Agenda – Executive Policy Committee – February 19, 2019

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – February 5, 2019

Item No. 3 Temporary Traffic Control Plan Manual

STANDING COMMITTEE RECOMMENDATION:

On February 5, 2019, 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. The "Manual of Temporary Traffic Control in Work Areas on City Streets, 2015 Edition" and the revisions thereto be rescinded, and that the attached "Manual of Temporary Traffic Control on City Streets, 2019 Edition" (Appendix A) be approved;

2. 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 19, 2019

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – February 5, 2019

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On February 5, 2019, 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.

STANDING POLICY DECISION:

On November 20, 2018, the Standing Policy Committee on Infrastructure Renewal and Public Works received the verbal report as information.

STANDING COMMITTEE RECOMMENDATION:

On June 26, 2018, the Standing Policy Committee on Infrastructure Renewal and Public Works granted a further extension of time to its February 2019 meeting for the Winnipeg Public Service to report back on the following:

1. Updating the City of Winnipeg's Temporary Traffic Control Plan Manual to include guidelines to accommodate cyclists during roadway construction activities, and as recommended in the Pedestrian and Cycling Strategies.

2. Investigating working with the Winnipeg Police Service and the Winnipeg Parking Authority to provide increased enforcement support of Temporary Traffic Control plans during the construction seasons.

3. If increased enforcement support is unachievable during construction season through the Winnipeg Police Service and the Winnipeg Parking Authority, that the matter be referred to the Winnipeg Public Service to increase enforcement staffing for consideration in the 2018 Capital Budget process.

Further, the Standing Policy Committee on Infrastructure Renewal and Public Works directed the Winnipeg Public Service to provide a verbal update on the matter at its November 20, 2018 meeting.

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – February 5, 2019

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION (continued):

On April 6, 2018, the Standing Policy Committee on Infrastructure Renewal and Public Works granted an extension of time of 90 days for the Winnipeg Public Service to report back on the matter.

On April 13, 2017, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Riel Community Committee, as amended, and directed the Winnipeg Public Service to report back within 365 days on matter.

COMMUNITY COMMITTEE RECOMMENDATION:

On April 3, 2017, the Riel Community Committee moved the following motion:

WHEREAS the City of Winnipeg is making record investments in road infrastructure;

AND WHEREAS the short construction season in Winnipeg is resulting in a record number of road construction projects;

AND WHEREAS the City of Winnipeg has a responsibility to ensure all construction projects adhere to Traffic Control Plans as set out in the Temporary Traffic Control Plan Manual to ensure road safety for all road users (vehicles, pedestrians and cyclists) and for road construction workers, utility employees and emergency service workers who work within a public right of way;

AND WHEREAS the City of Winnipeg's Temporary Traffic Control Plan Manual does contain guidelines for vehicles and pedestrians but does not contain guidelines to accommodate cyclists during roadway construction activities, such as guidelines outlining processes and standards as related to warnings of route closures (i.e. "Bike Route Closed," "Trail Closed"), adequate detour information to bypass the construction zone, signage information, and more for cyclists;

AND WHEREAS the City of Winnipeg mandates contractors to adhere to the City of Winnipeg's Temporary Traffic Control Plan Manual guidelines, to develop and to implement a Traffic Control Plan with each construction project, but has extremely limited resources to enforce independent plans, thereby potentially jeopardizing road safety for all road users and workers.

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – February 5, 2019

DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

THEREFORE BE IT RESOLVED that the Standing Policy Committee on Infrastructure Renewal and Public Works direct the Winnipeg Public Service to report back within 90 days on:

1. Updating the City of Winnipeg's Temporary Traffic Control Plan Manual to include guidelines to accommodate cyclists during roadway construction activities, and as recommended in the Pedestrian and Cycling Strategies.

2. Investigating working with the Winnipeg Police Service and the Winnipeg Parking Authority to provide increased enforcement support of Temporary Traffic Control plans during the construction seasons.

3. If increased enforcement support is unachievable during construction season through the Winnipeg Police Service and the Winnipeg Parking Authority, that the matter be referred to the Winnipeg Public Service to increase enforcement staffing for consideration in the 2018 Capital Budget process.

ADMINISTRATIVE REPORT

Title: Approval of the 2019 Edition of the Manual of Temporary Traffic Control on City Streets

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	D. McNeil

EXECUTIVE SUMMARY

This report recommends implementing a 2019 edition of the Manual of Temporary Traffic Control on City Streets to replace the 2015 edition. Changes to the Manual are necessary to address shortcomings in the current 2015 edition and to update processes to align with technical advances, engineering advancements, and enforcement goals.

RECOMMENDATIONS

1. The “Manual of Temporary Traffic Control in Work Areas on City Streets, 2015 Edition” and the revisions thereto be rescinded, and that the attached “Manual of Temporary Traffic Control on City Streets, 2019 Edition” (Appendix A) be approved;

2. The proper officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

REASON FOR THE REPORT

On April 13, 2017, the Standing Policy Committee on Infrastructure Renewal and Public Works directed the Winnipeg Public Service to:

1. Update the City of Winnipeg’s Temporary Traffic Control Plan Manual to include guidelines to accommodate cyclists during roadway construction activities, and as recommended in the Pedestrian and Cycling Strategies.

2. Investigate working with the Winnipeg Police Service and the Winnipeg Parking Authority to provide increased enforcement support of Temporary Traffic Control plans during the construction seasons.

3. If increased enforcement support is unachievable during construction season through the Winnipeg Police Service and the Winnipeg Parking Authority, that the matter be

referred to the Winnipeg Public Service to increase enforcement staffing for consideration in the 2018 Capital Budget process.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no costs associated with the recommendation. The 2019 Manual will be made available electronically on the City's website.

HISTORY/DISCUSSION

"The Manual of Temporary Traffic Control in Work Areas on City Streets, 2015 Edition" was approved by Council on March 25, 2015.

Temporary traffic control signs and devices on Winnipeg streets are regulated by provisions contained in the Manual of Temporary Traffic Control on City Streets (Manual). All contractors, utilities, and City Departments, as well as special events and film productions authorized under a Use of Street Permit, are obliged to follow the provisions in this Manual to maintain the safety of their workers and the public that uses these streets.

Periodically, this Manual is revised in response to changing circumstances, new technologies, product enhancement, improvements in device arrangement, new and revised Provincial regulations, and updated Canadian guidelines.

It is proposed that the existing "The Manual of Temporary Traffic Control on City Streets, 2015 Edition" be replaced with a 2019 edition. This 2019 edition includes revisions that are considered to be superior for safe and efficient temporary traffic control in urban areas.

The 2019 edition (Appendix A) contains the following substantial changes as compared to the 2015 edition:

1. The peak weekday periods have been updated from 7:00 – 9:00 and 15:30 – 17:30 to 7:00 – 9:00 and 15:00 – 18:00 to accommodate a longer PM peak period duration. (Section 1.03)

2. The Responsibilities of the Construction Agency have been updated. The Construction Agency will be required to notify the Public Works Department Traffic Management Branch for short term closures on Regional Streets. Previously, short term lane closures on Regional Streets did not require giving notice. (Section 2.01)

3. The section of Public Works Department Traffic Services Branch has been updated to require the Traffic Services Branch to set up all Designated Construction Zones. Previously, other construction agencies were permitted to set up Designated Construction Zones. (Section 2.04)

4. The placement restrictions for a 'SPEED FINES DOUBLE' sign in a Designated Construction Zones section have been updated to align with the Provincial Regulation 145/2014. (Section 3.04)

5. The section of Speed Control and Reduced Speed Limits has been updated to reflect the added option of a speed reduction to 50 km/h. Previously, speed reductions involved a street with a posted speed limit of 70, 80, or 90 km/h being reduced to 60 km/h. (Section 3.05)

6. Closures of bike lanes require approval from the Traffic Management Branch. The preferred treatment is a detour. (Section 3.07.01)

7. Warning, Regulatory and Information Signs have been updated. (Section 5.02)

8. Illustrations of Typical Situations have been updated to reflect current practices. New illustrations for construction on cross streets, and survey crew work zones. (Section 5.05)

The above changes will improve lane closure accommodation, monitoring, and enforcement, and safety. Increasing the peak hour duration aligns with typical City of Winnipeg traffic signal timing plans, creating an easier environment for the Transportation Management Centre to implement signal timing changes. Gathering contact and location information for short term closures allows the Traffic Management Branch to monitor all road closures, and provides a means for communication to the construction agency if the closure is creating a significant traffic impact.

Transferring the setup responsibility for Designated Construction Zones solely to the Traffic Services Branch allows for improved record keeping of Designated Construction Zones and signage.

Reducing the minimum speed reduction to 50 km/h from 60 km/h in Designated Construction Zones allows for improved safety for both road users and workers. The approval for speed reductions will remain at the discretion of the Traffic Management Branch.

Required approval for all bike lane closures will improve the City's ability to maintain a functioning bicycle facility network. As many bicycle facilities are located away from regional streets, most closures have not required approval from the Traffic Management Branch. This procedural change will allow the Branch to more effectively monitor the bicycle facility network and avoid significant interference to the network.

The potential exists for changes to the Provincial Regulations regarding Designated Construction Zones (Regulation 145/2014) after the 2019 Manual of Temporary Traffic Control in City Streets is approved. Updates to the current manual edition regarding Designated Construction Zones will be made by the Department of Public Works Traffic Management Branch as necessitated by a potential future regulatory change.

Upon approval of the 2019 Edition of the Manual, the Public Service will provide notice of the updated manual through the website and will email sign manufacturers, licensed contractors, BIZ groups, project managers, crane operators, developers, consultants, utilities and internal City staff. In the event that updates to the Manual are required, updates will be made to the electronic version online and stakeholders will be notified of the update via email as per the above.

FINANCIAL IMPACT

Financial Impact Statement **Date:** January 8, 2019

Project Name:

Approval of the 2019 Edition of the Manual of Temporary Traffic Control on City Streets

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: N/A

OURWINNIPEG POLICY ALIGNMENT

The recommendation of this report is aligned with the key strategy of promoting safety on streets and sidewalks as part of OurWinnipeg's Safety and Security goals. The Manual of Temporary Traffic Control provides minimum requirements to maintain safe conditions for motorists, cyclists, pedestrians and workers where temporary conditions are present in the public right-of-way.

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: Morgan Glasgow, P. Eng., Traffic Network Engineer
Colleen Flather, P. Eng., Traffic Management Engineer
Date: January 8, 2019

Attachments: Appendix A – 2019 Manual of Temporary Traffic Control on City Streets