

**REVISED**  
August 2, 2023



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**Item No. Info Item 2**  
**Transportation Standing Committee**  
**July 27, 2023**

**TO:** Chair and Members of Transportation Standing Committee

**SUBMITTED BY:**

  
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Cathie O'Toole, Chief Administrative Officer

**DATE:** June 27, 2023

**SUBJECT:** Strategic Road Safety Plan – 2023 Annual Report

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**INFORMATION REPORT**

**ORIGIN**

Item 14.2.2 of the July 17, 2018, session of Halifax Regional Council:

MOVED by Councillor Nicoll, seconded by Councillor Cleary

THAT Halifax Regional Council:

3. Direct staff to provide annual information reports to Transportation Standing Committee regarding the implementation of the Strategic Road Safety Framework.

MOTION AS AMENDED PUT AND PASSED UNANIMOUSLY.

**LEGISLATIVE AUTHORITY**

Section 4(g) of the Terms of Reference for the Transportation Standing Committee provides that the duties and responsibilities of the Committee include “providing input and review of road and pedestrian safety”.

**BACKGROUND**

The Strategic Road Safety Framework (SRSF), adopted by Regional Council in July 2018, is Halifax Regional Municipality’s initial road safety framework that aims to reduce fatalities and injuries on roadways within the Region. The Framework is based on a Towards Zero approach, to reduce transportation fatalities and injuries to zero by the year 2038. The Framework also sets a short-term goal of a 20% reduction of fatal and injury collisions by the end of 2023. With the five-year Framework concluding at the end of 2023, a new Road Safety Strategy will be developed for Council approval in 2024, to build and improve upon the work achieved within the 2018 SRSF.

The progress achieved within 2022/23, as well as the planned actions and countermeasures which form the Plan for 2023/2024, are presented herein, with full details in **Attachment 1: Strategic Road Safety Plan – 2023 Annual Report**.

## **DISCUSSION**

### **1. Strategic Road Safety Plan Projects, 2022/23**

The progress on engineering countermeasures in 2022/23 continued to build and expand on existing programs and practices. Table 1 presents the target and completed values for engineering countermeasures in 2022/23.

**Table 1: Engineering Countermeasures, Target and Completed (2022/23)**

Action Item	2022/23 Target	2022/23 Completed
Leading Pedestrian Intervals (LPI)	20	23
Rectangular Rapid Flashing Beacons (RRFB)	20	58
Accessible Pedestrian Signals (APS)	15	13
Traffic Calming Installations	91	80 <sup>1</sup>
40 km/h Neighbourhoods	7	9
Advance Yield Lines (Expanded Pilot)	5	5
Concrete Curb Extensions	18	17
Tactical Temporary Curb Extensions	19	5
Protected Bike Lanes (km)	0.66	0.66
Multi-use pathways (km)	1.39	1.35
Sidewalk – Renewal (km)	3.9	2.9

<sup>1</sup> Note: Thirteen traffic calming projects from 2022 were unable to be completed within the construction season and were carried over to 2023/24.

In addition to the engineering countermeasures presented in **Table 1**, HRM worked on the following road safety projects and studies:

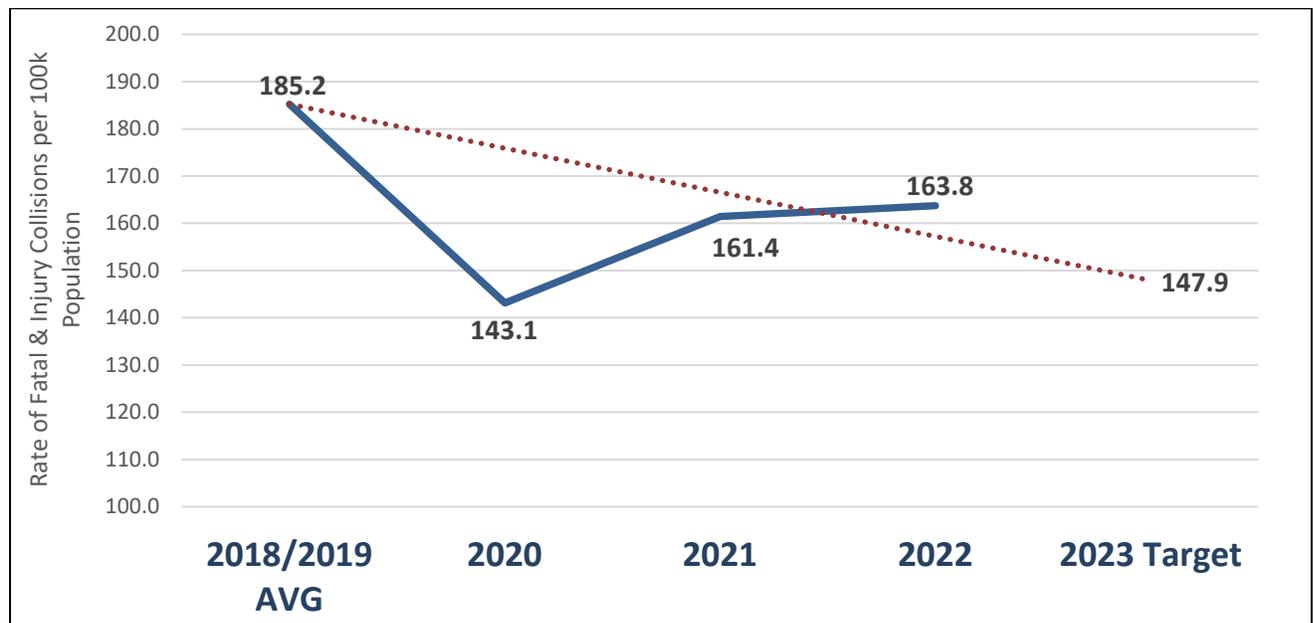
- Intersection Pilot Projects & Micro Traffic Evaluations
- Speed Display Signs
- School Zone Traffic Calming
- Speed Cushions
- Raised Crosswalks
- RA-5 Crosswalks
- Corridor Speed Management
- Education Efforts
- Enforcement Efforts

- Traffic enforcement reports for Halifax Regional Police and Halifax District RCMP are found in **Appendix C: 2022 Traffic Enforcement Statistics**.

**2. Road Safety Program Results, 2022/23**

In 2022 there were a total of 11 fatal collisions and 776 injury collisions which occurred on roadways within the Halifax Regional Municipality, including roadways under provincial jurisdiction. Fatal and injury collisions per 100,000 population have been reduced by 11.6% in comparison to the baseline statistics; an average of 2018 and 2019 collision data.

**Figure 1** shows the fatal and injury collisions per 100,000 population, demonstrating the trendline required to meet Council’s goal of a 20% reduction in fatal and injury collisions by 2023. It is assumed that the lower number of fatal and injury collisions in the year 2020 was influenced by changes to travel behaviour and reduced traffic volumes resulting from the Covid-19 pandemic.



**Figure 1: Road Safety Progress, Collision Rate per 100k Population 2018-2022**

*Data is drawn from closed collision files received from Halifax Regional Police and Royal Canadian Mounted Police as of April 13, 2023. Future reports may vary.*

For comparison purposes, available public data was obtained from a selection of comparable Canadian jurisdictions. Figure 2 provides fatal and injury collisions for 2018 through 2021, normalized by 100,000 population. At the time of preparing this report, most jurisdictions contacted were not yet able to provide finalized fatal and injury collision statistics for 2022.

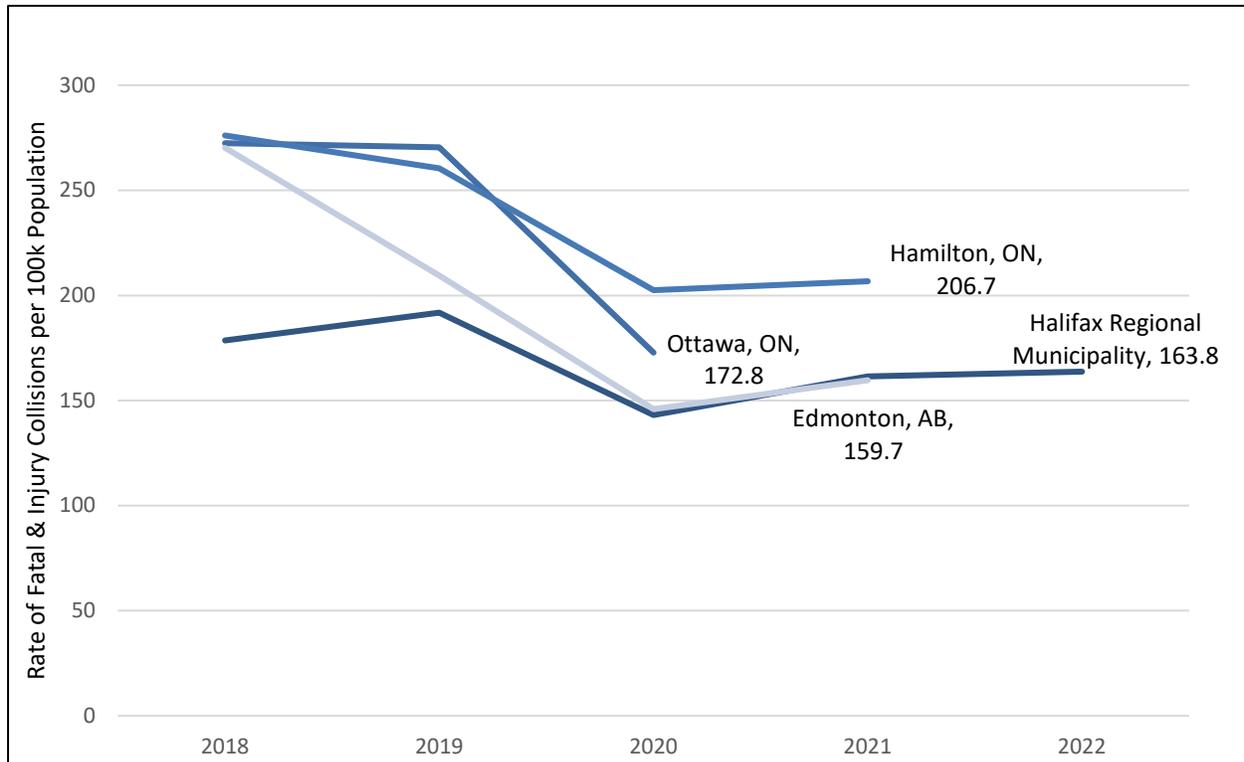


Figure 2: Rate of Fatal & Injury Collisions per 100k Population; Comparison of Canadian Cities

### 3. Strategic Road Safety Plan Projects, 2023/24

The Strategic Road Safety Plan for 2023/2024 will continue to build on previous work by expanding the data-driven engineering countermeasures and collaborating with partners to educate and enforce strategic initiatives.

#### Physical Countermeasures

Traffic Management will continue to expand the installation of traffic safety countermeasures such as leading pedestrian intervals (LPI), rectangular rapid flashing beacons (RRFB), accessible pedestrian signals (APS), advanced yield lines at multi-lane marked crosswalks, neighbourhood speed limit reductions, and traffic-calmed streets. The municipality will also continue to make improvements to pedestrian and bicycle facilities through the implementation of the Integrated Mobility Plan (IMP), the Active Transportation Priorities Plan, and the adoption of a complete streets design philosophy. The Tactical Urbanism program will also test pilot projects to enhance the pedestrian and bicycle realms. Specific installation targets for 2023/24 are identified in **Table 2** below.

**Table 2: Planned Engineering Countermeasures 2023/24**

Action Item	2023/24 Target
Leading Pedestrian Intervals (LPI)	20
Rectangular Rapid Flashing Beacons (RRFB)	49
Accessible Pedestrian Signals (APS)	15
Traffic Calming Installations	81
40 km/h Neighbourhoods	10
Advance Yield Lines	5
Concrete Curb Extensions	28
Tactical Temporary Curb Extensions	14
Protected Bike Lanes (km)	2.5
Local Street Bikeway (km)	5.9
Multi-use pathways (km)	1.8
Sidewalk - Renewal (km)	2.5
Sidewalk - New (km)	1.5

Further to the countermeasures and improvements presented in Table 2, work will be undertaken on the following road safety projects:

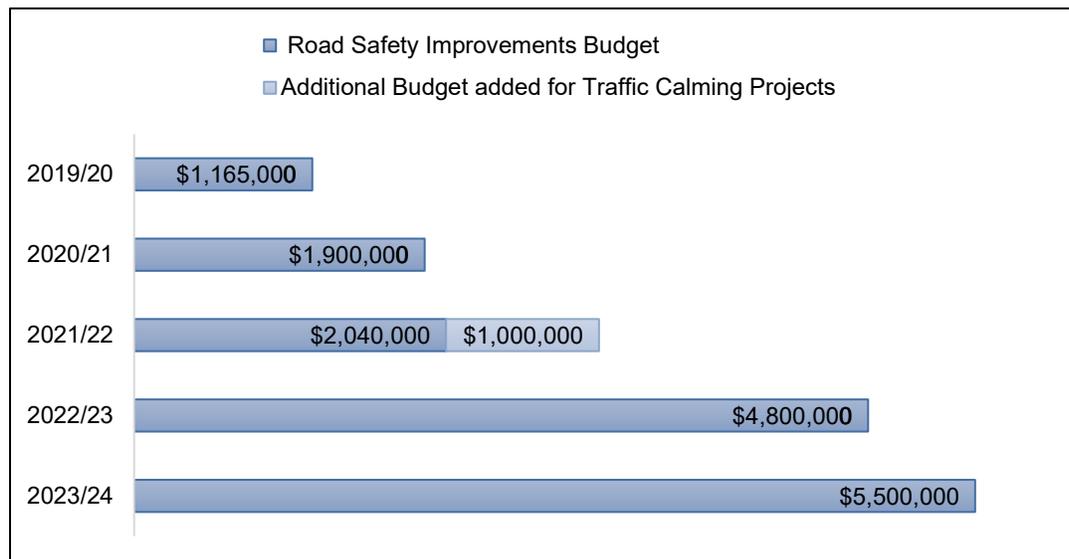
- Intersection Improvements
  - Road Safety will support the design and implementation of both new infrastructure and infrastructure upgrades at locations identified in the 2023/24 Capital Plan for Road Safety Improvements.
- Top Ten Priority Intersections
  - Staff will conduct road safety reviews at the ten highest priority intersections, as identified in **Appendix D**. Staff will develop an implementation plan and timeline for each of the priority intersections.
- Protected Turning Movements
  - Staff will prepare a plan for implementing protected turning movements at intersections identified in the June 2022 report “Protected Turn Movements for Pedestrian Safety”.
  - Staff will consider the use of protected turning movements in the development of the road safety plans for each of the Top Ten Priority intersections identified in **Appendix D**.
- High Visibility Crosswalks at Signalized Intersections
  - Staff will undertake a research project, using funding received through a federal grant, to evaluate the effectiveness of high visibility zebra crosswalk markings on improving pedestrian safety at signalized intersections.
- School Zone Traffic Calming
  - Traffic Management will continue to prioritize traffic calming in school zones and will assess the use of speed display signs and flashing beacons where vertical deflections cannot be

used. There are 15 school zones scheduled to receive vertical deflections in the 2023/24 season. Upon completion of 2023 projects and pilots, 48 outstanding school zones remain on the list for action.

- Road Safety Open Data
  - Staff will develop a new publicly available traffic calming application that will provide residents with a self-serve option to review traffic calming request status.
- Review of 2018-2023 Strategic Road Safety Framework (SRSF)
  - Staff will conduct a review of the original SRSF, evaluating its strengths and areas for improvement. Staff will prepare a report to present to Council in the Fall of 2023.
- Road Safety Strategy 2024
  - Staff will develop the successor to the SRSF, the Road Safety Strategy 2024. The Strategy will set out guiding principles and performance indicators to inform and measure the work of the Road Safety program moving forward. The Strategy will be presented to Council at the end of the 2023/24 fiscal year.

Education is a significant component of the three E’s of road safety countermeasures (engineering, enforcement, and education). As funding for road safety education was cut for the 2022/23 budget year, staff have continued to work through available internal resources for general communication efforts.

The capital budget approved by Regional Council for Road Safety Improvements in 2023/24 is \$5,500,000, representing the largest investment in the Road Safety Improvements budget to date. **Figure 3** shows the Road Safety Improvements budget allocations over the last several years of the Plan. In considering the investments below, it is important to note that HRM is experiencing considerable inflationary pressures in all construction work. Depending on the nature of the engineering countermeasures, HRM has experienced between 6-100% increases over the last year in construction costs, with an average of approximately 25%. Inflation is expected to be a factor for several years which means that, without further significant investment, the number of countermeasures that staff is able to deliver, will decline in future years.



**Figure 3: Road Safety Improvements Approved Budgets, 2019/20 - 2023/24**

Significant efforts have been made towards HRM’s road safety goals with a 11.6% reduction in fatal and injury collisions per 100,000 population after the first three years of dedicated road safety countermeasure installations. 2022 recorded the second lowest number of fatal collisions since the plan’s inception,

surpassed only by 2020, an unusual year because of the Covid-19 pandemic on traffic volumes. While progress has been made, the importance of prioritizing road safety remains, as no loss of life is acceptable.

### **FINANCIAL IMPLICATIONS**

There are no immediate financial implications associated with this report. Additional staff resources may be identified in future capital and operating budgets to achieve road safety goals and support the evolution of the Plan.

### **COMMUNITY ENGAGEMENT**

Community engagement was not conducted as part of this report.

### **ATTACHMENTS**

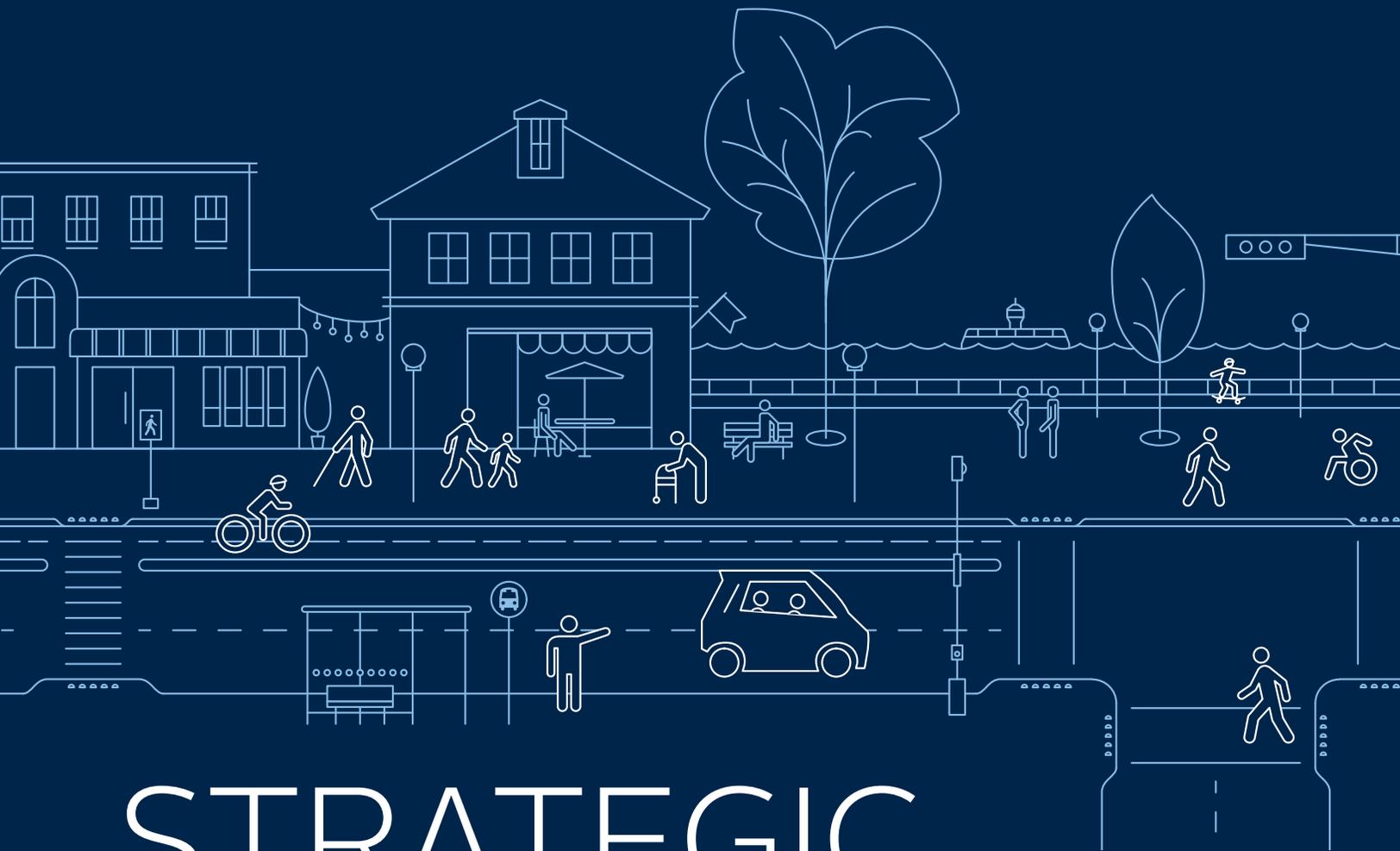
- Attachment 1 - Strategic Road Safety Plan - 2023 Annual Report
- Attachment 2 - 2022 Pedestrian Collisions
- Attachment 3 - 2022 Cyclist Collisions
- Attachment 4 - 2022 Traffic Enforcement Statistics
- Attachment 5 - Top Ten Priority Intersections

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A copy of this report can be obtained online at [halifax.ca](http://halifax.ca) or by contacting the Office of the Municipal Clerk at 902.490.4210.

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# STRATEGIC ROAD SAFETY PLAN

## 2023 ANNUAL REPORT

**Submitted by:**

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Cathie O'Toole, Chief Administrative Officer

**Report Prepared by:**

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The [Strategic Road Safety Framework \(SRSF\)](#), adopted by Regional Council in July 2018, is the Halifax Regional Municipality's initial road safety framework that aims to reduce fatalities and injuries on roadways within the region. The Framework is based on a towards zero approach, with the aim to reduce transportation fatalities and injuries to zero by the year 2038. The Framework also sets a short-term goal of a 20 per cent reduction of fatal and injury collisions by the end of 2023. With the five-year framework concluding at the end of 2023, a new Road Safety Strategy will be developed for council approval in 2024, to build and improve upon the work achieved within the 2018 SRSF.

This report presents the progress made in the 2022/2023 fiscal year, outlines the actions and countermeasures for the 2023/2024 Strategic Road Safety Plan, and introduces the next proposed Road Safety Strategy.

# 1. Road Safety Update

In 2022, 11 fatal collisions and 768 injury collisions occurred on municipal and provincial roads within Halifax Regional Municipality. **Table 1** presents the annual fatal and injury collision statistics from 2018 to 2022.

TABLE 1: FATAL AND INJURY COLLISIONS (2018 - 2022) ✓

YEAR	TOTAL COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS	FATAL + INJURY COLLISIONS	FATAL + INJURY COLLISIONS PER 100,000 POPULATION	% REDUCTION FATAL + INJURY FROM BASELINE	% TRAFFIC REDUCTION DURING COVID-19 PANDEMIC**
2018	6,057	18	750	768	178.6	-	-
<b>BASELINE*</b>				806	185.2		
2019	6,225	18	825	843	191.8	-	-
2020	4,575	8	634	642	143.1	22.7%	21.4%
2021	5,049	15	724	739	161.4	12.8%	11.7%
2022	5,157	11	776	787	163.8	11.6%	8.3%

\* Baseline is average of 2018 and 2019 data

\*\* Annual traffic volume reduction in comparison to 2019 traffic volumes on the Halifax Harbour Bridges.

Data is drawn from closed collision files received from Halifax Regional Police and Royal Canadian Mounted Police as of April 13, 2023.

Future reports may vary.

2022 recorded the second lowest number of fatal collisions since the plan's inception, surpassed only by 2020, an unusual year due to the effects of the Covid-19 pandemic on traffic volumes. Unfortunately, while fatal collisions were lower, collisions resulting in injuries increased slightly over 2021 totals, keeping the rate of total fatal and injury collisions per 100,000 population nearly consistent with the 2021 rate. While the fatality and injury (F&I) collision rate has decreased since the inception of the plan in 2018, more effort is required to continue to bring the rate down further. It is also noted that benefits related to road safety upgrades which have already been implemented may take time to be reflected in the collision data, and the cumulative effort of work to date should be assessed against the trend over multiple years, rather than a single year of data.

**Figure 1** below, charts the fatal and injury collisions per 100 000 population, showing the trendline to meet Council's goal of a 20% reduction in fatal and injury collisions by 2023.

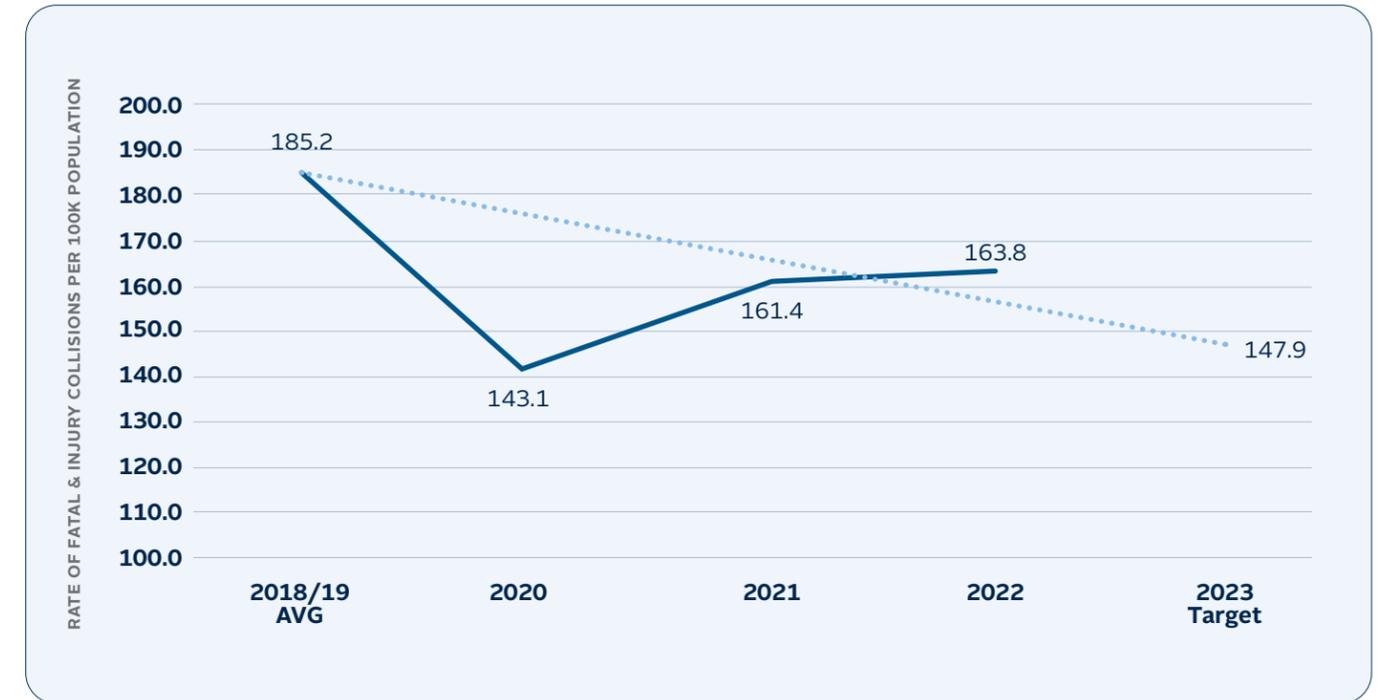


FIGURE 1: ROAD SAFETY PROGRESS, COLLISION RATE PER 100K POPULATION ✓

Staff has reached out to other Canadian jurisdictions to seek comparison data for fatal and injury collision rates. Comparable data requested were the number of collisions resulting in at least one injury or fatality, on municipal and provincial roads within the city's jurisdiction (including provincial controlled access highways) and the population of the corresponding region. At the time of preparing this report, most jurisdictions contacted were not yet able to provide finalized fatal and injury collision statistics for 2022.

Data accuracy and consistency were cited as reasons why other jurisdictions were not prepared to provide final numbers for this report. Staff have committed to keeping in touch with colleagues nationwide to continue comparing fatal and collision rates as data becomes available.

As staff have discovered that most jurisdictions across the country do not release annual collision data for a significant period of time after the reporting year, we will be considering the same approach in the future to allow adequate time for all collision files to be closed and checked for accuracy.



Figure 2 provides fatal and injury collisions for 2018 through 2022, normalized by 100,000 population.

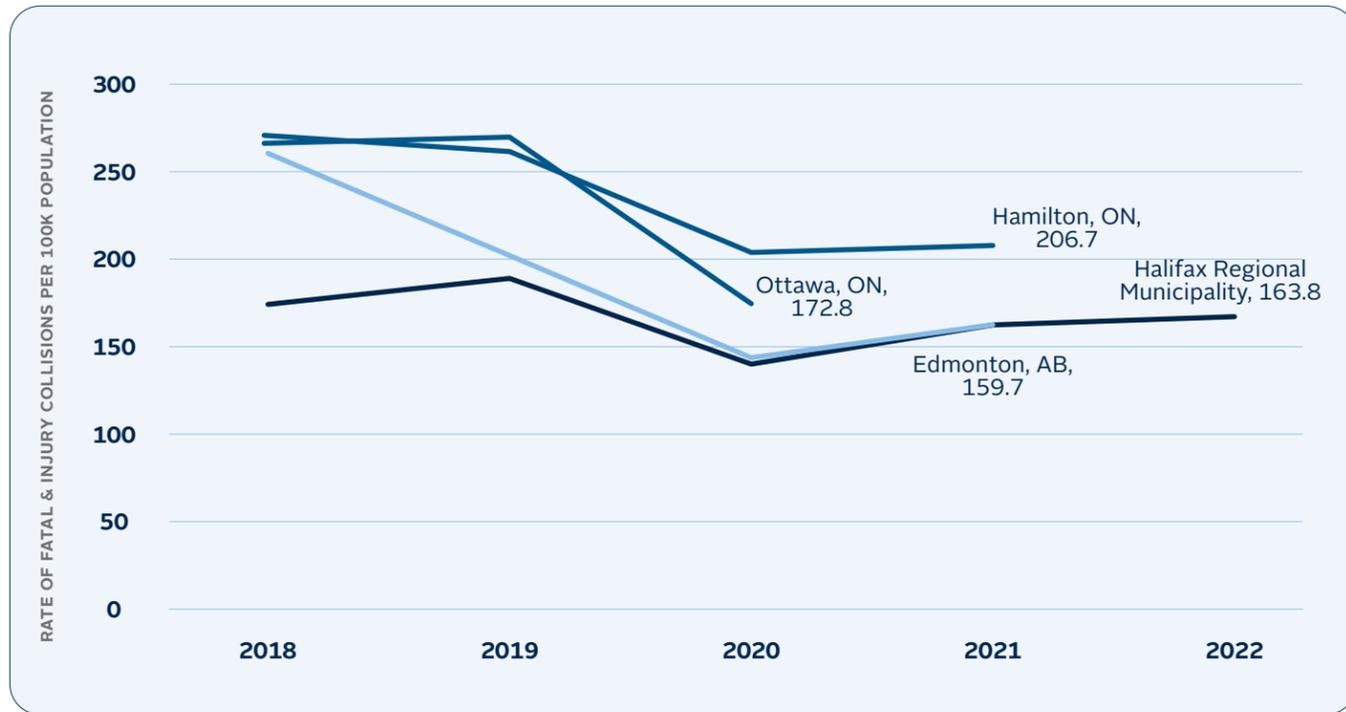


FIGURE 2: RATE OF FATAL & INJURY COLLISIONS PER 100,000 POPULATION: COMPARISON OF CANADIAN CITIES



## 2. Breakdown of Collision Data

To better understand the dynamics of road safety within the municipality, annual collision data is analyzed to identify trends, and to see where efforts may be focused to move towards our road safety goals. Each breakdown presented is based on closed collision files from Halifax Regional Police and Halifax District RCMP, and future reports may vary slightly as further collision files are closed or as errors in collision files are corrected.

Figure 3 displays the type and jurisdiction of each of the 11 fatal collisions that occurred in 2022. This assessment identified three collision types. The most frequent was single vehicle, where the vehicle left the roadway due to driver inattention, excessive speed for the conditions, driver impairment by drugs or alcohol, medical distress or a combination thereof. The other two collision types included multi-vehicle incidents and a single mid-block event where a pedestrian was struck while crossing the road outside of a crosswalk.

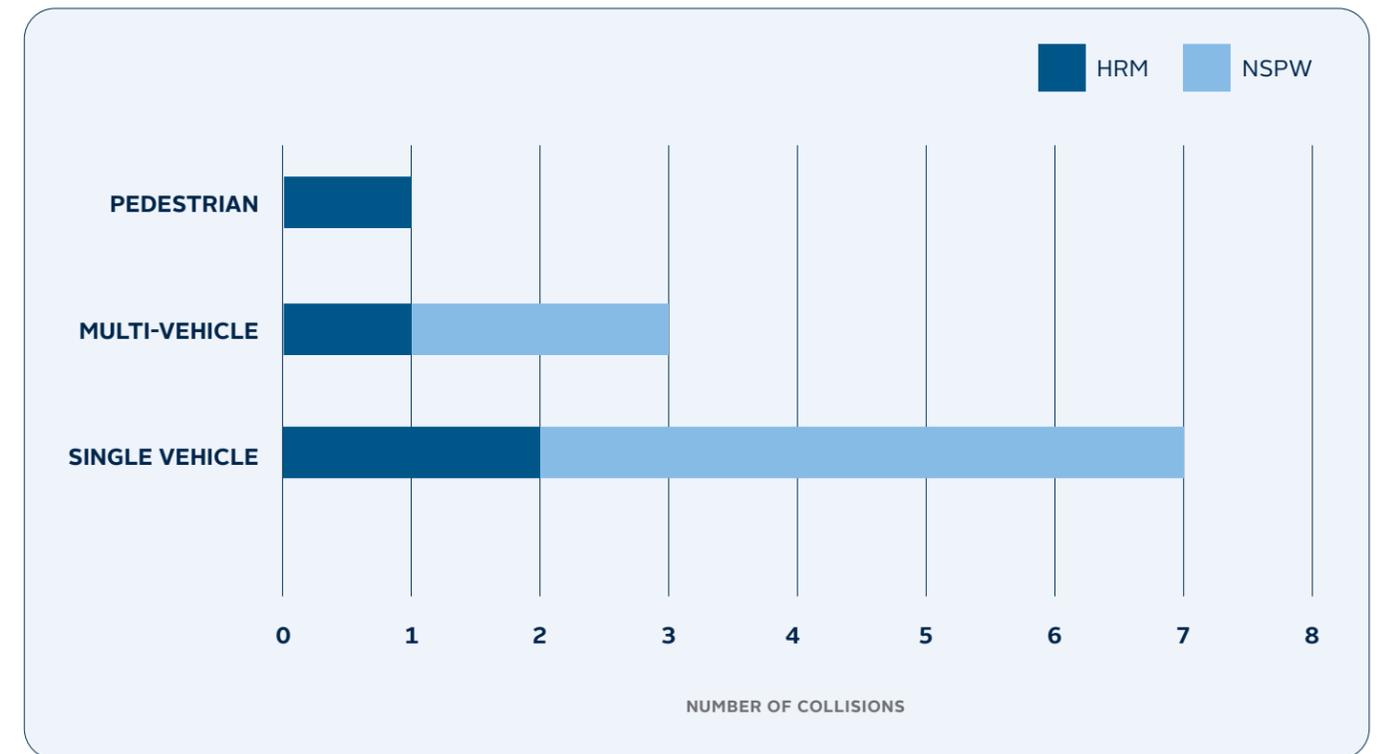


FIGURE 3: 2022 FATAL COLLISIONS BY TYPE AND JURISDICTION

The Halifax region has a wide range of road types and contexts, from urban and suburban streets - operated by the municipality - to rural and controlled access highways operated by Nova Scotia Public Works.

Figure 4 presents a comparison of all collisions that occurred in 2022, based on collision severity type and road ownership as of 2022. While only 18 per cent of all 2022 collisions occurred on provincial roads, 64 per cent of collisions resulting in at least one fatality occurred on provincial roads. This included three fatal collisions on 100 series highways within the Halifax region, three fatal collisions on rural secondary highways and one fatal collision at a provincial urban highway interchange. For collisions resulting in injuries, the distribution between municipal and provincially owned roads experiences a similar distribution as all recorded collisions.

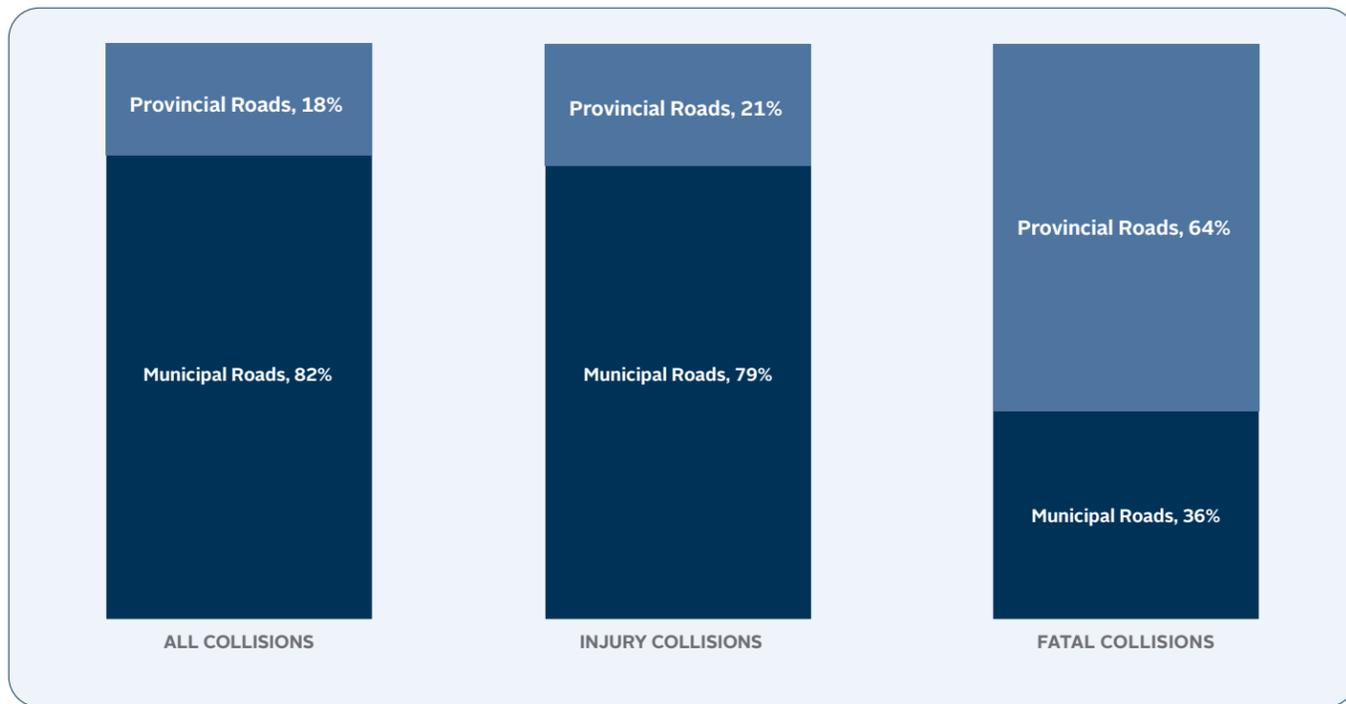


FIGURE 4: BREAKDOWN OF 2022 COLLISIONS BY MUNICIPAL AND PROVINCIAL OWNED ROADS

The *Strategic Road Safety Framework* identifies seven emphasis areas for which collisions are to be tracked and countermeasures targeted. Collisions in these seven emphasis areas are tracked to determine trends and to help identify where more resources may be needed to have the greatest impact on improving road safety. **Figure 5** presents the number of fatal and injury collisions for each emphasis area, since the inception of the Road Safety Framework in 2018. It is important to note there is crossover between emphasis areas (i.e. one collision could occur at an intersection, as well as involve aggressive driving and a pedestrian), therefore these values do not add up to the total number of fatal and injury collisions presented above.

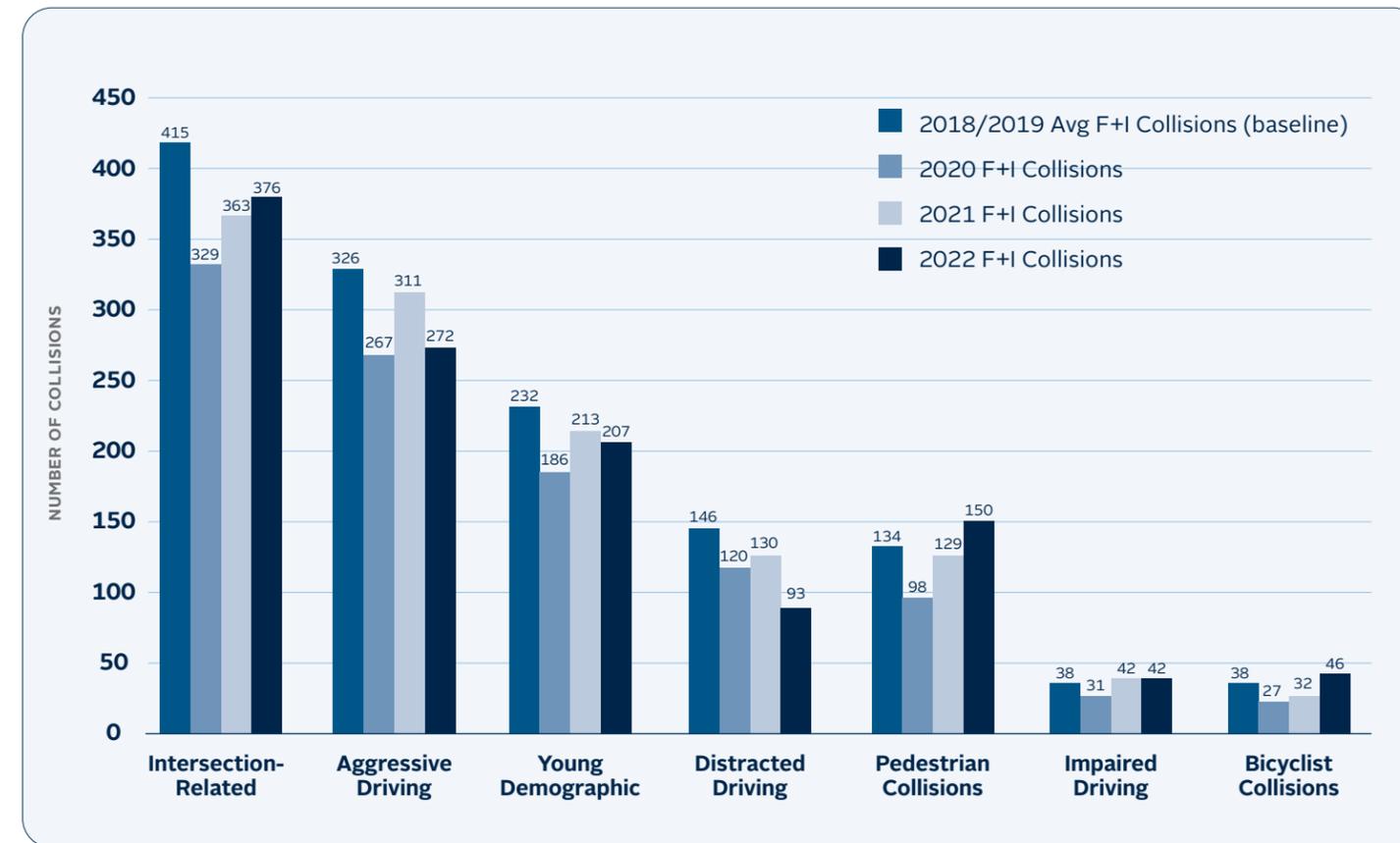


FIGURE 5: FATAL AND INJURY COLLISIONS – ALL EMPHASIS AREAS (2018-2022)

There are three emphasis areas related to enforceable driver behaviour: aggressive driving, distracted driving, and impaired driving. These emphasis areas are identified as contributing factors in 42 per cent of fatal and injury collisions in 2022. These behaviours also contribute to collisions in other emphasis areas including pedestrian and intersection related collisions. Aggressive driving, which encompasses behaviours such as exceeding the posted speed limit, excessive speed for conditions, improper passing, following too closely and failing to yield right-of-way, is implicated in 27 per cent of fatal and injury collisions in 2022. Enforcement as well as effective communication to encourage a culture of safer driving behaviours, will be critical measures to reduce this subset of fatal and injury collisions.

The number of collisions related to aggressive, distracted and impaired driving continues to make up a significant percentage of fatal and injury collisions and indicates that municipal road safety goals cannot be achieved through engineering measures alone. Education and enforcement efforts are critical elements of successful road safety programs and are necessary particularly for shifting these driver behaviours. **Figure 6** breaks down 2022 fatal and injury collisions by the contributing driver behaviours and actions which were identified in the collision report.



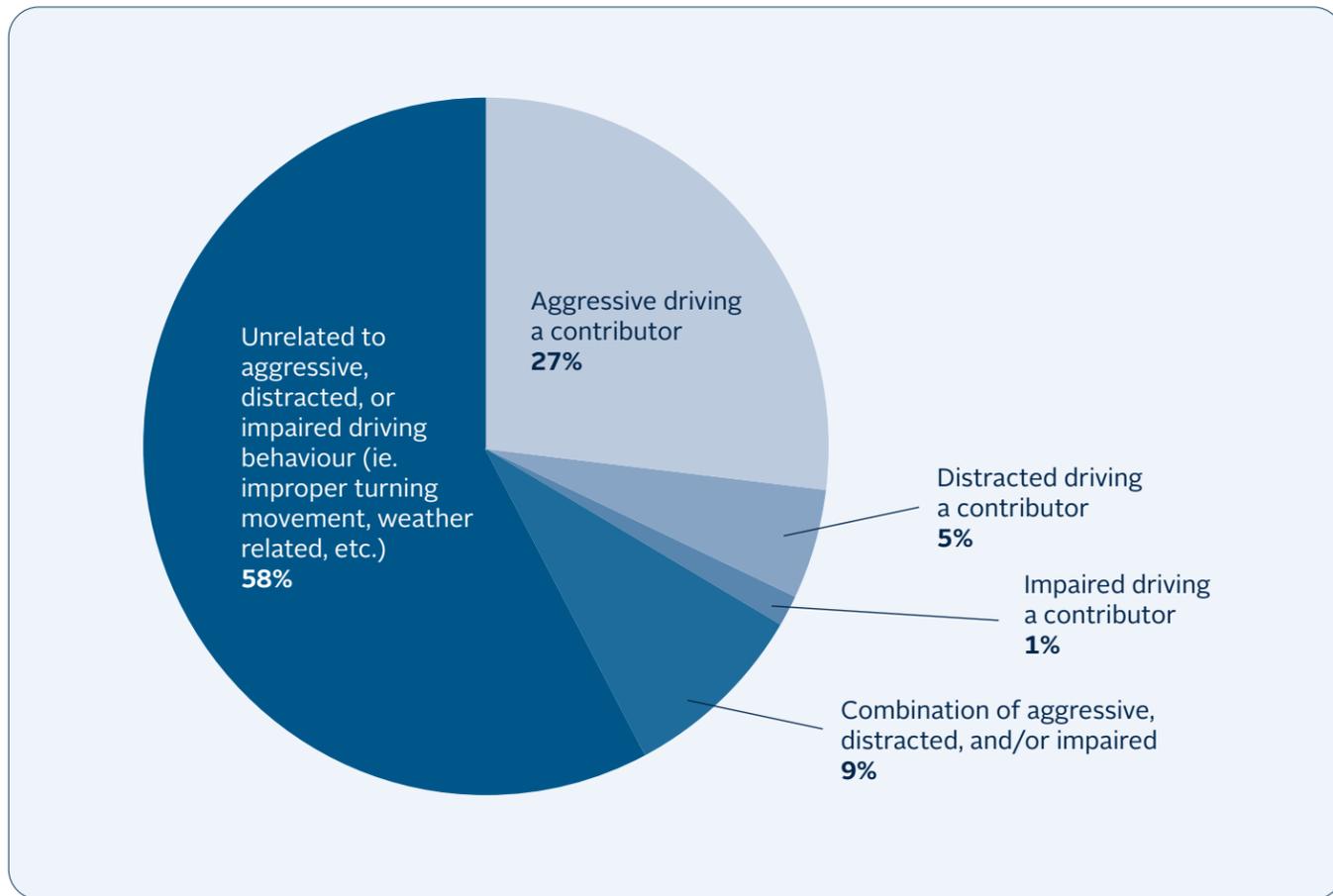


FIGURE 6: FATAL AND INJURY COLLISIONS – AGGRESSIVE, DISTRACTED AND IMPAIRED EMPHASIS AREAS (2022) ^

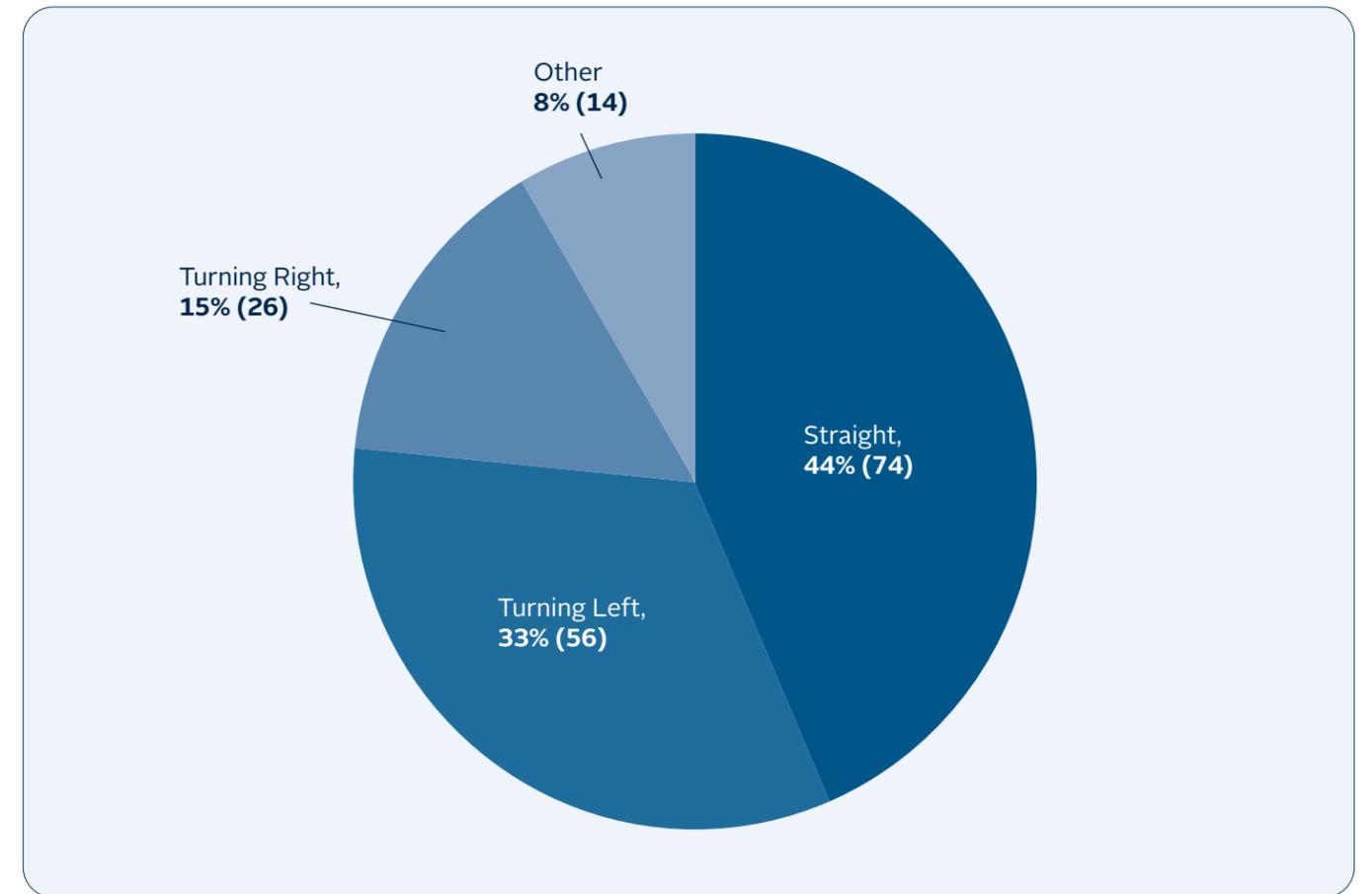
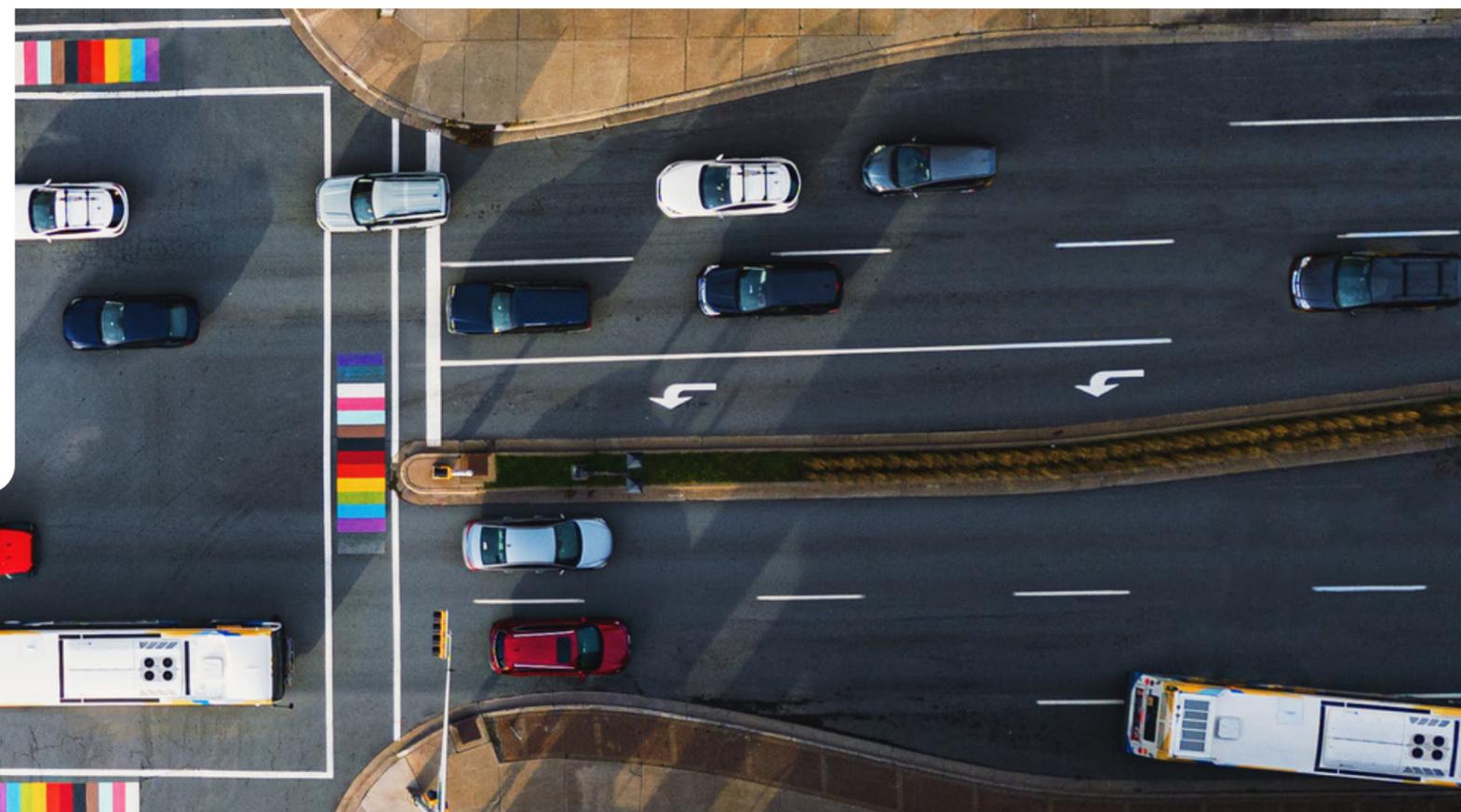


FIGURE 7: PEDESTRIAN-VEHICLE COLLISIONS BY VEHICLE MANOEUVRE, ALL LOCATIONS (2022) ^

## 2.1 Collisions involving pedestrians

To assess risk factors and trends specific to pedestrian collisions, staff evaluated a list of 170 confirmed pedestrian collisions from 2022, all severities included. Due to the quality and limitations of data reported by police and the database analysis tools available, some small variations may occur in future reporting. The list of pedestrian collisions used for this evaluation may be found in **Appendix A – 2022 pedestrian collisions**.

In evaluating pedestrian collisions for trends, one area of focus that was applied was the vehicle manoeuvre involved or associated with the collision. **Figure 7** shows the breakdown of vehicle manoeuvres for all pedestrian collisions in 2022. This includes collisions occurring at intersections of all types, driveways and mid-block locations (not at a crosswalk). In this chart, 'other movement' includes movements such as merging in traffic, negotiating a curve, stopped in traffic, etc.



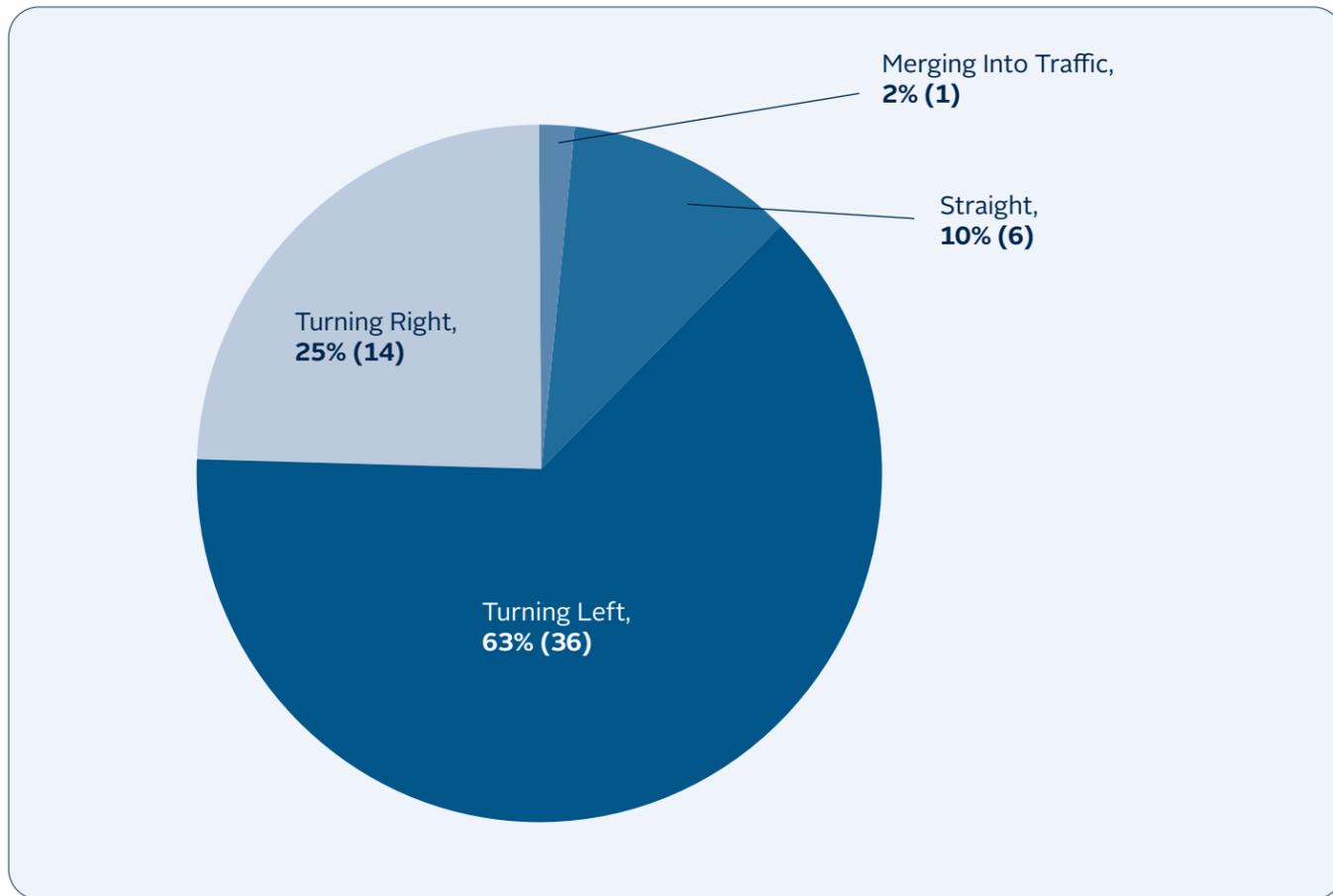


FIGURE 8: PEDESTRIAN-VEHICLE COLLISIONS BY VEHICLE MANOEUVRE, SIGNALIZED INTERSECTIONS (2022)

Figure 8 shows the breakdown of vehicle manoeuvres associated with pedestrian collisions that occurred at signalized intersections only.

To assess the types of infrastructure where pedestrian collisions occurred in 2022, staff have evaluated and classified a traffic control type for each of the pedestrian collisions. The number of pedestrian collisions that occurred at each traffic control type in 2022 are presented in Figure 9. Note, that for this chart the collision is classified by the traffic control type that was present for the vehicle involved in the collision and not the overall intersection. For example, where there is a rectangular rapid flashing beacon (RRFB) on the major street with a marked crosswalk and stop control on the side street, the control type may be either RRFB or stop control depending on the collision configuration. Traffic control type may in some cases differ from the type listed in the police report, where further investigation was able to confirm a different traffic control type for the vehicle involved. Staff have made their best efforts to definitively determine the circumstances of each collision, however in some cases where it was challenging to confirm the type of traffic control from the details of the collision report, collisions were classified as an 'unconfirmed' traffic control type.

For reference, traffic control types presented in Figure 9 include:

- **Marked crosswalk (basic)** - includes RA-3 and RA-4 crosswalks
- **Marked crosswalk (beacon)** - includes RRFB and RA-5 crosswalks
- **Mid-block crossing (unmarked)** - occurs between intersections where there is no marked crosswalk and pedestrians do not have the right-of-way
- **Private/parking lot** - includes collisions that occurred within a parking lot or private property
  - o These are incorrectly tagged as municipal right-of-way and should be removed from the database
- **Roadway/shoulder** - includes locations where there was no active crossing of a pedestrian
  - o for example, a pedestrian may have been standing on the side of the road
- **Sidewalk/driveway** - includes collisions where a pedestrian was on the sidewalk or crossing a driveway opening
- **Stop control** - includes two-way stops and all-way stops for the vehicle where pedestrians may have a marked or unmarked crossing
- **Traffic signal** - includes locations with traffic signals as a control device and may include collisions that occur within the right-turn channel of the signalized intersection
- **Uncontrolled** - includes locations where there is no traffic control for the vehicle (free flow) but the driver must yield to pedestrians in a marked or unmarked crosswalk

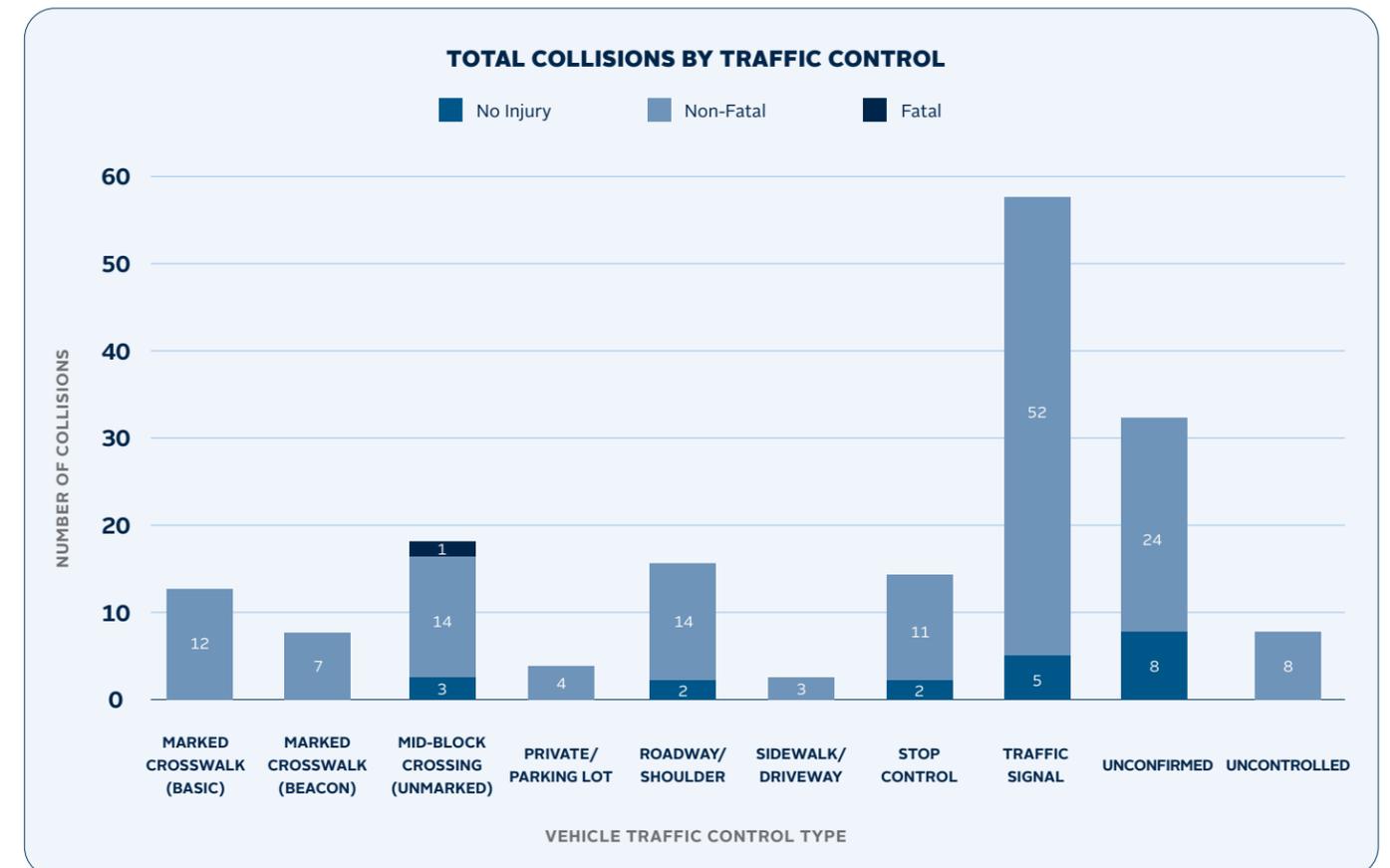


FIGURE 9: PEDESTRIAN-VEHICLE COLLISIONS BY TRAFFIC CONTROL TYPE/LOCATION (2022)

While evaluating the 2022 pedestrian collisions, a relatively high frequency of pedestrian-vehicle collisions (four) was confirmed to be at the intersection of Sackville Street at Brunswick Street. All four of these pedestrian-vehicle collisions involved a vehicle making a left turn manoeuvre at the intersection. A leading pedestrian interval (LPI) has recently been installed at this intersection to improve the visibility of pedestrians for turning vehicles at the intersection. The intersection will be monitored to determine the effectiveness of this countermeasure.

Other pedestrian-vehicle collisions that occurred in 2022 appear to be spread throughout the region, with a higher density occurring in the urban core.

## 2.2 Collisions involving cyclists

Similar to the evaluation of pedestrian collisions, staff evaluated a list of 73 confirmed cyclist-involved collisions from 2022, all severities included. As with the pedestrian collisions, note that some small variations may occur in future reporting. The list of cyclist collisions used for this evaluation is included in **Appendix B – 2022 Cyclist Collisions**.

**Figure 10** presents a breakdown of cyclist-involved collisions by non-cyclist vehicle manoeuvres. In this chart, 'other' includes additional vehicle manoeuvres that may have occurred such as merging into traffic, negotiating a curve, etc.

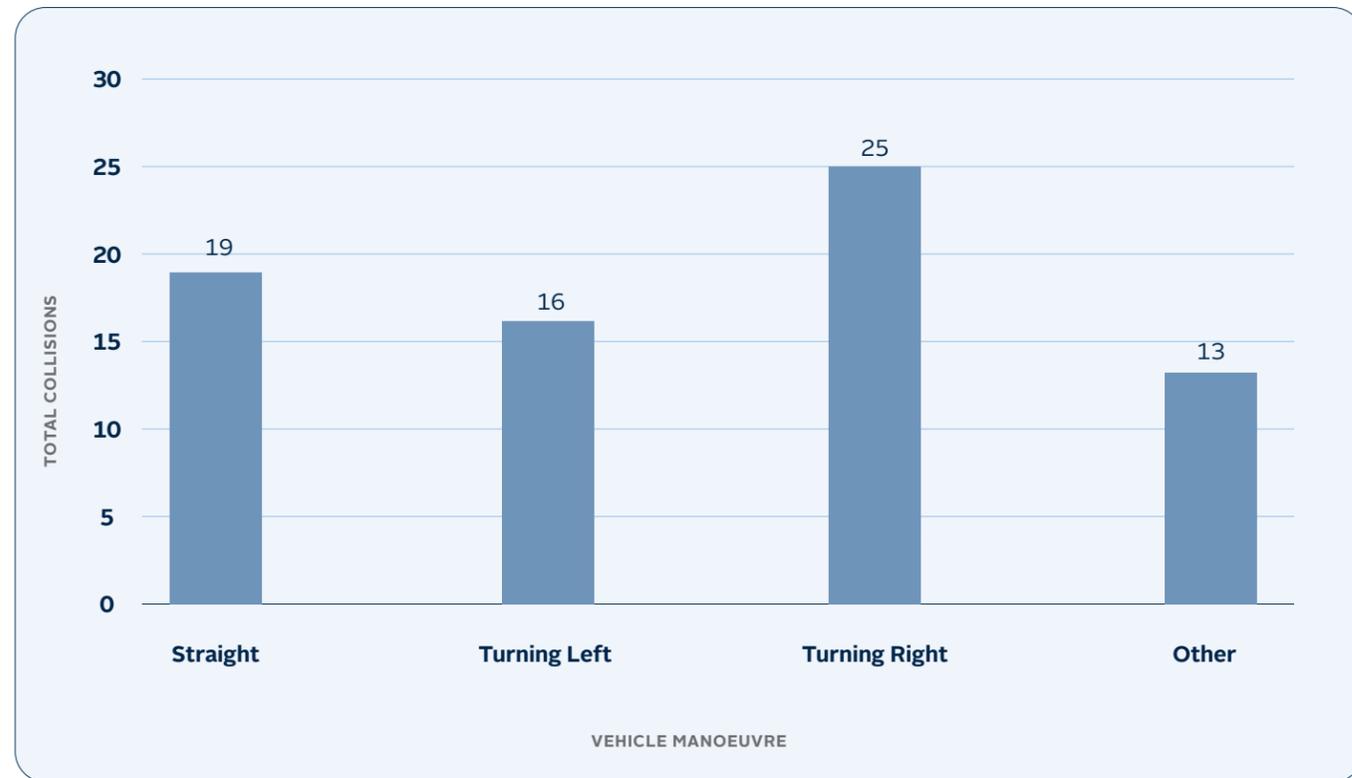


FIGURE 10: CYCLIST-VEHICLE COLLISIONS BY VEHICLE MANOEUVRE (2022)

To assess which types of infrastructure cyclist collisions occurred at in 2022, collisions were classified by traffic control type and by cycling facility type. **Figure 11** and **Figure 12** present the collisions broken down by each of these classifications, respectively. 'Roadway' refers to non-intersections, side of road, etc. 'Uncontrolled' refers to free-flow movement of vehicles such as turning onto a minor street from a major street. In Figure 11, 'Other' includes additional traffic control types such as all-way stop control, roundabouts, yield control, etc. In Figure 12, 'Other' includes unknown status of bike facility, unable to confirm or a cyclist on the sidewalk.

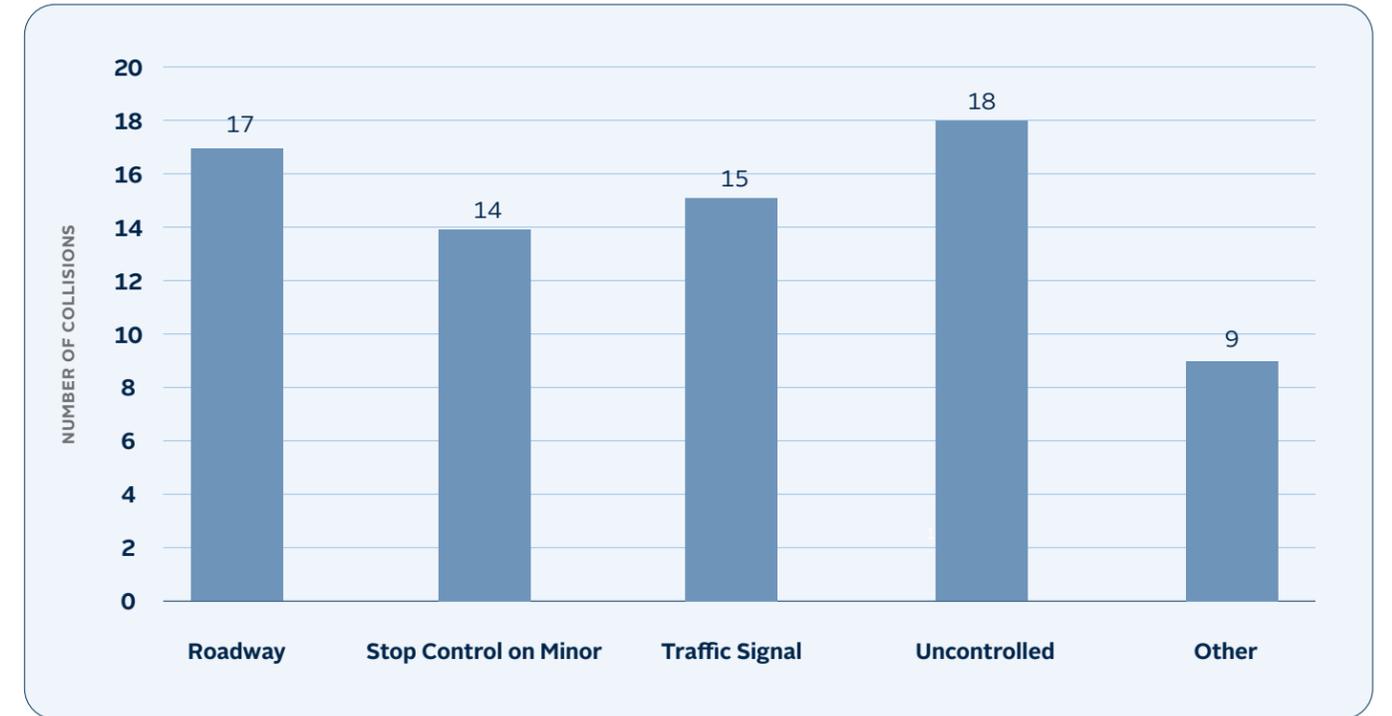
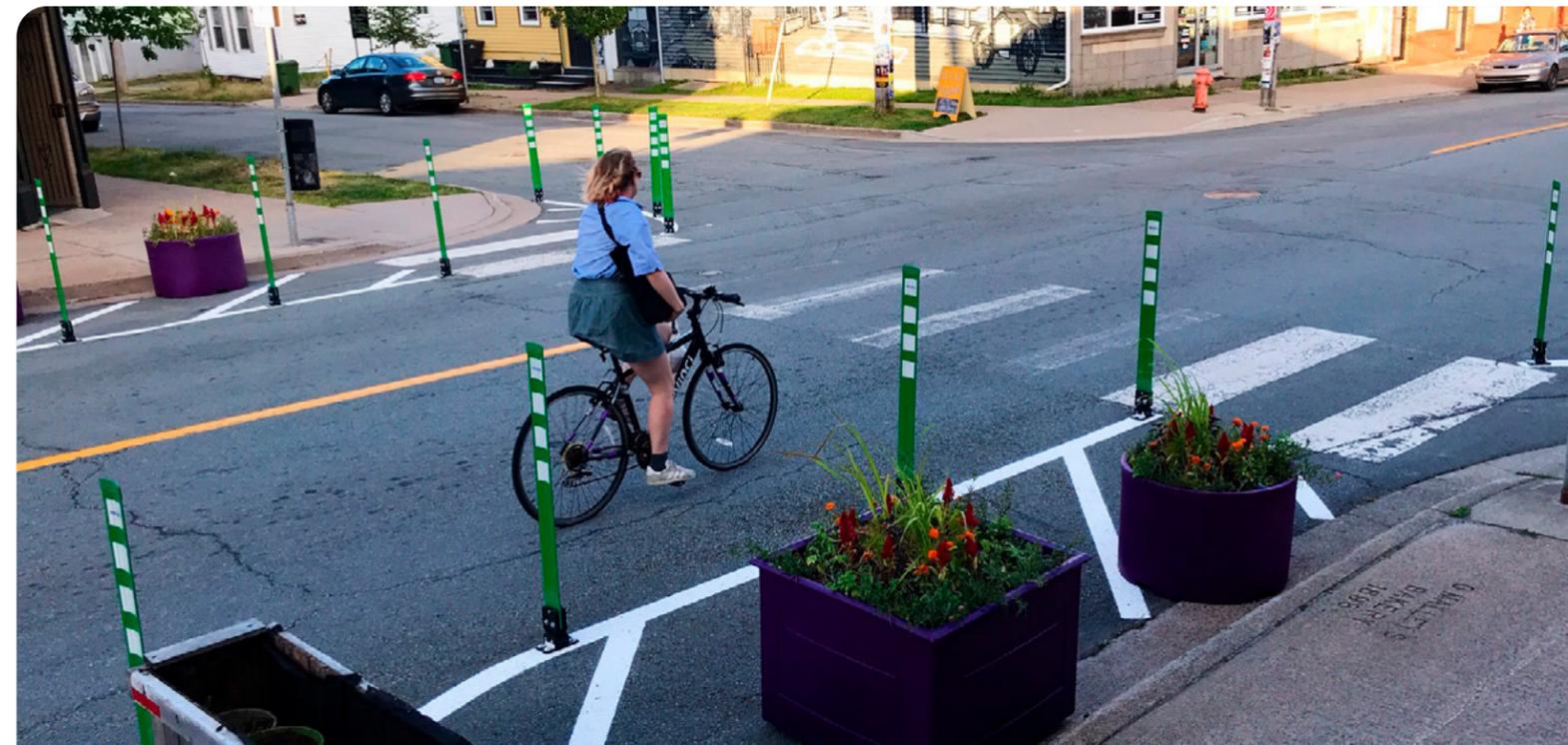


FIGURE 11: CYCLIST-VEHICLE COLLISIONS BY TRAFFIC CONTROL TYPE (2022)



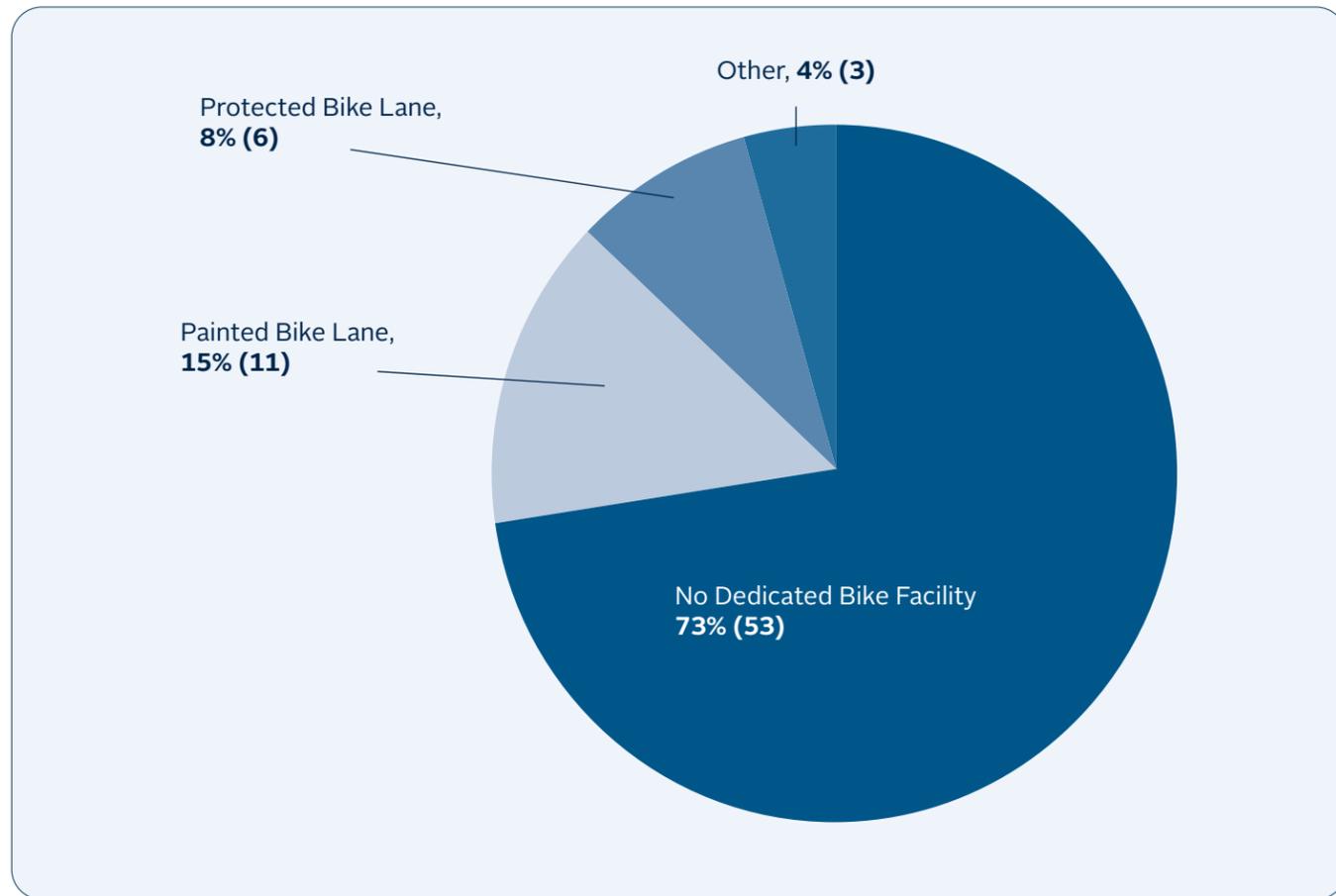


FIGURE 12: CYCLIST-VEHICLE COLLISIONS BY CYCLING FACILITY TYPE (2022) ^

While evaluating the cyclist collisions, there were three locations that experienced two collisions each in 2022:

- Windsor Street at Willow Street
- Alderney Drive at Kings Wharf Place
- Robie Street at Coburg Road

Collision types varied and there was no previous collision history experienced at any of these locations. Other cyclist-vehicle collisions that occurred in 2022 appear to be spread throughout the region with a higher density occurring in the urban core.



# 3. Strategic Road Safety Plan, 2022/23

## 3.1 Engineering

Engineering countermeasures in 2022/23 continued to build and expand on existing programs and practices established in previous years. **Table 2** presents the target and completion values of engineering countermeasures in 2022/23.

TABLE 2: ENGINEERING COUNTERMEASURES - TARGET AND COMPLETED (2022/23) ✓

ACTION ITEM	2022/23 TARGET	2022/23 COMPLETED	COMMENTS
<b>LEADING PEDESTRIAN INTERVALS (LPI)</b>	20	23	
<b>RECTANGULAR RAPID FLASHING BEACONS (RRFB)</b>	20	58	
<b>ACCESSIBLE PEDESTRIAN SIGNALS (APS)</b>	15	13	Two outstanding locations prepared for installation, pending arrival of required parts.
<b>TRAFFIC CALMING INSTALLATIONS</b>	91	80	80 traffic calming projects were completed during the 2022 construction season, with another 13 projects carried forward and added to the proposed number for 2023/24.
<b>40 KM/H NEIGHBOURHOODS</b>	7	9	New neighbourhoods in 2022/23 included: <ul style="list-style-type: none"> <li>• Heritage Hills</li> <li>• Erindale Estates</li> <li>• Harbourview Area</li> <li>• Dartmouth Flower Streets</li> <li>• Central Spryfield</li> <li>• Governors Brook</li> <li>• Beechville Estates</li> <li>• Eaglewood</li> <li>• Ridgevale</li> </ul>
<b>ADVANCE YIELD LINES</b>	5	5	Five new locations included: <ul style="list-style-type: none"> <li>• Pleasant Street at Civic 300</li> <li>• Lacewood Drive at Braeside Lane</li> <li>• Nantucket Avenue at Green Road</li> <li>• Old Sambro Road at Schnare Street</li> <li>• Young Street and Monaghan Drive</li> </ul>
<b>CONCRETE CURB EXTENSIONS</b>	18	17	
<b>TACTICAL TEMPORARY CURB EXTENSIONS</b>	19	5	
<b>PROTECTED BIKE LANES (KM)</b>	0.66	0.66	
<b>MULTI-USE PATHWAYS (KM)</b>	1.39	1.35	
<b>SIDEWALK – RENEWAL (KM)</b>	3.9	2.9	Three locations carried over to 2024. Includes only full renewals, and not where spot repairs were completed.
<b>SIDEWALK – NEW (KM)</b>	3.59	1.41	New sidewalks tied to paving projects carried over to 2023/24

In addition to the ongoing engineering countermeasures presented in **Table 2**, the Road Safety team and partners worked on the engineering countermeasures detailed below.

### Intersection Pilot Projects & MicroTraffic Evaluations

Two new intersection countermeasures were piloted in 2022, drawn from the recommendations of the intersection video analytics study completed by an engineering consultant, *MicroTraffic*, in 2021.

The first of the two countermeasures piloted in 2022 was high visibility ‘zebra’ crosswalk markings, shown in **Figure 13**. While zebra crosswalk markings are not new to the municipality, 2022 was the first year where they were used at signalized intersections. High-visibility crosswalk markings were installed at six locations in 2022:

- Lacewood Drive at Dunbrack Street
- Lacewood Drive at Parkland Drive
- Main Street at Major Street
- Oxford Street at Chebucto Road
- Oxford Street at Quinpool Road
- Portland Street at Eisener Blvd



FIGURE 13: HIGH VISIBILITY CROSSWALK MARKINGS AT MAIN STREET AND MAJOR STREET, 2022 ✓

The second new countermeasure was left-turn traffic calming, shown in **Figure 14**. This countermeasure added vertical deflections (speed bumps), extending the centreline of the road in a manner that encourages tighter turns and reduced turning speeds for left-turning traffic. Left-turn traffic calming design plans were created, with installation of measures in October and seasonal removal in December prior to the first snowfall. The locations of left-turn traffic calming included:

- South Park Street at Spring Garden Road
- Joseph Howe Drive at Dutch Village Road
- Lacewood Drive at Dunbrack Street
- Main Street at Major Street
- Lacewood Drive at Parkland Drive



FIGURE 14:  
LEFT TURN CALMING AND HIGH VISIBILITY CROSSWALK MARKINGS AT  
LACEWOOD DRIVE AND PARKLAND DRIVE, REGENCY PARK DRIVE, 2022

Following the installation of both pilot projects, video was collected to assess the effectiveness of these new countermeasures compared to the results of the original video analytics conducted at these locations prior to countermeasure installation. Results from this follow up analysis will be used to inform future use of these countermeasures.

#### **Speed Display Signs (SDS)**

In 2022, the SDS program was expanded to support a new model of installing two signs per district for a total of 32 signs. Note, that this inventory does not include signs installed under the separate traffic calming program. Signs will continue to be relocated twice per year as resources permit. This approach will also seek feedback from Councillors when selecting new locations for speed display signs. Installation locations must still meet municipal guidelines for the use of speed display signs and staff will make a recommendation for the highest priority locations for Councillor input.

#### **School Zone Traffic Calming**

Traffic calming in school zones continued to be a priority for the traffic calming program in 2022, in accordance with the goal to implement traffic calming in all school zones. In the 2022 construction season, vertical deflections were installed in 18 school zones.

School zone traffic calming pilots were also initiated within two school zones where typical vertical deflections could not be installed due to road grade and/or street classification. These school zone pilot projects included painted 'SCHOOL' markings on the pavement near the regulatory school zone signage at the entrance to the school zone (**Figure 15**). Additional pilots are planned for 2023 that will include the use of Speed Display Signs and flashing beacon enhanced school zone signage.



FIGURE 15: PAINTED 'SCHOOL' MARKINGS, PILOT ON PENHORN DRIVE, 2022

The status of traffic calming at all schools in the municipality are presented in **Figure 16**.

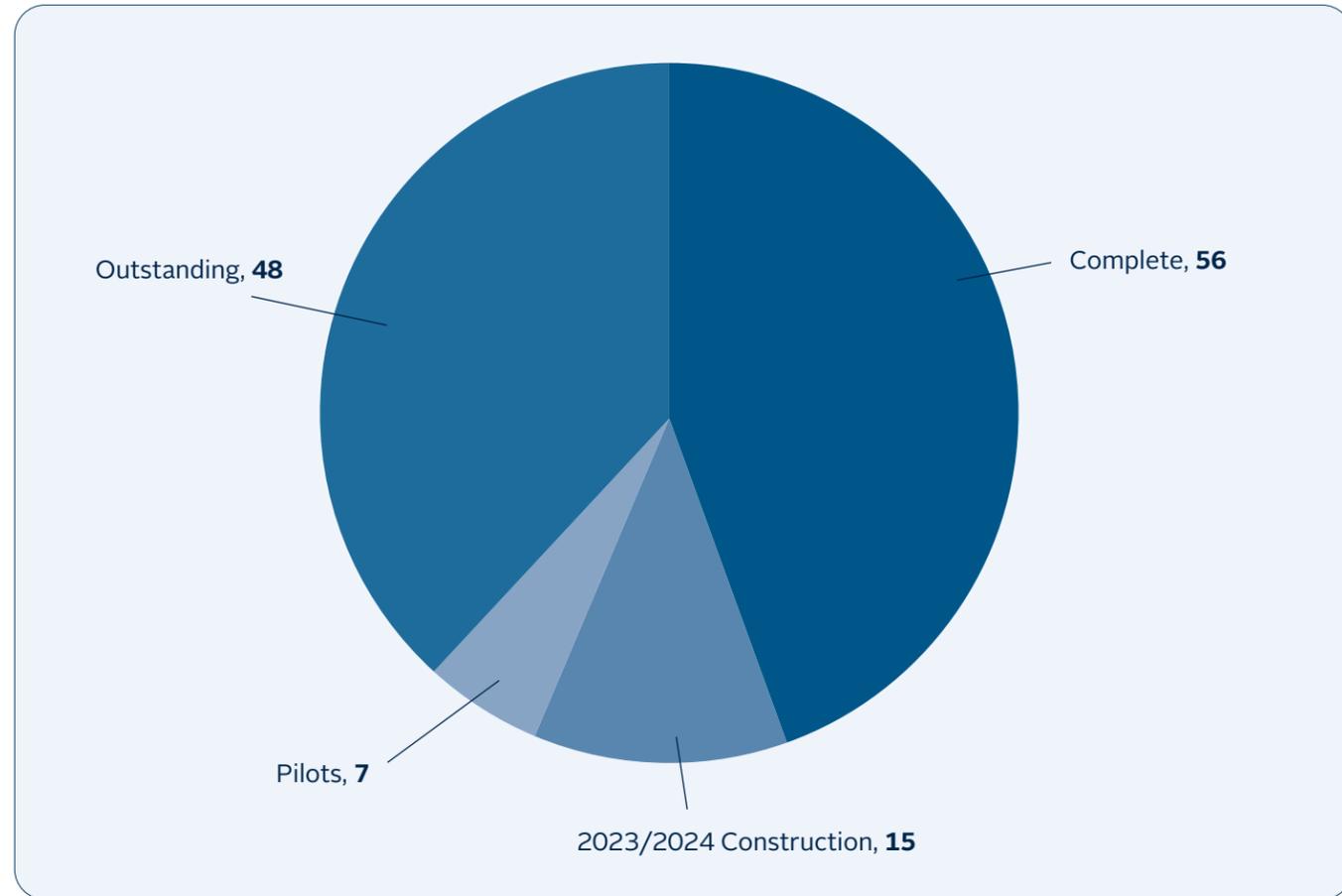


FIGURE 16: SCHOOL ZONE TRAFFIC CALMING ^

### **Speed Cushions**

The first on-street installation of speed-cushions was implemented as a pilot project in 2022. Speed cushions were installed at six locations on Robie Street between Stairs Street and Wells Street, as shown in **Figure 17**. Data collected after installation showed speed reductions ranging from 4km/h - 8km/h along the corridor, with no significant change in overall vehicle volumes.

Winter operations staff were asked to provide feedback on the impact of the speed cushions over the 2022/23 winter season. Concerns were noted with snow clearing equipment unable to remove snow between the humps, leaving an eventual trail of snow from other vehicles driving through. This results in crews having to revisit the site to clear again.

Constructability of these measures also presented a challenge, with a relatively intensive construction method compared to speed humps/tables. Staff are continuing to work on refining a standard detail to improve overall constructability for future projects.



FIGURE 17: SET OF SPEED CUSHIONS ON ROBIE STREET, 2022 ^

### **Raised Crosswalks**

Raised Crosswalks (**Figure 18**) were installed at four locations in 2022:

- Colby Drive at Delta Drive
- Auburn Drive at Bradorian Drive
- Arklow Drive at George Bissett Elementary School
- Southgate Drive at Ravines Drive

After construction was complete, staff met with stakeholders from the visually impaired community at two of the raised crosswalk locations to solicit feedback on the new infrastructure to help refine and improve the design for future installations. Data is also being collected to assess the effectiveness of the raised crosswalks in reducing vehicle speed at each of the locations.



FIGURE 18: RAISED CROSSWALK INSTALLED ON AUBURN DRIVE, 2022 ^

### RA-5 Crosswalks

New RA-5 crosswalks with pedestrian activated beacons were installed in three locations in 2022:

- Dentith Road at the shopping plaza
- Washmill Lake Drive at Grandhaven Boulevard
- Larry Uteck Boulevard at Amesbury Gate (north)

### Corridor Speed Management

Speed limit reductions were undertaken on nine roads, based on corridor speed limit reviews.

#### Reduced from 80km/h to 70km/h:

- Hammonds Plains Road, between Pockwock Road and Northwood Road

#### Reduced from 70km/h to 60 km/h:

- Cole Harbour Road, between Ritcey Crescent and Ross Road
- Hammonds Plains Road, between Farmers Dairy Lane and Pockwock Road
- Beaver Bank Road, between Windgate Drive and Kinsac Road
- Windgate Drive, between Beaver Bank Road and Windsor Junction Road
- St. Margarets Bay Road, between Civic 5507 and Mason Point Road

#### Reduced from 60km/h to 50km/h:

- Portland Street, between Spring Avenue and Portland Hills Drive
- Lacewood Drive, between Radcliffe Drive and Hwy 102
- Hammonds Plains Road, between Symonds Road and Farmers Dairy Lane
- Hammonds Plains Road, between Scholars Road and St Margarets Bay Road
- Fall River Road, between Highway 2 and Garden View Drive
- Kinsac Road, between Beaver Bank Road and Silver Leaf Drive

### 3.2 Education

The road safety education campaign for 2022/23 used organic social media posts that focused primarily on showcasing specific road safety infrastructure changes the municipality is making. **Figure 19** shows the web traffic to municipal road safety webpage, indicating significant spikes in traffic in August and September of 2022.

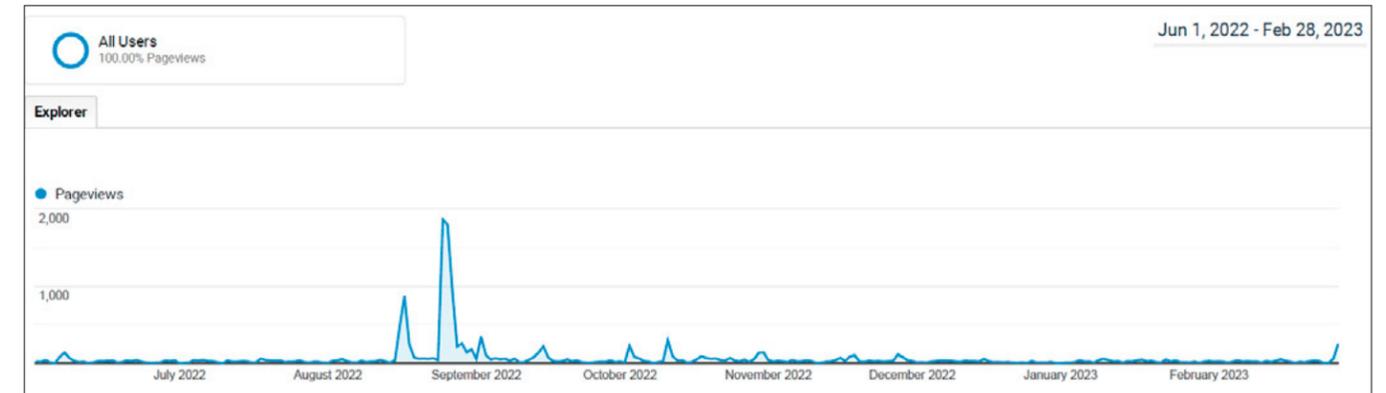


FIGURE 19: WEBSITE TRAFFIC TO HALIFAX.CA/ROADSAFETY IN 2022 ^

This spike in online traffic during late August and September is a result of the following social media posts, including:

- A new Traffic Calming Administrative Order (AO) to better balance emphasis on all road users when considering which streets should receive traffic calming features
- Left-turn traffic calming which is intended to slow vehicle speeds and tighten the turn radius of vehicles when turning left
- Zebra crosswalks at six locations as part of a pilot project
- Speed limit changes in neighbourhoods
- Speed cushions as a pilot project

When compared to 2021, Halifax.ca/roadsafety saw an 18.96 per cent increase in website traffic overall and a 25.94 per cent increase in time on page, meaning users are staying longer to read and potentially learning more. These metrics demonstrate that sharing posts about what we are doing to improve road safety perform better in every regard versus awareness messaging.

### 3.4 Enforcement

As demonstrated in **Figure 6**, enforcement plays a critical role in achieving road safety goals in the municipality. Halifax Regional Police and Halifax District RCMP both have active members on the Road Safety Steering Committee and have committed to moving the priority of road safety forward. Enforcement is a pillar of the framework, addressing the behavioural emphasis areas such as aggressive driving, impaired driving, and distracted driving, which make up 42 per cent of fatal and injury collisions in 2022.

In 2022, Halifax Regional Police and Halifax District RCMP worked together to create a reporting structure for enforcement statistics, which is consistent between the two organizations. Traffic enforcement reports for both organizations are found in **Appendix C - 2022 Traffic Enforcement Statistics**.

# 4. Strategic Road Safety Plan 2023/24

## 4.1 Engineering

The new capital budget approved by Regional Council for road safety improvements in 2023/24 is \$5,500,000 - representing the largest investment in the road safety improvements budget to date. **Figure 20** presents the Road Safety Improvements budget allocations over the last several years of the Framework. Details on the 2023/24 Road Safety Improvements capital budget can be found in the [2023/24 Capital Plan](#).

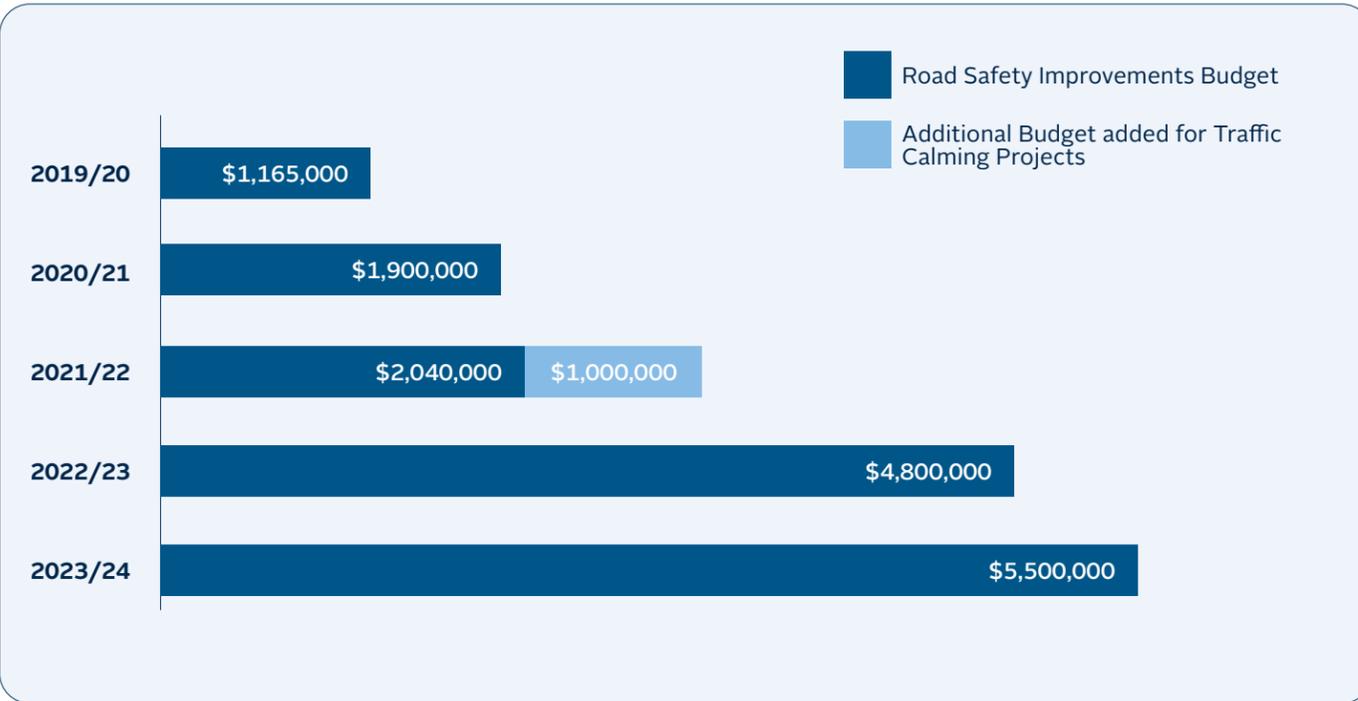


FIGURE 20: ROAD SAFETY IMPROVEMENTS APPROVED BUDGETS, 2019/20 – 2023/24

Traffic Management will continue to expand the installation of traffic safety countermeasures such as leading pedestrian intervals (LPI), rectangular rapid flashing beacons (RRFB), accessible pedestrian signals (APS), advanced yield lines at multi-lane marked crosswalks, neighbourhood speed limit reductions and traffic calmed streets. The municipality will also continue to make improvements to pedestrian and bicycle facilities through the implementation of the Integrated Mobility Plan (IMP), the Active Transportation Priorities Plan and the adoption of a complete streets design philosophy. The Tactical Urbanism program will test pilot projects to enhance the pedestrian and bicycle realms in advance of street recapitalization projects. Specific installation targets for 2023/24 are identified in **Table 5**.

TABLE 5: PLANNED ENGINEERING COUNTERMEASURES 2023/24

ACTION ITEM	2023/24 TARGET
LEADING PEDESTRIAN INTERVALS (LPI)	20
RECTANGULAR RAPID FLASHING BEACONS (RRFB)	49
ACCESSIBLE PEDESTRIAN SIGNALS (APS)	15
TRAFFIC CALMING INSTALLATIONS	81
40 KM/H NEIGHBOURHOODS	10
ADVANCE YIELD LINES	5
CONCRETE CURB EXTENSIONS	28
TACTICAL TEMPORARY CURB EXTENSIONS	14
PROTECTED BIKE LANES (KM)	2.5
LOCAL STREET BIKEWAY (KM)	5.9
MULTI-USE PATHWAYS (KM)	1.8
SIDEWALK - RENEWAL (KM)	2.5
SIDEWALK - NEW (KM)	1.5



Further to the countermeasures and improvements presented in **Table 5**, work will be undertaken on the following road safety projects:

### Intersection Improvements

The work plan for road safety Improvements in 2023/24 identifies upgrades to several intersections. Included in the work plan are the following projects:

- Oxford Street at Jubilee Road; Traffic Signal Design
- St Margaret's Bay Road at Timberlea Village Parkway; Traffic Signal Design
- Herring Cove Road at Drysdale Road; New Traffic Signal Installation
- Spring Avenue at Portland Street; Traffic Signal Modification
- Lacewood Drive at Dunbrack Street; Traffic Signal Modification
- Connaught Avenue at Almon Street; Traffic Signal Replacement / Upgrade
- Larry Uteck Boulevard at Amesbury Gate (south); New RA-5 Crosswalk

#### Key Actions:

- Road safety will support the design and installation of upgrades and new infrastructure, as outlined in the 2023/24 Road Safety Improvements detailed work plan

### Top Ten Priority Intersections

Traffic Management will develop road safety action plans for the ten highest priority intersections in the municipality. Prioritization of intersections is based primarily on the number of fatal and injury collisions over the last five years, with other factors including number of pedestrian fatal & injury collisions, previous road safety studies and improvements, and integration with other Municipal projects considered. The top ten priority intersections identified by Traffic Management are presented in **Table 6**. Due to the quality and limitations of data reported by police and the database analysis tools available, note that some small variations may occur in future reporting. Additional notes and annual collision numbers are included in **Appendix D – Top Ten Priority Intersections**.

TABLE 6: TOP TEN PRIORITY INTERSECTIONS FOR ROAD SAFETY IMPROVEMENTS, 2023-2027

INTERSECTION	VEH F+I <sup>1</sup>	PED F+I	BIKE F+I	TOTAL F+I
Burnside Dr at Wright Ave	13	0	0	13
Bayers Rd at Connaught Ave	13	0	0	13
Albro Lake Rd at Victoria Rd	7	5	0	12
Bayers Rd at Joseph Howe Dr and Dutch Village Rd	8	4	0	12
Mumford Rd at Halifax Shopping Centre	2	8	1	11
Burnside Dr at Commodore Dr and Ronald Smith Ave	10	0	1	11
Bedford Highway at Hammonds Plains Rd	8	0	1	9
Portland St at Spring Ave and Portland Estates Blvd	9	0	0	9
Dutch Village Rd (N) at Joseph Howe Dr	9	0	0	9
Chebucto Rd at Connaught Ave	4	3	1	8

<sup>1</sup>F+I refers to fatal and injury collisions.

Collision data which was categorized as an intersection collision was used to determine the frequency of fatal + injury collisions over the period from 2018-2022. Collisions that were categorized as non-intersection collisions were not included in this review. The intersection vs non-intersection collision category is included in the collision report prepared by police.

The top ten fatal and injury collision intersections for vulnerable road users only (pedestrians and cyclists) over the period from 2018-2022 are included in **Table 7** for reference only.

TABLE 7: TOP TEN FATAL & INJURY COLLISION LOCATIONS FOR VULNERABLE ROAD USERS, 2018-2022

INTERSECTION	PED F+I <sup>1</sup>	BIKE F+I	TOTAL F+I
Mumford Rd at Halifax Shopping Centre	8	1	9
Oxford St at Quinpool Rd	6	0	6
Albro Lake at Victoria Rd	5	0	5
Albro Lake at Wyse Rd	5	0	5
Brunswick St at Sackville St	5	0	5
Baker Dr at Norm Newman Dr	4	0	4
Bayers Rd at Joseph Howe Dr and Dutch Village Rd	4	0	4
Brunswick St at Cogswell St	4	0	4
Dentith Rd at Herring Cove Rd	4	0	4
Jubilee Rd at Oxford St	4	0	4

<sup>1</sup>F+I refers to fatal and injury collisions.

Collision data which was categorized as an intersection collision was used to determine the frequency of fatal + injury collisions over the period from 2018-2022. Collisions that were categorized as non-intersection collisions were not included in this review. The intersection vs non-intersection collision category is included in the collision report prepared by police.

#### Key Actions:

- Perform Road Safety reviews at each of the ten priority intersections.
  - Reviews will include conflict analysis through video analytics
- Develop an implementation plan and timeline for the ten priority intersections over the next five years, with consideration given to integration with other municipal projects

### Protected turning movements

Protected turning movements will be integrated into the road safety program as a potential safety-enhancing countermeasure, to be considered when performing road safety reviews at signalized intersections.

#### Key Actions:

- Staff will prepare a plan for implementing protected turning movements at intersections identified in the June 2022 report *Protected Turn Movements for Pedestrian Safety*
- Consider the use of protected turning movements in the development of the road safety action plans for each of the top ten intersections presented in Table 6

### High Visibility Crosswalks at Signalized Intersections

Through a grant received from the *Federal Active Transportation Fund*, Traffic Management will undertake a research project to evaluate the safety impacts of installing high visibility (zebra) crosswalk markings at signalized intersections.

*Key Actions:*

- Paint high visibility crosswalk markings at a select group of study intersections, with before and after video data collected
- Analyze video to obtain data regarding pedestrian-vehicle conflicts at study intersections
- Develop evidence-based guidelines for future use of high-visibility crosswalks, based upon the findings of this research project

### School Zone Traffic Calming

Traffic Management will continue to prioritize traffic calming in school zones.

*Key Actions:*

- Install vertical deflections in 15 school zones in the 2023/24 construction season
- Pilot speed display signs and flashing beacons at 5 school zones in the 2023/24 year
  - one additional pilot to be conducted within a school zone on a provincial road within the municipality
- Review the results of the 2022 school zone pilot projects (on-road pavement markings)
- Determine how to proceed with outstanding school zones on streets that are ineligible for vertical deflections

### Road Safety Open Data

Staff has been working to develop a new public traffic calming app, which will put more information regarding traffic calming requests in resident's hands.

*Key Actions:*

- Publish the traffic calming application, which will allow residents to easily look up a street's request status for traffic calming

### 4.2 Review of 2018-2023 Strategic Road Safety Framework

With the end of the 2018-2023 *Strategic Road Safety Framework* (SRSF) nearing, staff will perform a high-level review of the original SRSF, evaluating its strengths and areas for improvement. The results of this will inform the development of the next guiding document for the road safety program. A report will be presented to Council in the fall of 2023.

*Key Actions:*

- Conduct a review of original SRSF, assessing the overall successes and shortcomings
- Staff will prepare a report to present to Council in the fall of 2023

### 4.3 Development of Road Safety Strategy 2024

Staff is beginning to undertake the development of the successor to the *2018 Strategic Road Safety Framework*. A scope has been drafted for a proposed Road Safety Strategy (RSS), which will continue the municipality's commitment to the towards zero approach and set out guiding principles and performance indicators to inform and measure the work of the Road Safety Program.

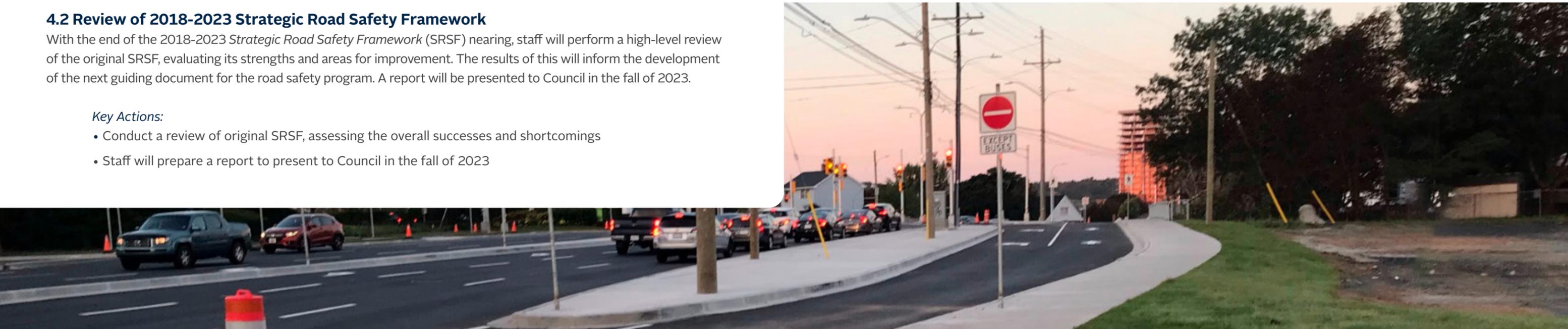
The proposed Road Safety Strategy will not have a pre-determined end date, unlike the previous SRSF, and will make use of the annual reports already being produced by the Road Safety group to identify specific annual plans and projects and to report on progress and performance indicators for accountability. It is proposed that this guiding strategic document include the following components:

- a vision statement for the Road Safety Program, incorporating a towards zero approach
- guiding principles for decision making, including which factors will be evaluated or prioritized when planning road safety projects
- identifications of focus areas for road safety efforts and investments, based on a review of five years of collision data, 2018-2023 (Intersections, Speed Management, Pedestrians, Schools, etc.)
- a commitment to incorporating advancements in emerging technologies
- a set of meaningful, measurable performance indicators; for which goals and outcomes will be reported on in Road Safety Annual Reports to measure progress and to continue to have desirable outcomes

Staff expect that the Road Safety Strategy will be prepared to be presented to the HRM Transportation Standing Committee in April of 2024, with succession to Regional Council for approval.

### 4.4 Education

The 2023/24 communications strategy will continue with the approach of the 2022/23 strategy, leveraging internal resources such as municipally owned communications channels. The strategy will focus on generating awareness of new infrastructure that contributes to road safety and highlighting specific road safety behaviours. Road Safety staff rely heavily on assistance from the Corporate Communications team to facilitate educational components as we do not have the expertise or staffing capacity to manage campaigns.





#### 4.5 Engagement

To enhance engagement activity, staff are creating a new Road Safety External Stakeholder Committee. The intent of the new committee is to gain direct feedback from external stakeholders on road safety priorities to be considered within future road safety plans.

The list of proposed stakeholders includes those who were previously engaged in the initial development of the Strategic Road Safety Framework as well as a few additional organizations:

- CNIB
- Walk n' Roll Halifax
- Crosswalk Safety Society of Nova Scotia
- Halifax Cycling Coalition
- Ecology Action Centre
- CAA (Canadian Automobile Association)
- Young Drivers of Canada
- Safety Services NS
- Canadian Paraplegic Association (Nova Scotia)
- Nova Scotia Association of Black Social Workers
- It's More Than Buses
- Bicycle Nova Scotia
- Halifax Regional Trails Association

Meetings will be scheduled twice per year to align with an opportunity for input on annual plans, as well as a mid-year check-in. The first meeting of this committee is anticipated to be held in the spring of 2023.

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#### 4.6 Equity

Through the development of the next Road Safety Strategy for 2024, staff will explore equity lenses which may be applied to collision data and road safety improvement programs. Current best practice in road safety recognizes that there is often an inequity of harm, for groups which include, among others, age, income level, cultural background and gender. A preliminary review of other Canadian jurisdictions with Road Safety Strategies will serve as a starting point for municipal staff to identify practical applications of equity lenses in the Road Safety Strategy. This work will require coordination with other Road Safety Stakeholders, both inside and outside of the municipality, to identify available data and community knowledge which can help to target road safety programs in a more equitable manner. Particularly, staff will be seeking more details from police collision reports to better understand the demographic trends in collision history.

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#### 4.7 Enforcement

Enforcement efforts will continue to target high-risk behaviours determined to be contributing to fatal and injury collisions. Together, the Halifax Regional Police (HRP), the RCMP and the rest of the Road Safety Steering Committee will work towards identifying data-driven enforcement efforts to target higher risk behaviours and locations.

Aggressive driving actions continue to be a priority for enforcement efforts for both HRP and RCMP. Data from Traffic Management will be shared to help focus speed enforcement in areas that contribute to fatal and injury collisions, taking into consideration neighbourhood and Councillor concerns.

Impaired and distracted driving will continue to be priorities for enforcement for both Halifax Regional Police and Halifax District RCMP. The proactive approach to identifying and intercepting for enforcement of impaired driving will continue.



**HALIFAX**

ATTACHMENT 2 - 2022 Pedestrian Collisions

COLLISION REPORT #	DATE_TIME	COLLISION REPORT COMMENTS	INJURY	LOCATION	DIRECTION OF TRAVEL	CONTRIBUTING FACTOR	VEHICLE MANOEUVRE	VEHICLE TRAFFIC CONTROL2	NOTES
22-89794	7/23/2022 21:16	V1 Southwest on Ochterloney St turned right into a parking lot. Pedestrian attempting to move a cone from the roadway near same parking lot was contacted by V1.	Non-Fatal Injury	ALDERNEY DR - 2 OCHTERLONEY ST	SOUTHWEST	FOLLOWING TOO CLOSE	TURNING RIGHT	PARKING LOT	Non-ROW, to be removed from dataset
22-135930	11/4/2022 16:56	V1 Eastbound on Herring Cove Rd pulling V2. V2 lost its tire which continued down the RD and struck a pedestrian.	Non-Fatal Injury	HERRING COVE RD - ALDERGROVE DR	EAST	NONE	STRAIGHT	ROADWAY	Potential to be removed from dataset
22-144603	11/25/2022 20:49	V1 executed a left turn as pedestrian was proceeding in a marked crosswalk. V1 didnt observe pedestrian and struck them.	Non-Fatal Injury	Portland St - ALDERNEY DR	SOUTHWEST	NONE	TURNING LEFT	TRAFFIC SIGNAL	Limited visibility, glare or reflection
22-132166	10/27/2022 10:13	Unknown V1 executed a left turn from Barrington St onto South St and struck a pedestrian in a marked crosswalk.	No Injury	SOUTH ST - BARRINGTON ST	WEST	UNKNOWN	TURNING LEFT	AWS	
22-82570	7/8/2022 12:19	V1 executed a left turn onto Hammonds Plains Rd and struck child on a bicycle being pushed by its parents.	Non-Fatal Injury	HAMMONDS PLAINS RD - BASINVIEW DR	SOUTH	FAILING TO YIELD TO RIGHT OF WAY, INATTENTIVE	TURNING LEFT	TRAFFIC SIGNAL	
22-105224	8/26/2022 17:11	V1 turning left onto Bayers Rd from Oxford St struck a pedestrian crossing the RD	Non-Fatal Injury	OXFORD ST - BAYERS RD	WEST	FAILING TO YIELD TO RIGHT OF WAY	TURNING LEFT	TRAFFIC SIGNAL	Glare or reflection
22-154090	12/18/2022 17:57	V1 struck pedestrian in marked crosswalk then fled scene.	No Injury	ROMANS AVE - BAYERS RD	NORTH	UNKNOWN	STRAIGHT	TRAFFIC SIGNAL	
22-150355	12/9/2022 21:47	V1 outbound on Bedford Hwy when it struck a pedestrian on Flamingo Dr.	Non-Fatal Injury	BEDFORD HWY - FLAMINGO DR	NORTH	NONE	TURNING LEFT	TRAFFIC SIGNAL	
22-145677	11/28/2022 20:42	V1 Northbound on Barrington St struck pedestrian in a marked crosswalk at the intersection with Bishop St.	Non-Fatal Injury	BARRINGTON ST - BISHOP ST	NORTH	NONE	STRAIGHT	RA-4	
22-120806	9/30/2022 6:28	V1 inbound on Herring Cove Rd struck a pedestrian.	Non-Fatal Injury	HERRING COVE RD - BRIGHTON AVE	EAST	NONE	STRAIGHT	UNCONFIRMED	
22-119470	9/27/2022 10:38	V1 contacted pedestrian in intersection.	Non-Fatal Injury	SACKVILLE ST - BRUNSWICK ST	NORTH	NONE	TURNING LEFT	TRAFFIC SIGNAL	
22-153833	12/17/2022 23:19	V1 struck pedestrian in the intersection of Sackville St and Brunswick St	Non-Fatal Injury	SACKVILLE ST - BRUNSWICK ST	WEST	IMPROPER TURNING, SUSPECTED USE OF ALCOHOL, INATTENTIVE	TURNING LEFT	TRAFFIC SIGNAL	
22-52813	5/5/2022 10:16	V1 Eastbound turned left into intersection and struck pedestrian in a crosswalk.	Non-Fatal Injury	SACKVILLE ST - BRUNSWICK ST	EAST	FAILING TO YIELD TO RIGHT OF WAY	TURNING LEFT	TRAFFIC SIGNAL	
22-12716	1/31/2022 12:15	Pedestrian was progressing through the crosswalk at Spring Garden Rd and Brunswick St when they were struck by V1. V1 was attempting to make a left turn onto Spring Garden Rd from Brunswick St when accident occurred.	Non-Fatal Injury	SPRING GARDEN RD - BRUNSWICK ST	EAST	NONE	TURNING LEFT	RA-4	
22-117862	9/23/2022 22:40	Pedestrian walking was hit by unknown V1 turning off Calidonai Rd at Rolika Dr.	Non-Fatal Injury	ROLEIKA DR - CALEDONIA RD	UNKNOWN	UNKNOWN	TURNING LEFT	UNCONTROLLED - MARKED	Limited visibility
22-8137	1/20/2022 17:37	Pedestrian was crossing RD at the corner of Cathedral LN and University Ave and was bumped in crosswalk by V1 which then left scene	Non-Fatal Injury	UNIVERSITY AVE - Cathedral LN	EAST	UNKNOWN	STRAIGHT	RA-4	
22-150252	12/9/2022 17:18	V1 struck a pedestrian crossing the street in marked crosswalk.	Non-Fatal Injury	DUTCH VILLAGE RD - CENTRAL AVE	SOUTH	NONE	STRAIGHT	UNCONFIRMED	Limited visibility, view obstructed
22-103922	8/24/2022 9:23	V1 making a left turn and struck pedestrian crossing Charles St.	Non-Fatal Injury	AGRICOLA ST - CHARLES ST	NORTHEAST	NONE	TURNING LEFT	UNCONTROLLED - UNMARKED	

22-27665	3/9/2022 8:16	V1 hit pedestrian in marked crosswalk.	Non-Fatal Injury	CONNAUGHT AVE - CHEBUCTO RD	EAST	FAILING TO YIELD TO RIGHT OF WAY	TURNING RIGHT	TRAFFIC SIGNAL	
22-150498	12/10/2022 7:04	V1 was traveling on Alderley from Windmill. Pedestrian cut across the street and was hit by V1.	Non-Fatal Injury	ALDERNEY DR - CHURCH ST	SOUTH	NONE	STRAIGHT	UNCONFIRMED	
22-133131	10/29/2022 10:21	V1 executing a right turn from Clovis to Herring Cove Rd struck pedestrian in a marked crosswalk.	Non-Fatal Injury	CLOVIS AVE - CIRCLE DR	EAST	NONE	TURNING RIGHT	UNCONFIRMED	
22-149495	12/7/2022 20:14	Pedestrian crossed the ST on the crosswalk when was hit by V1.	Non-Fatal Injury	BRUNSWICK ST - COGSWELL ST	NORTH	NONE	TURNING LEFT	TRAFFIC SIGNAL	
22-141163	11/17/2022 17:57	Pedestrian Northbound Connolly St toward Bayers Rd When pedestrian reached intersection they crossed toward the Northwest corner. As the pedestrian entered the Westbound lane they were struck by V1	Non-Fatal Injury	BAYERS RD - Connolly Street	WEST	NONE	STRAIGHT	UNCONFIRMED	
22-104703	8/25/2022 17:32	V1 was proceeding with a Green Light when pedestrian suddenly walked into traffic and was struck by V1.	Non-Fatal Injury	SPRING GARDEN RD - DRESDEN ROW	WEST	NONE	STRAIGHT	TRAFFIC SIGNAL	
22-6268	1/16/2022 15:32	Complainant was struck by a vehicle while crossing over Isleville St. at Duffus St. No injuries at that time and complainant did not obtain any information from the DRr who stopped to assist her.	Non-Fatal Injury	ISLEVILLE ST - DUFFUS ST	UNKNOWN	UNKNOWN	UNKNOWN	UNCONFIRMED	
22-48877	4/26/2022 14:48	Pedestrian working as traffic control person observed V1 proceeding in wrong Northbound LN on Windsor St and motioned V1 to proper LN which V1 ignored. V1 struck pedestrians foot then proceeded West onto Chebucto Rd.	No Injury	WINDSOR ST - DUNCAN ST	NORTH	DISOBEYING TRAFFIC CONTROL DEVICE OR OFFICER	STRAIGHT	ROADWAY	
22-11690	1/28/2022 20:15	V1 was traveling west on Dutch Village Rd, V1 made a left turn at Supreme Court on a green light. V1 struck a pedestrian that was in the crosswalk area	Non-Fatal Injury	SUPREME CRT - DUTCH VILLAGE RD	WEST	NONE	TURNING LEFT	TRAFFIC SIGNAL	
22-138301	11/10/2022 13:43	Pedestrian proceeding in marked crosswalk at intersection of Dutch Village Rd and Supreme Crt. V1 Westbound from Dutch Village Rd towards Supreme Crt executed left turn with Green Light and struck pedestrian.	Non-Fatal Injury	SUPREME CRT - DUTCH VILLAGE RD	SOUTH	FAILING TO YIELD TO RIGHT OF WAY	TURNING LEFT	TRAFFIC SIGNAL	
22-148221	12/4/2022 16:45	V1 WESTBOUND ON LACEWOOD DR IN RIGHT LANE V1 CROSSING INTERSECTION WITH FAIRFAX DR ON GREEN LIGHT WHEN UNKNOWN PEDESTRIAN RAN INTO PATH OF V1 AND WAS STRUCK.	Non-Fatal Injury	LACEWOOD DR - FAIRFAX DR	WEST	NONE	STRAIGHT	TRAFFIC SIGNAL	
22-59230	5/19/2022 6:52	V1 proceeding along Falkland St. Pedestrian began crossing Falkland St from Maynard St. V1 drove through intersection brushing the pedestrian and falling to stop or yield.	Non-Fatal Injury	MAYNARD ST - FALKLAND ST	WEST	UNKNOWN	STRAIGHT	UNCONTROLLED - UNMARKED	
22-116994	9/21/2022 19:37	V1 SOUTHBOUND ON WYSE RD STRUCK PEDESTRIAN IN A CROSSWALK.	Non-Fatal Injury	WYSE RD - FAULKNER ST/ Driveway?	SOUTH	NONE	CHANGING LNS	RA-5	
22-110288	9/4/2022 21:15	V1 struck pedestrian in crosswalk while executing a left turn.	Non-Fatal Injury	BEDFORD HWY - FLAMINGO DR	SOUTH	NONE	TURNING LEFT	TRAFFIC SIGNAL	Animal

22-137363	11/8/2022 7:43	V1 Northbound on Alderney Dr when a Pedestrian not in a crosswalk ran out in front of V1. Pedestrian struck the drivers side mirror and windshield then continued without stopping.	No Injury	ALDERNEY DR - FLOTILLA LANE	NORTH	NONE	STRAIGHT	MID-BLOCK	
22-126488	10/13/2022 16:30	Pedestrian Westbound on Clayton Park Dr entered the roadway and was struck by undetermined V1 which then fled scene.	Non-Fatal Injury	CLAYTON PARK DR - FORESTSIDE CRES	NORTHEAST	NONE	STRAIGHT	MID-BLOCK	
22-120167	9/28/2022 20:13	Pedestrian was struck by V1 in a marked crosswalk.	Non-Fatal Injury	VICTORIA RD - FRANCES ST	SOUTH	NONE	STRAIGHT	RA-4	Limited visibility
22-104813	8/25/2022 21:01	V1 struck V2 which was stopped with Emergency Lights activated and V2s DRr out of the vehicle.	Non-Fatal Injury	MAIN ST - GORDON AVE	EAST	IMPROPER PASSING OR LANE CHANGES	STRAIGHT	ROADWAY	
22-107565	8/31/2022 16:06	V1 Northbound stopped at crosswalk on Gottingen St. Pedestrian entered into ROADWAY to cross Gottingen St onto Cunard St when V1 moved forward and contacted pedestrians leg.	Non-Fatal Injury	CUNARD ST - GOTTINGEN ST	SOUTH	NONE	STRAIGHT	RA-5	Animal
22-95017	7/31/2022 1:32	Pedestrian crossed the street as V1 was turning and was struck by V1 which then fled scene	No Injury	PRINCE ST - GRAFTON ST	UNKNOWN	UNKNOWN	TURNING RIGHT	UNCONFIRMED	
22-150416	12/10/2022 0:27	V1 struck pedestrian then proceeded without providing information.	Non-Fatal Injury	DUKE ST - GRANVILLE ST	SOUTH	NONE	STRAIGHT	UNCONFIRMED	
22-23030	2/25/2022 11:46	V1 WAS MAKING A LEFT TURN AT INTERSECTION. PEDESTRIAN WAS HALFWAY THROUGH CROSSWALK AND WAS STRUCK BY V1. SLIPERY ROADWAY AND SNOWING HEAVILY AT THE TIME.	Non-Fatal Injury	TACOMA DR - HARTLEN ST	NORTH	IMPROPER TURNING	TURNING LEFT	AWS	
22-86864	7/17/2022 16:00	V1 Eastbound on Crichton Ave struck pedestrian proceeding in a marked crosswalk	Non-Fatal Injury	CRICHTON AVE - HAWTHORNE ST	EAST	NONE	TURNING LEFT	UNCONFIRMED	
22-39776	4/6/2022 7:59	Pedestrian walking across Prince Albert Rd in marked crosswalk. V1 made left turn from Hawthorne St onto Prince Albert Rd and struck the pedestrian.	No Injury	PRINCE ALBERT RD - HAWTHORNE ST	EAST	NONE	TURNING LEFT	TRAFFIC SIGNAL	
22-17550	2/11/2022 19:44	Pedestrian ran out into traffic and was struck by V1.	Non-Fatal Injury	LYNETTE RD - herring cove rd	SOUTH	NONE	STRAIGHT	UNCONTROLLED - UNMARKED	
22-15659	2/7/2022 14:47	V1 hit P1	Non-Fatal Injury	BAYERS RD - HFX SHOPPING CTR (262UN)	EAST	NONE	TURNING RIGHT	TRAFFIC SIGNAL	
22-97004	8/8/2022 20:09	Pedestrian was crossing the ST with Green Light when they were struck by V1 which was executing a left turn onto Mumford Rd	Non-Fatal Injury	MUMFORD RD - HFX SHOPPING CTR (262UN)	SOUTH	IMPROPER PASSING OR LANE CHANGES	TURNING LEFT	TRAFFIC SIGNAL	
22-101218	8/18/2022 11:41	V1 Westbound on Highfield Park Dr turning left onto Victoria Rd. Pedestrian was crossing Victoria Rd in a marked crosswalk. V1 struck the pedestrian as they crossed.	Non-Fatal Injury	VICTORIA RD - HIGHFIELD PARK DR	SOUTH	NONE	TURNING LEFT	TRAFFIC SIGNAL	
22-154452	12/19/2022 17:21	V1 Eastbound on Inglis St through the intersection of South Park St intending to . P1 crossed road in marked crosswalk on Inglis St and struck by V1.	Non-Fatal Injury	SOUTH PARK ST - INGLIS ST	EAST	NONE	TURNING RIGHT	AWS	
22-122202	10/3/2022 13:50	V1 Westbound on Inglis St made left turn onto Young Ave and struck a pedestrian proceeding in a crosswalk.	Non-Fatal Injury	YOUNG AVE - INGLIS ST	SOUTH	FAILING TO YIELD TO RIGHT OF WAY	TURNING LEFT	AWS	
22-91119	7/26/2022 20:10	v1 hit pedestrian in crosswalk	Non-Fatal Injury	GARY MARTIN DR - INNOVATION DR	NORTHWEST	FAILING TO YIELD TO RIGHT OF WAY	TURNING LEFT	RA-4	Glare or reflection

22-126014	10/12/2022 14:51	Pedestrian proceeding in marked crosswalk on Joseph Howe Dr with walk light illuminated. V1 attempted a right turn onto Joseph Howe Dr from Bayers Rd and struck the pedestrian.	Non-Fatal Injury	BAYERS RD - Joseph Howe Dr	SOUTH	NONE	TURNING RIGHT	TRAFFIC SIGNAL	
22-20105	2/18/2022 8:11	V1 was making left turn from West to South at 4 way intersection. As V1 made the turn it collided into P1 who was walking the crosswalk in the same intersection West	No Injury	OXFORD ST - JUBILEE RD	SOUTH	UNKNOWN	TURNING LEFT	TRAFFIC SIGNAL	Limited visibility
22-93679	8/1/2022 14:11	V1 struck pedestrian proceeding in a marked crosswalk	Non-Fatal Injury	OXFORD ST - JUBILEE RD	WEST	INATTENTIVE	TURNING LEFT	TRAFFIC SIGNAL	
22-95030	8/4/2022 12:08	Veh 1 Traveling Kearney Lake to Bedford Hwy struck pedestrian in crosswalk	Non-Fatal Injury	BEDFORD HWY - KEARNEY LAKE RD	BLANK	UNKNOWN	TURNING RIGHT	TRAFFIC SIGNAL	
22-98391	8/11/2022 20:56	Car 1 was coming down Castle Hill and turning right on a red light on to Kearney Lake RD. Pedestrian was crossing the intersection of Castle Hill. Car 1 hit struck the pedestrian as he was walking into the intersection.	Non-Fatal Injury	CASTLE HILL DR - KEARNEY LAKE RD	SOUTHWEST	INATTENTIVE	STRAIGHT	TRAFFIC SIGNAL	
22-128551	10/18/2022 15:02	Pedestrian proceeding in crosswalk Southbound on Young St from Kempt Rd. V1 collided with Pedestrian in crosswalk. V1 then fled leaves scene failing to provide information.	Non-Fatal Injury	YOUNG ST - KEMPT RD	WEST	FAILING TO YIELD TO RIGHT OF WAY	TURNING RIGHT	TRAFFIC SIGNAL	
22-146482	11/30/2022 14:35	V1 executing a left turn from Flamingo Dr onto Knightsridge Dr. Pedestrian was crossing Flamingo Dr onto Knightsridge Dr. V1 struck the pedestrian.	Non-Fatal Injury	FLAMINGO DR - KNIGHTSRIDGE DR	NORTH	IMPROPER TURNING	TURNING LEFT	STOP CONTROL	
22-155600	12/22/2022 16:14	V1 executed a left turn as pedestrian entered intersection and struck pedestrian.	No Injury	VIMY AVE - LACEWOOD DR	EAST	NONE	TURNING LEFT	UNCONFIRMED	
22-30299	3/15/2022 15:16	V1 West on Larry Uteck Blvd in the Roundabout when traffic ahead stopped suddenly. V1 swerved to the left to avoid uninvolved vehicle, crossed over the median and stuck a pedestrian that was in the walkway before coming to rest against a guard rail.	Non-Fatal Injury	HOGAN CRT - LARRY UTECK BLVD	WEST	NONE	STRAIGHT	UNCONFIRMED	
22-100686	8/17/2022 8:55	Pedestrian was proceeding in crosswalk at Mumford Rd and Leppert St. V1 Southbound on Mumford Rd struck pedestrian.	Non-Fatal Injury	MUMFORD RD - LEPPERT ST	SOUTH	DISOBEYING TRAFFIC CONTROL DEVICE OR OFFICER	STRAIGHT	RA-5	
22-129497	10/20/2022 17:36	V1 proceeding towards intersection and inattentive. V1 then ran through Stop Sign and struck a pedestrian in marked crosswalk.	Non-Fatal Injury	QUARTZ DR - LIER RG	WEST	INATTENTIVE	STRAIGHT	STOP CONTROL	
22-83364	7/10/2022 1:19	v1 hit pedestrian in crosswalk	Non-Fatal Injury	SACKVILLE ST - LOWER WATER ST	EAST	NONE	TURNING LEFT	STOP CONTROL	
22-131616	10/25/2022 22:39	V1 Westbound executed a left turn and struck pedestrian in a marked crosswalk.	Non-Fatal Injury	CALEDONIA RD - MAIN ST	EAST	NONE	TURNING LEFT	TRAFFIC SIGNAL	
22-28704	3/11/2022 14:57	V1 travelling when unknown pedestrian walked in front of V1 causing minor collision. Pedestrian got up and walked away.	No Injury	HELENE AVE - MAIN ST	WEST	NONE	STRAIGHT	MID-BLOCK	
22-129171	10/12/2022 14:10	Pedestrian walked behind V1 V1 reversed then struck the pedestrian	No Injury	QUINPOOL RD - MONASTERY LN	UNKNOWN	UNKNOWN	REVERSING	UNCONFIRMED	
22-91291	7/27/2022 9:21	Pedestrian was crossing Morris St. V1 was making a right turn from Morris St onto Queen St when it struck the pedestrian.	Non-Fatal Injury	QUEEN ST - MORRIS ST	EAST	NONE	TURNING RIGHT	AWS	

22-40354	4/7/2022 12:16	Pedestrian was struck by unknown vehicle while in crosswalk. Vehicle then fled the scene.	Non-Fatal Injury	GLADSTONE ST - NORTH ST	EAST	FAILING TO YIELD TO RIGHT OF WAY	STRAIGHT	RRFB	
22-94262	8/2/2022 17:17	Pedestrian began to cross Old Ferry Rd within a crosswalk. Unknown V1 Northbound on Portland St turned left onto Old Ferry Rd. The drivers side mirror of V1 struck Pedestrians elbow. V1 stopped to check on Pedestrian before leaving scene	Non-Fatal Injury	Portland St - OLD FERRY RD	NORTH	UNKNOWN	TURNING LEFT	UNCONTROLLED - MARKED	
22-54442	5/8/2022 22:09	V1 was turning left onto Beaver Bank RD from Old Sackville RD towards Sackville DR and struck a pedestrian in the cross walk. The status of the lights are not known.	Non-Fatal Injury	BEAVER BANK CONN - OLD SACKVILLE RD	SOUTH	UNKNOWN	TURNING LEFT	TRAFFIC SIGNAL	
22-45674	4/19/2022 22:21	V1 turning left from Old Sambro Rd onto Dentith Rd and struck Pedestrian crossing Dentith Rd along Old Sambro Rd.	Non-Fatal Injury	DENTITH RD - OLD SAMBRO RD	WEST	UNKNOWN	TURNING LEFT	TRAFFIC SIGNAL	Limited visibility
22-10283	1/25/2022 19:16	The light turned green and V1 slowly proceeded into the intersection, waiting for the vehicle opposite to proceed since that vehicle had the right of way. That vehicle proceeded forward a bit and then stopped. V1 thought the vehicle was stopping to allow him to turn in front of it so he proceeded slowly through the intersection. He said at the last minute, he saw the person walking across the ST in the crosswalk. It was dark so he did not see the ped until then.	Non-Fatal Injury	COLE HARBOUR RD - Otago dr	WEST	FAILING TO YIELD TO RIGHT OF WAY	TURNING LEFT	TRAFFIC SIGNAL	
22-88040	7/20/2022 7:44	v1 struck pedestrian in marked crosswalk as it turned left	Non-Fatal Injury	COLE HARBOUR RD - OTAGO DR	NORTH	UNKNOWN	TURNING LEFT	TRAFFIC SIGNAL	
22-103363	8/23/2022 6:39	V1 Southbound on Oxford and made a left turn onto Coburg Rd and struck a pedestrian near the intersection.	Non-Fatal Injury	COBURG RD - OXFORD ST	EAST	UNKNOWN	TURNING LEFT	TRAFFIC SIGNAL	
22-51984	5/3/2022 14:51	V1 turn right and struck a pedestrian in a marked crosswalk.	Non-Fatal Injury	QUINPOOL RD - OXFORD ST	UNKNOWN	NONE	TURNING RIGHT	TRAFFIC SIGNAL	
22-147021	12/1/2022 17:31	Pedestrian wearing dark clothing laid down in the middle of the road and was run over by V1.	Non-Fatal Injury	OXFORD ST - PEPPERELL ST	SOUTH	NONE	TURNING LEFT	UNCONFIRMED	Limited visibility, view obstructed
22-33892	3/23/2022 16:03	V1 Southbound on Prince Arthur Ave collided with unknown pedestrian riding scooter on sidewalk of Pleasant St.	Non-Fatal Injury	PRINCE ARTHUR AVE - PLEASANT ST	SOUTH	UNKNOWN	STRAIGHT	STOP CONTROL	
22-97043	8/8/2022 21:46	Pedestrian grazed by unknown V1 while proceeding in marked crosswalk.	Non-Fatal Injury	LAKEFRONT RD - PORTLAND ST	WEST	UNKNOWN	STRAIGHT	RA-5	
22-76715	6/25/2022 19:11	V1 was turning left onto Quinpool from Preston St. Pedestrian was crossing Quinpool to Preston St in a marked crosswalk. V1 struck Pedestrian.	Non-Fatal Injury	QUINPOOL RD - PRESTON ST	WEST	NONE	TURNING LEFT	TRAFFIC SIGNAL	
22-26992	3/7/2022 15:24	V1 Southbound on Hollis St. Pedestrian travelling same direction next to V1. V1 turned right at intersection of Hollis and Prince St then struck Pedestrian proceeding straight thru crosswalk with a Green Light.	Non-Fatal Injury	HOLLIS ST - PRINCE ST	UNKNOWN	UNKNOWN	TURNING RIGHT	TRAFFIC SIGNAL	
22-66667	6/4/2022 3:59	Vehicle 1 travelling West on Prince, turned North on Brunswick. Female ran across the street not in a crosswalk and struck his vehicle.	Non-Fatal Injury	BRUNSWICK ST - PRINCE ST	NORTH	NONE	TURNING RIGHT	TRAFFIC SIGNAL	

22-86040	7/15/2022 20:22	V1 turned left on Green Light. Pedestrian entered crosswalk to proceed in same direction from which V1 was coming. V1 struck pedestrian.	Non-Fatal Injury	BRUNSWICK ST - PRINCE ST	WEST	FAILING TO YIELD TO RIGHT OF WAY, INATTENTIVE	TURNING LEFT	TRAFFIC SIGNAL	
22-154078	12/18/2022 17:08	V1 stuck pedestrian that attempted to run across the road without a Walk Signal.	Non-Fatal Injury	BEECH ST - QUINPOOL RD	WEST	NONE	STRAIGHT	TRAFFIC SIGNAL	
22-41414	4/9/2022 21:56	V1 EASTBOUND ON QUINPOOL RD. PEDESTRIAN ENTERED ROAD WITH NO CROSSWALK AND ATTEMPTED TO CROSS FOUR LANES OF TRAFFIC. V1 STRUCK PEDESTRIAN	Non-Fatal Injury	ROSEBANK AVE - QUINPOOL RD	EAST	NONE	STRAIGHT	MID-BLOCK	
22-61529	5/24/2022 11:52	V1 was at the Red Lght on Quinpool Rd and Vernon St. The light turned Green and V1 turned left. V1 one struck Pedestrian that was crossing the ST on Quinpool Rd in a marked crosswalk.	Non-Fatal Injury	VERNON ST - QUINPOOL RD	NORTH	FAILING TO YIELD TO RIGHT OF WAY	TURNING LEFT	TRAFFIC SIGNAL	
22-22102	2/23/2022 8:29	V1 Westbound on Wright Ave preparing to turn left onto Raddall when it struck an Eastbound travelling pedestrian crossing from the Raddall side in a crosswalk.	Non-Fatal Injury	JOSEPH ZATZMAN DR - RADDALL AVE and WRIGHT AVE	WEST	FAILING TO YIELD TO RIGHT OF WAY	TURNING LEFT	TRAFFIC SIGNAL	Limited visibility
22-14527	2/4/2022 10:39	V1 executed a left turn from Drysdale turning onto River and striking a pedestrian.	Non-Fatal Injury	DRYSDALE RD - RIVER RD	NORTH	UNKNOWN	TURNING LEFT	UNCONTROLLED - UNMARKED	
22-127071	10/15/2022 6:37	V1 Southbound on Robie St. The Pedestrian proceeding East across Robie St at Cedar St was struck by V1	Non-Fatal Injury	CEDAR ST - ROBIE ST	SOUTH	NONE	STRAIGHT	UNCONTROLLED - UNMARKED	
22-153804	12/17/2022 21:58	Pedestrian crossing intersection in a marked crosswalk was struck by unknown V1 turning right onto Robie St from Spring Garden Rd.	Non-Fatal Injury	SPRING GARDEN RD - ROBIE ST	NORTH	IMPROPER TURNING	TURNING RIGHT	TRAFFIC SIGNAL	
22-142407	11/20/2022 18:26	V1 turning left from Robie St onto Quinpool Rd struck a pedestrian in marked crosswalk proceeding across Quinpool Rd.	No Injury	QUINPOOL ROAD - ROBIE STREET	WEST	NONE	TURNING LEFT	TRAFFIC SIGNAL	
22-116572	9/20/2022 20:09	V1 exited the Bus Terminal parking lot proceeded to execute a left turn onto Mumford Rd with a Green Light then struck a pedestrian crossing the ROADWAY.	Non-Fatal Injury	MUMFORD RD - ROMANS AVE	WEST	UNKNOWN	TURNING LEFT	TRAFFIC SIGNAL	
22-77989	6/28/2022 15:33	V1 stopped waiting for pedestrians to cross. V1 started moving with no one crossing when another pedestrian ran out in front of V1 and was struck.	No Injury	MUMFORD RD - ROMANS AVE	EAST	UNKNOWN	STRAIGHT	UNCONFIRMED	
22-150992	12/11/2022 13:13	V1 struck pedestrian in unmarked crosswalk on Bayers Rd and Rowe Ave.	Non-Fatal Injury	BAYERS RD - ROWE AVE	EAST	NONE	STRAIGHT	UNCONTROLLED - UNMARKED	
22-36231	3/29/2022 7:59	V1 executed a left turn from Sackville St onto Brunswick St. Pedestrian was walking through the crosswalk with the "Walk" Sign activated. V1 made a left turn and struck Pedestrian in the crosswalk.	Non-Fatal Injury	SACKVILLE ST - BRUNSWICK ST	EAST	FAILING TO YIELD TO RIGHT OF WAY	TURNING LEFT	TRAFFIC SIGNAL	
22-128830	10/19/2022 7:31	V1 executed left turn and struck pedestrian in marked crosswalk.	Non-Fatal Injury	BARRINGTON ST - SACKVILLE ST	EAST	FAILING TO YIELD TO RIGHT OF WAY	TURNING LEFT	TRAFFIC SIGNAL	View obstructed, glare or reflection
22-28359	3/10/2022 18:56	V1 Southbound on Barrington St. V1 stopped to continue left onto Sackville St with Green Light. Pedestrian in crosswalk with light to proceed when struck by V1.	Non-Fatal Injury	BARRINGTON ST - SACKVILLE ST	SOUTHEAST	NONE	TURNING LEFT	TRAFFIC SIGNAL	
22-85752	7/15/2022 8:35	V1 struck Pedestrian in a crosswalk while turning right onto Sackville St	No Injury	QUEEN ST - SACKVILLE ST	EAST	NONE	TURNING RIGHT	STOP CONTROL	

22-135969	11/4/2022 18:45	V1 reversing on Slater St struck a pedestrian.	No Injury	BARRINGTON ST - SALTER ST	EAST	BACKING UNSAFELY	REVERSING	UNCONFIRMED	
22-27154	3/7/2022 23:14	V1 Eastbound on Inglis St at four way Stop with Tower Rd. Pedestrian crossing in marked crosswalk struck by V1.	Non-Fatal Injury	INGLIS ST - SOUTH BLAND ST	EAST	NONE	STRAIGHT	RA-4	Limited visibility
22-27762	3/9/2022 11:57	V1 Eastbound on Fenwick St struck a pedestrian on the left side of body with the passenger side window.	Non-Fatal Injury	FENWICK ST - SOUTH PARK ST	EAST	UNKNOWN	STRAIGHT	ROADWAY	
22-5473	1/14/2022 20:25	V1 Westbound on Sackville Dr turned left onto South Park St. Pedestrian was walking through the crosswalk at Sackville and South Park St. V1 collided with Pedestrian	Non-Fatal Injury	SACKVILLE ST - SOUTH PARK ST	SOUTHWEST	FAILING TO YIELD TO RIGHT OF WAY	TURNING LEFT	TRAFFIC SIGNAL	Glare or reflection
22-124061	10/7/2022 16:55	V1 struck a pedestrian proceeding across roadway not in a marked crosswalk	Non-Fatal Injury	BARRINGTON ST - SPRING GARDEN RD	SOUTH	NONE	STRAIGHT	MID-BLOCK	
22-8075	1/20/2022 14:07	Pedestrian Northwest on Barrington St crossing the intersection with Spring Garden Rd. V1 Eastbound on Spring Garden Rd attempting to turn right to continue onto Barrington St. V1 struck Pedestrian lifted them off the ground.	Non-Fatal Injury	BARRINGTON ST - SPRING GARDEN RD	EAST	NONE	TURNING RIGHT	TRAFFIC SIGNAL	
22-39374	4/3/2022 11:30	Pedestrian walking across entrance to retail outlets on Chain Lake Dr. V1 stopped, turned right then struck the pedestrian.	Non-Fatal Injury	CHAIN LAKE DR - TA35 RD	WEST	NONE	TURNING RIGHT	TRAFFIC SIGNAL	
22-70083	6/11/2022 11:27	V1 negotiating as curve at the end of River Rd and went wide on the turn. V1 crossed center into oncoming LN and aggressively applied brakes. V1 front tire locked up on gravel and slid out, causing the bike to fall to its right side and slide on the asphalt. There were two pedestrians standing on the bridge looking at the river when V1 went down. V1 slid into the side of the bridge striking both pedestrians and causing serious injury to both parties who were on the opposite side of the RD from V1s driving LN.	Non-Fatal Injury	RIVER RD - Terence Bay RD	SOUTH	DRIVING TOO FAST FOR CONDITIONS, INATTENTIVE	NEGOTIATING A CURVE	ROADWAY	
22-129826	10/21/2022 13:58	V1 Southbound on Hollis St didnt stop at Stop Sign then struck pedestrian in marked crosswalk.	Non-Fatal Injury	HOLLIS ST - TERMINAL RD	SOUTH	FAILING TO YIELD TO RIGHT OF WAY	TURNING LEFT	AWS	
22-72147	6/15/2022 16:07	V1 Southbound on Nine Mile Dr from Oceanview Dr struck a pedestrian which had run across street just before Trenan Gate Rd.	No Injury	NINE MILE DR - TERNAN GATE	SOUTH	NONE	STRAIGHT	MID-BLOCK	
22-101658	8/19/2022 11:31	V1 rolled over pedestrians foot when they stepped into ST.	Non-Fatal Injury	VICTORIA RD - THISTLE ST?	WEST	NONE	TURNING RIGHT	TRAFFIC SIGNAL	
22-81394	7/5/2022 20:16	V1 Southwest on Lacewood Dr turned left onto Thomas Raddall Dr Pedestrian in marked crosswalk proceeding Northeast across Thomas Raddall DRs vision obstructed by bright sunlight and V1 struck the pedestrian	Non-Fatal Injury	LACEWOOD DR - THOMAS RADDALL DR	SOUTHWEST	NONE	TURNING RIGHT	TRAFFIC SIGNAL	View obstructed, glare or reflection
22-69252	6/9/2022 17:03	V1 struck pedestrian in a marked crosswalk.	Non-Fatal Injury	ATLANTIC ST - TOWER RD	SOUTH	NONE	STRAIGHT	RA-4	
22-123745	10/6/2022 23:23	V1 struck a pedestrian in a crosswalk then fled scene.	Non-Fatal Injury	BELL RD - TROLLOPE ST?	UNKNOWN	UNKNOWN	STRAIGHT	UNCONFIRMED	
22-126239	10/13/2022 7:12	V1 Southbound on Bell Rd didnt see pedestrian in crosswalk and struck them.	Non-Fatal Injury	BELL RD - TROLLOPE ST	WEST	FAILING TO YIELD TO RIGHT OF WAY	MERGING INTO TRAFFIC	TRAFFIC SIGNAL	

22-63289	5/28/2022 1:22	Pedestrian proceeding through crosswalk near Bell St and Trollope St when struck by V1. V1 stopped and asked if pedestrian was alright. Pedestrian replied in the affirmative and V1 left.	Non-Fatal Injury	BELL RD - TROLLOPE ST	NORTH	UNKNOWN	STRAIGHT	UNCONFIRMED	
22-140804	11/16/2022 17:58	Pedestrian Southbound on Waverly Rd was struck by V1 as it turned South on Waverly from Mountbatten Ave.	Non-Fatal Injury	MOUNTBATTEN AVE - WAVERLEY RD	SOUTH	UNKNOWN	TURNING RIGHT	STOP CONTROL	Limited visibility
22-130420	10/22/2022 22:47	V1 stopped at Transit Stop 8497 to unload passengers. One of the passengers lost their balance after disembarking fell and their arm went underneath rear tire of V1.	Non-Fatal Injury	WILLETT ST - WESTRIDGE DR	NORTH	NONE	STRAIGHT	TRANSIT STOP	
22-115309	9/17/2022 15:31	V1 was making a left at an intersection, D1 did not see a male walking across the sidewalk and struck him, minor scratches, no damage to V1	Non-Fatal Injury	HAMMONDS PLAINS RD - WESTWOOD BLVD	UNKNOWN	FAILING TO YIELD TO RIGHT OF WAY	TURNING LEFT	TRAFFIC SIGNAL	
22-156002	12/23/2022 18:27	V1 Southbound on Windsor St collided with Pedestrian in marked crosswalk	Non-Fatal Injury	WINDSOR ST - WILLOW ST	SOUTH	NONE	STRAIGHT	RA-3	Limited visibility
22-128823	10/19/2022 7:05	V1 at Red Light intersection of Akerley and Windmill attempted to turn right onto Windmill Rd. V1 struck a pedestrian proceeding with the "Walk Signal" activated.	Non-Fatal Injury	AKERLEY BLVD - WINDMILL RD	NORTH	NONE	TURNING RIGHT	TRAFFIC SIGNAL	
22-3705	1/10/2022 17:28	V1 a pedestrian in the crosswalk of Roulston and Windmill Rd	Non-Fatal Injury	RALSTON AVE - WINDMILL RD	NORTH	NONE	TURNING LEFT	TRAFFIC SIGNAL	
22-142395	11/20/2022 17:41	PEDESTRIAN CROSSING WOODLAND FROM MIC MAC BLVD. V1 EXECUTED LEFT TURN FROM MIC MAC BLVD ONTO WOODLAND AND STUCK THE PEDESTRIAN IN A MARKED CROSS WALK.	Non-Fatal Injury	MICMAC BLVD - WOODLAND AVE	SOUTHWEST	NONE	TURNING LEFT	TRAFFIC SIGNAL	Limited visibility, glare or reflection
22-17541	2/11/2022 19:03	V1 failed to stop at red light, speeding through intersection and hitting pedestrian with passenger side mirror.	Non-Fatal Injury	ALBRO LAKE RD - WYSE RD	WEST	DISOBEYING TRAFFIC CONTROL DEVICE OR OFFICER	STRAIGHT	TRAFFIC SIGNAL	
22-8872	1/22/2022 14:02	V1 Westbound on Thistle St toward Wyse Rd. Pedestrian in marked crosswalk walking from one side of Thistle to the other. Pedestrian was almost through crosswalk when they were struck by V1.	Non-Fatal Injury	THISTLE ST - WYSE RD	WEST	NONE	STRAIGHT	RA-4	
22-61142	5/23/2022 13:18	VEH 1 PULLING OUT INTO TRAFFIC, DID NOT SEE PEDS WALKING ON HIS PASSENGER SIDE, BUMPED PEDS, STOPPED PROVIDED INFO, CALLED FOR EHS, MINOR INJURIES	Non-Fatal Injury	1015 HIGHWAY 7 -	WEST	NONE	TURNING RIGHT	SIDEWALK/ DRIVEWAY	
22-153759	12/17/2022 19:10	V1 executing a left turn from Gordon Ave onto Main St struck a pedestrian in crosswalk on Main St.	No Injury	MAIN ST - GORDON AVE	EAST	NONE	TURNING LEFT	TRAFFIC SIGNAL	
22-50193	4/29/2022 14:42	V1 exiting Driveway on Old Sambro Rd struck pedestrian on sidewalk Westbound for Dentith Rd.	Non-Fatal Injury	108 OLD SAMBRO RD - DRIVEWAY ACCESS	NORTH	UNKNOWN	STARTING IN TRAFFIC	SIDEWALK/ DRIVEWAY	
22-31520	3/18/2022 9:16	Passenger claimed V1 rolled forward onto their foot while they were outside the vehicle attempting to secure a child in car seat.	Non-Fatal Injury	124 ADELAIDE AVE -	PARKED VEHICLE	NONE	STOPPED OR PARKED ILLEGALLY	ROADWAY	
22-124450	10/8/2022 15:08	PEDESTRIAN PROCEEDING ACROSS IN MARKED CROSSWALK AT ARMDALE ROUNDABOUT. V1 INBOUND ST MARGARETS BAY RD STRUCK PEDESTRIAN WHILE IN THE CROWSWALK.	No Injury	1278 SOUTH PARK ST -				UNCONFIRMED	

22-131938	10/26/2022 18:45	V1 was travelling Southwest on Highfield Park Dr when V1 struck a pedestrian proceeding in a marked crosswalk.	Non-Fatal Injury	14 HIGHFIELD PARK DR -	SOUTHWEST	NONE	STRAIGHT	RA-4	Limited visibility
22-41327	4/9/2022 18:45	V1 parked on Westside of Birmingham St Subject a Transit Supervisor issued parking ticket to DRr of V1. as V1 moved it brushed against Subject.	No Injury	1540 BIRMINGHAM ST -	EAST	NONE	STOPPED OR PARKED ILLEGALLY	ROADWAY	
22-84506	7/12/2022 16:15	Pedestrian was in a working construction site having an active LN drop in place. Pedestrian was within the coned off area in the LN drop. V1 proceed to go through the construction area and struck the pedestrian while it passed by. V1 did not stop.	Non-Fatal Injury	168 HIGNEY AVE -	NORTHEAST	IMPROPER PASSING OR LANE CHANGES	STRAIGHT	ROADWAY	
22-35380	3/27/2022 0:57	V1 proceeding on Grafton St when a pedestrian walked into its path. V1 attempted to maneuver around the pedestrian but the passenger side of the car made contact with the pedestrian and knocked them down. The vehicles wheels rolled over the pedestrian and then V1 fled the scene.	Non-Fatal Injury	1743 GRAFTON ST -	NORTH	NONE	STRAIGHT	ROADWAY	
22-108700	9/2/2022 23:41	V1 exited parking garage and turned left Northbound onto Grafton St when it struck pedestrian. V1 continued without stopping and turned right onto Carmichael St Eastbound.	Non-Fatal Injury	1744 GRAFTON ST -	NORTH	UNKNOWN	STRAIGHT	ROADWAY	
22-9811	1/24/2022 18:19	V1 struck pedestrian in crosswalk	Non-Fatal Injury	1785 BARRINGTON ST -	NORTH	INATTENTIVE	STRAIGHT	UNCONFIRMED	
22-123476	10/6/2022 10:42	Truck drove by and its passenger side mirror struck pedestrians shoulder.	Non-Fatal Injury	1900 OLD SAMBRO RD -	WEST	FAILING TO YIELD TO RIGHT OF WAY, INATTENTIVE	STRAIGHT	ROADWAY	
22-110276	9/6/2022 16:46	Eastbound Pedestrian proceeding in marked crosswalk spanning four LNs. V1 struck pedestrians foot as they crossed centerline.	Non-Fatal Injury	1903 BARRINGTON ST -	NORTH	FAILING TO YIELD TO RIGHT OF WAY	STRAIGHT	RA-5	
22-132389	10/27/2022 18:29	Pedestrian Northbound on Upper Water St. V1 exited the Parkade and struck the pedestrian.	Non-Fatal Injury	1977 UPPER WATER ST - DRIVEWAY ACCESS	WEST	NONE	STRAIGHT	SIDEWALK/ DRIVEWAY	
22-150238	12/9/2022 16:47	Pedestrian entered traffic outside of marked crosswalk and was struck by V1.	Non-Fatal Injury	2044 GOTTINGEN ST -	NORTH	NONE	STRAIGHT	MID-BLOCK	
22-117658	9/23/2022 11:54	V1 struck pedestrian walking into a commercial business.	Non-Fatal Injury	210 CHAIN LAKE DR -	EAST	UNKNOWN	STRAIGHT	PRIVATE/ PARKING LOT	Non-ROW, to be removed from dataset
22-152328	12/14/2022 12:45	Vehicle was making right hand turn out of the parking lot of 210 Wyse rd, onto Wyse Rd, and struck a pedestrian was was stepping off the curb, running over his leg. Alcohol was determined to be a factor in the accident.	Non-Fatal Injury	210 WYSE RD - DRIVEWAY ACCESS	WEST	ABILITY IMPAIRED BY ALCOHOL, COMMUNICATION DEVICE	TURNING RIGHT	STOP CONTROL	
22-157339	12/16/2022 18:30	V1 proceeding slowly toward intersection when pedestrian ran out in front and was struck.	No Injury	225 CHAIN LAKE DR - DRIVEWAY ACCESS	UNKNOWN	NONE	STRAIGHT	UNCONFIRMED	
22-129462	10/20/2022 16:04	Pedestrian ran out into traffic and was struck by V1.	Non-Fatal Injury	2406 GOTTINGEN ST -	NORTHEAST	NONE	STRAIGHT	UNCONFIRMED	
22-90537	7/25/2022 14:35	V1 was pulling out of Northwood Manor heading north on Gottingen St.P1 ran across the street in front of V1 causing an accident.	Non-Fatal Injury	2630 GOTTINGEN ST -	NORTH	NONE	TURNING LEFT	MID-BLOCK	
22-28166	3/10/2022 10:58	V1 was Northbound on Agricola St between Ontario and Bloomfield when Pedestrian walked out into traffic and was struck by V1.	Non-Fatal Injury	2725 AGRICOLA ST -	NORTH	NONE	STRAIGHT	MID-BLOCK	

22-136401	11/5/2022 21:02	V1 turning left out of Willett St was blinded by headlights of oncoming vehicle then struck a pedestrian in a crosswalk.	Non-Fatal Injury	290 WILLETT ST - DRIVEWAY ACCESS	WEST	NONE	TURNING LEFT	UNCONFIRMED	
22-125523	10/11/2022 11:49	V1 driving. Pedestrian ran out into the road to cross traffic without looking both ways. V1 struck Pedestrian. Pedestrian at fault for j-walking.	Non-Fatal Injury	295 BEAVER BANK RD -	NORTH	NONE	STRAIGHT	UNCONFIRMED	
22-148167	12/4/2022 15:11	Pedestrian got out of vehicle during a traffic stop for speeding and Vehicle 1 hit him. Pedestrian had a small laceration on hand. Pedestrian declined EHS.	Non-Fatal Injury	295 HIGHWAY 101 -	WEST	INATTENTIVE	STRAIGHT	ROADWAY	
22-71308	6/13/2022 21:25	v1 struck pedestrian	Non-Fatal Injury	298 FLYING CLOUD DR -	NORTH	NA	TURNING LEFT	UNCONFIRMED	Limited visibility
22-78337	6/29/2022 11:39	Pedestrian attempted to cross Robie St and didnt see approaching V1. V1 attempted to stop but lightly struck the pedestrians wheel chair which then fell over.	Non-Fatal Injury	3157 ROBIE ST -	SOUTH	NONE	STRAIGHT	MID-BLOCK	
22-149839	12/8/2022 16:24	Unknown V1 Westbound on Acadia St turned North onto Pleasant St and struck a pedestrian in marked crosswalk.	Non-Fatal Injury	325 PLEASANT ST -	WEST	UNKNOWN	TURNING RIGHT	UNCONFIRMED	
22-18055	2/12/2022 23:46	2022-02-12 V1 was travelling north bound on Hwy 2. A pedestrian entered the roadway with no crosswalk present and no street lights and V1 struck the pedestrian. V1 attempted to brake but could not avoid collision. Pedestrian taken to hospital but released with no injuries.	Non-Fatal Injury	3401 HIGHWAY 2 -	NORTH	NONE	STRAIGHT	ROADWAY	
22-52645	5/4/2022 21:44	V1 NORTHBOUND WINDSOR ST. PEDESTRIAN CROSSED STREET NOT IN A MARKED CROSSWALK. V1 STRUCK PEDESTRIAN IN THE ROADWAY. VISIBILITY REDUSED AS IT DARK AT THE TIME.	Non-Fatal Injury	3547 WINDSOR ST -	NORTH	NONE	STRAIGHT	MID-BLOCK	
22-144602	11/25/2022 20:44	V1 Southbound Joseph Howe Dr when a pedestrian entered roadway in front of V1 and was struck.	Non-Fatal Injury	3601 JOSEPH HOWE DR -	SOUTH	NONE	STRAIGHT	UNCONFIRMED	
22-8087	1/20/2022 14:38	DRr parked vehicle in Driveway which is sloped. DRr exited the vehicle when it began to roll backwards down the Driveway. DRr attempted to stop the vehicle and was dragged down the Driveway. The vehicle went over the curb and trapped the DRr under the vehicle and against hard-packed snow bank.	Non-Fatal Injury	41 SWAN CRES -	PARKED VEHICLE	NA	RUNAWAY OR ROLLWAY VEHICLE	PRIVATE/ PARKING LOT	Potential to be removed from dataset
22-144088	11/24/2022 14:46	Pedestrian attempted to cross the RD. V1 stopped, V2 however didnt stop in time and struck V1 causing V1 to strike the pedestrian.	Non-Fatal Injury	456 WINDMILL RD -	UNKNOWN	NONE	STOPPED IN TRAFFIC	RA-4	
22-40846	4/8/2022 15:14	V1 was inbound on Herring Cove Rd. V1 did not see the pedestrian who ran out into the road from behind a stopped vehicle. V1 struck the pedestrian.	Non-Fatal Injury	532 HERRING COVE RD -	NORTH	NONE	STRAIGHT	MID-BLOCK	
22-119655	9/27/2022 19:02	V1 proceeding in parking lot. At intersection of parking lot and Peakview. V1 proceeded through Stop Sign then and struck Pedestrians 1 and 2 in marked crosswalk.	Non-Fatal Injury	55 PEAKVIEW WAY - DRIVEWAY ACCESS	EAST	FAILING TO YIELD TO RIGHT OF WAY	TURNING RIGHT	PRIVATE/ PARKING LOT	Non-ROW, to be removed from dataset

22-109437	9/4/2022 16:45	V1 Westbound on Morris St when a pedestrian failed to yield to V1 and ran out in front of it.	Non-Fatal Injury	5607 MORRIS ST -	WEST	NONE	STRAIGHT	MID-BLOCK	
22-152033	12/13/2022 20:41	Unknown V1 struck pedestrian proceeding in a marked crosswalk.	Non-Fatal Injury	5657 SPRING GARDEN RD -	UNKNOWN	UNKNOWN	STRAIGHT	UNCONFIRMED	
22-137647	11/8/2022 20:11	V1 Westbound on Main St in center lane when pedestrian entered roadway and was struck by V1.	Fatal	575 MAIN ST -	SOUTH	NONE	STRAIGHT	ROADWAY	
22-80060	7/2/2022 18:15		Non-Fatal Injury	5821 UNIVERSITY AVE -	NORTH	UNKNOWN	STARTING IN TRAFFIC	UNCONFIRMED	
22-140792	11/16/2022 17:29	V1 struck pedestrian who proceeding across the ST. Unknown if in crosswalk. Visibility very poor due to darkness and heavy rain at the time of accident.	Non-Fatal Injury	5869 UNIVERSITY AVE -	EAST	UNKNOWN	STRAIGHT	MID-BLOCK	Limited visibility
22-32532	3/20/2022 15:12	Pedestrian was crossing Robie St outside of crosswalk. V1 was exiting parking lot making a left turn onto Robie St. Pedestrian between cars was struck by V1 as it turned.	Non-Fatal Injury	6020 YOUNG ST -	NORTHEAST	NONE	TURNING LEFT	UNCONFIRMED	
22-82545	7/8/2022 11:37	Pedestrian not at a crosswalk ran into the side of V1 proceeding between intersections.	Non-Fatal Injury	6062 QUINPOOL RD -	EAST	NONE	STRAIGHT	MID-BLOCK	
22-15287	2/6/2022 15:02	V1 travelling westbound on BROADWAY St. 2 pedestrians on toboggan slid onto RD from south side of RD. Toboggan with pedestrians went under V1. V1 came to stop just prior to pedestrians sliding under V1.	Non-Fatal Injury	63 BROADWAY ST -	WEST	NONE	STRAIGHT	ROADWAY	
22-152430	12/14/2022 15:26	Pedestrian was struck in marked crosswalk by V2 V2 then left scene failing to provide information.	Non-Fatal Injury	7004 MUMFORD RD -	UNKNOWN	UNKNOWN	STRAIGHT	PRIVATE/ PARKING LOT	Non-ROW, to be removed from dataset
22-92932	7/30/2022 19:56	V1 Northbound on Quinpool Rd in the right LN, changed LNs to the left and failed to yield to pedestrian in a marked crosswalk proceeding with flashing lights.	Non-Fatal Injury	7121 QUINPOOL RD -	SOUTH	FAILING TO YIELD TO RIGHT OF WAY, INATTENTIVE	CHANGING LNS	RA-5	
22-150982	12/11/2022 12:19	Pedestrian proceeding Westbound on Chebucto Rd., V1 Eastbound on Chebucto Rd executed a left turn across Chebucto Rd and struck pedestrian in a marked crosswalk.	Non-Fatal Injury	7156 CHEBUCTO RD -	EAST	NONE	TURNING LEFT	UNCONFIRMED	
22-69664	6/10/2022 15:53	Pedestrian proceeding in crosswalk on Waverley Rd when they were struck by V1.	Non-Fatal Injury	742 WAVERLEY RD -	SOUTH	FAILING TO YIELD TO RIGHT OF WAY	STRAIGHT	RA-4	
22-143120	11/22/2022 12:46	Pedestrian entered the roadway perpendicular while pushing shopping cart and was struck by V1 who had no time to stop. Non-life threatening injuries.	Non-Fatal Injury	77 BEAVER BANK RD -	NORTH	NONE	STRAIGHT	MID-BLOCK	
22-34803	3/25/2022 15:45	V1 was traveling East on Hwy 7 near 7868 Highway 7. The pedestrian was walking East on the side of Highway 7 near 7868. There is no side walk in the area. The passenger mirror of V1 struck the elbow of the pedestrian. The pedestrian and V1 attended the gas station at 7868. The pedestrian and a family member confronted the DRr who refused to report incident to police.	Non-Fatal Injury	7868 HIGHWAY 7 -	EAST	UNKNOWN	STRAIGHT	ROADWAY	

V1 travelling East on Cole Harbour Rd, Cole Harbour in outermost right lane near civic # 908. Pedestrian crossed Cole Harbour Rd walking South with a group of as many as 8 teenagers. Pedestrian was not at a crosswalk and not at an intersection. V1 struck pedestrian with front of vehicle.								
22-18019	2/12/2022 21:51		Non-Fatal Injury	920 COLE HARBOUR RD -	EAST	NONE	STRAIGHT	MID-BLOCK
		V1 stopped at crosswalk before pedestrian entered then proceeded as pedestrian entered crosswalk. V1 attempted to merge right into traffic and struck						
22-121509	10/1/2022 19:20	pedestrian	No Injury	936 BEDFORD HWY -	NORTH	NONE	TURNING RIGHT	UNCONFIRMED

ATTACHMENT 3 - 2022 Cyclist Collisions

COLLISION REPORT #	DATE_TIME	COLLISION REPORT COMMENTS	INJURY2	ROAD_LOCATION_1	ROAD_LOCATION_2	DIRECTION OF TRAVEL	CONTRIBUTING FACTOR	VEHICLE MANOEUVRE	VEHICLE TRAFFIC CONTROL2	BIKE FACILITY	NOTES
22-114291	9/15/2022 10:34	V2 a cyclist Southbound on Wyse Rd. V1 proceeding in same direction on Wyse. V1 turned right and crossed path of V2. V2 struck the passenger side of V1.	No Injury	217 WYSE RD		SOUTH	NONE	TURNING RIGHT	ROADWAY	UNKNOWN STATUS OF BIKE FACILITY	RT INTO DRIVEWAY, MOBILITY SCOOTER
22-132423	10/27/2022 19:33	V2 a cyclist inbound on Bedford Hwy. V1 pulled out of owners driveway and didnt see V1. V2 thought V1 had seen it proceeded and struck V1.	No Injury	788 BEDFORD HWY		EAST	NONE	TURNING RIGHT	ROADWAY	PAINTED BIKE LANE	RT FROM DRIVEWAY
22-52393	5/4/2022 11:40	V1 exiting parking lot collided with V2.	No Injury	565 LARRY UTECK BLVD		NORTH	NONE	STRAIGHT	UNABLE TO CONFIRM	UNABLE TO CONFIRM	EXIT FROM DRIVEWAY
22-72227	6/15/2022 20:15	V1 reversing from driveway was struck by Southbound V2	No Injury	29 KENNEDY DR		SOUTH	NONE	REVERSING	ROADWAY	NO DEDICATED BIKE FACILITY	EXIT FROM DRIVEWAY, REVERSE
22-79588	7/1/2022 20:22	V1 from the MacDonald Bridge making a left turn on to Wyse Rd with an advance Green Arrow. V2 Cyclist Westbound on Nantucket in the bike lane unable to stop due to lack of brakes and collision resulted.	No Injury	WYSE RD	NANTUCKET AVE	WEST	NONE	TURNING LEFT	TRAFFIC SIGNAL	PROTECTED BIKE LANE	BIKE BRAKE MALFUNCTION
22-122575	10/4/2022 11:52	V1 stopped to make a right hand turn. V1 started motion and was struck by an e-bike riding the wrong way against traffic. No injuries. Ped didnt provide any information.	No Injury	SACKVILLE DR	EXECUTIVE DR	SOUTH	UNKNOWN	TURNING RIGHT	STOP CONTROL ON MINOR	PAINTED BIKE LANE	CYCLIST TRAVELLING IN WRONG DIRECTION E-BIKE
22-124809	10/9/2022 10:51	V1 SOUTHBOUND ON SOUTH PARK ST INTENDING TO TURN ONTO SPRING GARDEN RD. V1 TURNED LEFT AND STRUCK V2 A CYCLIST PROCEEDING STRAIGHT THROUGH THE INTERSECTION.	No Injury	SOUTH PARK ST	SPRING GARDEN RD	SOUTH	NONE	TURNING LEFT	TRAFFIC SIGNAL	PROTECTED BIKE LANE	CYCLIST TRAVELLING IN OPPOSITE DIRECTION
22-126822	10/14/2022 15:42	Bicycle 1 travelling Southbound on Kempt Rd., near entrance to parking lot near 6061 Young St., Halifax NS was struck by Vehicle 1 travelling Southbound on Kempt Rd.	No Injury	3125 KEMPT RD		SOUTH	UNKNOWN	STRAIGHT	ROADWAY	NO DEDICATED BIKE FACILITY	
22-131532	10/25/2022 17:49	V1 SOUTHBOUND ON HOLLIS TURNING RIGHT INTO LOT. V2 A CYCLIST SOUTHBOUND IN BIKE LANE. V1 TURNED IN FRONT OF V2 AND V2 COLLIDED WITH PASSENGER SIDE OF V1.	No Injury	1724 HOLLIS ST		SOUTH	NONE	TURNING RIGHT	ROADWAY	PROTECTED BIKE LANE	RT INTO DRIVEWAY
22-31211	3/17/2022 16:14	VEH 1 TRAVELLING NORTH ON BEAVER BANK RD. CYCLIST TRAVELLING EAST DOWN A STEEP HILL ON TRINITY LANE, CROSSING TRAFFIC ON BEAVER BANK RD. CYCLIST DID NOT STOP AT THE STOP SIGN AND DROVE DIRECTLY INTO THE REAR DRIVERS SIDE OF VEH 1. SIGNIFICANT DAMAGE TO VEH 1. CYCLIST WAS TRANSPORTED TO HOSPITAL WITH MINOR INJURIES.	No Injury	BEAVER BANK RD	TRINITY LN	NORTH	NONE	STRAIGHT	UNCONTROLLED	NO DEDICATED BIKE FACILITY	CYCLIST RAN STOP SIGN FROM SIDE STREET
22-40638	4/8/2022 6:19	V2 cyclist Southeast on the North St Ramp to continue onto Barrington St was struck by V1.	No Injury	NORTH ST RAMP	BARRINGTON ST	SOUTHEAST	UNKNOWN	NEGOTIATING A CURVE	ROADWAY	NO DEDICATED BIKE FACILITY	
22-62536	5/20/2022 17:00	V1 and V2 a cyclist collided in traffic	No Injury	BELL RD	AHERN AVE	NORTH	NONE	TURNING RIGHT	UNCONTROLLED	PAINTED BIKE LANE	
22-62556	5/26/2022 14:52	V1 backing into traffic from driveway. V2 an electric scooter Westbound on Sea King Dr was struck by V1.	No Injury	4 SEA KING DR		NORTH	NONE	REVERSING	ROADWAY	NO DEDICATED BIKE FACILITY	ELECTRIC SCOOTER
22-84852	7/13/2022 11:00	V1 Southeast on Hwy 111. V1 proceeded on Exit 7 Ramp Westbound on Portland St. V1 struck V2 a cyclist when attempting to merge with Portland St.	No Injury	551 PORTLAND ST	Highway 111 SB on ramp, exit 7, on to Portlant Street.	WEST	NONE	MERGING INTO TRAFFIC	YIELD CONTROL	NO DEDICATED BIKE FACILITY	
22-9183	1/23/2022 11:21	V1 Southbound on Alderney Dr with V2 a cyclist travelling directly behind. V2 turned right into Alderney Landing and V2 struck the rear bumper of V1 and D1 was ejected.	No Injury	OCHTERLONEY ST	Alderney Dr	SOUTH	NONE	TURNING RIGHT	TRAFFIC SIGNAL	NO DEDICATED BIKE FACILITY	CYCLIST TURNING RIGHT STRUCK VEH AHEAD
22-93213	7/31/2022 12:50	V1 struck V2 an E-Bike while turning right.	No Injury	CHARLES ST	DAVISON ST	SOUTHWEST	NONE	TURNING RIGHT	UNCONTROLLED	NO DEDICATED BIKE FACILITY	CYCLIST POTENTIALLY TRAVELLING ON WRONG SIDE OF ROAD, E-BIKE
22-143625	11/23/2022 14:21	V2 A CYCLIST WESTBOUND ON CHEBUCTO RD CLOSE TO SHOULDER. V1 ALSO WESTBOUND ON CHEBUCTO RD NEAR CHEBUCTO AND CONOLLY ST. V1 STRUCK V2 FROM THE REAR CAUSING V1 TO FALL.	Non-Fatal Injury	CHEBUCTO RD	CONNOLLY ST	WEST	UNKNOWN	STRAIGHT	ROADWAY	NO DEDICATED BIKE FACILITY	

22-21335	2/21/2022 10:39	V1 legally parked and unoccupied on street. Cyclist was travelling downhill east on Larry Uteck Blvd in the EB lane and attempted to stop and ran into the parked vehicle at rear side corner damaging rear tail light and trunk lid.	Non-Fatal Injury	54 LARRY UTECK BLVD	BEDFORD HWY	EAST	NOT APPLICABLE	PARKED LEGALLY	ROADWAY	NO DEDICATED BIKE FACILITY	CYCLIST HIT A PARKED VEHICLE
22-31650	3/18/2022 14:56	V1 travelling outbound on Bedford Hwy entered bicycle lane and struck V2 causing injury.	Non-Fatal Injury	1462 BEDFORD HWY		EAST	NONE	STRAIGHT	ROADWAY	NO DEDICATED BIKE FACILITY	
22-47206	4/22/2022 23:37	V1 was parked on Quinpool Rd. V2 a cyclist Eastbound on Quinpool Rd. Driver of V1 opened the door and V2 struck the open door.	Non-Fatal Injury	6092 QUINPOOL RD		EAST	NONE	PARKED LEGALLY	ROADWAY	NO DEDICATED BIKE FACILITY	DOORING
22-80434	7/3/2022 20:34	V1 Northbound entered Brunswick St from parking lot, struck V2 a Northbound cyclist as V1 entered the bike lane.	Non-Fatal Injury	BRUNSWICK ST	COGSWELL ST	NORTH	NONE	TURNING RIGHT	STOP CONTROL ON MINOR	PAINTED BIKE LANE	RT FROM DRIVEWAY
22-81073	7/5/2022 9:00	V1 Eastbound on Spring Garden Rd. V2 a cyclist was directly behind V1. V1 signaled right to pull over and V2 began to pass on the left hand side. V1 then reentered the roadway and V2 collided with the back of V1. V1 then fled the scene	Non-Fatal Injury	5980 SPRING GARDEN RD		EAST	UNKNOWN	LEAVING ROADSIDE	ROADWAY	NO DEDICATED BIKE FACILITY	CYCLIST BEHIND VEHICLE SIGNALLING TO PULL OFF, THEN REENTERED ROADWAY
22-85243	7/14/2022 10:11	V1 AND V2 A CYCLIST BOTH SOUTHEAST IN THE WINDSOR ST EXCHANGE WHEN THE TWO COLLIDED CAUSING SEVERE INJURY TO THE CYCLIST.	Non-Fatal Injury	WINDSOR ST EXCHANGE		SOUTHEAST	NONE	STRAIGHT	TRAFFIC SIGNAL	NO DEDICATED BIKE FACILITY	
22-86342	7/16/2022 13:09	Bicycle travelling SW on Highway 207. Came up on lip of roadway from shoulder to cross but did not look. Went out into traffic. Oncoming SUV slammed on break in attempt to avoid. Cyclist hit them. Went to QEII for assessment.	Non-Fatal Injury	5009 HIGHWAY 207		SOUTHWEST	NONE	STRAIGHT	ROADWAY	NO DEDICATED BIKE FACILITY	CYCLIST SWERVED INTO TRAFFIC
22-88895	7/21/2022 22:29	V2 a cyclist Northbound on Valleyfield Rd. V1 was parked legally on Valleyfield Rd and unoccupied. V2 rear ended V1 denting the drivers side trunk.	Non-Fatal Injury	48 VALLEYFIELD RD		NORTH	NOT APPLICABLE	PARKED LEGALLY	ROADWAY	NO DEDICATED BIKE FACILITY	CYCLIST HIT A PARKED VEHICLE
22-91104	7/26/2022 19:25	V1 Southbound on Windsor St attempted to make a right turn onto North St and crossed the the path of V2 a cyclist. V2 had been proceeding in bike lane when it struck V1.	Non-Fatal Injury	WINDSOR ST	NORTH ST	SOUTH	UNKNOWN	TURNING RIGHT	TRAFFIC SIGNAL	PAINTED BIKE LANE	
22-108825	9/3/2022 8:34	V1 Northbound was stopped at a Red Light on South Park St. The light turned Green and V1 turned left onto Sackville St. V2 a cyclist Southbound on South Park St. V1 and V2 collided in the middle of the intersection.	Non-Fatal Injury	SACKVILLE ST	SOUTH PARK ST	NORTH	NONE	TURNING LEFT	TRAFFIC SIGNAL	PROTECTED BIKE LANE	CYCLIST TRAVELLING IN OPPOSITE DIRECTION
22-111159	9/8/2022 15:38	V2 was stopped on Kings Wharf Pl in the right turning lane at the intersection with Alderney Dr. V1 entered the road way right in front of V2 as it was executing the turn onto Alderney Dr. V2 struck V1	Non-Fatal Injury	ALDERNEY DR	KINGS WHARF PL	NORTHEAST	UNKNOWN	STRAIGHT	TRAFFIC SIGNAL	NO DEDICATED BIKE FACILITY	
22-111633	9/9/2022 15:44	While V1 was exiting to Quinpool Rd when V2 a cyclist struck its front passenger side.	Non-Fatal Injury	ARMDALE ROUNDABOUT	QUINPOOL RD EXIT	SOUTH	NONE	NEGOTIATING A CURVE	ROUNDABOUT	NO DEDICATED BIKE FACILITY	
22-121440	10/1/2022 15:50	V2 a cyclist was struck by V1 which had proceeded from a Stop Sign.	Non-Fatal Injury	CASTLE HILL DR	ARMSTRONG CRT	SOUTHWEST	UNKNOWN	STRAIGHT	STOP CONTROL ON MINOR	NO DEDICATED BIKE FACILITY	
22-122949	10/5/2022 8:56	V1 Southbound on Waverly Rd turned East onto Breeze Dr. As it turned V1 collided with a V2 a tandem bicycle Northbound on Waverly Rd.	Non-Fatal Injury	WAVERLEY RD	BREEZE DR	SOUTH	UNKNOWN	TURNING LEFT	UNCONTROLLED	PAINTED BIKE LANE	CYCLIST TRAVELLING IN OPPOSITE DIRECTION
22-129542	10/20/2022 20:01	V1 Eastbound on Coburg Rd approached the Robie St intersection. V1 then continued Westbound on Spring Garden Rd entered the intersection to turn South onto Robie St and struck V2 a cyclist.	Non-Fatal Injury	COBURG RD	ROBIE ST	WEST	NONE	TURNING LEFT	TRAFFIC SIGNAL	NO DEDICATED BIKE FACILITY	CYCLIST TRAVELLING IN OPPOSITE DIRECTION
22-134778	11/2/2022 7:12	V1 Eastbound on Chebucto Rd turned left into lot. V2 an E-bicycle also Eastbound but on sidewalk. V2 struck V1.	Non-Fatal Injury	7151 CHEBUCTO RD		EAST	NONE	TURNING LEFT	SIDEWALK	NO DEDICATED BIKE FACILITY	CYCLIST ON SIDEWALK, TRAVELLING IN SAME DIRECTION, E-BIKE
22-140823	11/16/2022 18:41	V2 a cyclist struck from behind by V1 while waiting to turn left onto Major St from Main St.	Non-Fatal Injury	MAJOR ST	MAIN ST	EAST	UNKNOWN	STRAIGHT	TRAFFIC SIGNAL	NO DEDICATED BIKE FACILITY	STRUCK FROM BEHIND
22-145487	11/28/2022 10:43	MV1 travelling NB on Beech st. struck cyclist as the cyclist was travelling EB through Oak. St intersection. Cyclist failed to stop at stop sign and was struck by MV1.	Non-Fatal Injury	BEECH ST	OAK ST	NORTH	NONE	STRAIGHT	UNCONTROLLED	NO DEDICATED BIKE FACILITY	CYCLIST RAN STOP SIGN FROM SIDE STREET

22-157768	12/29/2022 13:33	V1 travelling South bound on Windsor Street Cyclist travelling West bound on Willow Street crossing street at stop sign V1 collides with cyclist in intersection	Non-Fatal Injury	WINDSOR ST	WILLOW ST	SOUTH	NONE	STRAIGHT	UNCONTROLLED	NO DEDICATED BIKE FACILITY	CYCLIST FAIL TO YIELD
22-18218	2/13/2022 13:36	V1 EAST BOUND ON CHEBUCTO RD AND TURNED LEFT. V2 WESTBOUND DOWNHILL TOWARD THE ROTARY WAS PASSING THE INTERSECTION WHEN V1 ENTERED IT. V2 COLLIED WITH THE PASSENGER SIDE OF V1 AND FELL ONTO THE ROAD.	Non-Fatal Injury	7111 CHEBUCTO RD	TA17 RD	EAST	NONE	TURNING LEFT	UNCONTROLLED	NO DEDICATED BIKE FACILITY	CYCLIST TRAVELLING IN OPPOSITE DIRECTION
22-53881	5/7/2022 15:59	V2 cyclist Northbound on Novalea. V1 was travelling in the same direction. V1 passed V2 on the left then cut across path of V2 while turning onto Kenny St and struck V2 in the process.	Non-Fatal Injury	KENNY ST	NOVALEA DR	NORTH	UNKNOWN	TURNING RIGHT	UNCONTROLLED	NO DEDICATED BIKE FACILITY	
22-59307	5/19/2022 10:24	V1 Southbound on Macrae Ave toward Gaston Rd. V2 Westbound on Gaston Rd coming straight down the hill. V1 turned left onto Gaston Rd and the two vehicles collided.	Non-Fatal Injury	2 MACRAE AVE		SOUTH	NONE	TURNING LEFT	STOP CONTROL ON MINOR	NO DEDICATED BIKE FACILITY	
22-67186	6/5/2022 10:08	V2 Southbound on Pleasant St. V1 Southbound merged from Newcastle St and was struck by V2.	Non-Fatal Injury	PLEASANT ST	NEWCASTLE ST	SOUTH	NONE	MERGING INTO TRAFFIC	YIELD CONTROL	NO DEDICATED BIKE FACILITY	
22-73498	6/18/2022 14:54	V1 Northeast on Alderney Dr towards the intersection with King St. V2 a cyclist Northeast on Alderney Dr. V1 attempted to turn right from Alderney Dr. while V2 attempted to cross Kings Wharf Place down to a pathway that runs parallel with Alderney Dr. V1 and V2 collide.	Non-Fatal Injury	ALDERNEY DR	KINGS WHARF PL	NORTHEAST	NONE	TURNING RIGHT	TRAFFIC SIGNAL	NO DEDICATED BIKE FACILITY	
22-74842	6/21/2022 16:20	Pedestrian in a crosswalk at Inverness and Purcells Cove Rd was struck by V1.	Non-Fatal Injury	INVERNESS AVE	PURCELLS COVE RD	NORTHEAST	NONE	STRAIGHT	UNCONTROLLED	NO DEDICATED BIKE FACILITY	MOBILITY SCOOTER CROSSING AT UNMARKED CROSSWALK
22-75824	6/23/2022 17:09	V1 Westbound on South St while V2 a cyclist was Southbound on Oxford St. V1 and V2 collided at the four-way Stop Sign intersection of South and Oxford St.	Non-Fatal Injury	OXFORD ST	SOUTH ST	WEST	UNKNOWN	STRAIGHT	ALL-WAY STOP	NO DEDICATED BIKE FACILITY	
22-78709	6/30/2022 7:28	V1 turned left from Oakwood Ave to Valleyfield Rd and struck V2 a cyclist from behind.	Non-Fatal Injury	OAKWOOD AVE	VALLEYFIELD RD	SOUTHEAST	NONE	TURNING RIGHT	STOP CONTROL ON MINOR	NO DEDICATED BIKE FACILITY	
22-84870	7/13/2022 11:49	V2 a cyclist Northbound on the sidewalk of Dartmouth Rd entered the crosswalk at the intersection with Wardour St. V1 made a left turn onto Wardour St off of Dartmouth Rd and a collision resulted.	Non-Fatal Injury	DARTMOUTH RD	WARDOUR ST	SOUTHWEST	NONE	TURNING LEFT	UNCONTROLLED	NO DEDICATED BIKE FACILITY	CYCLIST ON SIDEWALK, TRAVELLING IN OPPOSITE DIRECTION
22-39483	4/5/2022 14:45	Veh 1 travelling S on Hwy 102 and too exit 4C to the Hwy 101. Once at the top of the ramp Veh 1 began merging onto Hwy 101. Cyclist travelling NW on Hwy 101 came upon the ramp from Hwy 101 and began to move into that lane in order to get to the right hand lane. Veh 1 and the cyclist side swiped one another. Veh 1 showed damages to its mirror and driverside rear door along with scrapes down the side. Cyclist had cut on face from glasses and had low recall of incident. Cyclist taken to hospital by EHS for non threatening injuries.	Non-Fatal Injury	HIGHWAY 101	HIGHWAY 101 WB EXIT 1K OFF RAMP	NORTHWEST	NONE	MERGING INTO TRAFFIC	YIELD CONTROL	NO DEDICATED BIKE FACILITY	CYCLIST ON HIGHWAY, PHYSICAL DISABILITY NOTED
22-109687	9/5/2022 9:28	truck exiting off highway 101 inbound off the ramp onto Margeson drive, according to witnesses they did yield but did not see the bicyclist coming around the roundabout and hit the bicycle with the left bumper. Minor injuries but transported to hospital. Insurance info exchanged.	No Injury	HIGHWAY 101	MARGESON DR	NORTH	FAILING TO YIELD RIGHT-OF-WAY	STRAIGHT	ROUNDAABOUT	NO DEDICATED BIKE FACILITY	
22-138423	11/10/2022 18:14	V1 was turning left onto Prince Albert Rd and struck V2 a cyclist proceeding straight through on Hawthorne St.	No Injury	HAWTHORNE ST	PRINCE ALBERT RD	NORTH	FAILING TO YIELD RIGHT-OF-WAY	TURNING LEFT	TRAFFIC SIGNAL	NO DEDICATED BIKE FACILITY	LIMITED VISIBILITY, GLARE OR REFLECTION
22-17054	2/10/2022 20:57	V1 made left turn out of parking lot into roadway, and V2 was travelling straight. V1 struck V2 as it turned into roadway.	No Injury	5805 ALMON STREET		EAST	IMPROPER TURNING	TURNING LEFT	ROADWAY	NO DEDICATED BIKE FACILITY	EXIT FROM DRIVEWAY, LEFT TURN
22-80806	7/4/2022 16:44	Vehicle driving on Windgate behind bicycle in middle of road. Vehicle was passing the bicycle and bicycle turned into car causing damage. Bicycle rider fled scene. SOT given to bicycle rider for failing to hand signal.	No Injury	175 WINDGATE DR		EAST	NONE	OVERTAKING OR PASSING ON LEFT	ROADWAY	NO DEDICATED BIKE FACILITY	CYCLIST GIVEN SOT FOR FAILING TO HAND SIGNAL

22-114032	9/14/2022 19:00	BICYCLIST TRAVELLING ON HERRING COVE ROAD TOWARD ROTARYV1 TRAVELLING ON HCR FROM ROTARYV1 ATTEMPTED TO TURN LEFT ONTO PURCELLS COVE ROAD BICYCLIST TRAVELLING STRAIGHT COLLIDED WITH PASSENGER SIDE OF V1 WHILE V1 TURNING V1 FAILED TO YIELD TO CYCLIST	No Injury	HERRING COVE RD	PURCELLS COVE RD	NORTH	IMPROPER TURNING	TURNING LEFT	UNCONTROLLED	NO DEDICATED BIKE FACILITY	CYCLIST TRAVELLING IN OPPOSITE DIRECTION
22-144011	11/24/2022 12:16	V1 Eastbound on Main St. V1 turned right into parking lot causing V2 a cyclist to strike V1. V1 failed to yield to V2 in the bicycle lane.	No Injury	MAIN ST	21 Woodlawn Rd	EAST	FAILING TO YIELD RIGHT-OF-WAY	TURNING RIGHT	UNCONTROLLED	PAINTED BIKE LANE	CYCLIST TRAVELLING IN SAME DIRECTION
22-151706	12/13/2022 8:55	V1 struck V2 a cyclist when executing a right turn. V2 was proceeding in bike lane at time of collision.	No Injury	WINDSOR ST	WILLOW ST	SOUTH	FAILING TO YIELD RIGHT-OF-WAY	TURNING RIGHT	UNCONTROLLED	PAINTED BIKE LANE	CYCLIST TRAVELLING IN SAME DIRECTION
22-33312	3/22/2022 13:16	V1 WESTBOUND ON WAVERLY AND TURNING INTO PARKING LOT. V2 WESTBOUND ON WAVERLY. V1 CHECKED MIRROR BUT DIDNT SEE V2. V1 THEN SIGNALLED AND TURNED. V2 THE FRONT PASSENGER SIDE DOOR OF V1.	No Injury	WAVERLEY RD	MONTEBELLO DR	WEST	NONE	TURNING RIGHT	UNCONTROLLED	PAINTED BIKE LANE	
22-97437	8/8/2022 16:10	V1 stopped waiting for V2 a cyclist to pass. V2 moved to left side of the V1 then struck its drivers side mirror.	No Injury	ALMON ST	ROBIE ST	UNKNOWN	NONE	STOPPED IN TRAFFIC	ROADWAY	NO DEDICATED BIKE FACILITY	
22-98084	8/11/2022 10:16	V1 was turning right travelling west and collided with a bicycle travelling east on the sidewalk/crosswalk	No Injury	BRUNSWICK ST	SPRING GARDEN RD	SOUTHWEST	FAILING TO YIELD RIGHT-OF-WAY	TURNING RIGHT	TRAFFIC SIGNAL	NO DEDICATED BIKE FACILITY	CYCLIST TRAVELLING ON SIDEWALK/CROSSWALK
22-114498	9/15/2022 18:43	V1 exiting parking lot executed a right turn onto Wyse Rd Northbound and struck V2 an electric scooter proceeding Southbound in the bike lane next to Wyse Rd.	Non-Fatal Injury	210 WYSE RD		WEST	FAILING TO YIELD RIGHT-OF-WAY	TURNING RIGHT	STOP CONTROL ON MINOR	PROTECTED BIKE LANE	E-SCOOTER TRAVELLING IN OPPOSITE DIRECTION
22-133148	10/29/2022 11:13	V1 turned right into parking lot and struck V2 a cyclist proceeding along Bedford Hwy.	Non-Fatal Injury	1111 BEDFORD HWY		UNKNOWN	FOLLOWING TOO CLOSE	TURNING RIGHT	UNCONTROLLED	PAINTED BIKE LANE	RT INTO DRIVEWAY
22-144012	11/24/2022 12:20	V1 proceeded through a marked crosswalk and struck V2 a cyclist.	Non-Fatal Injury	ROBIE ST	WELSFORD ST	NORTH	DISOBEYING TRAFFIC CONTROL DEVICE	STRAIGHT	RA-5	NO DEDICATED BIKE FACILITY	CYCLIST RIDING IN PEDESTRIAN CROSSWALK
22-61870	5/24/2022 15:00	V1 as proceeding along Herring Cove Rd V2 a cyclist was travelling in the same direction V1 turned right onto Osborne St and struck V2.	Non-Fatal Injury	HERRING COVE RD	OSBORNE ST	SOUTH	IMPROPER PASSING OR LANE CHANGES	TURNING RIGHT	UNCONTROLLED	NO DEDICATED BIKE FACILITY	
22-102794	8/21/2022 20:13	V1 Southwest on Sylvia Dr stopped at Stop Sign intending to turn left onto Herring Cove Rd. V2 a cyclist Northbound on Herring Cove Rd approaching intersection with Sylvia. V1 proceeded into intersection and struck V2	Non-Fatal Injury	SYLVIA AVE	HERRING COVE RD	SOUTHWEST	FAILING TO YIELD RIGHT-OF-WAY	TURNING LEFT	STOP CONTROL ON MINOR	PAINTED BIKE LANE	
22-113008	9/12/2022 16:16	v1 pulling out and turning right hit bike travelling on sidewalk.	Non-Fatal Injury	447 SACKVILLE DR		SOUTH	NONE	TURNING RIGHT	STOP CONTROL ON MINOR	CYCLIST ON SIDEWALK	
22-125418	10/11/2022 8:19	V1 Northbound on Burnside Dr in curb lane. V1 approached the intersection with Commodore Dr as Light was Green. As V1 entered the intersection Light turned Yellow. V2 Southbound on Burnside Dr executed left turn in front of V1 and collision resulted. As a result of the impact, V2 swung around and collided with V3 and V4 a cyclist. V3 was stopped at a Red Light on Commodore Dr at Burnside Dr. V4 was in front of V3.	Non-Fatal Injury	BURNSIDE DR	COMMODORE DR	NORTH	NONE	STRAIGHT	TRAFFIC SIGNAL	NO DEDICATED BIKE FACILITY	CYCLIST HIT AS A RESULT OF ANOTHER COLLISION
22-146797	12/1/2022 9:07	V1 proceeding along Charles St executed a right turn onto Robie St and struck V2 a cyclist Southbound on Robie St	Non-Fatal Injury	ROBIE ST	CHARLES ST	SOUTH	FAILING TO YIELD RIGHT-OF-WAY	TURNING RIGHT	STOP CONTROL ON MINOR	NO DEDICATED BIKE FACILITY	
22-44646	4/17/2022 14:20	V1 crossed in front of cyclist while making a right turn onto another street. V2 cyclist was in designated bike lane and collision resulted.	Non-Fatal Injury	WYSE RD	PELZANT ST	WEST	IMPROPER TURNING	TURNING RIGHT	UNCONTROLLED	PROTECTED BIKE LANE	
22-52754	5/5/2022 8:21	V2 proceeding straight down the street. V1 was executing a turn. V1 struck V2.	Non-Fatal Injury	WILLETT ST	RUFUS AVE	SOUTH	FAILING TO YIELD RIGHT-OF-WAY	TURNING RIGHT	STOP CONTROL ON MINOR	NO DEDICATED BIKE FACILITY	
22-65358	5/31/2022 14:30	V2 proceeding straight through an intersection struck V1 that was turning left in an intersection.	Non-Fatal Injury	ROBIE ST	COBURG RD	WEST	FAILING TO YIELD RIGHT-OF-WAY	TURNING LEFT	TRAFFIC SIGNAL	NO DEDICATED BIKE FACILITY	
22-75675	6/23/2022 12:14	V1 crossing roadway in a northbound direction from one driveway to another. Cyclist was travelling westbound on road. V1 struck cyclist.	Non-Fatal Injury	4999 ST MARGARETS BAY RD		NORTH	FAILING TO YIELD RIGHT-OF-WAY	STRAIGHT	STOP CONTROL ON MINOR	NO DEDICATED BIKE FACILITY	STRAIGHT FROM DRIVEWAY TO DRIVEWAY, GLARE OR REFLECTION

22-86232	7/16/2022 8:24	V1 a cyclist proceeding down Purcells Cove Rd towards the Armdale Roundabout collided with V2 at the intersection of Purcells Cove Rd and Reserve Rd. V2 on Purcells Cove Rd travelling away from the Roundabout making had executed a left turn onto Reserve Rd when collision occurred.	Non-Fatal Injury	1275 PURCELLS COVE RD	Reserve Road. Halifax, NS	EAST	NONE	TURNING LEFT	UNCONTROLLED	NO DEDICATED BIKE FACILITY	
22-88302	7/20/2022 17:24	V1 at intersection of Gary Martin Drive and Broad St stopped at Stop Sign. V1 then proceeded to execute a left hand turn onto Broad St striking V2 a cyclist turning left from Broad Street onto Gary Martin Drive.	Non-Fatal Injury	BROAD ST	GARY MARTIN DR	WEST	IMPROPER TURNING	TURNING LEFT	STOP CONTROL ON MINOR	NO DEDICATED BIKE FACILITY	CYCLIST TURNING LEFT FROM OPPOSITE DIRECTION
22-141526	11/18/2022 16:06	V2 a scooter proceeding along roadway then turned left from Lacewood Dr onto Parkland Dr. V1 Westbound struck V2.	No Injury	LACEWOOD DR	PARKLAND DR	WEST	NONE	STRAIGHT	TRAFFIC SIGNAL	NO DEDICATED BIKE FACILITY	SCOOTER ON ROADWAY
22-108436	9/2/2022 13:35	V1 stopped at Stop Sign on Larch St intending to turn right onto Coburg Rd. V2 a cyclist turning left onto Coburg from Henry St. V1 struck V2 which had proceeded into V1s blind spot.	Non-Fatal Injury	COBURG RD	LARCH ST	NORTH	NONE	TURNING RIGHT	STOP CONTROL ON MINOR	NO DEDICATED BIKE FACILITY	
22-81284	6/29/2022 7:45	V2 a cyclist Westbound on Quinpool Rd entered intersection with a Green Light. V2 turned right from Armview Ave onto Quinpool Rd and struck V1.	Non-Fatal Injury	QUINPOOL RD	ARMVIEW AVE	EAST	NONE	TURNING RIGHT	STOP CONTROL ON MINOR	NO DEDICATED BIKE FACILITY	



## Halifax Regional Police Response: Traffic Committee

<b>Submission Date:</b>	February 13, 2023
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### DESCRIPTION

This briefing note will summarize Halifax Regional Police's (HRP) Traffic enforcement efforts in the following emphasis areas outlined by Halifax Regional Municipality's (HRM) Strategic Road Safety Framework: speeding, stunt driving, aggressive driving, distracted driving, impaired driving, pedestrian related, bicycle related, and younger demographic.

### Methodology

Except for the Impaired driving section, all emphasis areas outline number of summary offence tickets issued by HRP throughout HRM between 2018-2022. The impaired driving section outlines all investigations into impaired driving that has occurred.

**\*Please note that in the Impaired driving section UCR 9235 and 9237 differ from the RCMP proposed stats.**

### RESPONSE

HRP has conducted several efforts to curb dangerous driving habits within the municipality. Speeding is a key target area for enforcement efforts with 1763 SOTs issued in 2022 and an average of 2469 SOTs issued per year. Stunting has seen the largest increase in SOTs issued with a 114% increase (21 SOTS-2018 to 45 SOTS-2022). There has also been 78% increase in impaired driving investigations opened (414 GO investigations-2018 to 737 GOs-2022).

**Disclaimer: Unless stated otherwise, all figures presented in this report are taken from information held on HRP systems at the time of data extraction and are subject to change without notice.**

**Summary table of Traffic Enforcement Efforts in HRM's Emphasis Areas**

	2018	2019	2020	2021	2022	TOTAL	5 Year Average
<b>Speeding</b>	2904	3174	2241	2261	1763	12343	2468.6
<b>Stunting</b>	21	26	67	80	45	239	47.8
<b>Distracted Driving</b>	666	954	497	531	484	3132	626.4
<b>Impaired Driving</b>	414	886	633	565	737	3235	647
<b>Pedestrian Related</b>	105	84	57	64	53	363	72.6
<b>Bicycle Related</b>	5	5	0	3	3	16	3.2
<b>Intersection</b>	2795	1966	863	713	752	7089	1417.8
<b>Young Demographic</b>	30	33	14	21	14	112	22.4
<b>Aggressive Driving<sup>1</sup></b>	209	175	125	135	142	786	157.2

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<sup>1</sup> Aggressive Driving excludes speeding and stunting figures to avoid double counting

## Enforcement Efforts by SOT/GO investigation

		2018	2019	2020	2021	2022
<b>Speeding</b>		<b>2904</b>	<b>3174</b>	<b>2241</b>	<b>2261</b>	<b>1763</b>
	Speeding 106A(A)- going over posted speed limit by 1-15km/hr	1174	1282	1044	1169	1038
	Speeding 106A(B)-going over posted speed limit by 16-30km/hr	1498	1666	944	803	513
	Speeding 106A(C)-going over posted speed limit by 31 or more km/hr	232	226	253	289	212
<b>Stunting</b>		<b>21</b>	<b>26</b>	<b>67</b>	<b>80</b>	<b>45</b>
	Stunting- 163(1)	21	26	67	80	45
<b>Aggressive Driving</b>		<b>209</b>	<b>175</b>	<b>125</b>	<b>135</b>	<b>142</b>
	Careless or Imprudent Driving - 100(2)	39	31	21	24	30
	Passing School Bus exhibiting flashing red lights- 103(3)	33	32	30	29	40
	Driving too fast for conditions- 101	8	2	5	4	3
	Improper Passing- 114, 115, 116	3	2	0	3	0
	Following too closely- 117(1)	62	36	34	27	33
	Failing to yield to highway traffic when entering highway- 123(1)	62	70	34	47	36
	Failing to stop at railway crossing- 132(1)	0	0	0	0	0
	Driving on sidewalk other than driveway- 164(1)	2	2	1	1	0
<b>Distracted Driving</b>		<b>666</b>	<b>954</b>	<b>497</b>	<b>531</b>	<b>484</b>
	Using Hand-Held telephone or text messaging on commun. Device while operating vehicle or electric scooter on rdwy-100D(1)	666	954	497	531	484

		2018	2019	2020	2021	2022
<b>Impaired Driving</b>		<b>414</b>	<b>886</b>	<b>633</b>	<b>565</b>	<b>737</b>
	Impaired operation of vehicle- 9230[0]	359	425	257	208	285
	Impair op of motor vehicle drugs- 9235	37	23	28	20	26
	operation while impaired unsp.- 9237	18	423	290	276	326
	Impaired operation with suspension- 7000[7]	0	0	36	42	61
	Impaired operation with suspension- 7000[15]	0	0	1	1	7
	Refusal- 9260[0]	0	14	17	16	29
	Refusal- 9263[0]	0	1	4	2	3
<b>Pedestrian Related</b>		<b>105</b>	<b>84</b>	<b>57</b>	<b>64</b>	<b>53</b>
	Failing to yield to pedestrian in crosswalk- 125(1)(A)	102	82	54	60	51
	Failing to yield to pedestrian in crosswalk- 125(1)(B)	3	2	3	4	2
<b>Bicycle Related</b>		<b>5</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>3</b>
	Operating vehicle in bike lane- 131A	1	1	0	2	2
	Parking in bike lane- 143(2)	1	0	0	1	0
	Passing bike with insufficient space or less than 1 metre between vehicle and cyclist- 171B(1)	3	4	0	0	1
<b>Intersection Related</b>		<b>2795</b>	<b>1966</b>	<b>863</b>	<b>713</b>	<b>752</b>
	Failing to obey traffic sign or signal- 83(2)	1588	1350	550	338	465
	Failing to stop at a red light- 93(2)(e)	0	0	0	1	0
	Fail to obey traffic control person- 107(B)	0	0	0	0	0
	Failing to obey sign prohibiting turns- 120(4)	625	122	94	105	59
	Failing to yield to vehicle already in intersection- 122(1)	91	88	52	69	58

		2018	2019	2020	2021	2022
	Failing to yield to vehicle already in intersection when making left turn- 122(3)	103	106	70	78	54
	Failing to stop at a stop sign- 133(1)	383	295	96	119	114
	Fail to obey yield sign- 134(3)	5	5	1	3	2
<b>Young Demographic</b>		<b>30</b>	<b>33</b>	<b>14</b>	<b>21</b>	<b>14</b>
	Passenger under 16 not wearing seatbelt- 175(3)	18	22	7	16	12
	Passenger 16 or older not wearing seatbelt- 175(4)	12	11	7	5	2



## Halifax District RCMP Response: Traffic Committee

<b>Submission Date:</b>	February 14, 2023
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### Description

This report includes statistics from the HRM Police Records Management System (Versadex and Summary Offence Tickets) and are for Halifax District RCMP jurisdiction only. The statistics are for General Occurrence files (using the Uniform Crime Reporting Codes UCR) and do not include Calls for service in the CAD where offences were deemed unfounded or no one was located, and an offence cannot be determined (i.e. call of an impaired driver and no driver or vehicle located).

The below summarizes RCMP efforts in road safety and highlights areas determined by Halifax Regional Municipality's (HRM) Strategic Road Safety Framework. This framework includes speeding, stunting/driving, aggressive driving, distracted driving, impaired driving, pedestrian related, bicycle related, and younger demographic.

### Methodology

Except for the Impaired driving section, all emphasis areas outline number of summary offence tickets issued by RCMP throughout HRM between 2018-2022. The impaired driving section outlines actual investigations into impaired driving that were deemed founded.

### Halifax District RCMP Response

Halifax District RCMP continue to focus efforts on curbing traffic related offences within the jurisdiction. A comparison of 2021 to 2022 presents an increase in tickets issued for speeding (4%), stunting (26%), distracted driving (103%) and youth demographic (33%) categories. A slight decrease in pedestrian related and aggressive driving categories accounts for a drop of only 8 and 4 tickets respectively. Halifax District RCMP reported a total of 608 impaired driving investigations in 2022 which accounted for 40% of the RCMP provincial total.





## Summary Table of Traffic Enforcement Efforts in Halifax District's Emphasis Areas

	2018	2019	2020	2021	2022	2021 - 2022 % Change
<b>Speeding</b>	4420	2715	1461	1675	1745	4%
<b>Stunting</b>	35	23	57	62	78	26%
<b>Distracted Driving</b>	357	726	283	172	349	103%
<b>Impaired Driving</b>	399	438	554	465	570	23%
<b>Pedestrian Related</b>	8	6	4	11	3	-73%
<b>Bicycle Related</b>	0	2	0	0	0	0%
<b>Intersection</b>	1116	737	531	1103	843	-24%
<b>Young Demographic</b>	191	53	18	3	4	33%
<b>Aggressive Driving</b>	73	98	108	105	101	-4%

*\*Aggressive Driving excludes speeding and Stunting Stats to Avoid Double Counting*





## Halifax District RCMP Enforcement Efforts by SOT/GO Investigation

		2018	2019	2020	2021	2022
<b>Speeding</b>		<b>4420</b>	<b>2715</b>	<b>1461</b>	<b>1675</b>	<b>1745</b>
	Speeding 106A(A)- going over posted speed limit by 1-15km/hr	3049	2118	935	1143	1259
	Speeding 106A(B)-going over posted speed limit by 16-30km/hr	1144	422	322	332	337
	Speeding 106A(C)-going over posted speed limit by 31 or more km/hr	227	175	204	200	149
<b>Stunting</b>		<b>35</b>	<b>23</b>	<b>57</b>	<b>62</b>	<b>78</b>
	Stunting- 163(1)	35	23	57	62	78
<b>Aggressive Driving</b>		<b>73</b>	<b>98</b>	<b>108</b>	<b>105</b>	<b>101</b>
	Careless or Imprudent Driving - 100(2)	15	21	33	27	16
	Passing School Bus exhibiting flashing red lights- 103(3)	5	5	3	9	6
	Driving too fast for conditions- 101	2	5	5	5	6
	Improper Passing- 114, 115, 116	31	35	53	22	40
	Following too closely- 117(1)	10	23	8	27	29
	Failing to yield to highway traffic when entering highway- 123(1)	9	8	6	14	4
	Failing to stop at railway crossing- 132(1)	0	0	0	0	0
	Driving on sidewalk other than driveway- 164(1)	1	1	0	1	0
<b>Distracted Driving</b>		<b>357</b>	<b>726</b>	<b>283</b>	<b>172</b>	<b>349</b>
	Using Hand-Held telephone or text messaging on commun. Device while operating vehicle or electric scooter on rdwy-100D(1)	357	726	283	172	349





<b>Impaired Driving</b>		<b>399</b>	<b>438</b>	<b>554</b>	<b>465</b>	<b>570</b>
	Impaired operation of vehicle- 9230[0]	283	246	280	244	248
	Impair op of motor vehicle drugs- 9235	9	17	18	8	18
	operation while impaired unsp.- 9237	0	21	39	33	39
	Impaired operation with suspension-7000[7]	96	138	197	157	233
	Impaired operation with suspension- 7000[15]	11	16	17	15	23
	Refusal- 9260[0]	0	0	3	8	9
	Refusal- 9263[0]	0	0	0	0	0
<b>Pedestrian Related</b>		<b>8</b>	<b>6</b>	<b>4</b>	<b>11</b>	<b>3</b>
	Failing to yield to pedestrian in crosswalk- 125(1)(A)	8	6	4	11	3
	Failing to yield to pedestrian in crosswalk- 125(1)(B)	0	0	0	0	0
<b>Bicycle Related</b>		<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Operating vehicle in bike lane- 131A	0	0	0	0	0
	Parking in bike lane- 143(2)	0	0	0	0	0
	Passing bike with insufficient space or less than 1 metre between vehicle and cyclist- 171B(1)	0	2	0	0	0
<b>Intersection Related</b>		<b>1116</b>	<b>737</b>	<b>531</b>	<b>1103</b>	<b>843</b>
	Failing to obey traffic sign or signal- 83(2)	955	605	444	971	670
	Failing to stop at a red light- 93(2)(e)	61	58	27	45	47
	Fail to obey traffic control person- 107B	1	1	1	2	1
	Failing to obey sign prohibiting turns- 120(4)	3	1	1	4	3
	Failing to yield to vehicle already in intersection- 122(1)	4	5	7	9	7
	Failing to yield to vehicle already in intersection when making left turn- 122(3)	9	8	14	4	18
	Failing to stop at a stop sign- 133(1)	82	58	36	66	97
	Fail to obey yield sign- 134(3)	1	1	1	2	0
<b>Young Demographic</b>		<b>191</b>	<b>53</b>	<b>18</b>	<b>3</b>	<b>4</b>
	Passenger under 16 not wearing seatbelt- 175(3)	21	10	0	2	1
	Passenger 16 or older not wearing seatbelt- 175(4)	170	43	18	1	3

\*Impaired Driving Excludes Unfounded Files and is Reported Based on 1<sup>st</sup> Line of Scoring to Remove the Possibility of Double Counting



## ATTACHMENT 5 - Top Ten Priority Intersections

#	INTERSECTIONS	2018 F+I	2019 F+I	2020 F+I	2021 F+I	2022 F+I	TOTAL F+I	COMMENTS
1	BURNSIDE DR - WRIGHT AVE	3	4	2	3	1	13	
2	BAYERS RD - CONNAUGHT AVE	4	2	2	3	2	13	
3	ALBRO LAKE RD - VICTORIA RD	1	4	4	3	0	12	
4	BAYERS RD - JOSEPH HOWE DR	4	2	2	3	1	12	
5	MUMFORD RD - HFX SHOPPING CTR	4	2	2	1	2	11	Further review is required to determine which collisions occurred within the intersection vs. within private roads/ transit terminal. LPI was installed in 2018.
6	BURNSIDE DR - COMMODORE DR	4	2	2	0	3	11	
7	BEDFORD HIGHWAY - HAMMONDS PLAINS RD	1	2	2	3	1	9	
8	PORTLAND ST - SPRING AVE	2	2	3	2	0	9	Minor traffic signal modifications planned for 2023.
9	DUTCH VILLAGE RD (N) - JOSEPH HOWE DR	1	4	1	2	1	9	
10	CHEBUCTO RD - CONNAUGHT AVE	1	0	5	0	2	8	

**Notes:**

- Collision data which was categorized as an intersection collision was used to determine the frequency of fatal + injury collisions. Collisions that were categorized as non-intersection collisions were not included in this review. The intersection vs non-intersection collision category is included in the collision report prepared by police.

- Due to the quality and limitations of data reported by Police and the database analysis tools available, note that some small variations may occur in future reporting.