

ITEM 15

MANAGER'S REPORT NO. 43

COUNCIL MEETING June 11/73

15. Re: Stop Sign at Railway Tracks South of Imperial Street on Nelson Avenue
(Item 21, Report No. 41, May 28, 1973)

Council, at its meeting of May 28, 1973, received the Municipal Manager's report concerning the above subject and referred the matter back for a recommendation as to what can be done to resolve the problem of many motorists not obeying stop signs at the subject railway crossing.

As noted with the following report, dated June 5, 1973 from the Municipal Engineer to the Manager, installation of yield signs to replace existing stop signs is now being presented as a new alternative for consideration of the Minister of Commercial Transport.

The Municipal Engineer is of the opinion that where a stop sign is installed, the placing of responsibility in the event of collision can become the subject of considerable controversy, whereas, a yield sign, giving rail traffic the right-of-way, considerably reduces the probability of controversy.

In the opinion of the Municipal Engineer, yield signs together with standard advance warning signing should provide the safety features desired at the subject railway crossing.

A further report will be provided to Council when we receive a reply from the Minister of Commercial Transport with respect to our proposal that yield signs be installed.

This is for the information of Council.

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TO: Municipal Manager

DATE: 5 June/73.

FROM: Municipal Engineer

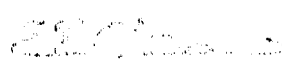
SUBJECT: Nelson Avenue at Both Imperial Street and the Railway
Tracks to the South

As noted in our previous report, we could find no problem related to the existence of stop signs at the captioned railway crossing other than the reluctance of many motorists to obey them. These violations, of course, are an offence under the Provincial Motor Vehicle Act and could be resolved at least temporarily by enforcement.

The Minister of Commercial Transport on the advice of their Chief Engineer as late as February 1970 has reiterated its position that the only acceptable alternative for the existing stop signs would be automatic signalization. It is our opinion that the crossing certainly does not warrant the installation of signals any more than the numerous other crossings along this particular rail-line.

In view of the above, we would recommend no action be taken at this time as the only apparent alternative to stop sign control is signalization. In the meantime, we will, in view of the number of violations to the existing stop sign control, again write to the Minister and suggest replacing the stop signs with yield signs. This, at least, places the responsibility on the motorist should he be in collision with a train and absolve the railway of any blame.

HB:pm


MUNICIPAL ENGINEER