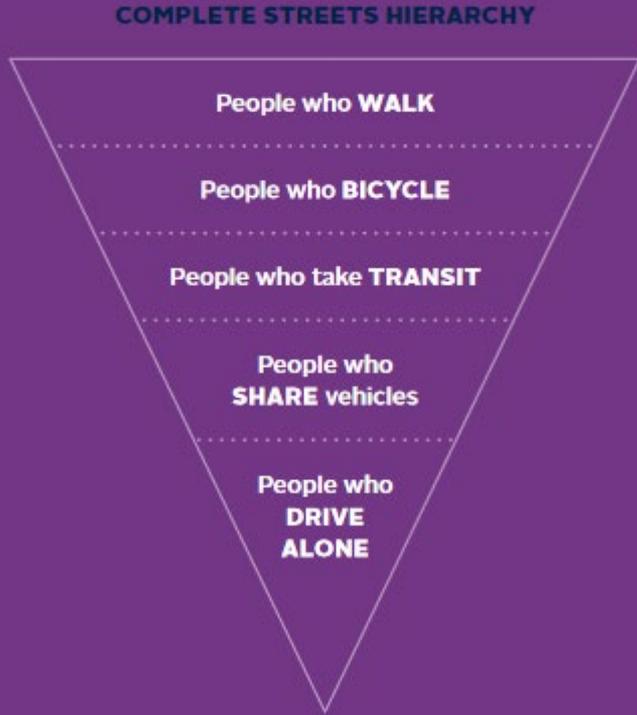




IMP Audit: Road Safety Education

IMP Priorities



Climate priorities

THE CHALLENGE

1. Responding to the Climate Emergency

Climate change is an urgent, complex and global crisis. Its long timeline, globally dispersed impacts, and the level of societal and systems change required make it challenging to rapidly transition to a low carbon future.

We are at a pivotal moment in human history. The next ten years will determine whether or not society can successfully address climate change. This report is Halifax's response to address the climate crisis, stimulate the economy, create new jobs, and build a more resilient future.

In 2018, the world's leading scientific body on climate change released a report titled Global Warming of 1.5°C. The report indicated that the risks of climate change can be substantially reduced by limiting warming to 1.5 degrees Celsius (°C) above pre-industrial levels.² If the world continues to emit its current level of greenhouse gases (GHGs), we will breach the limit of 1.5°C of warming in just ten years.

In 2019, Halifax declared a climate emergency, joining countries and major cities around the world, as well as nearly 500 Canadian municipalities. This plan is Halifax's response to that declaration³.

HalifACT 2050: Acting on Climate Together is the Municipality's long-term action plan to reduce emissions and help communities adapt to a changing climate.

Legal frame work: Responsibilities

R.S., c. 293

motor vehicle

75

PRUDENT DRIVING AND SPEED RESTRICTIONS

Duty to drive carefully

100 (1) Every person driving or operating a motor vehicle on a highway or any place ordinarily accessible to the public shall drive or operate the same in a careful and prudent manner having regard to all the circumstances.

Who has the lion's share of the #SharedResponsibility?

Should that answer change According to physics?

According to HRM Priorities?

Pedestrian and vehicle rights of way

125 (1) Where pedestrian movements are not controlled by traffic signals,

(a) the driver of a vehicle shall yield the right of way to a pedestrian lawfully within a crosswalk or stopped facing a crosswalk; or

(b) where the traffic on a highway is divided into separate roadways by a median, the driver of a vehicle shall yield the right of way to a pedestrian lawfully within a crosswalk or stopped facing the crosswalk on the roadway on which the vehicle is travelling.

(2) Where a vehicle has stopped at a crosswalk to yield to a pedestrian pursuant to subsection (1), it is an offence for the driver of any other vehicle approaching from the rear to overtake and pass the stopped vehicle.

(3) A pedestrian shall not leave a curb or other place of safety and walk or run into the path of a vehicle that is so closely approaching that it is impractical for the driver of the vehicle to stop.

(4) Where a pedestrian is crossing a roadway at a crosswalk that has a pedestrian-activated beacon, the pedestrian shall not leave a curb or other place of safety unless the pedestrian-activated beacon has been activated.

(5) A pedestrian crossing a roadway at any point other than within a crosswalk shall yield the right of way to vehicles upon the roadway.

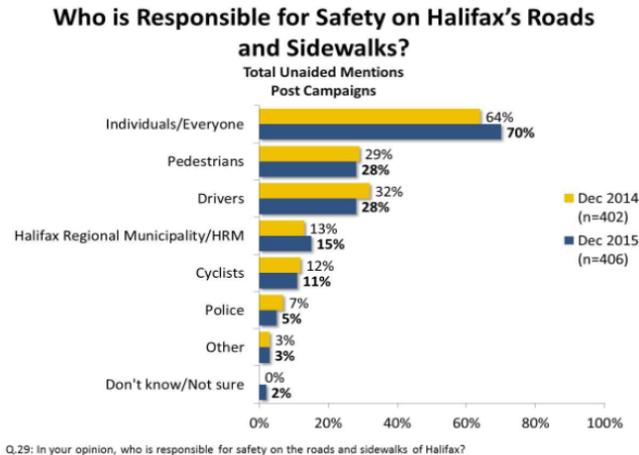
MAY 12, 2022

(6) This Section does not relieve a pedestrian or a driver of a vehicle from the duty to exercise due care. 2007, c. 45, s. 9.

Shared responsibility, Heads up Halifax

A clear majority of residents view road and sidewalk safety as being a collective responsibility.

When asked, unaided, who is responsible for safety on the roads and sidewalks of Halifax, seven-in-ten (70%; up 6 points) believe safety is **everyone's responsibility**. Conversely, more than one-quarter (28%; down 1 point) report the responsibility to be **pedestrians** alone, while the same proportion report it to be the responsibility of **drivers** alone, followed by the **Municipality** (15%; up 2 points) and **cyclists** (11%; down point). Fewer than one-in-ten mentioned any alternative organization as being responsible. (Table 29)



Residents under the age of 55 are more likely to consider safety as everyone's responsibility (18-34: 70% & 35-54: 77% vs. 55+: 60%)

Does this change if IMP priorities are reflected?

If climate priorities are reflected?

If physics are considered?

If the fragility of the human conditions is considered?

How is it going on these streets?

What we have for cyclist safety:

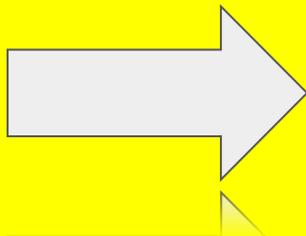
Driver licencing

Enforcement

Education

Signage

Laws like this



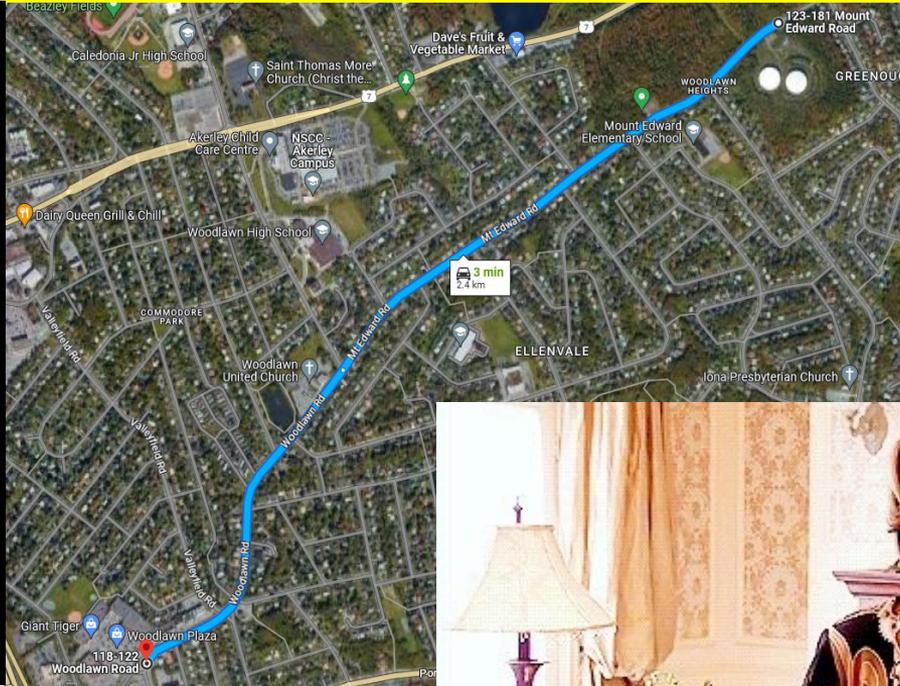
Motor vehicle passing bicycle

171B (1) A driver of a vehicle shall not pass a bicycle travelling in the same direction as the vehicle that is being ridden to the far right of the driver of the vehicle on the roadway, on the shoulder or in an adjacent bicycle lane unless

- (a) there is sufficient space to do so safely; and
- (b) the driver leaves at least one metre open space between the vehicle and the cyclist.

(2) Notwithstanding subsection 115(2), a driver of a motor vehicle may cross a line to pass a bicycle in accordance with subsection (1) if the driver can do so safely as required by Section 100. 2010, c. 59, s. 10.

Where I got passed vs where I passed the driver



Proposed changes: Four wheels good, two wheels better

Driving on left of centre line

115 (1) The driver of a vehicle shall not drive to the left side of the centre line of a highway

(a) when overtaking and passing another vehicle proceeding in the same direction unless such left side is clearly visible and is free of oncoming traffic for a sufficient distance ahead to permit the overtaking and passing to be completely made without impeding the safe operation of any vehicle approaching from the opposite direction or of any overtaken vehicle;

(b) when upon a grade in the highway or approaching the crest of a grade in the highway where in either case the driver's view along the highway is obstructed within a distance of 150 metres; or

(c) when approaching or upon a curve in the highway where in either case the driver's view along the highway is obstructed within a distance of 150 metres.

(2) Notwithstanding subsection (1) and subject to subsection (3), where a highway is divided into lanes for the movement of vehicles in the opposite direction by lines upon the highway, and

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Passing a motorcycle vs passing a pedalcycle

Is removing the double standard safer?*

*On streets the city wants to slow down anyway

It's not *not* allowed: Encourage cyclists take the lane?*

(4) A cyclist who is not riding in a bicycle lane shall ride as far to the right side of the roadway as practicable or on the right-hand shoulder of the roadway unless the cyclist is

(a) in the process of making a left turn in the same manner as a driver of a motor vehicle;[:]

(b) travelling in a rotary or roundabout;[:]

(c) passing a vehicle on the vehicle's left;[:] or

(d) encountering a condition on the roadway, including a fixed or moving object, parked or moving vehicle, pedestrian, animal or surface hazard that prevents the person from safely riding to the right side of the roadway;[.]

When is it safer for cyclists to take the lane?

Blind crests?

Blind turns?

Passing parked cars?

Intersections?

It's safer if it's expected, which is the role of public education campaigns.

It's not *not* allowed: The Idaho stop?*

Stop sign

133 (1) Subject to Section 86, the traffic authority may designate main travelled or through highways by erecting at the entrances thereto from intersecting highways signs notifying drivers of vehicles to stop before entering or crossing such designated highways, or may designate particular intersections and erect stop signs at one or more entrances thereto, and whenever any such signs have been so erected it shall be an offence for the driver of a vehicle or the motorman of a street car to fail to stop in obedience thereto, except where directed to proceed by a peace officer or traffic control signal.

Idaho stop

Article Talk

From Wikipedia, the free encyclopedia

The **Idaho stop** is the common name for laws that allow bicyclists to treat a stop sign as a yield sign, and a red light as a stop sign.^[1] It first became law in Idaho in 1982, but was not adopted elsewhere until Delaware adopted a limited stop-as-yield law, the "Delaware Yield", in 2017.^[2] Arkansas was the second state to legalize both **stop-as-yield** and **red-light-as-stop** in April 2019. Studies in Delaware and Idaho have shown significant decreases in crashes at stop-controlled intersections.

(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,

(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, or

(v) if a green bicycle signal is also exhibited, a cyclist facing the signal 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;

(bs) "traffic" includes pedestrians, herded animals, vehicles, street cars and other conveyances either singly or together while using any street for purposes of travel;

(ca) "vehicle" means every device in, upon or by which any person or property is or may be transported or drawn upon a public highway, excepting a motorized wheelchair and devices moved by human power or used exclusively upon stationary rails or tracks. R.S., c. 293, s. 2; 1994, c. 24, s. 1; 1991, c. 13, s. 1; 1985, c. 23, s. 1; 1982, c. 23, s. 1; 1981, c. 13, s. 1

*May change with Q4 2023 MVA changes

What should be considered?

Should be based on data

Should be based on IMP priorities

Should be based on climate priorities

Should be reflect and encourage the cultural changes in transportation behaviour required for the safety of all road users.

Use and add to existing infrastructure



Simple messaging

When roads are unsafe



Cyclists take the lane

Questions?