



**Submission to the Transportation Standing Committee  
re Pedestrian Push Buttons  
provided by The Crosswalk Safety Society of Nova Scotia  
January 20, 2021**

---

We read the January 12, 2021 Staff report related to **Pedestrian Push Buttons** with confusion and disappointment.

Following are a number of observations we ask you to consider

**Pedestrians first**

It is disappointing a report addressing pedestrian mobility makes no reference to the Integrated Mobility Plan (IMP). Where the IMP clearly places pedestrians at the top of the pyramid it is troubling to read an objective that continues to express a ‘balance’ between pedestrians and other users.

**What is appropriate and inappropriate?**

Staff speaks to ‘appropriate’ and ‘inappropriate’ locations for pedestrian push buttons without ever defining the parameters on which those decisions were made. At the very least these terms need to be quantified / defined in order the Members of TSC can assess whether or not you agree with the definitions.

Furthermore we question what evidence was used to determine what is appropriate or inappropriate, along with what evidence is the basis for the statement the proposed changes will result in “... *increased delays* ...” for pedestrians.

## Inconsistent recommendations

We have identified a number of recommendations that appear inconsistent. Consider Ochterloney St and Maple St, a location where a new pedestrian recall is recommended for all crosswalk crossings yet only 400 metres away, at Prince Albert Rd and Hawthorne St has no recommended change. Both are within the Gordon Transit Suburb. The inconsistent approach is perplexing. This is but one of a number of apparent inconsistent specific locations issues we have identified that are difficult to understand.

## Implementation

The Report speaks to each Traffic Signal Analyst implementing 48 changes over more or less six months, or 8 per month. Without knowing how much time each implementation takes we suggest a more aggressive implementation plan be considered. Furthermore we fail to understand why the programming cannot be commenced immediately with the decals added later when the temperatures warm. We recommend programming changes begin immediately along with a communications program in advance of the application of the decals.

## Alternatives

We believe there is a glaring absence of another alternative, that being to entirely do away with the need for pedestrians to push a button to cross a road other than for Accessible Pedestrian Signals (APS) for the blind and visually impaired. We continue to believe that in the context of the IMP's priority of pedestrians TSC consider removing many more pedestrian push buttons, if not all (other than for APS purposes).

The IMP reflects a Complete Streets Hierarchy that recognizes pedestrians at the top of the pyramid (and drivers at the bottom). Removing pedestrian push buttons other than for APS purposes is a decision in keeping with the IMP and Complete Streets.



Thank you for your consideration of our Society's input.