

**Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works –
November 4, 2019**

REPORTS

**Item No. 17 Signage Options – St. Matthews Avenue and Arlington Street
(Daniel McIntyre Ward)**

STANDING COMMITTEE DECISION:

The Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service and received the report as information.

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DECISION MAKING HISTORY:

Moved by Councillor Sharma,

That the recommendation of the Winnipeg Public Service be concurred in.

Carried

STANDING COMMITTEE RECOMMENDATION:

On June 25, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the City Centre Community Committee and directed the Winnipeg Public Service to report back to the Standing Committee within 60 days on potential signage options to decrease confusion for motorists approaching the intersection of St. Matthews Avenue and Arlington Street.

COMMUNITY COMMITTEE RECOMMENDATION:

On June 4, 2019, the City Centre Community Committee passed the following motion:

WHEREAS St. Matthews Avenue increases in width from two-lanes east of Arlington Street, to four lanes west of Arlington Street;

AND WHEREAS motorists traveling eastbound on St. Matthews at Arlington Street have a protective permissive turn in the left hand lane;

AND WHEREAS motorists travelling westbound can continue straight through the intersection only if they are closer to right hand portion of the westbound lane;

AND WHEREAS motorists travelling westbound cannot continue straight through the intersection if they are closer to left hand portion of the westbound lane, because of the increase in the number of lanes, and the configuration of St. Matthews Avenue east of Arlington Street;

AND WHEREAS the intersection markings at St. Matthews Avenue westbound approaching Arlington Street are unclear, which causes further confusion for motorists;

THEREFORE BE IT RESOLVED that the Winnipeg Public Service report back to the Standing Committee within 60 days on potential signage options to decrease confusion for motorists approaching the intersection of St. Matthews Avenue and Arlington Street;

and forwarded to the Standing Policy Committee on Infrastructure, Renewal and Public Works.

ADMINISTRATIVE REPORT

Title: Signage Options – St. Matthews Avenue and Arlington Street

Critical Path: Standing Policy Committee on Infrastructure Renewal and Public Works

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P.Eng.	J. Berezowsky	P. Olafson, Interim CFO	D. Wardrop, Acting Interim CAO

EXECUTIVE SUMMARY

The Winnipeg Public Service has reviewed signage options to decrease confusion for westbound motorists approaching the intersection of St. Matthews Avenue and Arlington Street (where one lane becomes two). Based on the currently approved traffic control devices, there is no existing optimal signage solution for this grandfathered intersection design. The Winnipeg Public Service will consult with the Province of Manitoba regarding the trial use of a non-standard sign.

While reviewing the parking and stopping regulations on westbound St. Matthews Avenue, it was also observed that the “No Stopping” regulation on westbound St. Matthews Avenue near-side the intersection has been missing for some time. The Winnipeg Public Service will reinstall this regulation. Ensuring that this short section of curb lane is free of parked/stopped vehicles allows through traffic to travel closer to the right-hand portion of the westbound lane, which is consistent with the original Community Committee motion and the preferred operation due to the offset alignment of the intersection

RECOMMENDATIONS

1. That this report be received as information.

REASON FOR THE REPORT

On June 25, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the City Centre Community Committee and directed the Winnipeg Public Service to report back to the Standing Committee within 60 days on potential signage options to decrease confusion for motorists approaching the intersection of St. Matthews Avenue and Arlington Street.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no implications as a result of this recommendation.

The total estimated cost of installing the No Stopping signage as well as manufacturing and installing the proposed new signage is \$300.00 and will be charged to the 2019 Public Works Department operating budget.

HISTORY/DISCUSSION

BACKGROUND INFORMATION



Figure 1: St. Matthews Avenue and Arlington Street Intersection Configuration (Photo Source: Google Maps)

On June 25, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the City Centre Community Committee and directed the Public Service to consider signage, and other, improvements to the intersection of St. Matthews Avenue and Arlington Street.

St. Matthews Avenue is a collector street in the segments abutting Arlington Street. On the east side of the intersection (see Figure 1, above), St. Matthews Avenue is one lane in each direction, with a ten-metre-wide, concrete roadway. On the east side, both sides of St. Matthews Avenue have a concrete sidewalk. The south sidewalk is separated by a grass boulevard; the north sidewalk is back of curb.

St. Matthews Avenue is also a collector street on the west side of the intersection with Arlington Street, but the width is increased to fourteen metres. On the west side of the intersection, St. Matthews Avenue has two lanes of traffic in each direction in addition to stencils for a bicycle sharrow (shared lane markings).

The change in width of St. Matthews Avenue at Arlington Street results in confusion for motorists who must select lanes as they proceed through the intersection.

The disposition for this report asks for analysis of possible signage (or other applicable) solutions to clarify travel paths.

ANALYSIS

The concern identified in the Community Committee motion is in relation to the offset alignment of the westbound lanes far-side of the intersection. Figure 1 above shows the alignment of St. Matthews Avenue at Arlington Street.

Approved Traffic Control Devices for use in Manitoba are prescribed in Manitoba Regulation 13/2019 (Traffic Control Devices Regulation). Existing signage options to decrease confusion for westbound motorists approaching the intersection have been reviewed. Based on the currently approved traffic control devices, there is no existing optimal signage solution for this grandfathered intersection design.

The Winnipeg Public Service will consult with the Province of Manitoba regarding the trial use of a custom sign. The sign is proposed to have the “black on yellow” colour theme consistent with other warning signs. See Figure 2, below. The sign depicts that one lane becomes two, which is the condition at this location; no sign currently in the Traffic Control Devices Regulation depicts this condition. However, the proposed sign is consistent with the look/style of types that are in the regulation. This sign could be manufactured internally and installed relatively rapidly, depending on how expeditiously the trial application process proceeds. The Public Service would be willing to work with the Province to fine-tune the design.

If the Province of Manitoba is unwilling to approve this as a trial, we will work with them to explore other options; however, in this instance, a custom sign denotes the condition with a simple, readily understandable message that does not require additional text.

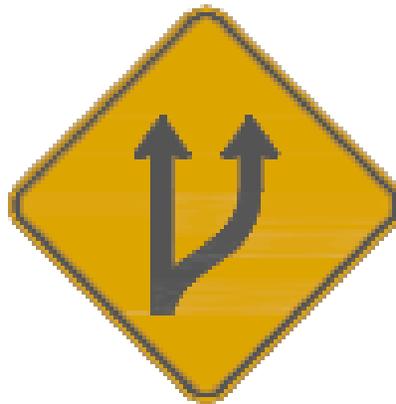


Figure 2: Proposed Signage (Concept)

Intersection guiding lines were also considered, but the geometry of the intersection does not meet the criteria for these pavement markings.

While reviewing the parking and stopping regulations on westbound St. Matthews Avenue, it was also observed that the “No Stopping” regulation near-side the intersection, along the north curb, has been missing for some time. The Winnipeg Public Service will reinstall this signage. Ensuring that this short section of curb lane is free of parked/stopped vehicles allows through

traffic to travel closer to the right-hand portion of the westbound lane, which is consistent with the Community Committee motion outlining the problem and the preferred operation due to the offset alignment of the intersection.

FINANCIAL IMPACT**Financial Impact Statement**Date: **September 9, 2019****Project Name:****First Year of Program****2019****Signage Options – St. Matthews Avenue and Arlington Street**

	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Capital					
Capital Expenditures Required	\$ -	\$ -	\$ -	\$ -	\$ -
Less: Existing Budgeted Costs	-	-	-	-	-
Additional Capital Budget Required	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Funding Sources:					
Debt - Internal	\$ -	\$ -	\$ -	\$ -	\$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Total Additional Capital Budget Required	<u>\$ -</u>				
Total Additional Debt Required	<u>\$ -</u>				
Current Expenditures/Revenues					
Direct Costs	\$ 300	\$ -	\$ -	\$ -	\$ -
Less: Incremental Revenue/Recovery	-	-	-	-	-
Net Cost/(Benefit)	<u>\$ 300</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Less: Existing Budget Amounts	300	-	-	-	-
Net Budget Adjustment Required	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Additional Comments: Direct costs of \$300.00 represent the estimated costs to manufacture and install signage on St. Matthews Avenue at Arlington Street. These expenses will be charged to the 2019 Public Works Department operating budget.					

"Original Signed by J. Peteres, CPA, CGA"

J. Peters CPA, CGA

Acting 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 strategic goal of a safe, efficient and equitable transportation system for people, goods and services in the Sustainable Transportation Direction Strategy that supports OurWinnipeg.

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: T. Jangula, C.E.T., Traffic Analyst
C. Flather, P.Eng., M.Sc., Traffic Management Engineer
Date: September 10, 2019
File No.: C-09