
From: Walk 'n Roll Hfx . <walknrollhfx@gmail.com>
Sent: October 9, 2018 6:59 AM
To: Office of the Legislative Counsel
Cc: Arsenault, Paul J; Crosswalk Safety
Subject: Submission to Law Amendments Committee for Bill No. 80 - Traffic Safety Act
Attachments: Traffic Safety Act comments-vf.pdf

Legislative Counsel:

Please distribute this submission from the Crosswalk Safety Society of Nova Scotia and Walk 'n Roll HFX to the members of the Law Amendments Committee for their review today.

Thanks,

Bill Campbell

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Every route you walk in Halifax will be safe, comfortable and interesting

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Law Amendments Committee:

Re: Bill No. 80 - Draft Traffic Safety Act

Thank you for the opportunity to provide comments from the Crosswalk Safety Society of Nova Scotia and Walk 'n Roll Halifax. We advocate for the safety of people walking and rolling.

And thank you for embracing the concept of the **Vulnerable Person** and the enhanced definition of **Distracted Driving** (s. 182 – 188). We understand the Regulations engagement process will further define both these topic areas with regulations, prohibitions and penalties, including fines. We look forward to participating in those discussions.

Here are three comments which may require amendments to the draft Act:

- **The posting of speed limits lower than 50KPH in municipalities is a responsibility that should logically be given to the municipalities**, acknowledging the municipalities' understanding the context of street hierarchy, neighbourhoods, street design, land use, etc. We do not understand the requirement for the Provincial Traffic Authority to be involved in these decisions.
- We ask for increased visibility for people walking at or near a crosswalk. To do this, **please increase the distance within which it is an offence to stop, stand or park a vehicle from 5 metres of a crosswalk to 10 metres**. The current MVA limits the distance one can park from a flashing beacon, stop sign, yielding or traffic control signal to 10 metres, presumably in order to provide drivers clear visibility of the sign. Clear visibility of a crosswalk sign and people intending to cross is equally important. There does not appear to be a logical reason why the distance would be different to a crosswalk sign than these other signs. This request may be the subject of the Regulation engagement process.
- Related to this, and highlighting one of our most vulnerable populations, **s.34 (4) of the draft Act requires only a 5 metre stopping distance from children crossing the street with a crossing guard**. We ask that this 5 metre distance be removed from the draft Act and included in the discussions of similar provisions during the Regulations engagements.
 - *34(4) - Where a crossing guard displays a stop paddle in the manner required by subsection (2), the driver of any vehicle approaching the crosswalk shall stop no closer than five metres from the crosswalk and remain stopped as long as the paddle is displayed*

In closing, we join our colleagues at the **Halifax Cycling Coalition, Bicycle Nova Scotia** and others advocating for legislation and regulations to make the lives of vulnerable persons safer as they carry out their daily activities on our streets and highways.