

**HALIFAX**

# **Road Safety for Pedestrians**

Presentation to TSC

Transportation Standing Committee  
January 23, 2020

# Strategic Road Safety Framework: Emphasis Areas

## **INTERSECTION RELATED**

*All collisions occurring within an intersection*



## **YOUNG DEMOGRAPHIC**

*Collisions that involve people under 25*



## **PEDESTRIAN COLLISIONS**

*Collisions that involve any person who is not riding in or on a vehicle*



## **AGGRESSIVE DRIVING**

*Collisions that result from behaviours like following too close, speeding, disobeying traffic control, improper passing and more*



## **DISTRACTED DRIVING**

*Collisions that result from inattention*



## **IMPAIRED DRIVING**

*Collisions where the driver is impaired or under the influence of drugs or alcohol*

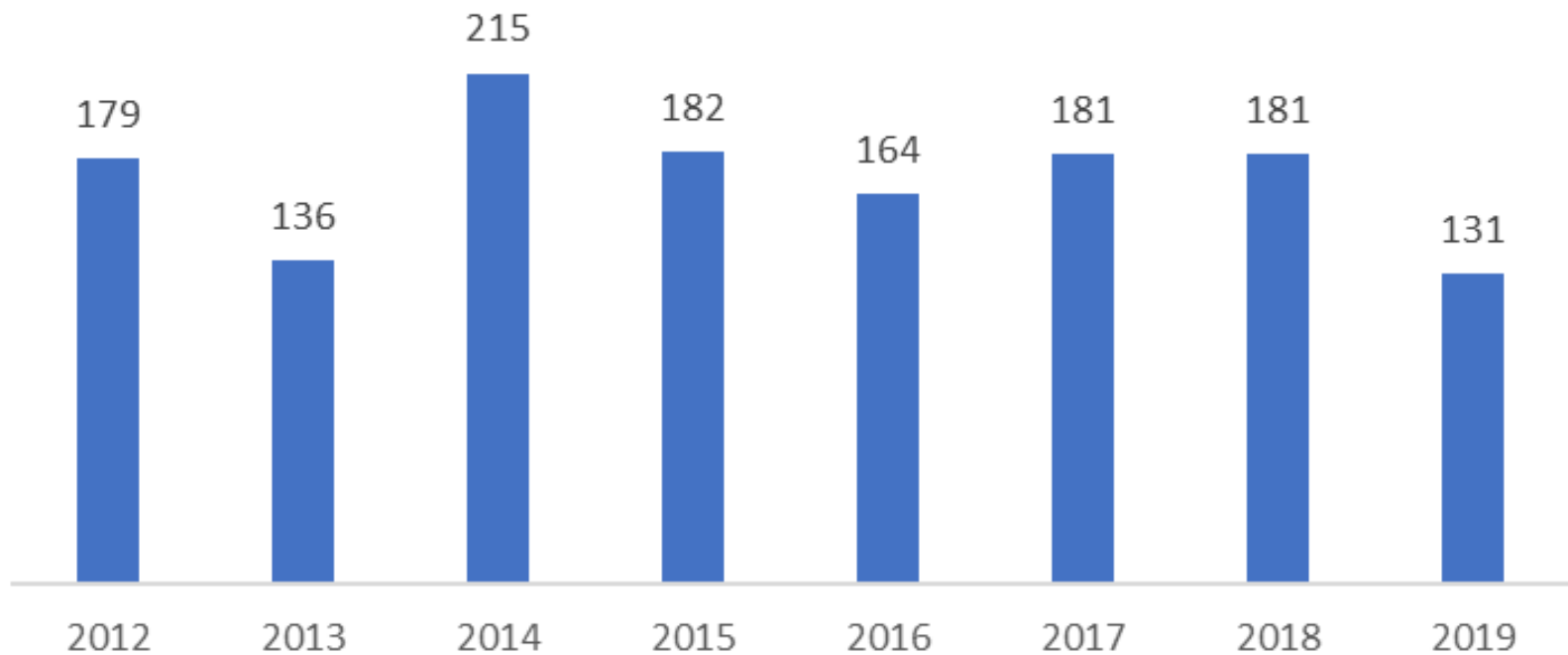


## **BICYCLIST COLLISIONS**

*Collisions that involve someone on a bicycle*



## Total Pedestrian Collisions Occurring Within the HRM Right of Way



# Strategic Road Safety Framework: Countermeasures

- Engineering, Education, and Enforcement.



- Countermeasures are chosen based on:
  - The likelihood of success;
  - The ability to deliver the action.

# Pedestrian Safety Countermeasures: Current

- Adopt “Complete Streets” guiding principles
  - Give walking, cycling, and transit greater consideration when allocating road right-of-way
  - Aligning and connecting sidewalks, crosswalks and transit stops where appropriate
  - Design treatments including visual/sensory cues, bump outs, or traffic calming where appropriate (new sidewalks and filling gaps in existing network)

# Pedestrian Safety Countermeasures: Current

- Adopt “Complete Streets” guiding principles
  - Adding curb extensions or refuge medians to street rehabilitation projects: 12 locations in 2019
  - Continuing pedestrian ramp improvements to include Tactile Walking Surface Indicators (400 ramps total)
  - 3.6 km of new sidewalks in 2019
  - 10.6 km of multi-use pathways in 2019
  - 6.8 km of sidewalk renewal in 2019

# Pedestrian Safety Countermeasures: Current

- Improve Pedestrian Safety at Signalized Intersections



- Leading pedestrian intervals – 8 to date; engaged other jurisdictions to help formalize implementation process for HRM
- Accessible pedestrian signals standard for new and rehab; plus 5 more/year. 67 completed (25% of all signalized locations)

# Pedestrian Safety Countermeasures: Current

- Crosswalk Upgrades
  - Completed upgrades to all pedestrian-activated RA5 crosswalks to new standard: adding side mounted flashers; upgrading down lighting; reprogramming controller to include ped extend feature. 166 completed (100%)
  - Rectangular Rapid Flashing Beacon: moved from pilot to standard: 11 locations completed





# Pedestrian Safety Countermeasures: Current

- Crosswalk Upgrades
  - Implementing advanced yield lines at multilane, midblock crosswalk locations (7 locations to start)
  - Yellow-green reflective strips have been installed on all basic side-mounted crosswalk signs (352 crosswalk locations)



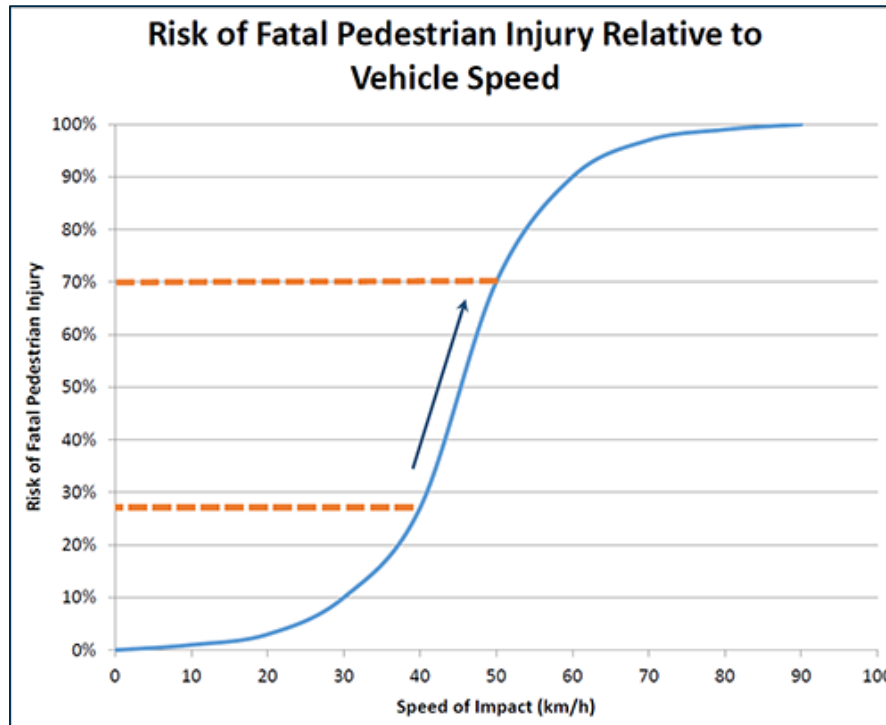
# Pedestrian Safety Countermeasures: Current

- Other
  - In-Service Intersection Safety Reviews resulting in various pedestrian safety improvement recommendations: 12 intersections in 2019.
  - Traffic Calming – reduced speeds in residential neighbourhoods improving safety for pedestrians and other vulnerable road users: 13 locations in 2019



# Pedestrian Safety Countermeasures: Current

- Other
  - 40 km/h neighbourhoods: Approved and in place in one HRM neighbourhood; reviewing available data to evaluate other potential areas to present to the NSTIR.



# Pedestrian Safety Countermeasures: Current

- Other

- Sideguard Program:

- All curbside collection contract vehicles have sideguards installed (88 vehicles)
    - HRM Fleet Vehicles:
      - Current: 38% Complete (43 vehicles)
      - Projected end 2020: 70% Complete (80 vehicles)
    - Sideguard requirements specified in construction and snow tenders

# Pedestrian Safety Countermeasures: Future

- Identify higher risk locations/segments and associated countermeasures
  - Mid-block collisions on multi-lane roads: raised median with marked crosswalk where data suggests
  - Higher visibility and/or specialized pavement markings where data suggests (more durable markings)
  - No Right Turn on Red where data suggests (consideration given to LPI locations)

# Pedestrian Safety Countermeasures: Future

- Convert channelized right turn to smart channel (or eliminate) where data suggests
- RA-8 (In-street School Crosswalk signs) to be implemented to increase conspicuity of crosswalks located in school areas



- Speed Display Signs to be implemented in strategic locations



# Thank you

