Agenda – Council – April 29, 2021

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – April 20, 2021

Item No. 3 Approval of the 2021 Edition of the Manual of Temporary Traffic Control on City Streets

STANDING COMMITTEE RECOMMENDATION:

On April 21, 2021, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and submitted the following to Council:

1. That the "Manual of Temporary Traffic Control on City Streets, 2020 Edition" be rescinded, and that the attached "Manual of Temporary Traffic Control on City Streets, 2021 Edition" (Appendix A) be approved.

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

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – April 20, 2021

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On April 21, 2021, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and submitted the matter to Council.

STANDING COMMITTEE RECOMMENDATION:

On April 20, 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.

Mark Cohoe, Executive Director, Bike Winnipeg, submitted a communication dated April 16, 2021 with respect to the matter.

ADMINISTRATIVE REPORT

Title: Approval of the 2021 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	M. Ruta, Interim CAO

EXECUTIVE SUMMARY

This report recommends implementing the 2021 Edition of the Manual of Temporary Traffic Control on City Streets to replace the 2020 edition. This revision is a targeted update, compared to the more robust 2020 edition update, and focuses on the lane closure request process, improvements to active transportation facility closures, and new traffic control devices.

RECOMMENDATIONS

1. That the “Manual of Temporary Traffic Control on City Streets, 2020 Edition” be rescinded, and that the attached “Manual of Temporary Traffic Control on City Streets, 2021 Edition” (Appendix A) be approved;

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

By definition in the Street By-law (No.1481/77), new editions of the Manual of Temporary Traffic Control on City Streets require approval by Council.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no costs associated with the recommendation. The 2021 Manual will be made available electronically on the City’s website.

HISTORY/DISCUSSION

“The Manual of Temporary Traffic Control on City Streets, 2020 Edition” was approved by Council on May 6, 2020.

Temporary traffic control signs and devices on Winnipeg streets are regulated by provisions contained in the Manual of Temporary Traffic Control on City Streets (the “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, 2020 Edition” be replaced with a 2021 edition. This 2021 edition has three primary objectives:

1. To work in coordination with the new lane closure application to be launched this spring.

2. To further improve safety and accessibility of work zones around bicycle facilities.

3. To introduce temporary traffic control devices that improve the safety and visibility of high speed work zones on high speed facilities.

The 2021 edition (attached as Appendix A) contains the following substantial changes as compared to the 2020 edition:

1. Construction agencies must now submit lane closure requests for work on non-regional streets, including short term lane closures on non-regional streets. The lane closure request process flowchart has been updated. (Section 2.01)

2. Guidance for work zone accommodations for pedestrians and cyclists has been strengthened, including direction on when signage should direct motorists and cyclists should share the road or travel single file, and guidance for sidewalk accessibility in inactive work zones. Figures 21b and 22b have been added to illustrate bike facility accommodations that include parking removal and take the lane strategies. (Section 3.07.01)

3. Introducing temporary rumble strips as an optional measure to improve driver alertness in reduced speed zones. (Section 5.02.08)

The above changes will address existing lane closure knowledge gaps, and expand the toolkit to improve accessibility and safety in work zones.

The City is launching a new lane closure application in time for the 2021 construction season. This will transition the process away from its current email-based approval system to a web-based interface, allowing increased efficiency and the ability to manage the non-regional street network.

Lane closure requests must be submitted for all work on City right of way, compared to the previous requirement of only on Regional streets. This will allow Public Works to prevent work zone conflicts and track closures outside of the Regional street network. This change will facilitate improved route network monitoring for Winnipeg Transit and will provide the public and 311 with information about some closures that would have been very difficult to access in the past.

The section outlining work zone considerations for pedestrian and bicycle travel has been expanded to include stronger language for construction agencies to make inactive worksites temporarily accessible. Of course, work zones that include open excavations will require long term closures, but for many other work zones, the site can be made accessible between project tasks. Additionally, the Manual will provide direction on when it is appropriate to use a “share the lane” or “take the lane” strategy when bike facilities are closed. Historically, Winnipeg has only used “share the road” signage. An illustration has been added that builds on the existing protected bike lane closure illustration to include parking removal. A larger collection of traffic control setup illustrations is more likely to provide a construction agency with an example more tailored to their work zone.

Temporary rumble strips are being added to the Manual as an optional traffic control device to be used in reduced speed zones. Temporary rumble strips are used in many jurisdictions in Canada, but have not been trialed in Manitoba. The installation practices vary by type of rumble strip and jurisdiction. Coordination with the Transportation Division of Public Works will be required when there is demand for rumble strips in a work zone.

The potential exists for changes to the Provincial Regulations regarding Designated Construction Zones (Regulation 145/2014) after the 2021 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.

Once the 2021 Edition of the Manual has been approved, a letter advising of the new edition and indicating how a 2021 Manual can be accessed on the City’s website will be emailed to 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:** February 25, 2021

Project Name:
Approval of the 2021 Edition of the Manual of Temporary Traffic Control on City Streets

COMMENTS:

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

"Original signed by J. Peters, CPA, CGA"
J. Peters CPA, CGA
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 strategies of promoting sustainable transportation and safety on streets and sidewalks. The 2021 Manual aligns with the Sustainable Transportation strategy by introducing standards for maintaining high levels of accessibility to our transit system and active transportation network of sidewalks and bicycle facilities during work on Winnipeg's streets. The Manual aligns with Our Winnipeg's Safety and Security direction (01-2a) by providing minimum requirements to maintain safe conditions for motorists, cyclists, pedestrians and workers where temporary conditions are present in the public right-of-way.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

The recommendation of this report aligns with the Emission Reduction Sector Targets of Winnipeg's Climate Action Plan by improving the accessibility of public transit and walking/cycling throughout work zones. The 2021 Manual provides increased guidance on improving access to our AT and public transit networks by way of new temporary traffic control devices and temporary traffic control plans.

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: Morgan Glasgow, P. Eng., Traffic Network Engineer
Collen Flather, P. Eng., Traffic Management Engineer
Date: March 1, 2021

Attachments:

Appendix A: 2021 Manual of Temporary Traffic Control on City Streets