

Transportation Standing Committee
February 28, 2013

TO: Chair and Members of Transportation Standing Committee
Original Signed

SUBMITTED BY: _____
Ken Reashor, P.Eng., Director, Transportation and Public Works

DATE: February 19, 2013

SUBJECT: Terms of Reference – Pedestrian Safety Advisory Committee

INFORMATION REPORT

ORIGIN

January 29, 2013 Regional Council, item 11.3 - MOVED by Councillor Fisher, seconded by Councillor Hendsbee that staff provide a report with regard to creating a Crosswalk Safety Committee and report back to the next meeting of the Transportation Standing Committee. MOTION PUT AND PASSED.

LEGISLATIVE AUTHORITY

HRM Charter – Part 1: Standing, Special and Advisory Committees

BACKGROUND

Council developed the motion out of the fundamental question of “how can Halifax Regional Municipality (HRM) keep pedestrians safe and what actions can HRM take to make pedestrians safer”. The development of a Pedestrian Safety Advisory Committee would provide a forum for consultation (professional, stakeholder & citizen) on the work to be undertaken by staff in preparing the response to the broader motion tabled January 29, 2013.

Councillor Craig gave Notice of Motion at the January 15, 2013 meeting of Regional Council. MOVED by Councillor Craig, seconded by Councillor Outhit that Halifax Regional Council direct staff to provide a report which:

1. Prior to the end of fiscal 2012-2013, to provide an interim report that: Provides the current understanding of how HRM focuses and performs on all factors related to pedestrian safety – HRM engineering, public education, law enforcement, public engagement and evaluation:
 - Identifies HRM pedestrian safety statistics and how HRM statistics compare relative to other municipalities; and
 - Identifies a short-term HRM action plan to address pedestrian safety and any impacts on the 2013-2014 budget.

2. During fiscal 2013-2014, to develop and present for consideration by Halifax Regional Council, a long-term comprehensive pedestrian safety action plan to help ensure, and to be seen as ensuring, overall pedestrian safety for HRM residents based on:
 - The analysis of factors which may be contributing to pedestrian accidents;
 - Provides options considering both process and organization structure that focuses on engineering, education, enforcement, public engagement, such as a Crosswalk Safety Advisory Committee, overall evaluation, policy and legislation, interagency/departmental coordination and cooperation elements;
 - Provides a mechanism for continuous reporting and evaluation of the foregoing; and
 - Identifies ongoing budget impacts to the proposed action plan.

In addition, that the Mayor, on behalf of Halifax Regional Council, correspond immediately with the Provincial Minister of Transportation and Infrastructure Renewal to request an update regarding a recommendation from the 2007 Crosswalk Safety Task Force which stated that “the departments responsible for collecting and analysing collision data do so in a timely, comprehensive, consistent and accurate manner.”

DISCUSSION

It is in the public interest to officially recognize walking as an important component of our transportation system, and as a key component to creating livable and suitable communities.

A Pedestrian Safety Advisory Committee (PSAC) would be charged with coordinating and identifying actions to reduce pedestrian injuries and fatalities in the HRM. This committee would be composed of concerned and informed residents charged with providing expertise on issues concerning pedestrian safety, convenience, ambiance, and planning.

The PSAC would be tasked with both identifying short-term priority pedestrian safety actions and to create and recommend a longer-term Pedestrian Action Plan to make it safer to walk in the HRM. Ideally targets would be set and measured to reduce injuries and fatalities. These injury prevention goals should be linked with a complementary citywide goal of increasing walking as a share of trips in the HRM.

As such, consideration should be given to incorporating the mandate into the Active Transportation Advisory Committee or if separate committees are established, ensuring the committees have appropriate representation on the other committee.

The committee would have 8-15 members with the composition including:

- related professionals
- academia
- organizations with a commitment to pedestrian safety
- citizens at large
- Councillor from TSC or Regional Council
- Member from the Active Transportation Standing Committee
- Member from the Halifax Regional School Board
- Member from the Accessibility Advisory Committee

The staff involvement would include staff from:

- Transportation and Public Works (TROW, D&C)
- Halifax Regional Police/RCMP
- Planning & Infrastructure
- Corporate Communications

Only by coordinating between traffic planning, public awareness/engagement and infrastructure improvements can we truly address the very real problem of pedestrian fatalities on our city streets.

Transportation and Public Works, in consultation with the Clerk's office, have developed a draft Terms of Reference for a Pedestrian Safety Advisory Committee, the draft Terms of Reference are attached.

FINANCIAL IMPLICATIONS

There are no budget implications at this time. Any recommendations that have budget implications will be brought forward in future annual budgets for consideration by Regional Council.

COMMUNITY ENGAGEMENT

No community engagement is required as this report is only providing information to the Transportation Standing Committee.

ATTACHMENTS

Appendix A: Draft Terms of Reference – Pedestrian Safety Advisory Committee
Appendix B: HRM Pedestrian Related Initiatives

A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/cc.html> then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

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Halifax Regional Municipality

AdHoc PEDESTRIAN SAFETY ADVISORY COMMITTEE

Terms of Reference

Purpose:

The purpose of the Pedestrian Safety Advisory Committee is to provide input and advice to the Transportation Standing Committee in regard to the development and review of;

- the short term report and pedestrian safety action plan coming out of the Regional Council motion of January 29, 2013
- the long-term pedestrian safety action plan and related recommendations coming out of the Regional Council motion of January 29, 2013

Mandate:

This Advisory Committee shall serve as a forum to bring together the various groups, agencies, and departments to discuss and coordinate their efforts to improve the safety of pedestrians in the Halifax Regional Municipality.

The Advisory Committee would develop an action plan for improving the safety of pedestrians interacting with traffic (bicycles, cars, buses and trucks) and build upon and complement existing HRM initiatives.

Prior to completion of its term, the Advisory Committee shall prepare a report to Transportation Standing Committee.

Aspects to be discussed in the report include:

- Pedestrian and Driver Education
- Interaction with traffic (crossing streets, lanes etc.)
- Moving Objects on Sidewalk (skateboards, roller blades, panhandlers, other pedestrians, dogs etc.)
- Minimum useable pedestrian corridor widths in various situations
- Sidewalk Engineering Standards (curb ramp design, tactile warning, lighting, etc
- Sidewalk Maintenance Standards and Funding
- Accessibility Issues for physically and visually disabled pedestrians
- Pedestrian access routes

When considering pedestrian traffic control, it is important to realize there is governing legislation and guidelines to follow. The legislation prescribes the rules of the road, the roles of driver and pedestrians and in many cases stipulates the requirements of traffic control devices. Adherence to guidelines when designing and implementing traffic control measures will ensure a consistent and recognizable message for all road users.

Transportation Association of Canada:

The Transportation Association of Canada (TAC) is a national association with a mission to promote the provision of safe, secure, efficient, effective and environmentally and financially sustainable transportation services in support of Canada's social and economic goals.

TAC reviews, conduct analysis, develops and approves various traffic related standards and guidelines referenced by many municipal and transportation related professionals.

Reporting to Regional Council:

At key project milestones the Pedestrian Safety Advisory Committee will make information or recommendation reports on the action plan to Regional Council through the Transportation Standing Committee. This reporting relationship will ensure that the Standing Committee and Regional Council remain apprised of the status of the action plan and are given the opportunity for their incremental approval.

Term:

The term of the Committee shall be to the end of fiscal 2013-2014 or until such time as the Pedestrian Safety Action plan and related recommendations resulting from the Regional Council motion of January 29, 2013 are presented to Regional Council.

Composition (be as specific as possible):

- 1 -2 related professionals at large
- 1- 2 Academia
- 1- 2 representatives from an organization with a demonstrated commitment to focus on pedestrian safety
- 3 Citizen at large – One from each Community Council Area
- 2 Councillors from Transportation Standing Committee
- 1 member from the Active Transportation Advisory Committee
- 1 member from the Halifax Regional School Board
- 1 Accessibility Advisory Committee

Selection Criteria:

After the primary membership criteria above have been met, the citizen – at large applications will be evaluated for the follow secondary selection criteria:

- individuals who will contribute to a Pedestrian Safety Advisory Committee that is equitably represented across geographic communities as well as across communities of interest.

- individuals demonstrating a willingness and ability to commit to the term of the committee and projects, including some evening meetings.
- individuals bringing specific skills and experience related to the responsibilities outlined in this terms of reference.

Appointments:

The Transportation Standing Committee is designated to be both the nominating and appointing body for members of the Board, except for the members appointed by each of the Community Councils, for which the Community Council will serve as both the nominating and appointing body. Appoints shall be made in accordance with the Public Appointment Policy adopted by Regional Council.

Governance:

On behalf of Regional Council, The Transportation Standing Committee shall provide oversight to the Advisory Board Appointments, Workplan and other Governance matters and receive the report and recommendations of the Committee from time to time.

Legislative & Policy Framework:

Make reference to the context of Charter- Transportation Act – Traffic Authority, policies etc.

HRM Charter:

Part I - Section 21 - Standing, special and advisory committees

Part XII – Streets and Highways, Section 321 – Traffic Authority

MVA: Section 86- 93 Traffic Authority and Signs and Signals

Officers:

The Board shall have a Chair and Vice Chair to be elected from among its members at the first meeting. The Vice Chair shall act as Chair in the absence of the Chair.

Staff Complement:

The Manager of Traffic and Right of Way Services shall be the primary staff liaison with additional staff support from Police Services (HRP/RCMP Integrated Traffic Unit), Corporate Communications, Design and Construction and Planning and Infrastructure .

The Clerk's Office will provide administrative support to the Committee for the length of their term.

Meetings:

The Committee shall meet monthly or as required to carry out the mandate of the Advisory Committee. Additional meetings may be scheduled at the discretion of the Chair in consultation with the Clerk's Office.

Quorum:

The quorum for regular meetings shall be in accordance with Section 74 of Administrative Order 1 – Quorum of Committees

Vacating a Position:

During the term of the Committee a member may vacate their position on the Board in accordance to the procedures set out in Section 68 of Administrative Order 1 – Vacating a Position on Committee

Procedure:

Meeting procedures shall be governed by the HRM Administrative Order 1- Respecting Procedure of Council as it relates to Committee Procedures.

Appendix A: Current Legislated Requirements

Attach Excerpts from the relevant legislation

HRM Charter – Part 1

Standing, Special and Advisory Committees

21 (1) The Council may establish standing, special and advisory committees.

(2) Each committee shall perform the duties conferred on it by this Act, any other Act of the Legislature or the by-laws or policies of the Municipality.

(3) The Council may appoint persons who are not members of the Council to a committee and may establish a procedure for doing so.

(4) A committee shall operate in accordance with the procedures provided in this Act and the procedural policy for the Council applies to committees unless the Council, by policy, decides otherwise.

(5) A member of a committee established by the Council who is a Council member is not entitled to additional remuneration for serving on the committee but may be reimbursed for expenses incurred as a committee member.

(6) A committee member who is not a Council member may be

(a) paid an annual honorarium for serving on the committee, as determined by the Council by policy, and an honorarium may be a different amount if the person is chair of a committee and honorariums may differ for different committees; and

(b) reimbursed for expenses incurred as a committee member.

(7) Where a Council member is appointed to a committee, board or commission as a representative of the Council, the Council member's appointment ceases if and when person ceases to be a Council member. *2008, c. 39, s. 21.*

HRM Charter - -Part 7

Traffic Authority

321 (1) In this Section, "highway" and "Provincial Traffic Authority" have the same meaning as in the Motor Vehicle Act.

(2) The Council may, by policy, appoint a traffic authority for all or part of the Municipality.

(3) A traffic authority has, within the Municipality, the powers of a traffic authority of a city or town pursuant to the Motor Vehicle Act.

(4) The Clerk shall notify the Provincial Traffic Authority of the appointment of a traffic authority.

(5) Where there is no traffic authority appointed by the Council, the Minister of Transportation and Infrastructure Renewal may appoint a traffic authority to hold office until the Council appoints a traffic authority.

(6) Where it appears to the Minister of Transportation and Infrastructure Renewal that a traffic authority appointed by the Council is not performing the duties and functions of a traffic authority, the Minister of Transportation and Infrastructure Renewal may cancel the appointment of the traffic authority.

(7) The Provincial Traffic Authority has, with respect to

(a) highways vested in Her Majesty in right of the Province;

(b) highways in areas of the Municipality for which there is no traffic authority; and

(c) highways in the Municipality that have been designated by the Minister of Transportation and Infrastructure Renewal as main travelled or through highways,

the powers conferred upon a traffic authority by or pursuant to the Motor Vehicle Act.

(8) The traffic authority for the Municipality has, with respect to highways in the Municipality, excluding those for which the Provincial Traffic Authority has authority, the powers conferred upon a traffic authority by or pursuant to the Motor Vehicle Act. *2008, c. 39, s. 321.*

MVA
TRAFFIC AUTHORITY AND
SIGNS AND SIGNALS

Traffic Authorities

86 (1) The Registrar or a person appointed by the Minister shall be the Provincial Traffic Authority.

(2) The Minister may appoint a person in the public service to be Deputy Provincial Traffic Authority who shall perform such functions and duties as are prescribed by the Minister.

(2A) The Minister may appoint district traffic authorities who shall perform such functions and duties and have such powers and authorities as are prescribed by the Minister.

(3) In the absence or incapacity of the Provincial Traffic Authority, or when the office of Provincial Traffic Authority is vacant, the Deputy Provincial Traffic Authority shall perform the functions and duties and shall have the powers and authorities of the Provincial Traffic Authority.

(4) The Deputy Provincial Traffic Authority may, upon the direction of the Minister or the Provincial Traffic Authority, perform the functions or duties or exercise the powers and authorities of the Provincial Traffic Authority.

(5) A document which purports to be signed by the Deputy Provincial Traffic Authority shall be received in evidence without proof of the signature or the official character of the person appearing to have signed the document.

(6) The council of a city or town may, from time to time, appoint the city or town manager, the chief of police, or some other official of the city or town, to be the traffic authority for the city or town.

(7) The council of a city or town may, from time to time, appoint a member of the police force, or some other official of the city or town to be deputy traffic authority who, in the absence or incapacity of the traffic authority or in the event of his death or ceasing to hold the office, shall perform the duties and have all the authority of the traffic authority of the city or town.

(8) The clerk of a city or town shall forthwith send to the Provincial Traffic Authority any resolution of the council passed under subsection (6) or (7).

(9) When there is no traffic authority and no deputy traffic authority for a city or town the Minister may appoint a traffic authority to hold office until the council has appointed a traffic authority.

(10) If it is made to appear to the Minister that the traffic authority of a city or town is not carrying out his duties or performing his functions under this Act, the Minister, by letter to the mayor or clerk of the city or town, may cancel the appointment of the traffic authority.

(11) The Provincial Traffic Authority shall have, with respect to all provincial highways and highways within a city or town for which there is no traffic authority and no deputy traffic authority, all the powers conferred upon a traffic authority by or under this Act.

(12) Subject to subsection (13), the traffic authority for a city or town shall have, with respect to all highways within the city or town, all the powers conferred upon a traffic authority by or under this Act.

(13) When the Minister has determined that a highway or part of a highway within a city or town is a main travelled or through highway, the traffic authority for the city or town shall not exercise any powers as a traffic authority with respect to that highway or part without the approval of the Provincial Traffic Authority. *R.S., c. 293, s. 86; 1995-96, c. 23, s. 2.*

Classification and signing of highway and signals

87 (1) The Department is hereby authorized to classify, designate and mark all highways lying within the boundaries of the Province and to provide a uniform system of marking and signing the highways under the jurisdiction of the Province.

(2) The Department may determine the character or type of and place or erect upon provincial highways traffic control signals at places where the Department deems necessary for the safe and expeditious control of traffic and, so far as practicable, all such traffic control signals shall be uniform as to type and location.

(3) No traffic control signals shall be erected or maintained upon any provincial highway by any authority other than the Department. *R.S., c. 293, s. 87.*

Signs and signals

88 (1) Signs and signals erected and maintained under this Act shall state or represent thereon such matters as the Minister shall determine.

(2) The fact that the sign or signal has been erected and maintained shall be prima facie evidence that the sign or signal is erected in compliance with this Act and that the matter stated or represented on the sign complies with that determined by the Minister.

(3) The Minister shall from time to time publish in one or more issues of the Royal Gazette a description or specification of the signs that may be erected by the Department or a traffic authority under this Act for the purpose of regulating or controlling traffic, and the production of a copy of the Royal Gazette containing such description or specification shall be prima facie evidence of the matters stated or represented in the description or specification.

(4) The Minister may order the removal of any sign, marking or traffic control signal that has not been erected, located or placed in accordance with this Act or the regulations or which does not comply with the specifications or with any order made by the Minister, and the Minister may authorize any official of the Department or a peace officer to remove any such sign, marking or traffic control signal.

(5) No provisions of this Act for which signs are authorized or required shall be enforced against an alleged violator if, at the time and place of the alleged violation, the sign therein authorized or required is not in proper position or not discernible by an ordinarily observant person, and whenever a particular Section does not state that signs are authorized or required, the Section shall be effective without signs being erected. *R.S., c. 293, s. 88.*

Erection of signs and signals by traffic authority

89 (1) Subject to such authority as may be vested in the Minister, the Registrar or the Department, traffic authorities in regard to highways under their respective authority may cause appropriate signs to be erected and maintained designating business and residence districts and railway grade crossings and such other signs, markings and traffic control signals as may be deemed necessary to direct and regulate traffic and to carry out the provisions of this Act.

(2) The Department shall have general supervision with respect to the erection by traffic authorities of official traffic signs and signals, for the purpose of obtaining, so far as practicable, uniformity as to type and location of official traffic signs and signals throughout the Province, and no traffic authority shall place or erect any traffic signs, signals or markings unless of a type or conforming to specifications approved by the Department.

(3) The Department may prescribe conditions under which a traffic control signal shall be used and when conditions have been so prescribed, it shall be an offence for the traffic authority to fail to comply with them. *R.S., c. 293, s. 89.*

Crosswalks, prohibited turns, etc. and parades

90 (1) The traffic authority may establish and designate and may maintain, or cause to be maintained, by appropriate devices, marks or lines upon the surface of the highways, crosswalks at intersections where, in his opinion, there is particular danger to pedestrians crossing the highway, and at such other places as he may deem necessary.

(2) The traffic authority may set apart an area on a highway as a safety zone and cause signs to be erected and maintained designating such area when so set apart, and may display pavement markings showing the limits of the safety zone.

(3) The traffic authority may also mark lanes for traffic on street pavements at such places as he may deem advisable, consistent with this Act and may erect traffic signals consistent with this Act to control the use of lanes for traffic.

(4) The traffic authority may erect and maintain signs prohibiting altogether or between specified hours, either left turns or right turns or both at any intersection or prohibiting turning around in any block or specified area of the highway.

(5) The traffic authority may

(a) erect and maintain signs exempting public transit vehicles from compliance with signs erected and maintained pursuant to subsection (4);

(b) mark lanes on street pavement for exclusive traffic by public transit vehicles;

(c) exclude from traffic on specified streets or specified portions of streets vehicles other than public transit vehicles or vehicles specified by the traffic authority.

(6) The traffic authority may establish and designate one-way streets where vehicular traffic shall move only in one direction, and the traffic authority shall erect and maintain signs at every intersection where movement of such traffic is so restricted.

(7) No parade, procession or walkathon shall march, occupy or proceed along any highway within the boundaries of a city or town unless a permit has been granted by the traffic authority of the city or town prescribing the route to be followed and the time when the parade, procession or walkathon may take place.

(8) No parade, procession or walkathon shall march, occupy or proceed along any highway not included within the boundaries of a city or town unless a permit has been granted by the Provincial Traffic Authority prescribing the route to be followed and the time when the parade, procession or walkathon may take place.

(9) No person shall participate in a parade, procession or walkathon upon any highway except on a route and at a time prescribed in a permit issued under subsection (7) or subsection (8).

(10) Subsections (7), (8) and (9) do not apply to funeral processions. *R.S., c. 293, s. 90; 2004, c. 42, s. 6.*

Danger zone

91 The Department may set apart an area on a highway as a danger zone and may cause signs to be erected and maintained designating such area when so set apart. *R.S., c. 293, s. 91.*

Tow-away zone

92 The traffic authority may set apart an area of a highway as a tow-away zone and may cause signs to be erected and maintained designating such area when so set apart. *R.S., c. 293, s. 92.*

Traffic signals

93 (1) When traffic at an intersection or on a highway is controlled by traffic signals that are illuminated devices, the traffic signals shall be one or a combination of the following:

(a) green light or flashing green light;

- (b) green arrow light;
- (c) yellow or amber light;
- (d) yellow or amber arrow light;
- (e) red light;
- (f) flashing red light;
- (g) flashing yellow or amber light;
- (h) "walk" light;
- (i) "don't walk" light;
- (j) transit priority signal with a vertical white bar.

(2) The drivers of vehicles, pedestrians, and all other traffic approaching or at an intersection or on a part of the highway controlled by any of the traffic signals mentioned in subsection (1) shall act in obedience to the traffic signals in accordance with the following instructions:

(a) green light or flashing green light - all vehicular traffic facing this signal may proceed unless otherwise directed by a traffic sign or a peace officer but shall yield the right of way to pedestrians lawfully in the crosswalk and other vehicles lawfully in an intersection and, unless otherwise directed by a traffic sign or signal, pedestrians may proceed on a green light only in a crosswalk towards the sign or signal and shall not proceed on a flashing green light;

(b) green arrow light - all vehicular traffic facing this signal may proceed but only in a direction indicated by an arrow unless otherwise directed by a peace officer but shall yield the right of way to pedestrians lawfully in a crosswalk and other vehicles lawfully in an intersection, and pedestrians may proceed only in a crosswalk towards the signal unless otherwise directed by a traffic sign or signal;

(c) yellow or amber light - all traffic facing this signal shall stop before entering an intersection at the place marked or the nearest side of the crosswalk but not past the signal unless the stop cannot be made in safety;

(d) yellow or amber arrow light - all traffic facing this signal shall stop before entering an intersection at the place marked or the nearest side of the crosswalk, but not past the signal, unless the stop cannot be made in safety and then proceed, but only in the direction indicated by the arrow, unless otherwise directed by a peace officer;

(e) red light - all traffic facing this signal shall stop at the place marked or the nearest side of the crosswalk but not past the signal and shall remain stopped while facing this signal, provided that vehicular traffic may

- (i) if a green arrow light is also exhibited, proceed in the direction indicated by an arrow,
- (ii) if a stop is first made and the movement can be made in safety and is not prohibited by sign, proceed to make a right turn,
- (iii) if a stop is first made and the movement can be made in safety and is not prohibited by sign, proceed to make a left turn from a one-way highway into a one-way highway, or
- (iv) if a transit priority signal is also exhibited and if the vehicle is a transit bus, the vehicle is permitted to proceed and make turns through the intersection,

but, in each case, vehicular traffic shall yield the right of way to pedestrians lawfully in a crosswalk and all other traffic lawfully proceeding through an intersection or on a highway;

(f) flashing red light - all traffic facing this signal shall stop before entering the intersection at the place marked or the nearest side of the crosswalk but not past the signal and shall yield the right of way to pedestrians lawfully in a crosswalk and to other vehicles within an intersection or approaching so closely on an intersecting highway as to constitute an immediate hazard, and having so yielded may proceed;

(g) flashing yellow or amber light - all traffic facing this signal shall proceed with caution and shall yield the right of way to all other traffic within an intersection or approaching so closely on an intersecting highway as to constitute an immediate hazard;

(h) "walk" light - pedestrian traffic facing this signal may proceed but only in a crosswalk and all other traffic shall yield the right of way to such pedestrian traffic;

(i) "don't walk" light - pedestrian traffic facing this signal, either flashing or solid, shall not start to cross the roadway in the direction of the signal;

(j) in the event of signal failure where no traffic signal indication is given, the intersection shall be treated as a multi-way stop, all vehicles shall stop and the driver of a vehicle shall yield the right of way to a vehicle that has entered the intersection and, when two vehicles enter an intersection at approximately the same time, the driver of the vehicle on the left shall yield to the driver on the right.

(3) Whenever a street or highway is divided into clearly marked lanes for traffic and the use of the lanes by traffic is controlled by traffic signals that are illuminated devices, the traffic signals shall be one or a combination of the following:

(a) green arrow light;

(b) red X light.

(4) The drivers of vehicles and all other traffic on a highway controlled by the traffic signals mentioned in subsection (1) shall act in obedience to the traffic signals in accordance with the following instructions:

(a) green arrow light - subject to Section 111, drivers of vehicles facing this signal may proceed in the lane to which the signal relates unless otherwise directed by a traffic sign or another traffic signal;

(b) red X light - drivers of vehicles facing this signal shall not drive in the lane to which the signal relates.

(5) For the purpose of Section 83 and Section 126, the traffic signals mentioned in subsection (1) or (3) are official traffic signals and the instructions contained in subsection (2) or (4) are the instructions of the signals.

(6) This Section shall not apply in the case of police and fire department vehicles and ambulances when the same are operating in emergencies and the drivers sound audible signal by bell, siren, compression or exhaust whistle, but this proviso shall not operate to relieve the driver of a police or fire department vehicle or ambulance from the duty to drive with due regard for the safety of all persons using the highway. *R.S., c. 293, s. 93; 2001, c. 44, s. 2; 2004, c. 41, s. 1; 2004, c. 42, s. 7; 2005, c. 54, s. 2; 2007, c. 45, s. 6.*

Offences respecting sign or signal

94 (1) It shall be an offence for any person to place or maintain or to display upon or in view of any highway any unofficial sign, signal or device which purports to be or is an imitation of or resembles an official traffic sign or signal or which attempts to direct the movement of traffic, or which hides from view or interferes with the effectiveness of any official traffic sign or signal, and no person shall erect or maintain upon any highway any traffic or highway signal or sign bearing thereon any commercial advertising.

(2) Every prohibited sign, signal or device is hereby declared to be a public nuisance, and the authority having jurisdiction over the highways is hereby empowered to remove the same, or cause it to be removed without notice. *R.S., c. 293, s. 94.*

Glaring light

95 (1) No person shall place or maintain any artificial light of any kind so as to project a glaring or dazzling light to drivers of motor vehicles on a highway.

(2) Any person who violates this Section shall be liable to a penalty. *R.S., c. 293, s. 95.*

Defacing, knocking down or removing sign or signal

96 Any person who defaces, injures, knocks down or removes any official traffic sign or signal placed or erected as provided in this Act shall be guilty of an offence. *R.S., c. 293, s. 96.*

APPENDIX B: HRM PEDESTRIAN RELATED INITIATIVES

Pathways Parks (CPX01191) This program is designed to address life-cycle refurbishment or new requirements for HRM's vast network of path systems leading into and through parks and green spaces. Items include; surface replacement, asphaltting, fencing, bridges and boardwalks. The focus areas recommended for 2012/13 include the Albro Lake boardwalk system, Ravenscraig Park path system, and HRM's obligation to development agreement case 01186 connection to Kingswood Commercial Zone. The operating cost from capital is for the new walkway systems build through this program and would primarily cover grass cutting, litter control, and surface repairs. The new operating budgets will be split between cost centres W180 - Playgrounds East, W184 - Playgrounds West and R710 - Municipal Op Support.

Regional Trails Active Transportation (CPX01196) - Halifax Regional Trails Active Transportation (AT) includes 19 Community Trail Projects as well as partnership proposals between HRM corporate agencies in the urban core. Priorities pertain to the Regional Trails Plan and HRM's Active Transportation Plan. This AT infrastructure delivers off road, multi-use trail connections between communities and neighbourhoods throughout HRM. The primary corridors are aimed at a large percent of HRM residents and provide healthy, green AT mobility for the evolving sustainable transportation network across HRM. HRM envisions an integrated trail system that will be comparable to other major cities in North America and Europe, whereby Active Transportation is a safe and desirable option for pedestrian and bikers alike. This year's individual trail projects will be selected from those put forward by HRM's community trail partners based on the highest priorities outlined in Council's adopted policies.

As a standard, Municipal Operations operating budget will be increased by 10% of the capital costs to cover the increased operating costs incurred by the new trails.

Regional Trails (CDG00983) Funds will be used for life cycle upgrades for community built trails under the Halifax Regional Trails Association's Maintenance Agreement. The funding will provide life cycle refurbishment to surfacing materials, bridge repairs and upgrades above and beyond the regular annual maintenance requirements of trails.

Street Re-capitolization (CYX01345) This project is dedicated to upgrading existing HRM owned and maintained asphalt street surfaces through a variety of rehabilitation methods. Each method has a different life expectancy and ranges from 5-20 years. The appropriate method is selected using sound asset management techniques to maximize the impact of the investment, which improves the functionality and rideability of the network.

The cost sharing is an estimate of the amount of funding recoverable from Halifax Water for hardware adjustments.

New Sidewalks (CR000003) - This project is dedicated to the installation of new sidewalks. New sidewalks provide pedestrian safety and supports the active transportation initiative. New sidewalk locations may be subject to local improvement charges, pursuant to the requirements of the LIC Bylaw and policy.

Sidewalk Renewals (CKU01084) - This project enhances the quality of existing sidewalks and improves the level of service to the pedestrian users. Sidewalk Renewals involve the removal/replacement of the

existing concrete and asphalt sidewalks (due to deteriorated conditions). The work may also involve curb upgrades.

Active Transportation Plan Implementation (CTU00420) - The Active Transportation (AT) Plan, approved by Regional Council in 2006, describes the development of a regional AT network over a twenty-five year period at an expected cost of \$100 million. The AT Advisory Committee has developed a document called "Five Big AT Ideas" that will help to identify priorities for the next few years. Funding for the 2013-14 year has been committed by Regional Council to the Burnside Drive extension project being undertaken jointly with the Province. The operating budgets will be increased by \$1,500 in cost centre R742 for maintenance and by \$6,500 in cost centre R780 for snow clearing.

Intersection Improvement Program (CTU01086) Relatively significant improvements in safety and operation can be achieved at an intersection or specific roadway sections with minor reconfiguration or lane use changes. Projects scheduled for 2012/13 include: Hammonds Plains (Kingswood to Kearney Lake), Main St (Wilfred Jackson to Ross), Glendale/Chandler, Glendale/Pinehill, Millwood/Beaver Bank.

Pedestrian Safety Access Program (CTR00906) This project consists of minor improvements to the pedestrian system, other than sidewalks and walkways. Projects in 2012/13 include the ongoing installation of Audible Pedestrians Signals to assist visually impaired pedestrians when crossing at signalized intersections. Installation locations will be determined in consultation with the CNIB.

Traffic Calming (CTR00423) This project is the implementation mechanism for the Neighbourhood Shortcutting Policy. It provides for management, consulting, facilitation, public notification, data collection, etc. as well as physical implementation of approved measures.

Neighbourhood streets should be used primarily by traffic related to the neighbourhood. Furthermore, vehicles in a residential area should operate in a manner consistent with the mixed use of neighbourhood streets. By changing the characteristics of the local street system and traffic operations, a short-cutting reduction program can have a significant positive effect on the quality of life in residential neighbourhoods. Quality of life, or livability, may be characterized by the ability of residents to feel safe and secure in their neighbourhood; the opportunity to interact socially with neighbours without distractions or threats; and, a balanced relationship between the multiple uses and needs of a neighbourhood.

Traffic Signal Installation (CTU01085) The requirement for the installation of new traffic control is based on technical warrants established by the Transportation Association of Canada. Projects scheduled for 2012/13 include: Traffic Signals - Wyse/Thistle. Half Signals - Nantucket/Sportsplex Driveway. RA-5 Crosswalk Lights - Larry Uteck/Bedros, Devonshire/Young. Other locations will be finalized at a later date once evaluations are completed.

Traffic Signal Rehabilitation (CTU00419) - HRM owns and operates approximately 270 traffic signals and 120 RA-5 overhead crosswalk lights. An ongoing rehabilitation program is required so that these installations provide adequate traffic control service and are structurally sound so they will not create an on-street hazard. The objective of this program is to achieve a sustainable level of structural and operation soundness for the HRM's inventory of traffic signal hardware. Traffic signals are expected to be upgraded at the following intersections: Hollis/Morris, Connaught/Chebucto, Spring Garden/Queen, Robie/University, and Spring Garden/Summer.