



P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 13.1

Request for TSC Consideration		
<input type="checkbox"/> Included on Agenda (Submitted to Municipal Clerk's Office by Noon Thursday)	<input type="checkbox"/> Added Item (Submitted to Municipal Clerk's Office by Noon Monday)	<input type="checkbox"/> Added from the Floor <input checked="" type="checkbox"/> Notice of Motion
Date of Meeting: March 25, 2021		
Subject: Establishing protected turn movements for pedestrian safety		
Motion for the Committee to Consider: The Transportation Standing Committee request a staff report, to be completed prior to the start of 2022/23 budget discussion, that outlines options for a program for establishing protected left-turn movements and protected right-turn movements at signal controlled intersections. The program should prioritize high traffic and pedestrian volume intersections and high conflict intersections.		
Reason: At many intersections HRM relies on permissive turn signals, which can put pedestrians at risk even if the pedestrians are obeying the signals. A permissive turn signal indicates to the driver viewing it that if they are in the appropriate lane they can proceed knowing that traffic going the opposite direction is permitted to proceed and people walking are seeing a 'Walk' or 'flashing hand' signal and may be crossing the street. The driver needs to look for gaps in the vehicle, cycling or pedestrian traffic to complete the turn. Frequently drivers proceed when it is not safe to do so and put pedestrians at risk. By changing to a protected turn signal, drivers may only proceed when faced with a green arrow signal indication showing a left or right turn is permitted. The driver then knows traffic going the opposite direction and people walking are is not permitted to proceed. Similarly, pedestrians with a walk signal do not face conflict with drivers crossing their path. Protected turn movements should be combined with Right Turn on Red (RTOR) prohibitions enabled because of conflicts with the proposed exclusive pedestrian phase and/or recognizing a history of right turn on red collisions on a particular approach. This measure could significantly reduce conflicts between vehicles and pedestrians, further reducing death and injury at intersections, while modestly slowing traffic movements.		
Outcome Sought: A report identifying costs and opportunities related to implementing protected turn movements combined with RTOR prohibitions to reduce conflicts between pedestrians and vehicles, prioritising busiest intersections and those with demonstrated pedestrian/vehicle conflicts.		
<i>Councillor Waye Mason</i> - Original Signed -	<i>District 7</i>	