

# NCUTCD Report on TOMSC Fall 2018 Meeting

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Crystal City, Virginia

Ernest Huckaby  
MUTCD Consultant Services

# TOMSC Meeting Saskatoon, Saskatchewan September 29-30, 2018



# **Election of Executive Committee of the TOMSC 2019-2020**

- o Chair – Daniel Beaulieu (Montreal)
- o Vice Chair – Winston Chou (Vancouver)
- o Secretary – Cathy Robertson (Halton, ON)
- o VC Emerging Technologies – Ravi Seera (Calgary)
- o VC Editing and Publication – Alan Aitken (Prince Edward Island)
- o VC Rules of the Road – Phil Edens (Ottawa)
- o VC Applications and Practices – Greg O'Brien (WSP)
- o VC Development and Devices – Taso Koutroulakis (Halifax)
- o Past Chair – Alf Guebert (Watt - Calgary)

# Final Report Project 310 – Wider Pavement Markings for Standard Applications

Table ES.1: Wider Pavement Marking Dataset Description

Jurisdiction	Number of Sites	Post-Treatment Years Available (Average)	Road Class	Number of Sites per Road Class	Treatment
Alberta	23	3.48	Rural / Divided	16	Widen edge and median marking lines from 100 mm to 150 mm
			Rural / Undivided	7	Widen edge lines and Centerline marking from 100 mm to 150 mm
British Columbia	10	3.42	Rural / Undivided	8	Widen the edge lines on <u>both sides of the road</u> from 100 mm to 200 mm (4 sites)
			Rural / Undivided	2	Widen the edge lines on <u>one side of the road</u> only from 100 mm to 200 mm (4 sites)
			Rural / Divided	2	Widen the median lines from 100 mm to 200 mm
Quebec	5	2.36	Rural / Undivided	5	Widen edge lines on both sides of the road from 100 mm to 200 mm

# Final Report Project 310 – Wider Pavement Markings for Standard Applications

## Conclusion:

- There are safety benefits associated with wider longitudinal pavement markings within a rural context
- Recommendations are applicable for rural locations
- No data available to support evaluation of wider longitudinal pavement markings in urban context





# Final Report Project 317 – Update to TAC Guide for the Design of Roadway Lighting



## Guide for the Design of Roadway Lighting

Volume 1 – Fundamentals



September 2018



## Guide for the Design of Roadway Lighting

Volume 2 – Design



September 2018

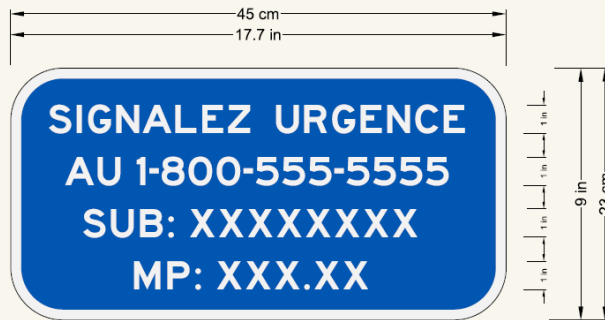
# Final Report Project 344 – Retro-reflective Sign Post Enhancement

Recommendation : Retro-reflective sign post enhancements be adopted as a device in the Manual of Uniform Traffic Control Devices for Canada as a discretionary enhancement device.

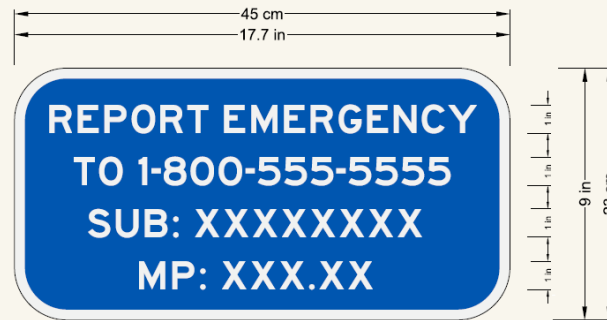


# Final Report Project 355 Railway Crossing Emergency Notification Sign (ENS)

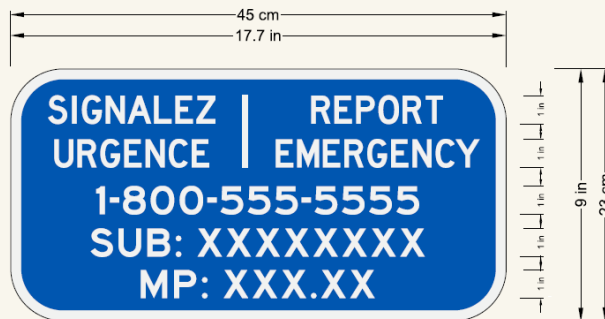
**French Version**



**English Version**



**Bilingual Version**



ENS STANDARDIZATION PLATE	
SCALE	NTS
MATERIAL A	0.0625 IN. (22 GAUGE) VULCAN ALUMINUM, CORNER ROUND TO 1.5 IN.
MATERIAL B	3M HIGH INTENSITY WHITE PRISMATIC REFLECTIVE (3930)
COLOR	3M 800 SERIES TRANS BLUE (INK)



The background of the image is a close-up, high-contrast photograph of bright orange and yellow flames. The flames are dynamic and appear to be rising from a dark surface, with some reflection visible at the bottom. The overall color palette is dominated by the warm tones of fire against a black background.

**TOMSC HOT TOPICS**

**FALL 2018**

**SASKATOON**

# Gateway Speed Limits



CITY OF OTTAWA



- Gateway area is bounded by arterial streets
- Speed limit signage not necessary within the zone

# Shared Streets and Bicycle Boulevards in Québec

- Two new concepts integrated to the Highway Safety Code:
  - ✓ Shared streets: public highway on which pedestrian traffic has priority
  - ✓ Bicycle boulevards: public highway on which bicycle traffic is facilitated
- Measures to encourage users to share the road
- Based on European concepts, notably
- A municipality may, by by-law, identify a shared street or bicycle boulevard



*Transports,  
Mobilité durable  
et Électrification  
des transports*

Québec 

## Traffic rules applicable to road users

- Pedestrians
  - ✓ May choose where to walk and go in any direction
  - ✓ May cross the street at any location at any time
- Priority to pedestrians throughout the roadway
  - ✓ The driver of a road vehicle or a cyclist must yield the right of way to any pedestrian
- Regulations for drivers who pass or meet a cyclist (sufficient space)
- Speed limit of 20 km/h
- + Duty of care. All road users must be careful and considerate toward more vulnerable users (all public roads)



# ASSOCIATION QUÉBÉCOISE DES TRANSPORTS (AQTR)

## Project no 1 – « Play in the street »

- The new « *Code de sécurité routière* » (Québec's Rules of the road) allow the municipalities to permit the children to use the roadway as a « play zone »
- A new warning sign would then be installed but it is not as a regulatory sign
- The code stipulates that the municipalities has to adopt a bylaw to that effect
- The MTMDET has no jurisdiction in this matter
- There is a lot of political pressure to implement these « play zones »



# ASSOCIATION QUÉBÉCOISE DES TRANSPORTS (AQTR)

## Project no 2 – 30 km/h Speed Limit

- The 30 km/h speed limit exists since many years in QC
- Since a few years municipalities do not need to ask the Ministry to approve the speed limit when different than 50 km/h
- Some boroughs and municipalities apply the 30 km/h speed limit on a area-wide basis without any engineering study but just by changing the Speed Limit signs alone (without any other roadway changes or traffic calming measures)

# ASSOCIATION QUÉBÉCOISE DES TRANSPORTS (AQTR)

## Project no 4 – Yellow crosswalks

- We can see many mistakes in the field i.e. white instead of yellow and vice-versa
- In Arizona and California, state law requires school crosswalks to be painted yellow instead of white
- However, little evidence shows that yellow crosswalks are more visible than the standard white crosswalks.
- A study of strong yellow / green (SYG) pavement marking around schools in Chicago found that the color produced no noticeable decrease in the 85th percentile speed of motorists traveling along the road

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# Grade Separation Guidelines

**Transport Canada  
seeking feedback  
for  
Rail Safety at Grade  
Crossings**



# TOMSC Meeting Ottawa, April 5-6, 2019





**THANK You**

**Ernest Huckaby**

[mutcdhuckaby@yahoo.com](mailto:mutcdhuckaby@yahoo.com)

**301-859-4195**