



Submission to the Nov. 25, 2021 Transportation Standing Committee re Replacement of AO 2015-004-OP, Respecting Traffic Calming

Transportation Standing Committee:

Given the significantly increased investment in Traffic Calming in 2021/22 we agree it is an appropriate time to review the Administrative Order respecting **Traffic Calming**.

The Staff report raises a number of issues documented by the Walk 'n Roll submission. We agree with and support Walk 'n Roll's observations and share their questions.

Is AO 2015-004-OP appropriately focused?

While we cannot argue with any investment in road safety, including efforts of Traffic Calming we do question whether the efforts (and investment) are focused where the greatest impact on road safety could be achieved. The fact is the vast majority of collisions do not occur on Local or Minor Collector Streets but rather Major Collector, Arterial and Expressways.

A review of Open Data pedestrian collisions demonstrates the vast majority of collisions occur on Major Collector and Arterial roads, e.g. in District 6 on Waverley, Woodlawn, Caledonia and Main, with relatively few on roads eligible for Traffic Calming, e.g. Booth, Carver, Guysborough, Helene, Spikenard

We appreciate it is considerably more difficult, and costly, to modify Major Collector and Arterial roads to address the road safety issues present but doing so is the only way to materially address road safety in HRM, and have any hope of achieving the Strategic Road Safety Framework goal of Towards Zero. Efforts 'around the edges', while admirable will not materially move the needle on road safety.

As such the Crosswalk Safety Society of Nova Scotia recommends

- 1. in addition to the Local and Minor Collector roads currently eligible for Traffic Calming under AO 2015-004-OP Staff be directed to develop Action Plans to expressly address the much more significant road safety issues on Major Collector and Arterial roads, and**
- 2. in light of the fact AO 2015-004-OP only address local neighbourhoods the Administrative Order be renamed to 'Respecting Neighbourhood Traffic Calming'**

Project Ranking

Figure 1 is very revealing, confirming the impact of Traffic Calming on speed is relatively low where the 85th Percentile Speeds were originally relatively low. As such the proposed change to reinstate the 45 km/h minimum speed threshold strikes us as reasonable. In fact given the preponderance of examples where the original 85th Percentile Speed was greater than 50 km/h we question why the minimum speed threshold is not set to 50 km/h.

With respect to the Collisions criteria we do not understand why a maximum number of points would apply. At the end of the day the goal is to eliminate collisions. If collision continue to occur, especially those resulting in injury we believe they all should be reflected in the assessment, that an arbitrary limitation is not appropriate.

As such the Crosswalk Safety Society of Nova Scotia recommends

- 1. the minimum speed threshold be set at 50 km/h, and**
- 2. there be no maximum points in respect of the number of, and injury impact of collisions**

We thank you for your time and attention in considering our Society's input.

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Norm Collins, President

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