

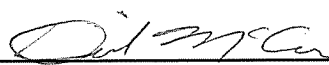
2.



PO Box 1749  
Halifax, Nova Scotia  
B3J 3A5 Canada

**Halifax Regional Council**  
**February 4th, 2003**

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

**SUBMITTED BY:**   
David McCusker, P.Eng., Traffic Authority

**DATE:** January 27th, 2003

**SUBJECT:** Request for Overhead Flashing Lights

**INFORMATION REPORT**

**ORIGIN**

Halifax Regional Council meeting January 14, 2003, item 8.2.2.

## **BACKGROUND**

At the January 14, 2003 Regional Council meeting, Councillor Rankin served a petition containing approximately 182 signatures from residents requesting flashing overhead lights at the intersection of St. Margaret's Bay Road and Church Drive.

## **DISCUSSION**

The existing marked crosswalk on St. Margaret's Bay Road at Church Drive and the Beechville-Lakeside-Timberlea Recreation Centre 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 the 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 St. Margaret's Bay Road at Church Drive, 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.

**ALTERNATIVES**

There are no recommended alternatives.

Additional copies of this report, and information on its status, can be obtained by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

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

VP/bmh