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**Halifax Regional Council**  
**February 25, 2003**

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

**SUBMITTED BY:**

A handwritten signature in black ink, appearing to read "R. Paynter", written over a horizontal line.

Rick Paynter, P.Eng., Director, Public Works & Transportation

A handwritten signature in black ink, appearing to read "T. Koutroulakis", written over a horizontal line.

Taso Koutroulakis, P.Eng., A/Manager, Traffic & Transportation Services

**DATE:** February 11, 2003

**SUBJECT:** **Petition - Reinstatement of Crosswalk - St. Michael's Avenue & Herring Cove Road - West Region**

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### **INFORMATION REPORT**

#### **ORIGIN**

Halifax Regional Council meeting, February 4, 2003, item 8.2.1.

## **BACKGROUND**

Councillor Mosher tabled a petition on behalf of the residents of District 18 containing 884 signatures petitioning for the reinstatement of the crosswalk at St. Michael's Avenue and Herring Cove Road.

## **DISCUSSION**

The petition requesting the reinstatement of the marked crosswalk on Herring Cove Road at St. Michael's Avenue noted that the crosswalk was removed “upon the construction of the new intersection of the Herring Cove Road/Williams Lake Road/private driveway of the new Sobey's store in Spryfield”. The crosswalk, which had been equipped with RA-5 overhead crosswalk lights with flashers and a pedestrian refuge island, was removed in November 2000 when full traffic signals were installed at Williams Lake Road less than 50 meters away.

Having flashing amber beacons too close to a signalized intersection is potentially hazardous because of the overlapping and contradictory signal display. Crossing at a signalized intersection is safer for pedestrians than crossing at a marked crosswalk that is not controlled by stop signs or traffic signals. In order to encourage pedestrians to cross at traffic signals, uncontrolled crosswalks are no longer installed within 200 meters of a signalized intersection. Pedestrians still have the legal right to cross Herring Cove Road at St. Michael's Avenue if they wish, but the absence of crosswalk signs, lines, and beacons will induce them to use more caution or to take a few extra steps to cross safely at the signals.

With regard to the reference in the petition to “several accidents involving cars and pedestrians at that precise location since the removal of the crosswalk facility”, a review of accident records for the Herring Cove Road/St. Michael's Avenue intersection indicates that there have been no pedestrian injury accidents reported since the marked crosswalk was removed. However, in the 5 years prior to the installation of the RA-5 overhead crosswalk signs with flashers in November 1993 there were 2 pedestrian injury accidents (in 1990 and 1993) and 3 pedestrian injury accidents which occurred in the 5 years after the RA-5 signs were installed (2 in 1994 and 1 in 1996).

In conclusion, HRM is complying with accepted traffic engineering principles by removing an uncontrolled marked crosswalk in proximity to traffic signals on a high volume multi-lane roadway in order to reduce the rate of pedestrian injury collisions.

## **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: *VP* Vaughn Perrin, Traffic Analyst, 490-4822.

VP/bmh