

ITEM	2
MANAGER'S REPORT NO.	21
COUNCIL MEETING	April 5/76

Re: LETTER FROM MR. C.E. LOCK THAT APPEARED ON THE AGENDA FOR THE MARCH 29, 1976 MEETING OF COUNCIL (ITEM 4)

Following is a report from the Municipal Engineer regarding a number of inquiries that were contained in a letter from Mr. C.E. Lock which appeared on last week's agenda.

The R.C.M.P. are in agreement with the Engineer's comments regarding the legal movement of vehicles over double solid lines as expressed in Item 4 on Page 104. Such turns are permitted providing that vehicles do not interfere with other traffic or persons and do not encroach on or traverse over an island or a median.

RECOMMENDATION:

1. That a copy of this report be sent to Mr. C.E. Lock.

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TO: MUNICIPAL MANAGER

1 APRIL, 1976

FROM: MUNICIPAL ENGINEER

RE: CORRESPONDENCE AND PETITIONS FROM CHARLES E. LOCK

Mr. C. Lock in his letter of complaint undated, complained about four different situations and numbered these in his letters, 1, 2, 3 and 4. We will reply to these points in the same order as they appeared in Mr. Lock's letter.

1. As a rezoning condition, Marlborough Avenue from Kingsway to Newton Street had to be widened from the west side and a new sidewalk installed with a curb return to the east sidewalk on Kingsway. When the excavation for the sidewalk was carried out it was found that the street light and the B. C. Telephone duct had to be lowered. During the construction at this corner, pedestrians were forced to walk at the edge of the street and Mr. Lock is correct that this condition caused difficult and, sometime perhaps, dangerous walking. This matter was brought to the attention of the contractor and the problem has been corrected.
2. On McKercher Avenue from Kingsway to Hazel Street, the sidewalk is indeed very narrow and undoubtedly at times there is a possibility, as Mr. Lock suggests, of bumping into extended driving mirrors on the parked cars. The sidewalk is an old four foot curbed type and appears to be quite adequate although somewhat congested at certain points due to power poles and sign posts. The parked vehicles do not appear to present any unusual problem and we would not recommend any parking restriction.

The "One Way" sign referred to is actually "Do Not Enter" sign and appears to be fairly obvious to the eastbound movement on Hazel Street; however, we will install an additional sign in order to avoid any confusion to the westbound Hazel Street movement. Our records do not indicate any problems arising from wrong way driving on McKercher Avenue.

3. McMurray Avenue and McKercher Avenue do not intersect. The writer is probably referring to the pedestrian crosswalk at Kingsway and McMurray Avenue which has overhead pedestrian crosswalk signs and is only 300 feet from the signalized intersection of McKercher Avenue and Kingsway. It would not be advisable to install another signal at that location due to the close proximity of the existing signal at McKercher Avenue and Department of Highways input would also be required.

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(cont'd)

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4. Please see attached copy of the Motor Vehicle Act, particularly Section 147, which in effect permits left turns over double solid lines. Left turns are legal.

RECOMMENDATION:

THAT a copy of this report be sent to Mr. C. Lock.

MR:wlh
Attch.


MUNICIPAL ENGINEER

1960

MOTOR-VEHICLE

CHAP. 253

Passing when meeting vehicle.

145. (1) The driver of a vehicle shall drive the vehicle on the right-hand side of the roadway when meeting another vehicle that is moving.

(2) The driver of a vehicle upon a highway that has a width for only one line of traffic in each direction shall, when meeting another vehicle that is moving, drive the vehicle so that the other vehicle shall be able to travel in at least one-half of the main-travelled portion of the highway as nearly as possible. 1957, c. 39, s. 138.

Meaning of highway lines.

146. Notwithstanding anything in this Part contained,

(a) if a highway is marked with a solid double line, the driver of a vehicle shall drive the vehicle to the right of the line only; and

(b) if a highway is marked with a double line consisting of a broken line and a solid line,

(i) the driver of a vehicle proceeding along the highway on the side of the broken line shall drive the vehicle to the right of the double line, except when passing an overtaken vehicle; and

(ii) the driver of a vehicle proceeding along the highway on the side of the solid line shall drive the vehicle to the right of the double line, except only when finishing the passing of an overtaken vehicle; and

(c) if a highway is marked with one single line, broken or solid, the driver of a vehicle shall drive the vehicle to the right of the line, except only when passing an overtaken vehicle. 1957, c. 39, s. 139.

Suspension of ss. 144 and 146.

147. Where the driver of a vehicle is causing the vehicle to enter or leave a highway at a place other than an intersection, if he has ascertained that he might do so with safety and if he does so without in any way affecting the travel of any other vehicle, the provisions of sections 144 and 146 are suspended with respect to the driver while the vehicle is entering or leaving the highway. 1958, c. 31, s. 31.

Duty when overtaking and when overtaken.

148. (1) Except as provided in section 149, the driver of a vehicle overtaking another vehicle

(a) shall cause the vehicle to pass to the left of the other vehicle at a safe distance; and

(b) shall not cause or permit the vehicle to return to the right side of the highway until safely clear of the overtaken vehicle.

(2) Except when overtaking and passing on the right is permitted, a driver of an overtaken vehicle,

(a) upon hearing an audible signal given by the driver of the overtaking vehicle, shall cause the vehicle to give way to the right in favour of the overtaking vehicle; and

(b) shall not increase the speed of the vehicle until completely passed by the overtaking vehicle. 1957, c. 39, s. 140; 1958, c. 31, s. 32.

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