

## District of North Vancouver

355 West Queens Road  
North Vancouver  
British Columbia  
V7N 4N5



Richard Zerr, Director  
Planning, Engineering, Parks and Regulatory Services Division

Telephone 604 987 7131  
Fax 604 984 8664  
Web [www.dnv.org](http://www.dnv.org)

April 25, 2003  
File: 5460-85/00

Mr. Bill Maurer  
2403 Riverside Drive  
North Vancouver, BC  
V7H 1V8

Dear Mr. Maurer:

### **Re: Mount Seymour Parkway At Riverside Drive - Request For Advance Warning**

Further to our March 10, 2003 acknowledgement of your March 6<sup>th</sup> e-mail we have completed our review of your request for the installation of advance warning signals, westbound on Mount Seymour Parkway approaching Riverside Drive.

For your information, when considering the need for advance warning signals we typically look at two criteria. These are the Ministry Of Transportation's Traffic Engineering Design Guidelines and ICBC crash statistics. In general, the Ministries guidelines state that advance warning signals may be considered when at least one of the following is satisfied:

1. The posted speed limit is greater than 70 km/h.
2. The view of the traffic signals is obstructed such that a safe stopping distance is not available.
3. There is a downhill grade approaching the intersection sufficient to require more than normal braking effort.

Based on our field measurements and analysis we have determined that none of the above noted guidelines have been met.

As previously stated, the other consideration that we use when determining the need for advance warning signals is crash statistics. We have recently received several years of detailed crash data for the subject intersection from ICBC. If our analysis of this data shows that there is a high incidence of westbound rear end collisions or another



accident pattern that we believe could be reduced by introducing advance warning, than we may bring this matter forward for budget consideration. We will advise you of our findings once our analysis is complete.

As a result of our field inspections and in an effort to improve upon traffic safety at this intersection we have decided to proceed with the several short-term improvements. The following is a summary of the action we will be undertaking:

- Auxiliary traffic signal heads will be installed for both the westbound and eastbound approaches in order to provide additional "distance visibility". These heads shall be the 300/200/200 mm type and will be mounted on the far right side of the intersection.
- A "Signals Ahead" warning sign will be installed for westbound drivers approaching Riverside Drive. This sign will be installed on the right hand side of the road. An additional sign may be installed in the centre median.
- High intensity reflective tape will be installed on the traffic signal backboards for greater visibility in the fall as part of our annual traffic signal re-lamp program.
- By copy of this letter we will be requesting that the RCMP provide periodic enforcement of the speed limit on Mount Seymour Parkway as well as westbound red signal violations.

As for your comments concerning the red light camera for eastbound drivers, we would be reluctant to recommend it's removal at this time based on some raw data (violation activity) that we have had an opportunity to examine. We have decided to post pone any decisions concerning the installation of a red light camera or advance warning signals for westbound traffic until our analysis of the ICBC crash data is complete.

In closing, we would like to thank you again for taking the time to write us. Please call the undersigned at 990-2384 should you have any questions or concerns.

Yours truly,



Alex Milek  
Traffic Technologist

Cc: RCMP; Sgt. Bob Beaudoin  
Dan Mooney