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| ATTENDANCE: | Sam Trask, HRM          | Sarah Rodger, HRM         |
|             | Roddy MacIntyre, HRM    | Julia Mills, HRM          |
|             | Michaelyn Thompson, HRM | Erin Allison, HRM         |
|             | Steven Berkman, HRM     | Crysta Cumming, HRM       |
|             | Cory Bushell, RCMP      | Brian Palmeter, HRP       |
|             | Nora Dickson, NSHA      | Penelope Khun, NS Health  |
|             | Kavita Khanna, HRCE     |                           |
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| REGRETS:    | Mike Connors, HRM       | Lucas Pitts, HRM          |
|             | Jill Morrison, HRM      | Joy Emmanuel-Omoba (HRM)  |
|             | Peter Andrews, HRM      | David MacIsaac, HRM       |
|             | Rob Hird, NSPW          | Samantha Noseworthy, IWK  |
|             | Greg Robertson, HRP     | Morrison Lynden, RCMP/GRC |
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| ITEM                          | DISCUSSION   |
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| MEMBER HIGHLIGHTS AND UPDATES | <p><b>ROAD SAFETY</b></p> <ul style="list-style-type: none"><li>• Sarah Rodger - provided an overview of the collision stats - slight rise or steady trend in 3-year rolling average metrics</li><li>• Crysta Cumming – Asked for clarification on the definition of collisions - does that only include motor vehicles?</li><li>• Sarah Rodger – noted that a collision will involve a motor vehicle but could for example be a motor vehicle collision with a pedestrian.</li><li>• Sam Trask – Noted how Road safety does an annual review of the collisions with pedestrian and micromobility users.</li><li>• Roddy MacIntyre – Highlighted how a collision between a cyclist and a pedestrian should be captured if it resulted in an injury.</li><li>• Cory Bushell – An accident report (58A) is filed if the collision resulted in an injury or had damage equal to or exceeding a value of \$2000</li><li>• Cory Bushell – stats presented by Sarah are consistent with what RCMP are seeing – RCMP are seeing many more collisions – bulk increase are from aggressive and distracted driving</li><li>• Julia Mills – Inquired whether the requirements of an accident report being filed are the same when someone self reports.</li><li>• Cory Bushell – noted that the requirements of an accident report being filed are the exact same for people self reporting.</li><li>• Brian Palmeter – noted that there could be some discretionary judgement by the responding officer as well due to there being gray areas of the definition of a vehicle. He gave an example of there not being 100% clarity on the filing of a collision involving an operator of an e-scooter.</li></ul> |

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|      | <ul style="list-style-type: none"> <li>• Julia Mills – Inquired about the possibility of adding different micromobility types (e.g. e-scooter) to the 58A form as these forms of micromobility or becoming more popular in use.</li> <li>• Brian Palmeter – Province would have to make this change.</li> <li>• Sam Trask – Had mentioned how this was asked before and the Province has said that the change needs to be made at a National level</li> <li>• Brian Palmeter – could take forward to his upper management at HRP to have discussion on making these changes.</li> </ul> <p><i>ACTION: Brian Palmeter to have discussion with upper management on adding additional vehicle types to the 58A form to include different micromobility types such as e-scooters.</i></p> <ul style="list-style-type: none"> <li>• Crysta Cumming – Noted interest in collision data between cyclists and pedestrians – would be good to have more data in which decisions can be based on rather than complaint based.</li> <li>• Sam Trask – Noted how Road Safety has been having discussions with NS Health to try to determine whether we can obtain data from the emergency department on injuries resulting from e-scooter collisions. Highlighted though that the intent is to not add additional administrative load to the emergency department.</li> <li>• Julia Mills – Noted that Road Safety is working with other HRM staff members to investigate bike-ped conflicts at bus stops with cycle lanes.</li> <li>• Sam Trask – Provided an update on the collision reporting changes that were outlined in the Road Safety Strategy – change from reporting fatal and injury collisions to fatal and serious injury collisions. Noted that Road Safety has worked with IT and HRP to get access to injury severity data. There were some issues with obtaining the data. When Road Safety did get the injury severity data, there was a significant discrepancy identified in the data when compared to previous data that was reported on. After discussion with HRP it was decided to not report on the fatal and serious injury collisions this upcoming Road Safety Annual Report and that there will be continued efforts to work with HRP to fix the discrepancy.</li> </ul> <p><b>POLICE</b></p> <ul style="list-style-type: none"> <li>• Brian Palmeter – HRP focused this month on sobriety check points - also looking to do a campaign on rules of the road at signalized intersections, which there have already been some discussions with the constables about. The campaign looking to be presented with the question “Did you</li> </ul> |

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|      | <p>know?” Example: when you make a turn, you turn into the closest lane. Possibly have a message once a month or every two weeks.</p> <ul style="list-style-type: none"> <li>Sam Trask – Recommended that Road Safety and Corporate Communications can collaborate with HRP on the Signalized Intersections campaign.</li> </ul> <p><i>ACTION: HRP, Road Safety and Corporate Communications to collaborate on the signalized intersection campaign.</i></p> <ul style="list-style-type: none"> <li>Cory Bushell – RCMP traffic unit is focused on impaired driving this month and intersection safety. Working on communicating “move over” laws as well. Constables reaching out to colleagues within HRP to integrate efforts.</li> <li>Sam Trask – Followed up with the previous action that was set last meeting to provide Road Safety with notification on fatal and serious injury collisions.</li> <li>Sarah Rodger – Noted there were a couple of notifications sent but not all fatal and serious injury collisions have we received direct notification.</li> </ul> <p><i>ACTION: Road Safety to send a reminder email to HRP and RCMP about the procedure to notify Road Safety when there are fatal and serious injury collisions.</i></p> <ul style="list-style-type: none"> <li>Sam Trask – Do not currently have a consistent process of notifying police of streets that have 85<sup>th</sup> percentile speeds of concern. Suggested that Road Safety send police a list of streets that experience speeding twice a year when the traffic calming rankings have been completed. Locations with significant high speeds will be sent as they come in.</li> <li>Cory Bushell – agreed with the proposed process of receiving the list of streets that have evidence based speeding – get a lot of complaints coming through the Councillors - more helpful if people call in the moment of speeding concerns to have a better understanding of when speeding is the worst. Need to understand context and timing of speeding concerns. RCMP tracks speeding complaints but if the request comes from the Councillors Office, they do not get temporal context.</li> <li>Brian Palmeter – Noted that HRP get a lot of complaints from the Councillors as well. Having an actual call from a resident is something that HRP can search. HRP sends a Community Constable to a location to investigate a concern. Noted that there is a lot of perceived speeding</li> </ul> |

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|      | <p>concerns in residential neighbourhoods – “loud mufflers” contributing to this perception.</p> <ul style="list-style-type: none"> <li>• Cory Bushell – Highlight how the RCMP HRD Unit has four traffic constables for rural HRM. Noted the importance of having where the constables go be intelligence led due to limited staff resources.</li> </ul> <p><i>ACTION: Road Safety to send HRP and RCMP with list of streets where speeding occurs when the traffic calming rankings are completed twice a year.</i></p> <ul style="list-style-type: none"> <li>• Kavita Khanna – Questioned the effectiveness of people calling 311 about certain types of safety concerns that need to be addressed through enforcement efforts and whether there is a gap in issues being addressed.</li> <li>• Brian Palmeter – Noted how it would be great to have some kind of online reporting system for people to file complaints on concerning road user behavior (e.g. speeding) as people do not necessarily want to wait on hold for an extended period-of-time on the phone waiting for a 311 operator to file their concern/complaint.</li> <li>• Kavita Khanna – Agreed that online reporting would make the data more reliable.</li> </ul> <p><i>ACTION: Brian Palmeter to speak to upper management about the possibility of developing some kind of online reporting system for people to file complaints on road safety related behavior (e.g. speeding).</i></p> <ul style="list-style-type: none"> <li>• Kavita Khanna – Highlighted concerns on the streets surrounding the West Bedford School – Questioned whether community members should receive direct updated from HRM and Police on action being taken to address concerns and, if so, how should they be communicated with.</li> <li>• Brian Palmeter – Noted that if a complaint is filed, the caller will get a call back from the Officer investigating the complaint. May not be able to provide all data relating to the investigation, but can release a general statement/information. Recommends that a school build a relationship with the Community Constable to address concerns around schools as they would have the most information and understanding of the issues within the surrounding community.</li> </ul> |

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|      | <p><b>CORPORATE COMMUNICATION</b></p> <ul style="list-style-type: none"> <li>• Sam Trask – Highlighted the work being done on procuring a vendor to conduct the public road safety survey, and the collaboration that occurred between Road Safety, HRP and Corporate Communications on the “Illegal School Bus Passing” initiative. Highlighted the results of the initiative and noted some lessons learned.</li> <li>• Kavita Khanna – Provided thanks relating to the illegal school bus passing initiative. Recommend that HRM connect with the HRCE transportation coordinator to collaborate on future initiative - maybe do something every year. A yearly campaign could be developed to highlight student transportation safety.</li> <li>• Sam Trask – Noted that before September, that communications on back-to-school are generated. Inquired with Kavita if there is anyone in particular we can specifically reach out to collaborate on future communication initiatives.</li> <li>• Kavita Khanna – Recommended that HRM connect with the HRCE Transportation Coordinator and Communications Coordinator.</li> <li>• Michaelyn Thompson – Provided a couple of additional updates – sending out messaging on the Provincial road safety monthly themes. Noted how feedback was received that we should also be sharing the daylight savings safety messaging with internal staff in addition to the public.</li> </ul> <p><b>TRANSIT</b></p> <ul style="list-style-type: none"> <li>• Erin Allison – Gave update on Q2 transit-related collisions – more collisions per km travelled and preventable collisions are up. Noted that there have been some challenges at specific intersections that transit operators are having issues with which are in the process of being addressed in collaboration with Traffic Services.</li> </ul> <p><b>PUBLIC HEALTH</b></p> <ul style="list-style-type: none"> <li>• Penelope Kuhn – Noted the conversations that have occurred with Mike Connors to discuss the development of healthy communities through public design. There is a committee specific to this topic that supports initiative such as transportation demand management (TDM) practices. Expressed curiosity in the correlation between collision numbers and vehicle volumes.</li> <li>• Sam Trask – Stated that Road Safety is trying to procure a software to be able to calculate collision rates to help prioritize locations to conduct in-service safety reviews and address identified safety issues through the</li> </ul> |

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|   | <p>implementation of road safety countermeasures. Acknowledged that TDM is definitely a strategy that can help address road safety.</p>   |
| <p><b>WEST BEDFORD SCHOOL SAFETY CONCERNS</b></p> | <ul style="list-style-type: none"> <li>• Kavita Khanna – residents have submitted multiple tickets with 311 as there is concern of student safety at the roundabouts of Broad St with Larry Uteck Blvd. Inquired what are the different things that can be done to address these concerns.</li> <li>• Roddy MacIntyre – Stated that HRM Traffic Management is aware of the expressed concerns and that staff have been to site multiple times to investigate the concerns. Recommended that Kavita reach out to Jill Morrison to get an update.</li> <li>• Kavita Khanna – Inquired about what the best way to communicate with HRM staff regarding road safety concerns is.</li> <li>• Roddy MacIntyre – Noted that if a 311 request has been filed then that is the best way to get a concern addressed. However, if there has been an extended period of time and the 311 request has not been addressed then the concern can be brought to the committee.</li> <li>• Brian Palmetter – Noted that HRP are well aware of the issues around the West Bedford School as well. Stated that HRP Traffic Unit do not start until 8am which misses the school arrival time. Did acknowledge the issue with vehicles not stopping at new 3-way stop on Broad Street.</li> <li>• Steven Berkman – There have been requests for crosswalk guards at a couple of locations – not all of the requested locations are meeting the assessment criteria but will do reassessments in the future.</li> <li>• Kavita Khanna – Noted that there were requests for crosswalk guards at the two roundabouts.</li> </ul> |
| <p><b>DISCUSSION</b></p>                          | <p><b>EQUITY DATA</b></p> <ul style="list-style-type: none"> <li>• Sam – Highlighted some items for awareness including the work being done to acquire equity data for transportation-related purposes: reporting on Road Safety key performance indicator (KPI) “Percentage of fatal and serious injury collisions that are within identified vulnerable communities” and equity scoring for project prioritization. Noted how Road Safety has been using the Canadian Index of Multiple Deprivation (CIMD) to provide an equity scoring for prioritization of traffic calming projects. Road Safety have been looking for updated data that could possibly be used in place of CIMD and have been in correspondence with Amy Siciliano from HRM Public Safety about the work being done to develop an equity based framework to inform Capital Programming.</li> </ul>  |

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|      | <ul style="list-style-type: none"> <li>• Crysta Cumming – Acknowledged the work being done and vocalized support for the initiative.</li> <li>• Sam Trask – Highlighted some of the discussion we had with Amy – data seems to be more appropriate to use than CIMD based on stability of the geographic boundaries.</li> <li>• Crysta Cumming – Recommends looping in Colin Burton into the discussion, as well as possibly adding a column to the Capital List for equity.</li> <li>• Penelope Kuhn – Noted that if multiple organizations / government departments were using the same geographies, it would assist with finding correlations and provide opportunities for collaboration between the different groups.</li> </ul> <p><b>OPERATING SPEEDS ON NEW STREETS</b></p> <ul style="list-style-type: none"> <li>• Sam Trask – Presented the issue with the operating speeds on newly constructed streets. Highlighted the speeding concerns from residents on newly designed streets. Noted communities being West Bedford and newer neighbourhoods within Timberlea. The streets are eligible for traffic calming. Acknowledged that some of the streets would have been designed based on previous standards prior to the most recent Municipal Design Guide updates.</li> <li>• Nora Dickson – When new developments are being built, what is the checklist that they have to go through?</li> <li>• Crysta Cumming – The Municipal Design Guidelines provides guidance to developers on geometric design of new streets. The guideline does include complete streets related items. Recommends that committee members keep an eye on things that may need to be addressed in guideline updates. The guideline is currently undergoing a quick update to include accessibility items, and it is the intention that the guideline will be updated more frequently. Recommended having this as a standing item on the Road Safety Steering Committee agenda. Noted a dedicated team is required to research new and innovative ideas for inclusion within the guideline.</li> <li>• Sam Trask – Agreed that having the Municipal Design Guideline as a standing item is a good idea.</li> </ul> <p><i><b>ACTION:</b> Road Safety to add Municipal Design Guideline to the Road Safety Steering Committee agenda as a standing item.</i></p> |

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|                     | <p><b>BIKE PLAYGROUNDS</b></p> <ul style="list-style-type: none"><li>• Sam Trask – Introduced the concept of bike playgrounds as a way to provide a safe space for people to learn safe cycling practices and rules of the road. Noted how the East Preston Recreation Centre is constructing one and that there was mention of the success of them in Copenhagen.</li><li>• Julia Mills – Spoke on the concept a bit more, highlighting potential road safety benefits if they were built in other areas of the Municipality and partnerships were made with advocacy groups such as the Ecology Action Centre and Halifax Cycling Coalition to run programs teaching safe cycling practices. Stated how we could reach out to the East Preston Recreation Centre in a year’s time to explore whether they have seen much usage of the playground and if there has been an improvement in the understanding of safe cycling practices.</li></ul> <p><i><b>ACTION:</b> Road Safety to follow up with Active Transportation to explore this concept further.</i></p> |
| <b>Next Meeting</b> | <ul style="list-style-type: none"><li>• 2025 meeting invites to be sent out to the committee.</li><li>• The first meeting of 2025 will be planned for late February.</li><li>• Will schedule future meetings for 1.5 hours.</li></ul>   |