips Street, Arlington Street north of Dufferin Avenue, McGregor Street north of Dufferin Avenue, Salter Street, and Main Street. East-west Truck Routes consist of Jarvis Avenue between McPhillips Street and Sinclair Street, Sinclair Street between Jarvis Avenue and Dufferin Avenue, and Dufferin Avenue between Sinclair Street and Main Street. Because Jarvis Avenue is discontinuous at Slaw Rebchuck Bridge, it does not provide a direct routing between McPhillips Street and Main Street. Trucks oriented to/from the commercial/industrial area south of Dufferin Avenue between Arlington Overpass and Slaw Rebchuck Bridge must use the most direct routing to Dufferin Avenue. In the case of trucks oriented to the VersaCold facility on Jarvis Avenue, trucks must use Powers Street to access Dufferin Avenue.

Although Dufferin Avenue is a near-by existing Truck Route in this sector of the City, extending the Truck Route designation on Jarvis Avenue east of its current terminus at Sinclair Street will advantage those businesses on and adjacent to Jarvis Avenue since trucks oriented to such sites would not be required to take a more circuitous route via Dufferin Avenue. A Truck Route should be continuous and interconnected with other Truck Routes so as to ensure that truck operators do not become entrapped and have to use a non-Truck Route to continue on with their trip. As such, any extension of Jarvis Avenue as a Truck Route east of Sinclair Street should connect with another Truck Route. This can be accomplished by designating Jarvis Avenue between Sinclair Street and Powers Street, and Powers Street between Jarvis Avenue and Dufferin Avenue as a Truck Route. The Truck Route network can be further enhanced by extending the McGregor Street Truck Route south to intersect with the newly created Jarvis Avenue Truck Route. Such an easterly extension of the Jarvis Avenue/Powers Street Truck Route, and the southerly extension of the McGregor

Street Truck Route to Jarvis Avenue, will not only increase access opportunities for truck operators oriented to the commercial and industrial area on and near Jarvis Avenue, it will also result in a reduction in the volume of truck traffic on Dufferin Avenue which has significant residential frontage.

Jarvis Avenue contains a 10m roadway, is largely fronted by industrial development and carries approximately 5,000 vehicles in a typical 12 hour weekday. Designating Jarvis Avenue between Sinclair Street and Powers Street, Powers Street between Dufferin Avenue and Jarvis Avenue and McGregor Street between Dufferin Avenue and Jarvis Avenue, as Full-Time Truck Routes will fulfill the criteria used by the Public Works Department for the establishment of a Full-Time Truck Route, namely:

- a street or section of street that provides for trucking movements within, or adjacent to, an industrial park or other industrial commercial area.

- a street or section of street adjacent to an industrial park or other industrial/commercial area that, if designated as a Truck Route, would render through truck travel on streets adjacent thereto, that are not designated as a Truck Route, illegal.

The sections of Jarvis Avenue, Powers Street, and McGregor Street that are proposed as Full-Time Truck Routes are currently included in Schedule “B” of the Snow Route By-law, being a list of Non-Regional Streets upon which snow removal is a high priority.

There are three residences fronting Jarvis Avenue on the section proposed as a Truck Route. There are no residences fronting either Powers Street or McGregor Street on the sections proposed as a Truck Route.

At its meeting on July 6, 2004, the Lord Selkirk-West Kildonan Community Committee concurred in the recommendation contained herein.

## Financial Impact Statement

**Date:** July 8, 2004

**Project Name:**

**First Year of Program:** 2004

Designating Jarvis Avenue, Powers Street, And McGregor Street As Full-time Truck Routes.

| | 2004 | 2005 | 2006 | 2007 | 2008 |
|---|---|---|---|---|---|
| **Capital** | | | | | |
| Capital Expenditures Required | $ - | $ - | $ - | $ - | $ - |
| Less: Existing Budgeted Costs | - | - | - | - | - |
| Additional Capital Budget Required | $ - | $ - | $ - | $ - | $ - |
| **Funding Sources:** | | | | | |
| Debt - Internal | $ - | $ - | $ - | $ - | $ - |
| External | - | - | - | - | - |
| Grants (Identify) | - | - | - | - | - |
| Reserves, Equity, Surplus, Other | - | - | - | - | - |
| Total Funding | $ - | $ - | $ - | $ - | $ - |
| Total Additional Capital Budget Required | $ - | | | | |
| Total Additional Debt Required | $ - | | | | |
| **Current Expenditures/Revenues** | | | | | |
| Direct Costs | $ 300 | $ - | $ - | $ - | $ - |
| Less: Incremental Revenue/Recovery | 9 | - | - | - | - |
| Net Cost/(Benefit) | $ 291 | $ - | $ - | $ - | $ - |
| Less: Existing Budget Amounts | 291 | - | - | - | - |
| Net Budget Adjustment Required | $ - | $ - | $ - | $ - | $ - |

**Additional Comments:**

*Original signed by S. L. Roberts*

Acting Manager of Finance and Administration

Approved by Division Accountant Trainee: ✔

**In preparing this report there was consultation with, and concurrence by**:

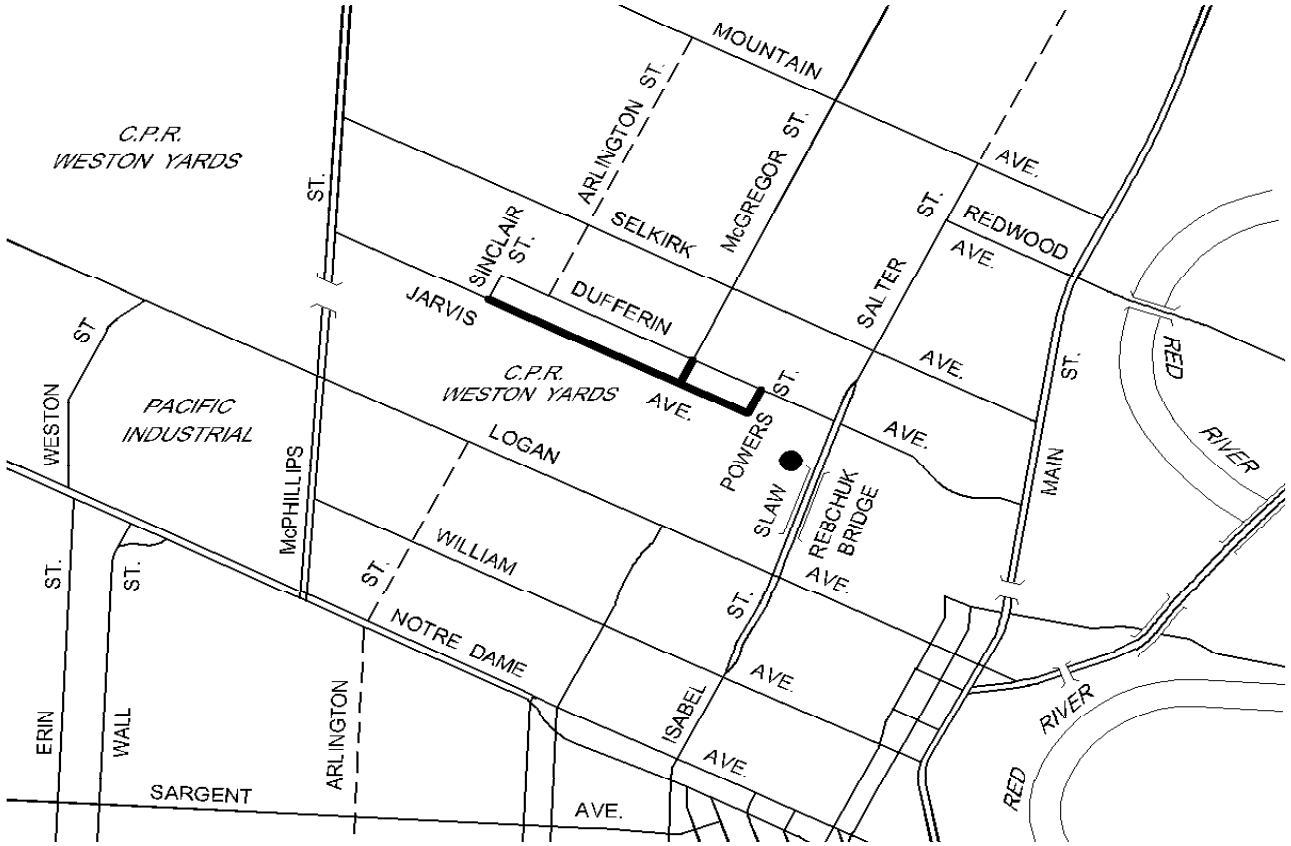
Lord Selkirk-West Kildonan Community Committee

**THIS REPORT SUBMITTED BY:**

Department: PUBLIC WORKS DEPARTMENT
Division: Transportation
Prepared by: Carl Sitarz, Traffic Analyst, Traffic Management 986-5067
Processed by: Carol Kawaza, Secretary to Traffic Management 986-5288
File No. L-13
Document Name: Jarvis Powers McGregor Full Time Truck Route - FIS2004.doc

Attachment

2026




*LEGEND:*

EXISTING FULL - TIME TRUCK ROUTE

EXISTING PART - TIME TRUCK ROUTE

PROPOSED FULL - TIME TRUCK ROUTE

VERSACOLD SITE

**EXISTING & PROPOSED TRUCK ROUTES**

Scale: N.T.S.

Drawn by: J.G. Date: 04–05–31

*F04-17*