

Road Safety Steering Committee

June 05, 2024

MS Teams

ATTENDANCE: Sam Trask, HRM
 Roddy MacIntyre, HRM
 David MacIsaac, HRM
 Kavita Khanna, HRCE
 Matt Hamer, HRM
 Nora Dickson, NSHA
 Jill Morrison, HRM
 Lynden Morrison, RCMP

Sarah Rodger, HRM
 Julia Mills, HRM
 Christina Martin, HRP
 Erin Allison, Transit, HRM
 Michaelyn Thompson, Comms, HRM
 Joy Emmanuel-Omoba (Recorder)
 Rob Hird, NSPW
 Cory Bushell, RCMP

REGRETS: Crysta Cumming, HRM
 Scott Ramey, HRM

Lucas Pitts, HRM
 Mike Connors, HRM

Item	Discussion
1. Welcome and approve agenda	<ul style="list-style-type: none"> A last-minute agenda change includes removal of the fire services discussion as Lucas has a scheduled meeting with the fire chief. With no further additions to the agenda, meeting proceeded.
	<ul style="list-style-type: none"> S/Sgt Lynden Morrison and Insp. Cory Bushell will be the new RCMP contacts for the Road Safety Steering Committee. RCMP now has a traffic unit that Cory Bushell is responsible for, so initiatives and steering as it relates to public safety will most likely be directed through him. On the member list, Rob Hird has joined the committee from the Province as Mike Croft has retired.
<p>2. Stats Update</p> <p>Update on Road Safety Strategy</p>	<ul style="list-style-type: none"> Sarah Rodger (HRM) reported 2024 collisions for January 1 – May 31 (known and closed collisions). There were 5 fatal collisions up from three-year average, 289 injury collisions, and 2121 property damage-only collisions. Reviewing fatal collisions, four collisions were on provincial roads while the fifth which occurred on an HRM road is currently under investigation with SIRT. The three-year rolling average for fatal and injury collisions has increased in in 2023 and 2024. This trend was known to be a possibility, as the depressed collision numbers seen during COVID-19 shutdowns in 2020 and 2021 come out of the rolling average. The numbers of intersection related and aggressive driving related collisions are both up in 2024 from the three-year average. After going to TSC with the final document in April, the Committee deferred the decision on the motion until the Strategy was brought forward to the Active Transportation Advisory Committee. Roddy MacIntyre (HRM) made a presentation at ATAC in May, a lot of questions around operations with no recommendations for the Strategy.



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<p data-bbox="167 800 488 898">Overview of recommendations for ten priority intersections</p> <p data-bbox="167 1157 448 1220">General updates from HRP & RCMP</p>	<ul style="list-style-type: none"> <li data-bbox="527 352 1435 514">• Submissions were also received from the external road safety committee (advocates in the community). One primary concern is the overall goal and the proposed per capita metrics rather than absolute numbers. There were additionally numerous comments on data quality, enforcement, and education. <li data-bbox="527 522 1446 747">• The plan is to go back to TSC with a supplementary report with some minor adjustments made to the strategy that will include an additional priority area of safe speeds, and an emphasis on our planned work with better project prioritization around high injury networks and collision rates. We will also rephrase the safe system approach as a shared responsibility between designs, road users and human behaviour based on feedback from Nora Dickson (NSHA). <li data-bbox="527 825 1451 987">• The list of 10 priority intersections tied to the Strategy is also going to TSC in June. It will give a high-level overview of what we found during safety reviews, recommendations, timelines, and budgets associated while noting there will be changes as we continue to work through the feasibility and explore integration opportunities. <li data-bbox="527 995 1446 1094">• The main recommendations that came out of the top 10 intersections were for protected only left turns at the majority of locations, so the focus will be on signal upgrades, some minor geometric improvements etc. <li data-bbox="527 1163 1403 1262">• From HRP, Christina Martin shared a report from their analyst for all motor vehicle accidents reported in 2023 was 1872, and 2317 so far in 2024, this shows an increase. <li data-bbox="527 1270 1451 1528">• Christina reported several proactive initiatives for May 2024. HRP organized a checkpoint at Kearney Lake Road and issued 18 SOTs. On Waverley Road, 10 SOTs were issued with about 30 motorcycles checked as a part of motorcycle safety month in May. Another checkpoint on Waverley Road resulted in five SOTs and a seven-day impaired driving suspension. For multiple speed proactive initiatives in Dartmouth East Division: 1 was issued on Victoria Road, 12 SOTs issued for speeding registration and revoked driver’s licence. <li data-bbox="527 1537 1451 1766">• Overall by HRP’s stats, motor vehicle accidents have increased by 24% in comparison to 2023. 46 accidents involved pedestrians, 8 involved bikes and 1 fatality. Aggressive driving stats are down by 25%, impaired driving investigations are down by 3%. Pedestrian related accidents are up by 8%, intersection investigations are up by 23%. Breakdown by young demographic accidents is up by 80%, for Speeding is up by 16% and stunting is about the same. <li data-bbox="527 1774 1406 1873">• For specific initiatives, their traffic unit has a special event focused on creating group proactive to target specific areas as a unit as opposed to having individual members go to various hotspot locations to perform

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<p>General updates from Corporate Communications</p>	<p>traffic stops or change driver behaviour. This will be ongoing through the summer for areas with high complaints of speeding or aggressive driving.</p> <ul style="list-style-type: none"> • From RCMP, Cory Bushell shared that he is the new ops officer on the Eastern side of the district, while Lynden Morrison is acting ops officer on the Western side. • On April 1st RCMP started a new traffic unit in Halifax Regional Detachment, which is currently a 5-person unit with a mandate to address the most prolific threats to public safety on the roads: impaired driving, aggressive driving, distracted driving etc. through high priority initiatives and partnership with key stakeholders like HRP, Provincial traffic unit, compliance officers etc. The Traffic unit will review documents, particularly the Road Safety Strategy, to see how best they can contribute to the conversation. • Insp Cory Bushell spoke that road public safety is a synergy between environmental design, driver education, driver persuasion through enforcement and deterrence. He shared an incident with a truck that caused a major traffic jam on Bedford and suggests proactive measures should be in place for such unplanned traffic disruption to enhance safety. Regarding speeding, RCMP currently have a limited number of officers to deal with the issue, so he hopes that technological tools that can be used 24/7 are introduced. He believes that tools like automated speed enforcement will help with enforcement while eliminating public safety hazards including the situation of trying to pull over a vehicle on tight roads. Other directives like restricting zones to pedestrian only and any creative way to reduce traffic flow are on his list of suggestions for improvement. • Corporate communications have been tasked with communicating our road safety initiatives. They have shared information about speed limit reductions in neighbourhoods around the Bedford Highway, North end Halifax, Armcrescent, Ocean Breeze Village in Dartmouth as well as signal operations change on Joseph Howe Drive. These are done through public service announcements and amplified through their social media channels as they get the information from road safety. • They have an upcoming meeting to discuss the new Road Safety Strategy and to start a communication plan based on what is approved in the strategy. A priority for engagement is to develop a survey to reach out to residents and get a sense of where people are in terms of their thoughts on road safety. This feedback will help inform where best to invest if budget permits and where to focus communication efforts. • Nora Dickson (NSHA) questioned if there is any specific engagement plan for vulnerable road users who do not participate through the usual channels, with regard to the inclusion and equity piece of the new strategy. Corporate communications shared that it is still to be developed,

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<p>3. Discussions</p> <ul style="list-style-type: none"> • Collision Data • Quality and completeness • AT collisions – methods of reporting and tracking 	<p>there will be brainstorming sessions of what the survey should look like and discussions around available budget. Michaelyn Thompson (HRM) confirmed their survey style considers and caters to both digital and non-digital respondents.</p> <ul style="list-style-type: none"> • Data accuracy and validity has been questioned by stakeholders, with suggestions to focus on health data. Sam Trask (HRM) shared that there have been ongoing discussion with HRP about what actions can improve the quality, such as training officers may require. Christina Martin (HRP) shared that the new Supervisor in their traffic support unit is making some changes to ensure correctness with information being put in the reports through file review. There are also changes made at the “front door” for people coming in to report accidents or event ticket information. The traffic support unit is working at attending the front door to gather information, which may alleviate some issues with the data that is entered online. Efforts are being made to navigate so that incomplete data is not entered. Christina confirmed that Seargent Bridget Cross is still the contact person for any issues seen in the existing report. • Sam Trask (HRM) noted they were also working through some changes in their internal collision database. On the to-do list is adjusting the reporting dashboard to meet the new KPI’s put forward in the strategy. • Sam hopes to get contact information for a person within IT at HRP to work on collision data transfer concerns, Christina is unable to currently give a name from due to changes with IT responsibility between HRP & HRM. Efforts will be made to find someone. Sam also has ongoing discussions with HRM IT and will share any if any contact is referred. • Nora Dickson (NSHA) asked if the road safety group would still be interested in collecting data from Health. Sam mentioned that discussions with the health sector about getting additional data is ongoing, more on the micro mobility piece and pilot project coming this year led by David MacIsaac’s (HRM) group. With current collision data from the 58-A collision reports, there is no specific option to track different micro mobility devices, specifically scooters, e-bikes, etc. There are questions about if the current volume of bicycle collisions is reflected within the collision data. Are cyclists reporting to the police or are there other reporting avenues? Road Safety would like to explore using health data as a supporting piece of information, the challenge currently is that health data gives numbers but not specifics about the collision such as where it happened, why it happened, everyone involved etc. For now, getting numbers from Health could help validate overall stats. • Sam added that we still hope the health working group is exploring avenues to see if this additional collision detail information can be collected to can aid evaluation and analysis for micromobility collisions. • David responded that it’s currently with the trauma data group who are looking to put together a team, but the conversation tilted to a consensus

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<ul style="list-style-type: none"> • Public Survey 	<p>to customize a data collection system at emergency rooms to capture all kinds of vulnerable road user collisions or incidents that cause injuries. They did a little outreach across the country and there are examples in other jurisdictions where municipalities have agreements with health authorities do this. He would follow up to see how the momentum is going with this.</p> <ul style="list-style-type: none"> • Sam noted the general trend across the country in the last year of collision data versus health data as key topics for road safety. Many jurisdictions are utilizing collision data and wanting more health data, but there's still a general struggle on how to fully incorporate the two. • Sam recalled on an old collision reporting tool, potentially initiated by Bicycle Nova Scotia to self report bicycle collisions/incidents. Questioned if that is still ongoing or a possibility to move into similar platform. David will inquire in his next stakeholder meeting. • Cory Bushell (RCMP) inquired if insurance groups are engaged in this committee because insurance companies are often very engaged when it comes to investigating why a collision happened. Noted that they are a sector looking at the same thing we are through a different lens. Sam responded that insurance companies in provinces where there is public insurance tend to be more involved. <p><i>TASK: Sam will follow up on discussions regarding insurance companies.</i></p> <ul style="list-style-type: none"> • Sam shared the plans to initiate a new annual survey regarding road users perception of safety within the municipality for the new KPI in the strategy. Some funding has been set aside for this and awaits the strategy to be approved before proceeding with the KPI's. <p><i>Sam encouraged everyone to bring forward ideas for questions to develop the survey that comes to mind, or let her know if you are interested in being involved in the survey development.</i></p>
<p>Next Meeting</p>	<p>Wednesday, September 18, 2024 – MS Teams</p>