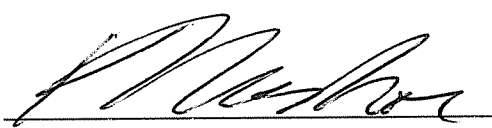




PO Box 1749  
Halifax, Nova Scotia  
B3J 3A5 Canada

**Halifax Regional Council**  
**February 27, 2007**

**TO:** Mayor Kelly and Members of Halifax Regional Council

**SUBMITTED BY:**   
Ken Reashor, P.Eng., Traffic Authority

**DATE:** February 6, 2007

**SUBJECT: Request for Overhead Flashing Lights on Two Lane Roadways**

**INFORMATION REPORT**

**ORIGIN**

Item 9.1.1 raised at the December 5, 2006 meeting of Halifax Regional Council.

**BACKGROUND**

Councillor Murphy noted that most RA-5 signs are flashing amber lights on multi lane roadways and are not on two lane crosswalk locations. He stated that on busy smaller traffic roadways throughout the Peninsula, such as North Street there is a need for flashing lights as there is a high volume of traffic coming off the bridge.

**MOVED by Councillor Murphy, seconded by Councillor Smith, that staff provide a report on the installation of flashing amber RA-5 lights on smaller, busier roadways throughout the Peninsula. MOTION PUT AND PASSED UNANIMOUSLY.**

## **DISCUSSION**

The existing marked crosswalk on North Street at Maynard Street/Fuller Terrace is presently equipped with the basic marked crosswalk installation (which consists of two painted white lines across the roadway and four ground-mounted pedestrian crosswalk signs - two signs for each direction of travel) and is supplemented with overhead illuminated pedestrian crosswalk (RA-5) signs. The two illuminated RA-5 signs which are present at the crosswalk - one sign positioned over the centre of each lane, help to designate the location of the crosswalk at night and provide additional nighttime downlighting over the crosswalk area. Pedestrian-actuated flashing amber lights are intended for use on multi-lane roadways and are not considered necessary at this two-lane crosswalk location.

Pedestrian actuated flashing amber lights are not legally required at any marked crosswalk. They are basically a supplementary traffic control device designed for more complex locations where a driver's attention may be difficult to obtain with a simple marked crosswalk. On wide, multi-lane streets it is often difficult for a pedestrian to make eye contact or to signal his/her intention to cross by raising a hand. Flashers are less useful on a narrower two-lane roadway and can have a negative effect of increasing rear-end vehicle collisions if pedestrians activate the flashers and immediately step into the travelway without first waiting for traffic to slow to a stop.

In the case of the marked crosswalk on North Street at Maynard Street, there is no particular difficulty in conveying a pedestrian's crossing intention to a driver. Some drivers may choose deliberately not to stop and others may be inattentive and fail to stop, but that is not something that flashing lights can overcome.

## **BUDGET IMPLICATIONS**

There are no budget implications.

## **FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN**

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

---

**Request for Overhead Flashing Lights on Two Lane Roadways**  
**Council Report**

- 3 -

**February 27, 2007**

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Vaughn Perrin, Traffic Analyst, 490-4822