



## Traffic Bylaw Amendments for Trucking Provisions

<b>Date</b>	September 7, 2022
<b>To</b>	Executive Committee
<b>From</b>	Citizen Services
<b>Service Area</b>	Roadways & Transportation
<b>Item No.</b>	EX22-94

### RECOMMENDATION

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The Executive Committee recommends that City Council:

1. Approve the amendments to *The Regina Traffic Bylaw, 1997*, Bylaw No. 9900 ("Traffic Bylaw") as detailed in the Discussion section of this report;
2. Instruct the City Solicitor to prepare an amendment to the *Traffic Bylaw* to reflect the changes detailed in Appendix A of this report to be brought forward to the meeting of City Council following approval of the recommendations in this report by City Council; and
3. Approve these recommendations at its September 14, 2022 meeting.

### ISSUE

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This report recommends a series of amendments to *The Regina Traffic Bylaw, 1997*, Bylaw No. 9900 (*Traffic Bylaw*).

All the amendments were reviewed and approved by the Traffic Bylaw Working Group (Working Group), which is comprised of representatives from City Administration and Regina Police Service (RPS).

## **IMPACTS**

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### **Environmental Impacts**

Administration has estimated that removing Winnipeg St between Dewdney Ave and 8th Ave from the Heavy or Long Combination Route will have an average greenhouse gas (GHG) emissions increase of 182 tonnes of CO<sub>2</sub>e per year. This estimate is based on alternate routing of trucks which would travel on this segment of Winnipeg St. Emissions and can be higher or lower depending on various alternative routes and destinations. This increase may be slightly offset by the reduction of bridge strikes and the subsequent emissions related to construction repair work and traffic detours. The impact of this recommendation is not significant enough to be a barrier to the City's sustainability goals.

There are no accessibility, policy/strategic, or any other implications with respect to this report.

## **OTHER OPTIONS**

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With respect to the amendments within this report, Administration explored the option of keeping existing trucking provisions as the status quo and considering these amendments as part of a broader review of related amendments in the future. This option was not recommended as the amendments provide clarity for enforcement and administrative purposes and can be advanced separately from the broader review.

## **COMMUNICATIONS**

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Administration regularly engages with representatives of the Saskatchewan Trucking Association (STA) to communicate any changes to the Traffic Bylaw that may impact its members. Administration will notify STA once the amendments come into effect.

Administration will also continue to work with members of the Regina Police Service (RPS) to develop educational materials and tools to carry out enforcement with respect to the amendments.

Further, the revised Traffic Bylaw will be published on Regina.ca upon City Council's passing of the amendments.

## **DISCUSSION**

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The following amendments to the *Traffic Bylaw* were reviewed and approved by the multidisciplinary Traffic Bylaw Working Group:

### **Amendment 1: Revisions to Part II – Traffic Signs & Traffic Routes, Sections 4, 5, and 6**

This proposed amendment includes several changes to Sections 4, 5, 6 of the Traffic Bylaw pertaining to the heavy or long combination vehicles routes, pick up and delivery vehicle routes and dangerous goods

routes. These changes are not intended to diverge from the existing bylaw regulation of truck routes, rather they provide additional clarity for enforcement purposes and may improve voluntary compliance.

Administration engaged with representatives of the Regina Police Service (RPS), who are responsible for the enforcement of truck routes within the City Limits. RPS identified that heavy truck drivers often believe that while they are engaged in a pick up or a delivery, they are permitted to travel along the entirety of the Pick up and Delivery Route. This oversimplification is not correct, and the Bylaw in fact regulates Pick Up and Delivery Routes primarily based on a heavy truck's length and the total number of axles. The Pick up and Delivery route also only permits vehicles which are restricted to the Heavy Long Combination Routes to access a Pick up and Delivery Route after they have travelled as close to their destination as possible via the Heavy Long Combination Route.

Administration proposes that renaming the heading from "Pick up and Delivery Route" to "Secondary Heavy Vehicle Route" will better differentiate between the route's name and the action of pickup and delivery. In addition, Administration recommends that the terminology surrounding the "most direct route" be revised to clarify that this is determined by the "shortest travelled distance". These changes will provide added clarity to heavy truck drivers.

The proposed amendments are:

- A. Rename Section 4 of Part II – Traffic Signs & Traffic Routes from "Pick Up and Delivery Vehicle Routes" to "Secondary Heavy Vehicle Routes".
- B. Replace existing references to the "Pick Up and Delivery Vehicle Route" within Section 4, 5 and 6 of the Bylaw with the revised name of "Secondary Heavy Vehicle Route".
- C. Replace references of "most direct route" with "shortest route as measured by travelled distance" and "nearest" route with "nearest route as measured by travelled distance".
- D. Replace references to Schedule "A", "B", and "C" corresponding to the new order of Schedules as discussed in Amendment 3 of this report.

Appendix A of this report contains the proposed wording for the revised Sections 4, 5, and 6 of the Bylaw with respect to Amendments 1A to 1D. If approved, the *Traffic Bylaw* will be amended, specifically *Part II – Traffic Signs & Traffic Routes*.

#### **Amendment 2: Removal of Winnipeg St Underpass from Heavy or Long Combination Route**

This proposed amendment will remove the segment of Winnipeg Street between Dewdney Avenue and 8th Avenue from the Heavy or Long Combination Route. This segment is the underpass below the railway tracks that Canadian Pacific (CP) Rail. Administration, RPS, and the Saskatchewan Trucking Association have all identified that the low clearance and steep incline/decline nature of the underpass

has led to frequent bridge strikes by heavy vehicles despite the multitude of warning and advisory signage that is currently in place.

This change will prohibit long combination vehicles from travelling under this bridge, with the goal of preventing further collisions that may cause damage to the bridge, pier, or road infrastructure, in addition to the subsequent impact to the road network while the road is closed to address the collision and any needed repairs.

Administration reviewed the environmental impacts based on several alternative route scenarios. With the removal of this segment of Winnipeg Street, it was assumed that most trucks would be travelling to and from the following points:

- Victoria Avenue East and Warehouse District
- Tuxedo Park to Ross Industrial Park
- Tuxedo Park to Northwest Quadrant (Rochdale Boulevard)

The impact on greenhouse gas (GHG) emissions was determined based on factors such as route distances, average truck volumes, standard GHG emissions factors for freight transportation, and stop-and-go traffic patterns. It was estimated that the removal of this segment of Winnipeg Street will result in an average greenhouse gas emissions increase of 182 Tonnes CO<sub>2</sub>e per year. This is equivalent to increasing fuel use by 79,000 L per year or adding 48 vehicles to the road each year. Although the alternate routing results in higher emissions depending on specific routes and destinations, removing this segment of Winnipeg Street is still recommended as it alleviates safety concerns. Further, the increase in GHG emissions from the recommended option is not significant enough to be a barrier to the City's sustainability goals.

The STA supports this amendment and does not expect this change to have an adverse impact on trucking traffic as the Heavy or Long Combination Route currently maintains connection points to the remaining truck route network. Administration will advise STA of the removal if approved so that their membership can be advised.

Appendix B of this report includes the revisions to remove this segment of Winnipeg St from the Heavy and Long Combination Route. If approved, this revision will be included with the updates to the maps in Schedule "A", "B" and "C" as discussed in Amendment 3 of this report.

#### **Amendment 3: Revisions to Schedule "A", "B" and "C"**

This proposed amendment repeals and replaces existing Schedules "A", "B" and "C" with new, updated maps that are larger and easier to read.

In addition, Administration proposes that:

- The maps be re-ordered to the following order:
  - Schedule “A” – Heavy or Long Combination Route;
  - Schedule “B” – Secondary Heavy Vehicle Route;
  - Schedule “C” – Dangerous Goods Route;
- The maps be updated to reflect the new headings of Section 4, as discussed in Amendment 1 of this report;
- The newly revised Schedule “A” reflect the removal of Winnipeg Street between Dewdney Ave and 8th Ave as discussed in Amendment 2 of this report;
- The maps be updated to include provincial highways connecting to city limits; and
- The maps be updated to be larger and easier to read.

Appendix B of this report includes the updated maps for Schedule “A”, “B” and “C”. If approved, the *Traffic Bylaw* will be amended, specifically *Schedule “A”, “B”, and “C”*.

#### **Amendment 4: Revisions to Schedule “J” Permit Fees and Charges**

This proposed amendment revises the description and fees pertaining to Overdimensional and Overweight Vehicle Permits in Schedule “J” to reflect the existing overdimensional and overweight permit fees.

Administration currently issues such permits to a maximum fee of \$50.00. This change will provide clarity to the reader and will align the Bylaw with current administrative processes.

The existing Section 72 in Schedule “J” be repealed and replaced with:

<b>Section</b>	<b>Description</b>	<b>Fee</b>
72, 73	Overdimensional and Overweight Vehicle Permit	\$50.00 for any vehicle or load over 3.7 meters in width, 25 meters in length or 4.2 meters in height, and, \$50.00 for any vehicle or load that exceeds the maximum loads in Schedule “I”, Where a vehicle requires both an overdimensional vehicle permit and an overweight vehicle permit, the maximum fee shall be \$50.00.

Appendix A of this report contains the proposed revisions to Schedule “J” of the Bylaw with respect to this Amendment. If approved, the *Traffic Bylaw* will be amended, specifically *Schedule “J”*.

#### **Amendment 5: Revisions to Schedule “L” Fines for Non-Compliance**

In addition to the changes proposed in Amendment 1 of this report, Administration proposes that the fine amounts for violations of Sections 4, 5 and 6 be increased for the offence of driving off a Secondary Heavy Vehicle Route, Heavy or Long Vehicle Route, or Dangerous Goods Route.

A jurisdictional scan of fines across other Canadian cities indicated that Regina's fines are lower than many and could be increased. Appendix C of this report contains a jurisdictional scan of current fine amounts for driving off of truck routes in Canadian municipalities. Administration recommends increasing the fine to better incentivize voluntary compliance.

In this proposed amendment the Administration recommends that the fine amounts in Schedule "L" be:

- A. Increased from \$180 to \$250 for driving off of the newly defined Secondary Heavy Vehicle Route, as discussed in Amendment 1.
- B. Increased from \$180 to \$250 for driving off of the Heavy Long Combination Route.
- C. Increased from \$500 to \$600 for driving off of a Dangerous Goods Route.
- D. Increased from \$500 to \$600 for parking a dangerous goods vehicle within 150 metres of any place of assembly occupancy.

Amendment 5D is proposed to keep the current alignment for the fine rate for the dangerous goods related offences.

Appendix C of this report contains a jurisdictional scan of current fine amounts for driving off of truck routes in Canadian municipalities.

Appendix A of this report contains the proposed revisions to Schedule "L" of the Bylaw with respect to Amendments 5A to 5D. If approved, the *Traffic Bylaw* will be amended, specifically *Schedule "L"*.

#### **DECISION HISTORY**

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This is a report requesting amendments to a City bylaw. In accordance with *The Cities Act*, amendments to the Traffic Bylaw require City Council approval.

Respectfully Submitted,

Respectfully Submitted,



Chris Warren, Director, Roadways & Transportation

8/8/2022



Kim Orrall, Executive Director, Citizen Services

8/25/2022

Prepared by: Kevin Huynh, Engineer

**ATTACHMENTS**

Appendix A - Summary of Traffic Bylaw Amendments

Appendix B - Revised Schedules A to C

Appendix C - Jurisdictional Scan of Truck Route Fines