Election of Executive Committee of the TOMSC 2019-2020

- Chair – Daniel Beaulieu (Montreal)
- Vice Chair – Winston Chou (Vancouver)
- Secretary – Cathy Robertson (Halton, ON)
- VC Emerging Technologies – Ravi Seera (Calgary)
- VC Editing and Publication – Alan Aitken (Prince Edward Island)
- VC Rules of the Road – Phil Edens (Ottawa)
- VC Applications and Practices – Greg O’Brien (WSP)
- VC Development and Devices – Taso Koutroulakis (Halifax)
- Past Chair – Alf Guebert (Watt - Calgary)
# Final Report Project 310 – Wider Pavement Markings for Standard Applications

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

Table ES.1: Wider Pavement Marking Dataset Description
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 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)

<table>
<thead>
<tr>
<th>French Version</th>
<th>English Version</th>
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<tbody>
<tr>
<td>SIGNALEZ URGENCE</td>
<td>REPORT EMERGENCY</td>
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<tr>
<td>AU 1-800-555-5555</td>
<td>TO 1-800-555-5555</td>
</tr>
<tr>
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<td>MP: XXX.XX</td>
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<td>SIGNALEZ REPORT</td>
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<td>MP: XXX.XX</td>
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<table>
<thead>
<tr>
<th>ENS STANDARDIZATION PLATE</th>
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<tbody>
<tr>
<td>SCALE: NTS</td>
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<tr>
<td>MATERIAL: 0.025 IN (22 GAUGE) VULCAN ALUMINUM, CORNER ROAD TO 1.3 IN.</td>
</tr>
<tr>
<td>MATERIAL ST: 3M HIGH INTENSITY WHITE PRISMATIC REFLECTIVE (3930)</td>
</tr>
<tr>
<td>COLOR: 3M 80 SERIES TRANS BLUE (INK)</td>
</tr>
</tbody>
</table>
Gateway Speed Limits

- Gateway area is bounded by arterial streets
- Speed limit signage not necessary within the zone
Shared Streets and Bicycle Boulevards in Québec

- Deux nouveaux concepts intégrés dans le Code de la sécurité routière :
  - Rues partagées : voie publique sur laquelle la circulation piétonne a la priorité
  - Boulevards cyclables : voie publique sur laquelle la circulation cycliste est facilitée

- Mesures pour encourager les utilisateurs à partager la route

- Basé sur des concepts européens, notamment

- Une municipalité peut, par décret municipal, identifier une rue partagée ou un boulevard cyclable.

Transport, 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)**

Shared Streets

Québec
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 »
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)
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

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