

FOR IMMEDIATE RELEASE:

Another Devious Tactic in Winnipeg's Predatory Photo-Enforcement Scheme: Intentionally Inadequate Signage

City of Winnipeg violates traffic signage requirements in reduced speed zones to entrap motorists and maximize revenue grab. WiseUpWinnipeg demands full and immediate refunds for all tickets issued in zones with inadequate signage

Feb. 16, 2011 Winnipeg, Mb. – The City of Winnipeg is once again demonstrating the predatory nature of its photo-enforcement program by employing devious tactics to entrap Winnipeg motorists and bilk them for millions of dollars in illicit ticket revenue. By posting grossly inadequate signage in reduced speed zones such as Grant Ave, near Wilton St., the City is unfairly capitalizing on motorists' lack of awareness of the speed reduction. Placement of consistent and visible signage is critical for driver recognition and compliance which is why all traffic control devices and signage in Canada are standardized under the *Manual for Uniform Traffic Control Devices* (MUTCD). The City of Winnipeg has stated that it does adhere to MUTCD standards yet many deficiencies exist, ironically, at locations associated with photo-enforcement intersections and mobile unit photo-radar enforcement.

The intersection of Grant Ave. at Wilton St. is particularly pertinent given that intersection-camera is among the top producers of speeding offence violations. Why is this intersection such a money-maker for the City? Answer: There is only a single sign designating the reduced speed from 60 km/hr down to 50 km/hr zone on westbound Grant Ave. approaching Wilton St. and it violates MUTCD standards because it exceeds the 3.0 meter maximum height set out in the Manual (see pictures below). Placement of the 50 km/hr sign more than 2 feet higher than the MUTCD maximum height limits motorists' ability to see the sign especially at night because it is beyond the scope of the head-light beam.

"If the City really wanted to alert motorists to slow down here it would post adequate and proper signage on the roadway, but that would reduce the outrageous violation revenue generated by this particular intersection-camera," says Todd Dube of WiseUpWinnipeg.com. "For signage to be effective it has to be properly and consistently placed as per MUTCD requirement so as to optimize visibility for motorists, otherwise what is the point? Unless of course the point is revenue and not safety."

In stark contrast to the minimal and often MUTCD-violating speed signage placed by the City of Winnipeg, Manitoba provincial roadways boast much larger speed signs with placement on both sides of the roadway to achieve recognition and compliance. An example is pictured below. The Province of Manitoba strictly adheres to all MUTCD standards. But why would provincial signage be so much more robust and visible than those placed within the City of Winnipeg? If both systems are claiming to adhere to the same MUTCD standards, then why the difference in their application?

"City signage does not meet MUTCD standards by design as a means of entrapping motorists who are unaware of the reduced limit. The Grant at Wilton scenario is a clear example of the predatory intent behind the program," adds Larry Stefanuik of WiseUpWinnipeg.com.

By violating the MUTCD standards, which the City itself proclaims to adhere to, the City of Winnipeg has illegally ticketed and fined many thousands of motorists at the Grant and Wilton intersection. WiseUpWinnipeg and all victims that have been unfairly targeted by this "wanton invoicing of Manitoba vehicle owners" hereby demand a full and immediate refund of all fines collected at this intersection. WiseUpWinnipeg also serves notice to the City of Winnipeg that it will continue to expose other examples of inadequate and improper signage related to photo-enforcement zones across the city.

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As a courtesy, WiseUpWinnipeg representatives will attend the location of the discussed speed sign in advance of the Grant/Wilton intersection at 2:30 PM on Wednesday, Feb. 16th, 2011 to take questions and make further comment.

Media Contacts:

Todd Dube

Ph. 204-795-5120

e-mail: mediascene@mymts.net

website: www.wiseupwinnipeg.com

Larry Stefanuk

Ph. 204-481-1746

e-mail: larry@wiseupwinnipeg.com

website: www.wiseupwinnipeg.com

Photo Evidence:



Photo showing measuring apparatus for maximum MUTCD height and distance standards for speed-limit signage (maximum 3.0 meters high by maximum 2.0 meters distance (reach) from the curb)



Photo of MUTCD height standard applied to the single reduced-speed limit sign on westbound Grant Ave. approaching camera intersection at Wilton St. The sign significantly exceeds the 3.0 meter maximum height.



Night photo of westbound Grant Ave. approaching Wilton St. showing how the speed limit sign is not illuminated by the scope of a headlight beam and thus not recognized by motorists as a reduced speed-zone.



Photo showing how the posted 60kph speed-limit sign on westbound Grant (preceding reduced-speed sign at issue) near Pembina Hwy does comply with maximum MUTCD height standards.



Photo showing MUTCD compliant speed signs on a Province of Manitoba roadway – signage is on both sides of the road, at proper height for driver visibility and is much larger than City of Winnipeg signs.