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Item No. 9.5.2
Transportation Standing Committee
February 26, 2015

TO: Chair and Members of Transportation Standing Committee
Original Signed

SUBMITTED BY: _____
Ms. Janet Barlow, Chair of Crosswalk Safety Advisory Committee

DATE: January 26, 2015

SUBJECT: Recommendations to the Province for Increasing Non-Monetary Penalties for
Crosswalk Violations

ORIGIN

The Crosswalk Safety Advisory Committee September 18, 2014 and January 22, 2015 meetings.

LEGISLATIVE AUTHORITY

The Crosswalk Safety Advisory Committee is a reporting body to the Transportation Standing Committee.

Marking Our Communities Safety – Crosswalk Safety Work Plan approved by Regional Council March 4, 2014:

Goal 4: Enforcement – Increasing non-monetary penalties

- Recommend the Province review the Motor Vehicle Act with respect to increasing the non-monetary penalties for pedestrian motor vehicle violations (e.g. increased points, defensive driving course, pedestrian safety course, mandatory driving exam re-writes)

RECOMMENDATION

The Transportation Standing Committee recommends to Halifax Regional Council that the Mayor write a letter to the Province suggesting it re-evaluate changes to the *Nova Scotia Motor Vehicle Act* with respect to non-monetary penalties, as outlined in Attachment A of this report.

BACKGROUND

The Crosswalk Safety Advisory Committee addressed Goal 4: Enforcement – Increasing non-monetary penalties of the Marking Our Communities Safety – Crosswalk Safety Work Plan at their September 18, 2014 and January 22, 2015 meetings.

DISCUSSION

September 18, 2014

The Crosswalk Safety Advisory Committee agreed that a recommendation to the Province would raise awareness among experts and decision makers and would provide the context and discussion for improvements to the *Nova Scotia Motor Vehicle Act* (MVA). Driving testing and cyclist training were areas noted for improvement. The Committee agreed to compile their recommended changes to the MVA for review at their next meeting.

November 6, 2014/November 27, 2014

The Committee deferred consideration of this matter at the next two consecutive meetings.

January 22, 2015

The Committee reviewed a draft of their recommended changes to the MVA for increasing non-monetary penalties for crosswalk infractions and passed a motion to forward their recommended changes to the Transportation Standing Committee with a recommendation that Halifax Regional Council write a letter to the Province.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

COMMUNITY ENGAGEMENT

The Crosswalk Safety Advisory Committee is an advisory committee established by Regional Council to work with staff and to provide advice on matters related to crosswalk safety to the Transportation Standing Committee of Council.

ENVIRONMENTAL IMPLICATIONS

N/A

ALTERNATIVES

No alternatives were provided by the Committee.

ATTACHMENTS

Crosswalk Safety Advisory Committee recommendations in regard to increasing non-monetary penalties for crosswalk violations

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.php> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

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Recommendations to the Province for Increasing Non-Monetary Penalties for Crosswalk Violations

January 2015

Halifax's Crosswalk Safety Advisory Committee (CSAC) was formed in May 2013 with the mandate to develop a report, along with action plans to improve the safety of pedestrians using crosswalks, both marked and unmarked. This was in response to a spike in pedestrian-vehicle collisions in crosswalks across the municipality. In February 2014 the final report, called Making Our Communities Safer – Crosswalk Safety Work Plan, was accepted and approved by Halifax Council. It included many recommendations under six goal areas, one of which was the following:

Goal #4: Enforcement – Increase non-monetary penalties

Recommend the Province review the Motor Vehicle Act (MVA) with respect to increasing non-monetary penalties for pedestrian motor vehicle violations (e.g. increased points, defensive driving, pedestrian safety course, mandatory driving exam, etc.)

The CSAC recommends that the Transportation Standing Committee recommend that Halifax Regional Council write a letter to the Province suggesting it re-evaluate changes to the Motor Vehicle Act with respect to non-monetary penalties:

One or more options to consider for motorists that violate crosswalks laws:

- Fine with higher number of “points” lost
- Fine with requirement to re-take a driving exam
- Fine with requirement to take “crosswalk school” as described below
- Reduced fine and requirement to take “crosswalk school” as described below

One or more options to consider for cyclists that violate crosswalk laws:

- Fine with requirement to take a CAN-Bike course
- Fine with requirement to take “crosswalk school” as described below
- Reduced fine and requirement to take “crosswalk school” as described below

One or more options to consider for pedestrians that violate crosswalk laws:

- Fine with requirement to take “crosswalk school” as described below
- Reduced fine and requirement to take “crosswalk school” as described below

There are more non-monetary penalties suggested for motorists because there are more processes in place to implement consequences for motorists and they carry a greater potential for harm to others when they do violate the laws.

The following outlines a possible program, as described in a Halifax staff report of April 25, 2014 (and considered by the Transportation Standing Committee on June 7, 2014), with regard to non-monetary penalties:

Discussions have begun on the feasibility of a “Crosswalk Infraction School” based on the “Noggin Knowledge” approach used for bicycle helmet safety. The basis of the program is to provide educational opportunities for persons charged with crosswalk offenses. Persons charged and who meet the criteria (i.e., no injuries or accident involvement for instance) can opt to attend a one day Crosswalk School and receive education on laws, safety, victim testimonials, from drivers and family, etc. Successful attendance then allows the ticket fine to be withdrawn. This would be used in

combination with measurement pre and post on attitude and educational changes. As noted, this is in discussion phase at this time.

Such a diversion class has worked in other areas. For example, as part of Portland, Oregon's "We Are All Traffic" campaign, those charged with crosswalk violations have the option to attend a diversion class on pedestrian safety (first infraction), which results in a reduced fine.

Also, the Committee recommends researching the disparity of applying different fines at different types of crosswalks in the Act.