



CITY OF  
ST. CATHARINES

## Corporate Report

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**Report from** Transportation & Environmental Services, Operations

**Date of Report:** April 11, 2013

**Date of Meeting:** April 29, 2013

**Report Number:** TES-111-2013

**File:** 77.37.99

**Subject:** Flashing Beacon Removal – Lake Street at Wellington Street

### Recommendation

That Council direct staff to proceed with the removal of the overhead flashing beacon at the intersection of Lake Street and Wellington Street. FORTHWITH.

### Background

Horizon Utilities is proposing to relocate several poles along Lake Street and Wellington Street in the near future. One of the poles in question currently supports a City-owned overhead flashing beacon at the intersection of Lake Street and Wellington Street (flashing red in all directions). Unfortunately, as this pole is being relocated to an area away from the intersection, it can no longer be used to support the City's overhead flashing beacon. As such, the City must decide whether to reinstall a new pole and beacon assembly at the intersection or remove the flashing beacon altogether.

### Report

Within the area of concern, Lake Street is a two-lane, two-way collector road that connects Welland Avenue to Ontario Street while Wellington Street is a two-lane, two-way local road that connects Welland Avenue to Church Street. The intersection is currently controlled by an all-way stop. A four-way overhead flashing beacon currently exists at the intersection and provides supplementary information to drivers about the operation of the intersection (flashing red in all directions).

As noted, Horizon Utilities will be working on pole relocation in the area and, as a result, the flashing beacon will need to be relocated or removed. The estimated cost for relocating the beacon is approximately \$15,000, which has not been accommodated in the 2013 Operating Budget.

Staff have undertaken a review of the intersection to investigate the feasibility of removing the beacon. There has been one collision at this intersection in the past five years and complaints regarding the operation of the intersection have been few. The intersection is illuminated by street lights on all approaches and stop sign visibility is excellent. Sight lines are adequate from all approaches.

In general, flashing beacons are typically installed at intersections where sight lines are limited, driver expectation/compliance is low or where numerous collisions have been recorded and can not be corrected by other means. As the intersection is already controlled by an all-way stop and sight lines and stop sign visibility are not a concern, staff recommend the removal of the overhead flashing beacon at this location.

**Financial Implications**

If approved, the City will save approximately \$15,000 by not replacing the existing overhead flashing beacon at the intersection as well as approximately \$500 in annual operating costs (electrical power and maintenance).

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