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Item No. 13.1.1
Transportation Standing Committee
October 23, 2025

TO: Chair and Members of Transportation Standing Committee

FROM: Jacqueline Hamilton, Acting Commissioner of Operations

DATE: October 10, 2025

SUBJECT: 2025 Road Safety Annual Report

ORIGIN

Item 15.6.1 of the July 9, 2024, session of the Halifax Regional Council:

MOVED by Councillor Mason, seconded by Councillor Outhit

THAT Halifax Regional Council:

2. Direct staff to provide annual reports to the Transportation Standing Committee regarding the actions of the Road Safety Program and the Road Safety Key Performance Indicators (KPIs) identified in the Road Safety Strategy, Attachment 1 of the supplementary report dated June 5, 2024.

MOTION PUT AND PASSED UNANIMOUSLY.

EXECUTIVE SUMMARY

The 2025 Road Safety Annual Report provides an overview of the current state of road safety in the Halifax Regional Municipality. The Municipality has adopted a Vision Zero concept, as well as a goal to maintain a downward trend in the rate of fatal and serious injury collisions per 100,000 residents. This report includes a summary of collision data for the 2024 calendar year, updated key performance indicator statistics, as well as a summary of completed activities in fiscal year 2024/25 and work ongoing/planned as part of the 2025/26 fiscal year.

This report has been prepared for the Transportation Standing Committee as an information item, and there are no specific recommendations associated with this report, other than the one recommendation listed below. There are no immediate financial implications associated with this report.

RECOMMENDATION

It is recommended that the Transportation Standing Committee receive this report for information and receive a presentation.

BACKGROUND

The Road Safety Strategy (Strategy), approved by Regional Council in July 2024, is the Halifax Regional Municipality's (HRM) second guiding document for the Road Safety Program, which adopts the principles of Vision Zero and the Safe System Approach to road safety. The Strategy is based on a vision of zero fatalities and serious injuries for all road users in the Halifax Regional Municipality by 2038, and a goal to maintain a downward trend in the rate of fatal and serious injury collisions per 100,000 residents.

Annual reporting is a key deliverable identified in the Strategy. This information report provides an overview of calendar year 2024 collision statistics in HRM and reports on road safety key performance indicators as established in the Strategy. **Attachment 1 – 2025 Road Safety Annual Report** provides further details of collision statistics and an overview of municipal road safety activities.

DISCUSSION

Collision Overview

In 2024, there were 11 fatal and 142 serious injury collisions reported on municipal and provincial roads within the HRM. These figures represent an increasing trend in both the overall number of fatal and serious injury collisions and the rate of these severe collisions.

The goal of the Road Safety Program, established in the Strategy, is to maintain a continuous downward trend in the rate of fatal and serious injury collisions per 100,000 residents. In preparing the 2024 road safety annual report, significant data quality concerns were identified, specifically related to the level of injury severity reported in closed collision files. In response, road safety staff collaborated with Halifax Regional Police (HRP) and RCMP Halifax Regional Detachment to review and correct the injury severity associated with collision files from 2022 to 2024. These corrections enabled reporting of a reliable, three-year rolling average, starting in 2024, which is essential for tracking long-term trends and evaluating the effectiveness of safety interventions.

Data correction and validation is ongoing work, and corrected data is still being processed for publication. In the short-term, discrepancies may exist between this report and the Open Data Catalogue, which is maintained by HRM Public Works. Going forward, staff has observed some improvements in the quality control program with Halifax Regional Police and RCMP; however, ongoing validation is required before data quality can be considered consistently accurate.

Figure 1 shows the rate of fatal and serious injuries per 100,000 residents for the three years where injury data has been validated, and the three-year average for 2024.

Figure 1: Rate of fatal and serious injury collisions per 100,000 residents, 2022-2024 (Municipal and provincial right-of-way)

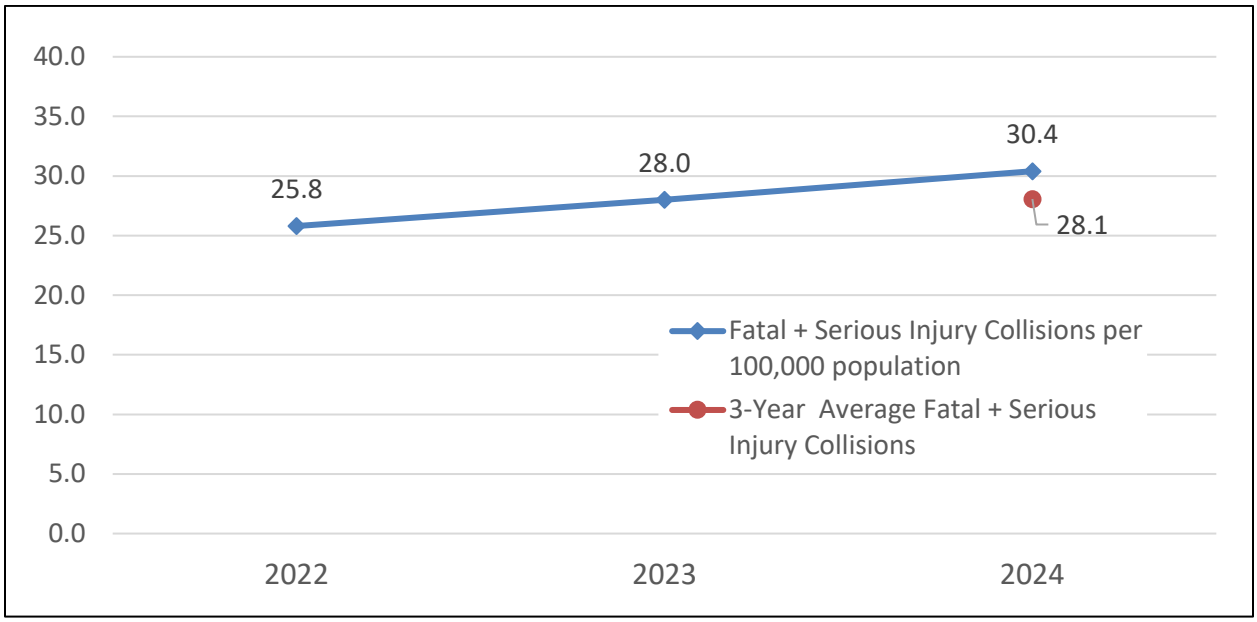


Table 1 presents the number of total collisions, all injury collisions, serious injury collisions, fatal collisions, and population-based rates. Note that serious injury collisions and the associated rate are only presented for 2022 - 2024, as these are the years in which collision injury data has been reviewed and corrected. The number of total collisions and injury collisions are presented back to 2018 to provide additional historical context within this report. Staff note that the number of all injury collisions increased in 2022 - 2024 when data was validated, and it is likely that the number of injury collisions in 2018 - 2021 are underreported as well. Should additional resources become available from HRP and RCMP to correct further collision records, these years may be able to be corrected in future reporting. At this point however, given that data prior to 2022 has not been reviewed and corrected/validated, comparisons to existing data for these years would not be appropriate.

Table 1: Reported Motor Vehicle Collisions 2018 – 2024 (Municipal and provincial right-of-way)

Year	Total Collisions	Injury Collisions	Serious Injury Collisions	Fatal Collisions	Fatal + Injury Collisions per 100,000 population	Fatal + Serious Injury Collisions per 100,000 population
2018	6087	756[1]	-	18	180.0	-
2019	6276	837[1]	-	18	194.5	-
2020	4583	634[1]	-	8	143.1	-
2021	5162	744[1]	-	15	164.9	-
2022	5330	1104	113	11	232.0	25.8
2023	5643	878	132	6	179.6	28.0
2024	6250	1188	142	11	238.4	30.4

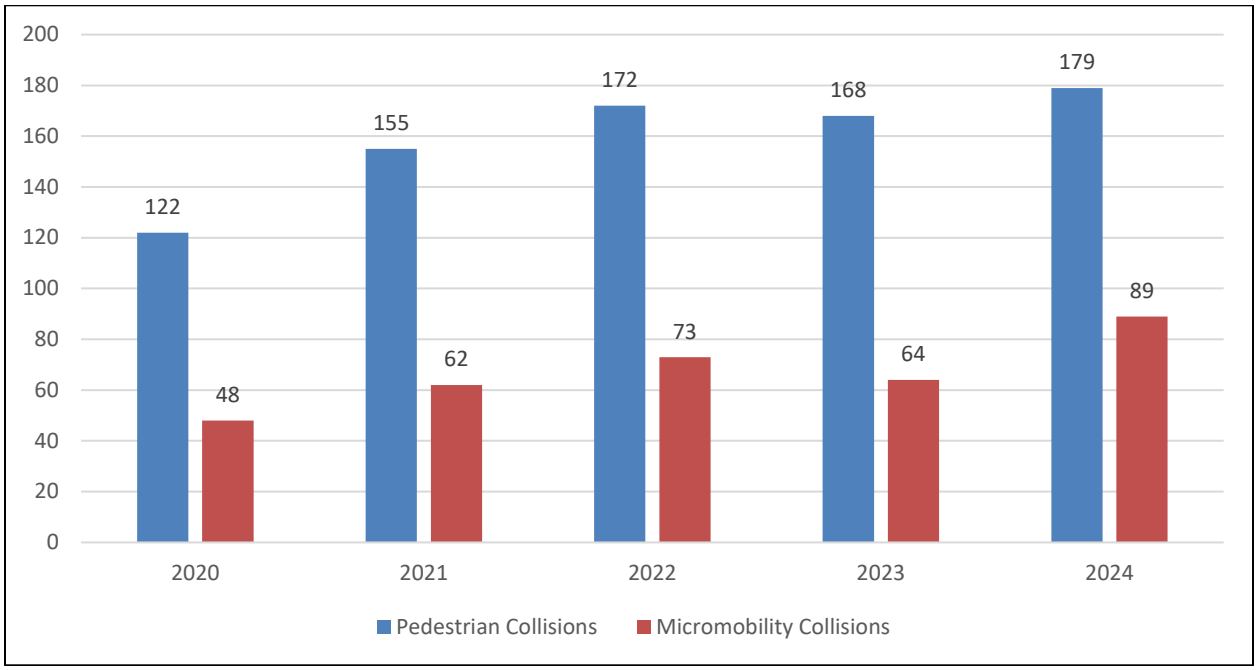
Note 1 – Injury data not reviewed and corrected.

With a focus on vulnerable road users, staff evaluated all reported collisions involving pedestrians and micromobility users in the 2024 data. In this report, micromobility collisions include reported collisions that involve any person operating a bicycle, e-bike, electric scooter or other lightweight vehicle. Pedestrian collisions similarly include reported collisions that involved a pedestrian, including people using a

wheelchair or a mobility scooter. This review of the 2024 collision data identified 178 collisions involving pedestrians, and 89 collisions involving micromobility users, occurring on public roadways. These numbers may differ from previously reported, or future values, as collision reports are filed or reclassified.

The total number of all pedestrian collisions and micromobility collisions in the last five years are shown in **Figure 2**. Tables containing general details of all collisions reviewed for pedestrian and micromobility reviews can be found in **Attachment 2 – 2024 collisions involving pedestrians**, and **Attachment 3 – 2024 Collisions involving micromobility users**.

Figure 2: Number of Pedestrian and Micromobility collisions, 2020-2024 (Municipal and Provincial right-of-way)



Evaluation

The rate of fatal and serious injury collisions has increased slightly year over year from 2022 until 2024, indicating an undesirable trend. This upward trend demonstrates a need to increase organization wide commitment to prioritizing road safety - in decisions from planning, design, maintenance, enforcement, and public education – to address the challenges of a growing city and increased demands on drivers' attention. Vision Zero, the philosophy that road fatalities and serious injuries are preventable, has been successful in reducing or even eliminating road fatalities in other jurisdictions where a strong, multi-disciplinary commitment has been made.

Despite the overall trend concerns, certain areas of road safety showed encouraging progress. Notably, there was a reduction in fatal and serious injury pedestrian collisions, fatal and serious injury collisions at intersections on municipally owned roads, as well as a decline in pedestrian collisions at signalized intersections.

- Fatal and Serious Injury Pedestrian Collisions:
  - A total of 21 such collisions were recorded in 2024, marking a significant decrease from 33 in 2023 and 23 in 2022.
- Fatal and Serious Injury Collisions at Municipal Intersections:
  - A total of 42 such collisions were recorded in 2024, marking a significant decrease from 57 in 2023 and 47 in 2022.
- Pedestrian Collisions at Signalized Intersections:

- These incidents also declined, with 50 collisions reported in 2024 compared to 61 in 2023, and 57 in 2022.

While these categories represent relatively small subsets of the overall collision data, the downward trends are noteworthy. They align with recent strategic efforts to improve intersection safety, particularly for pedestrians, through targeted interventions and infrastructure enhancements. These results suggest that focused safety initiatives may be contributing to meaningful improvements in key risk areas.

Road Safety Key Performance Indicators

Established in the Road Safety Strategy are ten key performance indicators, which are reported on an annual basis to monitor various aspects of the Road Safety Program and the state of road safety in the Municipality. **Table 2** presents the 2024 values for these indicators. Historical values for these indicators - dating back to 2018 where available - and supplementary information are found in **Attachment 4 – Road Safety Key Performance Indicators**.

Table 2: Road Safety Key Performance Indicators

Road Safety Key Performance Indicators				2022	2023	2024
1a	Number of fatal collisions per capita			2.3	1.2	2.2
1b	Number of serious injury collisions per capita			23.5	26.8	28.2
1c	Number of fatal and serious injury collisions per capita			25.8	28.0	30.4
2	Number of fatal and serious injury collisions by mode and jurisdiction					
	Municipal Roads	2a	Motor vehicle collisions	56	54	65
		2b	Pedestrian collisions	21	33	20
		2c	Cyclist & micromobility collisions	8	3	7
	Provincial Roads	2d	Motor vehicle collisions	37	47	59
		2e	Pedestrian collisions	2	0	1
		2f	Cyclist & micromobility collisions	0	1	1
3	Number of fatalities and serious injuries (individual persons)			146	156	170
4	Number of fatalities and all injuries (individual persons)			1473	1151	1570
5	*Percentage of fatal and serious injury collisions that are within identified vulnerable communities*			*n/a*	*n/a*	*n/a*
6	Percentage of vehicles complying with the speed limit on a sample of major collector and arterial roadways			*n/a*	*n/a*	31%
7	Median change in 85th percentile speed on traffic calmed streets by sub-region					
	7a	Regional Centre		-6 km/h	-9 km/h	-5.5 km/h
	7b	Suburban Regions		-9 km/h	-5 km/h	-6.5 km/h
	7c	Rural Areas		-5 km/h	*n/a*	-13 km/h
8	Per cent of residents surveyed reporting the road network as safe or very safe			*n/a*	*n/a*	48%
9	Number of people exposed to educational, online materials			13937	6794	5661

10	Number of summary offense tickets issued by Halifax Regional Police and RCMP Regional Halifax Detachment	7625	6073	7482

Road Safety Projects

The Road Safety Program leads and participates in a wide array of projects and initiatives, centered around the five priority areas identified in the Strategy: Intersections; Safe Speeds; Vulnerable Road Users; Safe Schools; and Data Management. Actions completed in fiscal 2024/25, and actions which are ongoing or part of the fiscal 2025/26 plan are outlined by priority area in **Table 3**. Further details of these and further projects are found in **Attachment 1 – 2024 Road Safety Annual Report**.

Table 3: Completed, Ongoing, and Planned Road Safety Projects

Priority Area	2024/25 Actions	2025/26 Actions
Intersections	• Prepared an action plan for ten priority intersections with the highest number of fatal and injury collisions. • Upgraded existing traffic signals at Oxford Street and Jubilee Road. • Installed continuous safety monitoring equipment at the intersection of Dunbrack Street and Willet Street. • Used “near-miss” conflict analysis to evaluate two intersections where road safety improvements had been previously made. • Installed 14 leading pedestrian intervals (LPIs), 11 accessible pedestrian signals (APS), and other protected and restricted turning movements, including protected left-turn implementation at Dunbrack Street and Willett Street.	• Install new traffic signal at St Margarets Bay Road and Timberlea Village Parkway. • Implement traffic signal upgrades at two of the ten priority intersections (Bedford Highway at Hammonds Plains Road, Burnside Drive at Wright Avenue). • Tender detailed design work for seven of the ten priority intersections. Completion of design work will carry-over into 2026/27 fiscal. • Complete internal design work for one of the ten priority intersections (Portland Street at Spring Avenue). • Evaluate up to 15 intersections using “near-miss” conflict analysis to screen for road safety concerns and evaluate completed projects. • Implement protected left turns at five signalized intersections. • Continue to install leading pedestrian intervals (LPI), accessible pedestrian signals (APS), and protected and restricted turning movements to mitigate road safety issues.

Safe Speeds	• Completed 93 traffic calming projects, including 30 which were carried-over from the 2023 construction season. • Neighbourhood speed limit reductions approved by the Provincial Traffic Authority for two neighbourhoods. • Speed display sign installations and relocations.	• Install 47 new traffic calming projects including 11 carryover projects from the 2024/25 construction season. • Submit ten applications to the Province for 40km/h speed limits. • Continue to manage the speed display sign program.

Vulnerable Road Users	• Installed 43 new Rectangular Rapid Flashing Beacons (RRFBs) at new or existing crosswalks, two new RA-5 crosswalks with overhead flashing beacons, 10 new basic marked crosswalks, and new crosswalk markings at 43 stop-controlled pedestrian crossings. • Assessed the pedestrian safety impacts associated with the removal of right-turn slip-lanes at Cole Harbour Road and Forest Hills Parkway. • Supported the implementation of the shared micromobility pilot project, providing data and guidance from a road safety perspective.	• Upgrade 19 existing crosswalks with RRFBs and 5 existing crosswalks to pedestrian half-signals. • Install 13 new crosswalks with RRFBs and one new RA-5 crosswalk with overhead flashing beacons. • Install APS (Accessible Pedestrian Signals) at six intersections. • Continue to upgrade crosswalks with durable markings for enhanced conspicuity and longer life cycle. • Conduct a screening process to identify where LPIs (Leading Pedestrian Intervals) may be installed at all remaining municipal traffic signals. • Collect and begin analysis of “before” data to evaluate the safety effects of removing right-turn slip lanes at two intersections. • Conduct “near miss” conflict analysis in two projects evaluating the safety of people walking, rolling, and cycling. • Review 2024 pedestrian and micromobility collisions. Evaluate intersections/corridors for potential safety upgrades where multiple pedestrian or micromobility collisions occurred in 2024.
Safe Schools	• Completed traffic calming in 16 school zones. • Supported Safe School Streets pilot projects at two schools in HRM. • The crossing guard program monitored safety in crosswalks and worked with HRP to target high-priority crosswalks for enforcement.	• Install traffic calming in six school zones. • Create a Safe School Streets toolkit for school communities to facilitate their own school programs. • Further develop the crossing guard program including a new web page, increased collaborations, and public safety announcements. • Commence a baseline study for an Active School Travel (AST) program.

Data Management	• Identified collision files with injury severity inconsistencies and worked with HRP and RCMP to correct files from 2022-2024. • Initiated updates to the Road Safety Dashboard to report new metrics, including serious injuries and population-based rates. • Completed an opportunity assessment to initiate procurement of a purpose-built collision data analysis software.	• Continue to monitor for inconsistencies in collision data and report data quality concerns to HRP. • Update Road Safety Dashboard to reflect new available data and indicators in line with the Strategy. • Explore how emergency department data and other health system data can help monitor road safety trends. • Procure a new collision analysis platform to enable the creation of a high-injury network.

Most projects presented in Table 3, which are led or supported by road safety staff, are infrastructure changes which fall under the engineering approach described in the Strategy. While infrastructure improvements are a critical component of road safety, education, engagement and enforcement are necessary additional approaches to complement infrastructure improvements and create a multi-disciplinary Safe System approach. Road safety staff rely on HRP, RCMP Halifax Regional Detachment, and HRM's Corporate Communications to lead these approaches. Details of the supporting work done by these partners are found in **Attachment 1 – 2025 Road Safety Annual Report**, and **Attachment 6 – 2024 Traffic Enforcement Statistics**.

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 the goals and priorities of the Road Safety Strategy.

RISK CONSIDERATION

No risk considerations were identified.

COMMUNITY ENGAGEMENT

A public survey was conducted in 2025 to gauge the perception of road safety among residents of the municipality. The full results of the road safety survey can be found in **Attachment 7 – Perception of Road Safety Survey.**

ENVIRONMENTAL IMPLICATIONS

Road safety initiatives are supportive of the sustainability objectives of the municipality as it aims to make it safer and more comfortable for residents to choose sustainable transportation options for everyday transportation purposes.

ALTERNATIVES

The Transportation Standing Committee could choose not to receive a presentation on the 2025 Road Safety Annual Report.

LEGISLATIVE AUTHORITY

***Halifax Regional Municipality Charter*, S.N.S. 2008, c. 39 as amended**

Section 21:
(1) The Council may establish standing, special and advisory committees.
(2) Each committee shall perform the duties conferred on it by this Act, any other Act of the Legislature or the by-laws or policies of the Municipality.

***Administrative Order One*, Schedule 7 – Transportation Standing Committee Terms of Reference**

Section 4 The Transportation Standing Committee shall oversee and review of the Municipality's Regional Transportation Plans and initiatives, as follows:
(a) overseeing HRM's Regional Transportation Objectives and Transportation outcome areas;
(g) providing input and review of road and pedestrian safety.

ATTACHMENTS

Attachment 1 – 2025 Road Safety Annual Report
Attachment 2 – 2024 Collisions Involving Pedestrians
Attachment 3 – 2024 Collisions Involving Micromobility Users
Attachment 4 – Micromobility Collision Configuration Guide
Attachment 5 – Road Safety Key Performance Indicators
Attachment 6 – 2024 Traffic Enforcement Statistics
Attachment 7 – Perception of Road Safety Survey

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Sarah Rodger, Traffic & Parking Management

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2025 ROAD SAFETY

Annual Report

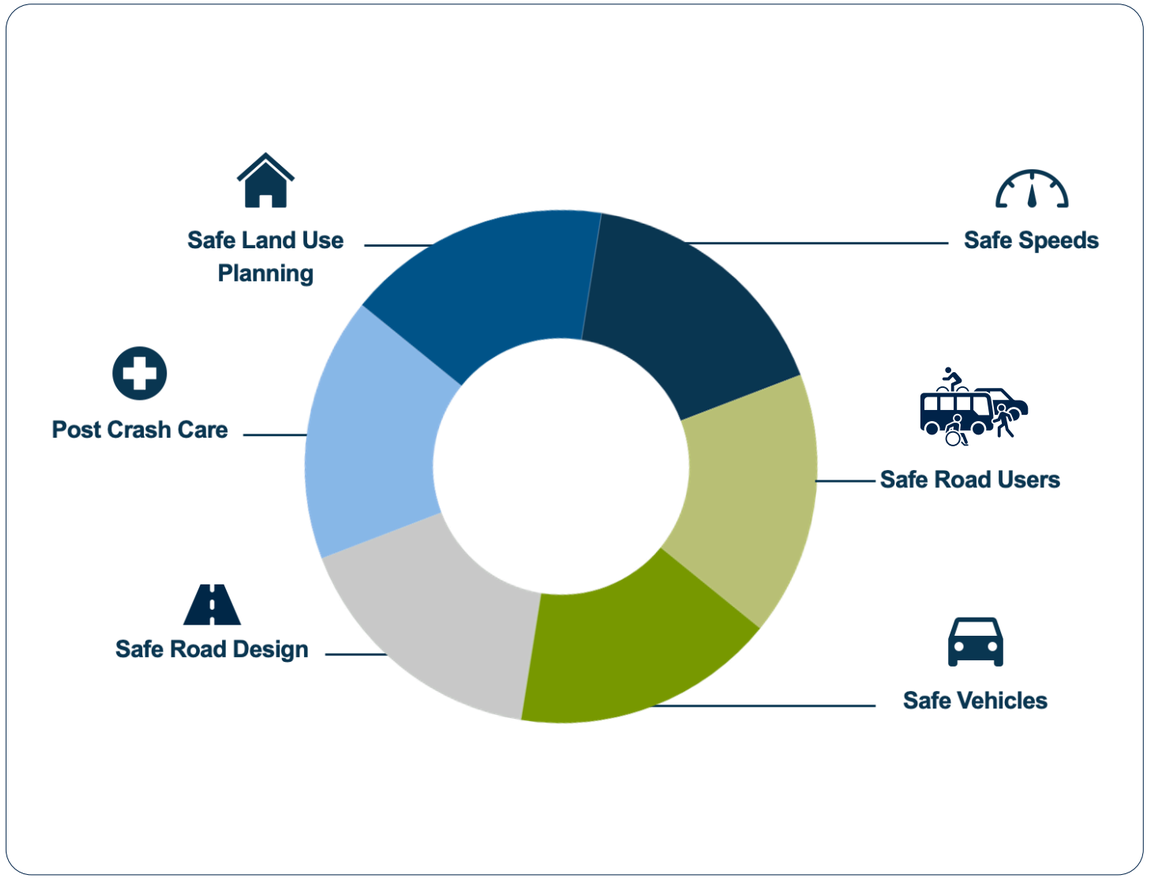
Report prepared by:
Road Safety & Transportation

Contents

1. Introduction

The Road Safety Strategy (the Strategy), approved by Regional Council in July 2024, is the Halifax Regional Municipality's second guiding document for the road safety program, which adopts the principles of Vision Zero and the Safe System Approach to road safety. The Strategy is based on a vision of zero fatalities and serious injuries for all road users in the municipality by 2038, and a goal to maintain a downward trend in the rate of fatal and serious injury collisions per 100,000 residents.

Annual reporting is a key deliverable identified in the Strategy. This report will provide an overview of 2024 collision statistics in the municipality and report road safety key performance indicators as established in the Strategy. Highlights of the 2024/25 road safety program are outlined, as well as ongoing and planned projects for the 2025/26 year and beyond.



2. Collision data overview: What is happening

There were 11 fatal and 142 serious injury collisions reported on municipal and provincial roads within the Halifax region in 2024. These numbers may differ from previously reported, or future values, as reports for collisions that occurred in 2024 are filed or reclassified.

In 2024, staff identified inconsistencies in the injury severity data reported in police collision records, which led to delays in finalizing serious injury collision statistics. These inconsistencies presented a barrier to accurately monitoring progress toward the Vision Zero goal outlined in the 2024 Road Safety Strategy. In response, road safety staff collaborated with Halifax Regional Police (HRP) and RCMP Halifax Regional Detachment to review and correct affected collision files over the past year. Staff have observed some improvements in the quality control program with HRP and RCMP; however, ongoing validation continues to be needed before data quality can be considered consistently accurate.

At the time of this report, injury severity data has been corrected for collisions occurring between 2022 and 2024. Due to resource limitations, police were unable to revise data prior to 2022. These corrections now enable staff to report a reliable three-year rolling average starting in 2024, which is essential for tracking long-term trends and evaluating the effectiveness of safety interventions. It should be noted that corrected data is still being processed for publication, and discrepancies may exist between this report and the Open Data Catalogue.

Figure 1 shows the rate of fatal and serious injury collisions per 100,000 residents in the period between 2022 and 2024, and the three-year average from this data.

The rate of fatal and serious injury collisions has increased slightly year-over-year from 2022 until 2024, indicating an undesirable trend. This upward trend demonstrates a need to increase organization-wide commitment to prioritizing road safety in decisions from planning, design, maintenance, enforcement and public communications. Vision Zero, the philosophy that road fatalities and serious injuries are preventable, has been successful in reducing or even eliminating road fatalities in other jurisdictions where a strong, multi-disciplinary commitment has been made.

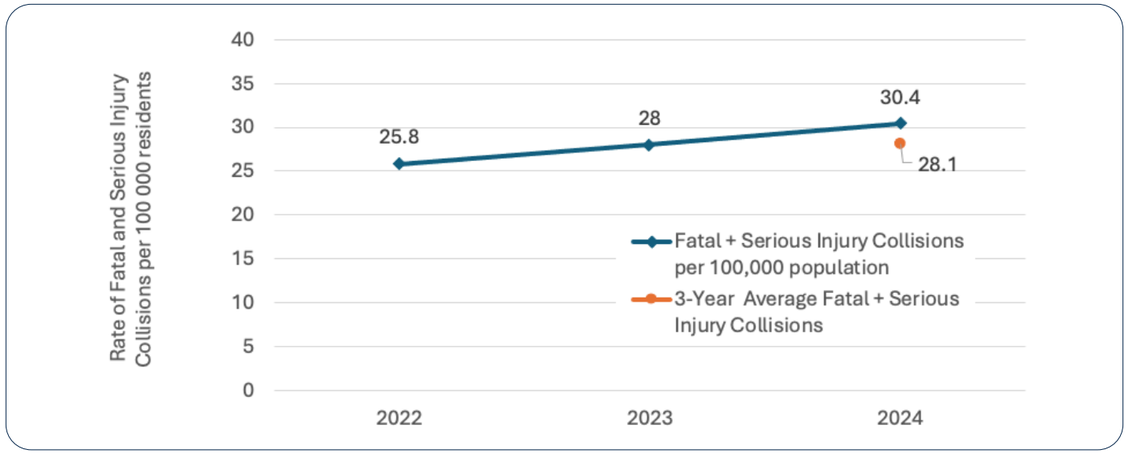


Figure 1: Rate of fatal + serious injury collisions per 100,000 residents, 2022-2024 (Municipal and provincial right-of-way)

Despite the overall trend concerns, certain areas of road safety showed encouraging progress. Notably, there was a reduction in fatal and serious injury pedestrian collisions, fatal and serious injury collisions at intersections on municipally owned roads, as well as a decline in pedestrian collisions at signalized intersections.

- Fatal and serious injury pedestrian collisions:
  A total of 21 such collisions were recorded in 2024, marking a significant decrease from 33 in 2023 and 23 in 2022.
- Fatal and serious injury collisions at municipal intersections:
- A total of 42 such collisions were recorded in 2024, marking a significant decrease from 57 in 2023 and 47 in 2022.
- Pedestrian collisions at signalized intersections:
  These incidents also declined, with 50 collisions reported in 2024 compared to 61 in 2023, and 57 in 2022.

While these categories represent relatively small subsets of the overall collision data, the downward trends are noteworthy. They align with recent strategic efforts to improve intersection safety, particularly for pedestrians, through targeted interventions and infrastructure enhancements. These results suggest that focused safety initiatives may be contributing to meaningful improvements in key risk areas.

Table 1 shows data currently available for the number of collisions that resulted in an injury, serious injury or fatality, within the right-of-way on public roads, from 2018 to 2024. As previously noted, injury collision records prior to 2022 have not been corrected, and show a significant variance from the trend of corrected reports.

Inaccuracies in collision data continue to be a challenge in reporting and monitoring road safety trends. These data issues also contribute to increased workload within the road safety program. More detail is provided in Section 4.5, Data Management.

Table 1: Reported motor vehicle collisions 2018 – 2024 (Municipal and provincial right-of-way)

YEAR	TOTAL COLLISIONS	INJURY COLLISIONS	SERIOUS INJURY COLLISIONS	FATAL COLLISIONS	FATAL + INJURY COLLISIONS PER 100,000 POPULATION	FATAL + SERIOUS INJURY COLLISIONS PER 100,000 POPULATION
2018	6087	756[1]	-	18	180.0	-
2019	6276	837[1]	-	18	194.5	-
2020	4583	634[1]	-	8	143.1	-
2021	5162	744[1]	-	15	164.9	-
2022	5330	1104	113	11	232.0	25.8
2023	5643	878	132	6	179.6	28.0
2024	6250	1188	142	11	238.4	30.4

Note 1 – Injury data not reviewed and corrected.

Figure 2 shows a comparison of the municipality's collision data against other Canadian cities. Benchmark cities were selected based on public availability of collision data, using a comparable definition of injury collisions, and with population data available for the same geographic area. Benchmarking against other Canadian cities shows the municipality's collision rates are within the low range, but still above the levels targeted under the Vision Zero framework. This comparison reinforces the need for continued investment in infrastructure improvements, enforcement of high-risk behaviours and public education.

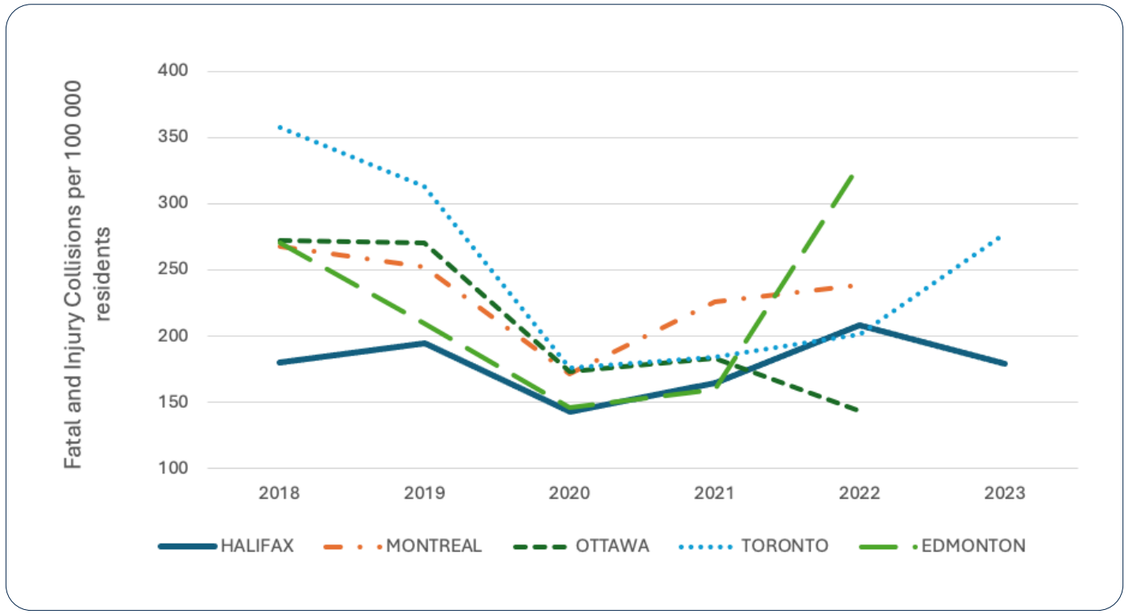


Figure 2: Rate of fatal and all injury collisions per 100,000 population, Canadian cities 2018-2023.

2.1 COLLISIONS INVOLVING PEDESTRIANS AND MICROMOBILITY USERS

The safety of vulnerable road users is identified as a priority area for the road safety program. To assess risk factors and identify trends specific to this priority area, staff evaluate all reported collisions involving pedestrians and collisions involving micromobility users each year.

In this report, micromobility collisions refer to any reported collision that involved a person operating a micromobility device, which includes bicycles, e-bikes, electric scooters and other lightweight vehicles. Similarly, pedestrian collisions refer to any reported collision that a pedestrian was involved in. A person using a wheelchair or a mobility scooter is categorized as a pedestrian.

The 2024 collision data review identified 179 collisions which involved pedestrians, and 89 collisions which involved micromobility users, occurring on public roadways. These numbers may differ from previously reported, or future values, as collision reports are filed or reclassified. The total number of all pedestrian collisions and micromobility collisions in the last five years are shown in **Figure 3**. Tables containing general details of all collisions reviewed for pedestrian and micromobility reviews can be found in **Attachment 2 – 2024 collisions involving pedestrians**, and **Attachment 3 – 2024 collisions involving micromobility users**.

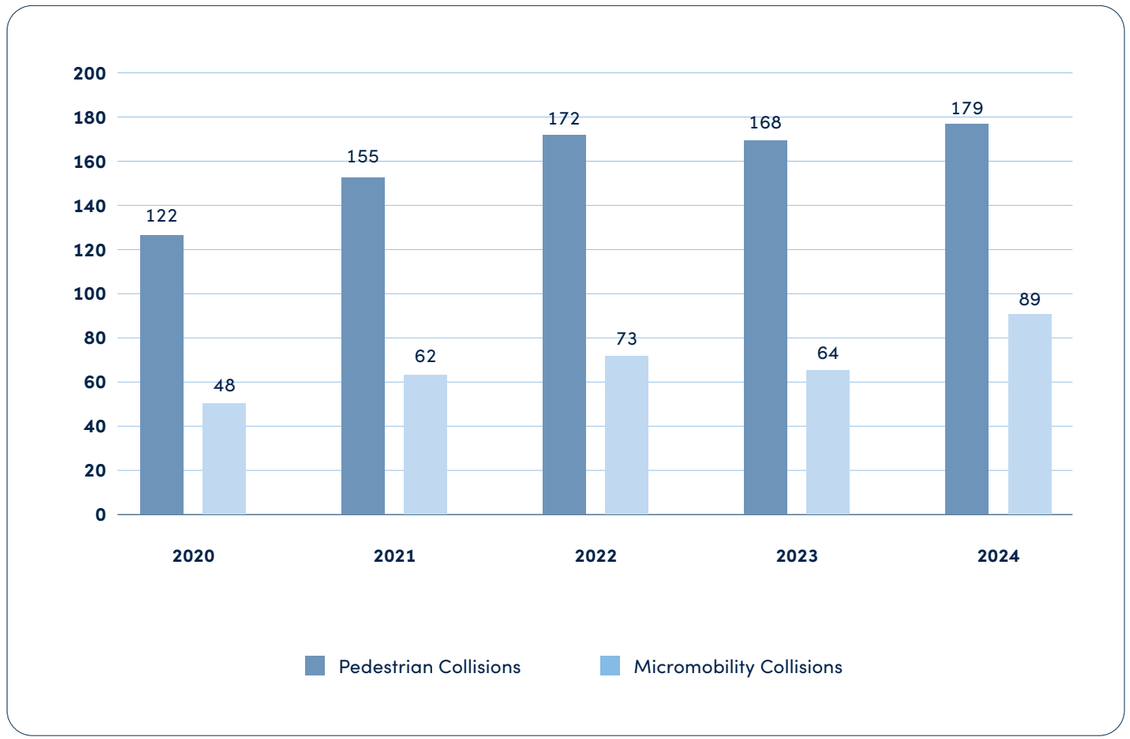


Figure 3: Pedestrian and micromobility collisions 2020-2024 (right-of-way collisions, all severities)

Figure 4 shows the number of combined fatal and serious injury collisions for pedestrians and micromobility users from 2022-2024 (the range of years with corrected injury severity data available). The declining trend of fatal and serious injury pedestrian collisions is encouraging considering the emphasis that has occurred on pedestrian safety upgrades. In 2024 pedestrian collisions made up 14 per cent of fatal and serious injury collisions and micromobility collisions made up 5 per cent of fatal and serious injury collisions.

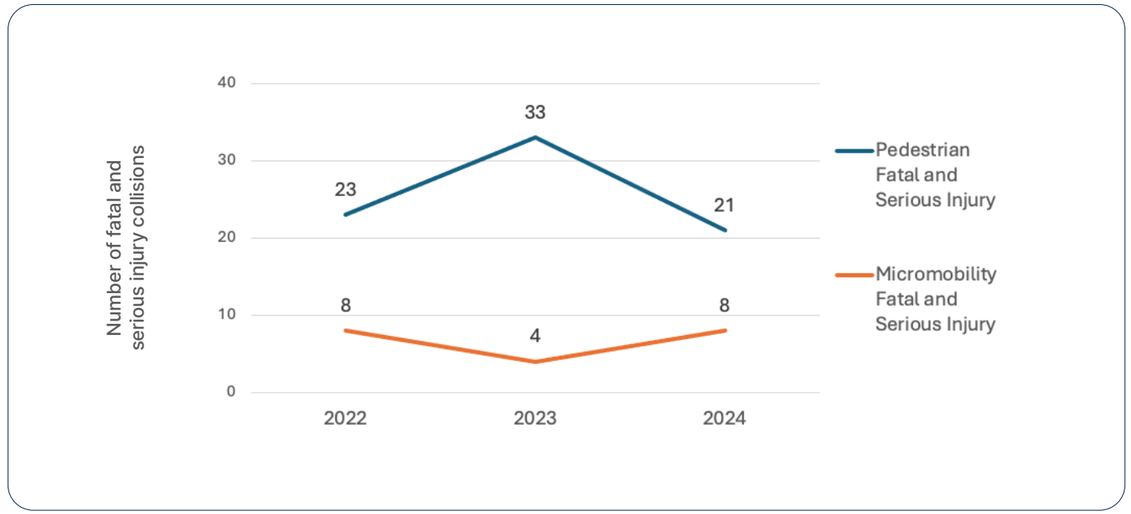


Figure 4: Number of fatal and serious injury collisions, 2022-2024 (Municipal and provincial right-of-way)

Pedestrian collisions:

- One hundred and seventy-nine collisions between vehicles and pedestrians on municipal or provincial roads were identified from 2024 collision records.
- Most pedestrian collisions continue to occur at intersections- including signalized intersections, stop-controlled intersections, roundabouts and where driveways meet the roadway.
- In 2024, 28 per cent - or 50 pedestrian collisions - occurred at signalized intersections. While this still represents the largest share of pedestrian collisions it demonstrates a small positive trend, declining from 36 per cent (61 collisions) in 2023 and 33 per cent (57 collisions) in 2022, aligning with strategic efforts to emphasize safety at these locations.
- **Figure 5** shows pedestrian collisions by location within the right-of-way.

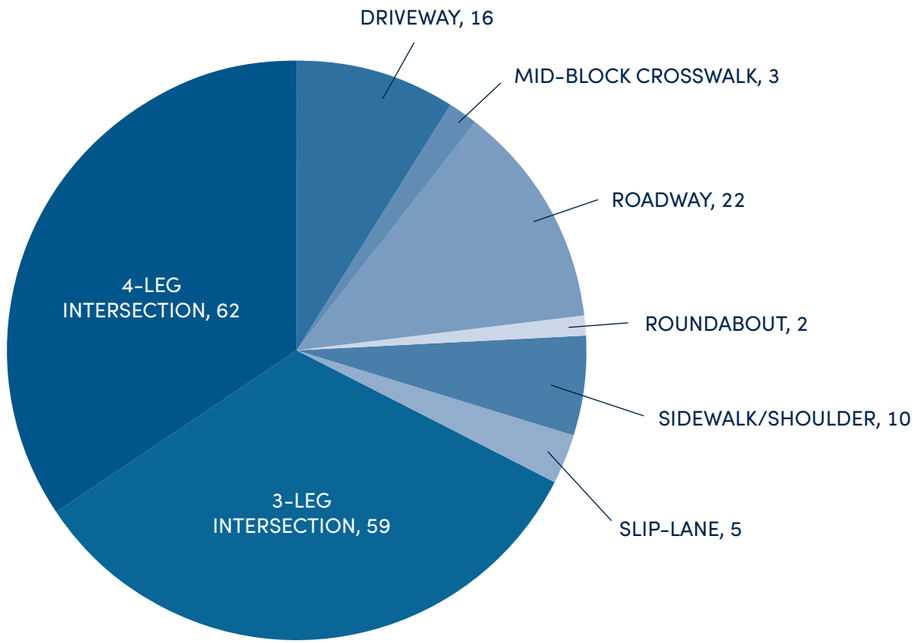


Figure 5: 2024 Pedestrian collisions by location within right-of-way (ROW collisions, municipal and provincial roads)

- Forty-six per cent (23 collisions) of pedestrian collisions that occurred at signalized intersections involved left turning vehicles.
- **Figure 6** shows pedestrian collisions by type of traffic control present. A basic marked crossing is a crosswalk with pavement markings and signs only, while a beacon marked crossing also includes side-mounted or overhead flashing lights. Stop control and traffic signal indicate that the vehicle was expected to obey a stop sign or a traffic light, respectively. Uncontrolled indicates that the vehicle was travelling along a roadway, turning into or out of a private driveway or passing through an intersection with no stop sign or marked crosswalk.

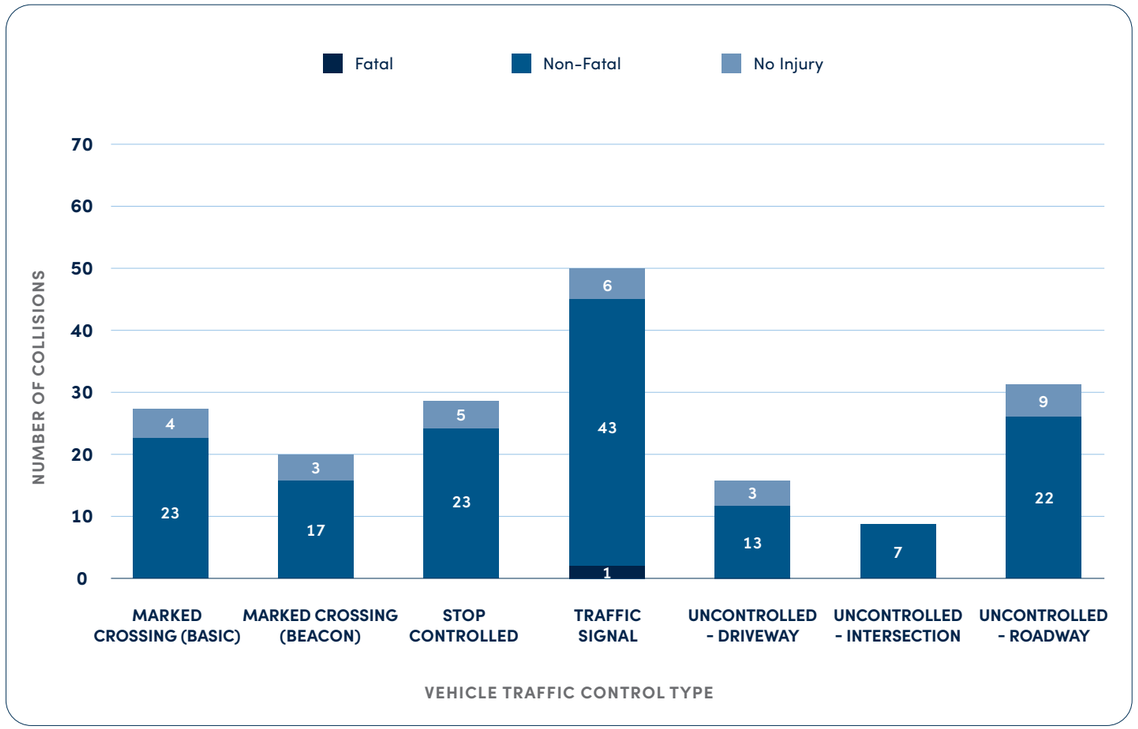


Figure 6: 2024 Pedestrian collisions by traffic control type (ROW collisions, municipal and provincial roads)

- Fall continues to be the time of year when higher pedestrian related collisions occur- with October, November, and December being the three highest collision months. Sixty-six per cent of pedestrian collisions occurred in daylight, with the remainder occurring at night or during dawn or dusk.
- Thirteen intersections were the site of more than one pedestrian collision in 2024:
  - Brunswick St. & Spring Garden Rd. (3)
  - Bayers Rd. & Romans Ave. (2)
  - Chebucto Rd. & Philip St. (2)
  - Dunbrack St. & Main Ave. (2)
  - Marvin St. & Pleasant St. (2)
  - Robie St. & Spring Garden Rd. (2)
  - Tacoma Dr. & Valleyfield Rd. (2)
  - Barrington St. & Green St. (2)
  - Bedford Hwy. & Flamingo Dr. (2)
  - Commodore Dr. & Lamont Ter. (2)
  - Hawthorne St. & Prince Albert Rd. (2)
  - Queen St. & South St. (2)
  - Robie St. and Young St. (2)

Micromobility collisions:

- Eighty-nine collisions involving micromobility users on municipal and provincial roads were identified from 2024 collision records.
- The top three configurations (See **Figure 7**) were right angle collisions (21), left turn collisions (12), and sideswipe/same direction crossing path collisions (11). There were 16 collisions where the configuration could not be confirmed due to there being incomplete, inaccurate and/or conflicting information within the collision records. See **Attachment 4 – Micromobility collision configuration guide** for a full guide of the different collision configurations.

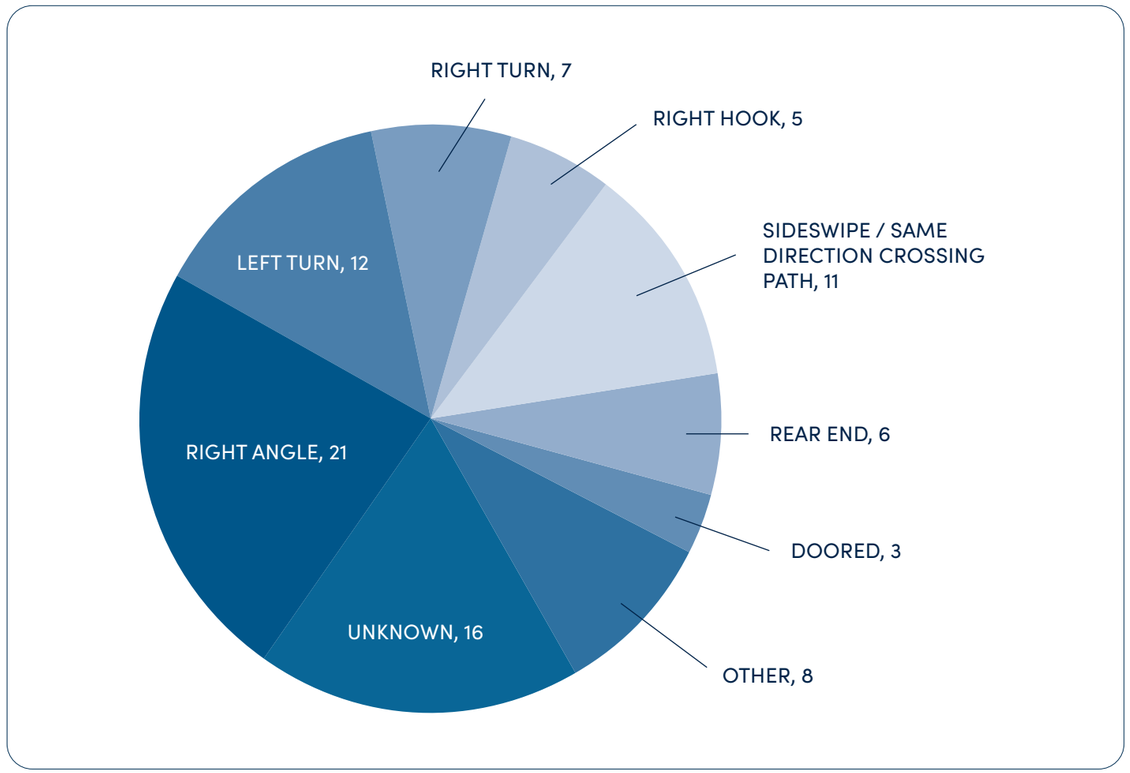


Figure 7: 2024 micromobility collisions by collision configuration

- Twenty-six per cent of the collision configurations involved a micromobility user travelling within a pedestrian crosswalk or sidewalk. In all of these collisions, there was no supporting bike infrastructure available for the micromobility user.
- Sixty-five per cent (58 out of 89) of the micromobility collisions occurred at intersections. Of the collisions that occurred at intersections, only five had a bike intersection treatment (e.g. vehicle-bicycle zebra conflict markings) available for the micromobility user to utilize in the direction they were travelling. Of the five collisions where a bike intersection treatment was available, four had the involved micromobility user utilizing the treatment, while the report details for the fifth collision on treatment utilization were unclear.

- Most of the micromobility intersection collisions occurred at minor street stop-controlled intersections (41 per cent) and signalized intersections (29 per cent). **Figure 8** shows the breakdown of micromobility intersection collisions by the type of traffic control present.

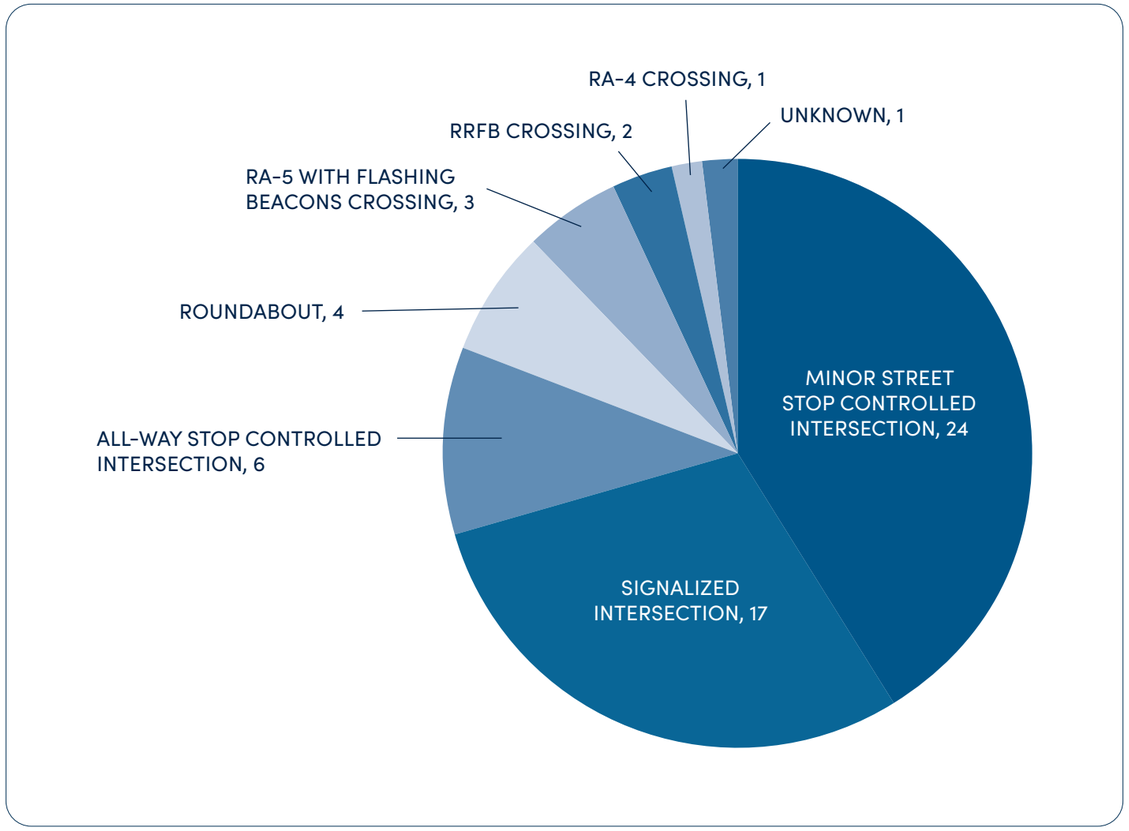


Figure 8: 2024 micromobility intersection collisions by traffic control type

- Thirty-five per cent (31 out of 89) of the micromobility collisions occurred along roadway segments. Of the collisions that occurred along segments, only eight occurred on roadways that had an available bike facility (e.g. painted bike lane, multi-use pathway, etc.) in the direction of travel by the micromobility user. It is unknown for six of the eight collisions where a bike facility was available whether the micromobility user utilized the facility.
- **Figure 9** shows 2024 micromobility road segment collisions by the available bike facility present. See the Bicycle Facility Dictionary on the Halifax.ca website for definitions of bike facility types. A painted bike lane is the same as the defined conventional bicycle lane, while a paved shoulder is an undesignated space (e.g. not signed as a bike lane) outside of the vehicular travel lane that can accommodate micromobility travel.

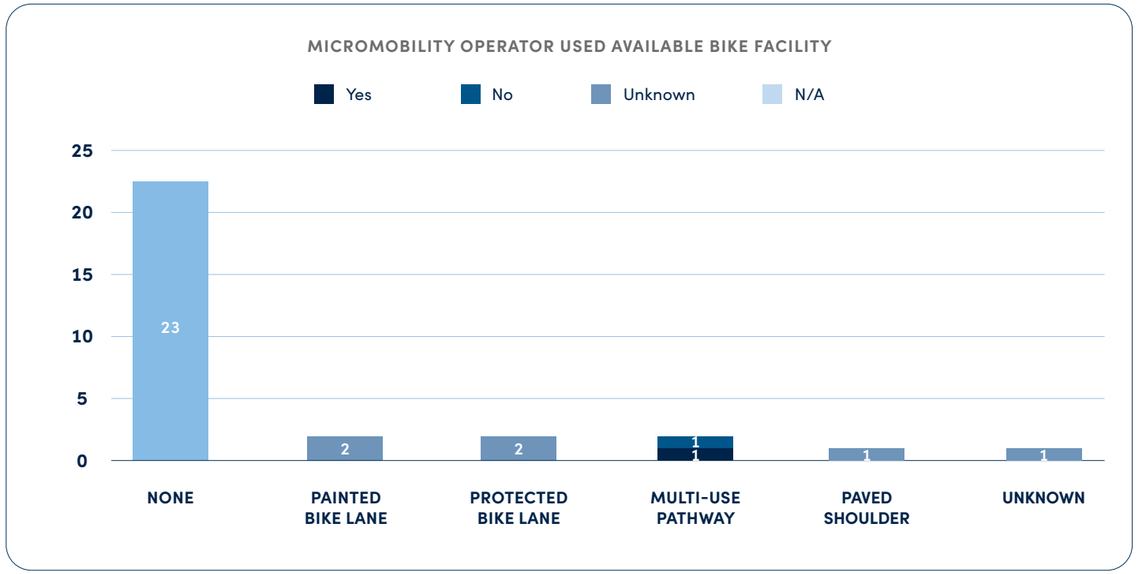


Figure 9: 2024 micromobility road segment collisions by available bike facility and whether micromobility operator used the available facility

- Most of the micromobility road segment collisions occurred at parking lot / driveway accesses (52 per cent) and roadway mixed vehicle travel lanes (35 per cent). **Figure 10** shows the breakdown of road segment collisions by where the collision occurred within the right-of-way.

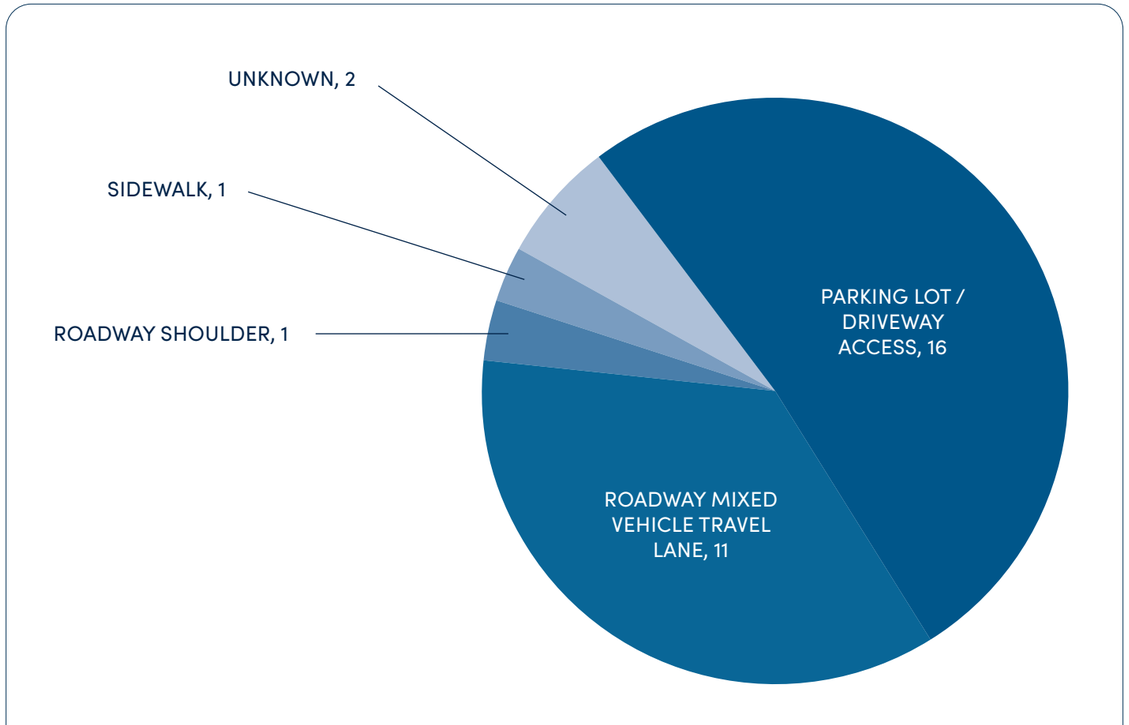


Figure 10: 2024 micromobility road segment collisions by location type

- Two intersections and eight corridors had more than one micromobility collision in 2024. Note that corridor include both intersection and roadway segment collisions within the corridor:
    - Windsor St. between Summit and Allan streets (4); Windsor St. & Allan St. (2)
    - North St. between Robie and Windsor streets (3)
    - Herring Cove Rd. between Spry Ave. and Dentith Rd. (3)
    - Bell Rd. & Ahern Ave. (2)
    - Main St. between Gordon Ave. and Hartlen St. (2)
    - Upper Water St. between Barrington St. and Casino Nova Scotia (3)
    - Spring Garden Rd. between Summer and Birmingham streets (3)
    - Quinpool Rd. between Rosebank Ave. and Kline St. (2)
    - Wyse Rd. between Pelzant St. and Dawson streets (2)

3. Road Safety Key Performance Indicators: How we're doing

The Road Safety Strategy establishes a list of 10 key performance indicators (KPIs) to measure and monitor progress of various aspects of the road safety program.

A snapshot of the KPIs for 2024 is shown below. For a complete table of available current and historic values, and further details about how some indicators are measured, refer to **Attachment 5 – Road safety key performance indicators.**

2.2 fatal collisions per 100,000 residents

28.2 serious injury collisions per 100,000 residents

30.4 fatal and serious injury collisions per 100,000 residents

Fatal and Serious Collisions by Mode on:

Municipal Roads

- **66** motor vehicle fatal and serious injury collisions
- **20** pedestrian fatal and serious injuries
- **5** micromobility serious injuries

Provincial Roads (within municipal boundaries)

- **61** motor vehicle fatal and serious injury collisions
- **1** pedestrian serious injury
- **0** micromobility fatal or serious injuries

1570 fatalities and injuries (all injury levels)

170 fatalities and serious injuries

7482 summary offense tickets issued by Halifax Regional Police and RCMP Regional Halifax Detachment

Median change in 85th percentile speed on traffic calmed streets:
- **5.5 km/h** in Regional Centre
- **6.5 km/h** in Suburban regions
- **13 km/h** in Rural regions

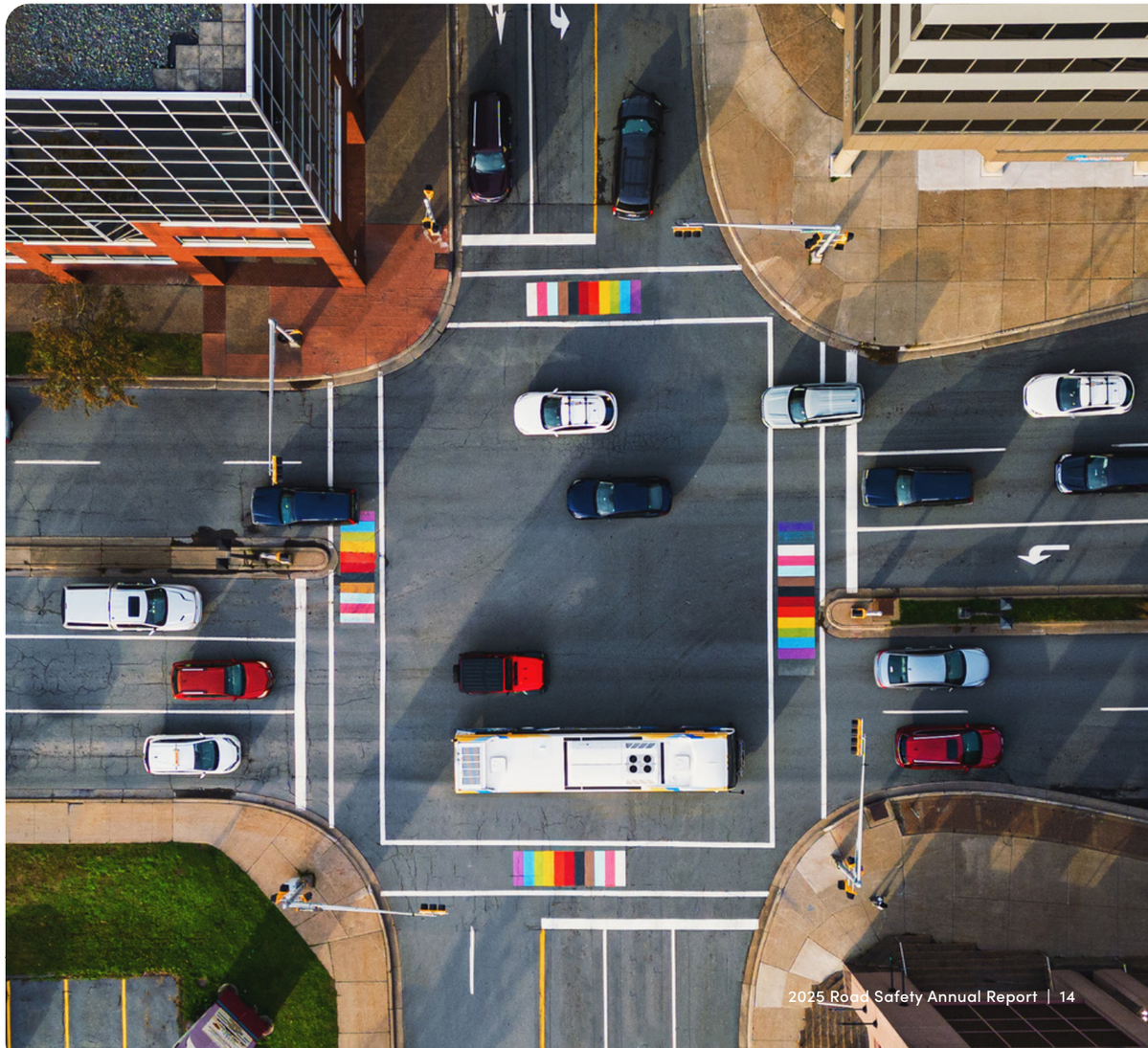
5661 people exposed to educational, online materials

Per cent of fatal and serious injury collisions occurred within vulnerable communities - N/A

31% of vehicles complying with the speed limit on a sample of major collector and arterial roadways

48% of residents surveyed feel that the road network is safe or very safe **(survey completed in 2025)**

Still in development is the KPI *"Per cent of fatal and serious injury collisions occurring within vulnerable communities"*. Employees are working across internal departments, including Community Safety, to align the approach to measuring road safety in vulnerable communities with other municipal initiatives. In 2025 this work includes a spatial analysis of collision data and community health data to identify possible correlations between socio-economic factors and the risk of living in a crash-prone neighbourhood. Related to this work, road safety staff have joined a working group to support the development of an Equity-Based Policy Framework, which will be used as a tool to prioritize infrastructure investments based on neighbourhood socio-economic information and community input.



4. Road Safety projects: What are we doing

This section of the report outlines the significant road safety initiatives which were completed or ongoing in 2024, and planned/on-going within the 2025/26 fiscal year, by priority area.

4.1 PRIORITY AREA - INTERSECTIONS

Road Safety action plans

The 2023 Road Safety Annual Report identified the top ten priority intersections for road safety upgrades, based on fatal and injury collision frequency. Staff has performed in-service road safety reviews at these intersections, including an analysis of collision and near-miss data, and existing conditions reviews. Based on these safety reviews, a 2024 recommendation report was approved by Regional Council in July 2024. Staff continued to work toward the implementation of road safety improvements at these intersections through the end of fiscal 2024/25. Updated timelines are included in **Table 2**.

2025/26 Actions:

☐ traffic signal upgrades and improvements at two intersections:

- Bedford Highway at Hammonds Plains Road (full signal upgrade)
- Burnside Drive at Wright Avenue (protected left-turn implementation)

☐ tender detailed design work for seven intersections:

- Victoria Rd. at Albro Lake Rd.
- Chebucto Rd. at Connaught Ave.
- Joseph Howe Dr. at Dutch Village Rd. (S) and Bayers Rd.
- Mumford Rd. at Halifax Shopping Centre
- Burnside Dr. at Commodore Dr.
- Burnside Dr. at Wright Ave. (civil works)
- Bayers Rd. at Connaught Ave.

☐ complete internal design work for one intersection:

- Portland St. at Spring Ave.

Table 2: Updated timeline of Road Safety Action Plans at the 10 priority intersections identified in the 2023 Road Safety Annual Report

INTERSECTION	SCOPING	DETAILED DESIGN	CONSTRUCTION
Burnside Dr. at Wright Ave.	✓ 2024/25	☐ 2025/26	☐ 2026/27
Bayers Rd. at Connaught Ave.	✓ 2024/25	☐ 2025/26	☐ 2026/27[1]
Victoria Rd. at Albro Lake Rd.	✓ 2024/25	☐ 2026/27	☐ 2028/29
Joseph Howe Dr. at Dutch Village Rd. (S) and Bayers Rd.	✓ 2024/25	☐ 2026/27	☐ 2026/27
Mumford Rd. at Halifax Shopping Centre	✓ 2024/25	☐ 2025/26	☐ 2026/27[2]
Burnside Dr. at Commodore Dr. and Ronald Smith Ave.	✓ 2024/25	☐ 2025/26	☐ 2026/27
Bedford Hwy. at Hammonds Plains Rd.	✓ 2024/25	✓ 2024/25	☐ 2025/26
Portland St. at Spring Ave. and Portland Estates Blvd.	✓ 2024/25	☐ 2025/26	☐ 2026/27
Joseph Howe Dr. at Dutch Village Rd. (N)	✓ 2024/25	☐ 2026/27	☐ 2027/28[3]
Chebucto Rd. at Connaught Ave.	✓ 2024/25	☐ 2026/27	☐ 2027/28

1 - Integrated with Bayers Road Transit Priority project
2 - Integrated with Mumford Transit Terminal Replacement project
3 - Integrated with Windsor Street Exchange project

Road safety studies

Road safety employees worked on evaluating the safety of intersections through in-service road safety reviews.

- Completed near-miss conflict analysis at two intersections where road safety improvements had previously been made, to evaluate the effectiveness of changes and make further recommendations.
  - Portland Street and Eisener Boulevard
    → The analysis showed regular non-compliance of the upgraded protected right turn measure resulting in sustained conflicts. Increased enforcement is recommended to deter this driving behaviour.
  - Dunbrack Street and Lacewood Drive
    → The analysis showed an 81 per cent reduction in conflicts associated with the addition of protected-only left turning movements.

- Continuous safety monitoring equipment was installed at the intersection of Dunbrack and Willett streets, which uses anonymized low-resolution video along with computer vision to monitor for near-miss conflicts and provide safety data in real time. The monitoring equipment has captured a 95 per cent reduction in conflicts related to the installation of protected-only left turn phasing on Dunbrack Street.

2025/26 Actions:

☐ in 2025/26 the Road Safety team will evaluate up to 15 intersections using near-miss conflict analysis. These analyses will include before and after evaluations for new infrastructure and intersection upgrades, and in-service safety reviews at locations where there are identified safety concerns.

Other intersection improvements

Projects delivered from the 2024/25 Road Safety Improvements capital plan included:

- Existing traffic signal upgrade:
    - Oxford Street and Jubilee Road
- Protected left-turn implementation:
    - Dunbrack Street at Willett Street

Other continued intersection improvements included protected and restricted turning movements, systematic installation of leading pedestrian intervals (LPI), and new accessible pedestrian signals (APS). The Road Safety Dashboard provides the most current number of intersections installed with LPI and APS.

2025/26 Actions:

☐ the work plan for road safety improvements in 2025/26 identified intersection upgrades, in addition to the top ten priority intersections:

- new traffic signal installation:
    - St Margarets Bay Road & Timberlea Village Parkway (carried forward from 2024/25 budget)
- protected left-turn implementation:
    - Dunbrack Street at Main Avenue
    - Bedford Highway at Convoy Run
    - Hammonds Plains Road at Basinview Drive
    - Forest Hills Parkway at Merrimac Drive
    - Kearney Lake Road at Castle Hill Drive

☐ continue installation of leading pedestrian intervals, accessible pedestrian signals, and protected and restricted turning movements.

4.2 PRIORITY AREA – SAFE SPEEDS

Traffic calming

- Ninety-three traffic calming projects were completed in the 2024 construction season, including 30 carry-over projects. These projects include traffic calming in school zones, as detailed in the “safe schools” priority area. Most projects installed vertical deflections such as speed tables. For more information about traffic calming and to view the interactive traffic calming map, visit the Traffic Calming page on our website.

2025/26 Actions:

☐ Forty-seven new traffic calming installations are planned for the 2025 construction season, 11 of which are carryover projects from 2024.

Neighbourhood speed limit reductions

Currently, the Province of Nova Scotia sets speed limits on all public roadways using the *Nova Scotia Motor Vehicle Act (MVA)*. The MVA prescribes a default speed limit of 50 km/h within residential areas unless otherwise posted. For the municipality to post a speed limit below 50 km/h, an application from the municipal Traffic Authority must be made to the Provincial Traffic Authority.

The new provincial *Traffic Safety Act (TSA), Bill 130,* was introduced in the Nova Scotia Legislature in September 2025 to replace the outdated Motor Vehicle Act and modernize road safety. It is anticipated that the municipal Traffic Authority will have the ability to set lower speed limits without Provincial Traffic Authority approval with the proclamation of the new TSA in early 2026.

Two applications for reduced speed limits of 40 km/h neighbourhoods were approved by the Province in 2024. To learn more about the neighbourhood speed limit reduction program and to view the interactive map, visit the Neighbourhood Speed Limit Reduction page on our website.

2025/26 Actions:

☐ staff will submit applications to the province to reduce the speed limit to 40 km/h in ten new neighbourhoods in 2025/26. Signage will be installed pending resources.

Speed display signs

Speed display signs (SDS), or driver feedback signs, are installed on major collector and arterial roads where there is a speed limit transition, community entrance, or where there is evidence that drivers may be prone to speeding. The SDS program currently includes two signs per district. While the intent of the program is to reduce speeding and improve safety, program data indicates that the overall impact on driver behaviour is minimal- with an average speed reduction over time of less than 1km/h. To learn more about speed display signs in the Halifax region, visit the Speed Display Signs page on our website.

2025/26 Actions:

- ☐ employees will continue to manage the SDS program, working with councillors to identify priority locations for installation based on the above noted requirements and in consideration of requests received from residents.
- ☐ employees will bring a recommendation report to the Transportation Standing Committee in the fall, investigating a policy allowing councillors to use district capital funds to purchase a limited number of mobile SDSs for use within their districts as traffic feedback, monitoring, and reporting devices, over and above the current SDS that are now in use within Traffic Management.

4.3 PRIORITY AREA – VULNERABLE ROAD USERS

New and upgraded crosswalks

Crosswalk projects from the 2024/25 Road Safety Improvements capital plan included:

- fifteen new Rectangular Rapid Flashing Beacons (RRFBs) crosswalks;
- twenty eight new Rectangular Rapid Flashing Beacons (RRFBs) at existing crosswalks; and
- two new crosswalks with RA-5 pedestrian activated flashing lights.

Other new crosswalks in 2024 included 10 new basic marked crosswalks, and new crosswalk markings at 43 stop-controlled pedestrian crossings.

2025/26 Actions:

- ☐ upgrade 19 existing crosswalks with RRFBs.
- ☐ upgrade five existing crosswalks to pedestrian half-signals.
- ☐ install 13 new crosswalks with RRFBs.
- ☐ install one new RA-5 crosswalk with overhead flashing lights.
- ☐ install Accessible Pedestrian Signals (APS) at 6 intersections.
- ☐ continue upgrading crosswalks with durable markings for enhanced conspicuity and longer life cycle.

Leading pedestrian intervals (LPIs)

Leading pedestrian intervals are a signal phasing tool to improve pedestrian safety by providing the walk signal to pedestrians in advance of the green light for drivers. This “head start” allows pedestrians to begin their crossing before drivers are permitted to proceed, improving visibility and reducing conflicts. Studies included in the Crash Modification Factors Clearinghouse database show that LPIs can reduce vehicle-pedestrian crashes and injuries by up to 19 per cent.

- Over 100 intersections have been equipped with an LPI since 2018. Locations have been prioritized based on collision history and general feasibility with traffic signal infrastructure and operations.

2025/26 Actions:

- ☐ employees will conduct a screening process for the remaining signalized intersections in the municipality to identify where LPIs may be feasible based on traffic signal infrastructure, operations, and general characteristics of the area. Following this screening, locations will be brought forward for implementation through the traffic signals maintenance group.

Right turn slip lane assessments

Right-turn slip lanes, or channelized right turns, are present at many existing signalized intersections, and can present a safety risk to pedestrians who must cross a lane of uncontrolled right-turning traffic. Considering this risk, staff often assess the potential to remove or modify right-turn slip lanes when recommending safety improvements at intersections. To help inform these recommendations in the future, staff are performing assessments at intersections where right-turn slip lanes have been removed.

- In 2024 employees assessed the intersection of Cole Harbour Road at Forest Hills Parkway and Cumberland Drive. Three out of four slip lanes were removed from this intersection in 2021. In the absence of data prior to 2021, staff compared pedestrian conflicts at the one remaining slip lane to the three corners where slip lanes had been removed. Historical collision data and traffic volumes on adjacent streets were also evaluated to see if the changes at the intersection resulted in any change in collision patterns, or increased shortcutting through neighbourhood streets. This assessment found that there was an improvement in the overall number of collisions, and no increase in neighbourhood shortcutting was detected.

2025/26 Actions:

☐ employees will collect and analyze “before” data to assess two intersections where right-turn slip-lanes are planned for removal in the coming year. Evaluation data will be collected and analyzed for comparison a minimum of one month after construction has been completed.

- Dutch Village Road at Alma Cresent and Supreme Court
- Brunswick Street at Sackville Street

Conflict analysis on multi-use and cycling facilities

“Near-miss” conflict analysis is a tool which has been adopted by the road safety team to identify safety risks and common conflict patterns at intersections without relying on collisions to occur. In 2025/26 conflict analysis will be applied to two projects focused on evaluating the safety of people walking, rolling, and cycling in areas where community concerns have been raised. These projects involve a multi-department team from Road Safety, Active Transportation, Engineering Design and Halifax Transit.

2025/26 Actions:

☐ employees will conduct a project to evaluate the number and nature of conflicts between cyclists and transit users at a selection of six bus stops on streets with cycling facilities.

☐ conflict analysis will be performed to identify potential conflicts between people walking and rolling on the Harbourfront Trail in Dartmouth Cove and vehicles using an industrial driveway in the area.

Review of collisions involving pedestrians and micromobility users

As an ongoing practice to monitor for risk factors and trends in pedestrian and micromobility collisions, employees performed a review of all reported pedestrian and micromobility collision data from 2024. Key points of this analysis are outlined in section **2.1 Collisions involving pedestrians and micromobility users**, and a list of collisions reviewed can be found in **Attachment 2 – 2024 collisions involving pedestrians**, and **Attachment 3 – 2024 Collisions involving micromobility users**.

Resulting from the 2023 review of pedestrian and micromobility collisions, staff performed safety assessments of seven intersections and six corridors. Locations assessed due to multiple pedestrian collisions included:

- Barrington Street at South Street
- Morris Street at Queen Street
- Robie Street at Jubilee Street
- Dunbrack Street at Main Street
- Dunbrack Street at Farnham Gate Road

Locations assessed due to multiple micromobility collisions included:

- Chebucto Road at Connaught Avenue
- South Park Street at South Street
- Robie Street (corridor)
- Wyse Road (corridor)
- Joseph Howe Drive (corridor)
- Cogswell Street (corridor)
- Bedford Highway (corridor)
- Allan Street (corridor)

Staff have prescribed short term improvements based on these reviews, including street-lighting improvements, high-visibility crosswalks, enhanced signage, and educational work around the use of cycling facilities. Longer term improvements have also been noted for these locations, including potential new traffic signals, improved cycling facilities and removal of slip-lanes.

2025/26 Actions:

☐ infrastructure supporting safe walking and micromobility, such as sidewalk, multi-use pathways, and bike lanes, will continue to be expanded through street recapitalization projects; tactical projects; and strategic plans, including the Integrated Mobility Plan.

☐ road safety staff will assess intersections where multiple pedestrian or micromobility collisions occurred in 2024 for deficiencies and potential safety upgrades.

Shared micromobility pilot project

In 2024/25 road safety staff participated in the steering committee to support the implementation of the shared micromobility pilot project, providing data and guidance from a road safety perspective.

2025/26 Actions:

☐ staff will continue to support the implementation of the pilot project and explore opportunities to incorporate road safety messages and education into pilot-related events and communications with users.

4.4 PRIORITY AREA – SAFE SCHOOLS

School zone traffic calming

As a part of the larger traffic calming program, traffic calming was installed in 16 school zones in the 2024 construction season. All school zone traffic calming projects involving vertical deflections (speed humps, speed tables or speed cushions) are projected to be completed by the end of 2026.

2025/26 Actions:

☐ traffic calming is planned to be installed in 6 school zones in the 2025 construction season.

Crossing guard program

The crossing guard program managed by the municipal Community Safety team supports crosswalk safety at school crosswalks throughout the municipality. Ongoing projects and work of the program in 2024/25 included:

- tracking collisions and near-misses at crosswalks.
- working with police to target priority crosswalks. Ninety tickets were issued for MVA violations around school crosswalks.
- creating a safe work practice for crossing guards.

2025/26 Actions:

Future projects of the crossing guard program include:

☐ creating a GIS map of all crosswalk locations with crossing guards, for internal and external viewing, to support safe route planning.

☐ creating a website to provide information about the school crossing guard program, including tips for safety around school crosswalks.

☐ exploring collaboration with police, HRCE, and Traffic Services, to create a school educational session on crosswalk safety.

☐ creating public safety announcements (PSAs) about school crosswalk safety, to be shared throughout the school year.

Safe School Streets Pilot Project

In late 2023, Halifax Regional Council moved that staff initiate a safe school streets pilot. Safe school streets is an initiative aimed at creating a safer and more vibrant environment for students and the school community by temporarily limiting motor vehicle access to a street block adjacent to a school during arrival and dismissal times.

In 2024, community partners conducted a pilot project at two schools in the Halifax region, Burton Ettinger Elementary and Grosvenor-Wentworth Park Elementary. The initiative aimed to promote active transportation and reduce vehicular congestion around school zones through temporary street closures over a two-week period. Overall, the project was viewed positively by the school communities, however the pilot revealed several challenges that impact the feasibility of broader implementation:

- The program required substantial time and effort to facilitate.
- Availability of volunteers for a consistent time period was difficult, even with honorariums.
- Rather than eliminating congestion, traffic appeared to shift to surrounding areas and unsafe driving behaviours persisted.
- Enforcement presence was not feasible throughout much of the pilot due to limited resources. A stronger enforcement presence would be necessary for future programs to be successful.

The final recommendations from the pilot included implementing short-term street closures periodically throughout the school year, integrating educational components into classroom activities, and promoting alternative routes and modes of travel to school.

As a result of the pilot, the municipality has significant concerns that the originally proposed municipally facilitated program will not be feasible or sustainable with low volunteer rates and limited staff resources. As an alternative, staff will be creating a framework for future safe school streets programs that can be facilitated by external volunteers.

2025/26 Actions:

☐ staff will create a new Safe School Streets Toolkit that outlines the process and necessary requirements for volunteers interested in facilitating a school program.

Active School Travel program

In December 2023, Halifax Regional Council moved for staff to proceed with the development of a municipally led Active School Travel (AST) program. AST programs are strategic initiatives with the goal of facilitating and promoting student travel by active modes. Staff are preparing for a baseline study, which will generate a municipality-wide needs assessment and provide recommendations for program implementation models and priority areas.

2025/26 Actions:

- ☐ employees are preparing a scope of work for the Active School Travel baseline study, anticipated to begin in late 2025 and conclude in the fall of 2026.

4.5 PRIORITY AREA – DATA MANAGEMENT

Collision data improvements

The quality of collision data has been identified as an area for improvement in the road safety program. Inconsistencies in the reported injury severity data were identified in 2024, which significantly impacted the ability to monitor serious injury collisions and delayed reporting on progress toward the Vision Zero goal outlined in the 2024 Road Safety Strategy.

It is important to note that the correction of injury severity data for collisions from 2022 through 2024 has created a fundamental shift in the dataset. These corrections have improved the accuracy of the data, but they also mean that collision data from 2022 onward is no longer directly comparable to data from prior years. This limits the ability to conduct long-term trend analysis using historical data before 2022 and marks a new baseline for reporting.

- In late 2024, road safety staff identified collision files with injury severity inconsistencies and worked with HRP and RCMP to begin correcting the identified files.
- At the writing of this report, injury severity inconsistencies have been reviewed and corrected by HRP and RCMP Halifax Regional Detachment for collisions from 2022 through 2024. Work is ongoing to publish the corrected files so discrepancies may exist between this report and the Open Data catalogue.
- The correction of these three years allows staff to report the three-year rolling average starting from 2024 onward, enabling more accurate tracking of the Road Safety Strategy goals. Police were not able to correct data prior to 2022 due to resourcing availability.

2025/26 Actions:

- ☐ road safety staff are continuing to monitor for inconsistencies in collision data and reporting data quality concerns to Halifax Regional Police.
- ☐ Halifax Regional Police and RCMP Halifax Regional Detachment are working internally to emphasize the importance of accuracy in collision reporting and investigating options to streamline the reporting process to reduce the opportunities for error.

Updates to road safety dashboard

The Road Safety Dashboard was published in 2020 following the implementation of the 2018 Road Safety Framework. The dashboard shows an overview of collision data and the number of road safety countermeasures installed each year. With the adoption of the 2024 Road Safety Strategy, staff are working to update reporting to include new metrics, including injury severity associated with collisions and population adjusted collision rates.

2025/26 Actions:

- ☐ update road safety dashboard to reflect new available data and indicators in line with the goals and reporting commitments outlined in the 2024 Road Safety Strategy.

Supplemental road safety data

To understand a fuller picture of road safety in the Halifax region, and to improve confidence and accuracy in identifying and monitoring trends, road safety staff look for additional sources of data which can supplement collision data provided by HRP and RCMP. One such example is near-miss data.

In 2024/25 employees continued to explore and research additional sources of data which could provide value to the program:

- Coordinated work with the shared micromobility pilot project to explore options for safety data collection and sharing. Staff explored how data from emergency departments and Nova Scotia Health could help monitor injury trends, particularly related to e-scooters and shared micromobility.

2025/26 Actions:

☐ employees will continue conversations with public health professionals at Nova Scotia Health to explore how emergency department data can monitor safety and identify the biggest risks for people using micromobility devices, such as bikes, e-bikes and e-scooters.

Improvements in data analysis

The analysis of collision data is a crucial component in understanding road safety risks and evaluating projects in the Halifax region. Collision data is currently accessed and reported in a general-purpose business data visualization software, with analysis manually completed within spreadsheet software.

- An opportunity assessment was completed for the IT Investment Committee throughout 2024/25, which identified the business problem, evaluated possible solutions and benefits and recommended to proceed with procuring a purpose-built collision data analysis and reporting solution.

2025/26 Actions:

☐ the process is currently underway to procure a new purpose-built collision and transportation data analysis and reporting platform.

4.6 ENFORCEMENT

Enforcement plays an important role in supporting road safety, through deterring and actively interrupting dangerous road user behaviours, as well as ensuring that all vehicles meet minimum safety standards and roadworthiness. In 2024, 25 per cent (38 out of 153) of fatal and serious injury collisions involved aggressive, distracted, and/or impaired driving.

Halifax Regional Police (HRP) and RCMP Halifax Regional Detachment (RCMP-HRD), partners in policing, share the responsibility for targeting high-risk behaviours that lead to serious collisions, and providing collision reports to the road safety team for analysis and monitoring. Both organizations participate in the Road Safety Steering Committee, and work alongside municipal road safety staff to share information.

Traffic enforcement statistics for 2024 from both organizations are found in **Attachment 6 - 2024 Traffic Enforcement Statistics**. Both police organizations have also provided reports on the activities which are being carried out to support safety.

Report from Halifax Regional Police

Halifax Regional Police focus enforcement on monthly traffic themes, which aid the Traffic Unit in the design of proactive enforcement activities, while the Public Relations & Communication Section aligns public messaging each month. Although each month has a specific theme, officers are expected to keep all safety concerns in mind throughout the year.

Monthly enforcement themes target nine road safety areas:

INTERSECTION SAFETY	HRP members conduct targeted intersection enforcement at varying locations, based on public complaints, requests from the city (new signage or safety concern), officer knowledge, and assigned area.
DISTRACTED DRIVING	Members focus primarily on identifying and enforcing against distraction caused by cell phone use.
OCCUPANT RESTRAINT	Enforcement and checkpoints deal with seatbelts and child restraints. HRP officers worked with the IWK on a child restraint project to check for the use of child seats and ensure that child seats were properly installed. This was a non-enforcement initiative, with the primary goal being education and supporting parents and caregivers about the importance of proper child seat use.
SPEEDING & AGGRESSIVE DRIVING	Officers are directed to conduct regular speed enforcement multiple times a week as a year-round initiative, and particularly during the targeted month. Speed has been identified as one of the biggest concerns raised by the road-using public and is directly related to the severity of collisions.
MOTORCYCLE SAFETY	Members will ensure that motorcycle drivers are licensed to operate a motorcycle, wearing the required equipment and that the vehicle is licensed with a valid inspection sticker, particularly during the targeted enforcement month. Enforcement of dangerous motorcycle rider behaviour can be sometimes difficult as riders will flee police and are rarely able to be identified.
CONSTRUCTION ZONE DRIVING	The traffic unit continues to conduct projects in construction zones, targeting speed above the posted temporary limit. While slower speeds in construction zones benefit the safety of all road users, the primary focus of this theme is on the safety of workers. These projects have resulted in much positive feedback workers in construction zones.
IMPAIRED DRIVING	Impaired driving enforcement includes traffic unit check points; patrol; targeted enforcement around establishments selling alcohol; and responding to complaints about suspected impaired drivers. In addition to patrol members, who are active on night shifts year-round, traffic members work night shifts during the targeted enforcement month to conduct targeted enforcement and checkpoints.
BACK TO SCHOOL	In September, members conduct targeted enforcement near schools, focused on behaviour around school buses, crosswalks and intersections near schools and traffic regulations in and around school zones. Officers endeavour to move around to different schools, with enforcement most active in areas where there are known enforcement issues or regular complaints.
WINTER SAFETY	Check points continue to be used to ensure that vehicles are prepared for winter driving, looking for bald tires, damaged wipers and other deficiencies that impact the safety of the occupants and other road users. Officers have also made an effort to increase enforcement of inadequately cleared windshields and windows.

Report from RCMP Halifax Regional Detachment (RCMP-HRD)

RCMP-HRD continues to be intelligence-led in addressing road safety concerns, as identified through the municipal Road Safety Strategy and the CompStat model. CompStat (short for Comparative Statistics) is a performance management system used by RCMP-HRD to reduce crime and improve accountability. It combines timely crime data, geographic mapping and regular meetings to evaluate performance, allocate resources and develop crime-fighting strategies.

The RCMP-HRD Traffic unit tackles road safety through coordinated public messaging and enforcement campaigns with the Nova Scotia Road Safety Calendar.

The newly formed five-member traffic unit took shape in April 2024. Through funding support from the municipality, a sixth position will be normalized in the fall of 2025. This dedicated resource will work out of Musquodoboit Harbour and provide enhanced traffic enforcement services to the eastern shore.

The mainstay for the unit is impaired, aggressive and distracted driving enforcement. Other special initiatives completed to date are:

- Saturation patrols on the Victoria Day long weekend.
- Participating with the IWK on an educational child seat program.
- The Highway of Heroes Motorcycle ride.
- Targeted enforcement during the Musquodoboit Music Festival, Halifax County Exhibition and the 50th Anniversary Sheet Harbour Seaside Festival.

Moving forward, RCMP-HRD traffic members will continue to implement road safety focused initiatives, which include:

- The Safe School program - RCMP HRD traffic unit, as well as the members of the watches, will be attending local schools during high traffic times. The goal of this initiative is to increase student and general pedestrian safety in the school area.
- The “Move Over” program - this initiative is designed to educate drivers on their responsibility to slow down and move to the left lane when passing emergency vehicles. Media releases will also be written and shared with the public. This initiative is expected to educate, while also improving workplace safety for all those employees that provide services on roads and highways.
- Targeted enforcement and education at dangerous intersections program. RCMP-HRD traffic members will be identifying the most dangerous intersections in the Halifax region and targeting these intersections through enforcement and education. Reducing driving infractions at the intersections is expected to improve road safety and reduce the risk of injury to members of the public.

RCMP-HRD traffic members will continue to implement innovative initiatives throughout the Halifax region to combat detractors from safety on our streets and highways. We look forward to working collaboratively with our partners in the Halifax Regional Police to realize this goal across the entirety of the Halifax region.

4.7 EDUCATION & ENGAGEMENT

Social media campaigns

Education and awareness campaigns in 2024/25 highlighted seasonal and thematic road safety messages through the municipality's social media channels including Facebook, Instagram and X (formerly Twitter).

In September 2024 and from December 2024 to May 2025, the municipality delivered monthly messages focused on key safety issues. Each month featured targeted messaging for different road user groups, including drivers, cyclists, pedestrians and other vulnerable users.

Monthly themes:

- September 2024: Back to school
- December 2024: Impaired driving
- January 2025: Intersection safety
- February 2025: Distracted driving
- March 2025: Occupant restraints
- April 2025: Aggressive driving
- May 2025: Vulnerable road users (e.g. motorcycles, pedestrians and active transportation users)

The "back to school" campaign included paid promotion and radio advertisements. The messaging for each month included at least four organic social media posts, with no budget available for sponsored promotions to increase reach.

Additional road safety content was shared throughout the year, including:

- daylight saving time reminders (Nov. 3, 2024)
- Winter Bike Week messaging
- safety messaging with micromobility launch announcements

Road safety social media posts generated more than 4,900 link clicks, 864 likes, 905 total reactions and nearly 300 comments.

Road safety messages were also shared regularly through the municipality's external digital screens located in transit terminals, recreation centres and municipal offices throughout the region.

Website

Road safety messaging throughout the year directed residents to key online resources, including halifax.ca/roadsafety, the Road Safety Dashboard and the Open Data Catalogue.

The Road Safety website continues to be updated with new information and serves as a central resource for residents to learn about the ongoing projects and initiatives.

Between April 1, 2024, and March 31, 2025, road safety-related webpages received more than 10,000 total views from over 5,600 active users. The most visited pages were Traffic Calming, Crosswalks and the main Road Safety landing page. These pages also showed strong user engagement, with average engagement times ranging from 58 seconds to one minute and 12 seconds. This demonstrates ongoing public interest in learning more about municipal road safety programs and initiatives.

Perception of Road Safety Survey

Staff procured the services of a public opinion research firm to develop and conduct a public survey to gauge the perception of road safety among residents of the municipality. The survey was developed to create a baseline for how safe residents feel the roads are; what infrastructure they perceive to be safe or unsafe; their perceptions around their own and others' behaviours; and what types of interventions they feel would make the road safer.

The survey was carried out in April and May of 2025 in two stages: the first with mailed post cards sent to a random sample of households, weighted to reflect the known characteristics of the municipality; and the second an open online survey on the surveys page of halifax.ca. Over 2,300 completed surveys were collected in total.

The survey found that overall, nearly half of residents feel the road network is safe, though only five per cent said that they feel it is very safe - in contrast, 17 per cent feel it is very unsafe. Residents feel more concerned about the safety of the road network for children, seniors, and those with a disability. When asked how they felt that safety on the roads has changed in the past five years, the majority of residents reported feeling that the roads have become less safe. Nearly all respondents to the survey were concerned about driver behaviours which they see on the road, including distracted driving, speeding, and impaired driving. Nearly all respondents said that they see speeding, use of electronic devices, and aggressive driving all or some of the time when they are on the roads.

When it comes to the feeling of safety on different types of walking and cycling infrastructure, residents were the most positive with protected bike lanes and multi-use pathways. The majority of survey respondents also felt that better pedestrian crossings and infrastructure would be effective to improve road safety, along with increased traffic enforcement, improved street lighting, and stricter penalties for traffic violations.

Nearly six in ten residents believe that more educational campaigns will have a positive effect on safer driving. When asked what kind of related information they would like to receive from the municipality, residents most often mentioned updates on road safety projects and initiatives, data or statistics on local road safety trends, and social media campaigns about safety.

The full results of the perception of road safety survey can be found in **Attachment 7 – Perception of Road Safety Survey.**

5. Conclusions

In 2024, the municipality continued to advance its commitment to Vision Zero through the implementation of the Road Safety Strategy. Despite the occurrence of 11 fatal and 142 serious injury collisions in 2024, the municipality maintained a strong focus on improving safety for all road users, particularly vulnerable groups such as pedestrians and micromobility users.

Staff delivered a wide range of countermeasures across the five priority areas of the Road Safety Strategy:

- **Intersections:** Safety reviews and infrastructure upgrades were completed or initiated at high-risk intersections, with integration into major capital projects where feasible.
- **Safe Speeds:** Traffic calming installations, speed limit reductions, and speed display signs were deployed in response to speeding concerns across urban, suburban, and rural areas.
- **Vulnerable Road Users:** New crosswalks, crosswalk upgrades, conflict analyses, and infrastructure improvements supported safer walking and rolling, while pilot programs explored new approaches to micromobility and school zone safety.
- **Safe Schools:** Traffic calming in school zones, crossing guard program enhancements, and the Safe School Streets pilot laid the groundwork for future community-led initiatives.
- **Data Management:** Improvements in collision data quality, dashboard updates, and exploration of supplemental data sources, including near-miss analysis and health data, strengthened the foundation for evidence-based decision making.

Public engagement efforts, including social media campaigns and the Perception of Road Safety Survey, revealed that while nearly half of residents feel the road network is safe, concerns remain about driver behaviour and infrastructure gaps. These insights will help guide future education, enforcement, and infrastructure priorities.

The road safety team will continue to deliver targeted interventions, expand partnerships, and refine data systems to support a safer, more equitable transportation network. Achieving Vision Zero will require sustained collaboration across municipal departments, law enforcement, community organizations and residents. Together, we can build a safer road system.

HALIFAX

Attachment 2 - 2024 Collisions involving Pedestrians

The following list outlines **179** reported collisions from **2024**. 12 additional collisions, previously reported as pedestrian collisions, have been removed from this list, due to either location outside of the ROW, or the collision not involving a pedestrian.
Some collision descriptions have been edited for clarity and to remove any unnecessary details of the persons and vehicles involved.

COLLISION REPORT #	DATE AND TIME	COLLISION REPORT COMMENTS	INJURY SEVERITY	LOCATION	DIRECTION OF TRAVEL	VEHICLE MANOEUVRE	VEHICLE TRAFFIC CONTROL	CONFIGURATION	NOTES
24-100416	7/25/2024, 08:40	V1 ATTEMPTING TO TURN ONTO CHEBUCTO RD STRUCK PEDESTRIAN WALKING ON CHEBUCTO RD CROSSING TA17 RD	Minor injury	CHEBUCTO RD & TA17 ROAD	Southeast	Going straight ahead	STOP CONTROL	3-LEG INTERSECTION	Limited visibility
24-100872	7/26/2024, 02:33	V1 struck pedestrian dressed who entered traffic in low visibility.	Serious injury	ROBIE ST	North	Going straight ahead	UNCONTROLLED - ROADWAY	ROADWAY	Darkness; Rain; Pedestrian distracted or inattentive
24-10156	1/23/2024, 16:02	UNKNOWN V1 STRUCK PEDESTRIAN IN THE STREET.	Unknown	ANNANDALE ST & DRESDEN ROW	Unknown	Going straight ahead	UNCONTROLLED - ROADWAY	ROADWAY	
24-101777	7/27/2024, 21:40	V1 southeast on Ropewalk Lane stopped at the intersection with Wyse Rd. V1 then proceeded and struck pedestrian in a marked crosswalk.	Moderate injury	ROPEWALK LANE & WYSE RD	Southeast	Turning right	STOP CONTROL	3-LEG INTERSECTION	Darkness; Fog, mist or smog
24-103680	7/31/2024, 16:24	V1 stopped in front of the crosswalk on Hollis St at the intersection of Bishop St. Pedestrian started crossing the street at the same time V1 proceeded. V1 struck the pedestrian.	Minor injury	BISHOP ST & HOLLIS ST	South	Going straight ahead	MARKED CROSSING (BASIC)	4-LEG INTERSECTION	Pedestrian distracted or inattentive
24-104801	8/2/2024, 16:23	V1 Southbound on Windsor St executed a turn into parking lot and struck a pedestrian crossing the entrance of the parking lot.	Moderate injury	2651 WINDSOR ST	East	Turning left	UNCONTROLLED - DRIVEWAY	DRIVEWAY	
24-106549	8/6/2024, 10:05	V1 stopped at crosswalk as pedestrian crossed road. V1 then proceeded and contacted a pedestrian in crosswalk.	Minor injury	MARGINAL RD & POINT PLEASANT DR	North	Stopped in traffic	MARKED CROSSING (BASIC)	3-LEG INTERSECTION	
24-107448	8/8/2024, 07:19	V1 Southbound on Barrington St. Pedestrian mounted a One Wheel device which carried them forward into the side of V1.	Moderate injury	BARRINGTON ST & NIOBE GATE BRDG	South	Going straight ahead	TRAFFIC SIGNAL	3-LEG INTERSECTION	
24-110687	8/14/2024, 12:46	V1 was turning left from the parking lot onto the roadway when it struck a pedestrian in a marked crosswalk.	Moderate injury	BEDFORD HWY & HAMMONDS PLAINS RD	North	Turning left	TRAFFIC SIGNAL	4-LEG INTERSECTION	Rain; Driver inattentive
24-111697	8/16/2024, 12:00	V1 eastbound on Young Street at intersection with Robie St. Pedestrian proceeding in a marked crosswalk when V1 failed to stop at a red light and struck them.	Minor injury	ROBIE ST & YOUNG ST	North	Going straight ahead	TRAFFIC SIGNAL	4-LEG INTERSECTION	Driver inattentive
24-11213	1/25/2024, 18:39	Pedestrian proceeding in crosswalk was struck by V1.	Moderate injury	LEMARCHANT ST & SOUTH ST	West	Going straight ahead	MARKED CROSSING (BASIC)	3-LEG INTERSECTION	Darkness
24-114896	8/22/2024, 18:33	V1 westbound on Lacewood Dr entered crosswalk and struck a pedestrian.	Serious injury	LACEWOOD DR	West	Going straight ahead	MARKED CROSSING (BEACON)	MID-BLOCK CROSSWALK	Glare or reflection
24-117534	8/28/2024, 11:25	V1 eastbound on Mountbatten Ave approaching Waverley Rd. Pedestrian travelling southbound running through crosswalk was struck by V1.	Minor injury	MOUNTBATTEN AVE & WAVERLEY RD	East	Going straight ahead	STOP CONTROL	3-LEG INTERSECTION	Driver inattentive
24-117536	8/26/2024, 19:45	V1 travelling west on Hwy 224, sun obstructing view, struck person standing by truck by the roadside.	Serious injury	HIGHWAY 224	West	Going straight ahead	UNCONTROLLED - ROADWAY	ROADWAY	Dusk; Glare or reflection
24-117709	8/28/2024, 17:49	V1 northbound on Robie St turned left into retail lot and struck pedestrian crossing the driveway.	Moderate injury	YOUNG ST	North	Turning left	UNCONTROLLED - DRIVEWAY	DRIVEWAY	
24-117905	8/29/2024, 09:02	V1 southbound executed a left turn onto South St from Oxford St. Pedestrian running on Oxford St through marked crosswalk was struck by V1.	None	OXFORD ST & SOUTH ST	Southeast	Turning left	STOP CONTROL	4-LEG INTERSECTION	
24-11791	1/26/2024, 18:55	P1 eastbound on Pockwock Rd near Cemetery struck pedestrian also heading eastbound.	Moderate injury	ANDERSON RD	East	Going straight ahead	UNCONTROLLED - ROADWAY	SIDEWALK/SHOULDER	Darkness; Snow
24-119026	8/31/2024, 11:50	V1 was stopped at red light then turned right and struck a pedestrian proceeding in a crosswalk	Minor injury	HAWTHORNE ST & PRINCE ALBERT RD	East	Turning right	TRAFFIC SIGNAL	4-LEG INTERSECTION	
24-119103	8/31/2024, 15:22	V1 was stopped at a marked crosswalk when a pedestrian ran across resulting in collision.	Minor injury	BAKER DR & PORTLAND ST	East	Turning right	TRAFFIC SIGNAL	4-LEG INTERSECTION	
24-123403	9/9/2024, 12:44	V1 southbound on Larry Uteck Blvd when a pedestrian entered the roadway and collision resulted.	Moderate injury	BROAD ST & LARRY UTECK BLVD	South	Going straight ahead	UNCONTROLLED - ROADWAY	ROADWAY	
24-123408	9/9/2024, 12:47	V1 southbound on Queen St executed a left turn onto Morris St and struck the side of a pedestrian proceeding in a marked crosswalk.	Minor injury	MORRIS ST & QUEEN ST	Southeast	Turning left	STOP CONTROL	4-LEG INTERSECTION	
24-124426	9/11/2024, 13:08	V1 STRUCK A CONSTRUCTION AREA TRAFFIC CONTROL PERSON WITH SIDE MIRROR WHILE PASSING AT LOW SPEED.	Minor injury	KANE PL	East	Going straight ahead	UNCONTROLLED - ROADWAY	ROADWAY	Work zone

COLLISION REPORT #	DATE AND TIME	COLLISION REPORT COMMENTS	INJURY SEVERITY	LOCATION	DIRECTION OF TRAVEL	VEHICLE MANOEUVRE	VEHICLE TRAFFIC CONTROL	CONFIGURATION	NOTES
24-124527	9/11/2024, 16:37	[No comments provided]	Moderate injury	BEAVER BANK RD	North	Going straight ahead	UNCONTROLLED - ROADWAY	SIDEWALK/SHOULDER	Improper crossing
24-128450	9/18/2024, 18:26	V1 on Eagle Cres stopped at all-way stop at Meadowlark Cres proceeded and struck a pedestrian.	None	EAGLE CRES & MEADOWLARK CRES	East	Turning left	STOP CONTROL	3-LEG INTERSECTION	
24-129908	9/21/2024, 14:29	Driver turned left into driveway against no left turn and wrong way signs. Person in the road attempted to stop driver from going the wrong way and was accidentally struck.	Minor injury	GOVERNMENT WHARF RD	East	Going straight ahead	UNCONTROLLED - DRIVEWAY	DRIVEWAY	Pedestrian in roadway
24-131388	9/24/2024, 15:46	V1 (transit bus) outbound on Herring Cove Rd stopped at a designated bus stop. Person leaned backwards against the bus as the bus departed.	Unknown	HERRING COVE RD	South	Leaving roadside	UNCONTROLLED - ROADWAY	SIDEWALK/SHOULDER	Pedestrian in roadway; distracted or inattentive
24-132520	9/26/2024, 19:53	V1 on Westphal Way approaching Main St proceeded illegally through red light striking a person in the crosswalk who had right-of-way.	Minor injury	MAIN ST & WESTPHAL WAY	Southeast	Turning right	TRAFFIC SIGNAL	4-LEG INTERSECTION	Dusk
24-132806	9/27/2024, 12:11	V1 southbound on Robie St at Oakland Rd in the inside lane, proceeded through a marked crosswalk and stuck a pedestrian.	Moderate injury	OAKLAND RD & ROBIE ST	South	Going straight ahead	MARKED CROSSING (BEACON)	3-LEG INTERSECTION	Rain
24-13331	1/30/2024, 09:45	V1 southbound on Grafton St turned left onto Spring Garden Rd and struck a pedestrian walking in a crosswalk.	Minor injury	GRAFTON ST & SPRING GARDEN RD	East	Turning left	STOP CONTROL	3-LEG INTERSECTION	Snow
24-133404	9/28/2024, 16:31	V1 eastbound on Jubilee Rd approaching the intersection with Chestnut St. Pedestrian eastbound on Jubilee Rd crossed before the intersection of Jubilee Rd and Chestnut St and was struck by V1.	Minor injury	CHESTNUT ST & JUBILEE RD	East	Going straight ahead	UNCONTROLLED - ROADWAY	ROADWAY	Improper crossing
24-133496	9/28/2024, 19:17	V1 northbound on North St entering a roundabout struck a pedestrian proceeding in a marked crosswalk.	Minor injury	AGRICOLA ST & NORTH PARK ST	North	Negotiating a curve	MARKED CROSSING (BASIC)	ROUNDABOUT	Dusk; Driver inattentive
24-134458	9/30/2024, 19:53	Pedestrian on skateboard southbound on Young Ave turned into the crosswalk at the intersection with Atlantic. V1 northbound on Young Ave approaching the intersection struck the pedestrian in the crosswalk.	Serious injury	ATLANTIC ST & YOUNG AVE	North	Going straight ahead	MARKED CROSSING (BASIC)	4-LEG INTERSECTION	Dusk
24-134678	10/1/2024, 09:23	V1 was in construction zone did not move over sufficiently and ran over worker's foot.	None	COLE HARBOUR RD & OTAGO DR	West	Going straight ahead	UNCONTROLLED - ROADWAY	ROADWAY	Driver inattentive; Work zone
24-136825	10/5/2024, 08:39	V1 turned left at intersection, struck pedestrian crossing within crosswalk.	Moderate injury	MUMFORD RD & ROMANS AVE	West	Turning left	TRAFFIC SIGNAL	4-LEG INTERSECTION	
24-136918	10/5/2024, 13:16	V1 southbound was stopped at a crosswalk on Agricola St at Charles St, moved forward and struck a pedestrian that was halfway across a marked crosswalk.	Moderate injury	AGRICOLA ST & CHARLES ST	South	Going straight ahead	MARKED CROSSING (BEACON)	4-LEG INTERSECTION	
24-136921	10/5/2024, 13:28	V1 lost control and allegedly struck with passenger side mirror a pedestrian proceeding on sidewalk.	Minor injury	BROOKLINE DR	South	Going straight ahead	UNCONTROLLED - ROADWAY	SIDEWALK/SHOULDER	Driver inattentive
24-137533	10/6/2024, 20:04	V1 turned left at intersection and struck a pedestrian proceeding in a marked crosswalk.	Moderate injury	DUNBRACK ST & MAIN AVE	North	Turning left	TRAFFIC SIGNAL	4-LEG INTERSECTION	Darkness; Driver inattentive
24-137789	10/7/2024, 12:22	Pedestrian was crossing roadway, not in crosswalk or marked crossing, and was struck by V1.	Moderate injury	ALDERNEY DR & FLOTILLA LANE	South	Going straight ahead	UNCONTROLLED - ROADWAY	ROADWAY	Improper crossing
24-138051	10/7/2024, 22:19	V1 struck pedestrian in marked crosswalk.	None	CLYDE ST & QUEEN ST	South	Going straight ahead	MARKED CROSSING (BEACON)	3-LEG INTERSECTION	Darkness; Rain
24-138120	10/8/2024, 06:29	V1 SOUTHBOUND ON BRUNSWICK ST TURNED LEFT ONTO DUKE ST. STRUCK PEDESTRIAN PROCEEDING IN MARKED CROSSWALK ACROSS BRUNSWICK ST.	Moderate injury	DUKE ST & GOTTINGEN ST	East	Turning left	TRAFFIC SIGNAL	4-LEG INTERSECTION	Dusk; Rain
24-138124	10/8/2024, 06:59	V1 turning north onto McCurdy Ave struck pedestrian crossing the street.	Moderate injury	MCCURDY AVE & WRIGHT AVE	North	Turning left	UNCONTROLLED - INTERSECTION	3-LEG INTERSECTION	Dawn; Rain
24-138508	10/8/2024, 20:50	V1 proceeding along Main Ave turned left onto Dunbrack St and struck a pedestrian in a marked crosswalk.	Moderate injury	DUNBRACK ST & MAIN AVE	East	Turning left	TRAFFIC SIGNAL	4-LEG INTERSECTION	Darkness
24-139461	10/10/2024, 16:46	V1 southbound on Romans Ave crossed Bayers Rd failing to obey a red light and struck a pedestrian proceeding in a marked crosswalk with right-of-way.	Unknown	BAYERS RD & ROMANS AVE	Unknown	Going straight ahead	TRAFFIC SIGNAL	4-LEG INTERSECTION	
24-141835	10/15/2024, 14:05	V1 westbound on Norm Newman Dr turned onto Baker Dr and struck a pedestrian proceeding in a marked crosswalk.	Moderate injury	BAKER DR & NORM NEWMAN DR	South	Turning left	STOP CONTROL	3-LEG INTERSECTION	Driver inattentive
24-142277	10/16/2024, 10:52	V1 turning right onto Portland St from Alderney Dr struck a pedestrian in a marked crosswalk.	Minor injury	ALDERNEY DR & PORTLAND ST	East	Turning right	TRAFFIC SIGNAL	4-LEG INTERSECTION	

COLLISION REPORT #	DATE AND TIME	COLLISION REPORT COMMENTS	INJURY SEVERITY	LOCATION	DIRECTION OF TRAVEL	VEHICLE MANOEUVRE	VEHICLE TRAFFIC CONTROL	CONFIGURATION	NOTES
24-143361	10/18/2024, 11:19	V1 travelling straight at intersection struck pedestrian in crosswalk.	Moderate injury	SACKVILLE ST & SUMMER ST	South	Going straight ahead	STOP CONTROL	3-LEG INTERSECTION	
24-144611	10/21/2024, 08:36	V1 approached all-way stop, proceeded to make a left turn and struck P1 in crosswalk.	Moderate injury	SUMMER ST & VETERANS MEMORIAL LN	North	Turning left	STOP CONTROL	3-LEG INTERSECTION	Dawn
24-144695	10/21/2024, 11:08	V1 proceeding from stop sign on Henry St at intersection with Coburg Rd struck pedestrian crossing Henry St westbound on Coburg Rd. Driver of V1 stated that they didnt see pedestrian due to sun glare.	None	COBURG RD & HENRY ST	South	Going straight ahead	STOP CONTROL	4-LEG INTERSECTION	Glare or reflection
24-145528	10/22/2024, 21:20	V1 eastbound on South St turned left to proceed north on Queen St, struck pedestrian in intersection marked crosswalk.	Moderate injury	QUEEN ST & SOUTH ST	East	Turning left	TRAFFIC SIGNAL	4-LEG INTERSECTION	Darkness
24-145885	10/23/2024, 15:12	V1 side mirror struck traffic control person as it passed by.	None	BEDFORD HWY & NELSONS LANDING BLVD	Northeast	Going straight ahead	UNCONTROLLED - ROADWAY	ROADWAY	Work zone
24-146723	10/25/2024, 06:26	V1 proceeding along Pleasant St entered ramp to Hwy 111 and struck pedestrian.	Moderate injury	HWY 111 ON RAMP & PLEASANT ST	West	Changing lanes	MARKED CROSSING (BASIC)	SLIP-LANE	Darkness; Rain
24-147015	10/25/2024, 18:49	V1 struck pedestrian in marked crosswalk.	Moderate injury	TACOMA DR & VALLEYFIELD RD	Northwest	Going straight ahead	STOP CONTROL	3-LEG INTERSECTION	Darkness; Driver inattentive
24-147269	10/26/2024, 10:13	V1 executed a left turn onto Mumford Rd from stop sign and struck a pedestrian proceeding in a marked crosswalk.	Serious injury	MUMFORD RD	East	Turning left	STOP CONTROL	3-LEG INTERSECTION	Glare or reflection; Driver distracted
24-147798	10/27/2024, 13:38	V1 westbound on South Street near crosswalk at Tower Rd slowed for pedestrian in crosswalk but made contact with pedestrian.	None	SOUTH ST & TOWER RD	West	Going straight ahead	MARKED CROSSING (BEACON)	3-LEG INTERSECTION	
24-147932	10/27/2024, 20:08	PEDESTRIAN EASTBOUND ON BAYERS RD. V1 EXITED LOT DIDNT SEE AND STRUCK PEDESTRIAN.	Moderate injury	BARNSTEAD LANE	West	Going straight ahead	UNCONTROLLED - DRIVEWAY	DRIVEWAY	Darkness
24-148523	10/29/2024, 08:45	V1 southbound on Caledonia Rd executed a left turn onto Main St and struck pedestrian crossing roadway.	Moderate injury	MAIN ST & WOODLAWN RD	Southeast	Turning left	TRAFFIC SIGNAL	4-LEG INTERSECTION	Glare or reflection; Pedestrian distracted or inattentive; School related vehicle direcly involved
24-148681	10/29/2024, 09:30	V1 made a left turn and allegedly hit pedestrian crossing road in crosswalk.	Minor injury	ASTRAL DR & GRENADIER DR	Southwest	Turning left	STOP CONTROL	3-LEG INTERSECTION	Glare or reflection; Driver inattentive; Pedestrian distracted or inattentive
24-149160	10/30/2024, 11:58	V1 struck pedestrian proceeding in a marked crosswalk.	Minor injury	COMMODORE DR & JOHN SAVAGE AVE	Unknown	Going straight ahead	MARKED CROSSING (BASIC)	3-LEG INTERSECTION	
24-149483	10/31/2024, 06:45	V1 (transit bus) making a right turn from Spring Garden Rd onto South Park St to proceed southbound struck pedestrian on the roadside approaching vehicle.	Fatal	SOUTH PARK ST & SPRING GARDEN RD	South	Turning right	TRAFFIC SIGNAL	4-LEG INTERSECTION	Darkness; Rain; Limited visibility
24-149829	10/31/2024, 19:24	V1 northbound on Queen St executed a left turn onto South St and struck pedestrian proceeding in marked crosswalk at low speed.	Moderate injury	QUEEN ST & SOUTH ST	Northwest	Turning left	TRAFFIC SIGNAL	4-LEG INTERSECTION	
24-152143	11/5/2024, 17:06	Pedestrian westbound entered crosswalk without crossing light activated in front of V1, raining with poor visibility.	Minor injury	CHISOLM AVE & CONNAUGHT AVE	South	Going straight ahead	MARKED CROSSING (BEACON)	3-LEG INTERSECTION	Darkness; Rain
24-152150	11/5/2024, 17:28	V1 travelling north on Beaver Bank Road struck with driver's side mirror pedestrian crossing Beaverbank Road approx. 25 metres north of intersection (not at crosswalk).	Moderate injury	BEAVER BANK RD	North	Merging into traffic	UNCONTROLLED - ROADWAY	ROADWAY	Darkness; Rain; Glare or reflection; Improper crossing
24-153020	11/7/2024, 14:58	[No comments provided]	Serious injury	HAMMONDS PLAINS RD & YANKEETOWN RD	Northeast	Going straight ahead	UNCONTROLLED - ROADWAY	SIDEWALK/SHOULDER	Driver inattentive; Work zone
24-153625	11/8/2024, 19:11	V1 struck pedestrian proceeding in marked crosswalk.	Moderate injury	LACEWOOD DR	West	Going straight ahead	TRAFFIC SIGNAL	4-LEG INTERSECTION	Darkness
24-154061	11/9/2024, 16:28	V1 turning left from parking lot onto Joseph Howe Dr and struck pedestrians in the crosswalk	None	JOSEPH HOWE DR	Southwest	Turning left	TRAFFIC SIGNAL	3-LEG INTERSECTION	
24-154460	11/10/2024, 16:14	V1 travelling on Main Ave in bright sunlight at crest of hill entered a marked crosswalk with "Walk Lights" activated and struck pedestrian.	Serious injury	HILLCREST ST & MAIN AVE	West	Going straight ahead	MARKED CROSSING (BEACON)	3-LEG INTERSECTION	
24-155015	11/12/2024, 08:49	V1 turned right and struck two pedestrians crossing the street.	Serious injury	HIGHFIELD PARK DR & VICTORIA RD	Northeast	Turning right	TRAFFIC SIGNAL	4-LEG INTERSECTION	Fog, mist or smog
24-155651	11/13/2024, 13:26	V1 eastbound turned north and struck pedestrian.	None	ALMON ST & ROBIE ST	North	Turning left	TRAFFIC SIGNAL	4-LEG INTERSECTION	
24-159824	11/22/2024, 18:06	V1 executing a right turn onto Windsor from Hood St struck a pedestrian proceeding in crosswalk with no crossing lights activated.	None	HOOD ST & WINDSOR ST	North	Turning right	MARKED CROSSING (BEACON)	4-LEG INTERSECTION	Darkness; Rain; Glare or reflection; Improper crossing; Pedestrian distracted or inattentive

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24-159826	11/22/2024, 18:17	V1 northbound on Barrington Street struck a pedestrian crossing street outside a crosswalk.	Serious injury	BARRINGTON ST	North	Going straight ahead	UNCONTROLLED - ROADWAY	ROADWAY	Dusk; Rain; Improper crossing
24-159831	11/22/2024, 18:23	V1 eastbound on Pepperell St struck pedestrian proceeding in a crosswalk.	Serious injury	PEPPERELL ST & VERNON ST	East	Going straight ahead	STOP CONTROL	4-LEG INTERSECTION	Darkness; Rain
24-160220	11/23/2024, 18:19	V1 proceeding on Valleyfield Rd turned left onto Tacoma Dr and struck a pedestrian in a crosswalk.	Moderate injury	TACOMA DR & VALLEYFIELD RD	West	Turning left	STOP CONTROL	3-LEG INTERSECTION	Darkness; Rain
24-160921	11/25/2024, 13:26	V1 turned right from Commodore Dr onto Lamont Terr. Pedestrian proceeding in marked crosswalk was struck by V1.	Moderate injury	COMMODORE DR & LAMONT TERR	West	Turning right	TRAFFIC SIGNAL	4-LEG INTERSECTION	Improper crossing
24-161272	11/26/2024, 09:37	V1 exiting parking lot collided with V2 a mobility scooter proceeding along the sidewalk.	Moderate injury	QUEEN ST	West	Merging into traffic	UNCONTROLLED - DRIVEWAY	DRIVEWAY	
24-161420	11/26/2024, 15:04	V1 exiting a parking lot to turn right onto Cole Harbour Rd struck a pedestrian who crossed in front of vehicle.	Moderate injury	CUMBERLAND DR	East	Turning right	UNCONTROLLED - DRIVEWAY	DRIVEWAY	Pedestrian distracted or inattentive
24-161687	11/27/2024, 08:54	V1 executed a left turn and collided with pedestrian in unmarked crosswalk.	Serious injury	OCEANVIEW DR	Unknown	Turning left	UNCONTROLLED - INTERSECTION	4-LEG INTERSECTION	
24-161986	11/27/2024, 18:19	Pedestrian proceeding in crosswalk on Spring Garden Rd was struck by V1.	Minor injury	BRUNSWICK ST & SPRING GARDEN RD	South	Turning right	MARKED CROSSING (BASIC)	3-LEG INTERSECTION	Darkness; Rain
24-162137	11/28/2024, 04:02	[No comments provided]	Moderate injury	SACKVILLE DR	East	Going straight ahead	UNCONTROLLED - ROADWAY	ROADWAY	Darkness
24-162719	11/29/2024, 09:02	V1 reversing from driveway struck a person who had exited a vehicle in the street.	Moderate injury	BRIGHTON AVE & MARGATE DR	South	Reversing	UNCONTROLLED - DRIVEWAY	DRIVEWAY	Driver inattentive
24-164013	12/1/2024, 15:27	V1 turned left at stop sign and struck pedestrian who had entered marked crosswalk from other side of Brunswick St.	Minor injury	BRUNSWICK ST & SPRING GARDEN RD	South	Turning left	STOP CONTROL	3-LEG INTERSECTION	
24-164986	12/3/2024, 17:32	V1 struck pedestrian while executing a left turn.	Moderate injury	MARVIN ST & PLEASANT ST	South	Turning left	MARKED CROSSING (BEACON)	3-LEG INTERSECTION	Darkness
24-165906	12/5/2024, 17:12	V1 struck pedestrian proceeding in a marked crosswalk.	Moderate injury	BRIGHTWOOD AVE & VICTORIA RD	North	Going straight ahead	MARKED CROSSING (BEACON)	3-LEG INTERSECTION	Darkness; Rain
24-165912	12/5/2024, 17:32	V1 westbound on Prince Albert Rd turning left onto Glenwood Ave struck pedestrian proceeding in a marked crosswalk.	Moderate injury	GLENWOOD AVE & PRINCE ALBERT RD	West	Turning left	MARKED CROSSING (BASIC)	3-LEG INTERSECTION	Darkness; Rain
24-167236	12/8/2024, 11:09	V1 westbound on Dahlia St. V1 slid off the roadway to the left due to road conditions (snow) and contacted a pedestrian in sidewalk.	None	DAHLIA ST & MAPLE ST	West	Going straight ahead	UNCONTROLLED - ROADWAY	SIDEWALK/SHOULDER	Snow
24-167370	12/8/2024, 17:23	V1 turning left struck a pedestrian proceeding in a marked crosswalk.	Minor injury	GREEN RD & WYSE RD	Northeast	Turning left	MARKED CROSSING (BASIC)	3-LEG INTERSECTION	Darkness; Rain; Driver inattentive
24-167494	12/9/2024, 00:59	V1 southwest on Albro Lake Rd executed a right turn onto Pinecrest Dr and struck pedestrian proceeding along Albro Lake Rd entering the intersection crosswalk.	Minor injury	ALBRO LAKE RD & PINECREST DR	Southwest	Turning right	STOP CONTROL	4-LEG INTERSECTION	Darkness; Glare or reflection
24-167840	12/4/2024, 18:00	V1 struck pedestrian crossing Lamont Terr to Findlay Dr across Commodore Dr in a marked crosswalk with right-of-way.	Moderate injury	COMMODORE DR & LAMONT TERR	West	Turning right	TRAFFIC SIGNAL	4-LEG INTERSECTION	Darkness; Driver inattentive
24-168855	12/11/2024, 20:25	V1 proceeding along Dartmouth Rd turning right onto Bedford Hwy continued into traffic and struck two pedestrians in a marked crosswalk.	Minor injury	BEDFORD HWY & DARTMOUTH RD	Northeast	Starting in traffic	MARKED CROSSING (BASIC)	SLIP-LANE	Darkness; Rain
24-169334	12/12/2024, 19:35	V1 westbound on Bayers Rd executed a right turn onto Romans Ave and struck pedestrians crossing eastbound in a crosswalk.	Minor injury	BAYERS RD & ROMANS AVE	Southwest	Turning right	TRAFFIC SIGNAL	4-LEG INTERSECTION	Darkness
24-169840	12/13/2024, 19:00	V1 SOUTHBOUND EXECUTING A LEFT TURN FROM PRESTON ST ONTO JUBILEE RD STRUCK A PEDESTRIAN PROCEEDING IN A MARKED CROSSWALK WITH THE WALK LIGHT ILLUMINATED.	Moderate injury	JUBILEE RD & PRESTON ST	East	Turning left	MARKED CROSSING (BEACON)	4-LEG INTERSECTION	Darkness
24-170101	12/14/2024, 11:16	V1 TURNING RIGHT, STRUCK PEDESTRIAN CROSSING THE ROAD IN A PEDESTRIAN CROSSING.	None	MOIRS MILL RD & ROYAL MASTS WAY	West	Turning left	MARKED CROSSING (BASIC)	4-LEG INTERSECTION	Driver inattentive
24-170113	12/14/2024, 12:22	[No comments provided]	Moderate injury	SACKVILLE CROSS RD & SACKVILLE DR	Unknown	Turning left	TRAFFIC SIGNAL	3-LEG INTERSECTION	Pedestrian distracted or inattentive
24-170329	12/14/2024, 20:54	V1 hit pedestrian in marked crosswalk.	None	QUEEN ST & SACKVILLE ST	North	Turning right	STOP CONTROL	3-LEG INTERSECTION	Darkness; Driver inattentive
24-170924	12/16/2024, 07:41	V1 Southbound on Catherine St struck pedestrian proceeding in a marked crosswalk at Courtney Rd.	Moderate injury	CATHERINE ST & COURTNEY RD	North	Going straight ahead	STOP CONTROL	4-LEG INTERSECTION	View obstructed; Driver inattentive
24-171726	12/17/2024, 15:58	V1 reversed from driveway and struck two pedestrians.	Minor injury	HERRING COVE RD	Parked vehicle	Reversing	UNCONTROLLED - DRIVEWAY	DRIVEWAY	Rain
24-171749	12/17/2024, 16:57	V1 struck pedestrian proceeding in a marked crosswalk.	Serious injury	BARRINGTON ST & SALTER ST	South	Turning right	MARKED CROSSING (BASIC)	3-LEG INTERSECTION	Dusk; pedestrian in roadway

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24-171993	12/18/2024, 08:57	V1 struck a pedestrian in a marked crosswalk.	Moderate injury	BRAESIDE LANE & LACEWOOD DR	Southeast	Going straight ahead	MARKED CROSSING (BEACON)	3-LEG INTERSECTION	View obstructed; pedestrian in roadway
24-172178	12/18/2024, 14:20	V1 Westbound on Inglis St executed a left turn onto Young St then struck a pedestrian in a marked crosswalk.	Moderate injury	INGLIS ST & YOUNG AVE	West	Turning left	STOP CONTROL	4-LEG INTERSECTION	Pedestrian distracted or inattentive
24-172483	12/19/2024, 06:43	V1 in right lane from North Park St entering Cogswell roundabout struck pedestrian proceeding from Cogswell St to North Park St in a marked crosswalk.	Minor injury	COGSWELL ST & NORTH PARK ST	North	Turning right	MARKED CROSSING (BASIC)	ROUNDABOUT	Darkness; Rain; Glare or reflection
24-17265	2/7/2024, 19:16	Pedestrian approached V1 as it was in motion and slipped on the sidewalk. Pedestrian's foot slid under vehicle wheels as they fell.	Moderate injury	SPRING GARDEN RD	West	Going straight ahead	UNCONTROLLED - ROADWAY	SIDEWALK/SHOULDER	Dusk
24-172759	12/19/2024, 17:05	V1 southbound on Windsor St stopped at crosswalk waiting to execute a left turn. As pedestrians began to cross V1 proceeded and struck pedestrians.	Moderate injury	CHARLES ST & WINDSOR ST	South	Going straight ahead	MARKED CROSSING (BEACON)	4-LEG INTERSECTION	Darkness; Driver inattentive
24-174378	12/23/2024, 13:25	V1 at the intersection of Oak St and Oxford St executing a left turn struck pedestrian proceeding in a marked crosswalk to Oxford St from Oak St.	Moderate injury	OAK ST & OXFORD ST	South	Turning left	TRAFFIC SIGNAL	4-LEG INTERSECTION	
24-174521	12/23/2024, 18:50	Pedestrian was standing near vehicle waiting to open the rear door struck by V1 as it passed by.	Unknown	AGRICOLA ST	North	Going straight ahead	UNCONTROLLED - ROADWAY	ROADWAY	Darkness; Driver inattentive
24-177232	12/31/2024, 05:59	V1 northbound on Dutch Village Rd struck pedestrian proceeding in a marked crosswalk.	Moderate injury	DEAL ST & DUTCH VILLAGE RD	East	Turning right	MARKED CROSSING (BEACON)	MID-BLOCK CROSSWALK	Darkness
24-177504	12/31/2024, 17:57	Pedestrian crossing at the intersection of Old Sambro Rd and Dentith Rd was struck by V1 northbound on Old Sambro Rd turning right onto Dentith Rd.	Minor injury	DENTITH RD & OLD SAMBRO RD	North	Turning right	TRAFFIC SIGNAL	3-LEG INTERSECTION	Dusk
24-19677	2/12/2024, 20:07	V1 proceeding on St. Michaels Ave turned onto Herring Cove Rd and struck pedestrian crossing in an unmarked crosswalk.	Minor injury	HERRING COVE RD & ST MICHAELS AVE	North	Turning left	STOP CONTROL	3-LEG INTERSECTION	Darkness
24-20581	2/14/2024, 18:40	V1 turning left onto Spring Garden Rd struck pedestrian crossing from Robie St.	None	ROBIE ST & SPRING GARDEN RD	Northwest	Turning left	TRAFFIC SIGNAL	4-LEG INTERSECTION	Darkness
24-20751	2/15/2024, 06:31	V1 travelling northbound on Main Rd struck pedestrian crossing roadway. V2 southbound on Main Rd subsequently also struck pedestrian in southbound travel lane.	Serious injury	MAIN RD	North	Going straight ahead	UNCONTROLLED - INTERSECTION	ROADWAY	Darkness
24-20817	2/15/2024, 09:17	V1 travelling from Bedford Hwy onto Joseph Howe Dr executed a right turn to Dutch Village Rd and struck a pedestrian walking on Joseph Howe Dr crossing Dutch Village Rd.	Serious injury	DUTCH VILLAGE RD & JOSEPH HOWE DR	Southwest	Turning right	TRAFFIC SIGNAL	3-LEG INTERSECTION	
24-21859	2/17/2024, 09:05	V1 westbound on Chebucto Rd struck pedestrian proceeding in marked crosswalk at the intersection with Phillip St.	Moderate injury	CHEBUCTO RD & PHILIP ST	West	Turning left	MARKED CROSSING (BEACON)	4-LEG INTERSECTION	
24-21903	2/17/2024, 11:14	V1 pulled out of Charlotte Lane onto Bedford Hwy and was struck by V2 Southbound on Bedford Hwy, causing V1 to strike a bus shelter and person standing at bus stop.	Moderate injury	BEDFORD HWY & CHARLOTTE LN	East	Turning left	UNCONTROLLED - ROADWAY	SIDEWALK/SHOULDER	
24-24348	2/22/2024, 14:59	Pedestrian on Portland St sidewalk proceeding east across driveway entrance. V1 exited the driveway and struck pedestrian.	Serious injury	PORTLAND ST	South	Turning right	UNCONTROLLED - DRIVEWAY	DRIVEWAY	View obstructed; Driver inattentive
24-24933	2/23/2024, 16:49	V1 turning left on green light struck person walking across the crosswalk.	Minor injury	FOREST HILLS PKY	North	Turning left	TRAFFIC SIGNAL	3-LEG INTERSECTION	Rain; Driver inattentive
24-26705	2/27/2024, 15:42	V1 northbound in median lane turned left onto Bancroft from Windmill Rd and struck a pedestrian crossing the roadway not in crosswalk.	Minor injury	BANCROFT LN & WINDMILL RD	North	Going straight ahead	UNCONTROLLED - ROADWAY	ROADWAY	Improper crossing; Pedestrian distracted or inattentive
24-27283	2/28/2024, 18:55	V1 eastbound on Coburg Rd executed left turn onto Robie St with a yellow light and struck pedestrian crossing in in a marked crosswalk without right-of-way.	Moderate injury	ROBIE ST & SPRING GARDEN RD	Northeast	Turning left	TRAFFIC SIGNAL	4-LEG INTERSECTION	Darkness; Rain; Improper crossing
24-27804	2/29/2024, 18:56	Pedestrian struck by V1 in marked crosswalk.	Moderate injury	CABOT PL & NOVALEA DR	East	Turning right	MARKED CROSSING (BASIC)	3-LEG INTERSECTION	
24-29938	3/5/2024, 15:10	V1 EASTBOUND ON SPRING GARDEN RD TURNED LEFT ONTO BRUNSWICK ST AND STRUCK TWO PEDESTRIANS PROCEEDING IN A MARKED CROSSWALK	Moderate injury	BRUNSWICK ST & SPRING GARDEN RD	Northeast	Turning left	MARKED CROSSING (BASIC)	3-LEG INTERSECTION	Driver inattentive
24-30320	3/6/2024, 12:16	V1 struck pedestrian proceeding along Chebucto Rd attempted to cross street at intersection with Philips St with no crosswalk present.	Minor injury	CHEBUCTO RD & PHILIP ST	Unknown	Going straight ahead	UNCONTROLLED - INTERSECTION	4-LEG INTERSECTION	

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24-30770	3/7/2024, 10:59	V1 executing a left turn at intersection with green light struck pedestrian proceeding in a marked crosswalk.	Minor injury	QUINPOOL RD & VERNON ST	Northwest	Turning left	TRAFFIC SIGNAL	4-LEG INTERSECTION	Rain
24-30983	3/7/2024, 20:48	V1 turning right on red light struck pedestrian proceeding in a marked crosswalk	Minor injury	LACEWOOD DR & THOMAS RADDALL DR	North	Turning right	TRAFFIC SIGNAL	4-LEG INTERSECTION	Darkness; Rain; Limited visibility
24-32270	3/11/2024, 07:08	V1 northwest on Pleasant St struck pedestrian crossing Pleasant St in marked crosswalk.	Serious injury	MARVIN ST & PLEASANT ST	Northwest	Going straight ahead	MARKED CROSSING (BEACON)	3-LEG INTERSECTION	Darkness; Fog, mist or smog
24-33443	3/13/2024, 17:47	V1 northbound on Connaught Ave through intersection with Chebucto Rd struck pedestrian proceeding in crosswalk with right-of-way.	Minor injury	CHEBUCTO RD & CONNAUGHT AVE	East	Turning right	TRAFFIC SIGNAL	4-LEG INTERSECTION	
24-35956	3/19/2024, 11:14	V1 executing a right turn struck pedestrian.	Moderate injury	ROBIE ST & VETERANS MEMORIAL LANE	Northwest	Turning right	MARKED CROSSING (BASIC)	SLIP-LANE	Driver inattentive
24-3658	1/8/2024, 14:30	V1 proceeding along Old Sambro Rd turned left onto Dunbrack St and struck a pedestrian in marked crosswalk.	Moderate injury	DUNBRACK & OLD SAMBRO RD	South	Turning left	TRAFFIC SIGNAL	3-LEG INTERSECTION	
24-39526	3/26/2024, 17:26	V1 westbound turned left and struck southbound pedestrian.	Minor injury	COLLEGE ST & SUMMER ST	East	Turning left	STOP CONTROL	4-LEG INTERSECTION	Rain; Driver inattentive
24-39657	3/27/2024, 02:03	V1 drove away while person outside of vehicle was holding door, causing them to fall beneath vehicle.	Serious injury	BROWNLOW AVE & COMMODORE DR	North	Turning right	TRAFFIC SIGNAL	3-LEG INTERSECTION	Darkness
24-4245	1/10/2024, 16:08	V1 westbound in median lane on Main St struck pedestrian crossing roadway in darkness.	Serious injury	MAIN ST	West	Going straight ahead	UNCONTROLLED - ROADWAY	ROADWAY	Darkness; Rain; Improper crossing
24-42740	4/2/2024, 16:31	V1 northbound on Victoria Rd struck pedestrian entering marked crosswalk.	Moderate injury	DEMETREOUS LN & VICTORIA RD	North	Going straight ahead	MARKED CROSSING (BASIC)	3-LEG INTERSECTION	
24-43712	4/4/2024, 15:01	Pedestrian crossing in marked crosswalk was struck by when V1.	Minor injury	ISLEVILLE ST & RUSSELL ST	West	Turning right	MARKED CROSSING (BASIC)	4-LEG INTERSECTION	Snow
24-44338	4/5/2024, 17:24	V1 leaving the parking lot turning right onto Chain Lake Dr struck pedestrian proceeding along Chain Lake Dr in the crosswalk in front of V1.	Minor injury	CHAIN LAKE DR	East	Turning right	TRAFFIC SIGNAL	4-LEG INTERSECTION	
24-44400	4/5/2024, 19:40	V1 reversed from driveway onto Union St and struck pedestrian on sidewalk.	Moderate injury	NOTTINGHAM ST & UNION ST	West	Reversing	UNCONTROLLED - DRIVEWAY	DRIVEWAY	
24-47924	4/12/2024, 06:57	V1 southbound on Oxford St turned left onto Jubilee Rd with a green light and struck a pedestrian who was crossing the intersection from Oxford St.	Moderate injury	JUBILEE RD & OXFORD ST	South	Turning left	TRAFFIC SIGNAL	4-LEG INTERSECTION	Dawn; Rain; Limited visibility
24-49469	4/15/2024, 12:13	As passengers were exiting V1 clothing of one passenger caught in the closing door of V1. V1 pulled away and passenger was pulled to the ground.	Moderate injury	STARBOARD DR	North	Starting in traffic	UNCONTROLLED - ROADWAY	ROADWAY	
24-51400	4/19/2024, 06:44	V1 at the intersection of Spikenard St and Farquharson St executed a right turn and struck a pedestrian.	Moderate injury	FARQUHARSON ST & SPIKENARD ST	South	Turning right	UNCONTROLLED - INTERSECTION	4-LEG INTERSECTION	
24-55066	4/26/2024, 18:03	V1 northbound on Windmill Rd struck pedestrian walking in roadway.	None	LOVETT ST & WINDMILL RD	West	Turning left	UNCONTROLLED - INTERSECTION	4-LEG INTERSECTION	
24-567	1/2/2024, 10:06	V1 southwest on Washmill Lake Dr in centre lane stopped as uninvolved vehicle ahead turned onto Bentley Dr. V1 then proceeded and struck a pedestrian who was crossing the street with no crosswalk present.	Moderate injury	BENTLY DR & WASHMILL LAKE DR	Southwest	Going straight ahead	UNCONTROLLED - INTERSECTION	3-LEG INTERSECTION	Improper crossing
24-5790	1/14/2024, 09:36	V1 STRUCK PEDESTRIAN PROCEEDING IN A CROSSWALK.	Minor injury	CHARLES ST & GOTTINGEN ST	South	Going straight ahead	MARKED CROSSING (BEACON)	3-LEG INTERSECTION	Glare or reflection
24-59453	5/5/2024, 11:42	V1 making left turn struck pedestrian in crosswalk.	Minor injury	HIGHWAY 7 & HILLSBORO DR	East	Turning left	TRAFFIC SIGNAL	4-LEG INTERSECTION	
24-6023	1/14/2024, 19:56	V1 turning right collided with pedestrian in the crosswalk with the right-of-way. Night time and Pedestrian was wearing dark color clothing.	Moderate injury	PINEHILL DR & SACKVILLE DR	Not applicable	Turning right	TRAFFIC SIGNAL	3-LEG INTERSECTION	Darkness
24-60498	5/7/2024, 14:47	V1 westbound on Cogswell St struck pedestrian proceeding in crosswalk.	Moderate injury	COGWELL ST	West	Going straight ahead	MARKED CROSSING (BEACON)	MID-BLOCK CROSSWALK	
24-60499	5/7/2024, 14:47	V1 westbound on Broad St when pedestrian entered roadway to cross in front of V1 with no crosswalk present. V1 attempted to stop but struck the pedestrian.	None	BROAD ST	West	Going straight ahead	UNCONTROLLED - ROADWAY	ROADWAY	Improper crossing
24-60757	5/7/2024, 22:28	V1 westbound on Sackville Dr, V2 eastbound turning north on Riverside Dr, both had yellow light. V2 crossed path of V1 causing collision and pushing V1 into 2 pedestrians crossing Riverside Dr.	None	RIVERSIDE DR & SACKVILLE DR	West	Going straight ahead	TRAFFIC SIGNAL	3-LEG INTERSECTION	Darkness

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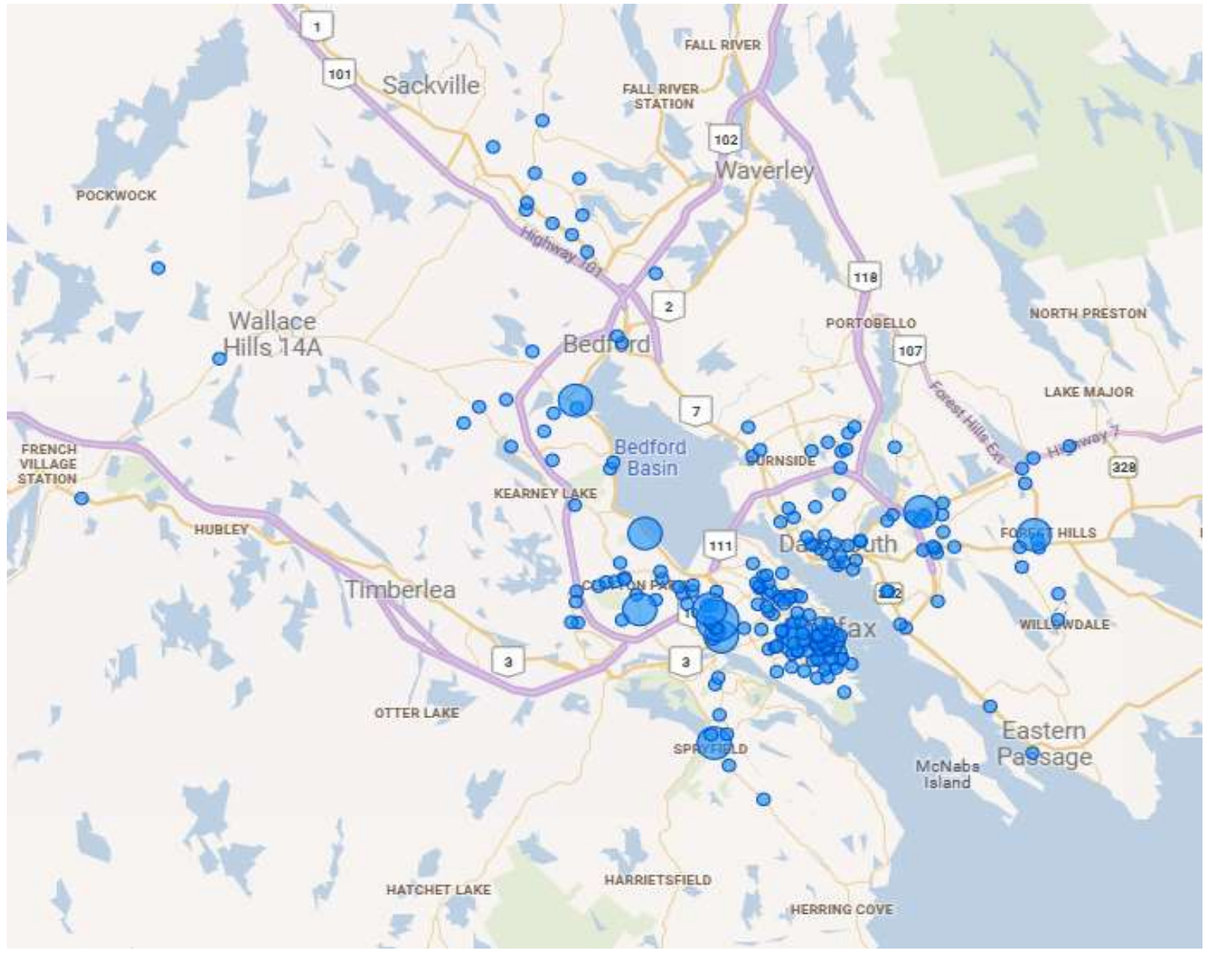
24-61106	5/8/2024, 15:13	V1 WESTBOUND ON NORTH ST EXECUTED A LEFT TURN ONTO WINDSOR ST AND CONTACTED CROSSING GUARD STANDING IN A CROSSWALK.	Minor injury	NORTH ST & WINDSOR ST	West	Turning left	TRAFFIC SIGNAL	4-LEG INTERSECTION	
24-6161	1/15/2024, 08:36	V1 at stop sign at intersection of North St and Northwood Terr waiting to execute a left turn. Pedestrian stepped from curb to cross at Creighton St was struck by V1 as it turned.	Moderate injury	CREIGHTON ST & NORTH ST	Unknown	Turning left	STOP CONTROL	4-LEG INTERSECTION	Glare or reflection; Improper crossing
24-63584	5/14/2024, 08:17	V1 executing a right turn from Main Ave onto Titus St as a pedestrian entered marked crosswalk and collision resulted.	Minor injury	MAIN AVE & TITUS ST	East	Turning right	TRAFFIC SIGNAL	4-LEG INTERSECTION	
24-6471	1/15/2024, 18:49	V1 Eastbound along Flamingo Dr executed a left turn onto Bedford Hwy and struck the pedestrian proceeding in a marked crosswalk westbound from Flamingo Dr across Bedford Hwy.	Minor injury	BEDFORD HWY & FLAMINGO DR	East	Turning left	TRAFFIC SIGNAL	3-LEG INTERSECTION	Dusk
24-6700	1/16/2024, 09:31	V1 proceeding through stop sign as uninvolved vehicle was approaching. V1 accelerated forwarded and struck a tree and a pedestrian on the sidewalk.	Moderate injury	FENWICK ST & QUEEN ST	East	Going straight ahead	STOP CONTROL	3-LEG INTERSECTION	Snow
24-67803	5/19/2024, 20:38	V1 northbound on Barrington St dropped off two passengers on Barrington St. As passengers were crossing the road V1 struck one of the individuals.	Moderate injury	BARRINGTON ST & SACKVILLE ST	North	Going straight ahead	UNCONTROLLED - ROADWAY	ROADWAY	Dusk
24-68321	5/23/2024, 07:13	V1 struck pedestrian proceeding in a marked crosswalk at intersection of Young and Robie St.	Moderate injury	ROBIE ST & YOUNG ST	East	Turning right	TRAFFIC SIGNAL	4-LEG INTERSECTION	
24-68354	5/23/2024, 08:03	V1 struck pedestrian.	Moderate injury	HWY 111 EXIT 7W OFF RAMP & PORTLAND ST	Northwest	Merging into traffic	MARKED CROSSING (BASIC)	SLIP-LANE	Improper crossing
24-68613	5/23/2024, 15:13	Pedestrian entered the street and was sideswiped by V1.	None	GOTTINGEN ST	North	Going straight ahead	UNCONTROLLED - ROADWAY	ROADWAY	
24-72250	5/30/2024, 22:49	V1 hit pedestrian crossing in crosswalk.	Minor injury	SOUTH PARK ST & UNIVERSITY AVE	South	Turning right	MARKED CROSSING (BASIC)	SLIP-LANE	
24-72977	6/1/2024, 08:25	[No comments provided]	None	CALDWELL RD	South	Going straight ahead	UNCONTROLLED - ROADWAY	ROADWAY	
24-75139	6/5/2024, 17:04	V1 struck pedestrian proceeding in a marked crosswalk.	Moderate injury	ALMON ST & WINDSOR ST	North	Turning left	TRAFFIC SIGNAL	4-LEG INTERSECTION	Darkness; Rain
24-75484	6/6/2024, 10:43	V1 was executing a right turn onto Willett St when it struck a pedestrian crossing in an intersection.	Minor injury	DUNBRACK ST & WILLETT ST	East	Turning right	TRAFFIC SIGNAL	4-LEG INTERSECTION	
24-75660	6/6/2024, 14:55	V1 westbound on Charles St struck pedestrian southbound on Creighton St in crosswalk.	None	CHARLES ST & CREIGHTON ST	West	Going straight ahead	MARKED CROSSING (BASIC)	4-LEG INTERSECTION	Driver inattentive; Work zone
24-76216	6/7/2024, 16:54	Pedestrian eastbound on Almon St walking past parking lot entrance. V1 exited the parking lot turned right onto Almon St and made contact with the person as they crossed.	None	AGRICOLA ST & ALMON ST	Southwest	Turning right	UNCONTROLLED - DRIVEWAY	DRIVEWAY	
24-76300	6/7/2024, 19:54	V1 northbound on Queen St turned right onto Sackville St and struck a pedestrian proceeding in a marked crosswalk.	Minor injury	DRESDEN ROW & SACKVILLE ST	North	Turning right	TRAFFIC SIGNAL	3-LEG INTERSECTION	Dusk
24-7762	1/18/2024, 15:35	[No comments provided]	Serious injury	METROPOLITAN AVE	West	Turning left	UNCONTROLLED - ROADWAY	ROADWAY	Glare or reflection; Driver inattentive; Improper crossing; Pedestrian distracted or inattentive
24-77997	6/11/2024, 11:02	V1 turning right onto Agricola St from residential driveway struck pedestrian proceeding along sidewalk.	Minor injury	AGRICOLA ST & NORTH ST	Unknown	Merging into traffic	UNCONTROLLED - DRIVEWAY	DRIVEWAY	
24-79097	6/13/2024, 11:33	V1 halted at stop sign waiting to merge with traffic. A pedestrian entered the crosswalk in front of the V1. V1 pulled out and struck the pedestrian.	Minor injury	KANE ST & ROBIE ST	West	Going straight ahead	STOP CONTROL	3-LEG INTERSECTION	
24-79993	6/14/2024, 19:53	V1 travelling westbound on Glendale Dr struck pedestrian in crosswalk at the intersection of Pinehill Dr and Glendale Dr.	Serious injury	GLENDALE DR & PINEHILL DR	West	Going straight ahead	MARKED CROSSING (BEACON)	3-LEG INTERSECTION	Glare or reflection
24-80034	6/14/2024, 21:04	V1 EXITING PARKING LOT ONTO MAIN ST STRUCK A PEDESTRIAN.	Minor injury	MAIN ST	North	Going straight ahead	UNCONTROLLED - DRIVEWAY	DRIVEWAY	
24-8127	1/19/2024, 13:27	V1 turned left and struck two pedestrians proceeding in a marked crosswalk.	Moderate injury	PARK AVE & WENTWORTH ST	East	Turning left	STOP CONTROL	3-LEG INTERSECTION	
24-8187	1/19/2024, 15:17	Pedestrian entered roadway and was struck by V1	Moderate injury	BARRINGTON ST & GREEN ST	South	Turning left	MARKED CROSSING (BASIC)	3-LEG INTERSECTION	
24-82620	6/20/2024, 07:10	V1 turning right from Flamingo Dr struck pedestrian as they entered a marked crosswalk.	Minor injury	BEDFORD HWY & FLAMINGO DR	Southeast	Turning right	TRAFFIC SIGNAL	3-LEG INTERSECTION	

COLLISION REPORT #	DATE AND TIME	COLLISION REPORT COMMENTS	INJURY SEVERITY	LOCATION	DIRECTION OF TRAVEL	VEHICLE MANOEUVRE	VEHICLE TRAFFIC CONTROL	CONFIGURATION	NOTES
24-84790	6/24/2024, 13:53	V1 turned into parking lot while pedestrian in wheelchair was crossing and made contact.	None	PORTLAND ST	East	Turning right	UNCONTROLLED - DRIVEWAY	DRIVEWAY	
24-84815	6/24/2024, 14:34	V1 westbound on Spring Garden Rd approaching the intersection with Birmingham St failed to yield and struck pedestrian in the crosswalk.	Minor injury	BIRMINGHAM ST & SPRING GARDEN RD	West	Going straight ahead	MARKED CROSSING (BASIC)	4-LEG INTERSECTION	
24-85480	6/25/2024, 21:05	V1 southbound on Novalea Dr failed to yield right-of-way and struck pedestrian crossing the road in a marked crosswalk from Novalea Dr towards Hennessey Pl.	Moderate injury	HENNESSEY PL & NOVALEA DR	South	Going straight ahead	MARKED CROSSING (BASIC)	3-LEG INTERSECTION	Darkness; Rain
24-86201	6/27/2024, 10:08	Pedestrian proceeding in a marked crosswalk on Ochterloney St crossing King St struck by V1 turning left onto King St.	Moderate injury	OCHTERLONEY ST	East	Turning left	MARKED CROSSING (BASIC)	4-LEG INTERSECTION	
24-86383	6/27/2024, 16:09	DRIVER STOPPED AND DROPPED OFF PASSENGERS. ONE OF THE PASSENGER APPROACHED THE VEHICLE AND FOOT WAS RAN OVER AS VEHICLE WAS DRIVING AWAY.	Moderate injury	ST MARGARETS BAY RD	East	Leaving roadside	UNCONTROLLED - ROADWAY	SIDEWALK/SHOULDER	Pedestrian in roadway
24-86429	6/27/2024, 18:00	V1 Southbound on Parkland Dr executed a right turn into parking lot when it struck two pedestrians proceeding along the sidewalk.	Moderate injury	KEARNEY LAKE RD	Southwest	Turning right	UNCONTROLLED - DRIVEWAY	DRIVEWAY	
24-89336	7/3/2024, 16:50	V1 struck pedestrian in a marked at crosswalk.	Minor injury	BARRINGTON ST & GREEN ST	North	Going straight ahead	MARKED CROSSING (BASIC)	3-LEG INTERSECTION	
24-8951	1/21/2024, 11:00	V1 exiting parking lot onto Caldwell Rd struck passenger on sidewalk who was walking south.	Moderate injury	CALDWELL RD	West	Merging into traffic	UNCONTROLLED - DRIVEWAY	DRIVEWAY	Driver inattentive
24-89830	7/4/2024, 15:00	[No comments provided]	Moderate injury	HERRING COVE RD	East	Going straight ahead	UNCONTROLLED - ROADWAY	SIDEWALK/SHOULDER	
24-90957	7/6/2024, 23:20	V1 Eastbound on South St struck a pedestrian in marked crosswalk with activated lights.	Moderate injury	SOUTH ST & WELLINGTON ST	Southeast	Going straight ahead	MARKED CROSSING (BEACON)	3-LEG INTERSECTION	Darkness; Driver inattentive
24-9360	1/22/2024, 09:45	V1 Southbound on Scarlet Rd struck pedestrian crossing Scarlet Rd at the intersection with Gateway Rd.	Minor injury	GATEWAY RD & SCARLET RD	South	Turning left	STOP CONTROL	3-LEG INTERSECTION	
24-93964	7/12/2024, 14:46	Pedestrian crossing the road from one parking lot to another. V1 exited parking lot and executed a right turn. V1 struck pedestrian proceeding in a marked crosswalk.	Minor injury	LACEWOOD DR	Southeast	Turning right	TRAFFIC SIGNAL	4-LEG INTERSECTION	
24-98830	7/22/2024, 09:19	V1 turned left onto Prince Albert Rd from Hawthorne and collided with a pedestrian crossing in a marked crosswalk.	Moderate injury	HAWTHORNE ST & PRINCE ALBERT RD	East	Turning left	TRAFFIC SIGNAL	4-LEG INTERSECTION	

2024 Pedestrian Collision Locations



Attachment 3 - 2024 Collisions involving Micromobility Users

The following list outlines **89** reported collisions from **2024** which have been identified to involve a person using a micromobility device.
Some collision descriptions have been edited for clarity and to remove any unnecessary details of the persons and vehicles involved.

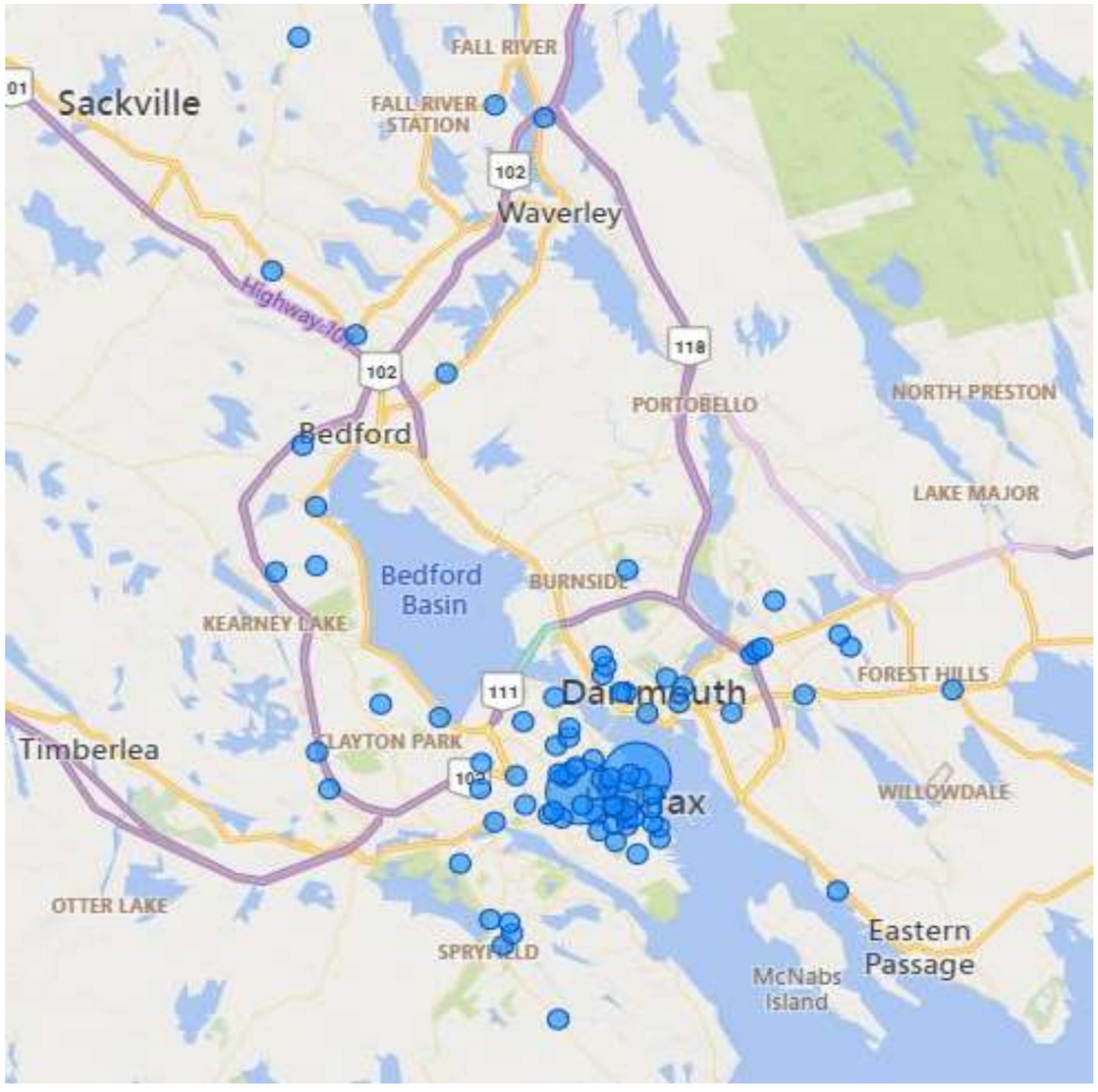
ACCIDENT REPORT #	DATE AND TIME	COLLISION REPORT COMMENTS	INJURY SEVERITY	LOCATION	COLLISION CONFIGURATION	COLLISION LOCATION TYPE	NOTES
24-100424	7/25/2024, 9:10	V1 slowing for traffic circle, cyclist ran into the back of the vehicle at speed	SERIOUS	HIGHWAY 2 & HWY 102 EXIT 5	REAR END	ROUNDABOUT APPROACH	CYCLIST RAN INTO BACK OF VEHICLE
24-100637	7/25/2024, 16:00	V1 was travelling Northwest down Pine Grove Dr. V1 executed a right turn onto Herring Cove Rd. V1 struck V2 a cyclist driving E-scooter who failed to	MODERATE	HERRING COVE RD & PINE GROVE DR	RIGHT ANGLE AT CROSSWALK	MINOR STREET STOP CONTROLLED INTERSECTION	PERSON OPERATED E-SCOOTER IN PEDESTRIAN CROSSWALK
24-101003	7/26/2024, 10:49	V1 a scooter Southbound on Bell Rd reached the intersection of Bell Rd and Sackville St was struck by the right side mirror of V2 which then left scene failing to provide information.	MINOR	BELL RD & SACKVILLE ST	SAME DIRECTION SIDESWIPE	SIGNALIZED INTERSECTION	DRIVER SIDESWIPED MICROMOBILITY USER TRAVELING WITHIN VEHICLE/BICYCLE ZEBRA CONFLICT MARKINGS
24-101141	7/26/2024, 15:19	V2 a cyclist proceeding along Washmill Lake Dr turned into the parking lot entrance and ran into a truck at the Stop Sign waiting to exit	MODERATE	WASHMILL LAKE DR AT CIVIC 190 CHAIN LAKE DR ACCESS	APPROACHING SIDESWIPE	PARKING LOT / DRIVEWAY ACCESS	CYCLIST RAN INTO SIDE OF CAR WHEN MAKING TURN
24-102830	7/30/2024, 8:27	V1 entering Lady Hammond Rd from parking. V2 a cyclist Westbound on sidewalk drove into side of V1.	MINOR	6024 LADY HAMMOND RD	RIGHT ANGLE AT PEDESTRIAN TRAVELWAY	PARKING LOT / DRIVEWAY ACCESS	CYCLIST TRAVELING ON SIDEWALK
24-10546	1/24/2024, 12:55	V1 Eastbound on Spring Garden Rd stopped in traffic. A passenger in V1 opened the door to disembark as V2 a cyclist passing collided with the	MINOR	5675 SPRING GARDEN RD	DOORED	ROADWAY MIXED VEHICLE TRAVEL LANE	
24-105775	8/4/2024, 16:48	V1 Westbound on Morris St executing a right turn onto Barrington St V2 a cyclist Southbound on Barrington proceeded through a Red Light in crosswalk onto Morris and collided with V1.	MINOR	BARRINGTON ST & MORRIS ST	RIGHT ANGLE AT CROSSWALK	SIGNALIZED INTERSECTION	CYCLIST TRAVELING IN PEDESTRIAN CROSSWALK
24-106334	8/5/2024, 20:26	V1 SOUTHBOUND ON ROMANS AVE STRUCK A PEDESTRIAN ON A SCOOTER FAILING TO OBEY RIGHT OF WAY.	MODERATE	3333 ROMANS AVE	STRAIGHT INTO OBJECT IN ROADWAY	ROADWAY MIXED VEHICLE TRAVEL LANE	MICROMOBILITY USER WAS REPORTED TO BE A CHILD WHO DARTED INTO THE ROADWAY ON A
24-106369	8/5/2024, 21:34	Pedestrian proceeding in marked crosswalk mounted on lite motorized scooter struck by V1.	MODERATE	ALDERNEY DR & NORTH ST	RIGHT ANGLE AT CROSSWALK	MINOR STREET STOP CONTROLLED INTERSECTION	E-SCOOTERIST TRAVELING IN PEDESTRIAN CROSSWALK, DARKNESS
24-107208	8/7/2024, 16:48	V1 Eastbound on Tacoma Dr turned right into the parking lot as V2 a cyclist proceeding in the same direction through the intersection attempted to pass and collision resulted.	MINOR	55 TACOMA DR	RIGHT HOOK	PARKING LOT / DRIVEWAY ACCESS	DRIVER FAILED TO YIELD ROW TO CYCLIST
24-109829	8/12/2024, 18:28	V1 was stopped when it was rear ended by V2 a cyclist	NO INJURY	HERRING COVE RD & WILLIAMS LAKE RD	REAR END	SIGNALIZED INTERSECTION APPROACH	CYCLIST RAN INTO BACK OF VEHICLE
24-110436	8/13/2024, 22:04	V1 WESTBOUND ON CUNARD ST EXECUTED A LEFT TURN ONTO CREIGHTON ST AND STRUCK V2 AN ELECTRIC SCOOTER	MODERATE	CUNARD ST & CREIGHTON ST	UNKNOWN	MINOR STREET STOP CONTROLLED INTERSECTION	MICROMOBILITY USER WAS OPERATING AN E-SCOOTER, DARKNESS
24-113354	8/19/2024, 17:18	V1 stopped at Red Light on Main St at intersection with Hartlen St when V2 an electric scooter rear ended V1.	UNKNOWN	MAIN ST & HARTLEN ST	REAR END	SIGNALIZED INTERSECTION APPROACH	E-SCOOTERIST RAN INTO BACK OF VEHICLE
24-113826	8/20/2024, 15:18	V1 travelling North, struck cyclist crossing marked crosswalk on their bike.	NO INJURY	172 WYSE RD	UNKNOWN	UNKNOWN	
24-115661	8/24/2024, 12:29	V2 a cyclist Westbound on Quinpool Rd swerved and struck V1 proceeding same direction in parallel lane.	MINOR	6455 QUINPOOL RD	SAME DIRECTION SIDESWIPE	ROADWAY MIXED VEHICLE TRAVEL LANE	CYCLIST SWERVED
24-116986	8/27/2024, 9:02	V1 in the left lane Eastbound on Quinpool Rd. V2 a cyclist also Eastbound on Quinpool Rd in the right lane. At the intersection of Quinpool Rd and Rosebank Ave V1 turned from the left into the right lane then attempted to turn onto Rosebank Ave. While doing so V1 crossed path of V2 causing it to	MINOR	1988 QUINPOOL RD	CROSSING PATH TO THE RIGHT	ROADWAY MIXED VEHICLE TRAVEL LANE	DRIVER FAILED TO YIELD ROW TO CYCLIST
24-117455	8/28/2024, 8:47	V1 struck V2 a cyclist in an intersection when executing a left turn with a Green Light. V2 had been in a multi-purpose lane with a Green Light as	MODERATE	UPPER WATER ST & CASINO PARKADE ACCESS ROAD	UNKNOWN	SIGNALIZED INTERSECTION	DRIVER REPORTED TO FAIL YIELDING ROW TO CYCLIST / ROAD UNDERGOING CONSTRUCTION
24-117965	8/29/2024, 11:11	V1 executing a right turn collided with V2 a cyclist proceeding in crosswalk	NO INJURY	PORTLAND ST & PRINCE ARTHUR AVE	RIGHT ANGLE AT CROSSWALK	SIGNALIZED INTERSECTION	CYCLIST TRAVELING IN PEDESTRIAN CROSSWALK
24-118115	8/29/2024, 15:37	V1 was traveling West on Coburg and was turning left(SB) onto Edward St when they struck a cyclist who was traveling East bound on Coburg.	MINOR	COBURG RD & EDWARD ST	UNKNOWN	MINOR STREET STOP CONTROLLED INTERSECTION	CYCLIST MAY HAVE BEEN TRAVELING WITHIN PEDESTRIAN CROSSWALK
24-118407	8/30/2024, 6:26	V1 Southbound on Wyse preparing to turn East onto Wyse Rd when it collided with V2 a scooter also Southbound on Wyse Rd in the bike lane.	MINOR	WYSE RD & PELZANT ST	UNKNOWN	UNKNOWN	CYCLIST TRAVELING WITHIN VEHICLE/BICYCLE ZEBRA CONFLICT MARKINGS
24-118633	8/30/2024, 15:51	V1 proceeding through the Armdale Roundabout struck V2 a cyclist riding through a crosswalk.	MODERATE	ARMDALE ROT	RIGHT ANGLE AT CROSSWALK	ROUNDABOUT	CYCLIST TRAVELING IN PEDESTRIAN CROSSWALK
24-119045	8/31/2024, 12:59	V1 proceeding outbound Main St turned right into driveway and collided with V2 a cyclist proceeding to the right of V1.	NO INJURY	132 MAIN ST	RIGHT HOOK	PARKING LOT / DRIVEWAY ACCESS	
24-121399	8/28/2024, 16:50	V1 EXECUTING A TURN WAS STRUCK IN REAR BY V2 A CYCLIST	MODERATE	MUMFORD RD & OLIVET ST	REAR END	MINOR STREET STOP CONTROLLED INTERSECTION	CYCLIST RAN INTO BACK OF VEHICLE
24-122060	9/6/2024, 13:06	V1 and V2 a cyclist collided in the intersection of South Park and Morris St.	NO INJURY	SOUTH PARK ST & MORRIS ST	UNKNOWN	SIGNALIZED INTERSECTION	

ACCIDENT REPORT #	DATE AND TIME	COLLISION REPORT COMMENTS	INJURY SEVERITY	LOCATION	COLLISION CONFIGURATION	COLLISION LOCATION TYPE	NOTES
24-123483	9/9/2024, 15:25	V1 travelling eastbound on Bayers Rd, turning into a parking lot. B1, an electric bike was riding on the side walk, in the same direction. V1 crossed the pathway of B1.	MINOR	6552 BAYERS RD	RIGHT TURN ACROSS PEDESTRIAN TRAVELWAY	PARKING LOT / DRIVEWAY ACCESS	E-CYCLIST TRAVELING ON SIDEWALK
24-124264	9/11/2024, 8:15	V1 Southeast at Stop Sign. V1 struck V2 a cyclist.	MINOR	ALBRO LAKE RD & CATHERINE ST	RIGHT ANGLE AT CROSSWALK	MINOR STREET STOP CONTROLLED INTERSECTION	CYCLIST TRAVELING IN PEDESTRIAN CROSSWALK
24-125643	9/13/2024, 11:37	V1 proceeded from Stop Sign intersection of Allan and Windsor St and struck V2 a cyclist Southbound on Windsor St.	MINOR	WINDSOR ST & ALLAN ST	RIGHT TURN INTO TRAFFIC	MINOR STREET STOP CONTROLLED INTERSECTION	DRIVER FAILED TO YIELD ROW TO CYCLIST
24-131350	9/24/2024, 14:55	V1 entering Roundabout struck V2 a cyclist already proceeding within the Roundabout.	MODERATE	NORTH PARK ST & CUNARD ST	SAME DIRECTION SIDESWIPE	ROUNDABOUT	DRIVER FAILED TO YIELD ROW TO CYCLIST
24-132335	9/26/2024, 13:19	V1 was turning right onto the highway 102 form Lacewood Dr. P1 was crossing the ramp on an electric scooter.	MINOR	LACEWOOD DR & HIGHWAY 102 SB EXIT 2A ON RAMP	RIGHT TURN ACROSS CROSSWALK	SIGNALIZED INTERSECTION	E-SCOOTERIST TRAVELING IN PEDESTRIAN CROSSWALK
24-132357	9/26/2024, 13:54	V1 was travelling straight executed a right turn and struck V2 cyclist proceeding straight. V2 struck the passenger side of V1.	MODERATE	NORTH ST & GLADSTONE ST	UNKNOWN	MINOR STREET STOP CONTROLLED INTERSECTION	DRIVER WAS REPORTED AS BEING FATIGUED
24-134338	9/30/2024, 14:13	V1 Eastbound on Old Sambro Rd turned left into Penney Ave and struck Westbound V2 a cyclist proceeding in opposite direction.	NO INJURY	OLD SAMBRO RD & PENNY AVE	LEFT TURN ACROSS OPPOSING TRAFFIC	MINOR STREET STOP CONTROLLED INTERSECTION	DRIVER FAILED TO YIELD ROW TO CYCLIST
24-138463	10/8/2024, 18:45	V1 Southbound on Upper Water St when it was side swiped by V2 a cyclist	MINOR	1983 UPPER WATER ST	SAME DIRECTION SIDESWIPE	ROADWAY MIXED VEHICLE TRAVEL LANE	ROAD UNDERGOING CONSTRUCTION, RAINING,
24-138692	10/9/2024, 8:53	V1 turn left from Dumbarton Ave onto Caledonia Rd and collided with V2 a cyclist crossing Caledonia Rd.	MINOR	CALEDONIA RD & DUMBARTON AVE	LEFT TURN ACROSS CROSSWALK	ALL-WAY STOP CONTROLLED INTERSECTION	CYCLIST TRAVELING IN PEDESTRIAN CROSSWALK
24-138940	10/9/2024, 16:59	V1 rear ended by V2 a cyclist.	MODERATE	THISTLE ST & MAYFLOWER ST	REAR END	MINOR STREET STOP CONTROLLED INTERSECTION APPROACH	CYCLIST RAN INTO BACK OF VEHICLE
24-141889	10/11/2024, 18:00	Vehicle was entering a parking lot and did see the scooterist which was operating in an unexpected location (no on sidewalk and going wrong way next to the curb).	MINOR	320 FLYING CLOUD DR	HEAD ON	PARKING LOT / DRIVEWAY ACCESS	MICROMOBILITY USER WAS REPORTED TO BE A CHILD WHO WAS TRAVELING IN THE WRONG DIRECTION WITHIN THE ROADWAY
24-142918	10/17/2024, 14:45	V1 Southeast on Windmill Rd V2 a cyclist also Southeast on Windmill Rd. V1 turned right onto Geary St and V2 unable to stop in time struck the passenger side of V1	NO INJURY	WINDMILL RD & GEARY ST	RIGHT HOOK	MINOR STREET STOP CONTROLLED INTERSECTION	
24-143252	10/18/2024, 8:12	V1 was exiting the parking lot to turn right. V2 a bike was on the sidewalk going the opposite direction and was bumped by V1 when a vehicle stopped and waved V1 out	NO INJURY	664 SACKVILLE DR	RIGHT ANGLE AT PEDESTRIAN TRAVELWAY	PARKING LOT / DRIVEWAY ACCESS	CYCLIST TRAVELING ON SIDEWALK
24-145108	10/22/2024, 6:53	V1 and V2 proceeding straight along roadway when V1 rear ended V2.	NO INJURY	5967 SOUTH ST	REAR END	ROADWAY MIXED VEHICLE TRAVEL LANE	DRIVER RAN INTO BACK OF CYCLIST, DAWN
24-148343	10/28/2024, 18:06	V1 was turning left at a three way intersection with a Stop Signer and struck V2 a cyclist who was crossing.	SERIOUS	FLAMINGO DR & MEADOWLARK CRES	LEFT TURN ACROSS OPPOSING TRAFFIC	ALL-WAY STOP CONTROLLED INTERSECTION	DUSK
24-148615	10/29/2024, 11:42	-	MODERATE	5210 ST MARGARETS BAY RD	UNKNOWN	PARKING LOT / DRIVEWAY ACCESS	
24-149227	10/30/2024, 15:23	V2 a cyclist Southbound on Spring Garden Rd between intersections of Summer St and South Park St. V1 parked and Driver opened door to exit vehicle. V2 struck door causing cyclist to fall.	SERIOUS	SPRING GARDEN RD BETWEEN SUMMER ST AND SOUTH PARK ST	DOORED	ROADWAY MIXED VEHICLE TRAVEL LANE	
24-153113	11/7/2024, 19:03	V1 Westbound on Eisener Blvd toward Portland St turned right into the parking and struck V2 a cyclist traveling on the sidewalk causing injury.	MODERATE	EISNER BLVD AT CIVIC 660 PORTLAND ST ACCESS	RIGHT TURN ACROSS PEDESTRIAN TRAVELWAY	PARKING LOT / DRIVEWAY ACCESS	CYCLIST TRAVELING ON SIDEWALK, DARKNESS
24-153307	11/8/2024, 8:30	V1 on Young St failed to obey Stop Sign entered intersection with Inglis St and struck V2.	NO INJURY	SOUTH PARK ST & INGLIS ST	RIGHT ANGLE	ALL-WAY STOP CONTROLLED INTERSECTION	DRIVER FAILED TO YIELD ROW TO CYCLIST
24-154431	11/10/2024, 14:56	V1 a cyclist Eastbound on Sackville St with a Green Light. V2 executed a left turn onto Dresden Row and struck V1.	NO INJURY	SACKVILLE ST & DRESDEN ROW	LEFT TURN ACROSS OPPOSING TRAFFIC	SIGNALIZED INTERSECTION	DRIVER FAILED TO YIELD ROW TO CYCLIST
24-164765	12/3/2024, 8:27	Vehicle vs bicyclist accident	MINOR	COLE HARBOUR RD & JOHN STEWART DR	LEFT TURN AGAINST TRAFFIC	MINOR STREET STOP CONTROLLED INTERSECTION	DRIVER FAILED TO YIELD ROW TO CYCLIST, SUN GLARE
24-165202	12/4/2024, 6:31	Vehicle 1 was driving south-west on Hines road, went through a stop sign a struck the rear wheel of pedestrian 1s bicycle on the right side.	MINOR	MAIN RD & HINES RD	RIGHT TURN INTO TRAFFIC	MINOR STREET STOP CONTROLLED INTERSECTION	DRIVER FAILED TO YIELD ROW TO CYCLIST, DARKNESS
24-167710	12/9/2024, 14:08	V1 failed to obey Stop Sign on Union St at intersection with Young St then collided with V2 a cyclist Westbound on Young St. V1 then fled the scene.	MINOR	YOUNG ST & UNION ST	RIGHT TURN INTO TRAFFIC	MINOR STREET STOP CONTROLLED INTERSECTION	DRIVER FAILED TO YIELD ROW TO CYCLIST
24-168358	12/10/2024, 21:40	V1 was entering Roundabout from Cogswell St and failed to observe V2 a cyclist already in Roundabout and collided with V2.	NO INJURY	COGSWELL ST & NORTH PARK ST	UNKNOWN	ROUNDABOUT	DRIVER FAILED TO YIELD ROW TO CYCLIST, RAINING
24-169758	12/13/2024, 15:30	V1 exiting driveway to enter traffic. V2 a cyclist collided with the right fender of V1 as it moved forward.	NO INJURY	6969 BAYERS RD	RIGHT ANGLE AT PEDESTRIAN TRAVELWAY	PARKING LOT / DRIVEWAY ACCESS	CYCLIST TRAVELING ON SIDEWALK
24-28722	3/2/2024, 19:18	V1 was stopped at the intersection of Pleasant St and Prince Albert Rd intending to execute a right turn when V2 a cyclist proceeding along the sidewalk struck the passenger bumper of V1.	UNKNOWN	PLEASANT ST & PRINCE ALBERT RD	RIGHT ANGLE AT CROSSWALK	ALL-WAY STOP CONTROLLED INTERSECTION	CYCLIST TRAVELING IN PEDESTRIAN CROSSWALK, DUSK

ACCIDENT REPORT #	DATE AND TIME	COLLISION REPORT COMMENTS	INJURY SEVERITY	LOCATION	COLLISION CONFIGURATION	COLLISION LOCATION TYPE	NOTES
24-42466	4/2/2024, 7:24	V1 entered an intersection from a Stop Sign and struck V2 a cyclist who had the right of way.	NO INJURY	VERNON ST & PEPPERELL ST	UNKNOWN	MINOR STREET STOP CONTROLLED INTERSECTION	DRIVER FAILED TO YIELD ROW TO CYCLIST
24-4505	1/11/2024, 8:52	V2 Eastbound on Bell Rd struck V2 a cyclist in a marked Crosswalk.	SERIOUS	BELL RD & AHERN AVE	RIGHT ANGLE AT CROSSWALK	RA-5 WITH FLASHING BEACONS CROSSING	CYCLIST TRAVELING IN PEDESTRIAN CROSSWALK, WET ROAD SURFACE, GLARE OR REFLECTION,
24-49539	4/15/2024, 14:43	V1 stopped at intersection of Allan and Windsor St. V1 then executed a left turn onto Windsor. V2 an electric unicycle Southbound on the shoulder of Windsor St was struck by V1.	MODERATE	WINDSOR ST & ALLAN ST	LEFT TURN AGAINST TRAFFIC	MINOR STREET STOP CONTROLLED INTERSECTION	DRIVER FAILED TO YIELD ROW TO PERSON OPERATING AN ELECTRIC UNICYCLE, VIEW OBSTRUCTED
24-52568	4/21/2024, 15:58	Vehicle going south on Cobequid Rd, driver impaired and going too fast and lost control. Vehicle skidded off the road to the right and hit a cyclist on the sidewalk.	SERIOUS	64 COBEQUID RD	RAN OFF ROAD TO RIGHT	SIDEWALK	DRIVER WAS IMPAIRED
24-53370	4/23/2024, 11:30	V2 a cyclist fleeing from Police swerving traffic dangerously through traffic. V1 stopped in traffic was struck by V2.	NO INJURY	UPPER WATER ST & BARRINGTON ST	HEAD ON	SIGNALIZED INTERSECTION	CYCLIST WAS IMPAIRED AND FLEEING FROM POLICE
24-53542	4/23/2024, 17:11	V1 traveling Southbound on Hollis St in bike lane when V1 executed a right turn from Hollis St onto Salter St and a collision resulted.	UNKNOWN	HOLLIS ST & SALTER ST	RIGHT HOOK	MINOR STREET STOP CONTROLLED INTERSECTION	DRIVER FAILED TO YIELD ROW TO CYCLIST TRAVELING WITHIN VEHICLE/BICYCLE ZEBRA
24-55089	4/26/2024, 18:57	V2 turned left at intersection and struck V1 Northbound on Robie St through intersection with Green Light which was proceeding straight. V1 then struck V3 a cyclist stopped a traffic light.	MINOR	ROBIE ST & JUBILEE RD	OTHER	SIGNALIZED INTERSECTION	COLLISION WITH CYCLIST WAS THE RESULT OF A VEH-VEH COLLISION
24-55487	4/27/2024, 17:00	V1 turned in and was already well into commercial driveway when it was struck by V2 a cyclist	MINOR	1709 LOWER WATER ST	UNKNOWN	PARKING LOT / DRIVEWAY ACCESS	
24-55935	4/28/2024, 18:15	V1 a cyclist Eastbound on Walter Havill Dr V2 Westbound on Walter Havill Dr near Ridgestone Crt. V1 struck the passenger mirror of V2.	SERIOUS	37 WALTER HAVILL DR	APPROACHING SIDESWIPE	ROADWAY MIXED VEHICLE TRAVEL LANE	
24-59526	5/5/2024, 15:08	V1 proceeded into marked crosswalk with obstructed view due to vehicle ahead and struck V2 a cyclist.	MODERATE	CHEBUCTO RD & BENJAMIN GREEN DR	RIGHT ANGLE AT CROSSWALK	RA-5 WITH FLASHING BEACONS CROSSING	CYCLIST TRAVELING IN PEDESTRIAN CROSSWALK
24-59938	5/6/2024, 12:45	V1 a cyclist was struck by an unknown vehicle which then left scene failing to provide information.	MODERATE	600 HERRING COVE RD	SAME DIRECTION SIDESWIPE	ROADWAY SHOULDER	
24-62054	5/10/2024, 16:40	V2 a cyclist Southbound when it collided with V1 which was executing a left turn at an intersection.	MINOR	BEDFORD HWY & BAYVIEW RD	LEFT TURN ACROSS OPPOSING TRAFFIC	SIGNALIZED INTERSECTION	DRIVER FAILED TO YIELD ROW TO CYCLIST, FOG OR MIST
24-67491	5/21/2024, 16:42	V1 proceeding in transit lane struck V2 a cyclist in a marked crosswalk.	SERIOUS	GOTTINGEN ST & CHARLES ST	RIGHT ANGLE AT CROSSWALK	RA-5 WITH FLASHING BEACONS	CYCLIST TRAVELING IN PEDESTRIAN CROSSWALK
24-67766	5/22/2024, 8:35	V1 AND V2 AN E-BIKE SOUTHBOUND ON UPPER WATER ST. V1 TURNED LEFT ONTO AND V2 WAS NOT ABLE TO STOP IN TIME COLLIDED WITH V1.	MINOR	1983 UPPER WATER ST	LEFT HOOK	PARKING LOT / DRIVEWAY ACCESS	E-CYCLIST TRAVELING WITHIN A TEMPORARY MULTI-USE PATHWAY FOR THE COGSWELL
24-69562	5/25/2024, 10:30	V1 Northeast on Rocky Lake Dr attempted to execute a left turn onto Duke St when it collided with V2 a cyclist.	SERIOUS	ROCKY LAKE DR & DUKE ST	UNKNOWN	MINOR STREET STOP CONTROLLED INTERSECTION	
24-70668	5/27/2024, 18:04	V1 pulling away from stop on Herring Cove Rd when V2 a cyclist fell down in between V1 and the curb.	MODERATE	273 HERRING COVE RD	OTHER	ROADWAY MIXED VEHICLE TRAVEL LANE	INVOLVED A TRANSIT BUS
24-73106	6/1/2024, 15:08	V1 turned right into parking lot off Larry Uteck. Blvd and was struck by V2 a cyclist.	NO INJURY	420 LARRY UTECK BLVD	RIGHT HOOK	PARKING LOT / DRIVEWAY ACCESS	RAINING, VIEW OBSTRUCTED
24-77666	6/10/2024, 18:06	V1 struck V2 a cyclist proceeding in a crosswalk	MINOR	LARRY UTECK BLVD & PEAKVIEW WAY	RIGHT ANGLE AT CROSSWALK	RRFB CROSSING	CYCLIST TRAVELING IN PEDESTRIAN CROSSWALK
24-78088	6/11/2024, 13:48	V1 Southbound on Hollis and Terminal Rd crossed lane to right while indicating a left turn and struck V2 a cyclist proceeding in right lane.	MINOR	HOLLIS ST & TERMINAL RD	CROSSING PATH TO THE RIGHT	ALL-WAY STOP CONTROLLED INTERSECTION	
24-79203	6/13/2024, 14:31	V1 Southbound on Hawthorne St when V2 a cyclist struck the passenger side of V1 attempting to proceed through a crosswalk.	UNKNOWN	PRINCE ALBERT RD & HAWTHORNE ST	RIGHT ANGLE AT CROSSWALK	SIGNALIZED INTERSECTION	CYCLIST TRAVELING IN PEDESTRIAN CROSSWALK
24-79291	6/13/2024, 17:18	V1 turned left from Commodore Dr onto Eileen Stubbs Ave. V2 a cyclist crossed the street onto Eileen Stubbs Ave perpendicular to traffic then turned left in front of V1. V1 struck V2.	MODERATE	COMMODORE DR & EILEEN STUBBS AVE	OTHER	SIGNALIZED INTERSECTION	CYCLIST WAS REPORTED TO BE TRAVELING IN WRONG DIRECTION
24-79298	6/13/2024, 17:23	V1 Southbound on Bell Rd. V2 a cyclist Northbound in bike lane. V1 turned left on to Ahern Ave crossing path of V1. V2 struck V1.	MODERATE	BELL RD & AHERN AVE	LEFT TURN ACROSS OPPOSING TRAFFIC	MINOR STREET STOP CONTROLLED INTERSECTION	DRIVER FAILED TO YIELD ROW TO CYCLIST TRAVELING WITHIN VEHICLE/BICYCLE ZEBRA
24-80752	6/16/2024, 13:35	V1 Northbound on Lucien Dr halted at a Stop Sign. V2 was proceeding from the right onto Mount Edward Rd. V1 then struck V2 as it crossed path of V1.	MODERATE	MOUNT EDWARD RD & LUCIEN DR	RIGHT TURN INTO TRAFFIC	MINOR STREET STOP CONTROLLED INTERSECTION	
24-82011	6/18/2024, 22:11	V1 travelling north on Windsor ST, made left turn at the intersection of Windsor ST and North ST and hit cyclist in crosswalk.	MODERATE	WINDSOR ST & NORTH ST	LEFT TURN ACROSS CROSSWALK	SIGNALIZED INTERSECTION	CYCLIST TRAVELING IN PEDESTRIAN CROSSWALK, DARKNESS
24-82347	6/19/2024, 16:11	Vehicle 1 was travelling to the intersection of Beaverbank Rd and Mayflower Avenue when vehicle 1 collided with bicycle 1.	MODERATE	BEAVER BANK RD & MAYFLOWER AVE	RIGHT ANGLE AT CROSSWALK	RRFB CROSSING	CYCLIST TRAVELING IN PEDESTRIAN CROSSWALK
24-83494	6/21/2024, 19:19	V1 entered parked position on Brunswick St as Driver opened their door V1 was struck by V2 an E-bike.	NO INJURY	BRUNSWICK ST CLOSE TO COGSWELL ST	DOORED	UNKNOWN	MICROMOBILITY USER WAS OPERATING AN E-BIKE

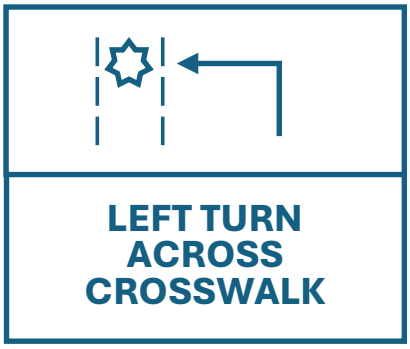
ACCIDENT REPORT #	DATE AND TIME	COLLISION REPORT COMMENTS	INJURY SEVERITY	LOCATION	COLLISION CONFIGURATION	COLLISION LOCATION TYPE	NOTES
24-84815	6/24/2024, 14:34	V1 Westbound on Spring Garden Rd approaching the intersection with Birmingham St. A pedestrian in the cross walk was struck by V1 which had failed to yield.	MINOR	SPRING GARDEN RD & BIRMINGHAM ST	RIGHT ANGLE AT CROSSWALK	RA-4 CROSSING	CYCLIST COLLIDED WITH PEDESTRIAN IN CROSSWALK
24-86890	6/28/2024, 15:56	V1 reversed from driveway on Lucien Dr and struck V2 a cyclist Southbound on Lucien Dr.	NO INJURY	35 LUCIEN DR	OTHER	PARKING LOT / DRIVEWAY ACCESS	
24-88296	7/1/2024, 20:04	V1 exited parking lot onto Barrington St and V2 a cyclist.	MODERATE	1075 BARRINGTON ST	UNKNOWN	PARKING LOT / DRIVEWAY ACCESS	DUSK
24-91526	7/8/2024, 9:35	V2 a cyclist Westbound on Duffus St executed a right turn onto Novalea Dr and was struck by V1.	MODERATE	DUFFUS ST & NOVALEA DR	UNKNOWN	SIGNALIZED INTERSECTION	
24-91582	7/8/2024, 10:53	V1 a cyclist Eastbound on Norwood before Oxford St. V2 proceeding in the same direction side swipe V1 as it passed.	MINOR	NORWOOD ST CLOSE TO OXFORD ST	SAME DIRECTION SIDESWIPE	ROADWAY MIXED VEHICLE TRAVEL LANE	
24-92385	7/9/2024, 19:52	V1 turn out of parking lot onto Wyse Rd then struck V2 a scooter. The Driver of V2 then fled the scene.	UNKNOWN	WYSE RD CLOSE TO HOWE ST	RIGHT ANGLE	PARKING LOT / DRIVEWAY ACCESS	MICROMOBILITY USER WAS OPERATING SOME TYPE OF SCOOTER
24-93798	7/12/2024, 9:38	V1 Eastbound from Mitchell Crt and crossing Basinview Dr. V2 a cyclist Northbound on Basinview Dr collided with the front of V1.	MODERATE	BASINVIEW DR & MITCHELL CRT	RIGHT ANGLE	MINOR STREET STOP CONTROLLED INTERSECTION	CYCLIST WAS REPORTED AS BEING FATIGUED
24-93923	7/12/2024, 13:31	V2 turned left and failed to yield right of way to V1 which was driving in opposite direction and V1 struck V2 on the passengers side.	MODERATE	ROBIE ST & DEMONE ST	LEFT TURN ACROSS OPPOSING TRAFFIC	MINOR STREET STOP CONTROLLED INTERSECTION	DRIVER FAILED TO YIELD ROW TO CYCLIST
24-94015	7/12/2024, 16:23	Vehicle 1 was stopped at a stop sign facing Eastbound on Snow Drive of the intersection with Fall River Road. Vehicle 2 (bicycle) was travelling on the sidewalk Northbound on Fall River Road. Vehicle 2 collided with Vehicle 1 on the front passenger quarter panel.	NO INJURY	FALL RIVER RD & SNOW DR	RIGHT ANGLE AT CROSSWALK	MINOR STREET STOP CONTROLLED INTERSECTION	CYCLIST TRAVELING IN PEDESTRIAN CROSSWALK
24-97007	7/18/2024, 13:01	V1 struck V2 a scooter.	MINOR	NORTH ST & ROBIE ST	UNKNOWN	SIGNALIZED INTERSECTION	MICROMOBILITY USER WAS OPERATING SOME TYPE
24-99467	7/23/2024, 11:24	V1 Westbound turned onto Windsor St and struck V2 a cyclist.	MODERATE	WINDSOR ST & SUMMIT ST	LEFT TURN AGAINST TRAFFIC	MINOR STREET STOP CONTROLLED INTERSECTION	
24-99540	7/23/2024, 13:40	V1 was parked on Farrell St then left curb and entered roadway. V2 a cyclist Southbound on Farrell St was passing V1 on the the left. As V1 pulled out collision resulted.	UNKNOWN	75 FARRELL ST	SAME DIRECTION SIDESWIPE	ROADWAY MIXED VEHICLE TRAVEL LANE	DRIVER FAILED TO YIELD ROW TO CYCLIST
25-17065	11/28/2024, 8:00	V2 a cyclist proceeding in a marked crosswalk at the intersection of Gottingen and Russell St. V1 struck V2	MODERATE	GOTTINGEN ST & RUSSELL ST	UNKNOWN	ALL-WAY STOP CONTROLLED INTERSECTION	CYCLIST TRAVELING IN PEDESTRIAN CROSSWALK, VIEW OBSTRUCTED

2024 Micromobility Collision Locations



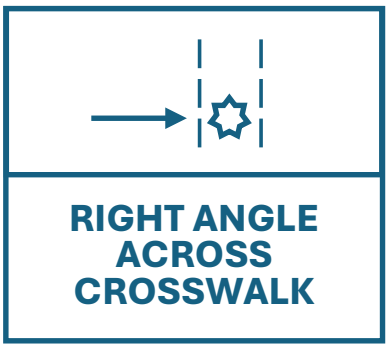
COLLISION CONFIGURATION GUIDE

HIT MOVING OR STATIONARY OBJECT ON ROAD SURFACE COLLISIONS

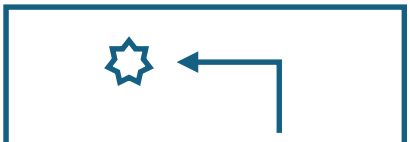


LEFT TURN ACROSS CROSSWALK

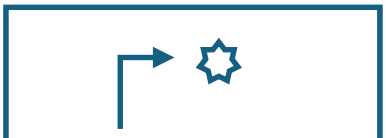
RIGHT TURN ACROSS CROSSWALK



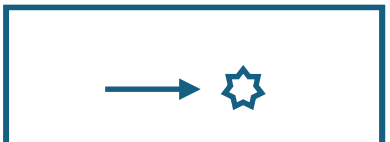
RIGHT ANGLE ACROSS CROSSWALK



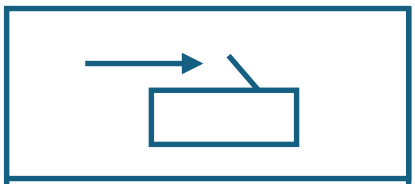
LEFT TURN INTO OBJECT IN ROADWAY



RIGHT TURN INTO OBJECT IN ROADWAY



STRAIGHT INTO OBJECT IN ROADWAY



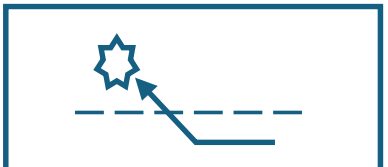
DOORED

OBJECT CAN BE AN INANIMATE OBJECT SUCH AS A GARBAGE CAN OR AN ANIMATE OBJECT SUCH AS A PEDESTRIAN OR DEER

CROSSWALK REFERS TO BOTH A MARKED CROSSWALK AND UNMARKED CROSSWALK

RUN OFF ROAD COLLISION

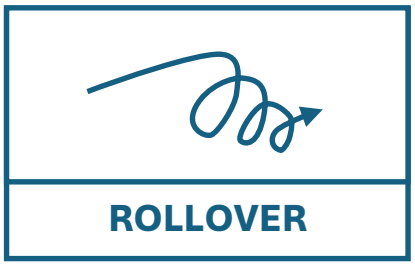
RAN OFF ROAD TO THE LEFT



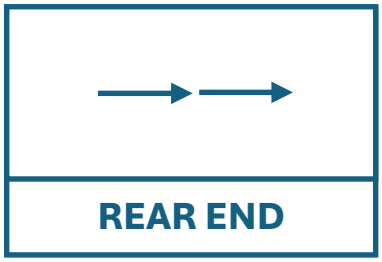
RAN OFF ROAD TO THE RIGHT

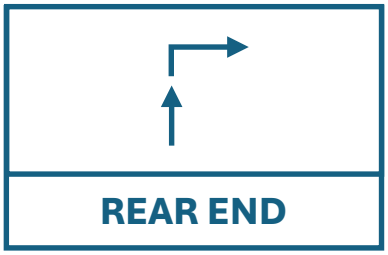
COLLISION CONFIGURATION GUIDE

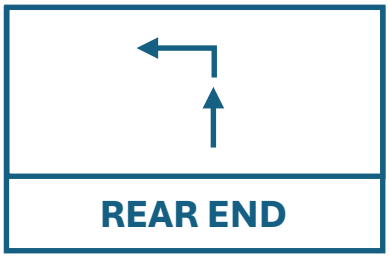
ROLLOVER ON ROADWAY



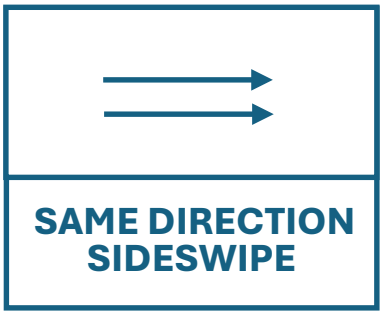
REAR END COLLISION

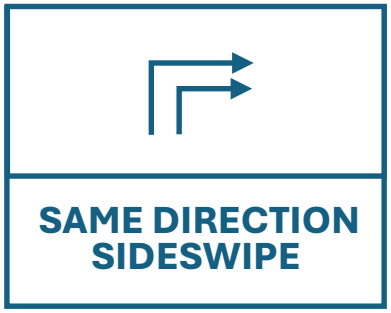


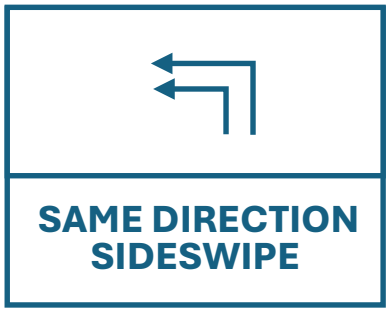


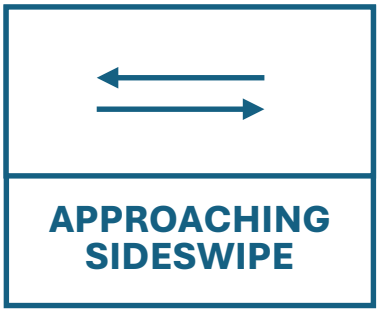


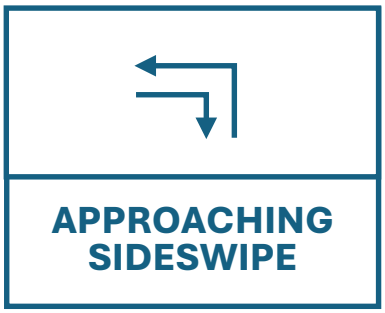
SIDESWIPE COLLISION





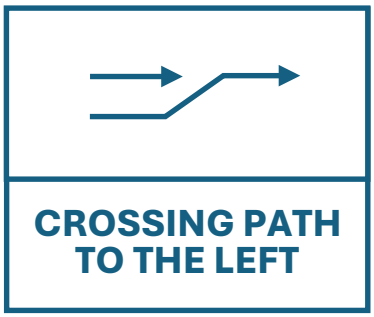


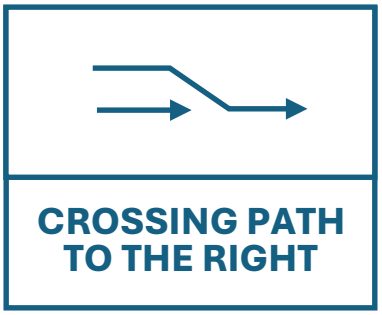




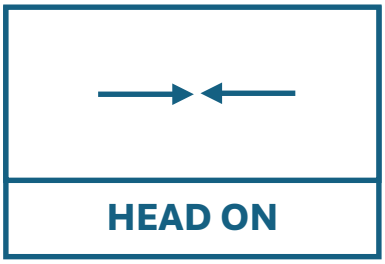
COLLISION CONFIGURATION GUIDE

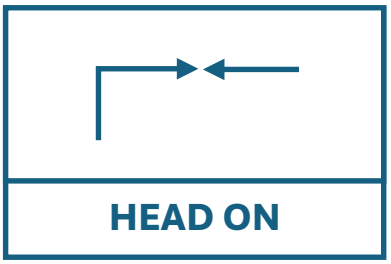
CROSSING PATH COLLISION

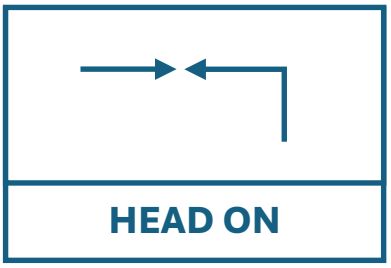




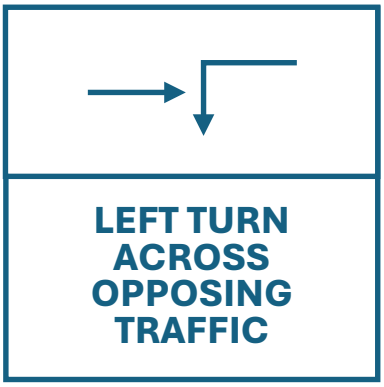
HEAD ON COLLISION

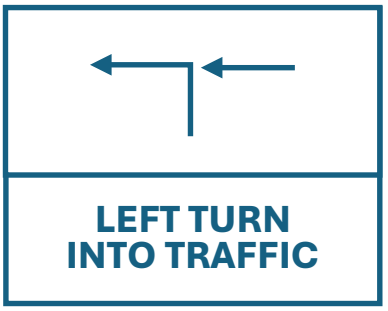






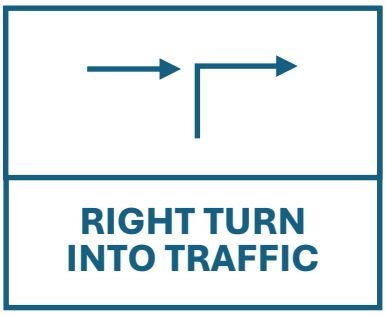
MOST COMMON COLLISIONS INVOLVING LEFT TURNS

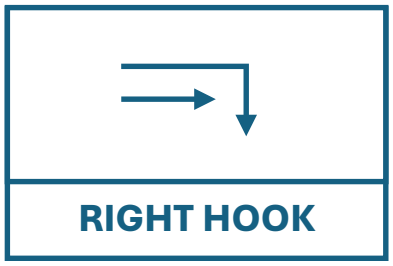




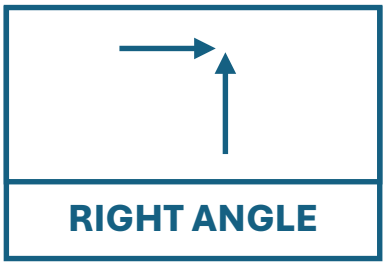
COLLISION CONFIGURATION GUIDE

RIGHT TURN COLLISIONS, INCLUDING TURNING CONFLICTS

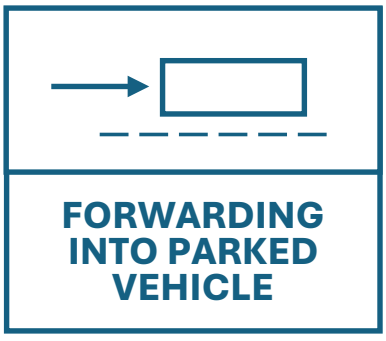


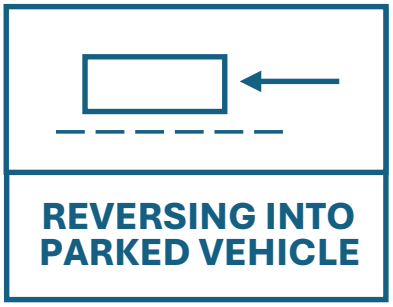


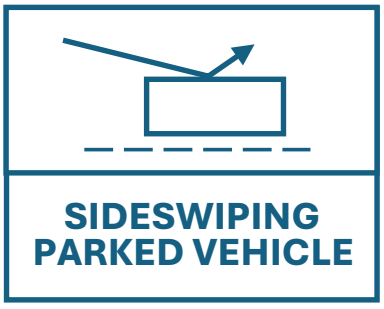
RIGHT ANGLE COLLISION



HIT PARKED MOTOR VEHICLE

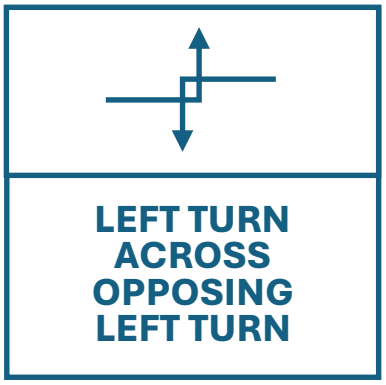




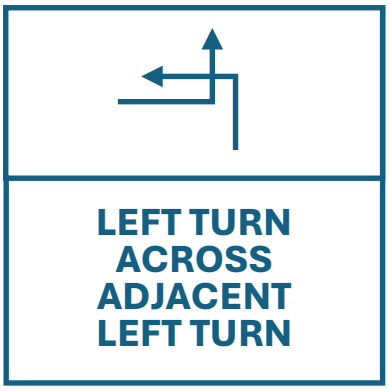


COLLISION CONFIGURATION GUIDE

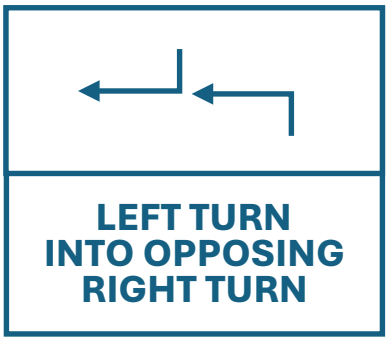
OTHER COLLISION CONFIGURATIONS



LEFT TURN ACROSS OPPOSING LEFT TURN



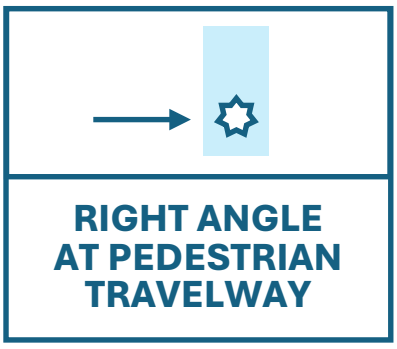
LEFT TURN ACROSS ADJACENT LEFT TURN



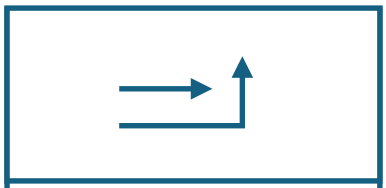
LEFT TURN INTO OPPOSING RIGHT TURN

LEFT TURN ACROSS PEDESTRIAN TRAVELWAY

RIGHT TURN ACROSS PEDESTRIAN TRAVELWAY



RIGHT ANGLE AT PEDESTRIAN TRAVELWAY



LEFT HOOK

Attachment 5 – Road Safety Key Performance Indicators

		2018	2019	2020	2021	2022	2023	2024
1a	Number of fatal collisions per capita [1]	4.4	4.3	1.8	3.3	2.3	1.0	2.2
1b	Number of serious injury collisions per capita [1]	*n/a*	*n/a*	*n/a*	*n/a*	23.5	26.8	28.2
1c	Number fatal and serious injury collisions per capita [1]	*n/a*	*n/a*	*n/a*	*n/a*	25.8	28	30.4
2	Number of fatal and serious injury collisions by mode and jurisdiction							
2a	Motor vehicle collisions, Municipal	*n/a*	*n/a*	*n/a*	*n/a*	56	54	65
2b	Motor vehicle collisions, Provincial	*n/a*	*n/a*	*n/a*	*n/a*	21	33	20
2c	Pedestrian collisions, Municipal	*n/a*	*n/a*	*n/a*	*n/a*	8	3	7
2d	Pedestrian collisions, Provincial	*n/a*	*n/a*	*n/a*	*n/a*	37	47	59
2e	Cyclist & micromobility collisions, Municipal	*n/a*	*n/a*	*n/a*	*n/a*	2	0	1
2f	Cyclist & micromobility collisions, Provincial	*n/a*	*n/a*	*n/a*	*n/a*	0	1	1
3	Number of individual person fatalities and serious injuries	*n/a*	*n/a*	*n/a*	*n/a*	146	156	170
4	Number of individual person fatalities and injuries (all injury levels)	*n/a*	*n/a*	*n/a*	*n/a*	1473	1151	1570
5	*Percentage of fatal and serious injury collisions that are within identified vulnerable communities* [2]	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*
6	Percentage of vehicles complying with the speed limit on a sample of major collector and arterial roadways [3]	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	45%
7	Median change in 85th percentile speed on traffic calmed streets by sub-region [4]							
7a	Regional Centre	-3 km/h	-8.5 km/h	-	-6 km/h	-6 km/h	-9 km/h	-5.5
7b	Suburban Regions	0 km/h	-6 km/h	-5 km/h	-5 km/h	-9 km/h	-5 km/h	-6.5
7c	Rural Areas	-5 km/h	-7 km/h	-5.5 km/h	-6 km/h	-5 km/h	-	-13
8	User perception of safety within the municipality and individual polling districts [5]	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	48%
9	Number of people exposed to educational, online materials [6]	2505	1687	6188	9685	13937	6794	5661
10	Number of summary offense tickets issued by Halifax Regional Police and RCMP Regional Halifax Detachment [7]	13748	12101	7513	7679	7314	5879	7482

All collision numbers are based on reportable collisions within the public right-of-way, excluding fatal collisions where an unrelated medical event is the primary cause of death. Injury severity is based on closed police reports. Reported numbers may have some slight variation from past or future reporting as further police files are closed, or as information within files is updated. Indicators requiring accurate injury severity information are reported for 2022-2024 only, as collision injury data for these years have been checked and validated by Police.

1. Population numbers used for Halifax Regional Municipality:

2018	429895
2019	439529
2020	448544
2021	460274
2022	480582
2023	492199
2024	503 037

2. Indicators still under development. Employees are working across internal departments, including Community Safety, to align the approach to measuring road safety in vulnerable communities with other municipal initiatives.

3. Speed data is collected on a three-year rotating basis, on 51 major collector and arterial roads distributed throughout the municipality. Streets where data was collected for the 2025 Road Safety Annual Report are indicated with the year and shown in bold.

Waverley Road (District 1) (2025)
Highway 2 (District 1)
Highway 7 (District 2)
Lawrencetown Road (District 2) (2025)
Portland Street (District 3)
Main Road (District 3)
Cole Harbour Road (District 4) (2025)
Main Street (District 4)
Caldwell Road (District 4)
Pleasant Street (District 5) (2025)
Woodland Avenue (District 5)
Portland Street (District 5)
Prince Albert Road (District 5) (2025)
Main Street (District 6)
Waverley Road (District 6)
Windmill Road (District 6) (2025)
Burnside Drive (District 6)
Robie Street (District 7)
Oxford Street (District 7)
Brunswick Street (District 7) (2025)
Robie Street (District 8)
Bayers Road (District 8) (2025)
Barrington Street (District 8)
Chebucto Road (District 9)
Connaught Avenue (District 9) (2025)
St Margarets Bay Road (District 9)
Quinpool Road (District 9)
Purcells Cove Road (District 9) (2025)
Kearney Lake Road (District 10)
Joseph Howe Drive (District 10)
Lacewood Drive (District 10) (2025)
Bedford Highway (District 10)
Dunbrack Street (District 10)
Herring Cove Road (District 11) (2025)
Purcells Cove Road (District 11)
Parkland Drive (District 12) (2025)
Washmill Lake Drive (District 12)
St Margarets Bay Road (District 12)
Hammonds Plains Road (District 13) (2025)
Sackville Drive (District 14)
Beaver Bank Road (District 14) (2025)
Lucasville Road (District 14)
Sackville Drive (District 15)
Glendale Drive (District 15) (2025)
Cobequid Road (District 15)
Rocky Lake Drive (District 16)
Bedford Highway (District 16) (2025)
Larry Uteck Boulevard (District 16)
Bedford Highway (District 16)
Sackville Drive (District 14)
Beaver Bank Road (District 14)

4. Median change in 85th percentile speed on streets before and after traffic calming installed, where comparable evaluation data is available. The resulting speed change from projects is reported based on installation year. Numbers may vary slightly from past or future reporting as further evaluation data becomes available for previous years' projects. Indicator is reported as n/a when no comparable evaluation data is available, or if no traffic calming projects were installed in a sub-region within the reporting year.

5. Perception of Road Safety Survey. **Attachment 7 – Perception of Road Safety Survey**

6. Number of individual users visits to all pages under www.halifax.ca/transportation/streets-sidewalks/road-safety (data prior to 2020 from pages under www.halifax.ca/transportation/cycling-walking/crosswalk-safety).

7. Refer to **Attachment 6 - 2024 Traffic Enforcement Statistics** for detailed breakdown of Road Safety related SOT's issued by Halifax Regional Police and RCMP Halifax Regional Detachment.

HALIFAX REGIONAL POLICE

1975 Gottingen Street,
Halifax, Nova Scotia, Canada B3J 2H1

MEMORANDUM

TO	Supt. Greg Robertson		
CC	Insp. Ron Legere and Insp. Amit Parasram		
FROM	Ally Patton – Corporate Analyst	**DEPT.**	Policy & Research
DATE	July 2, 2025		
SUBJECT	Road Safety Steering Committee Traffic Statistics 2023-2024		

Section 1.1: Executive Summary

This report summarizes traffic enforcement efforts conducted by Halifax Regional Police (HRP) officers between 2023-24 for the Halifax Regional Municipality (HRM) road safety steering committee. These statistics include traffic enforcement summary offence tickets (SOTs) and impaired driving investigations throughout HRM by HRP officers. Please see end of summary for a full list of statistics[1].

- Between 2024 and 2023 there was a 67% increase in speeding SOTs issued (+465). With 1164 SOTs issued in 2024.
- In 2024 there was 1638 SOTs issued for Intersection-related offences, which is a 49% increase over 2023 (+541).
    - The largest increase of the intersection-related SOTs was from *Failing to obey traffic sign or signal- 83(2)* (+417).
- Distracted driving saw a 33% decrease between 2023 and 2024 in SOTs being issued (-314). There was 625 distracted driving SOTs issued in 2024.
- In 2024 there was 5769 motor vehicle accidents which is a 16% increase over 2023 (+799).
- There were no significant changes for impaired driving investigations over the previous year (-2).

[1] All figures presented in this report reflect the information held on HRP systems at the time of data extraction and are subject to change without notice

Traffic Enforcement Area	2023	2024	Yearly Difference	% Change
Speeding	699	1164	465	67%
Stunting	41	37	-4	-10%
Distracted Driving	939	625	-314	-33%
Impaired Driving	403	401	-2	0%
Pedestrian Related	71	87	16	23%
Bicycle Related	2	2	0	0%
Intersection	1097	1638	541	49%
Young Demographic	22	26	4	18%
Aggressive Driving	203	171	-32	-16%

Section 2: Motor Vehicle Accidents

Motor vehicle accidents (MVA) have increased with a 16% increase (+799).

- Fatal MVA have increased by 4 from 2023 to 2024.

Motor Vehicle Accidents	2023	2024	Yearly Difference	% Change
Pedestrian MVA	126	121	-5	-4%
Bike MVA	38	32	-6	-16%
Fatal MVA	2	6	4	200%
All MVA	4970	5769	799	16%

Section 3: Traffic Enforcement Stats

Section	SOT Description	2023 # of SOTS/GO Investigations	2024 # of SOTS/GO Investigations	Yearly Difference	% Difference
Speeding[2]		**699**	**1164**	**465**	**67%**
	Speeding 106A(A)-going over posted speed limit by 1-15km/hr.	699	1164	465	67%
	Speeding 106A(B)-going over posted speed limit by 16-30km/hr.				
	Speeding 106A(C)-going over posted speed limit by 31 or more km/hr.				
Stunting		**41**	**37**	**-4**	**-10%**
	Stunting- 163(1)	41	37	-4	-10%
Aggressive Driving		**203**	**171**	**-32**	**-16%**
	Careless or Imprudent Driving - 100(2)	56	67	11	20%
	Passing School Bus exhibiting flashing red lights- 103(3)	75	36	-39	-52%
	Driving too fast for conditions- 101	4	4	0	0%
	Improper Passing- 114, 115, 116	3	2	-1	0%
	Following too closely- 117(1)	35	28	-7	-20%
	Failing to yield to highway traffic when entering highway- 123(1)	29	32	3	10%

[2] Please note: Speeding figures in this report uses a different methodology than what is reported by the Chief to the Board of Police Commissioners. These numbers are not comparable to BOPC numbers.

Section	SOT Description	2023 # of SOTS/GO Investigations	2024 # of SOTS/GO Investigations	Yearly Difference	% Difference
	Failing to stop at railway crossing- 132(1)	0	0	0	0%
	Driving on sidewalk other than driveway- 164(1)	1	2	1	0%
				0	
Distracted Driving		**939**	**625**	**-314**	**-33%**
	Using Hand-Held telephone or text messaging on commun. Device while operating vehicle or electric scooter on rdwy- 100D(1)	939	625	-314	-33%
Impaired Driving[3]		**403**	**401**	**-2**	**0%**
***UCRS**	Impaired operation of vehicle- 9230[0]	287	292	5	2%
	Impaired operation with suspension- 7000[7]	94	90	-4	-4%
	Impaired operation with suspension- 7000[15]	9	10	1	11%
	Refusal- 9260[0]	13	8	-5	-38%
	Refusal- 9263[0]	0	1	1	0%
Pedestrian Related		**71**	**87**	**16**	**23%**
	Failing to yield to pedestrian in crosswalk- 125(1)(A)	69	82	13	19%

[3] Please note: Impaired driving figures in this report uses a different methodology than what is reported by the Chief to BOPC. These numbers are not comparable to BOPC numbers

Section	SOT Description	2023 # of SOTS/GO Investigations	2024 # of SOTS/GO Investigations	Yearly Difference	% Difference
	Failing to yield to pedestrian in crosswalk- 125(1)(B)	2	5	3	150%
Bicycle Related		**2**	**2**	**0**	**0%**
	Operating vehicle in bike lane- 131A	1	1	0	0%
	Parking in bike lane- 143(2)	0	0	0	0%
	Passing bike with insufficient space or less than 1 metre between vehicle and cyclist- 171B(1)	1	1	0	0%
Intersection Related		**1097**	**1638**	**541**	**49%**
	Failing to obey traffic sign or signal- 83(2)	547	964	417	76%
	Failing to stop at a red light- 93(2)(e)	0	0	0	0%
	Fail to obey traffic control person- 107(B)	0	0	0	0%
	Failing to obey sign prohibiting turns- 120(4)	186	325	139	75%
	Failing to yield to vehicle already in intersection- 122(1)	39	48	9	23%
	Failing to yield to vehicle already in intersection when making left turn- 122(3)	60	76	16	27%
	Failing to stop at a stop sign- 133(1)	263	222	-41	-16%
	Fail to obey yield sign- 134(3)	2	3	1	50%

Section	SOT Description	2023 # of SOTS/GO Investigations	2024 # of SOTS/GO Investigations	Yearly Difference	% Difference
Young Demographic		**22**	**26**	**4**	**18%**
	Passenger under 16 not wearing seatbelt-175(3)	16	22	6	38%
	Passenger 16 or older not wearing seatbelt-175(4)	6	4	-2	-33%

RCMP Halifax Regional Detachment Response: Traffic Committee

Description

This report includes statistics from the HRM Police Records Management System (Versadex and Summary Offence Tickets) and are for RCMP Halifax Regional Detachment 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 the number of summary offence tickets issued by RCMP throughout HRM between 2022-2024. The impaired driving section outlines actual investigations into impaired driving that were deemed founded.

RCMP Halifax Regional Detachment Response

Halifax Regional Detachment continue to focus efforts on curbing traffic related offences within the jurisdiction. Officers continue to emphasize enforcement of offenses related to serious injury or death, such as impaired driving, aggressive diving, distracted driving and seatbelt compliance. The percentage of change between 2024 and 2024 reflects these efforts. Halifax Regional Detachment reported a total of 532 impaired driving investigations in 2024, remaining consistent with previous years.

Summary of Traffic Enforcement Efforts

	2022	2023	2024	2023-2024 % Change
Speeding	1988	1278	1678	31%
Stunting	82	34	59	74%
Distracted Driving	358	170	276	62%
Impaired Driving	577	572	532	-7%
Pedestrian Related	3	4	6	50%
Bicycle Related	0	0	0	n/a
Intersection	879	445	660	48%
Young Demographic	5	7	4	-43%
Aggressive Driving	93	86	116	35%

Breakdown of Enforcement Efforts by SOT/Investigation

		2022	2023	2024
Speeding		1988	1278	1678
	Speeding - going over posted speed limit by 1-15km/hr	1427	777	724
	Speeding - going over posted speed limit by 16-30km/hr	390	365	523
	Speeding - going over posted speed limit by 31 or more km/hr	171	136	431
Stunting		82	34	59
	Stunting	82	34	59
Aggressive Driving		93	86	116
	Careless or Imprudent Driving	21	26	45
	Passing School Bus exhibiting flashing red lights	8	2	4
	Driving too fast for conditions	7	3	3
	Improper Passing	22	29	39
	Following too closely	29	22	20
	Failing to yield to highway traffic when entering highway	6	3	5
	Failing to stop at railway crossing	0	0	0
	Driving on sidewalk other than driveway	0	1	0
Distracted Driving		358	170	276
	Using Hand-held	358	170	276

Impaired Driving		577	572	532
	Impaired operation of vehicle	248	252	263
	Impaired op of motor vehicle drugs	18	15	14
	Operation while impaired unsp.	0	0	0
	Impaired operation with suspension 7 day	239	233	187
	Impaired operation with suspension 15 day	23	28	29
	Refusal - alcohol	49	44	39
	Refusal - alcohol and drug	0	0	0
Pedestrian related		3	4	6
	Failing to yield to pedestrian in crosswalk	3	4	6
	Failing to yield to pedestrian in crosswalk in roadway with median	0	0	0
Bicycle Related		0	0	0
	Operating vehicle in bike lane	0	0	0
	Parking in bike lane	0	0	0
	Passing bike with insufficient space or less than 1 metre between	0	0	0
Intersection Related		879	445	660
	Failing to obey traffic sign or signal	697	347	560
	Failing to stop at a red light	52	40	50
	Fail to obey traffic control person	0	1	1
	Failing to obey sign prohibiting turns	3	1	2
	Failing to yield to vehicle already in intersection	8	8	10
	Failing to yield to vehicle already in intersection when making left turn	20	15	10
	Failing to stop at a stop sign	99	33	27
	Fail to obey yield sign	0	0	0
Young Demographic		5	7	4
	Passenger under 16 not wearing seatbelt	1	6	4
	Passenger 16 or older not wearing seatbelt	4	1	0

2025 Road Safety Report

HALIFAX

Halifax Regional Municipality

July 10, 2025

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Methodology

Halifax Regional Municipality (HRM) retained Probe Research to conduct an online survey among its residents. The primary objective of this study was to understand how frequently and what types of transportation are used within HRM, as well as to assess residents' perceptions of personal safety and overall safety when using the municipal road network.

There were two channels residents could use to complete the survey:

1. A random sample of 8,000 residents was selected and distributed proportionately across all 16 districts. Postcards were mailed on April 28, 2025, with the first surveys being answered on May 2, 2025. Each postcard included a survey link and QR code, along with a unique access code specific to each household.
2. An open link version of the survey was posted on HRM's website and promoted through social media and other local networks. Data collection for this open survey began on May 15, 2025.

Both surveys closed June 2, 2025.

The table below details the channel and responses:

Mode	Number of completed surveys
Via postcard	500
Online, open link survey	1836

HRM provided Probe Research with a list of all residential addresses across the municipality. From this list, Probe randomly selected 8,000 households, ensuring proportional representation from all 16 districts to support accurate and balanced findings. This contact data is subject to the strict privacy provisions of the Personal Information Protection and Electronic Documents Act (PIPEDA).

The sample collected from mailed post cards has been weighted to most closely reflect the gender and age distributions amongst the 16 HRM districts, using 2021 census data. In accordance with the Canadian Research Insights Council (CRIC) Public Opinion Research Standards. The open link engagement sample is not weighted, and data appears as collected. Each sample is treated as methodologically distinct and is therefore analyzed and reported on separately in the sections that follow.

Residents who completed the survey were entered into a draw to win a grand prize of a $300 VISA gift card and the chance to win one of three additional $100 VISA gift cards.

As an online survey is a sample of convenience, no margin-of-error can be ascribed. However, a random and representative non-convenience sample of N=500 would have a margin of error of ± 4.38 percentage points, 19 times out of 20, Finite Population Correction.

Results of <3% are not shown in the graphs. Totals may not add up to 100% due to rounding.

Postcard Survey

Key Findings

Key Findings

Overall Perceptions of Road Safety

The majority of residents get around HRM either as a driver or passenger in a vehicle, and on foot or using a walking/mobility device.

Nearly half of residents feel the HRM road network is safe, though only five per cent say it is very safe. In contrast, 17 per cent say it is very unsafe. Residents are less positive when considering road safety for children, seniors, and those with a disability — only 37 per cent say the road network is safe for these groups, and 27 per cent describe it as very unsafe.

Residents feel safest when riding transit, with one-third (35%) saying they feel very safe. However, when it comes to drivers, pedestrians, motorcyclists and cyclists, residents tend to feel unsafe when travelling throughout HRM. That said, residents report feeling safer when travelling within their own neighbourhood compared to within HRM as a whole.

When asked to compare current road safety to five years ago, the majority feel that roads are less safe now for both pedestrians and drivers, while relatively few believe roads are safer today than five years ago.

There are many reasons why residents feel roads are unsafe. Nearly all are concerned about distracted behaviours on the road (95%), poor road maintenance (93%), speeding (83%), and impaired driving (82%).

When asked what would have the biggest influence on improving road safety in the future, nearly two-thirds of residents ranked road maintenance in their top three, followed by traffic enforcement.

HRM's Road Safety Strategy Awareness

Fewer than one in ten residents are aware of HRM's road safety strategy, Vision Zero. Once informed, residents show limited confidence in its success — only three in 10 express any confidence it can become reality, and just two per cent say they are very confident.

Key Findings (cont'd)

Observed vs. Self-Reported Road Behaviours

Road users tend to blame others but not themselves, as drivers are quick to point out the flaws in others' behaviours. Nearly all residents say they witness speeding, use of electronic devices, and aggressive driving all or some of the time. Yet relatively few admit to engaging in these behaviours themselves: only 34 per cent admit to speeding, 27 per cent to using an electronic device, and just two per cent describe themselves as aggressive drivers. This same pattern appears among pedestrians and cyclists, who readily identify others' bad habits, but rarely blame themselves.

Perceived Effects of Infrastructure on Road Safety

Residents are most positive about HRM's protected bike lanes and multi-use pathways, with three-quarters deeming them safe. However, 56 per cent are concerned about the lack of cycling infrastructure — likely contributing to the perception that cycling in other environments is unsafe. In fact, three-quarters or more consider cycling in mixed traffic lanes, unprotected bike lanes and shared bike lanes unsafe.

Very few residents rate any current infrastructure measures as excellent. Some measures are rated as good, such as traffic control (63%), road safety around school zones (58%), the number of sidewalks (53%), and lighting of sidewalks and roads (55%). However, many rate infrastructure poorly — 89 per cent give low ratings for how smooth the roads are, and 64 per cent note the effectiveness of traffic enforcement is poor.

When asked how effective various infrastructure improvements would be in encouraging safer driving, about eight in 10 residents cited better pedestrian crossings and infrastructure (88%), more traffic enforcement (79%), and improved street lighting (77%) as effective encouragements for safer driving.

Efficacy of Campaigns

Nearly six in 10 residents believe more educational campaigns will have a positive effect on safer driving. When asked what kind of related information they would like to receive from HRM, residents most often mention updates on road safety projects and initiatives (64%), data or statistics on local road safety trends (49%) and social media campaigns about safety (47%).

Demographics

Profile of Respondents

Gender	
Female	51%
Male	48%
Other	1%

Age	
18 to 34	28%
35 to 54	33%
55+	40%

Born in Canada	
Yes	88%
No	12%

Identify as	
African Nova Scotian	1%
Indigenous	3%
Acadian	3%
Francophone	1%
No	92%

Education	
Less than high school	1%
High school diploma	11%
Apprenticeship/trades	5%
College/CEGEP	21%
University graduate	34%
Post-graduate degree	28%

Income	
Less than $30,000	4%
$30,000 to $49,999	8%
$50,000 to $74,999	11%
$75,000 to $99,999	13%
$100,000 to $124,999	13%
$125,000 to $149,999	14%
$150,000 or more	38%

Person with a disability	
Yes	13%
No	87%

Lived in HRM	
Relocated this year	1%
1 to 4 years	9%
5 to 9 years	9%
10 to 14 years	8%
15 to 20 years	10%
Over 20 years	62%

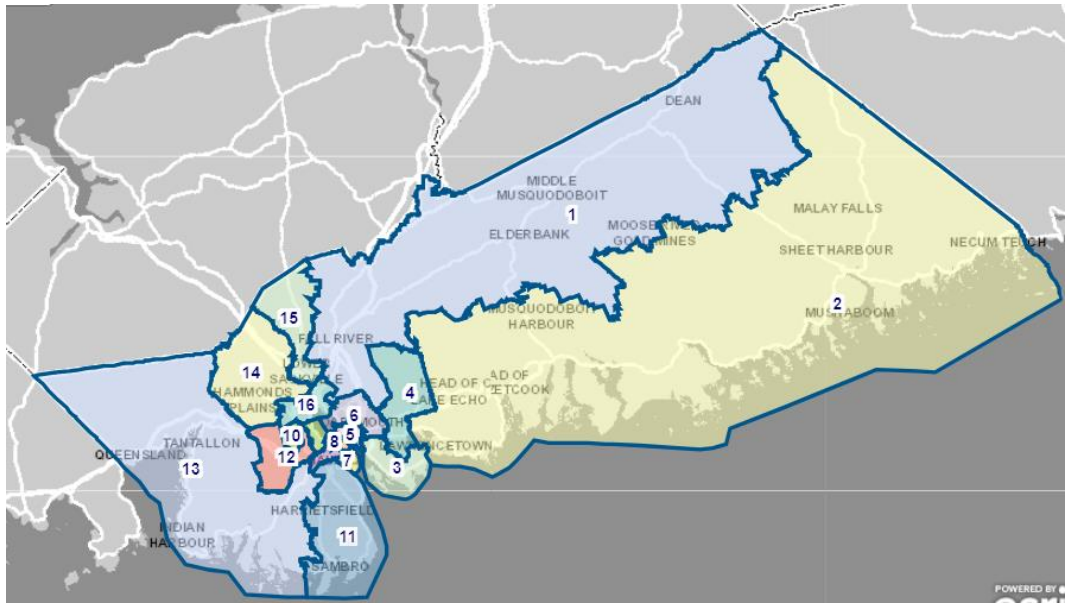
Residence	
Own	85%
Rent	10%
Other	5%

Living in Home	
Children <18 yrs	30%
Adult dependents	13%
Seniors	27%
(None of these)	38%

Racialized/Person of Colour	
Yes	7%
No	93%

District Representation

D. What district do you live in? If unsure, please refer to the map.

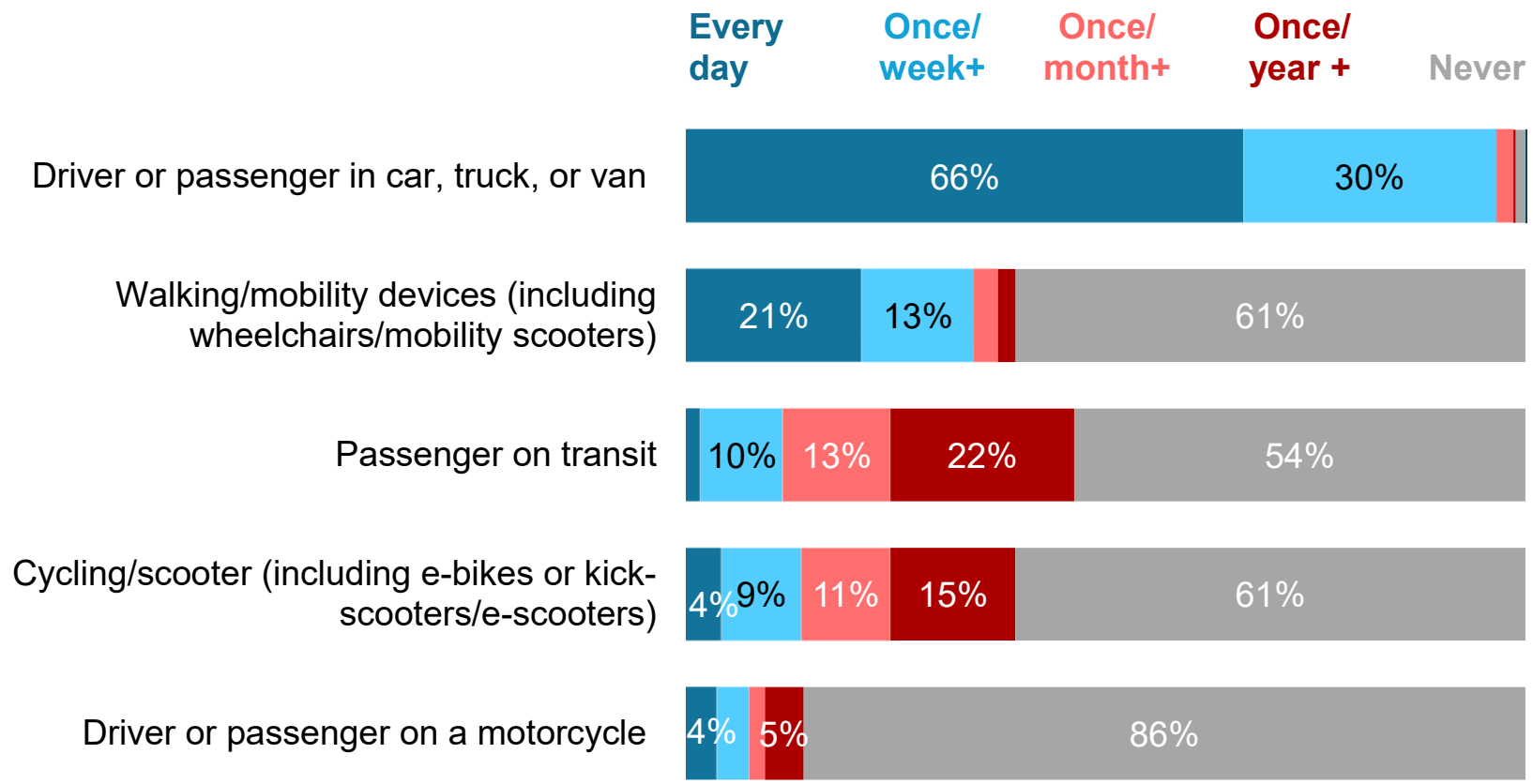


District	% of population
District 1 – Waverley-Fall River-Musquodoboit Valley	5%
District 2 – Lawrencetown-The Lakes-Chezzetcook-Eastern Shore	6%
District 3 – Dartmouth South-Woodside-Eastern Passage	7%
District 4 – Cole Harbour-Preston-Westphal-Cherry Brook	6%
District 5 – Dartmouth Centre	7%
District 6 – Dartmouth East-Burnside	6%
District 7 – Halifax South Downtown	7%
District 8 – Halifax Peninsula North	7%
District 9 – Halifax West-Armdale	7%
District 10 – Bedford Basin West	6%
District 11 – Spryfield-Sambro Loop	6%
District 12 – Timberlea-Beechville-Clayton Park-Wedgewood	7%
District 13 – Prospect Road-St. Margarets	6%
District 14 – Hammonds Plains-Upper Hammonds Plains-Lucasville-Middle & Upper Sackville	6%
District 15 – Lower Sackville-Beaver Bank	5%
District 16 – Bedford-Wentworth	7%

Frequency of Use: Select Modes of Transportation

Most citizens typically get around by vehicle or on foot/mobility devices for everyday travel

1. Please indicate how often you use these modes of transportation to get around in the Halifax Regional Municipality. For methods which you only use during certain seasons, please respond with how often you travel that way during that time of year. (Mentions <3% are not shown)



Those most likely to be a **driver or passenger every day** include:

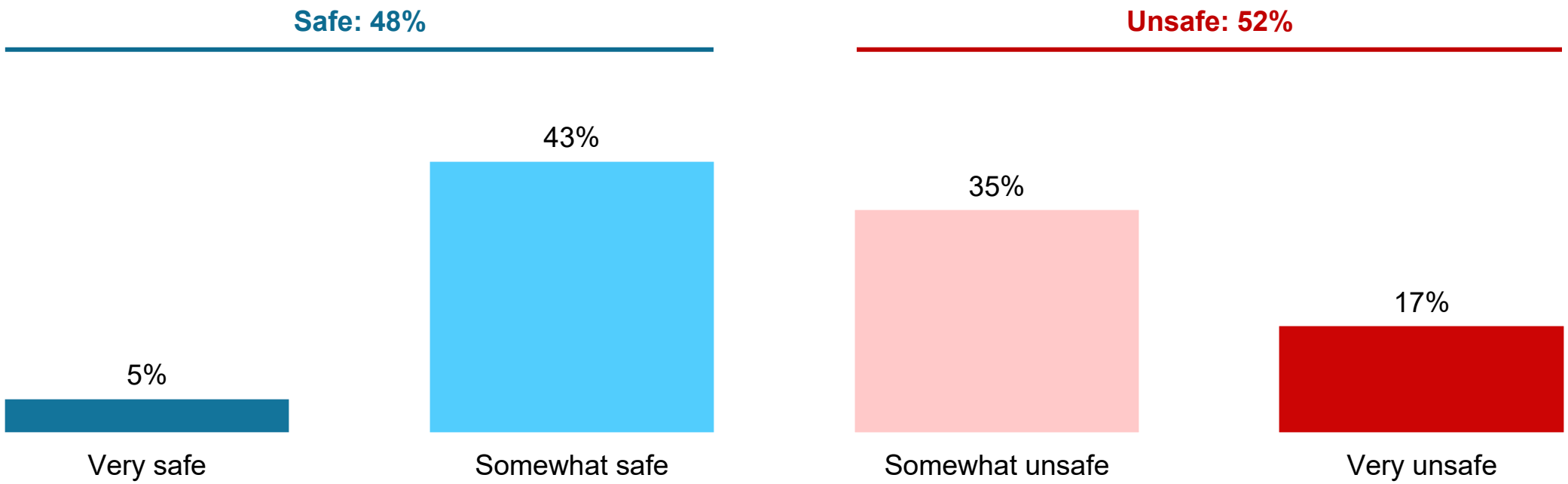
- Men (73% vs. 61% among women).
- Those aged 35-54 (75% vs. 60% 18-34).
- Those with kids, both under 18 and 18+ (80% each), and seniors (69%) living at home.

Road Safety Perceptions

Perceptions of Road Network Safety

One-half of citizens feel the road network is safe – only five per cent say it is very safe

B1. Overall, when thinking about all people who travel in the region using different modes of transportation, how safe is the road network in the Halifax Regional Municipality? (Base: Total sample: n=500)



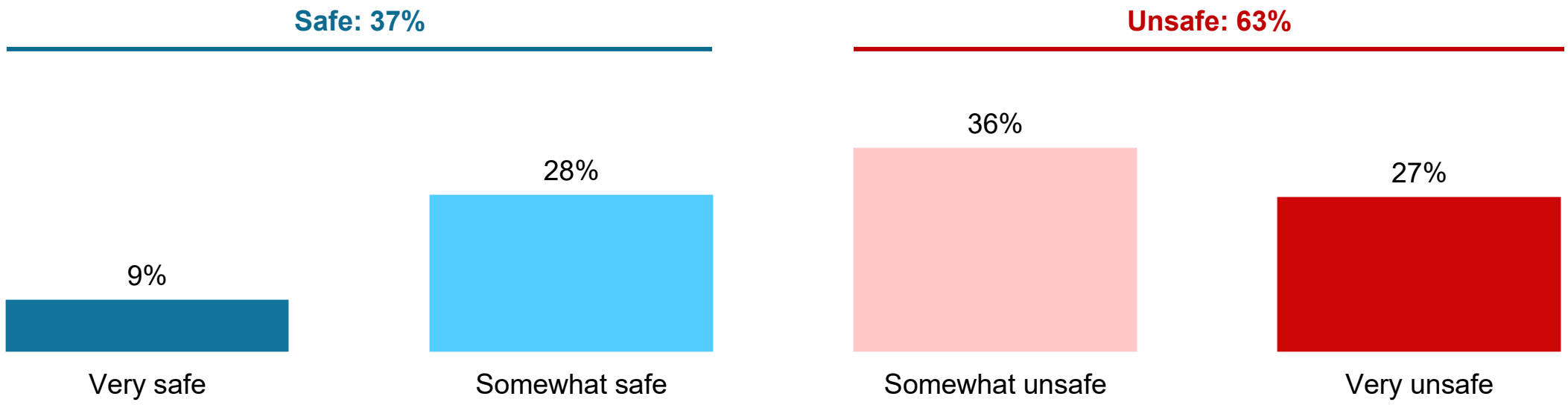
Those most likely to say **the HRM road network is safe** include:

- Those cycling and walking rarely to never (51% and 52% vs. 32% among those cycling and 41% among those walking often).
- Men (53% vs 43% among women).

Perceptions of Road Network Safety for Vulnerable Populations

Six in 10 feel the HRM road network is less safe for children, seniors and those with a disability

B4. How safe do you feel the roads are in your neighbourhood for children, seniors, and people with disabilities to walk, roll or cycle? (Base: Total sample: n=500)



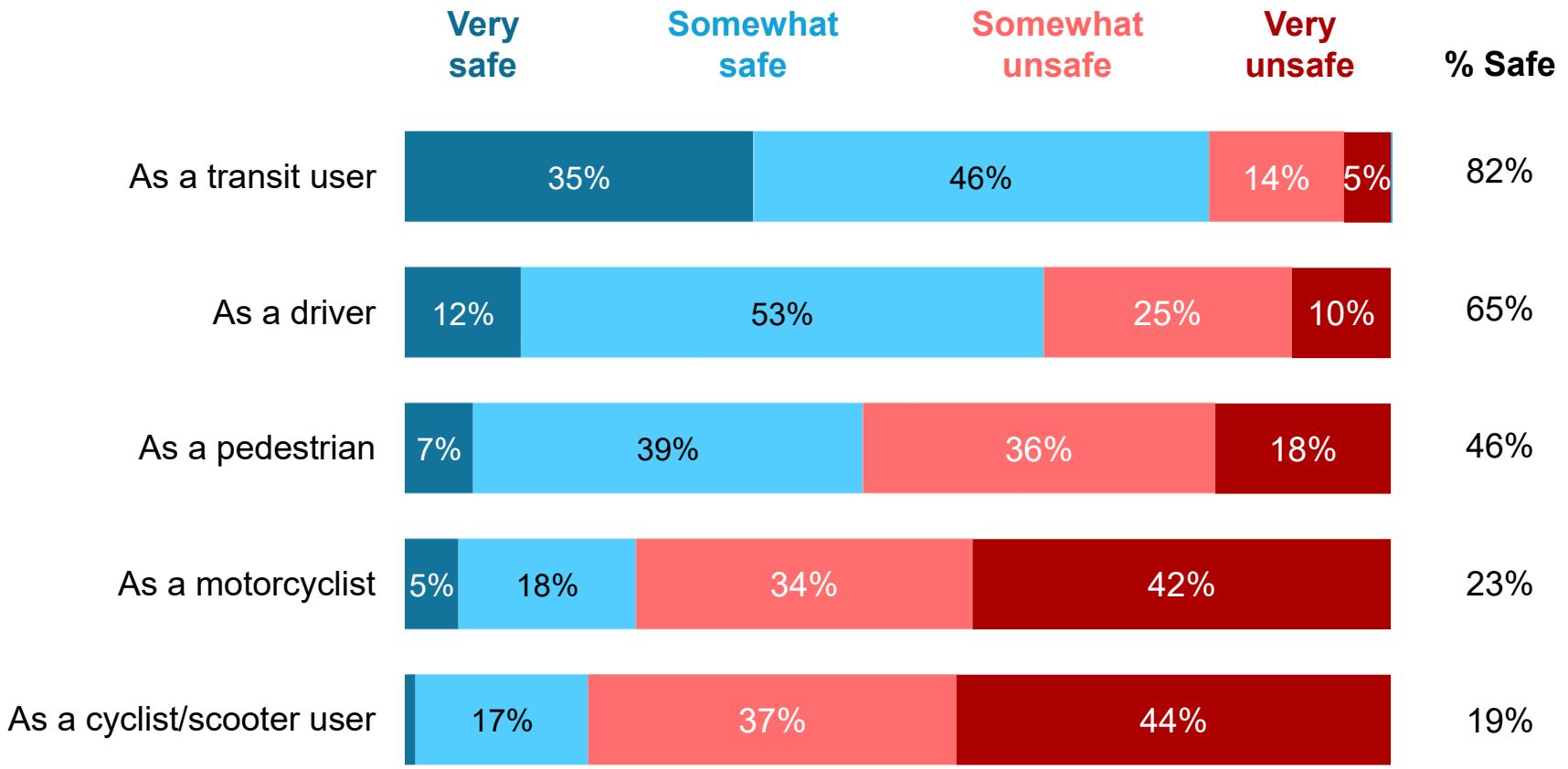
Those most likely to say **the neighborhood road network is safe for children, seniors, and people with disabilities** include:

- Men (46% vs. 29% among women).
- Those aged 35-54 (42% vs. 28% 18-34).
- Those from lower-income households (55% <$50K vs. 36% $100K+).
- Those who have lived in HRM for 10-20 years (50% vs. 28% <10 years).

Perceptions of Personal Safety Using HRM Roadways

Citizens feel safest riding transit, with cyclists and motorcyclists feeling the least safe

B2. How would you rate how safe you feel personally when using roadways throughout the Halifax Regional Municipality in the following situations? (Base: Total sample, n=500, not applicable removed, mentions <3% are not shown)



Those most likely to **feel very safe as a transit user** include:

- Those with no disability (40% vs. 15% among those with a disability).

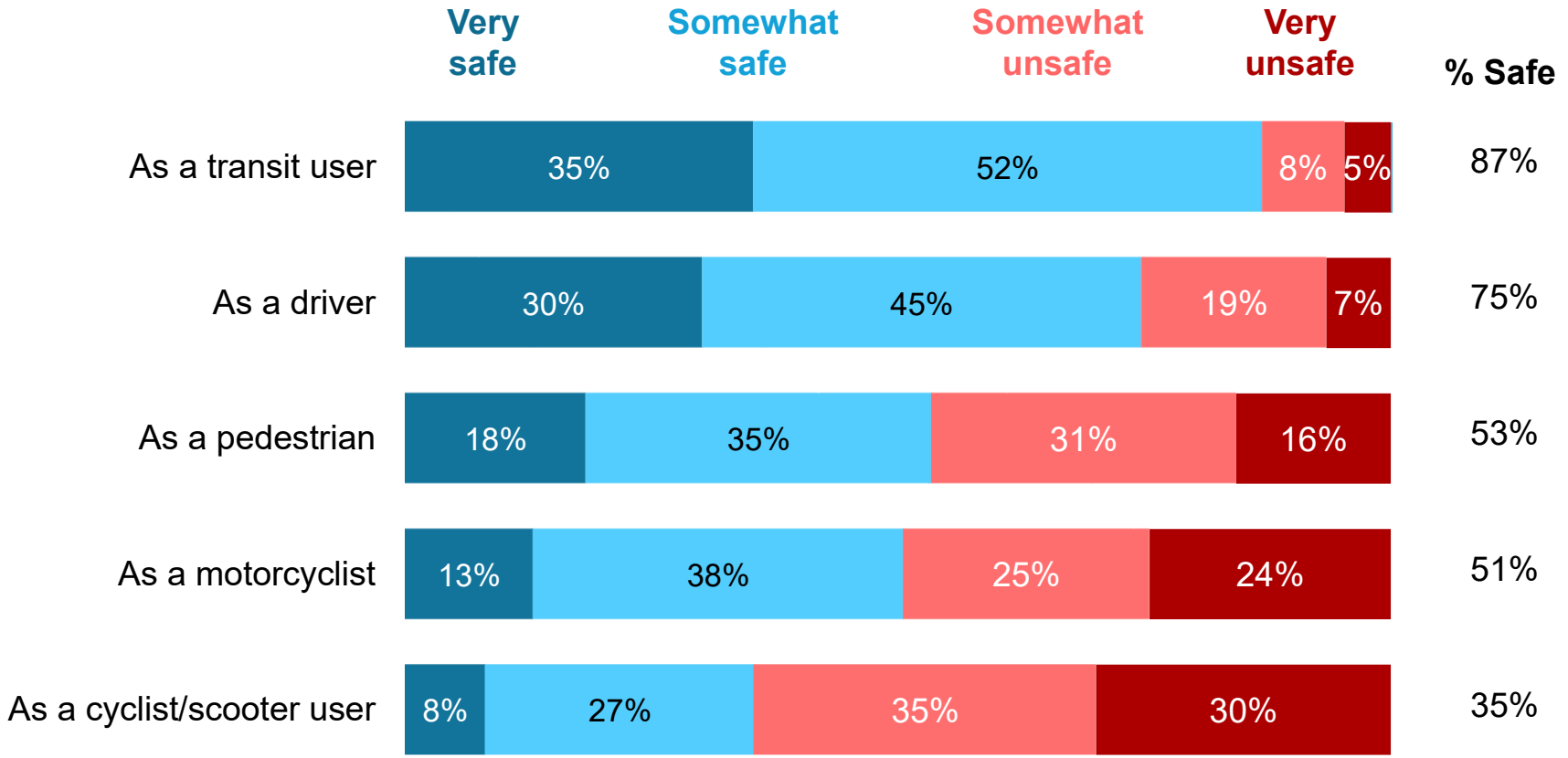
Those most likely to **feel unsafe as a cyclist/scooter user** include:

- Women (89% vs. 74% among men)
- Those aged 18-34 (92% vs. 70% 35-54).
- University graduates (89%).
- Those born in Canada (84% vs. 65% among those born outside of Canada

Perceptions of Personal Safety Using Neighbourhood Roadways

Citizens feel safer using the roadways in their own neighbourhood compared to HRM as a whole

B3. How would you rate how safe you feel personally when using the roads in your own neighbourhood… (Base: Total sample, n=500, not applicable removed)



Those most likely to **feel safe as a transit user** include:

- University graduates (92% vs. 76% among those with college diploma or less).
- Those with no disability (89% vs. 71% among those with a disability).

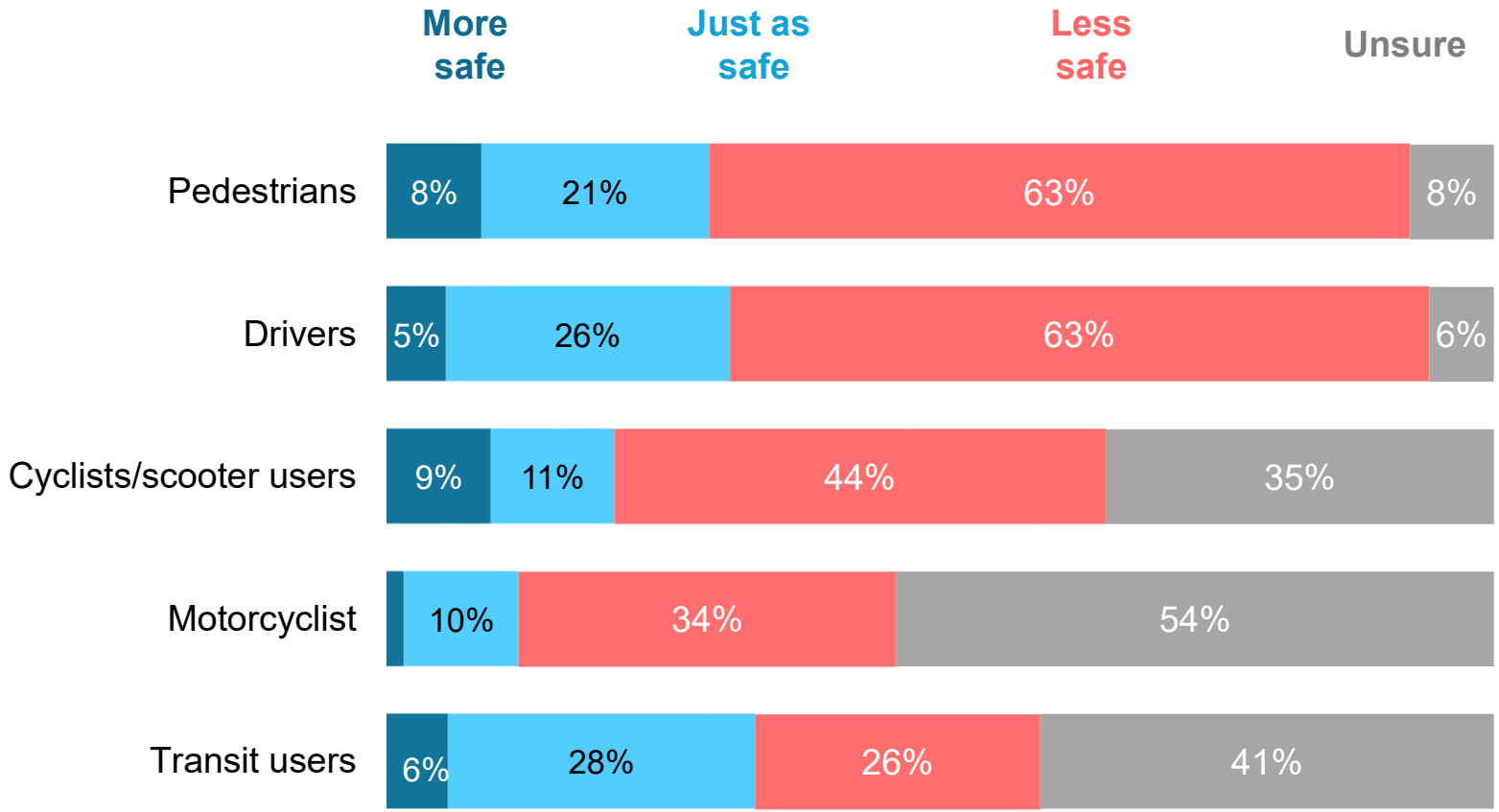
Those most likely to **feel unsafe as a cyclist/scooter user** include:

- Women (74% vs. 55% among men).
- Those aged 18-34 (78% vs. 51% 35-54).
- Those born in Canada (68% vs 41% among those born outside of Canada).

Retrospective of Road Safety

All types of transportation users feel less safe today compared to five years ago

B5. Compared to five years ago, would you say that the roads in the Halifax Regional Municipality are more safe, less safe, or just as safe for each of the following transportation modes? (Base: Total sample, n=500, mentions <3% are not shown)



Those most likely to believe **roads have become less safe for pedestrians** include:

- Women (68% vs. 59% among men).
- Those 55+ (71% vs. 56% 35-54).
- Those who have lived in HRM for 20+ years (68% vs. 50% <10 years).
- Those born in Canada (65% vs. 51% among those born outside of Canada).

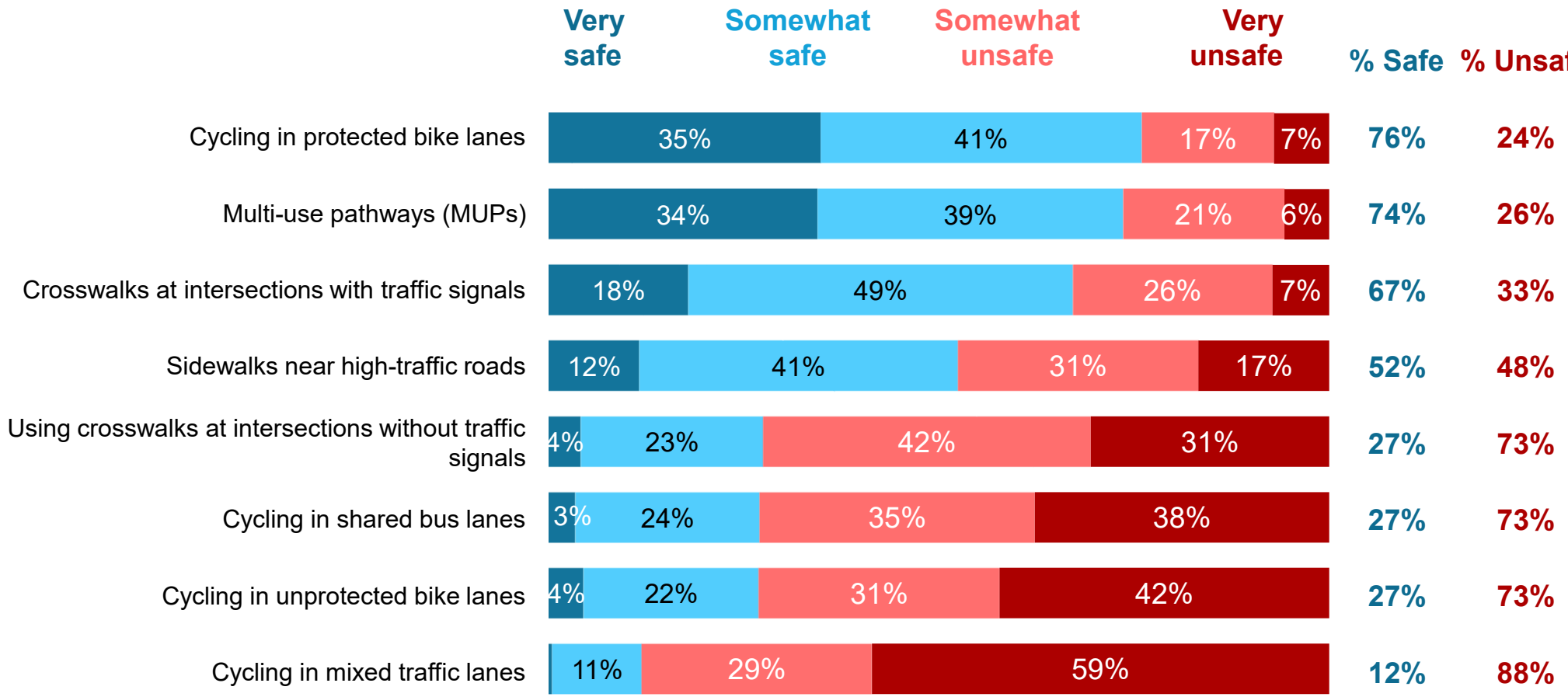
Those most likely to believe **roads have become less safe for drivers** include:

- Those who have lived in HRM for 20+ years (67% vs. 51% <10 years).
- Those born in Canada (67% vs. 43% among those born outside of Canada).

Perceived Safety of Road Infrastructure

Residents most likely to feel protected bike lanes and multi-use pathways are the safest

B6. How safe do you feel using the following types of road infrastructure? (Base: Total sample, n=500, not applicable removed, mentions <3% are not shown)

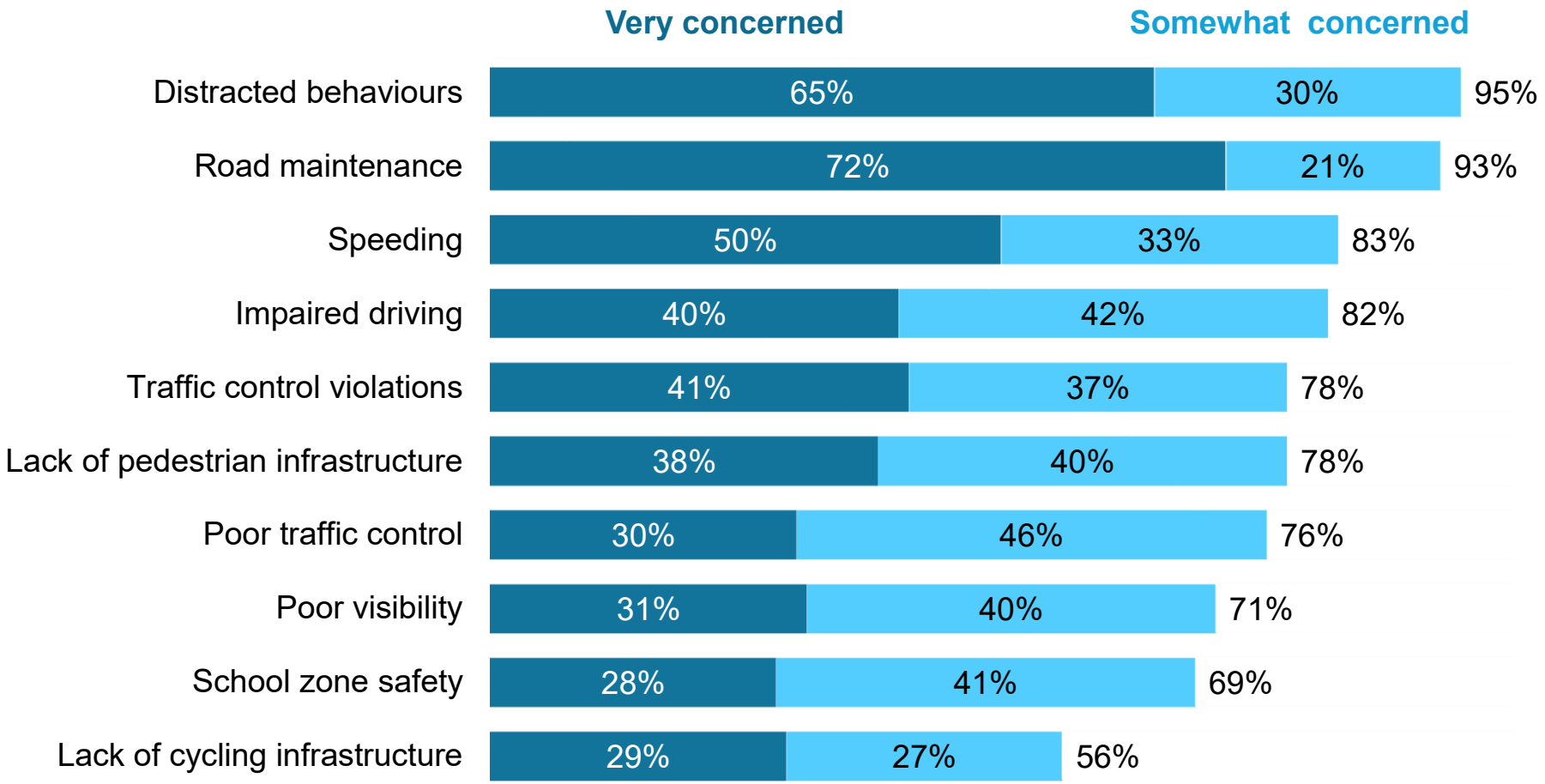


Men, those born outside of Canada, and those with no disability are more likely to **consider most of these types of infrastructure safe,** while women, those born in Canada, and those with a disability are more likely to **consider most of these types of infrastructure unsafe.**

Concern About Road Safety Infrastructure Issues

Residents are most concerned over distracted behaviours and road maintenance

B7. How concerned are you about each of the following when it comes to road safety in the Halifax Regional Municipality? (Base: Total sample, n=500)



Those most likely to **be concerned about distracted behaviours** include:

- Those who have lived in HRM for 20+ years (97% vs. 86% <10 years).
- Those born in Canada (96% vs. 89% among those born outside of Canada).
- Non-Racialized Canadians (95% vs. 83% among Racialized).

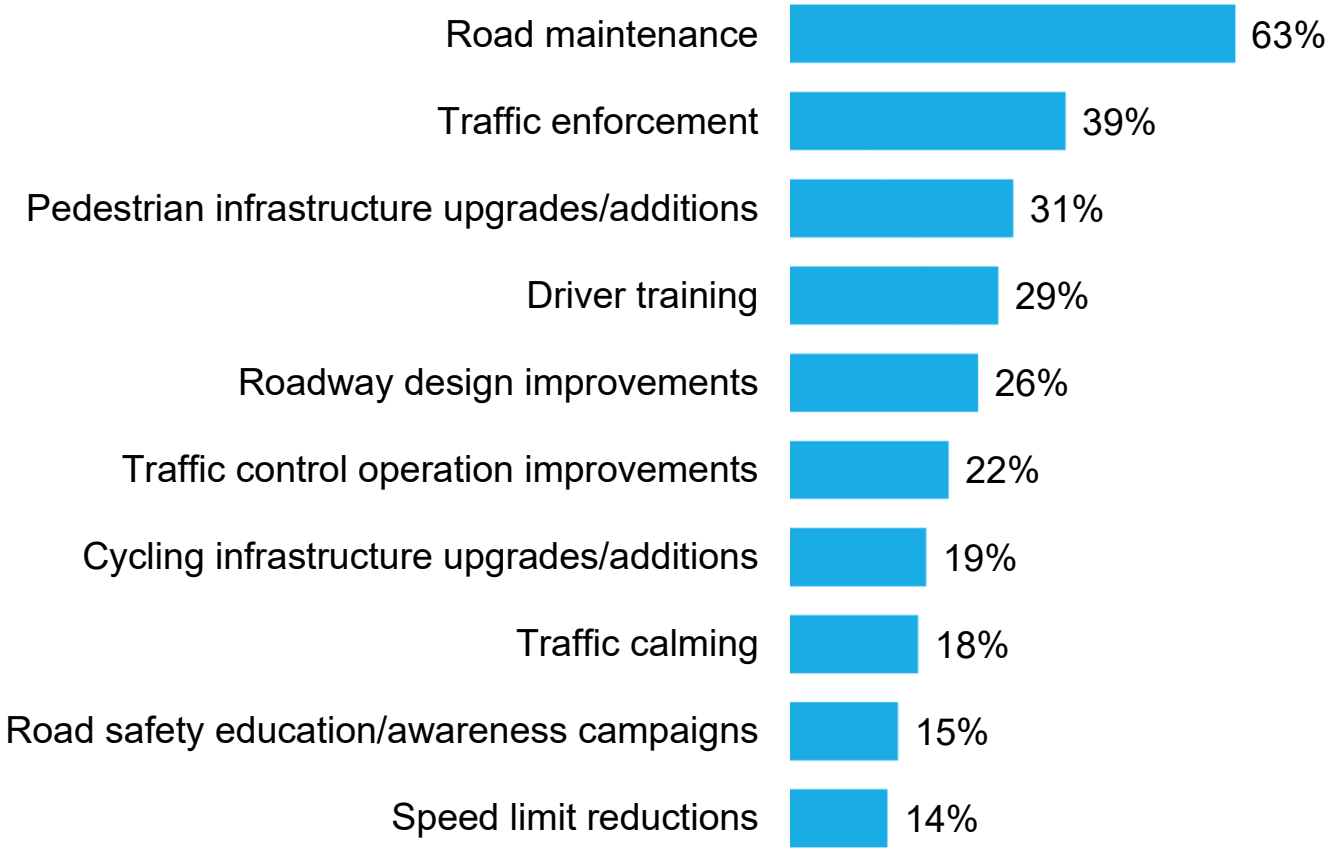
Those most likely to **be concerned about road maintenance** include:

- Those 35+ (96% 35-54 and 97% 55+ vs. 86% 18-34).
- Those who have lived in HRM for 20+ years (95% vs. 88% 10-20 years).
- Those with seniors living in their household (98% vs. 90% among those with kids <18 living with them).

Biggest Influences on Road Safety

Nearly two-thirds rank road maintenance as having the biggest influence on road safety

B10A. Below we have a list of 13 items that can influence road safety. Which of the following will have the biggest influence on road safety in the future? Please rank up to 3 items. (Base: Total sample, n=500)



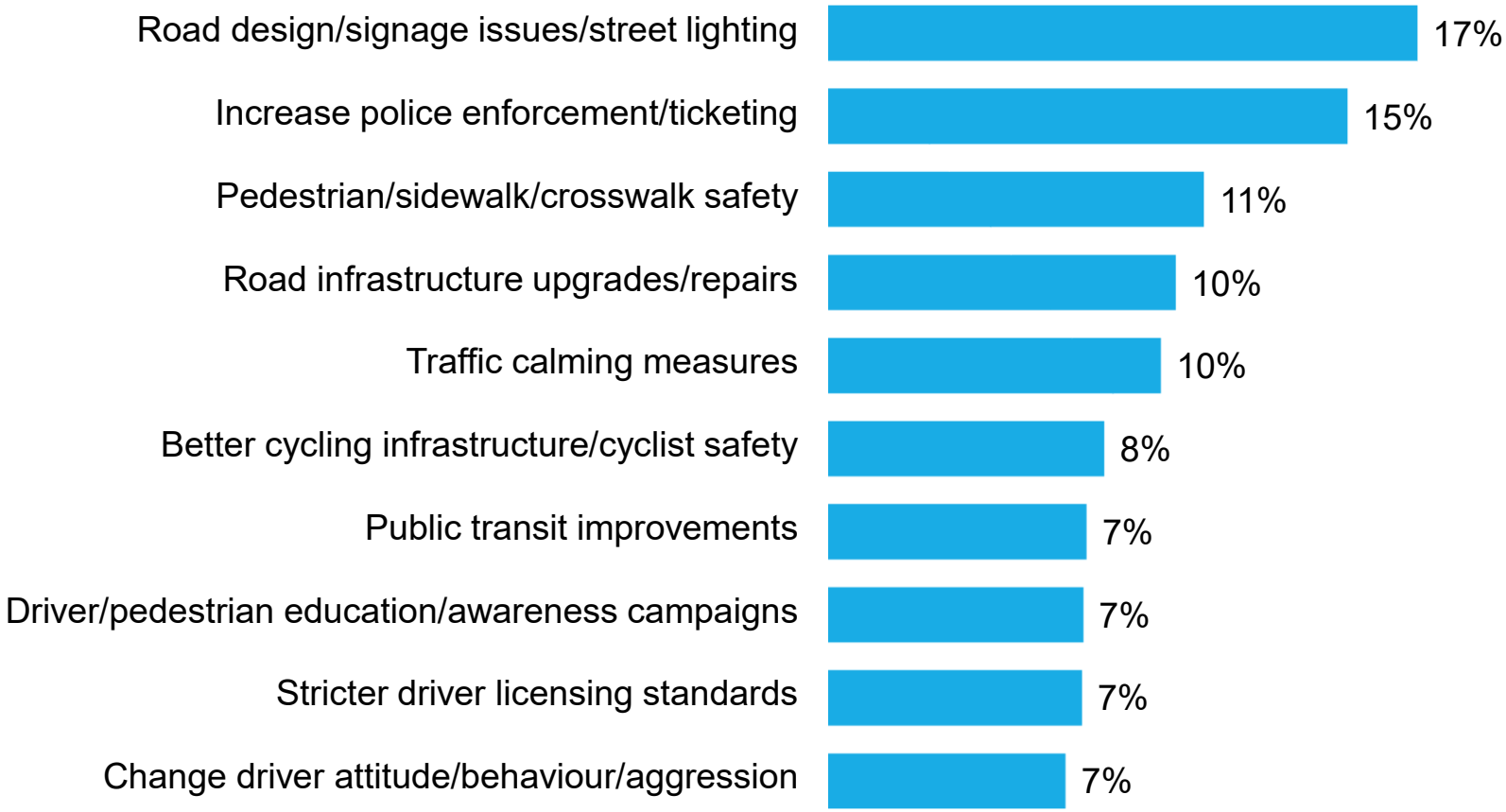
Those most likely to include **road maintenance in their top-3** include:

- Frequent automobile users (64% vs. 39% among non-frequent users).
- Frequent motorcycle users (89% vs. 61% among non-frequent users).
- Those with college diploma or less (74% vs. 56% among university and 52% among post-graduates).

Other influences Not Mentioned About Road Safety

Road design, signage, street lighting and increased police enforcement are most desired

B10B. Is there anything else that you feel may make roads safer? (Base: Total sample, n=500)



Those most likely to believe **better road design, signage, and street lighting would help make roads safer** include:

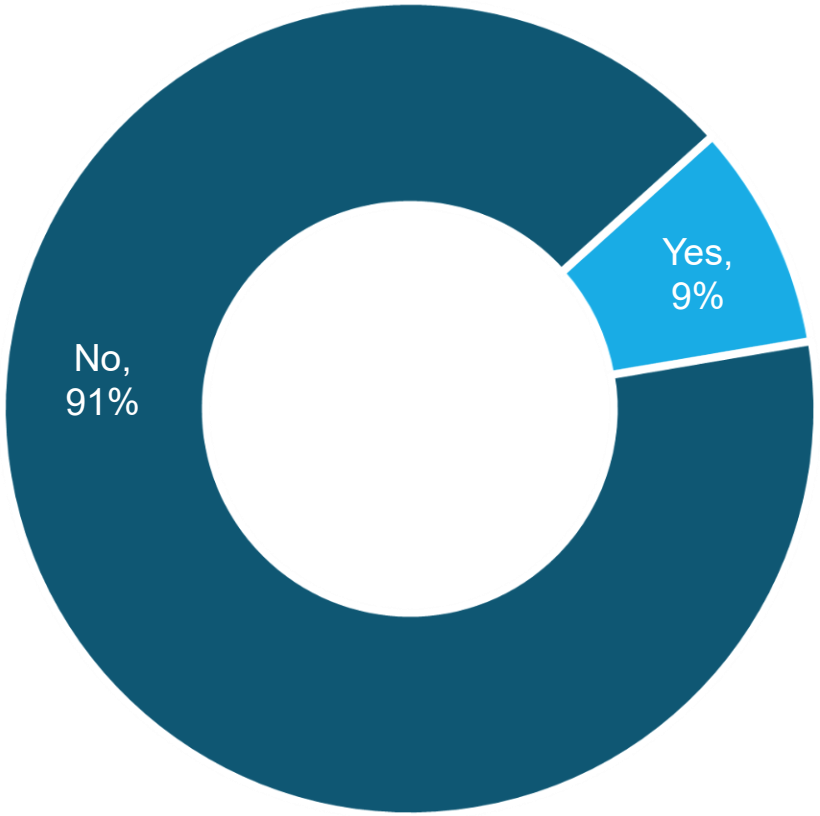
- Those aged 35-54 (26% vs. 13% each <35 and 55+).
- Post-graduates (24% vs. 13% among those with University diploma or less).
- Those who have lived in HRM for <10 years (29% vs. 14% 20+ years).
- Those born outside of Canada (29% vs. 14% among those born in Canada).
- Racialized Canadians (30% vs. 15% among non-Racialized).

Views on the Road Safety Strategy 2024

Awareness of the Road Safety Strategy 2024

Fewer than one in 10 are aware of the Road Safety Strategy 2024

B8. The Road Safety Strategy 2024 is the Halifax Regional Municipality's plan to make roads safer. This strategy adopts Vision Zero and is guided by the Safe System Approach, which prioritizes eliminating serious injuries and fatalities on our roads. Before today, were you aware that the municipality adopted this Road Safety Strategy? (Base: Total sample, n=500)



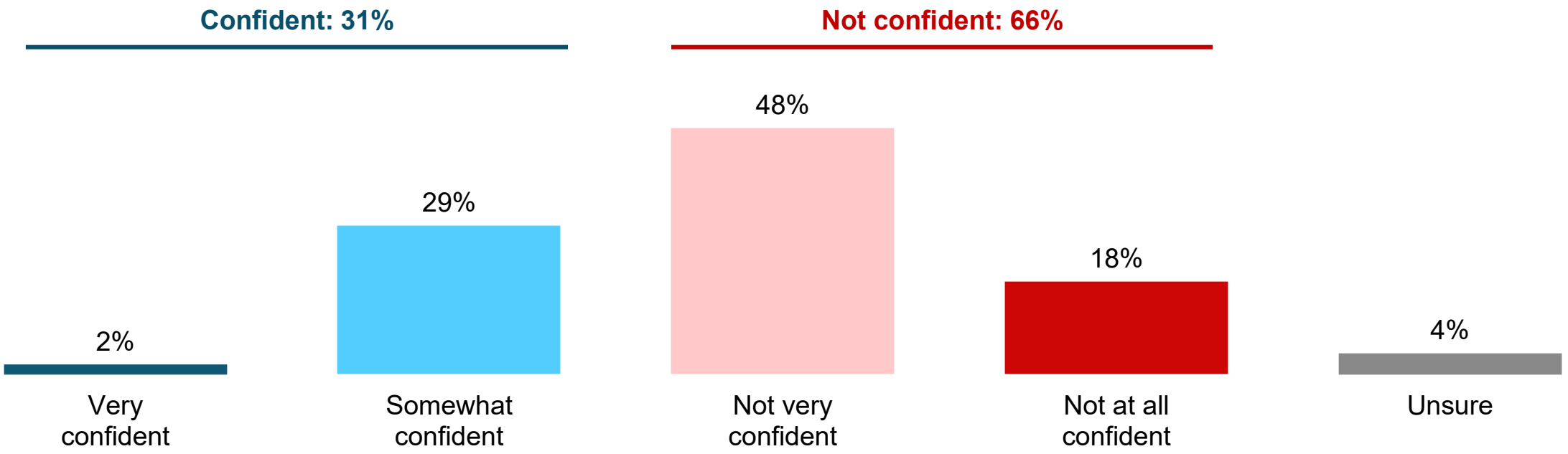
Those most likely to **be aware of the Road Safety Strategy 2024** include:

- Non-frequent automobile users (27% vs. 8% among frequent users).
- Frequent cyclists (20% vs. 7% among non-frequent cyclists).
- Post-graduates (16% vs. 3% among those with college diploma or less).

Degree of Confidence in Strategy's Outcome

Only three in 10 residents are confident HRM will meet the strategy's long-term goal

B9. Many cities have set a long-term goal of having zero serious injuries and deaths from road collisions. Knowing that the Halifax Regional Municipality is investing in this strategy, how confident are you that this goal can be met? (Base: Total sample, n=500)



Women are more likely to say they **are confident this goal can be met** (37% vs. 26% among men).

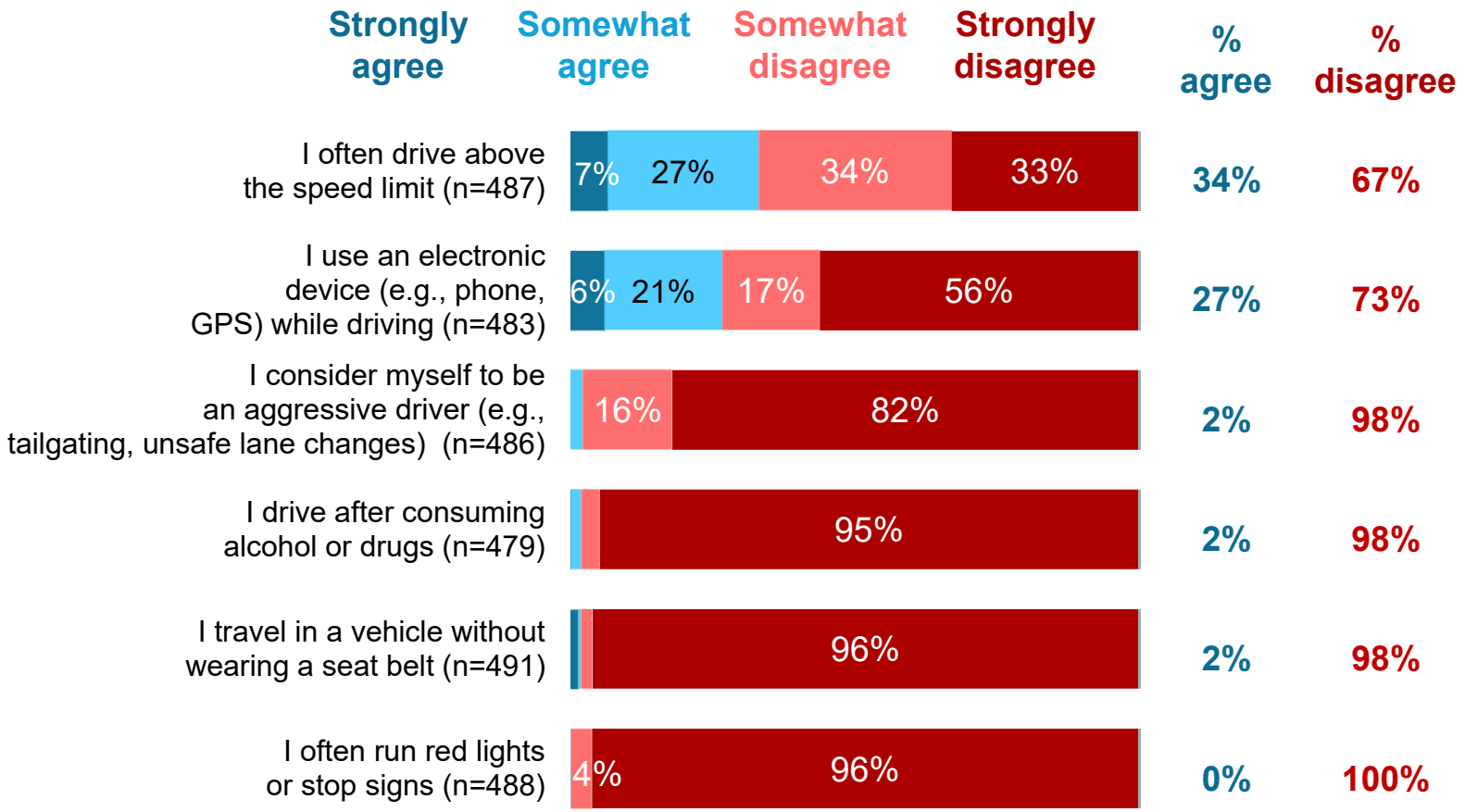
Men are more likely to say they are **not confident this goal can be met** (72% vs. 58% among women).

Perceptions of Personal and Others' Road Safety Habits

Self-Reported Personal Driving Habits

Drivers are most likely to admit they speed or use electronic devices over other negative habits

B11. To what extent do you agree or disagree with the following statements: (Base: Total sample, n=500, not applicable removed, mentions <3% are not shown)



Those most likely to **agree they often drive above the speed limit** include:

- Frequent motorcycle users (52% vs. 32% among non-frequent users).
- Men (40% vs. 26% among women).
- University graduates (41% vs. 28% among those with college diploma or less).
- Those who have lived in HRM for 10-20 years (46% vs. 31% 20+ years).

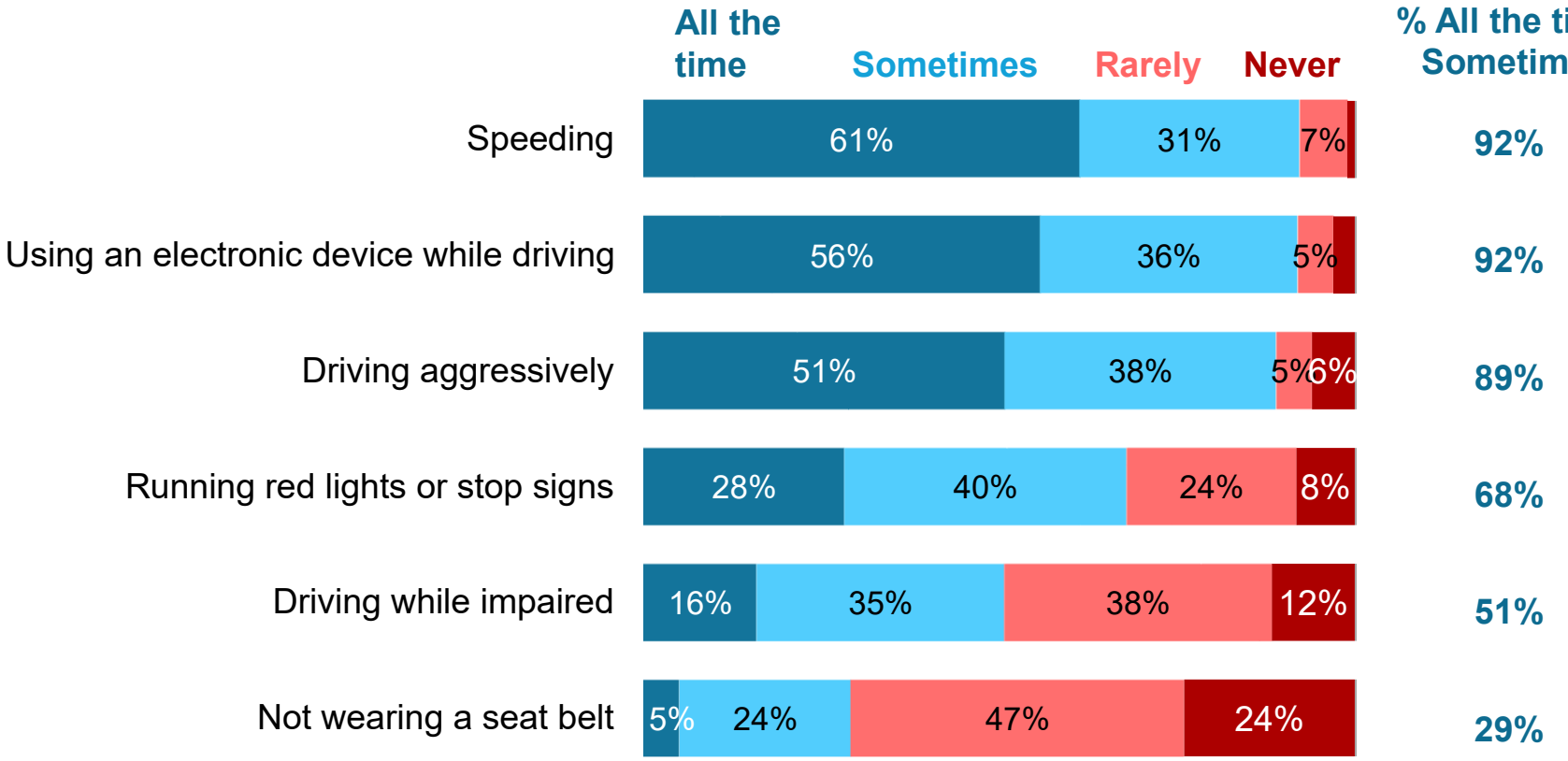
Those most likely to **agree they use an electronic device while driving** include:

- Those aged <55 (47% 18-34 and 27% 35-54 vs. 13% 55+).
- University graduates (36% vs. 20% among those with college diploma or less).
- Those from higher-income households (34% $100K+ vs. 11% <$50K).
- Those who have lived in HRM for <20 years (43% <10 and 39% 10-20 vs. 18% 20+ years).

Perceptions of Others' Driving Habits

Speeding, using an electronic device and aggressive driving are most-noticed behaviours

B13. How often do you see drivers doing the following in the Halifax Regional Municipality? (Base: Total sample, n=500, mentions <3% are not shown)



Those who have lived in HRM for 20+ years are more likely to say they **see other drivers speeding** (94% vs. 86% <10 years).

Those born in Canada are more likely to say they **see other drivers using electronic devices** (94% vs. 80% among those born outside of Canada).

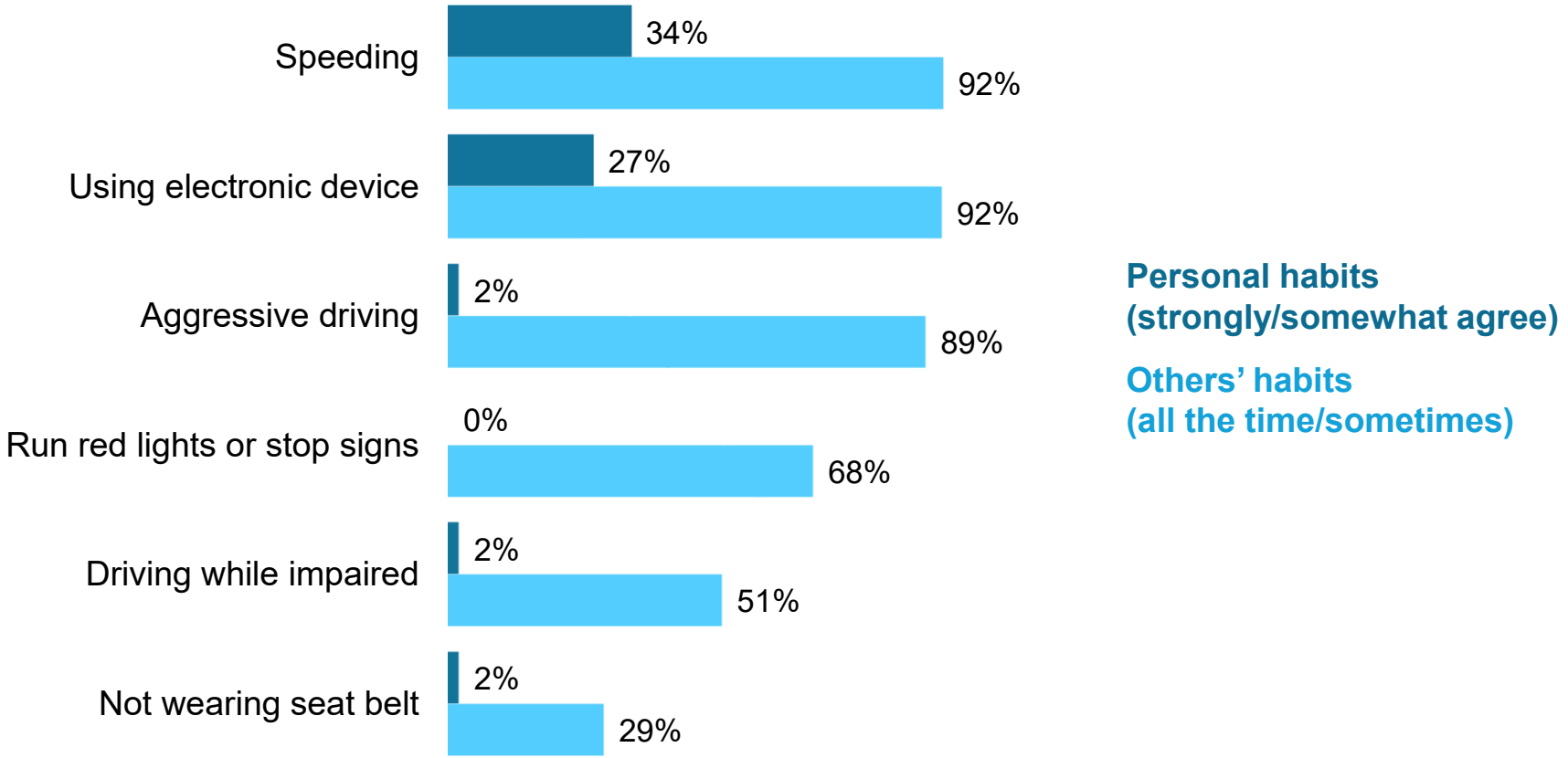
Those with college diploma or less are more likely to say they **see other drivers driving aggressively** (92% vs. 82% among post-gradates).

Comparison of Personal and Others' Driving Habits

Residents are much more likely to point the finger at other drivers' bad habits

B11. To what extent do you agree or disagree with the following statements. (Base: drivers or passengers, n=500, not applicable removed)

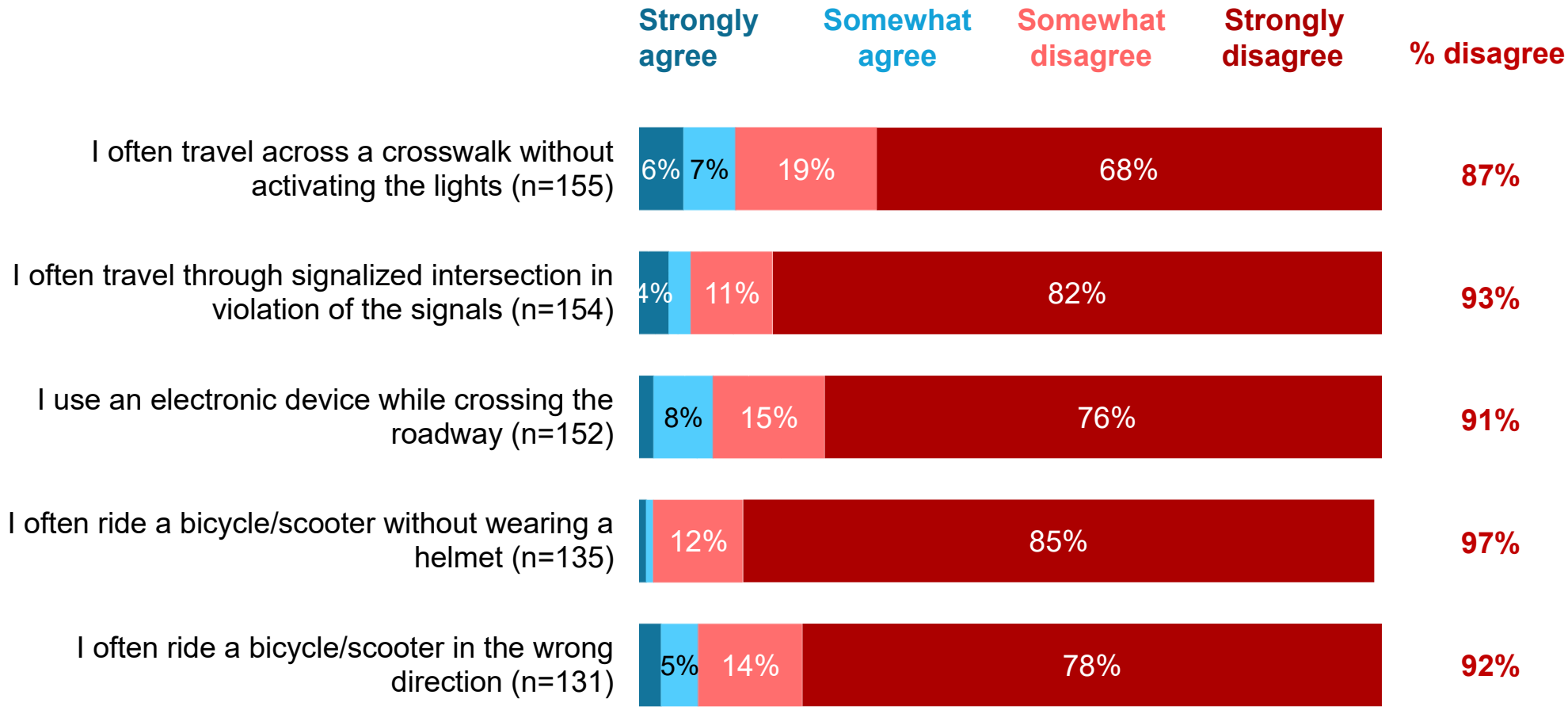
B13. How often do you see drivers doing the following in the Halifax Regional Municipality? (Base: Total sample, n=500, , not applicable removed)



Perceptions of Personal Cycling/Walking Habits

Cyclists and pedestrians generally indicate they act responsibly when on the roadways

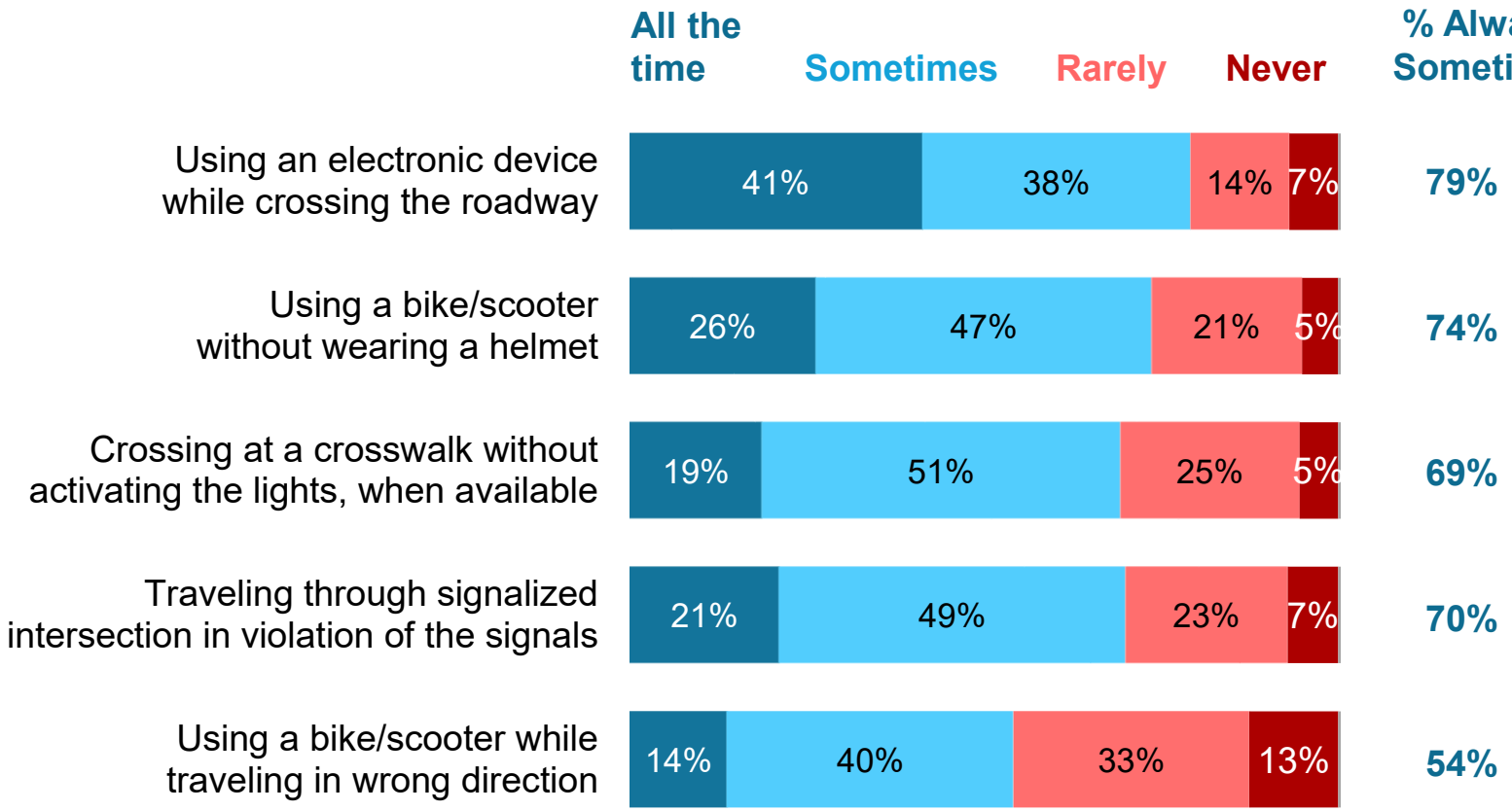
B12. Thinking about when you're cycling or walking in the Halifax Regional Municipality, to what extent do you agree or disagree with the following statements: (Base: Those cycling or walking, n=500, not applicable removed, mentions <3% are not shown)



Perceptions of Others' Cycling/Walking Habits

Pedestrians, cyclists are most likely to see others like them using devices or not wearing helmets

B14. How often do you see pedestrians or cyclists/scooter users doing the following in the Halifax Regional Municipality? (Base: All respondents, n=500, not applicable removed)



Those most likely say they **often see pedestrians or cyclists use an electronic device while crossing the roadway** include:

- Those 55+ (86% vs. 74% 35-54).
- Those with college diploma or less (87% vs. 69% among university graduates).
- Those who have lived in HRM for 20+ years (84% vs. 71% <10 and 72% 10-20 years).
- Those born in Canada (81% vs. 64% among those bon outside of Canada).

Those most likely say they **often see others use a bike/scooter without wearing a helmet** include:

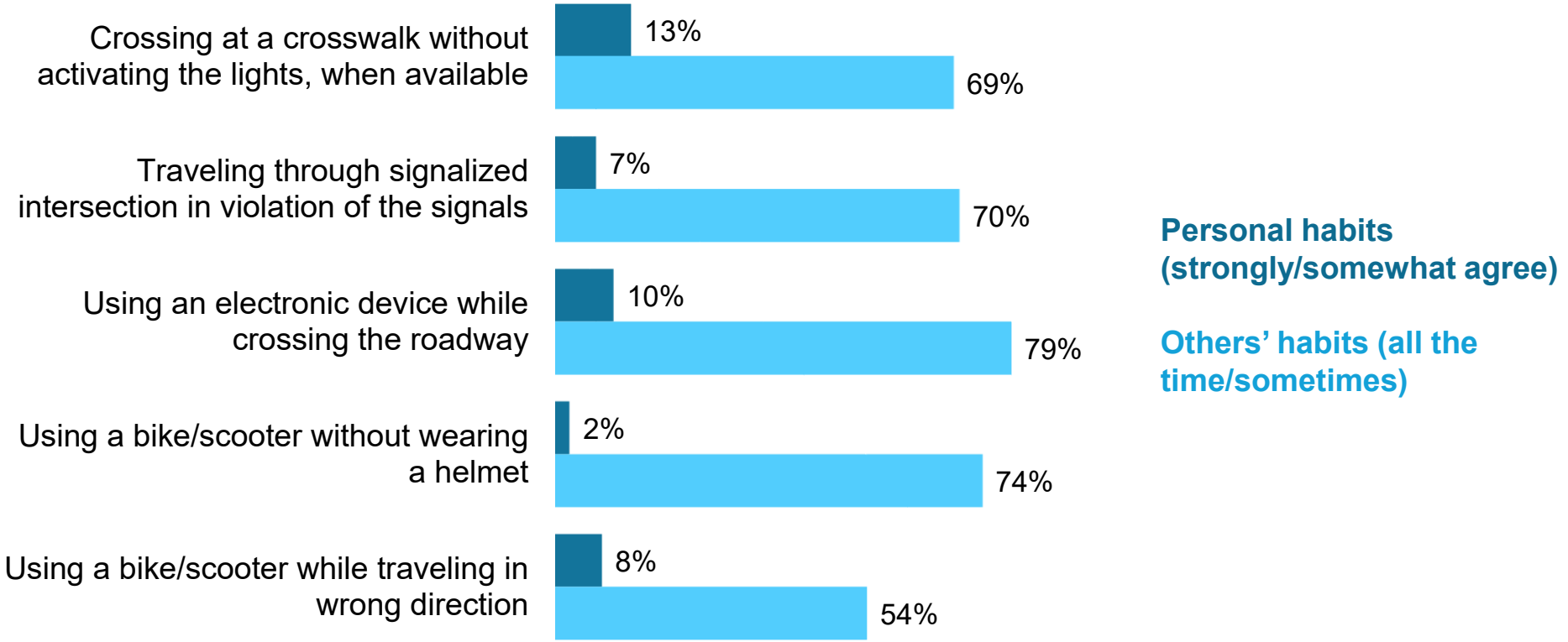
- Those 18-34 (89% vs. 70% 35-54 and 65% 55+).
- Those born in Canada (75% vs. 63% among those born outside of Canada).

Comparison of Personal and Others' Cycling/Walking Habits

As with drivers, cyclists and pedestrians are more likely to spot bad habits among others

B12. Thinking about when you're cycling or walking in the Halifax Regional Municipality, to what extent do you agree or disagree with the following statements. (Base: pedestrians or cyclists/scooter, n=500, not applicable removed)

B14. How often do you see pedestrians or cyclists/scooter users doing the following in the Halifax Regional Municipality? (Base: All respondents (Base: Total sample, n=500, not applicable removed)

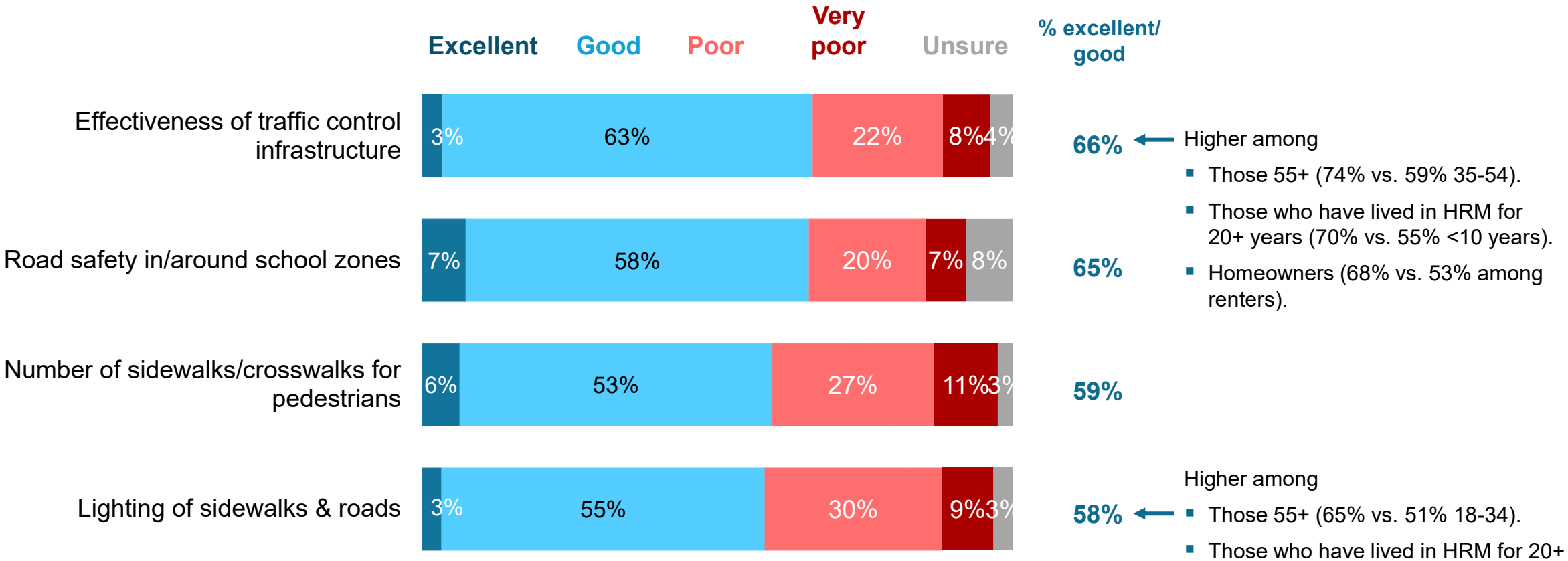


Impact of Infrastructure Measures on Road Safety

Most Effective Infrastructure Measures on Road Safety

Majorities agree these potential measures will be effective ways to improve road safety

B15. How would you rate the following infrastructure measures from a road safety perspective in the Halifax Regional Municipality? (Base: Total sample, n=500)



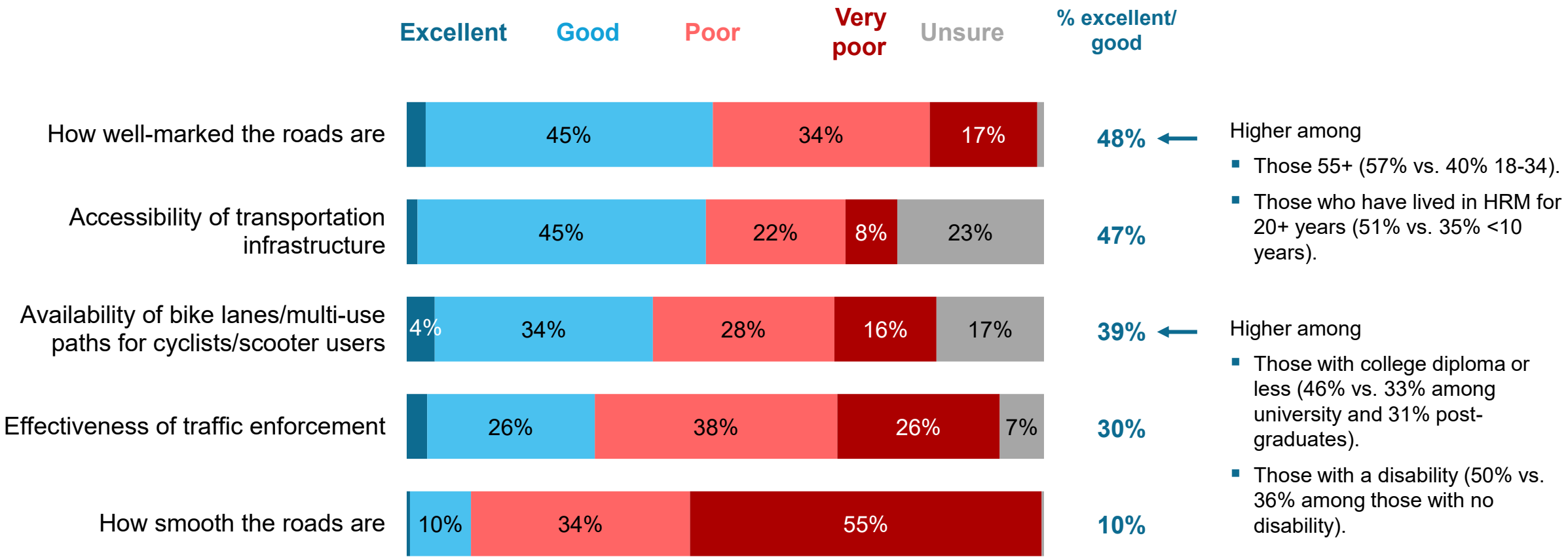
Higher among
- Those 55+ (74% vs. 59% 35-54).
- Those who have lived in HRM for 20+ years (70% vs. 55% <10 years).
- Homeowners (68% vs. 53% among renters).

Higher among
- Those 55+ (65% vs. 51% 18-34).
- Those who have lived in HRM for 20+ years (63% vs. 49% <10 years).
- Non-Racialized Canadians (60% vs. 39% among Racialized).

Less Effective Infrastructure Measures on Road Safety

Nearly one-half indicate having well-marked roads will improve road safety

B15. How would you rate the following infrastructure measures from a road safety perspective in the Halifax Regional Municipality? (Base: Total sample, n=500, mentions <3% are not shown)



Higher among

- Those 55+ (57% vs. 40% 18-34).
- Those who have lived in HRM for 20+ years (51% vs. 35% <10 years).

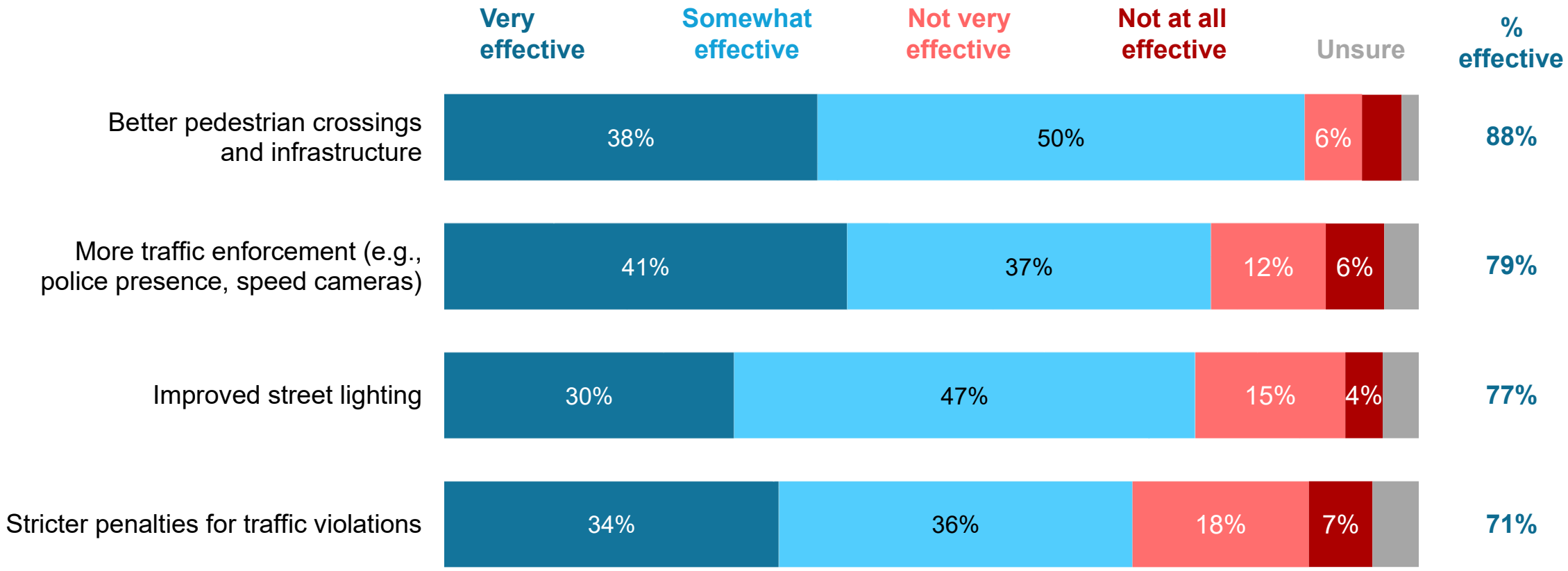
Higher among

- Those with college diploma or less (46% vs. 33% among university and 31% post-graduates).
- Those with a disability (50% vs. 36% among those with no disability).

Most Effective Measures to Encourage Safe Driving

Improved pedestrian infrastructure, street lighting, enforcement seen to encourage safe driving

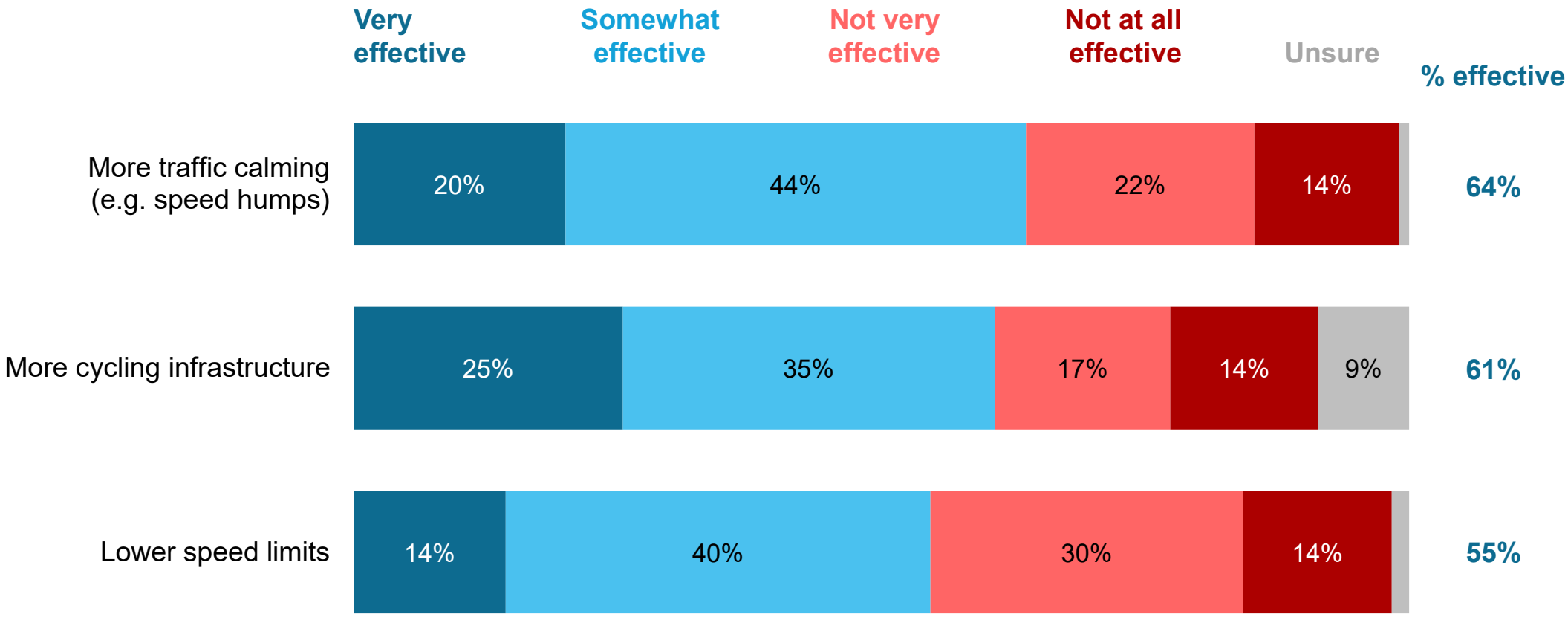
B16. How effective do you believe the following steps are in encouraging drivers to drive more safely? (Base: Total sample, n=500, mentions <3% are not shown)



Less Effective Measures to Encourage Safe Driving

More than one-half believe lowering the speed limit would encourage safer driving

B16. How effective do you believe the following steps are in encouraging drivers to drive more safely? (Base: Total sample, n=500, mentions <3% are not shown)



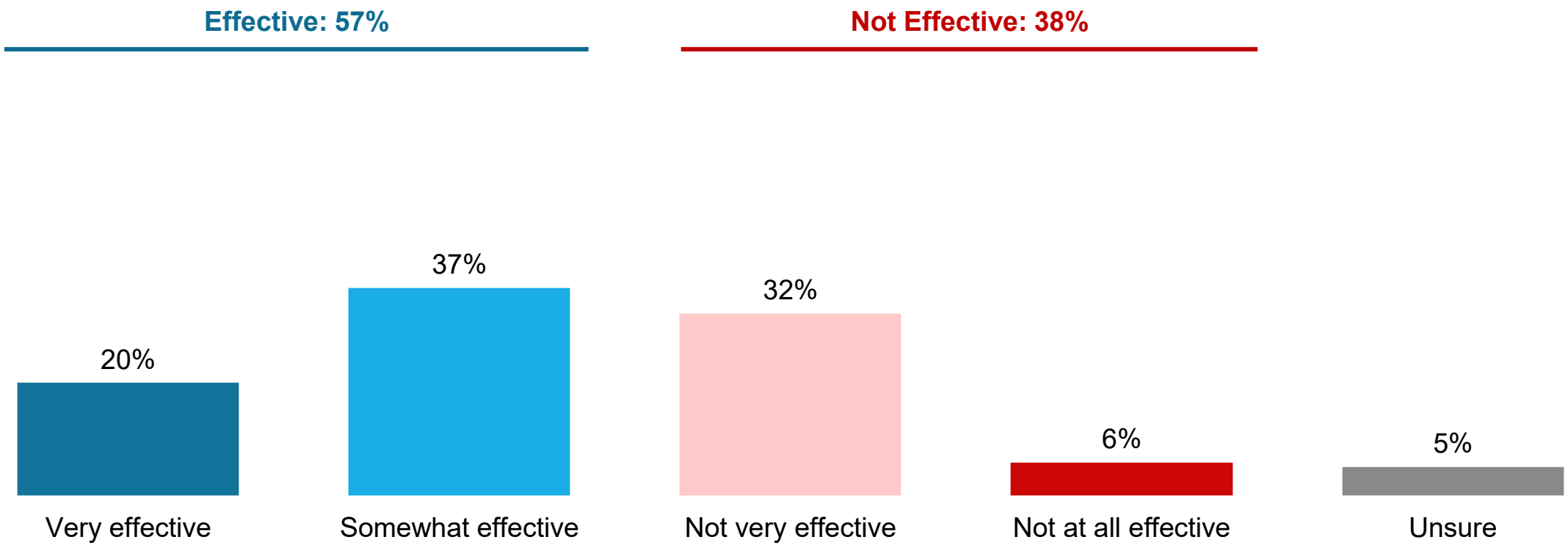
Communication Preference and Efficacy

Efficacy of Campaigns on Safe Driving

Six in 10 think increasing educational campaigns is an effective way to encourage safer driving

B16. How effective do you believe the following steps are in encouraging drivers to drive more safely?

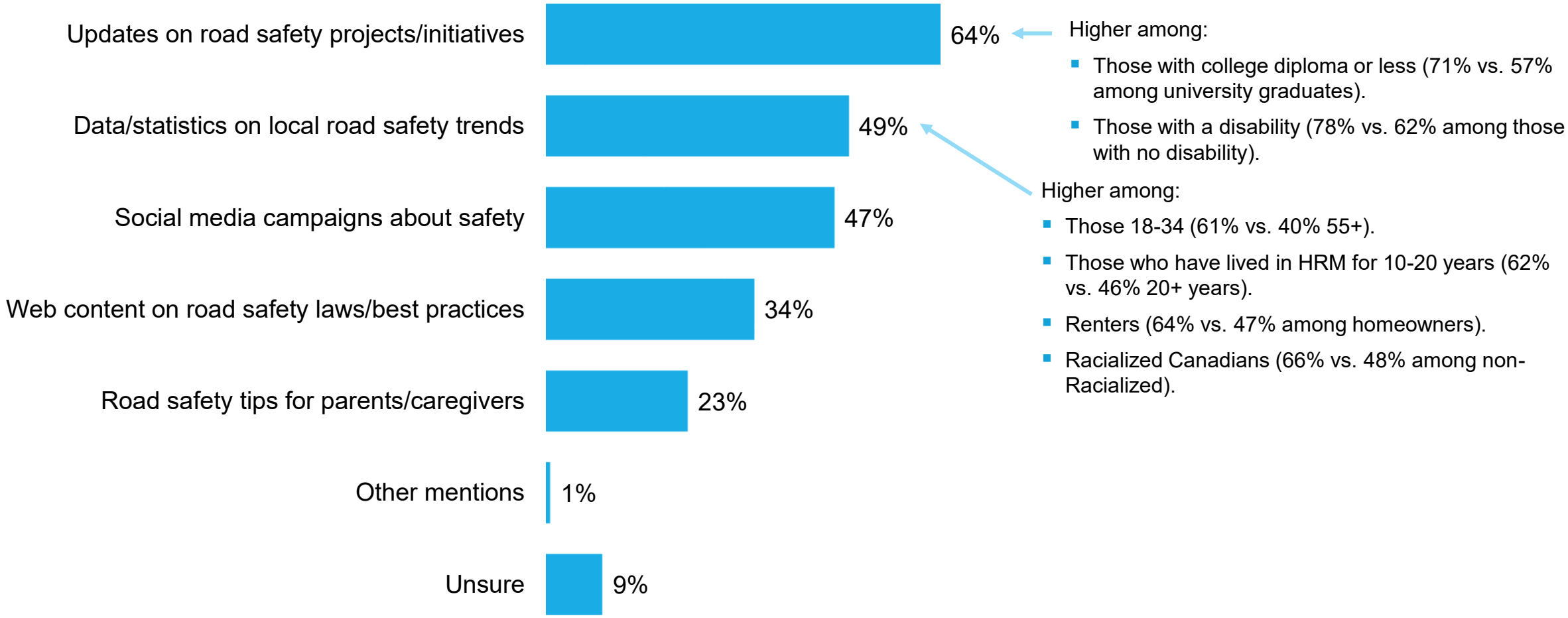
More public awareness/ campaigns on driving safety (Base: Total sample, n=500)



Most Useful Types of Information About Road Safety

Citizens are most likely to want to receive updates on road safety projects and initiatives

B17. What types of information about road safety from the municipality would you find most useful for you personally? (Base: Total sample, n=500)



Final Comments

Additional thoughts on Road Safety in HRM

HRM residents provided many comments on how to improve the municipality's road network

B18. Do you have any additional thoughts or suggestions on road safety in the Halifax Regional Municipality – or on making the municipality's road network safer? (Base: Total sample, n=500)

Open-ended responses highlighted several priorities for improving HRM's road safety network. Road and infrastructure maintenance is a significant concern, with frequent mentions of potholes, faded line painting, and missing sidewalks as direct safety risks. Many residents feel enforcement of traffic laws is inadequate, especially for speeding and distracted driving, and repeatedly call for increased police presence and camera use. There is a strong call for better education for all road users—drivers, pedestrians, and cyclists—to improve safety awareness and rule comprehension. Comments on active transportation stress the need for well-designed, connected bike and pedestrian networks. Expanded public transit and alternatives to driving are widely urged to reduce congestion and enhance safety. Concerns about poor traffic design, confusing intersections, inadequate signage, and roundabout confusion also feature prominently. Aggressive driving and congestion are linked to infrastructure shortcomings and rapid population growth. Finally, many point out that rural and suburban areas are underserved compared to urban zones, highlighting a need for more equitable resource distribution.

> "Reducing the number of cars and improving public transit would be helpful.
>
> Fix the potholes and manage the debris on the roads.
>
> More bike lanes and bike parking.
>
> Proper traffic enforcement will save lives. And education about roundabouts in HRM since no one knows how to use them.
>
> I believe we need speed cameras and cameras at intersections. In other major cities, these have been effective tools in keeping drivers under control.
>
> Maintenance needs to be drastically improved. Road conditions are horrendous throughout HRM. More thought into expanding the infrastructure with the growth in population over the past few years.
>
> Law enforcement is the only way to make drivers more aware - if they knew they would be caught, fined and have their licenses suspended, they would obey the rules of the road. When no one is watching, they know they aren't going to get caught."

Engagement Open Link Data

Key Findings

Key Findings

Overall Perceptions of Road Safety

The majority of residents get around HRM either as a driver or passenger in a vehicle, and on foot or using a walking/mobility device. Only one-third of residents feel the HRM road network is safe, and 26 per cent say it is very unsafe. Feelings of safety are even lower when residents consider the experiences of children, seniors, and people with disabilities.

Residents feel safest when riding transit, with one-third (30%) saying they feel very safe. However, when it comes to drivers, pedestrians, motorcyclists and cyclists, residents tend to feel unsafe when travelling throughout HRM. That said, residents report feeling safer when travelling within their own neighbourhood compared to within HRM as a whole.

When residents were asked to compare current road safety to five years ago, most said that conditions have gotten worse for both pedestrians and drivers, with only a small number believing that roads are safer now. Looking ahead, more than half (51%) of residents identified increased traffic enforcement as the most important factor for improving road safety in the future.

HRM's Road Safety Strategy Awareness

One in four residents is aware of HRM's road safety strategy, Vision Zero—15 percentage points higher than in the postcard sample, likely reflecting the higher engagement level of those completing the open link survey. However, even with greater awareness, fewer than a quarter of residents express confidence that the strategy is achievable.

Perceived Effects of Infrastructure on Road Safety

Residents are most positive about HRM's protected bike lanes and multi-use pathways, with seven in 10 deeming them safe. However, 60 per cent are concerned about the lack of cycling infrastructure—likely contributing to the perception that cycling in other environments is unsafe.

Few residents gave excellent marks to any current infrastructure, and overall, ratings for most measures were lower than those seen in the postcard sample. A large majority, 79%, rated the effectiveness of traffic enforcement as poor, while 88% described road conditions as poor. When considering potential improvements, nearly nine in 10 respondents identified better pedestrian crossings and infrastructure (89%), more traffic enforcement (85%), and stricter penalties for violations (78%) as effective ways to encourage safer driving.

Demographics

Profile of Respondents

Gender	
Female	51%
Male	47%
Other	1%

Age	
18 to 34	30%
35 to 54	32%
55+	38%

Born in Canada	
Yes	89%
No	11%

Identify as	
African Nova Scotian	1%
Indigenous	1%
Acadian	5%
Francophone	3%
No	89%

Education	
Less than high school	0%
High school diploma	11%
Apprenticeship/trades	4%
College/CEGEP	22%
University graduate	32%
Post-graduate degree	30%

Income	
Less than $30,000	7%
$30,000 to $49,999	8%
$50,000 to $74,999	15%
$75,000 to $99,999	19%
$100,000 to $124,999	15%
$125,000 to $149,999	10%
$150,000 or more	26%

Person with a disability	
Yes	19%
No	81%

Lived in HRM	
Relocated this year	0%
1 to 4 years	5%
5 to 9 years	8%
10 to 14 years	10%
15 to 20 years	11%
Over 20 years	66%

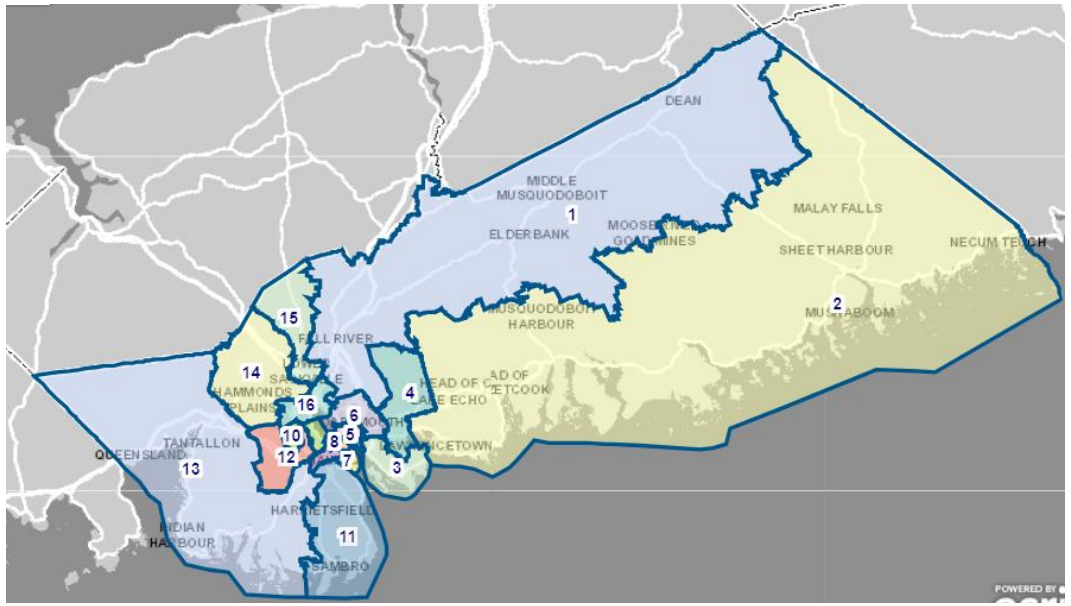
Residence	
Own	68%
Rent	26%
Other	6%

Living in Home	
Children <18 yrs	24%
Adult dependents	13%
Seniors	23%
(None of these)	46%

Racialized/Person of Colour	
Yes	6%
No	94%

District Representation

D. What district do you live in? If unsure, please refer to the map.

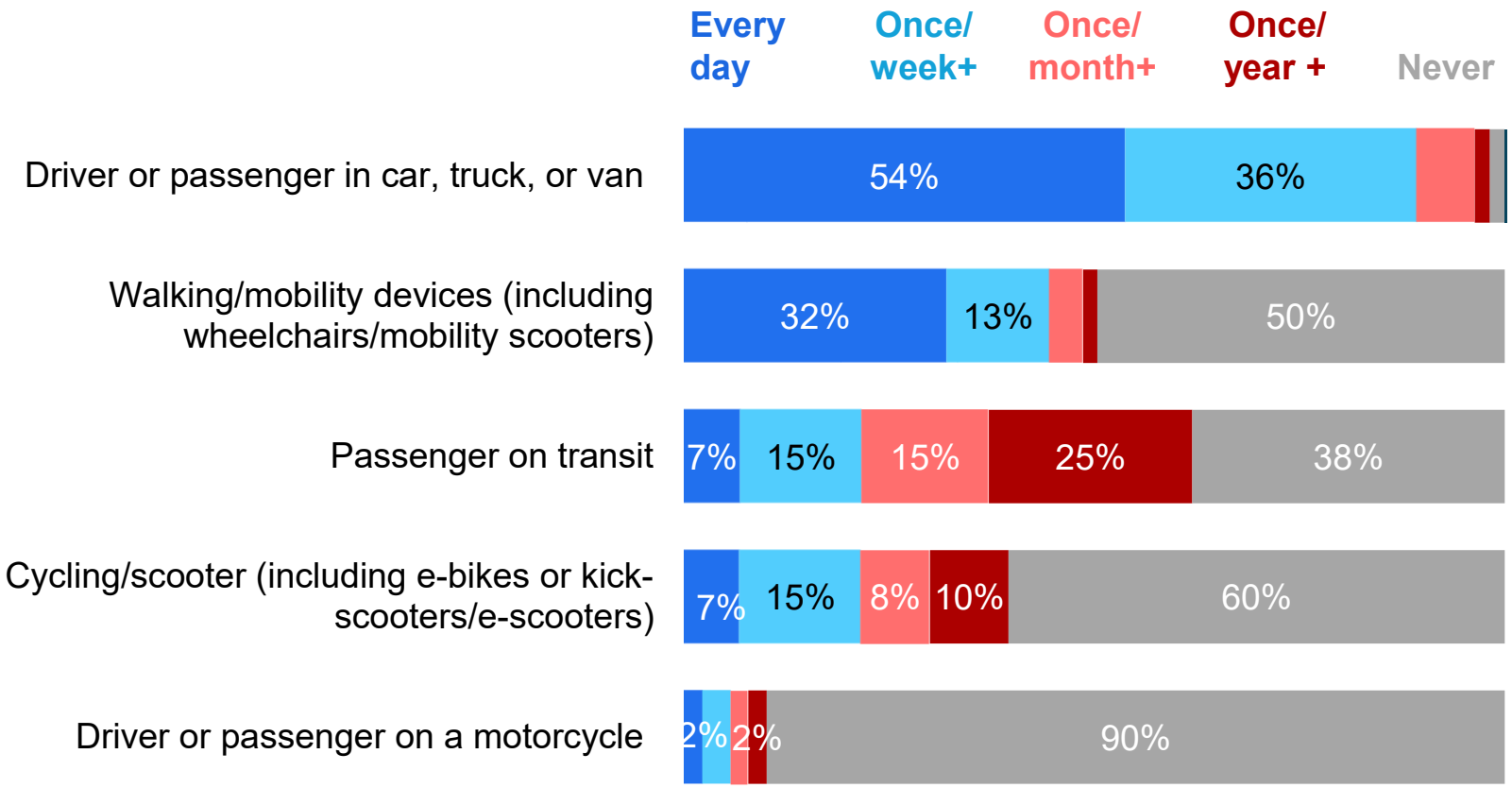


District	% of population
District 1 – Waverley-Fall River-Musquodoboit Valley	3%
District 2 – Lawrencetown-The Lakes-Chezzetcook-Eastern Shore	3%
District 3 – Dartmouth South-Woodside-Eastern Passage	5%
District 4 – Cole Harbour-Preston-Westphal-Cherry Brook	6%
District 5 – Dartmouth Centre	7%
District 6 – Dartmouth East-Burnside	7%
District 7 – Halifax South Downtown	8%
District 8 – Halifax Peninsula North	13%
District 9 – Halifax West-Armdale	15%
District 10 – Bedford Basin West	5%
District 11 – Spryfield-Sambro Loop	5%
District 12 – Timberlea-Beechville-Clayton Park-Wedgewood	6%
District 13 – Prospect Road-St. Margarets	5%
District 14 – Hammonds Plains-Upper Hammonds Plains-Lucasville-Middle & Upper Sacville	4%
District 15 – Lower Sackville-Beaver Bank	5%
District 16 – Bedford-Wentworth	4%

Frequency of Use of Select Modes of Transportation

Most citizens get around by vehicle or on foot

1. Please indicate how often you use these modes of transportation to get around in the Halifax Regional Municipality. For methods which you only use during certain seasons, please respond with how often you travel that way during that time of year. (Base: Total sample, N=1836, mentions <3% are not shown)



Those most likely to be a **driver or passenger every day** include:

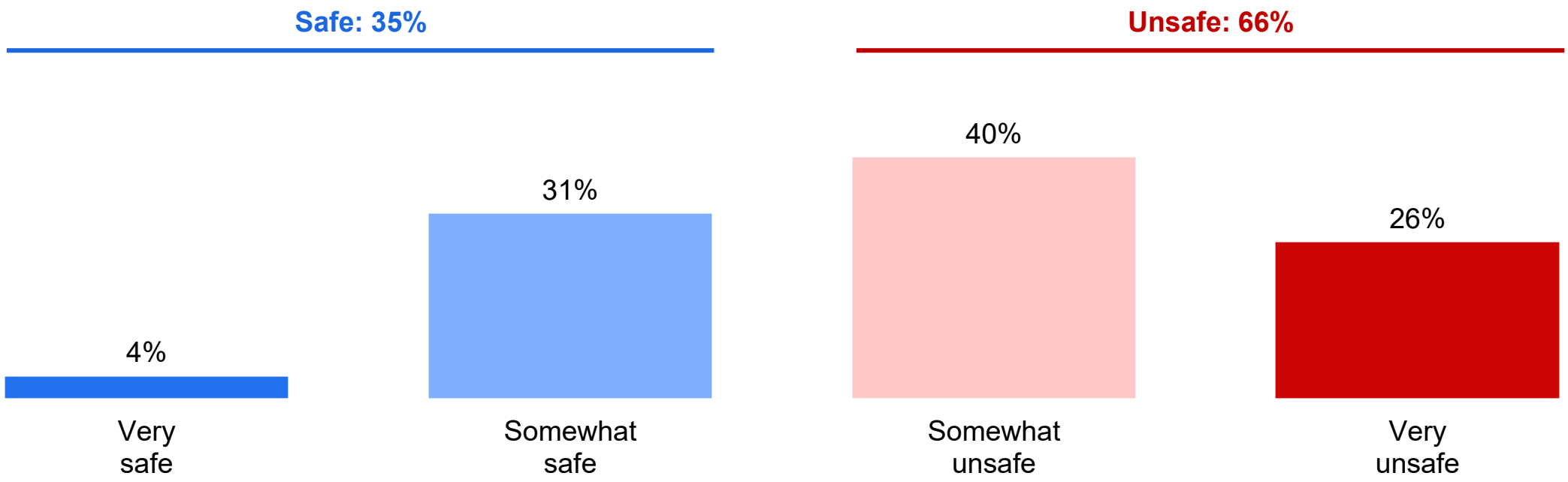
- Those 35-54 (55% vs. 45% 18-34).
- Those with college diploma or less (65% vs. 51% among university and 50% among post-graduates).
- Those from higher-income households (58% $100K+ vs. 42% <$50K and 51% $50K-$99K).
- Those who have lived in HRM for 20+ years (56% vs. 45% <10 years).
- Those born in Canada (55% vs. 41% among those born outside of Canada).

Road Safety Perceptions

Perceptions of Safety of Road Network

One-third of citizens feel the road network is safe, few say it is very safe

B1. Overall, when thinking about all people who travel in the region using different modes of transportation, how safe is the road network in the Halifax Regional Municipality? (Base: Total sample, N=1836)



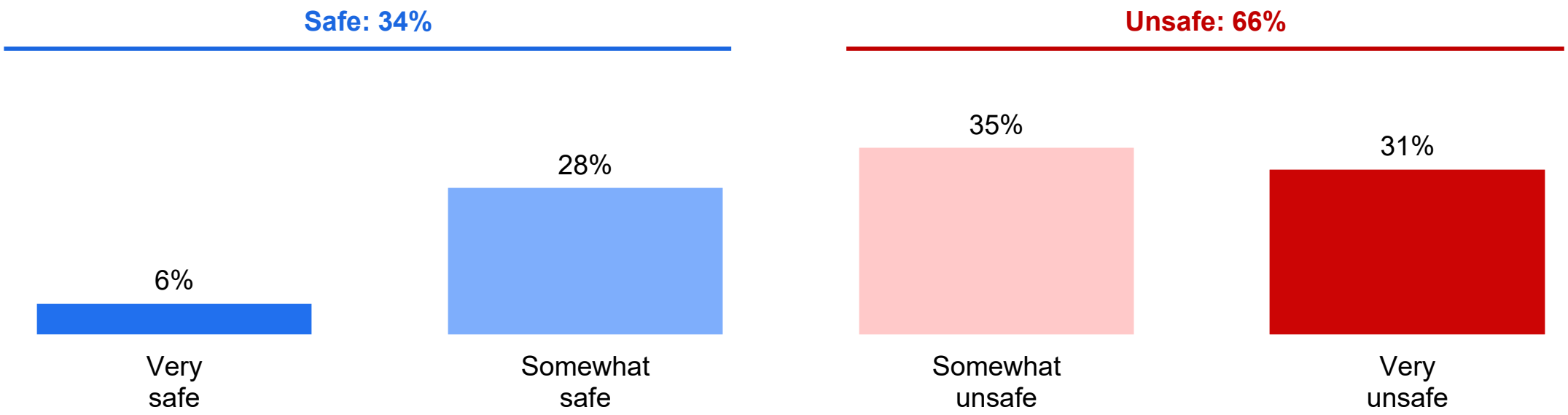
Those most likely to say **the HRM road network is safe** include:

- Men (42% vs. 28% among women).
- Those 55+ (39% vs. 29% 35-54).
- Those with no disability (36% vs. 29% among those with a disability).

Perceptions of Safety of Road Network for Vulnerable Populations

Citizens feel the HRM road network is less safe for children, seniors and those with a disability

B4. How safe do you feel the roads are in your neighbourhood for children, seniors, and people with disabilities to walk, roll or cycle? (Base: Total sample, N=1836)



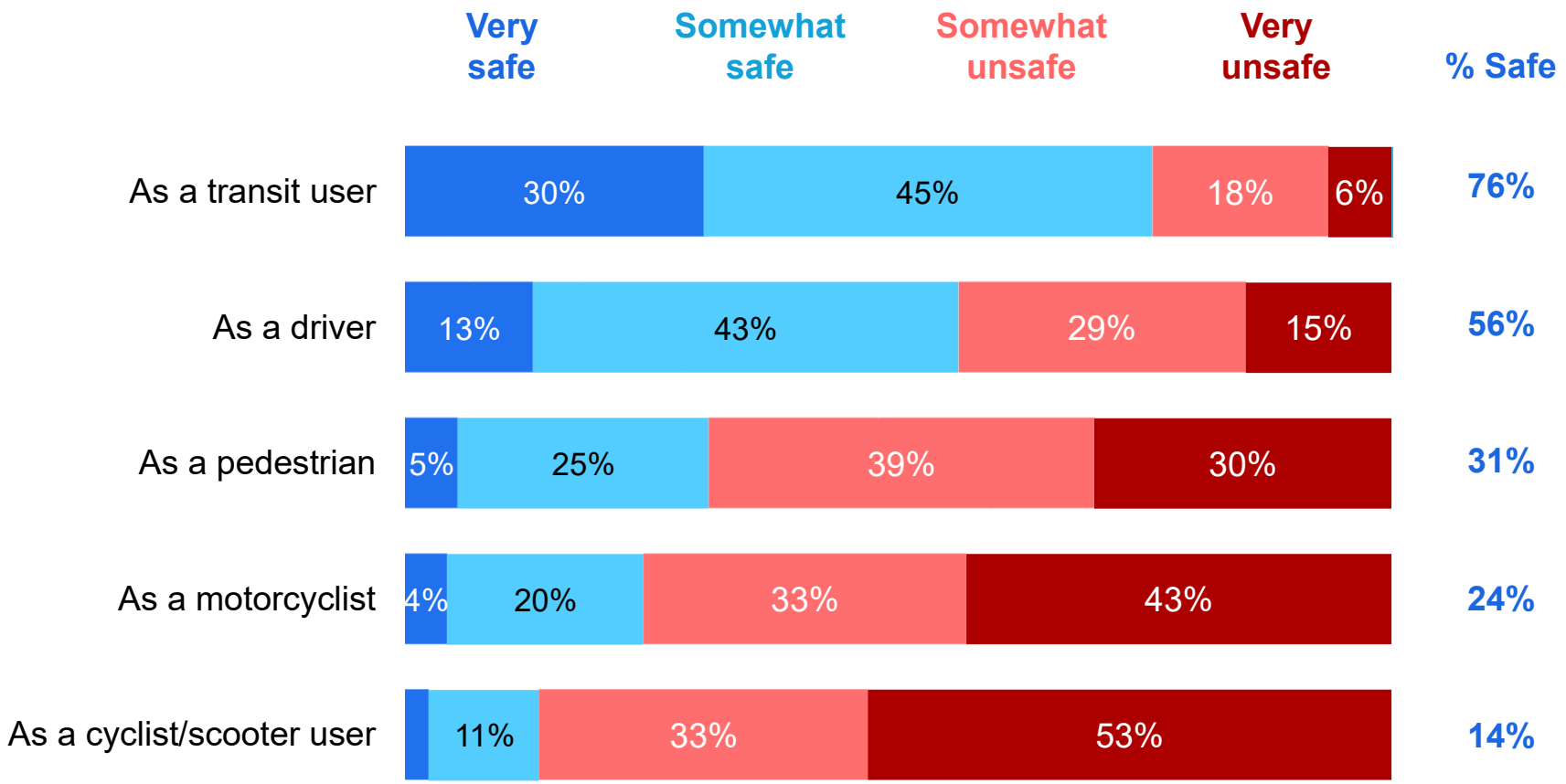
Those most likely to say **the neighborhood road network is safe for children, seniors, and people with disabilities** include:

- Men (41% vs. 28% among women).
- Those 55+ (38% vs. 28% 35-54 and 29% <35).
- Those who have lived in HRM for 10-20 years (35% vs. 27% <10 years).
- Racialized Canadians (41% vs. 33% among non-Racialized).

Perceptions of Personal Safety Using HRM Roadways

Citizens feel most safe riding transit

B2. How would you rate how safe you feel personally when using roadways throughout the Halifax Regional Municipality in the following situations? (Base: Total sample, N=1836, not applicable removed, mentions <3% are not shown)



Those most likely to **feel very safe as a transit user** include:

- Men (40% vs. 22% among women).
- Those 55+ (37% vs. 24% 18-34 and 26% 35-54).
- Those with no disability (33% vs. 22% among those with a disability).

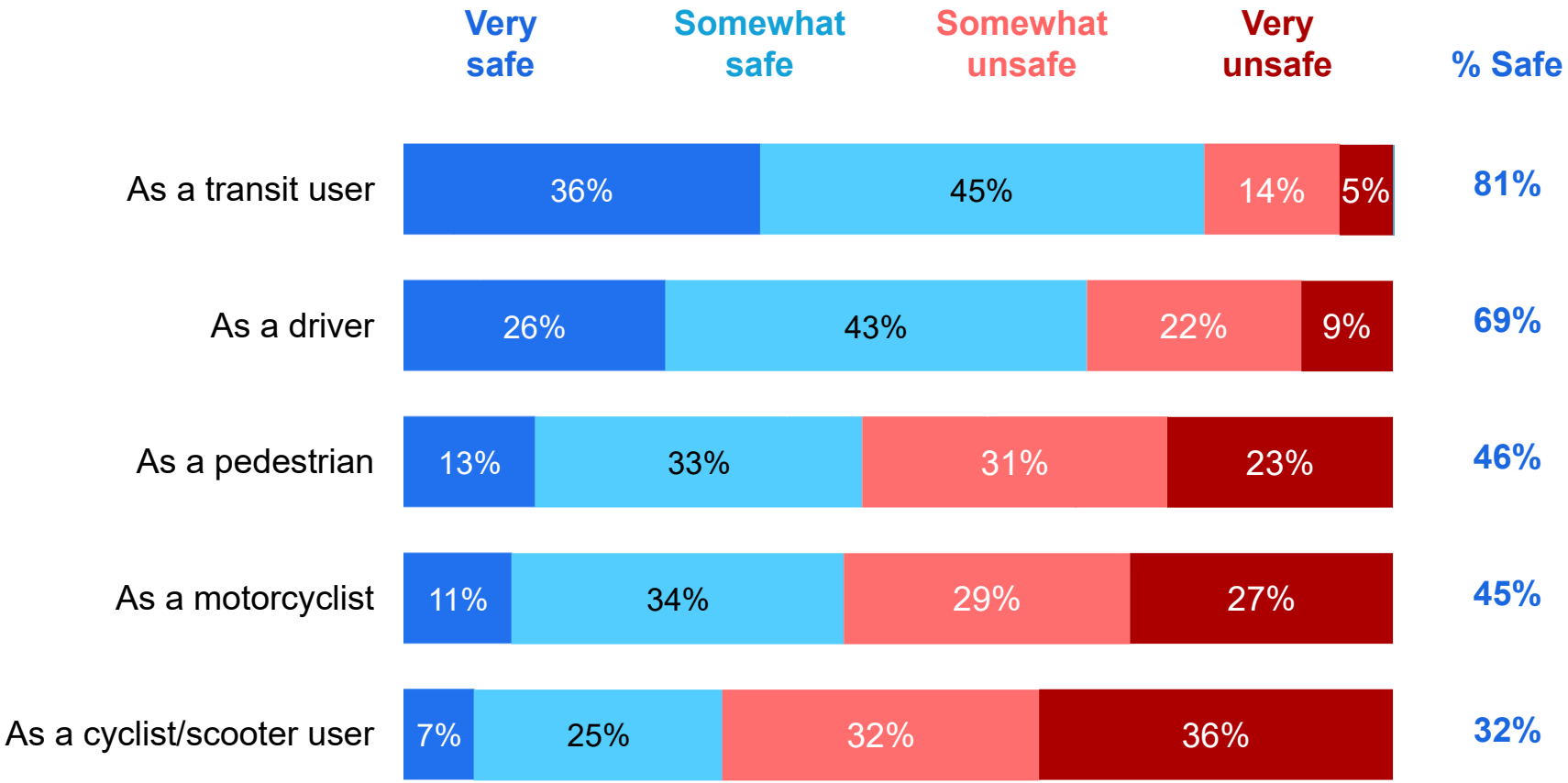
Those most likely to **feel unsafe as a cyclist/scooter user** include:

- Women (91% vs. 82% among men).

Perceptions of Personal Safety Using Neighbourhood Roadways

Citizens feel safer using the roadways in their own neighbourhood compared to HRM as a whole

B3. How would you rate how safe you feel personally when using the roads in your own neighbourhood… (Base: Total sample, N=1836, not applicable removed)



Those most likely to **feel safe as a transit user** include:

- Men (84% vs. 78% among women).
- Those 35+ (79% 35-54 and 87% 55+ vs. 72% 18-34).
- Those born outside of Canada (86% vs. 75% among those born in Canada).
- Those with no disability (84% vs. 70% among those with a disability).

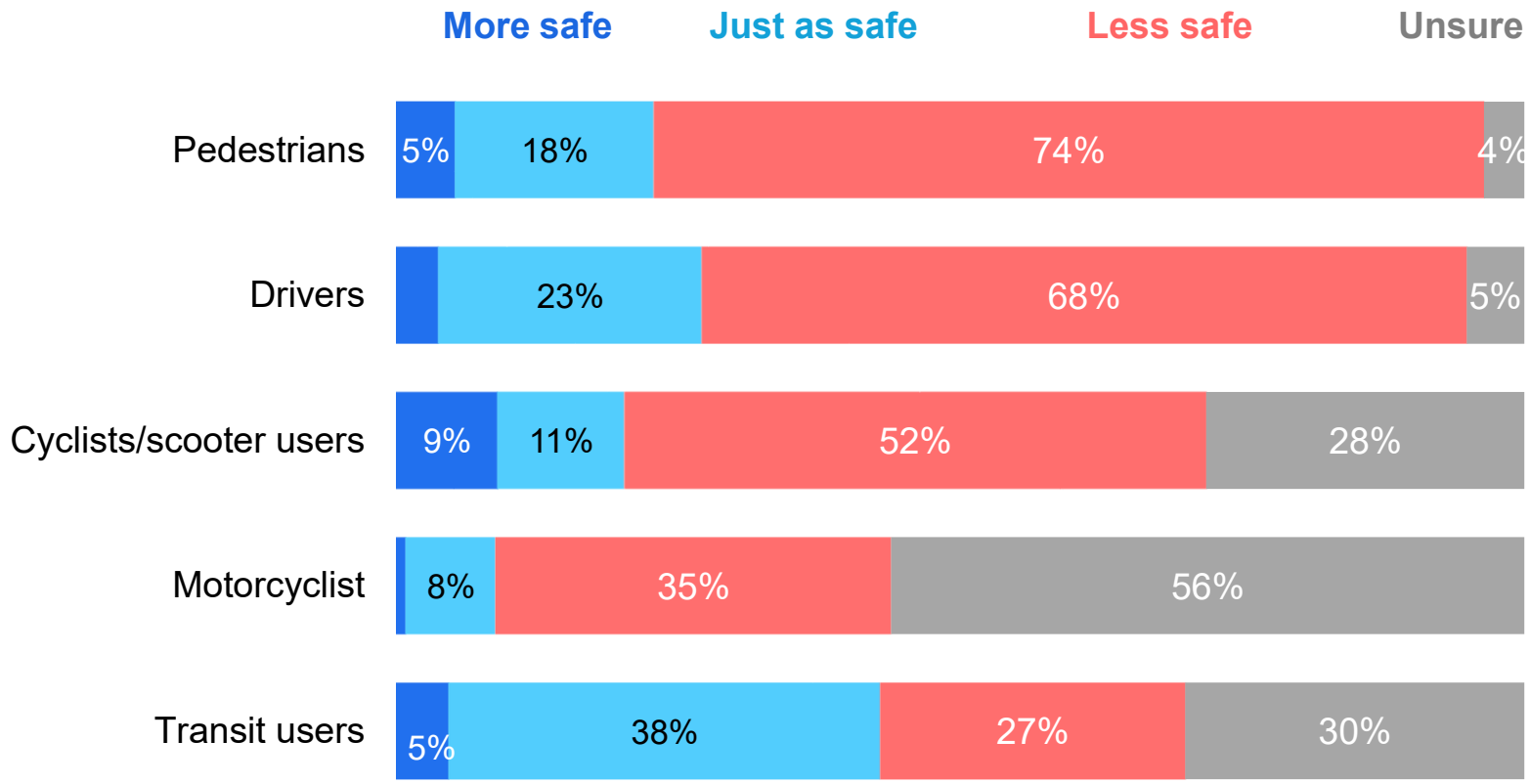
Those most likely to **feel unsafe as a cyclist/scooter user** include:

- Women (73% vs. 63% among men).

A Retrospective of Road Safety

Overall, citizens feel all types of transportation are less safe today compared to five years ago

B5. Compared to five years ago, would you say that the roads in the Halifax Regional Municipality are more safe, less safe, or just as safe for each of the following transportation modes? (Base: Total sample, N=1836, mentions <3% are not shown)

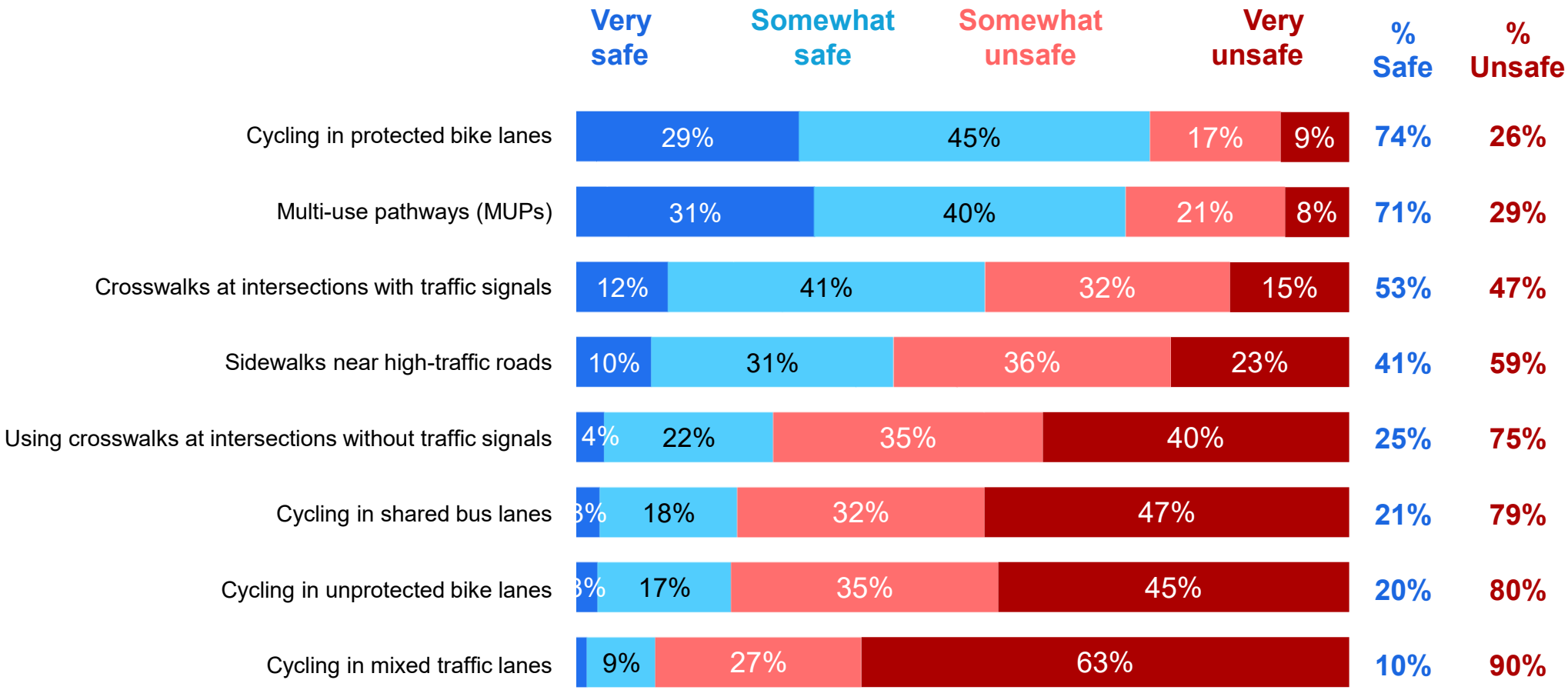


Women, those 35+ years old, and those who have lived in HRM for 20+ years are more likely to believe **roads have become less safe for pedestrians** and **drivers.**

Perceived Safety of Road Infrastructure

Residents feel protected bike lanes offer greatest infrastructure safety

B6. How safe do you feel using the following types of road infrastructure? (Base: Total sample, N=1836, not applicable removed, mentions <3% are not shown)

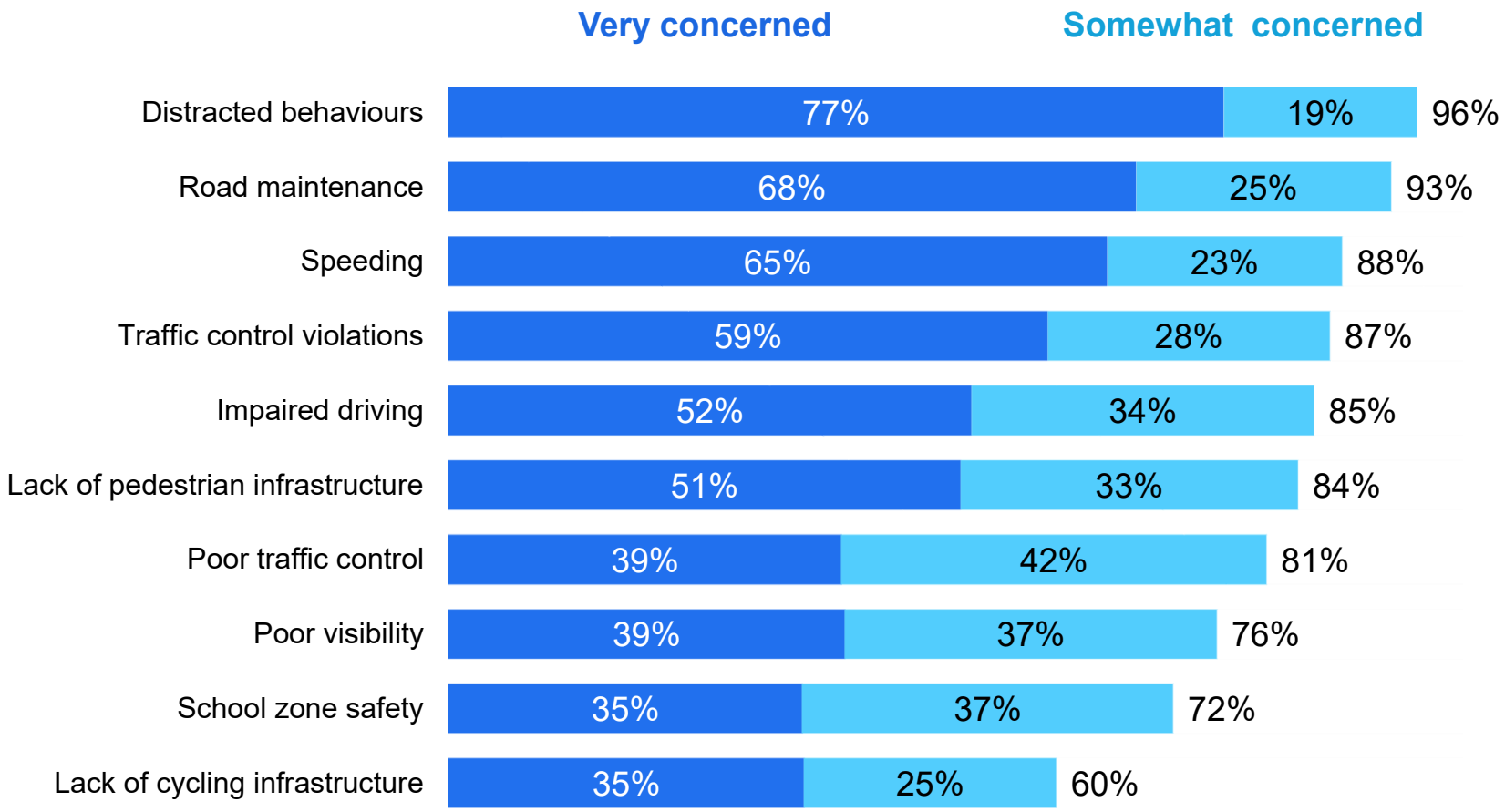


Men, university graduates, and those with no disability are more likely to **consider most of these types of infrastructure safe,** while women and those with a disability are more likely to **consider most of these types of infrastructure unsafe.**

Concern Over Road Safety Infrastructure Issues

Distracted behaviours and road maintenance are top of mind

B7. How concerned are you about each of the following when it comes to road safety in the Halifax Regional Municipality? (Base: Total sample, N=1836)



Those most likely to **be concerned about distracted behaviours** include:

- Those 35+ (96% 35-54 and 97% 55+ vs. 90% 18-34).
- Those who have lived in HRM for 20+ years (97% vs. 90% <10 years).

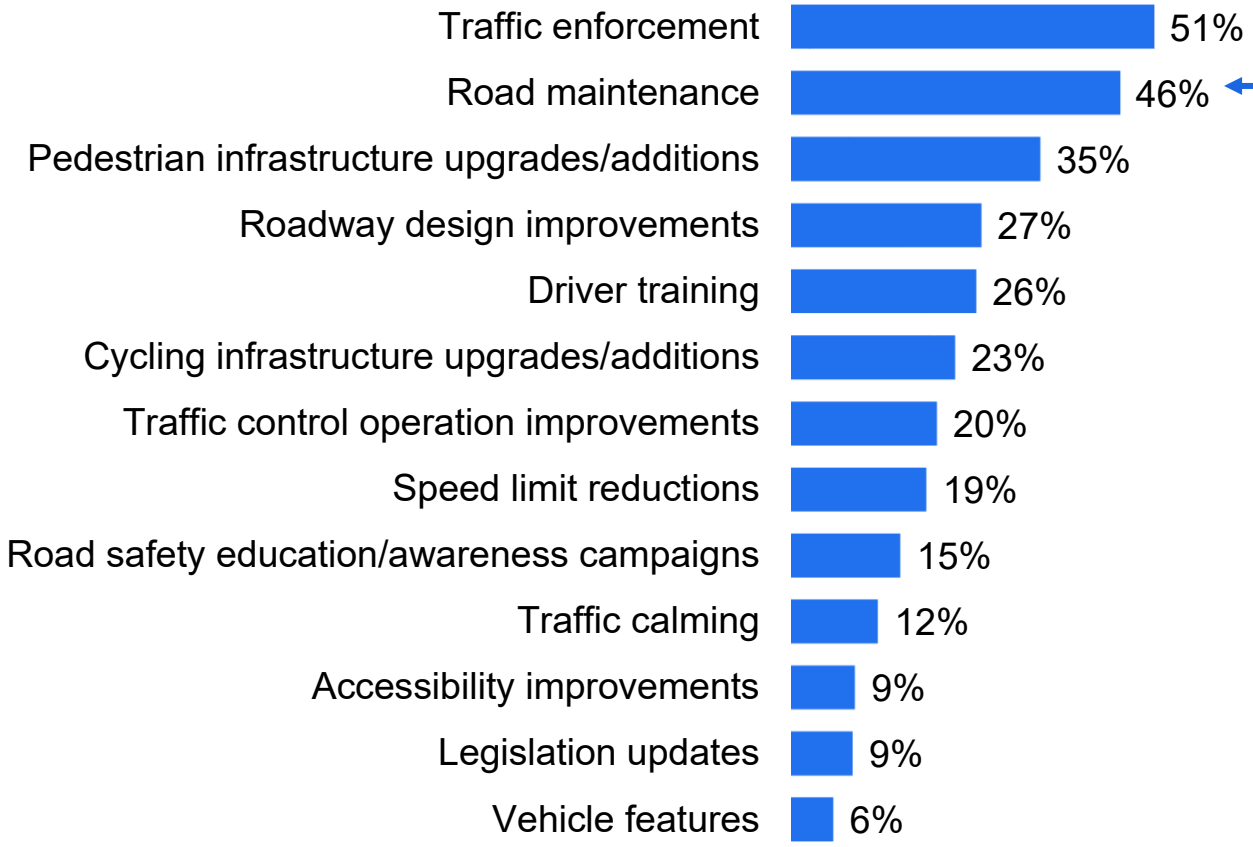
Those most likely to **be concerned about road maintenance** include:

- Those 55+ (96% vs. 90% each 35-54 and 18-34).
- Those who have lived in HRM for 20+ years (95% vs. 89% <10 years and 90% 10-20 years).

Biggest Influences on Road Safety

More than half ranked traffic enforcement to have the biggest influence on future road safety

B10A. Below we have a list of 13 items that can influence road safety. Which of the following will have the biggest influence on road safety in the future? Please rank up to 3 items. (Base: Total sample, N=1836)



Those most likely to include **traffic enforcement in their top-3** include:

- Those 35+ (48% 35-54 and 59% 55+ vs. 30% 18-34).
- Those from higher-income households (52% $100K+ vs. 41% <$50K).
- Those who have lived in HRM for 10+ years (44% 10-20 and 56% 20+ years vs. 34% <10 years).

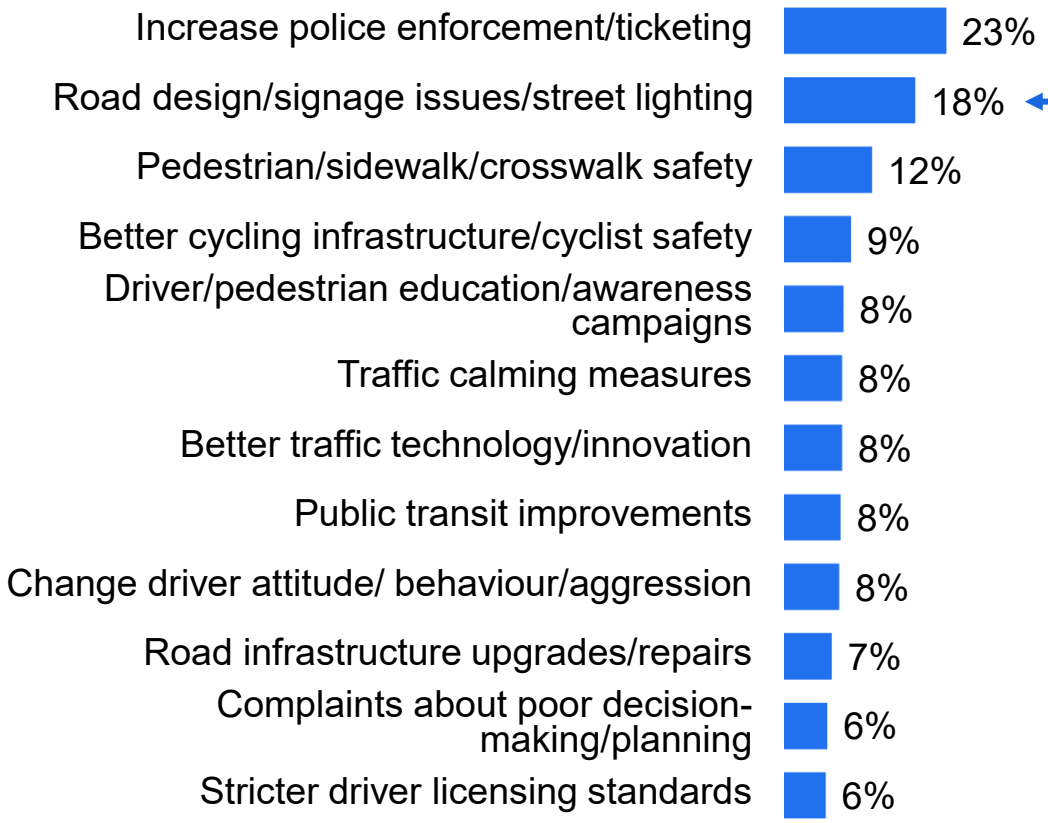
Those most likely to include **road maintenance in their top-3** include:

- Those 55+ (52% vs. 41% 18-54).
- Those who have lived in HRM for 20+ years (49% vs. 37% < 10 years and 39% 10-20 years).

Other influences Not Mentioned About Road Safety

Road design, signage, street lighting, and increased police enforcement are desired more

B10B. Is there anything else that you feel may make roads safer? (Base: Coded, n=479)



Those 35+ are more likely to believe **increased police enforcement and ticketing would help make roads safer** (21% 35-54 and 27% 55+ vs. 12% 18-34).

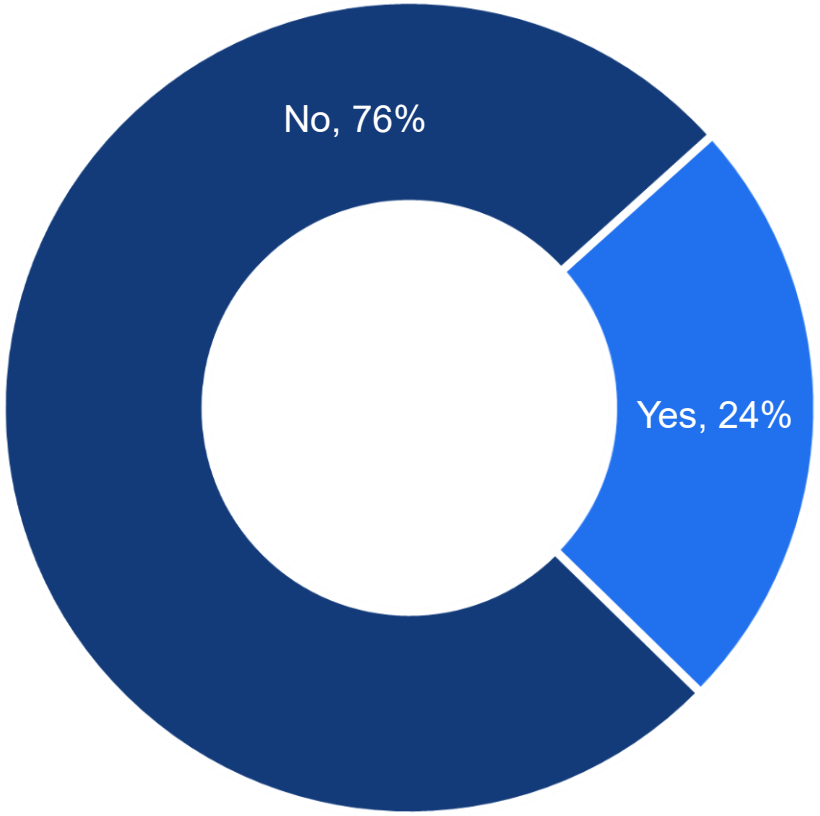
Men (22% vs. 15% among women) and those with no disability (19% vs. 11% among those with a disability) are more likely to believe **better road design, signage, and street lighting would help make roads safer.**

Views on the Road Safety Strategy 2024

Awareness of the Road Safety Strategy 2024

Most are unaware of this strategy

B8. The Road Safety Strategy 2024 is the Halifax Regional Municipality's plan to make roads safer. This strategy adopts Vision Zero and is guided by the Safe System Approach, which prioritizes eliminating serious injuries and fatalities on our roads. Before today, were you aware that the municipality adopted this Road Safety Strategy? (Base: Total sample, N=1836)



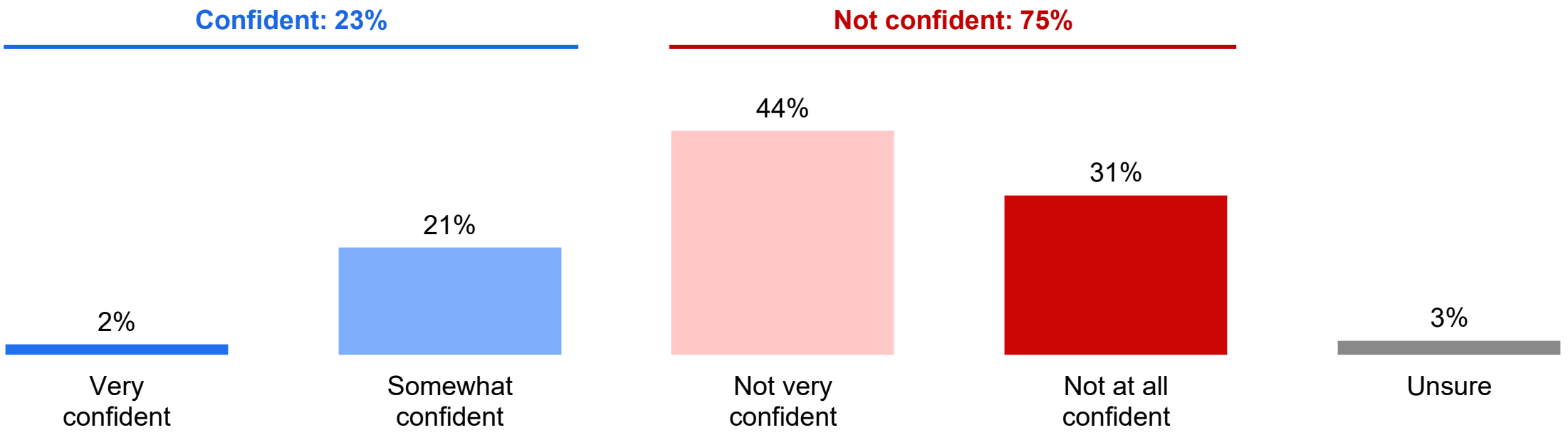
Those most likely to **be aware of the Road Safety Strategy 2024** include:

- Non-frequent automobile users (36% vs. 22% among frequent users).
- Frequent cyclists (36% vs. 20% among non-frequent cyclists).
- Frequent transit users (32% vs. 21% among non-frequent).
- Those <55 (30% 18-34 and 27% 35-54 vs. 19% 55+).
- Those who have lived in HRM for <10 years (32% vs. 21% 20+ years).

Confidence in Strategy's Outcome

One-third of residents are confident the long-term goal of the strategy will be met by HRM

B9. Many cities have set a long-term goal of having zero serious injuries and deaths from road collisions. Knowing that the Halifax Regional Municipality is investing in this strategy, how confident are you that this goal can be met? (Base: Total sample, N=1836)



Those most likely to say **they are confident that this goal can be achieved** include:

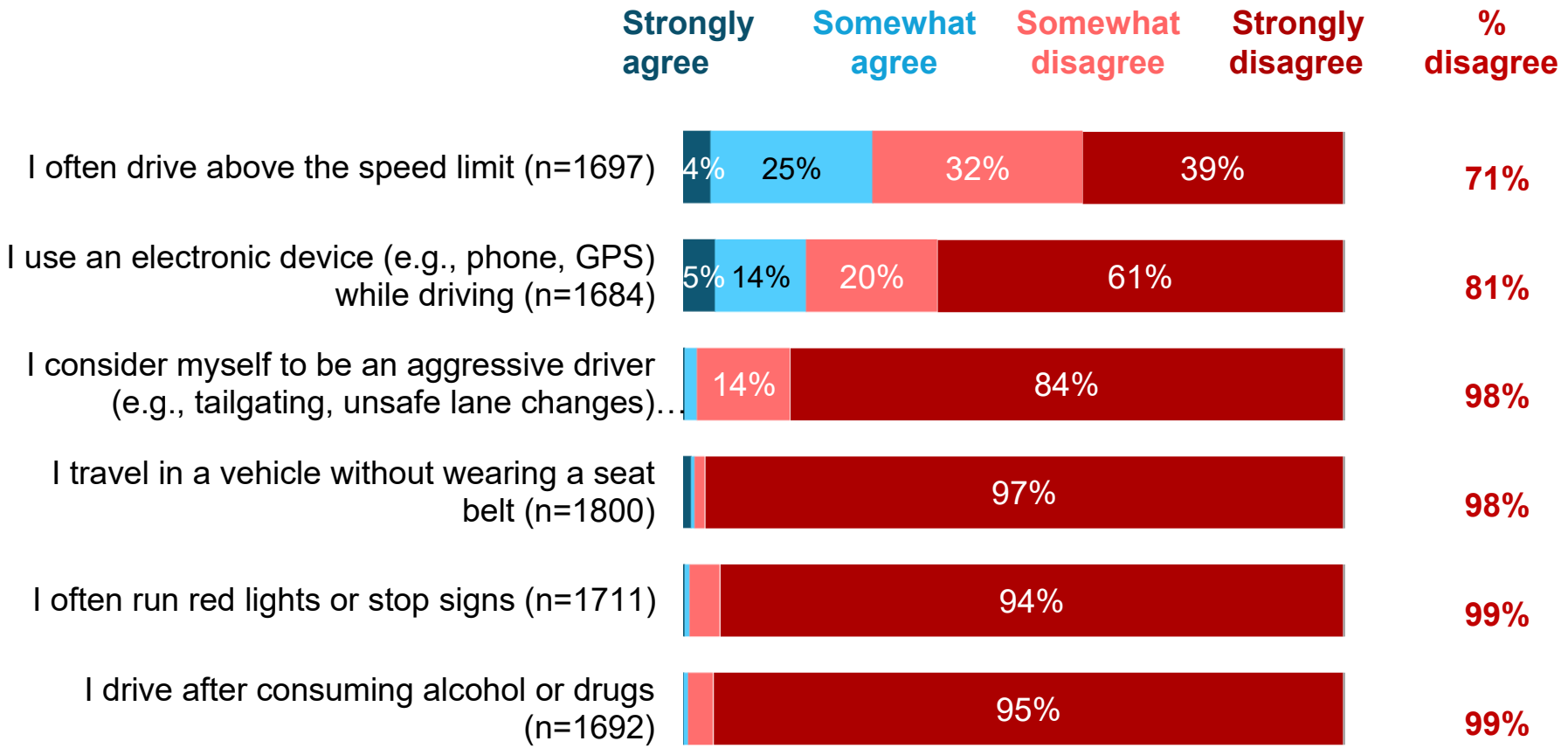
- Those <35 and 55+ (30% and 25% vs. 17% 35-54).
- Those from lower-income households (32% <$50K vs. 27% $50K-$99K and 20% $100K+).

Perceptions of Personal and Others' Road Safety Habits

Perceptions of Personal Driving Habits

Drivers indicate they drive responsibly although nearly three in ten admit to speeding

B11. To what extent do you agree or disagree with the following statements: (Base: Those driving a car or motorcycle, N=1836, not applicable removed, mentions <3% are not shown)



Those most likely to **agree they often drive above the speed limit (29%)** include:

- Men (33% vs. 24% among women).
- Those <55 (42% 18-34 and 33% 35-54 vs. 22% 55+).
- Those with a disability (34% vs. 28% among those with no disability).

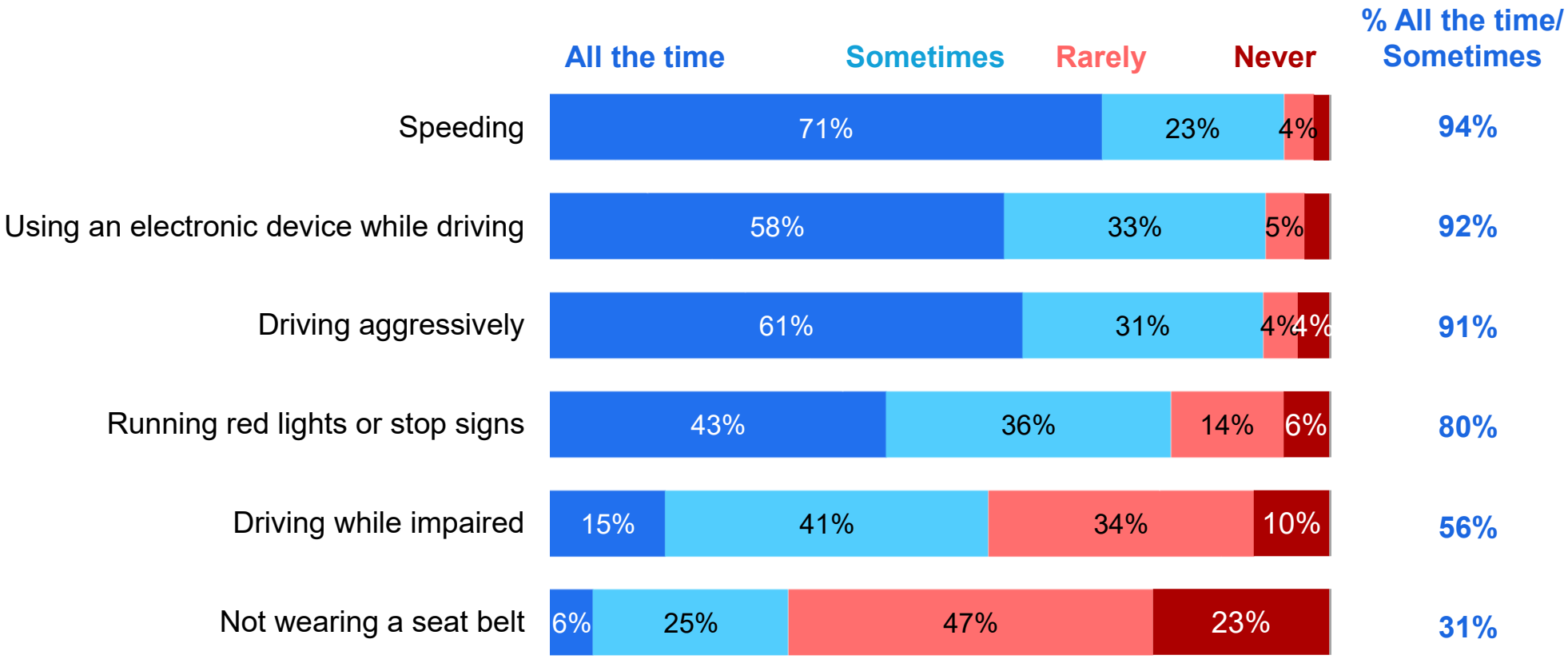
Those most likely to **agree they use an electronic device while driving (19%)** include:

- Those <35 (33% 18-34 and 24% 35-54 vs. 11% 55+).
- Those who have lived in HRM for <20 years (33% <10 years and 22% 10-20 years vs. 16% 20+ years).

Perceptions of Others' Driving Habits

Speeding, using an electronic device and aggressive driving are seen most often by others

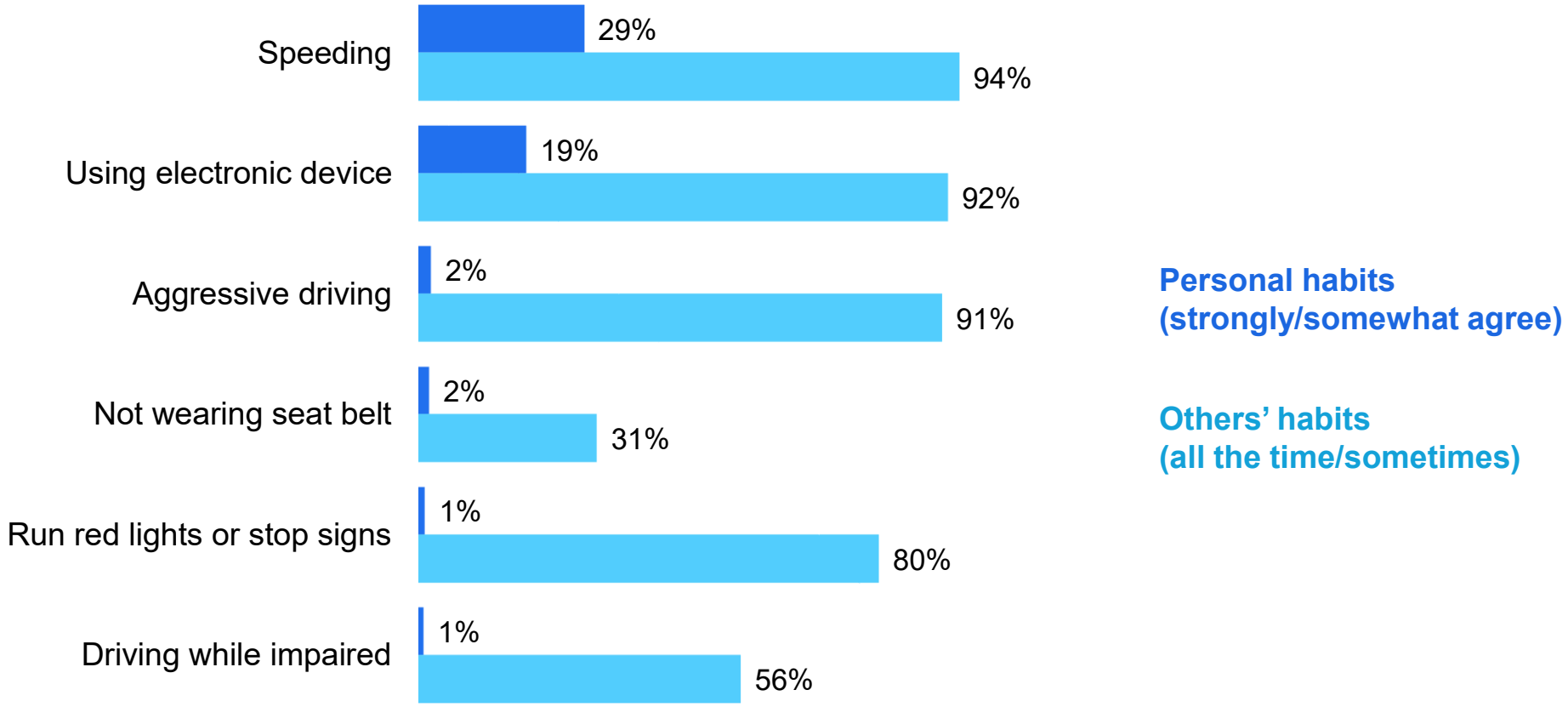
B13. How often do you see drivers doing the following in the Halifax Regional Municipality? (Base: Total sample, N=1836, not applicable removed, mentions <3% are not shown)



Comparison of Personal and Others' Driving Habits

Most point the finger at other drivers' bad habits, especially speeding

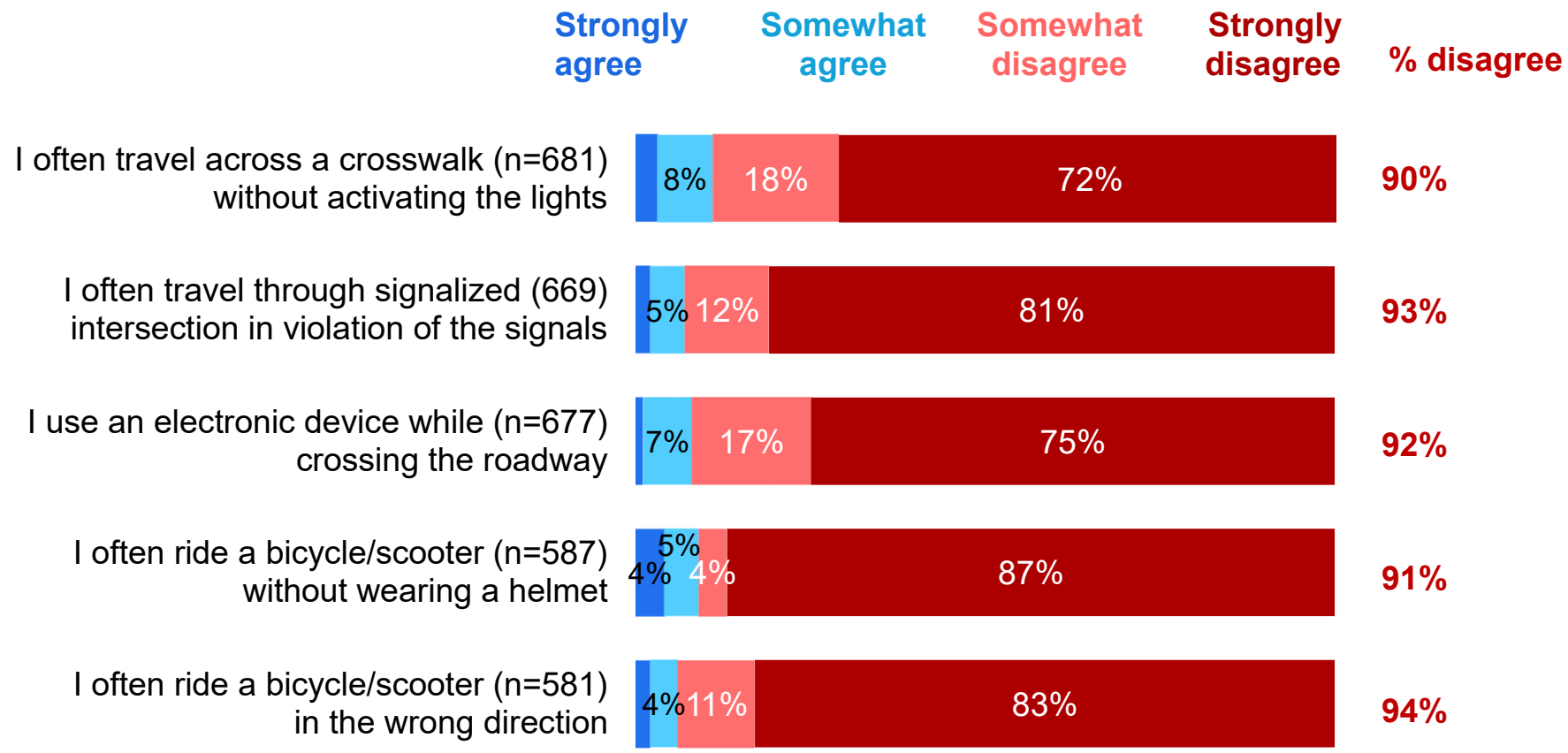
B11. To what extent do you agree or disagree with the following statements: (Base: Those driving a car or motorcycle, N=1836, not applicable removed)
B13. How often do you see drivers doing the following in the Halifax Regional Municipality? (Base: Total sample, N=1836, not applicable removed)



Perceptions of Personal Cycling/Walking Habits

Cyclists and pedestrians indicate they act responsibly when on the roadways

B12. Thinking about when you're cycling or walking in the Halifax Regional Municipality, to what extent do you agree or disagree with the following statements: (Base: Those cycling or walking, N=1836, not applicable removed, mentions <3% are not shown)

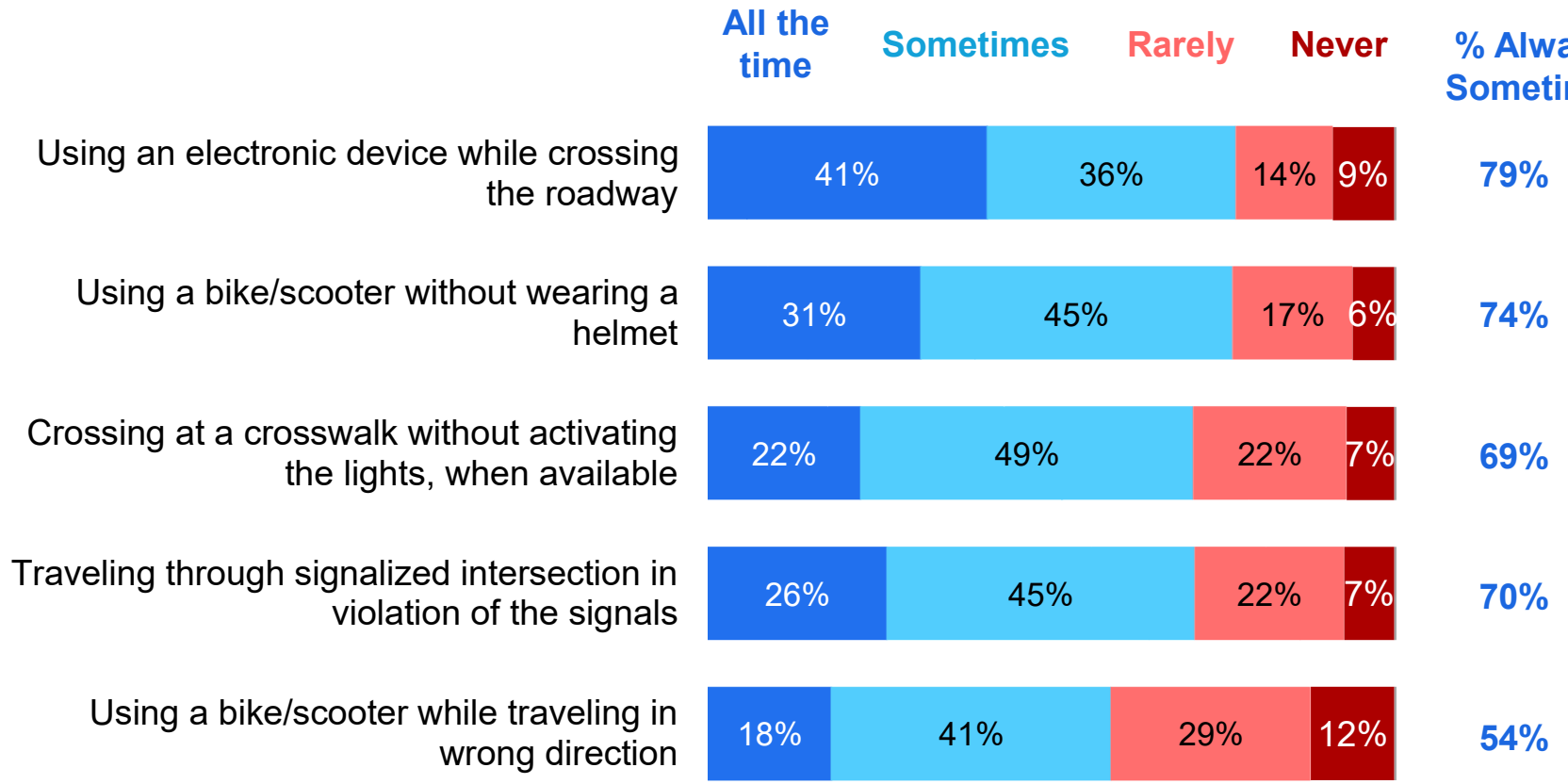


Those 55+ and non-racialized Canadians are more likely to **disagree with most of these statements**.

Perceptions of Others' Cycling/Walking Habits

Many see others using a phone or not wearing a helmet

B14. How often do you see pedestrians or cyclists/scooter users doing the following in the Halifax Regional Municipality? (Base: Total sample, N=1836, not applicable removed)



Those most likely say they **often see pedestrians or cyclists use an electronic device while crossing the roadway** include:

- Women (80% vs. 73% among men).
- Those 55+ (82% vs. 70% 18-34 and 73% 35-54).
- Those who have lived in HRM for 20+ years (81% vs. 64% <10 years and 70% 10-20 years).
- Those born in Canada (78% vs. 72% among those born outside of Canada).

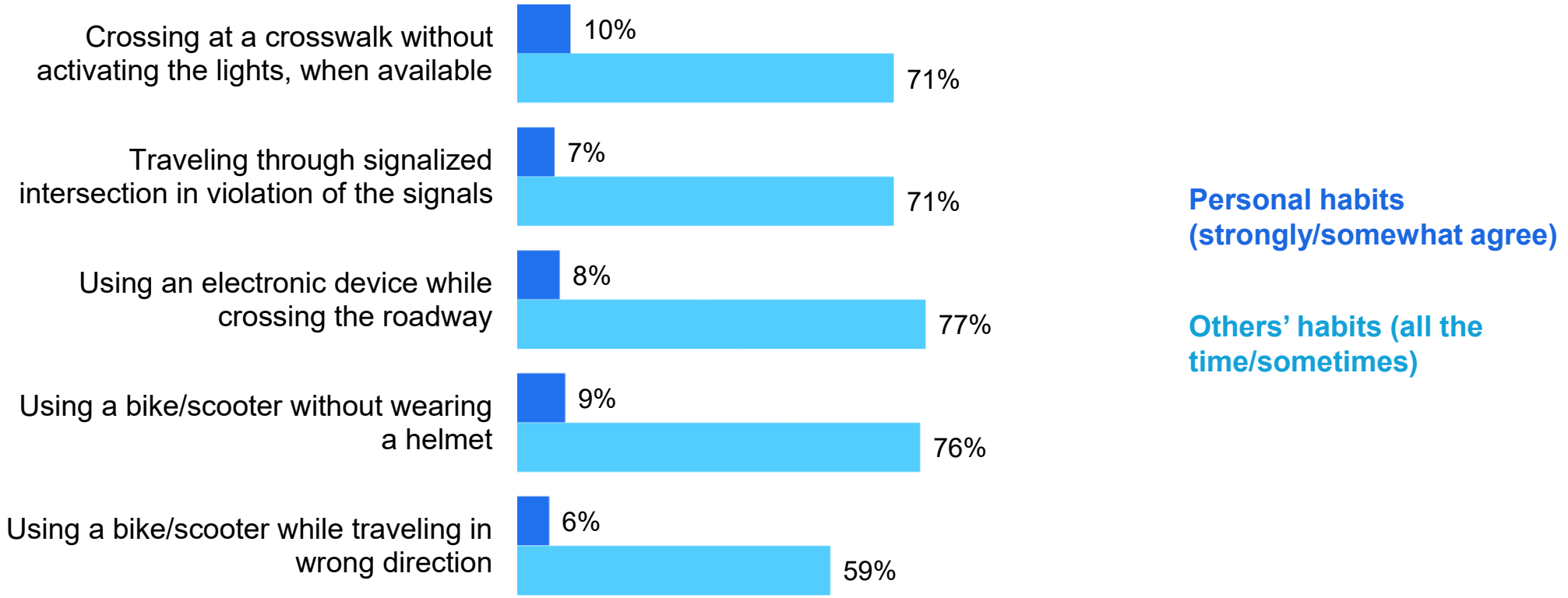
Those most likely say they **often see others use a bike/scooter without wearing a helmet** include:

- Those who have lived in HRM for 10+ years (73% 10-20 years and 79% 20+ years vs. 65% <10 years).
- Those born in Canada (78% vs. 69% among those born outside of Canada).

Comparison of Personal and Others' Cycling/Walking Habits

Most feel other cyclists and pedestrians have bad habits and not themselves

B12. Thinking about when you're cycling or walking in the Halifax Regional Municipality, to what extent do you agree or disagree with the following statements. (Base: Those driving a car or motorcycle, not applicable removed)
B14. How often do you see pedestrians or cyclists/scooter users doing the following in the Halifax Regional Municipality? (Base: Total sample, N=1836, not applicable removed)

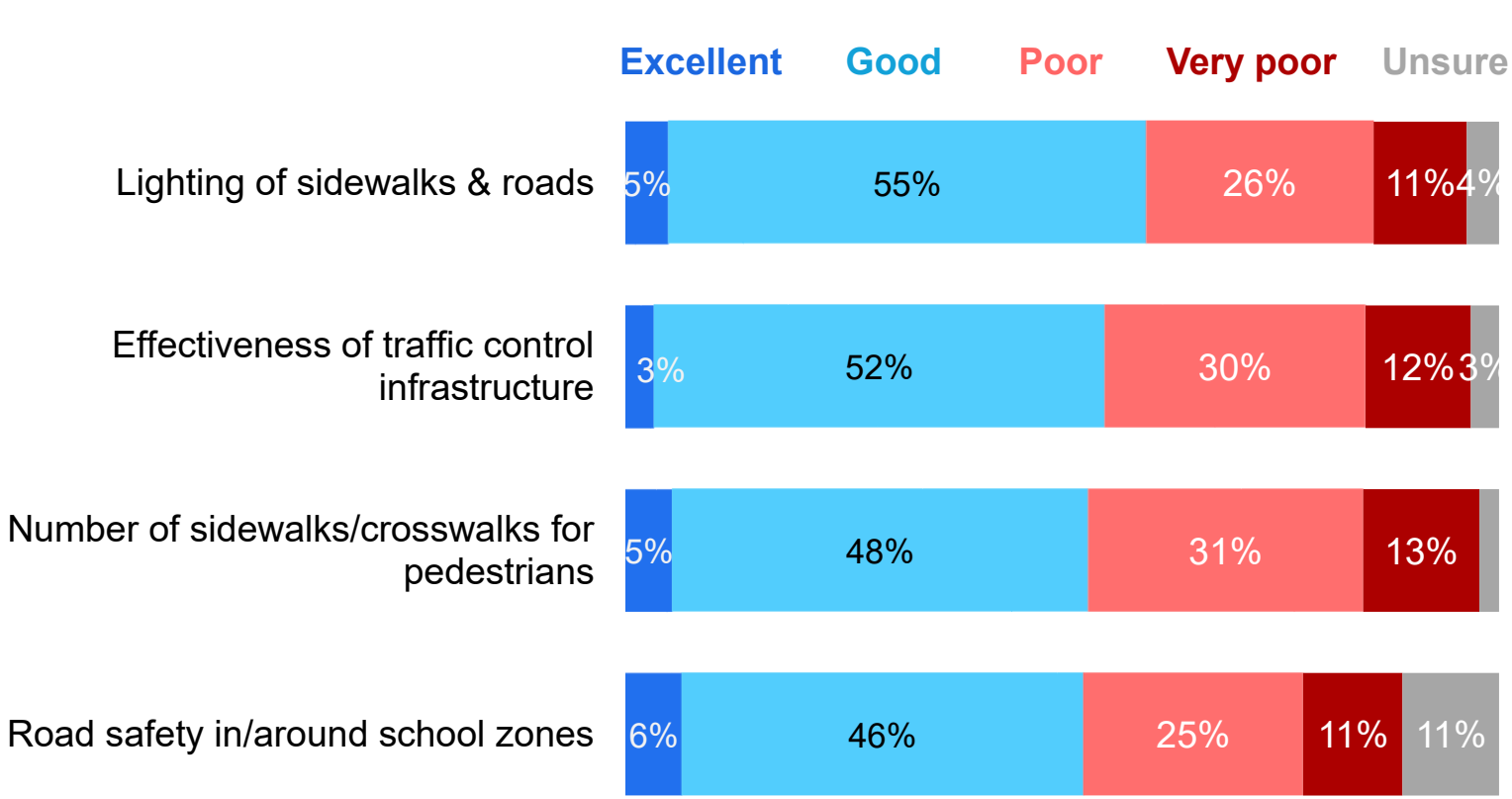


Impact of Infrastructure Measures on Road Safety

Most Effective Infrastructure Measures on Road Safety

Three in five feel better lighting improves road safety

B15. How would you rate the following infrastructure measures from a road safety perspective in the Halifax Regional Municipality? (Base: Total sample, N=1836, mentions <3% are not shown)



Higher among

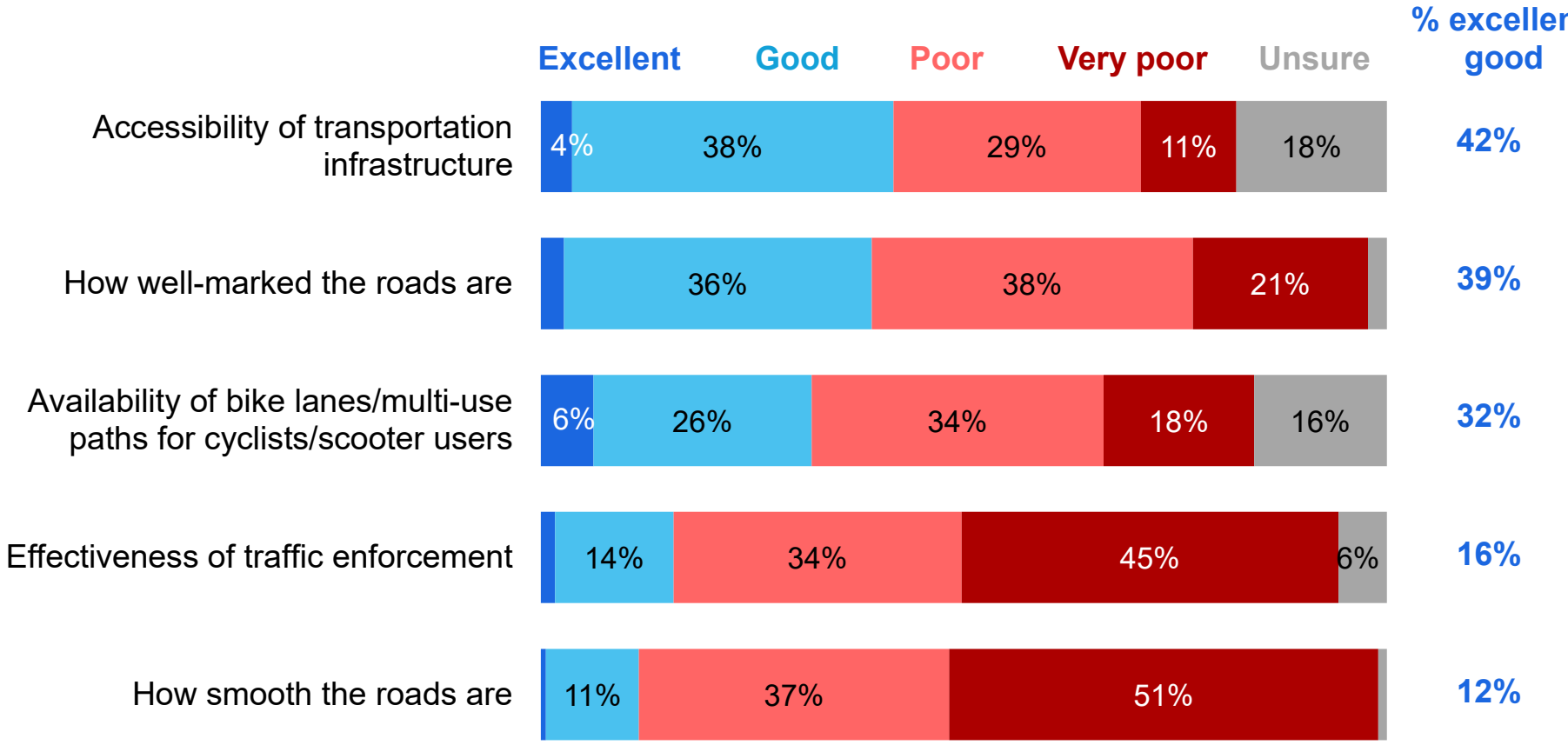
- Men (64% vs. 55% among women).
- Those 55+ (66% vs. 56% 18-34 and 53% 35-54).
- Those who have lived in HRM for 20+ years (62% vs. 54% <10 years).
- Those with no disability (63% vs. 50% among those with a disability).

Men, those 55+, those who have lived in HRM for 20+ years, those with no disability, and those who have seniors living in their households are more likely to **rate most of these as good**.

Less Effective Infrastructure Measures on Road Safety

Fewer feel other types of infrastructure improvements would positively impact roadway safety

B15. How would you rate the following infrastructure measures from a road safety perspective in the Halifax Regional Municipality? (Base: Total sample, N=1836, mentions <3% are not shown)



Those most likely to say **the effectiveness of traffic enforcement is poor** include:

- Those from higher-income households (81% $100K+ vs. 70% <$50K).
- Those who have lived in HRM for 20+ years (80% vs. 71% <10 years).

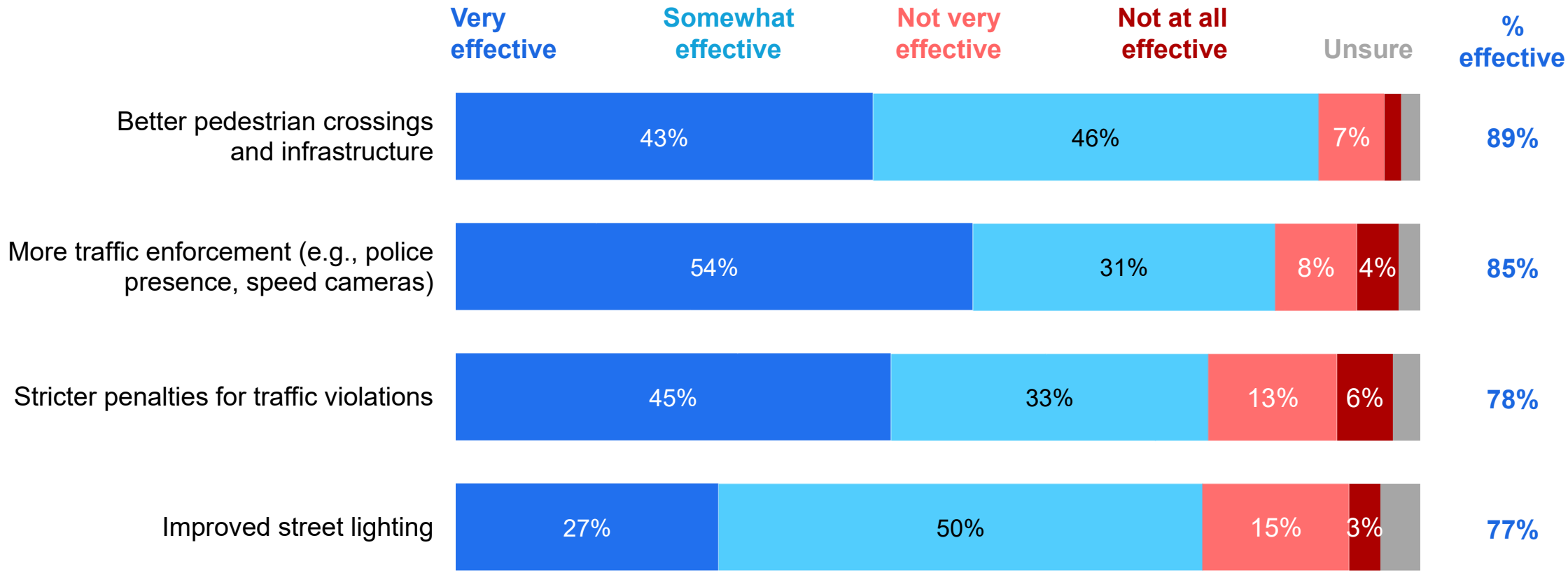
Those most likely to say **the roads are not smooth** include:

- Women (90% vs. 84% among men).

Most Effective Measures to Encourage Safe Driving

Most feel improved pedestrian infrastructure and street lighting as well as enforcement would encourage safe driving

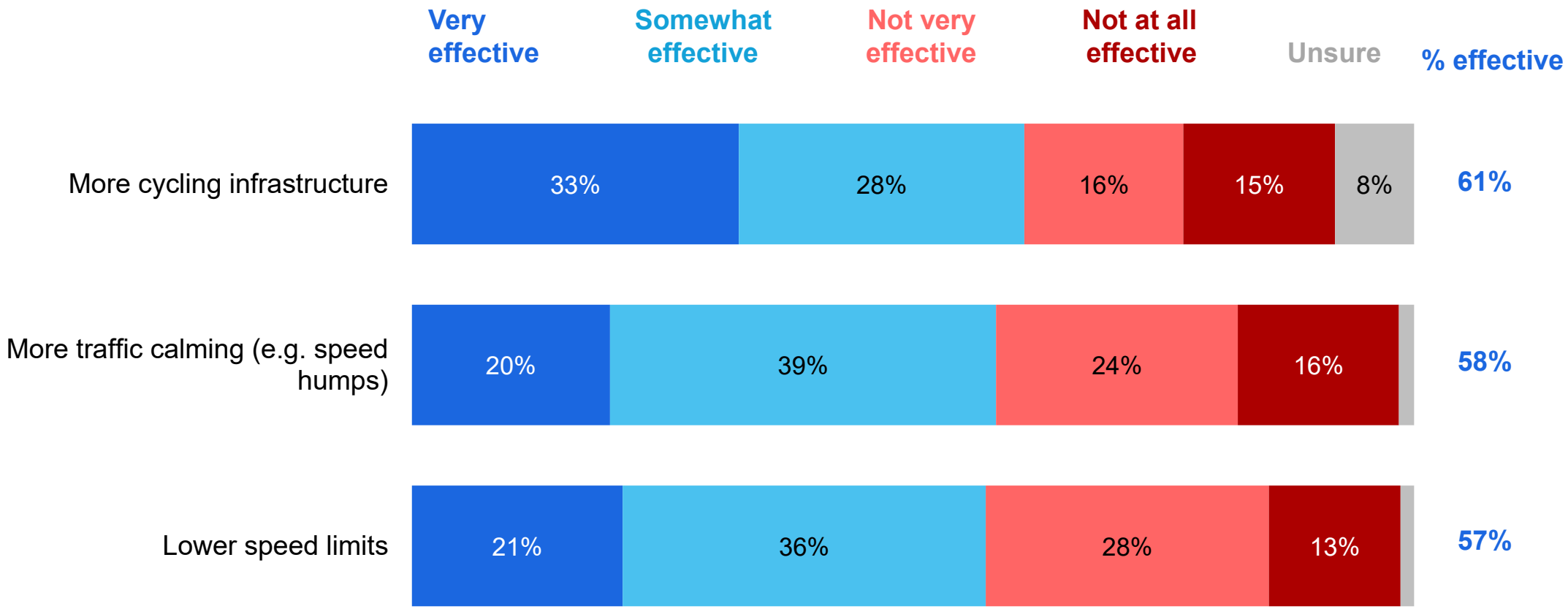
B16. How effective do you believe the following steps are in encouraging drivers to drive more safely? (Base: Total sample, N=1836, mentions <3% are not shown)



Less Effective Measures to Encourage Safe Driving

Six in ten believe lowering the speed limit could encourage safer driving

B16. How effective do you believe the following steps are in encouraging drivers to drive more safely? (Base: Total sample, N=1836, mentions <3% are not shown)

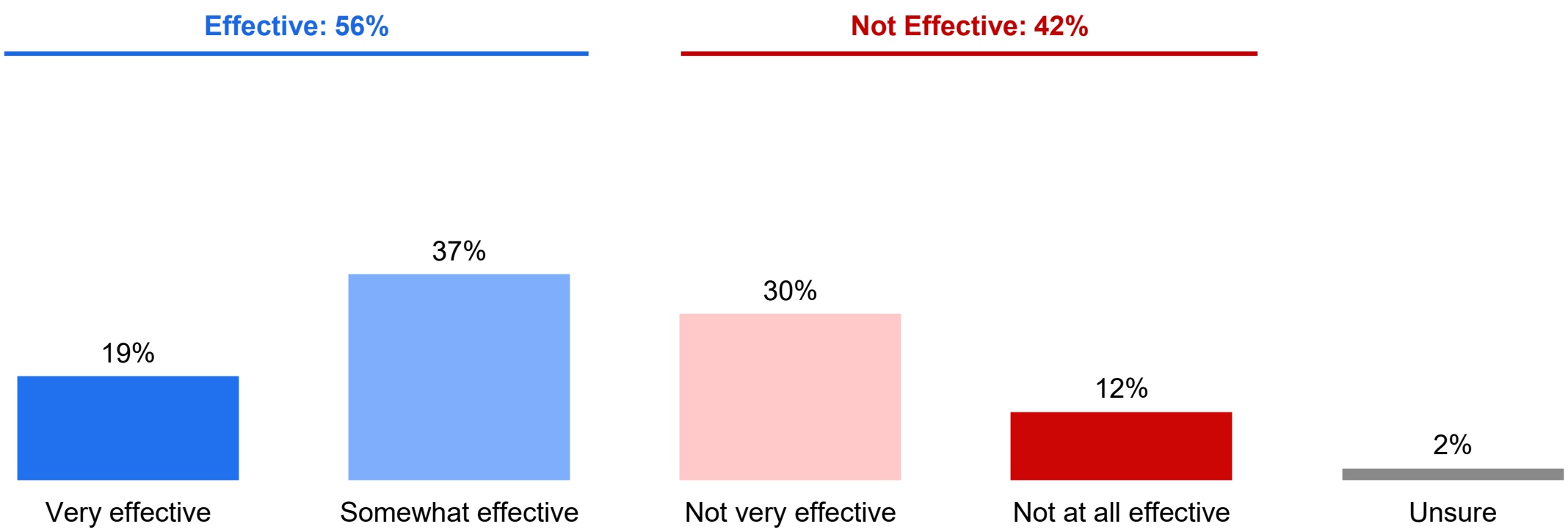


Communication Preference and Efficacy

Efficacy of Campaigns on Safe Driving

More than half feel increasing educational campaigns would have a positive effect on safe driving

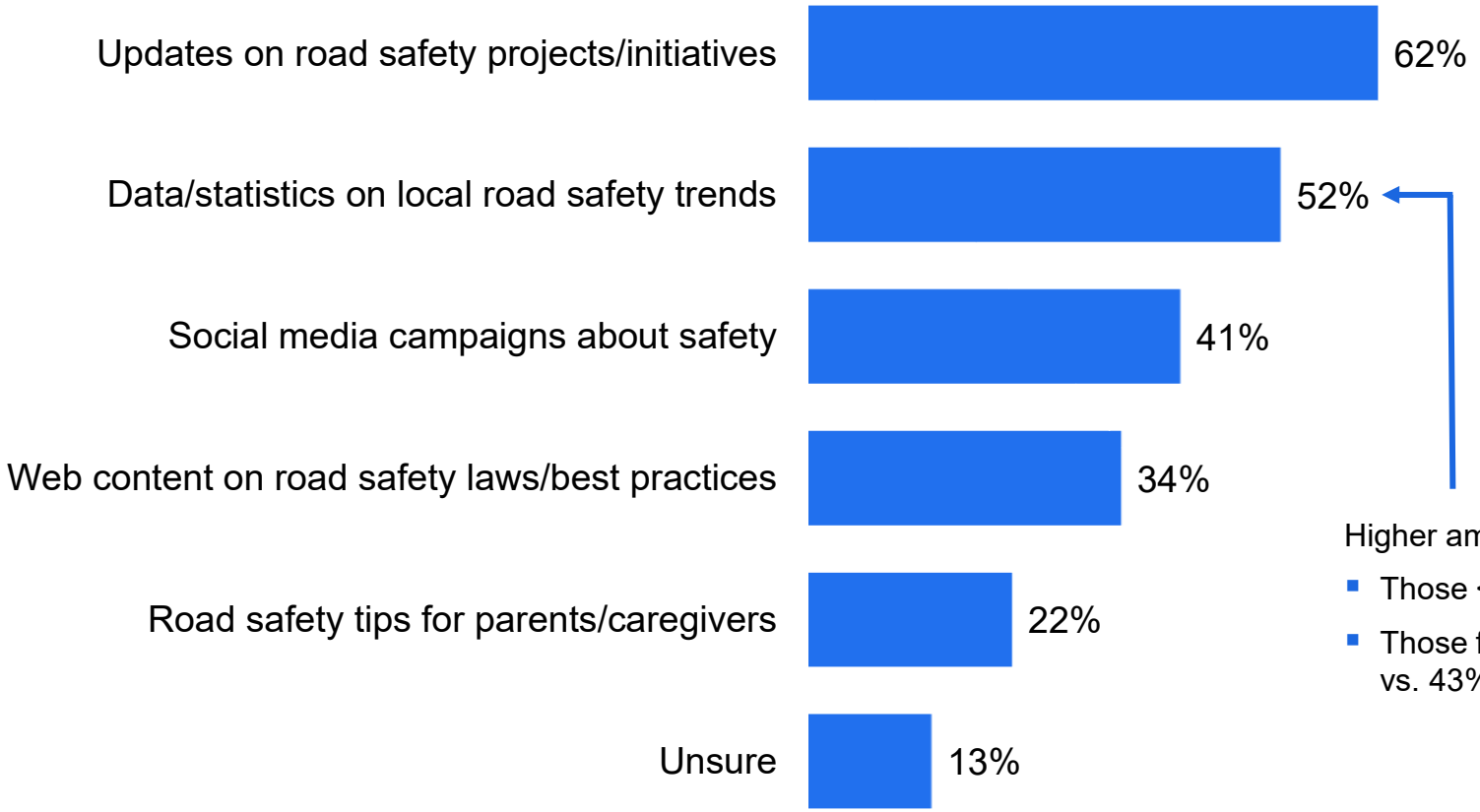
B16. How effective do you believe the following steps are in encouraging drivers to drive more safely? (Base: Total sample, N=1836)



Most Useful Types of Information About Road Safety

Citizens would most like to receive updates on road safety projects and initiatives

B17. What types of information about road safety from the municipality would you find most useful for you personally? (Base: Total sample, N=1836)



Higher among:

- Those born outside of Canada (71% vs. 61% among those born in Canada).
- Those with a disability (68% vs. 61% among those with no disability).

Higher among:

- Those <55 (57% 18-34 and 55% 35-54 vs. 47% 55+).
- Those from higher income households (57% $100K+ vs. 43% <$50K).

Final Comments

Additional thoughts on Road Safety in HRM

HRM residents provided many comments on how to improve the municipality's road network

B18. Do you have any additional thoughts or suggestions on road safety in the Halifax Regional Municipality – or on making the municipality's road network safer?

The responses reveal strong concerns about road maintenance, with repeated calls for timely pothole repairs, durable and visible road markings, and better sidewalk and cycling infrastructure. Many believe enforcement is lacking, pointing to the need for more frequent and visible policing, higher fines, and the introduction of speed and red light cameras to address dangerous driving, distracted driving, and other violations. There is significant debate around traffic calming measures like speed humps, with some questioning their effectiveness and suggesting that infrastructure redesign—such safer intersections, and protected lanes for vulnerable users—would have a greater impact. Residents express frustration with inconsistent or confusing road signage and design, ongoing construction disruptions, and inadequate adaptation to rapid population growth. Many call for expanded and more reliable public transit, alternative transportation options, and strategies to reduce overall car dependency. Lastly, education for all road users—including drivers (new, returning, or New Canadians), cyclists, and pedestrians—is viewed as essential for improving safety.

> "Better enforcement of things like running red lights and speeding, but without police involvement."
>
> "Better quality of traffic control around construction. Better coordination of construction to ensure that multiple routes aren't affected at the same time."
>
> "Bike lanes, more frequent buses and car-free pedestrian streets would go a long way."
>
> "We need to improve public transportation. As the city continues to grow—a positive sign—more people are relying on public transit due to increasing traffic and a shortage of parking. However, our current system needs updates to keep up with demand. Transit operations should be more frequent and have longer working hours."

Appendix A: Survey Instrument

Halifax Regional Municipality – Road Safety Survey
Final Questionnaire
April 14, 2025

Specs:

- The survey was conducted by mailing postcards containing a web link to selected participants, inviting them to complete the survey online.
- Distribution of postcards was organized with specific quotas for each district
- An open survey link was also provided to HRM and then shared through various communication channels

Landing Page:

Welcome.

On behalf of the Halifax Regional Municipality, Probe Research is conducting this survey about road safety in the Halifax region. For the purposes of this survey, the term “road safety” refers to ensuring the safety of all road users (drivers, pedestrians, cyclists) through traffic regulations, effective road design and increased awareness to prevent collisions.

This survey should take about 10 minutes to complete. There are no right or wrong answers. We encourage you to provide your honest opinions.

In accordance with Section 485 of the Municipal Government Act (MGA), any personal information collected in this survey will only be used by municipal staff and, if necessary, individuals and/or organizations under service contract with the Halifax Regional Municipality for purposes relating to processing the Road Safety Survey results.

If you have any questions about the collection and use of your personal information, please call 311 or email contactus@311.halifax.ca.

In appreciation for completing the survey, with your permission, your name will be entered into a draw for a grand prize of a $300 VISA gift card and the chance to win one of three additional $100 VISA gift cards.
Thank you for taking the time to complete our survey.

If you experience any technical problems while taking the survey, please contact Probe Research by email at probe@probe-research.com or call us at 204-926-6565 or toll free at 1-877-538-5545.

Thank you.

Screening Questions

Please enter your code:
[NUMERICAL BOX]
Before we begin, just a little bit about you: [WATCH QUOTAS]

A. Please indicate your current gender below:

Man
Woman
Non-binary/Another gender
Prefer not to say/No response

B. Which category best describes your age? [WATCH QUOTAS]

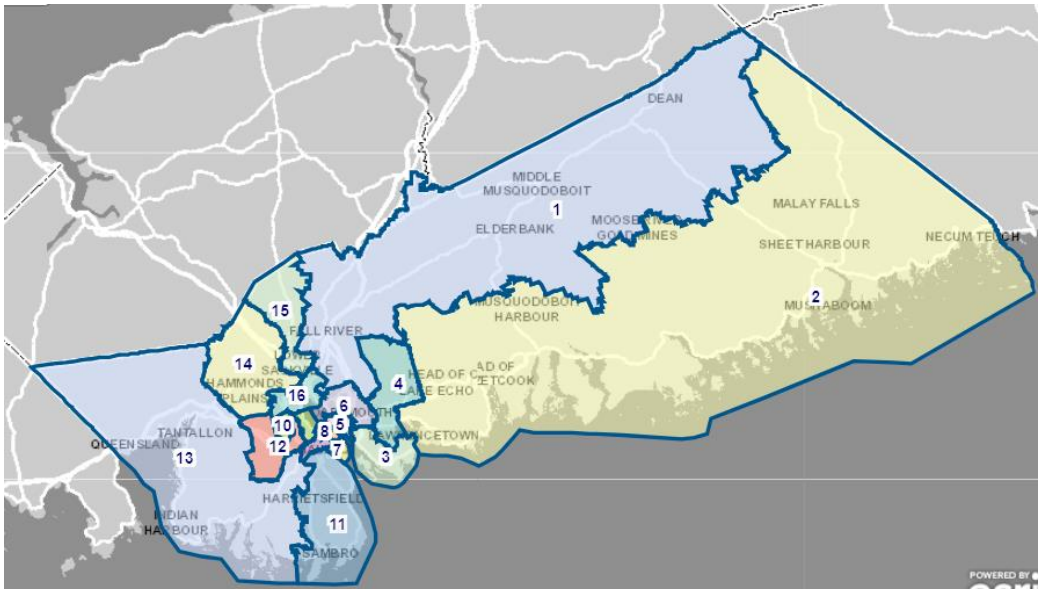
Under 18 [TERMINATE]
18-24
25-34
35-44
45-54
55-64
65+
Prefer not to say/No response

C. Please provide the first 3 digits of your postal code in the space below. This is to make sure we are hearing from people living in all areas of the Halifax Regional Municipality.

___ ___ ___ ___ ___ ___

D. What district do you live in?

If unsure, please refer to the map.



District 1 – Waverley-Fall River-Musquodoboit Valley
District 2 – Lawrencetown-The Lakes-Chezzetcook-Eastern Shore
District 3 – Dartmouth South-Woodside-Eastern Passage
District 4 – Cole Harbour-Preston-Westphal-Cherry Brook
District 5 – Dartmouth Centre
District 6 – Dartmouth East-Burnside
District 7 – Halifax South Downtown
District 8 – Halifax Peninsula North
District 9 – Halifax West-Armdale
District 10 – Bedford Basin West
District 11 – Spryfield-Sambro Loop
District 12 – Timberlea-Beechville-Clayton Park-Wedgewood
District 13 – Prospect Road-St. Margarets
District 14 – Hammonds Plains-Upper Hammonds Plains-Lucasville-Middle & Upper Sacvil
District 15 – Lower Sackville-Beaver Bank
District 16 – Bedford-Wentworth
Prefer not to say.

MODE/FREQUENCY OF USAGE

1. Please indicate how often you use these modes of transportation to get around in the Halifax Regional Municipality. For methods which you only use during certain seasons, please respond with how often you travel that way during that time of year.

ROWS – RANDOMIZE

Driver or passenger in car, truck, or van
Driver or passenger on a motorcycle
Passenger on transit
Cycling/scooter (including e-bikes or kick-scooters/e-scooters)
Walking/mobility devices (including wheelchairs/mobility scooters)

COLUMNS

Every day
Once a week or more
Once a month or more
Once a year or more
Never
Unsure/not applicable

B - BENCHMARKING ROAD SAFETY PERCEPTIONS

B1. Overall, when thinking about all people who travel in the region using different modes of transportation, how safe is the road network in the Halifax Regional Municipality?

Very safe
Somewhat safe
Somewhat unsafe
Very unsafe

B2. How would you rate **how safe you feel personally** when using **roadways throughout the Halifax Regional Municipality** in the following situations?

ROWS [DO NOT RANDOMIZE]

As a driver
As a motorcyclist
As a pedestrian
As a cyclist/scooter user
As a transit user

COLUMNS
Very safe
Somewhat safe
Somewhat unsafe
Very unsafe
Unsure/not applicable

B3. How would you rate **how safe you feel personally** when using **the roads in your own neighbourhood** as a:

ROWS [DO NOT RANDOMIZE]
Driver
Motorcyclist
Pedestrian
Cyclist/scooter user
Transit user

COLUMNS
Very safe
Somewhat safe
Somewhat unsafe
Very unsafe
Unsure/not applicable

B4. How safe do you feel the roads are in your neighbourhood for children, seniors, and people with disabilities to walk, roll or cycle?

Very safe
Somewhat safe
Somewhat unsafe
Very unsafe

B5. Compared to five years ago, would you say that the roads in the Halifax Regional Municipality are more safe, less safe, or just as safe for each of the following transportation modes?

ROWS [DO NOT RANDOMIZE]
Drivers
Motorcyclist
Pedestrians

Cyclists/scooter users
Transit users

COLUMNS
More safe
Just as safe
Less safe
Unsure

B6. How safe do you feel using the following types of road infrastructure?

ROWS [RANDOMIZE]
Multi-use pathways (MUPs) (e.g. dedicated for pedestrians and cyclists)
Cycling in shared bus lanes
Cycling in mixed traffic lanes
Cycling in protected bike lanes (protected by bollards, curbs, parking, etc.)
Cycling in unprotected bike lanes (painted lanes)
Sidewalks near high-traffic roads
Using crosswalks at intersections without traffic signals
Using crosswalks at intersections with traffic signals

COLUMNS
Very safe
Somewhat safe
Somewhat unsafe
Very unsafe
Unsure/not applicable

B7. How concerned are you about each of the following when it comes to road safety in the Halifax Regional Municipality?

ROWS [RANDOMIZE]
Speeding
Distracted behaviours
Impaired driving
Traffic control violations (e.g. red light running)
Road maintenance (e.g. potholes, worn pavement markings, snow clearing, etc.)
Lack of pedestrian infrastructure (e.g., crosswalks, sidewalks)
Lack of cycling infrastructure (e.g., bike lanes, safe crossings)
Poor visibility (e.g. lighting on sidewalks and roads)
Poor traffic control (e.g., signage, traffic signals)
School zone safety

COLUMNS
Very concerned
Somewhat concerned
Not very concerned
Not concerned at all
Unsure

B8. The Road Safety Strategy 2024 is the Halifax Regional Municipality's plan to make roads safer. This strategy adopts Vision Zero and is guided by the Safe System Approach, which prioritizes eliminating serious injuries and fatalities on our roads.

Before today, were you aware that the municipality adopted this Road Safety Strategy?

Yes
No
Unsure

B9. Many cities have set a long-term goal of having zero serious injuries and deaths from road collisions. Knowing that the Halifax Regional Municipality is investing in this strategy, how confident are you that this goal can be met?

Very confident
Somewhat confident
Not very confident
Not at all confident
Unsure

B10A. Below we have a list of 13 items that can influence road safety. Which of the following will have the biggest influence on road safety in the future? Please rank up to 3 items, with 1 being your top choice, followed by second and third. [RANDOMIZE]

Driver training
Road maintenance (e.g. potholes, road paint, snow clearing etc.)
Roadway design improvements (e.g. narrower streets)
Traffic calming (e.g. speed humps)
Speed limit reductions
Pedestrian infrastructure upgrades/additions
Cycling infrastructure upgrades/additions
Traffic control operation improvements (e.g. protected turns, etc.)
Accessibility improvements (e.g. accessible pedestrian signals, etc.)
Road safety education and awareness campaigns
Legislation updates
Traffic enforcement
The features of vehicles themselves (e.g. new technology, maintenance, design, etc.)

B10B. Is there anything else that you feel may make roads safer? [OPEN BOX]
No, nothing else
Unsure

IF Q1=DRIVING A CAR OR MOTORCYCLE (A AND B)
B11. To what extent do you agree or disagree with the following statements.
ROWS [RANDOMIZE]
I often drive above the speed limit
I use an electronic device (e.g., phone, GPS) while driving
I often run red lights or stop signs
I consider myself to be an aggressive driver (e.g., tailgating, unsafe lane changes)
I drive after consuming alcohol or drugs
I travel in a vehicle without wearing a seat belt

COLUMNS
Strongly agree
Somewhat agree
Somewhat disagree
Strongly disagree
Unsure/not applicable

IF Q1=CYCLING OR WALKING (D AND E)
B12. Thinking about when you're cycling or walking in the Halifax Regional Municipality, to what extent do you agree or disagree with the following statements.

ROWS [RANDOMIZE]
I often travel across the roadway in a crosswalk without activating the lights
I often travel through a signalized intersection in violation of the signals
I use an electronic device (e.g. phone) while crossing the roadway
I often ride a bicycle/scooter without wearing a helmet
I often ride a bicycle/scooter in the wrong direction (e.g. the wrong way down a one-way street)

COLUMNS
Strongly agree
Somewhat agree
Somewhat disagree
Strongly disagree
Unsure/not applicable

B13. How often do you see drivers doing the following in the Halifax Regional Municipality?

ROWS [RANDOMIZE]
Speeding
Using an electronic device (e.g., phone, GPS) while driving
Running red lights or stop signs
Driving aggressively (e.g., tailgating, unsafe lane changes)
Driving while impaired (obvious erratic driving patterns like swerving, speeding/slowing excessively, tailgating, running lights, and making traffic violations)
Not wearing a seat belt

COLUMNS
All the time
Sometimes
Rarely
Never
Unsure/Not applicable

B14. How often do you see pedestrians or cyclists/scooter users doing the following in the Halifax Regional Municipality?

ROWS [RANDOMIZE]
Crossing the street at a crosswalk without activating the lights, when available
Traveling through a signalized intersection in violation of the signals
Using an electronic device (e.g. phone) while crossing the roadway

Using a bike or scooter without wearing a helmet
Using a bike or scooter while traveling in the wrong direction

COLUMNS
All the time
Sometimes
Rarely
Never
Unsure/Not applicable

B15. How would you rate the following infrastructure measures from a road safety perspective in the Halifax Regional Municipality?

ROWS [RANDOMIZE]
The effectiveness of traffic control infrastructure (e.g. traffic signals, stop signs, other street signage)
The lighting of sidewalks and roads (e.g. street lights)
The accessibility of transportation infrastructure (e.g. accessible pedestrian signals)
The number of sidewalks and crosswalks there are for pedestrians
The availability of bike lanes and multi-use paths for cyclists and scooter users
How well-marked the roads are (e.g., road markings, signs that help you get around)
How smooth the roads are (e.g., potholes)
Effectiveness of traffic enforcement (e.g., police presence)
Road safety in and around school zones

COLUMNS
Excellent
Good
Poor
Very poor
Unsure

B16. How effective do you believe the following steps are in encouraging drivers to drive more safely?

ROWS [RANDOMIZE]
Lower speed limits
More traffic enforcement (e.g., police presence, speed cameras)
Better pedestrian crossings and infrastructure
More cycling infrastructure, like bike lanes and pathways
Improved street lighting
More traffic calming (e.g. speed humps)
More public awareness/educational campaigns on driving safety
Stricter penalties for traffic violations

COLUMNS
Very effective
Somewhat effective
Not very effective
Not at all effective
Unsure

B17. What types of information about road safety from the municipality would you find most useful for you personally? (Select all that apply) [RANDOMIZE]

Web content on road safety laws and best practices
Social media campaigns about safe driving, cycling and walking
Road safety tips for parents and caregivers
Updates on road safety projects and initiatives
Data and statistics on local road safety trends
Other (please specify) ANCHOR
Unsure ANCHOR, EXCLUSIVE

B18. Do you have any additional thoughts or suggestions on road safety in the Halifax Regional Municipality – or on making the municipality's road network safer?
[OPEN BOX]
No, nothing else

D - DEMOGRAPHICS

Thank you, you are almost finished. The following are a few background questions which will be used for statistical purposes only. Once again, none of these answers will be attributed to you personally and all the information you provide is strictly confidential.

D1. What is the highest level of education you have completed?
Less than high school completion
Secondary (high) school diploma or equivalency certificate
Apprenticeship or trades certificate or diploma
College, CEGEP or other non-university certificate or diploma
University graduate (bachelor's degree)
University certificate, diploma or degree above bachelor level
Prefer not to say

D2. How many years have you lived in the Halifax region? Please include years prior to amalgamation:
Relocated this year
One to four years
Five to nine years
10 to 14 years
15 to 20 years
More than 20 years
Prefer not to say

D3. Do you own or rent your home?
Own home (with or without mortgage)
Rent
Live in a parent's or relative's home
Other (group home, retirement facility or university residence)
Unhoused
Prefer not to say

D4. In what year were you born? (ENTER BIRTH YEAR)

[INSERT YEAR DROP DOWN]

D5. Are there children, adult dependents or seniors (age 65+, including yourself) living in your household? Please check all that apply. □

Children (Under 18)
Dependents (18+)
Seniors (65+)
No, none of these [EXCLUSIVE]
Prefer not to answer [EXCLUSIVE]

D6. Were you born in Canada?

Yes
No
Prefer not to say

D7. Do you identify as a racialized person or a person of colour?

Yes
No
Prefer not to say

D7B. Do you identify as any of the following?

African Nova Scotian
Indigenous
Acadian
Francophone
No
Prefer not to say

D8. Do you consider yourself to be a person with a disability?

Yes
No
Prefer not to say

D9. What was your estimated 2024 total household income, before taxes?

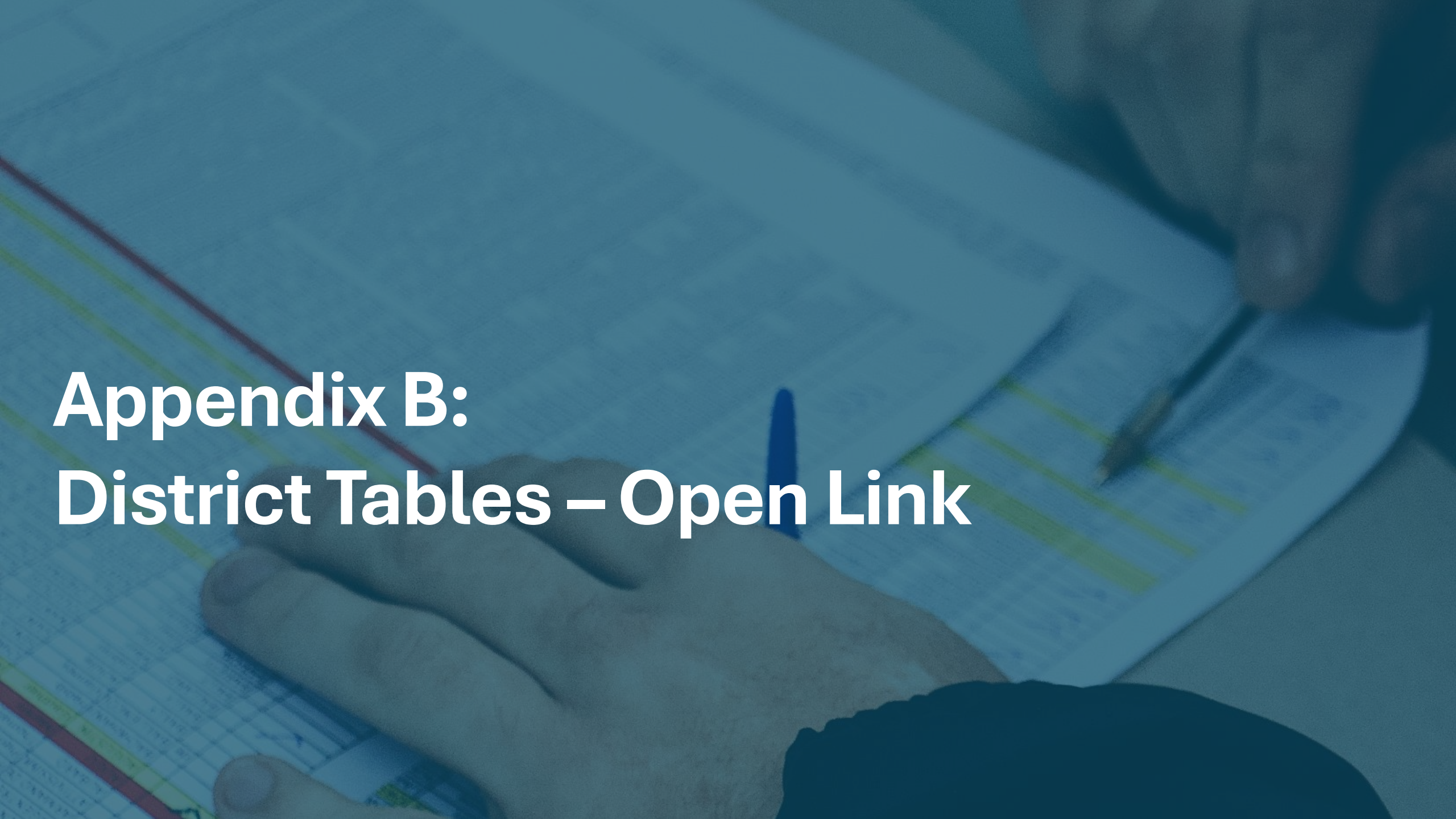
Less than $30,000
$30,000 to less than $50,000
$50,000 to less than $75,000
$75,000 to less than $100,000
$100,000 to less than $125,000
$125,000 to less than $150,000
$150,000 or more
Prefer not to say

PRIZE AND RECONTACT

Would you like to be included in the draw for a chance to be randomly selected for a grand prize of a $300 VISA gift card, and the chance to win one of three additional $100 VISA gift cards?

Yes (Please provide your name and preferred contact email_____)
No

Thank you very much for taking the survey.
Redirect: Halifax Regional Municipality | Halifax



Appendix B:
District Tables – Open Link

Screening Questions

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(1836)	(60)	(54)	(83)	(106)	(134)	(128)	(138)	(237)	(269)	(96)	(86)	(115)	(99)	(71)	(88)	(72)
DISTRICT	1	3%	100%															
	2	3%		100%														
	3	5%			100%													
	4	6%				100%												
	5	7%					100%											
	6	7%						100%										
	7	8%							100%									
	8	13%								100%								
	9	15%									100%							
	10	5%										100%						
	11	5%											100%					
	12	6%												100%				
	13	5%													100%			
	14	4%														100%		
	15	5%															100%	
	16	4%																100%
GENDER	Male	45%	50%	46%	41%	58%	37%	41%	39%	49%	42%	55%	51%	41%	39%	56%	53%	38%
	Female	53%	48%	54%	58%	42%	60%	58%	59%	46%	55%	45%	49%	57%	61%	44%	45%	63%
	Other	2%	2%		1%		2%	2%	1%	4%	3%			2%			1%	
AGE	< 35	13%	12%	6%	14%	8%	13%	13%	22%	18%	11%	10%	8%	10%	7%	17%	8%	10%
	35 to 54	39%	38%	41%	46%	32%	48%	40%	26%	47%	38%	38%	42%	30%	34%	34%	40%	39%
	55 +	49%	50%	54%	40%	60%	39%	47%	51%	35%	51%	52%	50%	59%	59%	49%	52%	51%

*PROBE RESEARCH INC. - Halifax Regional Municipality Road Safety Survey - OPEN LINK - June 2025 ** UNWEIGHTED **

A1. How often do you use the following modes of transportation to get around in the Halifax Regional Municipality?

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(1836)	(60)	(54)	(83)	(106)	(134)	(128)	(138)	(237)	(269)	(96)	(86)	(115)	(99)	(71)	(88)	(72)
Driver/ passenger in automobile	Every day	54%	62%	67%	69%	73%	44%	62%	28%	29%	44%	65%	67%	65%	64%	77%	72%	57%
	Once a week or more	36%	33%	33%	27%	23%	44%	32%	51%	49%	41%	26%	29%	24%	32%	20%	26%	39%
	Once a month or more	7%	3%		1%	5%	8%	2%	14%	17%	9%	5%	3%	9%	2%	3%		3%
	Once a year or more	2%			1%		1%	2%	6%	3%	3%	1%		1%			2%	
	Never	2%	2%		2%		2%	2%	1%	3%	4%	3%		1%	2%			1%
Driver/ passenger on motorcycle	Every day	2%	5%		2%	2%	1%	1%	1%	1%	1%	5%	2%	3%	2%	6%	6%	6%
	Once a week or more	3%	3%	7%	5%	9%	1%	4%	5%	2%	2%	2%	2%	1%	3%	4%	7%	3%
	Once a month or more	2%		4%	1%	3%	2%	3%	1%	1%	4%	1%	1%	3%	1%	4%		1%
	Once a year or more	2%	2%	4%	4%	3%	1%	2%	3%	2%	2%	3%	2%	2%	4%	1%	2%	1%
	Never	90%	90%	85%	88%	83%	95%	91%	89%	94%	91%	89%	92%	92%	90%	85%	85%	89%
Passenger on transit	Every day	7%	2%	2%	8%	9%	12%	5%	5%	9%	9%	6%	5%	5%	2%	6%	8%	3%
	Once a week or more	15%	7%	7%	14%	7%	22%	14%	14%	27%	19%	16%	12%	13%	7%	7%	7%	7%
	Once a month or more	15%	5%	4%	23%	10%	22%	15%	30%	24%	16%	13%	9%	15%	2%	7%	6%	14%
	Once a year or more	25%	35%	24%	22%	27%	22%	26%	28%	24%	26%	27%	28%	23%	21%	23%	19%	19%
	Never	38%	52%	63%	33%	46%	21%	41%	23%	16%	30%	39%	47%	43%	68%	58%	60%	57%
Cycling/ scooter	Every day	7%	2%	11%	4%	4%	9%	3%	14%	14%	10%	2%	3%	2%	3%			6%
	Once a week or more	15%	12%	19%	11%	10%	17%	16%	21%	22%	18%	9%	10%	13%	9%	10%	6%	13%
	Once a month or more	8%	10%	7%	10%	8%	10%	5%	9%	8%	7%	4%	6%	8%	10%	10%	8%	19%
	Once a year or more	10%	13%	11%	10%	10%	10%	7%	10%	8%	8%	11%	15%	10%	15%	10%	3%	8%
	Never	60%	63%	52%	66%	68%	54%	68%	46%	48%	57%	73%	65%	68%	63%	70%	83%	54%
Walking/ mobility devices	Every day	32%	10%	11%	27%	22%	46%	24%	51%	51%	41%	29%	20%	23%	20%	17%	19%	22%
	Once a week or more	13%	20%	11%	18%	9%	9%	20%	9%	11%	11%	8%	17%	17%	13%	10%	6%	21%
	Once a month or more	4%	3%	7%	5%	7%	3%	5%	1%	2%	2%	5%	6%	4%	7%	3%	10%	4%
	Once a year or more	2%	5%	4%	1%	3%	1%	1%	1%	0%	1%	3%	2%	1%	7%	1%	2%	
	Never	50%	62%	67%	49%	59%	41%	49%	38%	36%	45%	54%	55%	54%	53%	69%	63%	53%

*PROBE RESEARCH INC. - Halifax Regional Municipality Road Safety Survey - OPEN LINK - June 2025 ** UNWEIGHTED **

A1. How often do you use the following modes of transportation to get around in the Halifax Regional Municipality? - SUMMARY TABLE

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(1836)	(60)	(54)	(83)	(106)	(134)	(128)	(138)	(237)	(269)	(96)	(86)	(115)	(99)	(71)	(88)	(72)
Driver/ passenger in automobile	Weekly +	89%	95%	100%	95%	95%	88%	94%	78%	77%	84%	91%	97%	90%	96%	97%	98%	96%
	Less often	9%	3%		2%	5%	10%	5%	20%	20%	12%	6%	3%	10%	2%	3%	2%	3%
	Never	2%	2%		2%		2%	2%	1%	3%	4%	3%		1%	2%			1%
Driver/ passenger on motorcycle	Weekly +	6%	8%	7%	7%	11%	2%	5%	7%	3%	4%	7%	5%	3%	5%	10%	13%	8%
	Less often	4%	2%	7%	5%	6%	3%	5%	4%	3%	6%	4%	3%	4%	5%	6%	2%	3%
	Never	90%	90%	85%	88%	83%	95%	91%	89%	94%	91%	89%	92%	92%	90%	85%	85%	89%
Passenger on transit	Weekly +	22%	8%	9%	23%	16%	34%	19%	19%	36%	29%	22%	16%	18%	9%	13%	15%	10%
	Less often	40%	40%	28%	45%	38%	45%	41%	58%	49%	42%	40%	37%	38%	23%	30%	25%	33%
	Never	38%	52%	63%	33%	46%	21%	41%	23%	16%	30%	39%	47%	43%	68%	58%	60%	57%
Cycling/ scooter	Weekly +	22%	13%	30%	14%	14%	26%	20%	35%	35%	28%	11%	14%	15%	12%	10%	6%	18%
	Less often	18%	23%	19%	19%	18%	20%	13%	20%	16%	15%	16%	21%	17%	25%	20%	11%	28%
	Never	60%	63%	52%	66%	68%	54%	68%	46%	48%	57%	73%	65%	68%	63%	70%	83%	54%
Walking/ mobility devices	Weekly +	45%	30%	22%	45%	31%	54%	45%	60%	62%	52%	38%	37%	41%	33%	27%	25%	43%
	Less often	6%	8%	11%	6%	9%	4%	6%	1%	2%	3%	8%	8%	5%	14%	4%	13%	4%
	Never	50%	62%	67%	49%	59%	41%	49%	38%	36%	45%	54%	55%	54%	53%	69%	63%	53%

*PROBE RESEARCH INC. - Halifax Regional Municipality Road Safety Survey - OPEN LINK - June 2025 ** UNWEIGHTED **

B1. Overall, when you think about all people who travel in the region using different modes of transportation, how safe is the road network in the Halifax Regional Municipality?

		TOTAL	DISTRICT														
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(1836)	(60)	(54)	(83)	(106)	(134)	(128)	(138)	(237)	(269)	(96)	(86)	(115)	(99)	(71)	(88)	(72)
ROAD NETWORK	Very safe	4%	7%	2%	6%	8%	4%	2%	2%	4%	3%	1%	3%	3%	2%	7%	3%	1%
	Somewhat safe	31%	32%	41%	36%	38%	34%	37%	32%	28%	29%	29%	24%	21%	36%	21%	35%	21%
	Somewhat unsafe	40%	38%	39%	40%	39%	39%	41%	43%	40%	43%	41%	31%	47%	34%	48%	30%	38%
	Very unsafe	26%	23%	19%	18%	15%	23%	20%	23%	28%	25%	29%	41%	29%	27%	24%	32%	40%
Summary	Safe	34%	38%	43%	42%	46%	38%	38%	34%	32%	32%	30%	28%	24%	38%	28%	39%	22%
	Unsafe	66%	62%	57%	58%	54%	62%	62%	66%	68%	68%	70%	72%	76%	62%	72%	61%	78%

*PROBE RESEARCH INC. - Halifax Regional Municipality Road Safety Survey - OPEN LINK - June 2025 ** UNWEIGHTED **

B2. How would you rate how safe you feel personally when using roadways throughout the Halifax Regional Municipality in the following situations?

			DISTRICT															
		TOTAL	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(1186)	(32)	(25)	(56)	(62)	(104)	(80)	(106)	(192)	(191)	(64)	(51)	(65)	(39)	(37)	(50)	(32)
Transit user	Very safe	30%	25%	40%	23%	32%	32%	31%	35%	29%	32%	33%	14%	28%	36%	35%	32%	22%
	Somewhat safe	45%	50%	36%	43%	47%	42%	44%	47%	52%	45%	47%	51%	46%	36%	46%	34%	41%
	Somewhat unsafe	18%	25%	20%	20%	16%	23%	16%	13%	17%	14%	16%	31%	15%	15%	8%	28%	28%
	Very unsafe	6%		4%	14%	5%	3%	9%	5%	3%	9%	5%	4%	11%	13%	11%	6%	9%
BASE: APPLICABLE		(1703)	(60)	(53)	(80)	(98)	(119)	(120)	(124)	(208)	(238)	(90)	(81)	(108)	(96)	(71)	(85)	(72)
Driver	Very safe	13%	17%	19%	16%	11%	15%	11%	15%	17%	13%	9%	7%	7%	11%	13%	14%	10%
	Somewhat safe	43%	43%	47%	46%	46%	54%	42%	55%	42%	45%	40%	36%	32%	48%	35%	31%	38%
	Somewhat unsafe	29%	27%	21%	25%	35%	23%	36%	21%	30%	29%	36%	31%	39%	24%	30%	26%	31%
	Very unsafe	15%	13%	13%	13%	8%	8%	12%	9%	11%	13%	16%	26%	21%	17%	23%	29%	22%
BASE: APPLICABLE		(1787)	(58)	(53)	(80)	(101)	(130)	(126)	(138)	(236)	(261)	(95)	(81)	(113)	(98)	(65)	(80)	(72)
Pedestrian	Very safe	5%	3%	9%	6%	11%	3%	3%	7%	4%	6%	4%	6%	4%	5%	6%	5%	6%
	Somewhat safe	25%	36%	28%	28%	27%	24%	32%	29%	22%	23%	26%	22%	25%	22%	26%	31%	17%
	Somewhat unsafe	39%	38%	38%	38%	41%	45%	41%	40%	38%	38%	41%	37%	44%	35%	40%	34%	35%
	Very unsafe	30%	22%	25%	29%	22%	28%	24%	25%	36%	33%	28%	35%	27%	38%	28%	30%	43%
BASE: APPLICABLE		(327)	(10)	(14)	(14)	(31)	(20)	(22)	(20)	(28)	(36)	(21)	(14)	(21)	(25)	(17)	(25)	(9)
Motorcyclist	Very safe	4%	10%	7%		3%	5%		10%	4%	8%			5%	4%		4%	11%
	Somewhat safe	20%	10%	14%	29%	13%	15%	32%	25%	29%	17%	24%	7%	14%	16%	18%	32%	11%
	Somewhat unsafe	33%	30%	21%	36%	35%	40%	23%	50%	39%	31%	29%	21%	33%	36%	12%	40%	33%
	Very unsafe	43%	50%	57%	36%	48%	40%	45%	15%	29%	44%	48%	71%	48%	44%	71%	24%	44%
BASE: APPLICABLE		(945)	(27)	(32)	(36)	(48)	(75)	(51)	(89)	(145)	(147)	(39)	(44)	(50)	(54)	(31)	(40)	(37)
Cyclist/ scooter user	Very safe	2%	7%	3%	3%	2%	3%			3%	2%	5%		6%	2%	6%	3%	
	Somewhat safe	11%	7%	22%	19%	15%	8%	12%	8%	7%	12%	10%	9%	10%	15%	23%	20%	3%
	Somewhat unsafe	33%	37%	13%	25%	38%	37%	39%	43%	37%	37%	15%	25%	20%	31%	32%	28%	35%
	Very unsafe	53%	48%	63%	53%	46%	52%	49%	49%	53%	49%	69%	66%	64%	52%	39%	50%	62%

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B2. How would you rate how safe you feel personally when using roadways throughout the Halifax Regional Municipality in the following situations? - SUMMARY TABLE

			DISTRICT															
		TOTAL	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(1186)	(32)	(25)	(56)	(62)	(104)	(80)	(106)	(192)	(191)	(64)	(51)	(65)	(39)	(37)	(50)	(32)
Transit user	Safe	76%	75%	76%	66%	79%	74%	75%	82%	81%	77%	80%	65%	74%	72%	81%	66%	63%
	Unsafe	24%	25%	24%	34%	21%	26%	25%	18%	19%	23%	20%	35%	26%	28%	19%	34%	38%
BASE: APPLICABLE		(1703)	(60)	(53)	(80)	(98)	(119)	(120)	(124)	(208)	(238)	(90)	(81)	(108)	(96)	(71)	(85)	(72)
Driver	Safe	56%	60%	66%	63%	57%	69%	53%	70%	59%	58%	49%	43%	40%	59%	48%	45%	47%
	Unsafe	44%	40%	34%	38%	43%	31%	48%	30%	41%	42%	51%	57%	60%	41%	52%	55%	53%
BASE: APPLICABLE		(1787)	(58)	(53)	(80)	(101)	(130)	(126)	(138)	(236)	(261)	(95)	(81)	(113)	(98)	(65)	(80)	(72)
Pedestrian	Safe	31%	40%	38%	34%	38%	27%	35%	36%	26%	29%	31%	28%	29%	28%	32%	36%	22%
	Unsafe	69%	60%	62%	66%	62%	73%	65%	64%	74%	71%	69%	72%	71%	72%	68%	64%	78%
BASE: APPLICABLE		(327)	(10)	(14)	(14)	(31)	(20)	(22)	(20)	(28)	(36)	(21)	(14)	(21)	(25)	(17)	(25)	(9)
Motorcyclist	Safe	24%	20%	21%	29%	16%	20%	32%	35%	32%	25%	24%	7%	19%	20%	18%	36%	22%
	Unsafe	76%	80%	79%	71%	84%	80%	68%	65%	68%	75%	76%	93%	81%	80%	82%	64%	78%
BASE: APPLICABLE		(945)	(27)	(32)	(36)	(48)	(75)	(51)	(89)	(145)	(147)	(39)	(44)	(50)	(54)	(31)	(40)	(37)
Cyclist/ scooter user	Safe	14%	15%	25%	22%	17%	11%	12%	8%	10%	14%	15%	9%	16%	17%	29%	23%	3%
	Unsafe	86%	85%	75%	78%	83%	89%	88%	92%	90%	86%	85%	91%	84%	83%	71%	78%	97%

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B3. How would you rate how safe you feel personally when using the roads in your own neighbourhood in the following situations?

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(1088)	(13)	(13)	(55)	(58)	(104)	(75)	(99)	(191)	(181)	(61)	(48)	(66)	(21)	(28)	(45)	(30)
Transit user	Very safe	36%	31%	62%	31%	34%	39%	39%	43%	39%	38%	34%	19%	29%	43%	39%	29%	20%
	Somewhat safe	45%	38%	15%	42%	47%	39%	43%	43%	46%	47%	46%	50%	52%	38%	39%	53%	43%
	Somewhat unsafe	14%	31%	15%	20%	14%	16%	13%	11%	13%	7%	15%	21%	15%	10%	11%	16%	23%
	Very unsafe	5%		8%	7%	5%	5%	5%	2%	2%	8%	5%	10%	5%	10%	11%	2%	13%
BASE: APPLICABLE		(1704)	(60)	(53)	(79)	(99)	(117)	(119)	(125)	(208)	(239)	(91)	(81)	(108)	(97)	(71)	(86)	(71)
Driver	Very safe	26%	33%	36%	38%	34%	27%	24%	25%	33%	22%	20%	17%	19%	29%	34%	24%	14%
	Somewhat safe	43%	35%	36%	37%	37%	52%	51%	49%	38%	49%	40%	33%	42%	38%	30%	47%	48%
	Somewhat unsafe	22%	27%	21%	19%	21%	16%	18%	18%	20%	20%	25%	28%	33%	25%	23%	19%	21%
	Very unsafe	9%	5%	8%	6%	7%	4%	7%	8%	9%	9%	15%	21%	6%	8%	14%	10%	17%
BASE: APPLICABLE		(1775)	(57)	(52)	(79)	(102)	(131)	(123)	(138)	(234)	(262)	(95)	(81)	(109)	(97)	(65)	(81)	(69)
Pedestrian	Very safe	13%	9%	17%	16%	17%	11%	10%	17%	13%	13%	14%	9%	17%	10%	15%	10%	14%
	Somewhat safe	33%	35%	23%	33%	36%	38%	41%	30%	34%	34%	37%	26%	29%	24%	32%	46%	17%
	Somewhat unsafe	31%	26%	37%	25%	30%	33%	33%	33%	29%	30%	23%	30%	39%	32%	29%	26%	41%
	Very unsafe	23%	30%	23%	25%	17%	18%	16%	20%	24%	23%	26%	36%	16%	34%	23%	19%	28%
BASE: APPLICABLE		(301)	(12)	(11)	(12)	(30)	(16)	(18)	(17)	(26)	(33)	(20)	(13)	(20)	(20)	(19)	(24)	(10)
Motorcyclist	Very safe	11%	17%	18%	8%	20%	6%	11%	12%	19%	6%	10%	8%	5%	10%	5%	8%	10%
	Somewhat safe	34%	17%	9%	42%	20%	44%	22%	47%	31%	42%	35%	23%	35%	30%	37%	46%	50%
	Somewhat unsafe	29%	25%	55%	25%	33%	31%	39%	29%	19%	21%	30%	23%	35%	40%	26%	29%	
	Very unsafe	27%	42%	18%	25%	27%	19%	28%	12%	31%	30%	25%	46%	25%	20%	32%	17%	40%
BASE: APPLICABLE		(933)	(28)	(31)	(39)	(45)	(72)	(51)	(84)	(143)	(143)	(43)	(45)	(49)	(53)	(29)	(41)	(37)
Cyclist/ scooter user	Very safe	7%	4%	6%	8%	11%	4%	10%	2%	6%	7%	12%	7%	12%	8%	14%	10%	5%
	Somewhat safe	25%	32%	16%	31%	36%	28%	24%	20%	27%	24%	28%	22%	18%	26%	28%	32%	14%
	Somewhat unsafe	32%	14%	23%	23%	36%	33%	37%	42%	33%	38%	19%	20%	35%	28%	31%	24%	41%
	Very unsafe	36%	50%	55%	38%	18%	35%	29%	36%	35%	31%	42%	51%	35%	38%	28%	34%	41%

B3. How would you rate how safe you feel personally when using the roads in your own neighbourhood in the following situations? - SUMMARY TABLE

			DISTRICT															
		TOTAL	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(1088)	(13)	(13)	(55)	(58)	(104)	(75)	(99)	(191)	(181)	(61)	(48)	(66)	(21)	(28)	(45)	(30)
Transit user	Safe	81%	69%	77%	73%	81%	79%	81%	87%	85%	85%	80%	69%	80%	81%	79%	82%	63%
	Unsafe	19%	31%	23%	27%	19%	21%	19%	13%	15%	15%	20%	31%	20%	19%	21%	18%	37%
BASE: APPLICABLE		(1704)	(60)	(53)	(79)	(99)	(117)	(119)	(125)	(208)	(239)	(91)	(81)	(108)	(97)	(71)	(86)	(71)
Driver	Safe	69%	68%	72%	75%	72%	79%	75%	74%	71%	71%	59%	51%	61%	67%	63%	71%	62%
	Unsafe	31%	32%	28%	25%	28%	21%	25%	26%	29%	29%	41%	49%	39%	33%	37%	29%	38%
BASE: APPLICABLE		(1775)	(57)	(52)	(79)	(102)	(131)	(123)	(138)	(234)	(262)	(95)	(81)	(109)	(97)	(65)	(81)	(69)
Pedestrian	Safe	46%	44%	40%	49%	53%	50%	50%	47%	47%	47%	51%	35%	46%	34%	48%	56%	32%
	Unsafe	54%	56%	60%	51%	47%	50%	50%	53%	53%	53%	49%	65%	54%	66%	52%	44%	68%
BASE: APPLICABLE		(301)	(12)	(11)	(12)	(30)	(16)	(18)	(17)	(26)	(33)	(20)	(13)	(20)	(20)	(19)	(24)	(10)
Motorcyclist	Safe	45%	33%	27%	50%	40%	50%	33%	59%	50%	48%	45%	31%	40%	40%	42%	54%	60%
	Unsafe	55%	67%	73%	50%	60%	50%	67%	41%	50%	52%	55%	69%	60%	60%	58%	46%	40%
BASE: APPLICABLE		(933)	(28)	(31)	(39)	(45)	(72)	(51)	(84)	(143)	(143)	(43)	(45)	(49)	(53)	(29)	(41)	(37)
Cyclist/ scooter user	Safe	32%	36%	23%	38%	47%	32%	33%	23%	32%	31%	40%	29%	31%	34%	41%	41%	19%
	Unsafe	68%	64%	77%	62%	53%	68%	67%	77%	68%	69%	60%	71%	69%	66%	59%	59%	81%

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B4. How safe do you feel the roads are in your neighbourhood for children, seniors, and people with disabilities to walk, roll or cycle?

			DISTRICT															
		TOTAL	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(1836)	(60)	(54)	(83)	(106)	(134)	(128)	(138)	(237)	(269)	(96)	(86)	(115)	(99)	(71)	(88)	(72)
NEIGHBOURHOOD ROADS FOR CHILDREN/ SENIORS/ DISABLED	Very safe	6%	5%	9%	8%	8%	3%	9%	3%	4%	7%	4%	3%	6%	5%	13%	3%	6%
	Somewhat safe	28%	32%	17%	37%	39%	31%	34%	28%	25%	26%	27%	22%	29%	15%	27%	35%	19%
	Somewhat unsafe	35%	32%	35%	31%	34%	37%	33%	41%	35%	36%	40%	37%	36%	33%	25%	35%	39%
	Very unsafe	31%	32%	39%	23%	20%	30%	24%	28%	36%	32%	29%	37%	30%	46%	35%	26%	36%
Summary	Safe	33%	37%	26%	46%	46%	34%	43%	30%	29%	33%	31%	26%	35%	20%	39%	39%	25%
	Unsafe	67%	63%	74%	54%	54%	66%	57%	70%	71%	67%	69%	74%	65%	80%	61%	61%	75%

B5. Compared to five years ago, would you say that the roads in the Halifax Regional Municipality are more, or less safe for each of the following transportation modes?

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(1836)	(60)	(54)	(83)	(106)	(134)	(128)	(138)	(237)	(269)	(96)	(86)	(115)	(99)	(71)	(88)	(72)
Pedestrians	Less safe	74%	60%	74%	67%	74%	69%	73%	77%	73%	75%	71%	83%	77%	76%	68%	70%	83%
	Just as safe	18%	25%	15%	24%	17%	21%	18%	14%	16%	16%	18%	12%	17%	20%	23%	24%	13%
	More safe	5%	3%	7%	6%	6%	4%	6%	6%	8%	5%	9%		5%	1%	7%	2%	1%
	(DK/NS)	4%	12%	4%	2%	4%	5%	2%	4%	4%	4%	2%	6%		3%	3%	3%	3%
Drivers	Less safe	68%	63%	63%	61%	75%	59%	73%	65%	56%	68%	65%	78%	73%	73%	76%	74%	85%
	Just as safe	23%	25%	30%	29%	22%	24%	19%	22%	29%	24%	23%	19%	24%	21%	18%	23%	13%
	More safe	4%	2%	7%	4%	1%	5%	5%	6%	5%	3%	7%	2%	1%	2%	6%	1%	1%
	(DK/NS)	5%	10%		6%	3%	12%	2%	7%	10%	5%	5%	1%	2%	4%		2%	1%
Cyclists/ scooter users	Less safe	52%	47%	59%	43%	48%	51%	46%	54%	47%	55%	49%	69%	55%	51%	52%	45%	58%
	Just as safe	11%	13%	7%	14%	11%	9%	13%	11%	14%	12%	9%	9%	6%	18%	10%	10%	7%
	More safe	9%	5%	9%	11%	6%	9%	11%	11%	14%	10%	6%	3%	8%	7%	6%	7%	6%
	(DK/NS)	28%	35%	24%	31%	35%	31%	30%	25%	25%	23%	35%	19%	31%	24%	32%	38%	29%
Motorcyclists	Less safe	35%	28%	39%	37%	47%	28%	40%	26%	23%	32%	34%	44%	40%	38%	48%	45%	43%
	Just as safe	8%	8%	6%	8%	8%	7%	8%	8%	10%	7%	6%	7%	6%	13%	6%	7%	8%
	More safe	1%	2%		1%	1%	1%	1%	2%		1%	4%	1%					
	(DK/NS)	56%	62%	56%	53%	44%	63%	52%	64%	67%	60%	55%	48%	54%	48%	46%	48%	49%
Transit users	Less safe	27%	15%	20%	31%	30%	32%	27%	24%	26%	29%	26%	36%	30%	17%	21%	26%	31%
	Just as safe	38%	30%	28%	42%	34%	43%	40%	49%	49%	41%	45%	26%	37%	25%	30%	32%	22%
	More safe	5%	2%	9%	5%	7%	4%	2%	4%	6%	5%	6%		6%	3%	7%	5%	3%
	(DK/NS)	30%	53%	43%	22%	29%	22%	30%	24%	19%	25%	23%	38%	27%	55%	42%	38%	44%

B6. How safe do you feel using the following types of road infrastructure?

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(1093)	(37)	(31)	(47)	(52)	(87)	(70)	(91)	(165)	(165)	(52)	(58)	(55)	(60)	(39)	(43)	(41)
Cycling in protected bike lanes	Very safe	29%	32%	23%	36%	31%	30%	33%	35%	36%	28%	33%	17%	18%	23%	15%	21%	22%
	Somewhat safe	45%	41%	58%	38%	42%	48%	41%	41%	48%	45%	42%	50%	51%	38%	62%	37%	46%
	Somewhat unsafe	17%	19%	10%	19%	17%	15%	16%	19%	13%	19%	17%	16%	18%	20%	13%	26%	17%
	Very unsafe	9%	8%	10%	6%	10%	7%	10%	5%	2%	7%	8%	17%	13%	18%	10%	16%	15%
BASE: APPLICABLE		(1606)	(43)	(44)	(75)	(94)	(122)	(112)	(122)	(220)	(248)	(86)	(69)	(95)	(85)	(56)	(72)	(63)
Multi-use pathways (MUPs)	Very safe	31%	30%	36%	35%	33%	23%	32%	37%	37%	28%	27%	26%	31%	29%	27%	31%	24%
	Somewhat safe	40%	47%	45%	41%	39%	43%	37%	34%	41%	41%	47%	43%	38%	34%	48%	33%	41%
	Somewhat unsafe	21%	14%	9%	19%	18%	26%	26%	18%	17%	23%	16%	20%	23%	27%	13%	24%	25%
	Very unsafe	8%	9%	9%	5%	10%	7%	5%	11%	5%	8%	10%	10%	8%	9%	13%	13%	10%
BASE: APPLICABLE		(1803)	(57)	(52)	(81)	(105)	(133)	(124)	(137)	(237)	(266)	(93)	(84)	(113)	(96)	(69)	(85)	(71)
Crosswalks at intersections with traffic signals	Very safe	12%	16%	12%	10%	15%	8%	10%	18%	14%	11%	10%	7%	12%	11%	14%	9%	11%
	Somewhat safe	41%	56%	48%	48%	40%	41%	40%	39%	37%	38%	41%	36%	40%	45%	51%	40%	44%
	Somewhat unsafe	32%	21%	31%	30%	30%	38%	34%	31%	33%	32%	27%	43%	33%	28%	28%	34%	25%
	Very unsafe	15%	7%	10%	12%	15%	14%	15%	13%	16%	20%	23%	14%	15%	16%	7%	16%	20%
BASE: APPLICABLE		(1781)	(53)	(49)	(80)	(104)	(132)	(125)	(138)	(237)	(264)	(96)	(82)	(110)	(92)	(67)	(82)	(70)
Sidewalks near high-traffic roads	Very safe	10%	23%	12%	6%	10%	7%	9%	11%	8%	9%	8%	11%	13%	13%	3%	10%	13%
	Somewhat safe	31%	34%	39%	40%	42%	28%	34%	26%	23%	31%	36%	23%	28%	32%	45%	33%	33%
	Somewhat unsafe	36%	28%	22%	29%	30%	43%	37%	42%	41%	34%	40%	43%	35%	34%	37%	37%	20%
	Very unsafe	23%	15%	27%	25%	18%	22%	21%	21%	28%	26%	16%	23%	24%	22%	15%	21%	34%
BASE: APPLICABLE		(1024)	(30)	(24)	(51)	(54)	(80)	(65)	(86)	(157)	(154)	(51)	(52)	(54)	(54)	(35)	(41)	(36)
Cycling in shared bus lanes	Very safe	4%	3%	4%	6%	4%		2%	6%	4%	5%	4%	6%	4%	2%		2%	
	Somewhat safe	22%	7%	21%	22%	22%	19%	23%	23%	26%	26%	22%	15%	22%	19%	29%	15%	17%
	Somewhat unsafe	35%	63%	46%	31%	33%	44%	35%	35%	39%	31%	31%	31%	24%	33%	26%	24%	36%
	Very unsafe	40%	27%	29%	41%	41%	38%	40%	36%	30%	38%	43%	48%	50%	46%	46%	59%	47%
BASE: APPLICABLE		(1807)	(57)	(53)	(80)	(105)	(133)	(125)	(138)	(237)	(266)	(95)	(84)	(113)	(97)	(68)	(84)	(72)
Crosswalks at intersections without traffic signals	Very safe	3%	4%	8%	3%	8%	2%	1%	1%	4%	2%	3%	2%	3%	4%		2%	1%
	Somewhat safe	17%	35%	19%	21%	20%	17%	14%	17%	17%	16%	15%	13%	14%	22%	28%	10%	11%
	Somewhat unsafe	35%	32%	38%	34%	34%	30%	38%	40%	37%	34%	34%	30%	33%	36%	28%	32%	38%
	Very unsafe	45%	30%	36%	43%	38%	51%	46%	41%	42%	48%	48%	55%	50%	38%	44%	56%	50%
BASE: APPLICABLE		(1123)	(38)	(30)	(54)	(56)	(86)	(72)	(93)	(163)	(168)	(54)	(55)	(61)	(64)	(39)	(50)	(40)
Cycling in unprotected bike lanes	Very safe	3%			2%	7%			5%	4%	4%	2%	5%	5%	2%	3%	2%	
	Somewhat safe	18%	24%	20%	22%	18%	22%	25%	14%	17%	21%	11%	13%	8%	19%	23%	14%	10%
	Somewhat unsafe	32%	42%	43%	22%	38%	27%	25%	39%	40%	32%	30%	35%	28%	25%	26%	26%	28%
	Very unsafe	47%	34%	37%	54%	38%	51%	50%	42%	39%	43%	57%	47%	59%	55%	49%	58%	63%
BASE: APPLICABLE		(1142)	(37)	(32)	(55)	(60)	(87)	(75)	(95)	(168)	(169)	(54)	(59)	(57)	(68)	(41)	(48)	(37)
Cycling in mixed traffic lanes	Very safe	1%		3%	4%	3%	2%		1%	1%	1%	2%		4%	1%		2%	
	Somewhat safe	9%	8%	6%	9%	13%	8%	11%	8%	10%	10%	9%	7%	5%	10%	7%	6%	5%
	Somewhat unsafe	27%	35%	25%	24%	33%	20%	32%	36%	35%	26%	19%	17%	19%	21%	22%	21%	24%
	Very unsafe	63%	57%	66%	64%	50%	70%	57%	55%	55%	63%	70%	76%	72%	68%	71%	71%	70%

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B6. How safe do you feel using the following types of road infrastructure? - SUMMARY TABLE

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(1093)	(37)	(31)	(47)	(52)	(87)	(70)	(91)	(165)	(165)	(52)	(58)	(55)	(60)	(39)	(43)	(41)
Cycling in protected bike lanes	Safe	74%	73%	81%	74%	73%	78%	74%	76%	84%	74%	75%	67%	69%	62%	77%	58%	68%
	Unsafe	26%	27%	19%	26%	27%	22%	26%	24%	16%	26%	25%	33%	31%	38%	23%	42%	32%
BASE: APPLICABLE		(1606)	(43)	(44)	(75)	(94)	(122)	(112)	(122)	(220)	(248)	(86)	(69)	(95)	(85)	(56)	(72)	(63)
Multi-use pathways (MUPs)	Safe	71%	77%	82%	76%	72%	66%	69%	71%	78%	69%	73%	70%	68%	64%	75%	64%	65%
	Unsafe	29%	23%	18%	24%	28%	34%	31%	29%	22%	31%	27%	30%	32%	36%	25%	36%	35%
BASE: APPLICABLE		(1803)	(57)	(52)	(81)	(105)	(133)	(124)	(137)	(237)	(266)	(93)	(84)	(113)	(96)	(69)	(85)	(71)
Crosswalks at intersections with traffic signals	Safe	53%	72%	60%	58%	55%	49%	51%	56%	51%	48%	51%	43%	52%	56%	65%	49%	55%
	Unsafe	47%	28%	40%	42%	45%	51%	49%	44%	49%	52%	49%	57%	48%	44%	35%	51%	45%
BASE: APPLICABLE		(1781)	(53)	(49)	(80)	(104)	(132)	(125)	(138)	(237)	(264)	(96)	(82)	(110)	(92)	(67)	(82)	(70)
Sidewalks near high-traffic roads	Safe	41%	57%	51%	46%	52%	35%	42%	37%	31%	40%	45%	34%	41%	45%	48%	43%	46%
	Unsafe	59%	43%	49%	54%	48%	65%	58%	63%	69%	60%	55%	66%	59%	55%	52%	57%	54%
BASE: APPLICABLE		(1024)	(30)	(24)	(51)	(54)	(80)	(65)	(86)	(157)	(154)	(51)	(52)	(54)	(54)	(35)	(41)	(36)
Cycling in shared bus lanes	Safe	25%	10%	25%	27%	26%	19%	25%	29%	31%	31%	25%	21%	26%	20%	29%	17%	17%
	Unsafe	75%	90%	75%	73%	74%	81%	75%	71%	69%	69%	75%	79%	74%	80%	71%	83%	83%
BASE: APPLICABLE		(1807)	(57)	(53)	(80)	(105)	(133)	(125)	(138)	(237)	(266)	(95)	(84)	(113)	(97)	(68)	(84)	(72)
Crosswalks at intersections without traffic signals	Safe	20%	39%	26%	24%	28%	19%	15%	19%	21%	17%	18%	15%	17%	26%	28%	12%	13%
	Unsafe	80%	61%	74%	76%	72%	81%	85%	81%	79%	83%	82%	85%	83%	74%	72%	88%	88%
BASE: APPLICABLE		(1123)	(38)	(30)	(54)	(56)	(86)	(72)	(93)	(163)	(168)	(54)	(55)	(61)	(64)	(39)	(50)	(40)
Cycling in unprotected bike lanes	Safe	21%	24%	20%	24%	25%	22%	25%	19%	21%	25%	13%	18%	13%	20%	26%	16%	10%
	Unsafe	79%	76%	80%	76%	75%	78%	75%	81%	79%	75%	87%	82%	87%	80%	74%	84%	90%
BASE: APPLICABLE		(1142)	(37)	(32)	(55)	(60)	(87)	(75)	(95)	(168)	(169)	(54)	(59)	(57)	(68)	(41)	(48)	(37)
Cycling in mixed traffic lanes	Safe	10%	8%	9%	13%	17%	10%	11%	9%	11%	11%	11%	7%	9%	12%	7%	8%	5%
	Unsafe	90%	92%	91%	87%	83%	90%	89%	91%	89%	89%	89%	93%	91%	88%	93%	92%	95%

B7. How concerned are you about each of the following when it comes to road safety in the Halifax Regional Municipality?

			DISTRICT															
		TOTAL	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(1836)	(60)	(54)	(83)	(106)	(134)	(128)	(138)	(237)	(269)	(96)	(86)	(115)	(99)	(71)	(88)	(72)
Distracted behaviours	Very concerned	77%	75%	80%	78%	78%	72%	83%	78%	79%	78%	73%	80%	80%	64%	69%	74%	75%
	Somewhat concerned	19%	22%	15%	14%	17%	25%	16%	15%	18%	17%	17%	20%	17%	31%	24%	23%	21%
	Not very concerned	3%	3%	2%	4%	4%	2%	1%	5%	3%	3%	7%		3%	4%	6%	3%	3%
	Not concerned at all	1%		4%	2%	1%	1%		1%	0%	1%	1%				1%		
	(DK/NS)	0%			1%			1%	1%		0%	2%			1%			1%
Road maintenance	Very concerned	68%	73%	70%	80%	75%	57%	64%	63%	53%	66%	73%	77%	74%	74%	82%	68%	78%
	Somewhat concerned	25%	25%	22%	16%	21%	29%	27%	25%	33%	28%	20%	19%	23%	24%	18%	28%	19%
	Not very concerned	6%	2%	7%	4%	4%	11%	9%	9%	11%	5%	6%	5%	3%	2%		2%	1%
	Not concerned at all	1%					2%		1%	2%	0%	1%						1%
	(DK/NS)	0%			1%				1%								1%	
Speeding	Very concerned	65%	53%	65%	66%	66%	61%	71%	66%	59%	70%	69%	71%	70%	58%	61%	64%	67%
	Somewhat concerned	23%	32%	19%	22%	21%	25%	17%	20%	31%	21%	17%	20%	23%	25%	24%	28%	21%
	Not very concerned	8%	13%	11%	4%	8%	10%	9%	10%	8%	4%	10%	9%	5%	13%	10%	5%	13%
	Not concerned at all	3%	2%	6%	7%	5%	4%	2%	3%	2%	4%	4%		2%	4%	6%	3%	
	(DK/NS)	0%			1%			1%	1%	0%	0%							
Traffic control violations	Very concerned	59%	47%	50%	61%	62%	55%	56%	66%	59%	63%	67%	64%	67%	38%	52%	64%	58%
	Somewhat concerned	28%	33%	31%	28%	26%	31%	29%	21%	32%	26%	25%	30%	22%	30%	32%	28%	28%
	Not very concerned	10%	18%	15%	8%	10%	10%	12%	10%	6%	9%	7%	5%	9%	20%	11%	5%	11%
	Not concerned at all	3%	2%	4%	1%	1%	3%	2%	2%	3%	2%	1%	1%	3%	6%	3%	3%	3%
	(DK/NS)	1%			1%		1%	1%	1%	1%	1%				5%	1%		
Impaired driving	Very concerned	52%	50%	59%	60%	60%	43%	64%	44%	48%	48%	56%	65%	51%	42%	49%	56%	49%
	Somewhat concerned	34%	40%	28%	24%	27%	47%	27%	32%	33%	36%	25%	22%	34%	46%	39%	32%	44%
	Not very concerned	11%	8%	4%	10%	8%	7%	8%	21%	15%	13%	14%	7%	11%	7%	8%	9%	6%
	Not concerned at all	2%	2%	9%	4%	2%	2%	1%			2%	3%	3%	2%	3%	3%	2%	1%
	(DK/NS)	2%			2%	2%			3%	4%	1%	2%	2%	2%	1%		1%	
Lack of pedestrian infrastructure	Very concerned	51%	38%	54%	48%	43%	48%	41%	50%	62%	52%	50%	48%	50%	52%	46%	52%	57%
	Somewhat concerned	33%	38%	22%	35%	40%	33%	39%	36%	26%	31%	30%	36%	36%	32%	41%	35%	33%
	Not very concerned	11%	18%	13%	12%	11%	13%	17%	11%	6%	13%	14%	13%	11%	10%	10%	8%	7%
	Not concerned at all	4%	3%	6%	4%	6%	6%	2%	2%	5%	3%	5%	1%	2%	5%	3%	3%	1%
	(DK/NS)	1%	2%	6%	1%		1%	2%	1%		1%	1%	2%	1%	1%		1%	1%
Poor traffic control	Very concerned	39%	25%	31%	42%	31%	37%	38%	41%	41%	38%	39%	42%	42%	34%	31%	53%	46%
	Somewhat concerned	42%	50%	48%	41%	46%	43%	37%	42%	40%	43%	40%	41%	41%	41%	54%	32%	43%
	Not very concerned	16%	20%	19%	14%	20%	14%	21%	15%	16%	17%	18%	15%	14%	22%	14%	14%	8%
	Not concerned at all	2%	3%		1%	3%	4%	2%	1%	3%	1%	4%	1%	3%	1%			3%
	(DK/NS)	1%	2%	2%	1%		1%	2%		1%	0%		1%	1%	1%	1%	1%	
Poor visibility	Very concerned	39%	22%	50%	47%	42%	37%	36%	37%	35%	38%	45%	42%	43%	37%	32%	44%	50%
	Somewhat concerned	37%	43%	24%	36%	39%	33%	35%	38%	37%	39%	29%	36%	35%	44%	52%	35%	29%
	Not very concerned	20%	28%	20%	11%	16%	26%	27%	20%	22%	20%	23%	12%	18%	15%	15%	17%	18%
	Not concerned at all	3%	3%	4%	4%	3%	3%	2%	4%	4%	3%	2%	9%	3%	2%		2%	1%
	(DK/NS)	1%	3%	2%	2%		1%		1%	2%	1%	1%	1%	1%	1%		1%	1%
School zone safety	Very concerned	35%	28%	35%	34%	42%	31%	35%	26%	34%	30%	48%	41%	38%	30%	37%	47%	36%
	Somewhat concerned	37%	42%	39%	34%	35%	34%	35%	35%	38%	41%	30%	34%	34%	38%	44%	32%	40%
	Not very concerned	18%	23%	11%	27%	13%	24%	18%	28%	16%	17%	13%	20%	17%	21%	17%	14%	15%
	Not concerned at all	5%	7%	7%	2%	8%	7%	5%	4%	4%	4%	8%	3%	6%	6%	1%	5%	3%
	(DK/NS)	5%		7%	4%	3%	4%	6%	7%	9%	8%	1%	2%	4%	4%	1%	3%	6%
Lack of cycling infrastructure	Very concerned	35%	37%	37%	30%	27%	41%	28%	46%	48%	40%	26%	26%	31%	23%	18%	31%	36%
	Somewhat concerned	25%	33%	17%	23%	22%	27%	26%	27%	23%	25%	26%	31%	24%	29%	27%	10%	32%
	Not very concerned	13%	10%	9%	17%	21%	14%	18%	10%	9%	11%	8%	13%	12%	17%	27%	14%	10%
	Not concerned at all	16%	13%	22%	19%	17%	10%	16%	9%	13%	13%	26%	22%	20%	23%	17%	23%	17%
	(DK/NS)	10%	7%	15%	11%	13%	8%	12%	7%	7%	10%	14%	8%	12%	7%	11%	23%	6%

B7. How concerned are you about each of the following when it comes to road safety in the Halifax Regional Municipality? - SUMMARY TABLE

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(1836)	(60)	(54)	(83)	(106)	(134)	(128)	(138)	(237)	(269)	(96)	(86)	(115)	(99)	(71)	(88)	(72)
Distracted behaviours	Concerned	96%	97%	94%	93%	95%	97%	98%	93%	97%	96%	90%	100%	97%	95%	93%	97%	96%
	Unconcerned	4%	3%	6%	6%	5%	3%	1%	6%	3%	4%	8%		3%	4%	7%	3%	3%
	(DK)	0%			1%			1%	1%		0%	2%			1%			1%
Road maintenance	Concerned	93%	98%	93%	95%	96%	87%	91%	88%	86%	94%	93%	95%	97%	98%	100%	97%	97%
	Unconcerned	7%	2%	7%	4%	4%	13%	9%	11%	14%	6%	7%	5%	3%	2%		2%	3%
	(DK)	0%			1%				1%								1%	
Speeding	Concerned	88%	85%	83%	88%	87%	87%	88%	86%	90%	91%	85%	91%	93%	83%	85%	92%	88%
	Unconcerned	11%	15%	17%	11%	13%	13%	11%	13%	9%	9%	15%	9%	7%	17%	15%	8%	13%
	(DK)	0%			1%			1%	1%	0%	0%							
Traffic control violations	Concerned	87%	80%	81%	89%	89%	86%	85%	87%	90%	88%	92%	94%	89%	69%	85%	92%	86%
	Unconcerned	12%	20%	19%	10%	11%	13%	14%	12%	9%	11%	8%	6%	11%	26%	14%	8%	14%
	(DK)	1%			1%		1%	1%	1%	1%	1%				5%	1%		
Impaired driving	Concerned	85%	90%	87%	84%	88%	90%	91%	76%	81%	83%	81%	87%	85%	89%	89%	88%	93%
	Unconcerned	13%	10%	13%	13%	10%	10%	9%	21%	15%	15%	17%	10%	13%	10%	11%	11%	7%
	(DK)	2%			2%	2%			3%	4%	1%	2%	2%	2%	1%		1%	
Lack of pedestrian infrastructure	Concerned	84%	77%	76%	83%	83%	81%	80%	86%	89%	83%	80%	84%	86%	84%	87%	88%	90%
	Unconcerned	15%	22%	19%	16%	17%	19%	19%	13%	11%	16%	19%	14%	13%	15%	13%	11%	8%
	(DK)	1%	2%	6%	1%		1%	2%	1%		1%	1%	2%	1%	1%		1%	1%
Poor traffic control	Concerned	81%	75%	80%	83%	77%	81%	75%	83%	81%	81%	78%	83%	83%	76%	85%	85%	89%
	Unconcerned	18%	23%	19%	16%	23%	18%	23%	17%	19%	18%	22%	16%	17%	23%	14%	14%	11%
	(DK)	1%	2%	2%	1%		1%	2%		1%	0%		1%	1%	1%	1%	1%	
Poor visibility	Concerned	76%	65%	74%	83%	81%	70%	71%	75%	72%	77%	74%	78%	77%	82%	85%	80%	79%
	Unconcerned	23%	32%	24%	14%	19%	29%	29%	25%	27%	23%	25%	21%	22%	17%	15%	19%	19%
	(DK)	1%	3%	2%	2%		1%		1%	2%	1%	1%	1%	1%	1%		1%	1%
School zone safety	Concerned	72%	70%	74%	67%	76%	66%	70%	61%	72%	71%	78%	74%	72%	69%	80%	78%	76%
	Unconcerned	23%	30%	19%	29%	21%	31%	23%	33%	19%	21%	21%	23%	23%	27%	18%	18%	18%
	(DK)	5%		7%	4%	3%	4%	6%	7%	9%	8%	1%	2%	4%	4%	1%	3%	6%
Lack of cycling infrastructure	Concerned	60%	70%	54%	53%	49%	68%	54%	73%	70%	65%	52%	57%	56%	53%	45%	41%	68%
	Unconcerned	30%	23%	31%	36%	38%	24%	34%	20%	22%	25%	34%	35%	32%	40%	44%	36%	26%
	(DK)	10%	7%	15%	11%	13%	8%	12%	7%	7%	10%	14%	8%	12%	7%	11%	23%	6%

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B8. Before today, were you aware that the municipality adopted The Road Safety Strategy 2024?

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(1836)	(60)	(54)	(83)	(106)	(134)	(128)	(138)	(237)	(269)	(96)	(86)	(115)	(99)	(71)	(88)	(72)
AWARE OF ROAD SAFETY STRATEGY	Yes	24%	17%	17%	19%	23%	31%	25%	31%	32%	26%	32%	16%	17%	21%	14%	10%	15%
	No	76%	83%	83%	81%	77%	69%	75%	69%	68%	74%	68%	84%	83%	79%	86%	90%	85%

B9. Many cities have set a long-term goal of having zero serious injuries and deaths from road collisions. Knowing that the HRM is investing in this strategy, how confident are you that this goal can be met?

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(1836)	(60)	(54)	(83)	(106)	(134)	(128)	(138)	(237)	(269)	(96)	(86)	(115)	(99)	(71)	(88)	(72)
HRM GOAL CAN BE MET	Very confident	2%	2%	4%	2%	3%	1%	1%	1%	2%	2%	4%	1%	3%	1%	1%	3%	1%
	Somewhat confident	21%	23%	17%	27%	28%	20%	25%	16%	18%	24%	20%	7%	22%	24%	30%	13%	18%
	Not very confident	44%	55%	35%	41%	40%	42%	46%	56%	46%	40%	39%	49%	40%	42%	37%	41%	47%
	Not at all confident	31%	17%	41%	27%	25%	33%	25%	23%	33%	31%	35%	40%	33%	31%	31%	42%	31%
	(DK/NS)	3%	3%	4%	4%	4%	4%	3%	4%	1%	3%	2%	3%	3%	1%	1%	1%	3%
Summary	Confident	23%	25%	20%	29%	31%	21%	26%	17%	20%	26%	24%	8%	24%	25%	31%	16%	19%
	Not confident	75%	72%	76%	67%	65%	75%	71%	79%	79%	71%	74%	88%	73%	74%	68%	83%	78%
	(DK)	3%	3%	4%	4%	4%	4%	3%	4%	1%	3%	2%	3%	3%	1%	1%	1%	3%

B10. Which of the following will have the biggest influence on road safety in the future?

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(1836)	(60)	(54)	(83)	(106)	(134)	(128)	(138)	(237)	(269)	(96)	(86)	(115)	(99)	(71)	(88)	(72)
RANKED #1	Traffic enforcement	26%	35%	15%	24%	32%	21%	30%	23%	19%	29%	38%	24%	32%	15%	18%	31%	29%
	Road maintenance	16%	18%	33%	22%	23%	12%	10%	14%	8%	10%	11%	20%	19%	24%	24%	25%	15%
	Roadway design improvements	11%	10%	6%	10%	4%	19%	8%	18%	15%	9%	8%	3%	6%	10%	15%	10%	7%
	Pedestrian infrastructure upgrades/ additions	10%	13%	4%	10%	8%	12%	7%	10%	19%	12%	6%	8%	10%	12%	4%	5%	6%
	Driver training	10%	8%	13%	16%	13%	4%	14%	4%	5%	8%	10%	19%	10%	14%	18%	11%	17%
	Cycling infrastructure upgrades/ additions	6%	3%	9%	5%	2%	13%	4%	9%	9%	8%	2%	3%	6%	3%	1%	2%	8%
	Speed limit reductions	6%	3%	4%	2%	4%	9%	7%	11%	8%	8%	5%	3%	3%	5%	3%	3%	6%
	Traffic control operation improvements	4%		6%	2%	3%	3%	4%	5%	5%	5%	5%	1%	6%	3%	7%	6%	8%
	Road safety education/ awareness campaigns	3%	3%	9%	4%	3%	1%	3%	1%	2%	3%	4%	3%	3%	7%	6%	5%	
	Traffic calming	2%	2%		2%	3%	2%	5%	1%	3%	3%	1%	9%	2%	3%	3%		
	Accessibility improvements	2%				3%	3%	3%	3%	4%	4%	2%	2%	1%	1%			1%
	Legislation updates	2%	3%		1%	3%		3%	1%	2%	2%	3%		1%			2%	3%
	Vehicle features	1%		2%	2%	1%	2%	2%	1%	1%	1%	3%	2%		2%			
RANKED IN TOP 3	Traffic enforcement	51%	50%	33%	49%	65%	50%	58%	46%	41%	53%	63%	52%	46%	52%	45%	60%	56%
	Road maintenance	46%	53%	59%	53%	52%	35%	48%	37%	30%	41%	53%	56%	51%	59%	65%	56%	49%
	Pedestrian infrastructure upgrades/ additions	35%	27%	30%	36%	32%	40%	30%	45%	45%	38%	31%	27%	30%	38%	28%	22%	25%
	Roadway design improvements	27%	27%	22%	19%	17%	34%	20%	36%	38%	24%	27%	17%	23%	24%	28%	31%	21%
	Driver training	26%	30%	31%	33%	32%	16%	30%	18%	15%	22%	30%	44%	33%	24%	34%	31%	31%
	Cycling infrastructure upgrades/ additions	23%	27%	22%	20%	13%	34%	14%	33%	34%	27%	15%	15%	18%	19%	13%	9%	24%
	Traffic control operation improvements	20%	15%	19%	27%	20%	19%	24%	17%	19%	18%	21%	14%	23%	18%	25%	32%	25%
	Speed limit reductions	19%	13%	17%	14%	18%	22%	22%	25%	26%	23%	14%	12%	23%	10%	7%	15%	11%
	Road safety education/ awareness campaigns	15%	23%	28%	19%	19%	10%	16%	7%	10%	13%	14%	28%	17%	19%	14%	14%	22%
	Traffic calming	12%	15%	6%	12%	9%	14%	8%	14%	15%	13%	10%	17%	13%	12%	6%	11%	11%
	Accessibility improvements	9%	5%	6%	2%	8%	13%	10%	9%	14%	11%	5%	3%	10%	7%	7%	3%	13%
	Legislation updates	9%	7%	11%	6%	8%	5%	10%	12%	8%	9%	9%	7%	7%	6%	11%	13%	13%
	Vehicle features	6%	8%	13%	8%	5%	5%	9%	2%	6%	5%	8%	5%	3%	7%	13%	5%	1%

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B10b. Is there anything else that you feel may make roads safer?

			DISTRICT															
		TOTAL	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: CODED		(479)	(14)	(11)	(17)	(28)	(35)	(30)	(37)	(47)	(91)	(33)	(22)	(27)	(28)	(20)	(25)	(14)
WILL MAKE ROADS SAFER	Increase police enforcement/ ticketing	23%	29%	27%	24%	29%	14%	20%	30%	26%	22%	27%	23%	19%	18%	20%	24%	14%
	Road design/ signage issues/ street lighting	18%	14%	9%		21%	17%	23%	22%	17%	29%	27%		4%	11%	20%	16%	21%
	Pedestrian/ sidewalk/ crosswalk safety	12%	14%		6%	7%	11%	3%	16%	19%	16%	21%	18%	7%	7%	10%	4%	7%
	Better cycling infrastructure/ cyclist safety	9%	14%	9%		7%	14%	3%	16%	11%	11%	9%	5%	15%	4%		12%	7%
	Driver/ pedestrian education/ awareness campaigns	8%	7%	9%	6%	4%	6%	10%	14%	2%	10%	9%	23%	7%	11%		12%	
	Traffic calming measures	8%	7%			7%	9%	13%	11%	15%	11%	6%	9%	7%			8%	
	Better traffic technology/ innovation	8%	14%	9%	12%	4%	3%	10%	8%	9%	5%	12%	9%	11%	7%	5%	16%	7%
	Public transit improvements	8%	7%	9%		4%	17%		8%	19%	4%	6%	14%	4%	11%	5%	4%	14%
	Change driver attitude/ behaviour/ aggression	8%	21%	18%		4%	6%	13%	8%	4%	8%	6%	14%	7%	7%		16%	
	Road infrastructure upgrades/ repairs	7%	7%	9%	6%	14%	3%	13%	5%	11%	4%		5%	7%	7%	10%	8%	
	Complaints about poor decision-making/ planning	6%	7%	9%		4%	3%		3%	19%	7%	9%	5%	4%	7%	5%	4%	
	Stricter driver licensing standards	6%		9%	12%	11%	6%	13%	5%		7%	6%	9%		4%			21%
	Other mentions	1%							3%	2%	4%			4%				
	(DK/Nothing else)	31%	43%	27%	65%	25%	37%	17%	24%	17%	30%	24%	36%	41%	46%	40%	32%	36%

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B11. To what extent do you agree or disagree with the following statements about driving your car or motorcycle?

			DISTRICT															
		TOTAL	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(1697)	(60)	(54)	(80)	(96)	(118)	(117)	(124)	(209)	(239)	(89)	(81)	(107)	(96)	(71)	(85)	(71)
I often drive above the speed limit	Strongly agree	4%	7%	11%	6%	4%	3%	3%	4%	4%	4%	3%		2%	5%	6%	6%	3%
	Somewhat agree	25%	32%	20%	30%	21%	25%	26%	21%	20%	23%	21%	21%	27%	30%	24%	31%	31%
	Somewhat disagree	32%	32%	30%	29%	33%	31%	36%	31%	35%	24%	34%	43%	27%	35%	45%	28%	28%
	Strongly disagree	39%	30%	39%	35%	42%	41%	35%	44%	41%	49%	42%	36%	44%	29%	25%	35%	38%
BASE: APPLICABLE		(1684)	(59)	(53)	(79)	(95)	(119)	(116)	(125)	(206)	(236)	(90)	(81)	(105)	(96)	(70)	(83)	(71)
I use an electronic device while driving	Strongly agree	5%	8%	4%	3%	3%	4%	7%	6%	4%	4%	4%	4%	4%	8%	6%	7%	3%
	Somewhat agree	14%	12%	9%	14%	6%	17%	11%	18%	18%	11%	12%	9%	15%	10%	23%	11%	23%
	Somewhat disagree	20%	39%	19%	13%	21%	18%	19%	25%	21%	21%	17%	20%	16%	19%	20%	13%	20%
	Strongly disagree	61%	41%	68%	71%	69%	61%	63%	52%	56%	64%	67%	68%	65%	63%	51%	69%	55%
BASE: APPLICABLE		(1699)	(60)	(53)	(80)	(97)	(118)	(116)	(126)	(206)	(241)	(89)	(82)	(108)	(96)	(71)	(85)	(71)
I consider myself to be an aggressive driver	Strongly agree	0%	2%	2%	3%						0%							
	Somewhat agree	2%	2%	2%	1%	1%	3%	2%	1%	3%	2%	2%	1%	2%	1%		4%	
	Somewhat disagree	14%	22%	13%	11%	18%	14%	15%	16%	12%	14%	11%	20%	12%	11%	17%	14%	8%
	Strongly disagree	84%	75%	83%	85%	81%	83%	84%	83%	84%	83%	87%	79%	86%	88%	83%	82%	92%
BASE: APPLICABLE		(1800)	(60)	(52)	(82)	(103)	(128)	(126)	(135)	(231)	(265)	(93)	(84)	(112)	(99)	(71)	(87)	(72)
I travel in a vehicle without wearing a seat belt	Strongly agree	1%	2%	2%	2%	1%	2%	1%	4%		2%	1%	1%	1%	2%		1%	
	Somewhat agree	1%	2%	2%						1%	0%		1%	1%	1%	1%	1%	
	Somewhat disagree	2%		2%		2%	3%	2%	3%	2%	1%	3%			3%		2%	1%
	Strongly disagree	97%	97%	94%	98%	97%	95%	98%	93%	97%	97%	96%	98%	98%	94%	99%	95%	99%
BASE: APPLICABLE		(1711)	(59)	(53)	(80)	(97)	(119)	(117)	(128)	(209)	(246)	(90)	(82)	(108)	(96)	(71)	(85)	(71)
I often run red lights or stop signs	Strongly agree	0%	2%	2%			2%			0%								
	Somewhat agree	1%	2%	4%	1%		1%		2%	0%	1%	1%		2%				
	Somewhat disagree	5%	3%	6%	4%	3%	5%	6%	4%	5%	4%	4%	6%	6%	6%	4%	5%	1%
	Strongly disagree	94%	93%	89%	95%	97%	92%	94%	95%	94%	95%	94%	94%	92%	94%	96%	95%	99%
BASE: APPLICABLE		(1692)	(59)	(53)	(77)	(95)	(118)	(118)	(125)	(209)	(242)	(89)	(82)	(106)	(94)	(71)	(83)	(71)
I drive after consuming alcohol or drugs	Strongly agree	0%	2%		1%		1%											
	Somewhat agree	1%		2%	3%		1%		1%	1%	0%			2%			1%	
	Somewhat disagree	4%	8%	2%	1%	4%	7%	4%	5%	4%	5%	6%	2%	2%	1%	1%	4%	1%
	Strongly disagree	95%	90%	96%	95%	96%	92%	96%	94%	95%	95%	94%	98%	96%	99%	99%	95%	99%

B11. To what extent do you agree or disagree with the following statements about driving your car or motorcycle? - SUMMARY TABLE

			DISTRICT															
		TOTAL	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(1697)	(60)	(54)	(80)	(96)	(118)	(117)	(124)	(209)	(239)	(89)	(81)	(107)	(96)	(71)	(85)	(71)
I often drive above the speed limit	Agree	29%	38%	31%	36%	25%	29%	29%	25%	24%	27%	25%	21%	29%	35%	30%	36%	34%
	Disagree	71%	62%	69%	64%	75%	71%	71%	75%	76%	73%	75%	79%	71%	65%	70%	64%	66%
BASE: APPLICABLE		(1684)	(59)	(53)	(79)	(95)	(119)	(116)	(125)	(206)	(236)	(90)	(81)	(105)	(96)	(70)	(83)	(71)
I use an electronic device while driving	Agree	19%	20%	13%	16%	9%	21%	18%	23%	22%	16%	17%	12%	19%	19%	29%	18%	25%
	Disagree	81%	80%	87%	84%	91%	79%	82%	77%	78%	84%	83%	88%	81%	81%	71%	82%	75%
BASE: APPLICABLE		(1699)	(60)	(53)	(80)	(97)	(118)	(116)	(126)	(206)	(241)	(89)	(82)	(108)	(96)	(71)	(85)	(71)
I consider myself to be an aggressive driver	Agree	2%	3%	4%	4%	1%	3%	2%	1%	3%	3%	2%	1%	2%	1%		4%	
	Disagree	98%	97%	96%	96%	99%	97%	98%	99%	97%	97%	98%	99%	98%	99%	100%	96%	100%
BASE: APPLICABLE		(1800)	(60)	(52)	(82)	(103)	(128)	(126)	(135)	(231)	(265)	(93)	(84)	(112)	(99)	(71)	(87)	(72)
I travel in a vehicle without wearing a seat belt	Agree	2%	3%	4%	2%	1%	2%	1%	4%	1%	2%	1%	2%	2%	3%	1%	2%	
	Disagree	98%	97%	96%	98%	99%	98%	99%	96%	99%	98%	99%	98%	98%	97%	99%	98%	100%
BASE: APPLICABLE		(1711)	(59)	(53)	(80)	(97)	(119)	(117)	(128)	(209)	(246)	(90)	(82)	(108)	(96)	(71)	(85)	(71)
I often run red lights or stop signs	Agree	1%	3%	6%	1%		3%		2%	1%	1%	1%		2%				
	Disagree	99%	97%	94%	99%	100%	97%	100%	98%	99%	99%	99%	100%	98%	100%	100%	100%	100%
BASE: APPLICABLE		(1692)	(59)	(53)	(77)	(95)	(118)	(118)	(125)	(209)	(242)	(89)	(82)	(106)	(94)	(71)	(83)	(71)
I drive after consuming alcohol or drugs	Agree	1%	2%	2%	4%		2%		1%	1%	0%			2%			1%	
	Disagree	99%	98%	98%	96%	100%	98%	100%	99%	99%	100%	100%	100%	98%	100%	100%	99%	100%

B12. To what extent do you agree or disagree with the following statements about cycling or walking?

			DISTRICT															
		TOTAL	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(681)	(15)	(14)	(31)	(33)	(68)	(40)	(71)	(108)	(113)	(32)	(24)	(34)	(29)	(16)	(26)	(27)
I often travel across a crosswalk without activating the lights	Strongly agree	2%	7%			3%	3%	3%		5%	2%	3%		3%	3%			
	Somewhat agree	9%	13%		3%	9%	9%	10%	13%	11%	10%	9%		6%	3%	6%	12%	7%
	Somewhat disagree	19%	33%	7%	13%	6%	18%	10%	31%	21%	22%	25%	8%	15%	7%	13%	19%	15%
	Strongly disagree	70%	47%	93%	84%	82%	71%	78%	56%	63%	66%	63%	92%	76%	86%	81%	69%	78%
BASE: APPLICABLE		(669)	(15)	(13)	(30)	(32)	(66)	(40)	(71)	(107)	(111)	(30)	(24)	(34)	(29)	(14)	(26)	(27)
I often travel through signalized intersection in violation of the signals	Strongly agree	1%					5%			3%	2%				3%	7%		
	Somewhat agree	5%	7%	8%	7%	3%	6%	5%	8%	7%	5%	3%		3%			4%	
	Somewhat disagree	13%	27%	15%	13%		15%	13%	18%	15%	14%	10%	13%	12%	7%		8%	4%
	Strongly disagree	81%	67%	77%	80%	97%	74%	83%	73%	76%	79%	87%	88%	85%	90%	93%	88%	96%
BASE: APPLICABLE		(677)	(15)	(15)	(32)	(33)	(68)	(40)	(71)	(106)	(111)	(32)	(24)	(34)	(29)	(15)	(26)	(26)
I use an electronic device while crossing the roadway	Strongly agree	1%					3%			4%	1%							
	Somewhat agree	6%	7%		9%	3%	6%		14%	8%	5%	3%	4%	15%	3%	7%	4%	
	Somewhat disagree	15%	13%		9%	15%	13%	23%	20%	16%	16%	19%		9%	14%	7%	19%	12%
	Strongly disagree	78%	80%	100%	81%	82%	78%	78%	66%	72%	78%	78%	96%	76%	83%	87%	77%	88%
BASE: APPLICABLE		(587)	(13)	(14)	(25)	(28)	(56)	(35)	(65)	(93)	(100)	(25)	(20)	(29)	(27)	(13)	(20)	(24)
I often ride a bicycle/ scooter without wearing a helmet	Strongly agree	3%	15%				5%	3%	3%	3%	1%	4%	5%	3%			5%	
	Somewhat agree	3%		14%	4%		4%		11%	2%	1%			3%		8%		
	Somewhat disagree	5%	15%			7%	5%			10%	6%	16%	5%	7%			5%	
	Strongly disagree	89%	69%	86%	96%	93%	86%	97%	86%	85%	92%	80%	90%	86%	100%	92%	90%	100%
BASE: APPLICABLE		(581)	(10)	(14)	(25)	(27)	(55)	(33)	(65)	(95)	(104)	(22)	(20)	(29)	(27)	(13)	(20)	(22)
I often ride a bicycle/ scooter in the wrong direction	Strongly agree	2%	10%				4%			4%	2%	5%						
	Somewhat agree	6%			8%		7%		9%	8%	8%	5%				8%	10%	
	Somewhat disagree	11%		7%	12%	11%	9%	9%	18%	17%	10%	9%	10%	7%	4%	15%	5%	9%
	Strongly disagree	82%	90%	93%	80%	89%	80%	91%	72%	71%	81%	82%	90%	93%	96%	77%	85%	91%

B12. To what extent do you agree or disagree with the following statements about cycling or walking? - SUMMARY TABLE

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(681)	(15)	(14)	(31)	(33)	(68)	(40)	(71)	(108)	(113)	(32)	(24)	(34)	(29)	(16)	(26)	(27)
I often travel across a crosswalk without activating the lights	Agree	11%	20%		3%	12%	12%	13%	13%	16%	12%	13%		9%	7%	6%	12%	7%
	Disagree	89%	80%	100%	97%	88%	88%	88%	87%	84%	88%	88%	100%	91%	93%	94%	88%	93%
BASE: APPLICABLE		(669)	(15)	(13)	(30)	(32)	(66)	(40)	(71)	(107)	(111)	(30)	(24)	(34)	(29)	(14)	(26)	(27)
I often travel through signalized intersection in violation of the signals	Agree	6%	7%	8%	7%	3%	11%	5%	8%	9%	7%	3%		3%	3%	7%	4%	
	Disagree	94%	93%	92%	93%	97%	89%	95%	92%	91%	93%	97%	100%	97%	97%	93%	96%	100%
BASE: APPLICABLE		(677)	(15)	(15)	(32)	(33)	(68)	(40)	(71)	(106)	(111)	(32)	(24)	(34)	(29)	(15)	(26)	(26)
I use an electronic device while crossing the roadway	Agree	7%	7%		9%	3%	9%		14%	12%	5%	3%	4%	15%	3%	7%	4%	
	Disagree	93%	93%	100%	91%	97%	91%	100%	86%	88%	95%	97%	96%	85%	97%	93%	96%	100%
BASE: APPLICABLE		(587)	(13)	(14)	(25)	(28)	(56)	(35)	(65)	(93)	(100)	(25)	(20)	(29)	(27)	(13)	(20)	(24)
I often ride a bicycle/ scooter without wearing a helmet	Agree	6%	15%	14%	4%		9%	3%	14%	5%	2%	4%	5%	7%		8%	5%	
	Disagree	94%	85%	86%	96%	100%	91%	97%	86%	95%	98%	96%	95%	93%	100%	92%	95%	100%
BASE: APPLICABLE		(581)	(10)	(14)	(25)	(27)	(55)	(33)	(65)	(95)	(104)	(22)	(20)	(29)	(27)	(13)	(20)	(22)
I often ride a bicycle/ scooter in the wrong direction	Agree	7%	10%		8%		11%		9%	13%	10%	9%				8%	10%	
	Disagree	93%	90%	100%	92%	100%	89%	100%	91%	87%	90%	91%	100%	100%	100%	92%	90%	100%

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B13. How often do you see drivers doing the following in the Halifax Regional Municipality?

			DISTRICT															
		TOTAL	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(1823)	(60)	(54)	(83)	(106)	(134)	(126)	(136)	(233)	(265)	(95)	(86)	(115)	(99)	(71)	(88)	(72)
Speeding	All the time	71%	72%	69%	72%	76%	67%	79%	67%	67%	71%	74%	77%	73%	65%	68%	73%	69%
	Sometimes	23%	25%	28%	19%	13%	27%	16%	28%	28%	25%	19%	19%	22%	30%	28%	17%	22%
	Rarely	4%	2%	2%	5%	8%	5%	4%	4%	3%	3%	2%	3%	4%	4%	4%	3%	4%
	Never	2%	2%	2%	4%	2%	1%	1%	1%	2%	2%	5%	1%	1%	1%		7%	4%
BASE: APPLICABLE		(1774)	(59)	(53)	(81)	(102)	(131)	(122)	(131)	(228)	(258)	(93)	(85)	(111)	(95)	(70)	(84)	(71)
Using an electronic device while driving	All the time	58%	53%	45%	54%	59%	60%	64%	61%	60%	58%	59%	65%	67%	45%	53%	60%	52%
	Sometimes	33%	37%	36%	35%	30%	34%	28%	31%	32%	36%	31%	29%	30%	41%	44%	29%	38%
	Rarely	5%	7%	11%	7%	4%	2%	7%	6%	4%	3%	5%	5%	3%	11%	1%	4%	7%
	Never	3%	3%	8%	4%	7%	4%	1%	2%	4%	2%	4%	1%	1%	3%	1%	8%	3%
BASE: APPLICABLE		(1816)	(60)	(54)	(83)	(104)	(133)	(125)	(137)	(232)	(264)	(95)	(86)	(114)	(98)	(71)	(88)	(72)
Driving aggressively	All the time	61%	57%	56%	55%	63%	56%	68%	50%	56%	63%	68%	64%	68%	55%	61%	65%	68%
	Sometimes	31%	37%	35%	33%	28%	35%	26%	45%	32%	30%	24%	31%	25%	32%	31%	24%	24%
	Rarely	4%	2%	4%	6%	4%	4%	4%	2%	9%	5%	2%	2%	4%	7%	6%	2%	3%
	Never	4%	5%	6%	6%	5%	5%	2%	3%	3%	3%	5%	2%	4%	6%	3%	9%	6%
BASE: APPLICABLE		(1822)	(59)	(54)	(83)	(106)	(133)	(126)	(137)	(232)	(266)	(95)	(86)	(115)	(99)	(71)	(88)	(72)
Running red lights or stop signs	All the time	43%	34%	22%	48%	43%	44%	41%	40%	42%	48%	48%	45%	54%	26%	41%	43%	51%
	Sometimes	36%	34%	52%	31%	40%	37%	42%	36%	36%	33%	36%	41%	31%	42%	35%	36%	31%
	Rarely	14%	27%	17%	11%	10%	14%	13%	20%	16%	14%	9%	12%	11%	23%	20%	8%	10%
	Never	6%	5%	9%	10%	7%	6%	4%	4%	6%	5%	6%	2%	3%	8%	4%	13%	8%
BASE: APPLICABLE		(1606)	(58)	(49)	(77)	(98)	(112)	(110)	(115)	(195)	(230)	(84)	(80)	(104)	(90)	(63)	(78)	(63)
Driving while impaired	All the time	15%	17%	12%	19%	15%	11%	18%	12%	12%	16%	12%	19%	13%	13%	19%	18%	14%
	Sometimes	41%	36%	41%	49%	50%	38%	47%	37%	40%	37%	45%	46%	43%	42%	32%	37%	46%
	Rarely	34%	40%	35%	17%	24%	42%	27%	45%	37%	36%	31%	29%	37%	32%	43%	31%	30%
	Never	10%	7%	12%	14%	10%	9%	7%	6%	11%	10%	12%	6%	7%	12%	6%	14%	10%
BASE: APPLICABLE		(1258)	(39)	(46)	(62)	(76)	(83)	(86)	(87)	(147)	(176)	(75)	(62)	(85)	(69)	(54)	(64)	(47)
Not wearing a seat belt	All the time	6%		2%	10%	9%	2%	9%	8%	1%	4%	4%	8%	12%	4%	11%	3%	2%
	Sometimes	25%	28%	37%	24%	21%	19%	31%	25%	24%	22%	25%	27%	31%	26%	13%	28%	26%
	Rarely	47%	44%	37%	37%	50%	53%	41%	40%	50%	49%	55%	50%	44%	42%	52%	47%	47%
	Never	23%	28%	24%	29%	20%	25%	19%	26%	24%	24%	16%	15%	14%	28%	24%	22%	26%

B13. How often do you see drivers doing the following in the Halifax Regional Municipality? - SUMMARY TABLE

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(1823)	(60)	(54)	(83)	(106)	(134)	(126)	(136)	(233)	(265)	(95)	(86)	(115)	(99)	(71)	(88)	(72)
Speeding	All/Some	94%	97%	96%	92%	90%	94%	95%	95%	95%	95%	93%	95%	95%	95%	96%	90%	92%
	Rarely/Never	6%	3%	4%	8%	10%	6%	5%	5%	5%	5%	7%	5%	5%	5%	4%	10%	8%
BASE: APPLICABLE		(1774)	(59)	(53)	(81)	(102)	(131)	(122)	(131)	(228)	(258)	(93)	(85)	(111)	(95)	(70)	(84)	(71)
Using an electronic device while driving	All/Some	92%	90%	81%	89%	89%	95%	92%	92%	92%	94%	90%	94%	96%	86%	97%	88%	90%
	Rarely/Never	8%	10%	19%	11%	11%	5%	8%	8%	8%	6%	10%	6%	4%	14%	3%	12%	10%
BASE: APPLICABLE		(1816)	(60)	(54)	(83)	(104)	(133)	(125)	(137)	(232)	(264)	(95)	(86)	(114)	(98)	(71)	(88)	(72)
Driving aggressively	All/Some	91%	93%	91%	88%	91%	92%	94%	95%	89%	92%	93%	95%	92%	87%	92%	89%	92%
	Rarely/Never	9%	7%	9%	12%	9%	8%	6%	5%	11%	8%	7%	5%	8%	13%	8%	11%	8%
BASE: APPLICABLE		(1822)	(59)	(54)	(83)	(106)	(133)	(126)	(137)	(232)	(266)	(95)	(86)	(115)	(99)	(71)	(88)	(72)
Running red lights or stop signs	All/Some	80%	68%	74%	80%	83%	80%	83%	76%	78%	81%	84%	86%	85%	69%	76%	80%	82%
	Rarely/Never	20%	32%	26%	20%	17%	20%	17%	24%	22%	19%	16%	14%	15%	31%	24%	20%	18%
BASE: APPLICABLE		(1606)	(58)	(49)	(77)	(98)	(112)	(110)	(115)	(195)	(230)	(84)	(80)	(104)	(90)	(63)	(78)	(63)
Driving while impaired	All/Some	56%	53%	53%	69%	65%	49%	65%	49%	52%	53%	57%	65%	57%	56%	51%	55%	60%
	Rarely/Never	44%	47%	47%	31%	35%	51%	35%	51%	48%	47%	43%	35%	43%	44%	49%	45%	40%
BASE: APPLICABLE		(1258)	(39)	(46)	(62)	(76)	(83)	(86)	(87)	(147)	(176)	(75)	(62)	(85)	(69)	(54)	(64)	(47)
Not wearing a seat belt	All/Some	31%	28%	39%	34%	30%	22%	41%	33%	25%	26%	29%	35%	42%	30%	24%	31%	28%
	Rarely/Never	69%	72%	61%	66%	70%	78%	59%	67%	75%	74%	71%	65%	58%	70%	76%	69%	72%

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B13. How often do you see drivers doing the following in the Halifax Regional Municipality? - SUMMARY TABLE

		TOTAL	DISTRICT														
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: ANSWERED		(1829)	(60)	(54)	(83)	(106)	(134)	(127)	(137)	(233)	(269)	(95)	(86)	(115)	(99)	(71)	(88)	(72)
OBSERVED	(Net) All the time to at least 1	84%	80%	76%	87%	85%	84%	85%	81%	84%	87%	86%	86%	90%	74%	80%	82%	81%
	(Net) All the time to all	7%	7%	6%	7%	5%	7%	11%	7%	6%	7%	4%	10%	7%	6%	13%	7%	4%
	(Net) Never to all	1%	2%	2%	2%	2%	1%	1%	1%	1%	1%	2%	1%		1%		5%	1%
	(None of these)	16%	20%	24%	13%	15%	16%	15%	19%	16%	13%	14%	14%	10%	26%	20%	18%	19%

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B14. How often do you see pedestrians or cyclists/scooter users doing the following in the Halifax Regional Municipality?

			DISTRICT															
		TOTAL	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(1791)	(56)	(51)	(82)	(104)	(133)	(125)	(136)	(232)	(261)	(94)	(83)	(113)	(99)	(67)	(84)	(71)
Using an electronic device while crossing the roadway	All the time	41%	45%	43%	45%	48%	32%	47%	45%	27%	40%	49%	45%	43%	36%	55%	39%	35%
	Sometimes	36%	36%	27%	29%	38%	46%	28%	35%	41%	35%	31%	35%	39%	42%	30%	38%	37%
	Rarely	14%	16%	18%	15%	7%	13%	14%	14%	22%	16%	9%	16%	10%	10%	10%	13%	14%
	Never	9%	4%	12%	11%	7%	9%	11%	6%	11%	8%	12%	5%	8%	11%	4%	10%	14%
BASE: APPLICABLE		(1749)	(55)	(51)	(80)	(97)	(127)	(123)	(137)	(228)	(257)	(94)	(81)	(107)	(92)	(67)	(82)	(71)
Using a bike/ scooter without wearing a helmet	All the time	31%	24%	18%	36%	32%	32%	26%	49%	31%	32%	29%	36%	30%	21%	33%	28%	23%
	Sometimes	45%	47%	49%	40%	46%	40%	53%	41%	49%	44%	46%	37%	47%	53%	42%	50%	42%
	Rarely	17%	27%	24%	15%	18%	24%	17%	7%	15%	19%	15%	23%	16%	18%	19%	15%	18%
	Never	6%	2%	10%	9%	4%	4%	4%	3%	4%	6%	11%	4%	7%	8%	6%	7%	17%
BASE: APPLICABLE		(1781)	(56)	(51)	(82)	(102)	(132)	(126)	(131)	(230)	(264)	(95)	(84)	(112)	(94)	(69)	(83)	(70)
Crossing at a crosswalk without activating the lights, when available	All the time	22%	16%	25%	27%	25%	20%	26%	26%	18%	19%	19%	24%	25%	31%	28%	24%	10%
	Sometimes	49%	48%	43%	51%	42%	50%	50%	48%	50%	48%	56%	48%	46%	39%	52%	43%	59%
	Rarely	22%	29%	27%	15%	21%	22%	19%	21%	26%	25%	20%	24%	20%	23%	17%	23%	19%
	Never	7%	7%	4%	7%	12%	8%	5%	5%	5%	8%	5%	5%	10%	6%	3%	10%	13%
BASE: APPLICABLE		(1769)	(55)	(51)	(82)	(98)	(131)	(125)	(136)	(229)	(257)	(92)	(85)	(113)	(94)	(68)	(84)	(69)
Traveling through signalized intersection in violation of the signals	All the time	26%	22%	27%	30%	28%	28%	23%	29%	21%	25%	28%	31%	31%	23%	34%	23%	20%
	Sometimes	45%	44%	47%	46%	46%	44%	45%	46%	46%	40%	46%	46%	42%	45%	47%	54%	46%
	Rarely	22%	33%	18%	18%	20%	22%	22%	21%	25%	28%	20%	20%	19%	22%	13%	13%	17%
	Never	7%	2%	8%	5%	6%	6%	10%	5%	8%	6%	7%	4%	9%	10%	6%	11%	16%
BASE: APPLICABLE		(1710)	(49)	(50)	(79)	(97)	(123)	(116)	(136)	(225)	(256)	(92)	(83)	(106)	(91)	(63)	(77)	(67)
Using a bike/ scooter while traveling in wrong direction	All the time	18%	10%	14%	19%	19%	24%	15%	25%	14%	16%	21%	20%	23%	21%	22%	16%	9%
	Sometimes	41%	37%	38%	41%	37%	36%	46%	43%	44%	43%	34%	41%	38%	42%	38%	42%	43%
	Rarely	29%	41%	34%	23%	32%	30%	30%	25%	31%	29%	32%	31%	25%	23%	30%	26%	28%
	Never	12%	12%	14%	18%	12%	11%	9%	7%	11%	13%	14%	7%	14%	14%	10%	17%	19%

B14. How often do you see pedestrians or cyclists/scooter users doing the following in the Halifax Regional Municipality? - SUMMARY TABLE

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(1791)	(56)	(51)	(82)	(104)	(133)	(125)	(136)	(232)	(261)	(94)	(83)	(113)	(99)	(67)	(84)	(71)
Using an electronic device while crossing the roadway	All/Some	77%	80%	71%	74%	87%	78%	75%	80%	68%	75%	80%	80%	82%	79%	85%	77%	72%
	Rarely/Never	23%	20%	29%	26%	13%	22%	25%	20%	32%	25%	20%	20%	18%	21%	15%	23%	28%
BASE: APPLICABLE		(1749)	(55)	(51)	(80)	(97)	(127)	(123)	(137)	(228)	(257)	(94)	(81)	(107)	(92)	(67)	(82)	(71)
Using a bike/ scooter without wearing a helmet	All/Some	76%	71%	67%	76%	78%	72%	79%	90%	80%	75%	74%	73%	77%	74%	75%	78%	65%
	Rarely/Never	24%	29%	33%	24%	22%	28%	21%	10%	20%	25%	26%	27%	23%	26%	25%	22%	35%
BASE: APPLICABLE		(1781)	(56)	(51)	(82)	(102)	(132)	(126)	(131)	(230)	(264)	(95)	(84)	(112)	(94)	(69)	(83)	(70)
Crossing at a crosswalk without activating the lights, when available	All/Some	71%	64%	69%	78%	68%	70%	76%	74%	69%	67%	75%	71%	71%	70%	80%	67%	69%
	Rarely/Never	29%	36%	31%	22%	32%	30%	24%	26%	31%	33%	25%	29%	29%	30%	20%	33%	31%
BASE: APPLICABLE		(1769)	(55)	(51)	(82)	(98)	(131)	(125)	(136)	(229)	(257)	(92)	(85)	(113)	(94)	(68)	(84)	(69)
Traveling through signalized intersection in violation of the signals	All/Some	71%	65%	75%	77%	73%	72%	68%	74%	67%	66%	74%	76%	73%	68%	81%	76%	67%
	Rarely/Never	29%	35%	25%	23%	27%	28%	32%	26%	33%	34%	26%	24%	27%	32%	19%	24%	33%
BASE: APPLICABLE		(1710)	(49)	(50)	(79)	(97)	(123)	(116)	(136)	(225)	(256)	(92)	(83)	(106)	(91)	(63)	(77)	(67)
Using a bike/ scooter while traveling in wrong direction	All/Some	59%	47%	52%	59%	56%	59%	60%	68%	59%	58%	54%	61%	60%	63%	60%	57%	52%
	Rarely/Never	41%	53%	48%	41%	44%	41%	40%	32%	41%	42%	46%	39%	40%	37%	40%	43%	48%

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B14. How often do you see pedestrians or cyclists/scooter users doing the following in the Halifax Regional Municipality? - SUMMARY TABLE

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: ANSWERED		(1820)	(58)	(52)	(83)	(105)	(133)	(128)	(138)	(235)	(267)	(95)	(85)	(115)	(99)	(69)	(87)	(71)
OBSERVED	(Net) All the time to at least 1	57%	52%	48%	64%	68%	50%	60%	67%	52%	53%	64%	62%	61%	56%	72%	52%	45%
	(Net) All the time to all	7%	5%	10%	10%	10%	9%	5%	9%	4%	6%	6%	9%	9%	11%	10%	8%	4%
	(Net) Never to all	3%		2%	4%	4%	2%	3%	1%	3%	3%	4%	2%	4%	3%	1%	5%	6%
	(None of these)	43%	48%	52%	36%	32%	50%	40%	33%	48%	47%	36%	38%	39%	44%	28%	48%	55%

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B15. How would you rate each of the following infrastructure measures from a road safety perspective in the Halifax Regional Municipality?

			DISTRICT															
		TOTAL	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(1836)	(60)	(54)	(83)	(106)	(134)	(128)	(138)	(237)	(269)	(96)	(86)	(115)	(99)	(71)	(88)	(72)
Lighting of sidewalks & roads	Excellent	5%	7%	4%	6%	6%	7%	3%	8%	5%	6%	3%	2%	6%	6%	1%	2%	1%
	Good	55%	52%	52%	49%	56%	60%	59%	57%	57%	55%	57%	60%	50%	43%	58%	50%	47%
	Poor	26%	23%	22%	25%	28%	20%	24%	27%	24%	26%	25%	24%	27%	30%	35%	34%	28%
	Very poor	11%	12%	15%	14%	9%	11%	9%	7%	10%	10%	13%	12%	10%	12%	6%	14%	15%
	(DK/NS)	4%	7%	7%	5%	1%	1%	5%	1%	4%	4%	2%	1%	6%	8%			8%
Effectiveness of traffic control infrastructure	Excellent	3%	2%	4%	5%	4%	4%	3%	3%	2%	4%	4%	1%	1%	4%	3%	2%	4%
	Good	52%	58%	52%	52%	63%	51%	52%	50%	45%	49%	50%	53%	57%	54%	63%	45%	47%
	Poor	30%	25%	30%	27%	21%	31%	33%	30%	35%	28%	31%	26%	29%	29%	24%	38%	32%
	Very poor	12%	8%	13%	12%	8%	10%	9%	14%	14%	14%	15%	17%	10%	11%	8%	13%	13%
	(DK/NS)	3%	7%	2%	5%	4%	4%	3%	3%	3%	4%		2%	3%	2%	1%	2%	4%
Road safety in/ around school zones	Excellent	6%	3%	6%	14%	8%	4%	6%	5%	5%	6%	8%	5%	7%	10%	7%	7%	1%
	Good	46%	58%	59%	53%	55%	51%	45%	49%	39%	43%	44%	38%	47%	46%	55%	35%	42%
	Poor	25%	25%	22%	20%	25%	22%	23%	24%	27%	25%	27%	31%	23%	22%	27%	31%	29%
	Very poor	11%	12%	9%	10%	8%	6%	13%	5%	9%	12%	17%	17%	11%	16%	10%	22%	14%
	(DK/NS)	11%	2%	4%	2%	4%	17%	13%	17%	19%	15%	4%	8%	11%	5%	1%	6%	14%
Number of sidewalks/ crosswalks for pedestrians	Excellent	5%		2%	6%	7%	5%	5%	5%	7%	5%	5%	7%	4%	9%	4%	5%	1%
	Good	48%	45%	35%	45%	57%	49%	50%	54%	43%	54%	53%	45%	57%	31%	37%	38%	51%
	Poor	31%	35%	30%	35%	26%	36%	36%	29%	35%	26%	27%	30%	22%	34%	41%	42%	28%
	Very poor	13%	18%	20%	13%	10%	8%	6%	11%	13%	14%	15%	15%	17%	22%	11%	13%	15%
	(DK/NS)	2%	2%	13%	1%		1%	2%	1%	2%	1%		2%	1%	3%	7%	3%	4%
Accessibility of transportation infrastructure	Excellent	4%	5%	4%	5%	7%	4%	3%	4%	5%	3%	5%	1%	3%	5%	1%	2%	1%
	Good	38%	45%	41%	42%	49%	29%	41%	41%	31%	38%	46%	40%	46%	21%	49%	30%	35%
	Poor	29%	25%	20%	22%	29%	36%	29%	28%	31%	29%	25%	33%	28%	34%	23%	36%	31%
	Very poor	11%	3%	9%	14%	6%	13%	6%	10%	14%	13%	11%	7%	13%	17%	8%	10%	13%
	(DK/NS)	18%	22%	26%	17%	9%	19%	21%	17%	19%	17%	13%	20%	10%	22%	18%	22%	21%
How well-marked the roads are	Excellent	3%	2%	6%	4%	6%	3%	2%	3%	3%	2%	2%	3%	1%	2%	1%	5%	1%
	Good	36%	40%	33%	37%	34%	37%	37%	38%	38%	39%	42%	31%	33%	35%	39%	28%	29%
	Poor	38%	35%	41%	36%	35%	36%	40%	37%	36%	40%	31%	43%	39%	39%	42%	35%	44%
	Very poor	21%	18%	20%	23%	23%	22%	17%	20%	21%	16%	24%	22%	24%	22%	17%	30%	21%
	(DK/NS)	2%	5%			3%	2%	4%	2%	3%	3%	1%		3%	1%		2%	4%
Availability of bike lanes/ multi-use paths for cyclists/ scooter users	Excellent	6%	5%	4%	10%	6%	4%	7%	5%	5%	4%	9%	6%	7%	9%	7%	11%	4%
	Good	26%	25%	19%	28%	41%	23%	24%	24%	19%	25%	29%	28%	28%	27%	41%	24%	19%
	Poor	34%	38%	39%	30%	26%	39%	38%	43%	39%	35%	31%	33%	32%	28%	28%	23%	38%
	Very poor	18%	13%	15%	14%	10%	20%	13%	20%	26%	22%	16%	16%	16%	19%	10%	15%	17%
	(DK/NS)	16%	18%	24%	18%	17%	13%	18%	9%	11%	14%	15%	17%	17%	16%	14%	27%	22%
Effectiveness of traffic enforcement	Excellent	2%		2%	2%	3%	1%	2%	1%	2%	1%	2%		1%	3%		2%	1%
	Good	14%	22%	22%	16%	12%	8%	16%	10%	11%	12%	6%	13%	14%	25%	30%	16%	13%
	Poor	34%	35%	41%	41%	42%	42%	34%	29%	24%	34%	35%	34%	37%	30%	39%	35%	29%
	Very poor	45%	35%	30%	36%	41%	43%	41%	53%	52%	46%	54%	50%	45%	37%	28%	44%	49%
	(DK/NS)	6%	8%	6%	5%	3%	6%	6%	7%	11%	6%	2%	3%	3%	4%	3%	2%	8%
How smooth the roads are	Excellent	1%		4%	1%			1%	3%	0%	0%		1%					
	Good	11%	12%	7%	7%	10%	13%	15%	12%	14%	13%	7%	5%	6%	6%	13%	16%	6%
	Poor	37%	30%	41%	36%	34%	44%	34%	38%	41%	37%	44%	27%	30%	38%	28%	33%	36%
	Very poor	51%	58%	48%	55%	55%	41%	49%	45%	41%	48%	48%	65%	63%	56%	59%	51%	58%
	(DK/NS)	1%				1%	1%	1%	1%	3%	1%	1%	2%					

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B15. How would you rate each of the following infrastructure measures from a road safety perspective in the Halifax Regional Municipality? - SUMMARY TABLE

			DISTRICT															
		TOTAL	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(1836)	(60)	(54)	(83)	(106)	(134)	(128)	(138)	(237)	(269)	(96)	(86)	(115)	(99)	(71)	(88)	(72)
Lighting of sidewalks & roads	Good	60%	58%	56%	55%	61%	67%	63%	65%	62%	60%	60%	63%	57%	49%	59%	52%	49%
	Poor	37%	35%	37%	40%	38%	31%	33%	34%	34%	35%	38%	36%	37%	42%	41%	48%	43%
	(DK)	4%	7%	7%	5%	1%	1%	5%	1%	4%	4%	2%	1%	6%	8%			8%
Effectiveness of traffic control infrastructure	Good	55%	60%	56%	57%	67%	55%	55%	53%	47%	54%	54%	55%	58%	58%	66%	48%	51%
	Poor	42%	33%	43%	39%	29%	41%	42%	44%	49%	42%	46%	43%	38%	40%	32%	50%	44%
	(DK)	3%	7%	2%	5%	4%	4%	3%	3%	3%	4%		2%	3%	2%	1%	2%	4%
Road safety in/ around school zones	Good	52%	62%	65%	67%	63%	54%	52%	54%	45%	49%	52%	43%	54%	57%	62%	42%	43%
	Poor	37%	37%	31%	30%	33%	28%	36%	29%	36%	36%	44%	49%	35%	38%	37%	52%	43%
	(DK)	11%	2%	4%	2%	4%	17%	13%	17%	19%	15%	4%	8%	11%	5%	1%	6%	14%
Number of sidewalks/ crosswalks for pedestrians	Good	53%	45%	37%	51%	63%	54%	55%	59%	50%	59%	58%	52%	61%	40%	41%	42%	53%
	Poor	45%	53%	50%	48%	37%	44%	42%	40%	49%	40%	42%	45%	38%	57%	52%	55%	43%
	(DK)	2%	2%	13%	1%		1%	2%	1%	2%	1%		2%	1%	3%	7%	3%	4%
Accessibility of transportation infrastructure	Good	42%	50%	44%	47%	56%	33%	44%	45%	36%	41%	51%	41%	49%	26%	51%	32%	36%
	Poor	41%	28%	30%	36%	35%	49%	35%	38%	45%	42%	36%	40%	41%	52%	31%	47%	43%
	(DK)	18%	22%	26%	17%	9%	19%	21%	17%	19%	17%	13%	20%	10%	22%	18%	22%	21%
How well-marked the roads are	Good	39%	42%	39%	41%	40%	40%	39%	41%	41%	41%	44%	35%	34%	37%	41%	33%	31%
	Poor	59%	53%	61%	59%	58%	57%	57%	57%	57%	56%	55%	65%	63%	62%	59%	65%	65%
	(DK)	2%	5%			3%	2%	4%	2%	3%	3%	1%		3%	1%		2%	4%
Availability of bike lanes/ multi-use paths for cyclists/ scooter users	Good	32%	30%	22%	37%	46%	28%	31%	29%	24%	29%	39%	34%	35%	36%	48%	35%	24%
	Poor	52%	52%	54%	45%	37%	59%	51%	62%	65%	57%	47%	49%	48%	47%	38%	38%	54%
	(DK)	16%	18%	24%	18%	17%	13%	18%	9%	11%	14%	15%	17%	17%	16%	14%	27%	22%
Effectiveness of traffic enforcement	Good	16%	22%	24%	18%	15%	10%	19%	12%	13%	14%	8%	13%	15%	28%	30%	18%	14%
	Poor	79%	70%	70%	77%	82%	84%	75%	82%	77%	80%	90%	84%	82%	68%	68%	80%	78%
	(DK)	6%	8%	6%	5%	3%	6%	6%	7%	11%	6%	2%	3%	3%	4%	3%	2%	8%
How smooth the roads are	Good	12%	12%	11%	8%	10%	13%	16%	15%	15%	13%	7%	6%	6%	6%	13%	16%	6%
	Poor	87%	88%	89%	92%	89%	85%	84%	83%	82%	86%	92%	92%	94%	94%	87%	84%	94%
	(DK)	1%				1%	1%	1%	1%	3%	1%	1%	2%					

B16. How effective do you believe each of the following steps are in encouraging drivers to drive more safely?

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(1836)	(60)	(54)	(83)	(106)	(134)	(128)	(138)	(237)	(269)	(96)	(86)	(115)	(99)	(71)	(88)	(72)
Better pedestrian crossings/ infrastructure	Very effective	43%	37%	33%	42%	32%	49%	44%	49%	50%	49%	45%	33%	44%	34%	38%	31%	47%
	Somewhat effective	46%	53%	50%	41%	59%	42%	42%	43%	41%	43%	48%	53%	49%	56%	45%	52%	40%
	Not very effective	7%	5%	11%	7%	7%	5%	7%	4%	7%	5%	5%	9%	5%	7%	8%	14%	8%
	Not at all effective	2%	2%		5%	1%	1%	4%	1%	1%	1%	2%	3%		2%	3%	2%	1%
	(DK/NS)	2%	3%	6%	5%	1%	3%	3%	1%	0%	1%		1%	2%	1%	6%	1%	3%
More traffic enforcement	Very effective	54%	45%	46%	46%	57%	51%	62%	54%	53%	57%	54%	53%	60%	48%	41%	53%	58%
	Somewhat effective	31%	37%	33%	34%	28%	34%	26%	29%	29%	29%	36%	33%	30%	35%	45%	27%	32%
	Not very effective	8%	13%	11%	8%	10%	6%	5%	12%	9%	7%	6%	7%	8%	9%	8%	13%	7%
	Not at all effective	4%	3%	4%	8%	4%	4%	2%	1%	6%	5%	2%	5%	3%	6%	6%	7%	
	(DK/NS)	2%	2%	6%	4%	1%	4%	5%	4%	3%	1%	1%	2%		1%			3%
Improved street lighting	Very effective	27%	12%	22%	30%	30%	26%	25%	32%	25%	26%	31%	21%	31%	27%	31%	35%	25%
	Somewhat effective	50%	62%	56%	47%	47%	46%	53%	39%	51%	54%	50%	52%	52%	52%	54%	47%	46%
	Not very effective	15%	12%	17%	10%	19%	17%	17%	20%	14%	14%	11%	22%	11%	16%	11%	14%	19%
	Not at all effective	3%	12%	2%	5%	1%	3%	1%	4%	5%	3%	5%	3%	3%	2%	1%	3%	1%
	(DK/NS)	4%	3%	4%	8%	3%	7%	4%	6%	5%	4%	2%	1%	3%	3%	3%	1%	8%
Stricter penalties for traffic violations	Very effective	45%	38%	37%	39%	45%	50%	46%	48%	46%	50%	38%	45%	50%	41%	32%	47%	44%
	Somewhat effective	33%	37%	39%	28%	35%	29%	33%	33%	33%	33%	33%	34%	31%	38%	39%	28%	28%
	Not very effective	13%	13%	11%	22%	12%	13%	10%	11%	12%	10%	16%	14%	13%	14%	20%	16%	22%
	Not at all effective	6%	10%	11%	8%	7%	4%	5%	2%	8%	4%	10%	5%	4%	6%	7%	7%	1%
	(DK/NS)	3%	2%	2%	4%	1%	4%	6%	6%	2%	3%	3%	2%	1%		1%	2%	4%
More cycling infrastructure	Very effective	33%	25%	30%	28%	21%	37%	30%	46%	46%	38%	29%	26%	28%	23%	13%	24%	35%
	Somewhat effective	28%	37%	24%	27%	32%	32%	30%	25%	29%	25%	30%	26%	29%	31%	37%	19%	32%
	Not very effective	16%	18%	20%	20%	18%	13%	19%	12%	8%	19%	11%	20%	16%	21%	23%	17%	10%
	Not at all effective	15%	10%	15%	16%	23%	8%	13%	11%	13%	14%	19%	21%	18%	13%	20%	26%	13%
	(DK/NS)	8%	10%	11%	10%	7%	10%	9%	7%	4%	4%	10%	8%	10%	11%	8%	14%	11%
More traffic calming	Very effective	20%	10%	13%	16%	10%	21%	13%	24%	29%	25%	18%	21%	17%	16%	10%	19%	22%
	Somewhat effective	39%	40%	28%	34%	29%	41%	33%	43%	41%	37%	39%	36%	55%	39%	38%	35%	40%
	Not very effective	24%	27%	26%	29%	34%	24%	29%	25%	19%	25%	22%	22%	14%	22%	28%	23%	26%
	Not at all effective	16%	18%	28%	19%	25%	12%	23%	8%	10%	12%	21%	21%	11%	21%	24%	22%	8%
	(DK/NS)	2%	5%	6%	2%	1%	2%	2%		1%	1%	1%		3%	1%		1%	3%
More public awareness/ campaigns on driving safety	Very effective	19%	20%	19%	18%	18%	17%	18%	13%	14%	20%	20%	28%	23%	22%	15%	16%	25%
	Somewhat effective	37%	55%	43%	37%	40%	36%	34%	41%	33%	34%	38%	35%	36%	41%	45%	32%	31%
	Not very effective	30%	17%	30%	33%	35%	28%	31%	33%	34%	29%	26%	22%	29%	24%	31%	35%	28%
	Not at all effective	12%	7%	6%	10%	7%	16%	12%	10%	16%	15%	17%	14%	10%	10%	4%	15%	13%
	(DK/NS)	3%	2%	4%	2%	1%	4%	5%	4%	4%	3%		1%	3%	2%	4%	2%	4%
Lower speed limits	Very effective	21%	15%	15%	17%	11%	28%	19%	27%	32%	28%	19%	14%	17%	13%	6%	19%	15%
	Somewhat effective	36%	37%	35%	31%	34%	35%	38%	39%	38%	39%	33%	27%	37%	39%	38%	42%	25%
	Not very effective	28%	33%	31%	30%	36%	25%	29%	22%	24%	21%	30%	37%	31%	32%	35%	20%	49%
	Not at all effective	13%	15%	19%	19%	17%	10%	12%	12%	5%	12%	17%	21%	11%	15%	21%	17%	8%
	(DK/NS)	1%			2%	2%	2%	2%	1%	1%	1%	1%	1%	3%			1%	3%

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B16. How effective do you believe each of the following steps are in encouraging drivers to drive more safely? - SUMMARY TABLE

			DISTRICT															
		TOTAL	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(1836)	(60)	(54)	(83)	(106)	(134)	(128)	(138)	(237)	(269)	(96)	(86)	(115)	(99)	(71)	(88)	(72)
Better pedestrian crossings/ infrastructure	Effective	89%	90%	83%	83%	92%	91%	86%	93%	91%	92%	93%	86%	93%	90%	83%	83%	88%
	Not effective	9%	7%	11%	12%	8%	6%	11%	6%	8%	6%	7%	13%	5%	9%	11%	16%	10%
	(DK)	2%	3%	6%	5%	1%	3%	3%	1%	0%	1%		1%	2%	1%	6%	1%	3%
More traffic enforcement	Effective	85%	82%	80%	80%	85%	86%	88%	83%	82%	87%	91%	86%	90%	84%	86%	81%	90%
	Not effective	13%	17%	15%	17%	14%	10%	8%	13%	16%	12%	8%	12%	10%	15%	14%	19%	7%
	(DK)	2%	2%	6%	4%	1%	4%	5%	4%	3%	1%	1%	2%		1%			3%
Improved street lighting	Effective	77%	73%	78%	77%	77%	72%	78%	71%	77%	80%	81%	73%	83%	79%	85%	82%	71%
	Not effective	18%	23%	19%	14%	20%	20%	18%	23%	19%	16%	17%	26%	14%	18%	13%	17%	21%
	(DK)	4%	3%	4%	8%	3%	7%	4%	6%	5%	4%	2%	1%	3%	3%	3%	1%	8%
Stricter penalties for traffic violations	Effective	78%	75%	76%	66%	80%	79%	79%	81%	79%	83%	71%	79%	82%	80%	72%	75%	72%
	Not effective	19%	23%	22%	30%	19%	17%	15%	13%	19%	14%	26%	19%	17%	20%	27%	23%	24%
	(DK)	3%	2%	2%	4%	1%	4%	6%	6%	2%	3%	3%	2%	1%		1%	2%	4%
More cycling infrastructure	Effective	61%	62%	54%	54%	53%	69%	59%	71%	75%	64%	59%	51%	57%	55%	49%	43%	67%
	Not effective	31%	28%	35%	36%	41%	22%	32%	22%	21%	33%	30%	41%	34%	34%	42%	43%	22%
	(DK)	8%	10%	11%	10%	7%	10%	9%	7%	4%	4%	10%	8%	10%	11%	8%	14%	11%
More traffic calming	Effective	58%	50%	41%	49%	40%	62%	46%	67%	70%	62%	56%	57%	72%	56%	48%	55%	63%
	Not effective	40%	45%	54%	48%	59%	36%	52%	33%	29%	37%	43%	43%	25%	43%	52%	44%	35%
	(DK)	2%	5%	6%	2%	1%	2%	2%		1%	1%	1%		3%	1%		1%	3%
More public awareness/ campaigns on driving safety	Effective	55%	75%	61%	55%	58%	53%	52%	54%	47%	54%	57%	63%	58%	64%	61%	48%	56%
	Not effective	42%	23%	35%	42%	42%	43%	43%	43%	49%	44%	43%	36%	38%	34%	35%	50%	40%
	(DK)	3%	2%	4%	2%	1%	4%	5%	4%	4%	3%		1%	3%	2%	4%	2%	4%
Lower speed limits	Effective	57%	52%	50%	48%	45%	63%	57%	66%	70%	66%	52%	41%	54%	53%	44%	61%	40%
	Not effective	41%	48%	50%	49%	53%	35%	41%	33%	29%	33%	47%	58%	43%	47%	56%	38%	57%
	(DK)	1%			2%	2%	2%	2%	1%	1%	1%	1%	1%	3%			1%	3%

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B17. What types of information about road safety from the municipality would you find most useful to you personally?

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(1836)	(60)	(54)	(83)	(106)	(134)	(128)	(138)	(237)	(269)	(96)	(86)	(115)	(99)	(71)	(88)	(72)
WOULD FIND MOST USEFUL	Updates on road safety projects/ initiatives	62%	75%	54%	55%	61%	58%	62%	64%	60%	64%	61%	58%	68%	61%	59%	64%	72%
	Data/ statistics on local road safety trends	52%	48%	43%	57%	49%	58%	50%	55%	57%	55%	48%	51%	47%	57%	42%	32%	49%
	Social media campaigns about safety	41%	40%	44%	42%	43%	41%	42%	38%	36%	39%	39%	53%	43%	31%	39%	42%	49%
	Web content on road safety laws/ best practices	34%	35%	31%	28%	36%	31%	38%	29%	28%	28%	31%	52%	41%	34%	42%	42%	46%
	Road safety tips for parents/ caregivers	22%	25%	22%	20%	28%	11%	27%	17%	16%	22%	21%	31%	28%	21%	30%	19%	35%
	Other mentions	0%				1%		2%		0%	0%							1%
	(DK/Nothing in particular)	13%	12%	15%	20%	8%	16%	16%	11%	13%	12%	15%	10%	11%	14%	20%	17%	8%

REPONDENT DEMOGRAPHICS - Education, Years Lived in Halifax Region, Home Ownership, Household Income

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(1790)	(59)	(53)	(79)	(104)	(129)	(125)	(135)	(233)	(262)	(93)	(84)	(110)	(96)	(70)	(87)	(71)
EDUCATION	Less than high school	0%			3%			1%		0%	1%	1%				1%		
	High school diploma	9%	8%	15%	11%	16%	6%	8%	7%	8%	8%	15%	6%	11%	8%	14%	14%	6%
	Apprenticeship/ trades	4%	3%	6%	4%	12%	4%	10%	1%	2%	2%	5%	4%	9%	3%	1%	8%	3%
	College/ CEGEP	20%	19%	30%	27%	30%	17%	26%	6%	10%	15%	16%	37%	25%	26%	20%	32%	28%
	University grad	33%	46%	26%	32%	29%	33%	34%	32%	39%	37%	29%	21%	32%	30%	37%	28%	23%
	Post-grad	32%	24%	23%	24%	13%	40%	22%	55%	40%	37%	33%	32%	24%	32%	26%	18%	41%
BASE		(1830)	(59)	(54)	(82)	(106)	(134)	(128)	(138)	(237)	(266)	(96)	(86)	(115)	(99)	(70)	(88)	(72)
LIVED IN HRM	Relocated this year	0%							1%	1%	0%				1%	1%		
	1 to 4 years	4%	8%	4%	5%	1%	5%	2%	2%	5%	5%	4%	2%	3%	4%	4%	2%	3%
	5 to 9 years	6%	3%		7%	2%	4%	3%	11%	11%	6%	11%	8%	3%	7%	4%	2%	10%
	10 to 14 years	8%	3%	9%	9%	5%	8%	9%	12%	11%	7%	9%	6%	9%	6%	9%	8%	7%
	15 to 20 years	11%	10%	6%	16%	11%	11%	10%	9%	16%	10%	3%	13%	11%	18%	7%	8%	13%
	Over 20 years	70%	75%	81%	63%	81%	72%	77%	65%	56%	72%	72%	71%	73%	64%	74%	80%	68%
BASE		(1791)	(56)	(54)	(79)	(103)	(132)	(124)	(137)	(234)	(261)	(95)	(84)	(111)	(95)	(69)	(87)	(70)
RESIDENCE	Own	72%	88%	93%	70%	85%	74%	77%	52%	59%	65%	74%	85%	56%	97%	77%	79%	80%
	Rent	25%	4%	7%	29%	10%	23%	19%	45%	38%	33%	24%	12%	42%	1%	22%	16%	19%
	Other	3%	9%		1%	5%	3%	4%	3%	2%	2%	2%	4%	2%	2%	1%	5%	1%
BASE		(1406)	(47)	(40)	(60)	(78)	(97)	(92)	(113)	(193)	(213)	(73)	(65)	(89)	(70)	(52)	(68)	(56)
HOUSEHOLD INCOME	Less than $30,000	6%	4%	8%	3%	6%	2%	7%	5%	10%	6%	4%	5%	7%	3%	2%	4%	7%
	$30,000 to $49,000	8%	4%	10%	13%	12%	10%	7%	6%	9%	10%	7%	9%	9%	4%	4%	7%	5%
	$50,000 to $74,000	15%	13%	23%	10%	12%	14%	18%	16%	12%	19%	14%	11%	18%	13%	12%	13%	9%
	$75,000 to $99,000	19%	19%	18%	18%	22%	21%	16%	20%	17%	15%	22%	18%	26%	20%	17%	21%	23%
	$100,000 to $124,000	15%	13%	25%	22%	17%	13%	13%	11%	15%	12%	12%	25%	15%	17%	27%	16%	9%
	$125,000 to $149,000	11%	13%	5%	10%	14%	7%	14%	11%	10%	9%	14%	15%	10%	10%	15%	18%	5%
	$150,000 or more	26%	34%	13%	23%	18%	32%	25%	31%	28%	29%	27%	17%	16%	33%	23%	21%	41%

*PROBE RESEARCH INC. - Halifax Regional Municipality Road Safety Survey - OPEN LINK - June 2025 ** UNWEIGHTED **

REPONDENT DEMOGRAPHICS - Children & Seniors In Home, Born in Canada, Self Identity, Person with Disability

			DISTRICT															
		TOTAL	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(1767)	(56)	(52)	(79)	(102)	(127)	(121)	(136)	(229)	(257)	(92)	(84)	(113)	(94)	(70)	(86)	(69)
LIVING IN HOME	Children < 18 yrs	22%	32%	27%	25%	25%	22%	26%	10%	24%	20%	18%	21%	19%	26%	16%	20%	29%
	Adult dependents	13%	18%	10%	18%	18%	8%	17%	7%	7%	11%	16%	14%	18%	10%	20%	20%	19%
	Seniors	28%	32%	33%	27%	48%	22%	23%	32%	18%	31%	21%	31%	31%	34%	23%	24%	29%
	(None of these)	43%	25%	38%	39%	25%	51%	42%	53%	53%	43%	49%	40%	38%	34%	46%	43%	30%
BASE		(1816)	(59)	(54)	(82)	(105)	(131)	(126)	(135)	(235)	(267)	(95)	(86)	(115)	(97)	(70)	(88)	(71)
BORN IN CANADA	Yes	89%	92%	83%	89%	93%	95%	96%	85%	90%	86%	87%	88%	87%	88%	93%	88%	82%
	No	11%	8%	17%	11%	7%	5%	4%	15%	10%	14%	13%	12%	13%	12%	7%	13%	18%
BASE		(1724)	(55)	(52)	(76)	(99)	(127)	(118)	(130)	(219)	(249)	(93)	(82)	(112)	(91)	(68)	(86)	(67)
RACIALIZED/ PERSON OF COLOUR	Yes	5%	5%	4%	5%	8%	4%	3%	7%	3%	6%	3%	6%	4%	4%	1%	3%	7%
	No	95%	95%	96%	95%	92%	96%	97%	93%	97%	94%	97%	94%	96%	96%	99%	97%	93%
BASE		(1693)	(54)	(49)	(76)	(97)	(126)	(118)	(125)	(218)	(247)	(92)	(79)	(109)	(87)	(67)	(82)	(67)
IDENTIFY AS	African Nova Scotian	1%	2%		1%	3%	1%	1%	1%	0%	1%		1%		1%			1%
	Indigenous	1%		2%	5%	1%	2%	4%	1%	0%			3%	2%		1%	2%	3%
	Acadian	5%	7%	8%	1%	6%	3%	10%	2%	5%	3%	2%	4%	6%	5%	9%	6%	4%
	Francophone	3%	7%	2%	3%	1%	2%	2%	3%	3%	2%	2%	3%	2%	5%	1%	4%	
	No	90%	83%	88%	89%	89%	91%	83%	93%	91%	94%	96%	90%	91%	90%	88%	88%	91%
BASE		(1739)	(55)	(52)	(80)	(98)	(123)	(120)	(128)	(227)	(262)	(94)	(83)	(111)	(92)	(68)	(81)	(65)
PERSON WITH DISABILITY	Yes	18%	15%	17%	25%	19%	22%	19%	18%	18%	20%	18%	5%	18%	20%	15%	17%	12%
	No	82%	85%	83%	75%	81%	78%	81%	82%	82%	80%	82%	95%	82%	80%	85%	83%	88%

Appendix C:
District Tables – Postcards

Screening Questions

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE	Unweighted	(500)	(22)	(24)	(22)	(30)	(35)	(36)	(37)	(41)	(41)	(32)	(32)	(39)	(30)	(25)	(28)	(26)
		(500)	(25)	(30)	(34)	(28)	(34)	(29)	(36)	(34)	(33)	(30)	(31)	(35)	(30)	(28)	(26)	(36)
DISTRICT	1	5%	100%															
	2	6%		100%														
	3	7%			100%													
	4	6%				100%												
	5	7%					100%											
	6	6%						100%										
	7	7%							100%									
	8	7%								100%								
	9	7%									100%							
	10	6%										100%						
	11	6%											100%					
	12	7%												100%				
	13	6%													100%			
	14	6%														100%		
	15	5%															100%	
	16	7%																100%
GENDER	Male	48%	30%	53%	55%	57%	44%	68%	33%	42%	46%	54%	40%	54%	34%	57%	32%	70%
	Female	51%	70%	47%	45%	43%	53%	32%	65%	58%	54%	46%	56%	46%	66%	43%	68%	30%
	Other	1%					3%		2%				4%					
AGE	< 35	28%	29%	15%	29%	20%	30%	44%	53%	39%	33%	25%	17%	35%	9%	15%	18%	22%
	35 to 54	33%	14%	34%	20%	30%	39%	35%	18%	35%	33%	49%	32%	31%	41%	29%	32%	44%
	55 +	40%	56%	51%	50%	50%	31%	21%	29%	25%	34%	25%	51%	34%	50%	57%	50%	34%

A1. How often do you use the following modes of transportation to get around in the Halifax Regional Municipality?

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(500)	(25)	(30)	(34)	(28)	(34)	(29)	(36)	(34)	(33)	(30)	(31)	(35)	(30)	(28)	(26)	(36)
Driver/ passenger in automobile	Every day	66%	68%	80%	63%	74%	60%	57%	50%	35%	67%	67%	69%	92%	73%	75%	53%	80%
	Once a week or more	30%	23%	20%	33%	26%	40%	43%	36%	50%	30%	33%	29%	6%	27%	21%	47%	20%
	Once a month or more	2%	9%						6%	12%	4%			2%				
	Once a year or more	0%							2%	2%								
	Never	1%			4%				5%	2%			2%			4%		
Driver/ passenger on motorcycle	Every day	4%		22%	7%			1%			2%		5%	12%		4%		4%
	Once a week or more	4%	3%	4%	4%	8%	2%	6%		2%	4%		8%	1%	6%	7%	11%	
	Once a month or more	2%	5%	9%					2%				5%			4%	2%	4%
	Once a year or more	5%	4%		22%			19%	4%				3%	5%	3%	6%	2%	4%
	Never	86%	88%	65%	67%	92%	98%	74%	94%	98%	94%	100%	79%	82%	91%	79%	84%	89%
Passenger on transit	Every day	2%			8%		5%		2%	4%		2%	2%	2%				
	Once a week or more	10%	4%	3%	19%	15%	3%	4%	21%	30%	16%	6%	11%	5%	6%		3%	4%
	Once a month or more	13%	5%		12%	6%	37%	25%	12%	17%	19%	13%	6%	10%	3%	15%	12%	11%
	Once a year or more	22%	23%	24%	33%	25%	20%	42%	31%	28%	14%	21%	18%	15%	7%	4%	20%	23%
	Never	54%	68%	73%	28%	55%	36%	29%	34%	21%	51%	59%	62%	69%	84%	82%	64%	62%
Cycling/ scooter	Every day	4%			4%		8%	15%	5%	16%	9%	3%		5%				
	Once a week or more	9%	11%	12%	4%	15%	12%	2%	18%	12%	16%	7%	5%	4%	9%	4%	4%	14%
	Once a month or more	11%	4%	7%	9%	5%	14%	11%	16%	7%	15%	12%	15%	20%	10%	4%	9%	8%
	Once a year or more	15%	11%	16%	7%	17%	10%	19%	22%	14%	12%	26%	17%	20%	19%	7%	7%	13%
	Never	61%	74%	66%	77%	62%	56%	53%	40%	52%	48%	51%	63%	50%	62%	86%	80%	66%
Walking/ mobility devices	Every day	21%	3%	8%	25%	12%	28%	19%	42%	45%	37%	19%	15%	14%	8%	4%	22%	20%
	Once a week or more	13%	9%	12%	7%	19%	9%	6%	11%	2%	14%	35%	18%	17%	9%	11%	25%	15%
	Once a month or more	3%				3%	7%		1%	2%	2%	3%		4%	14%	4%	3%	2%
	Once a year or more	2%	4%	7%		2%	5%	2%	1%	2%	7%				2%			
	Never	61%	84%	72%	68%	64%	51%	73%	44%	50%	40%	43%	67%	65%	67%	81%	50%	63%

A1. How often do you use the following modes of transportation to get around in the Halifax Regional Municipality? - SUMMARY TABLE

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(500)	(25)	(30)	(34)	(28)	(34)	(29)	(36)	(34)	(33)	(30)	(31)	(35)	(30)	(28)	(26)	(36)
Driver/ passenger in automobile	Weekly +	96%	91%	100%	96%	100%	100%	100%	86%	85%	96%	100%	98%	98%	100%	96%	100%	100%
	Less often	2%	9%						9%	13%	4%			2%				
	Never	1%			4%				5%	2%			2%			4%		
Driver/ passenger on motorcycle	Weekly +	7%	3%	26%	11%	8%	2%	7%		2%	6%		13%	13%	6%	11%	11%	4%
	Less often	6%	9%	9%	22%			19%	6%				8%	5%	3%	10%	5%	8%
	Never	86%	88%	65%	67%	92%	98%	74%	94%	98%	94%	100%	79%	82%	91%	79%	84%	89%
Passenger on transit	Weekly +	11%	4%	3%	27%	15%	7%	4%	23%	34%	16%	8%	14%	7%	6%		3%	4%
	Less often	35%	28%	24%	45%	31%	57%	67%	42%	45%	33%	34%	24%	25%	10%	18%	32%	34%
	Never	54%	68%	73%	28%	55%	36%	29%	34%	21%	51%	59%	62%	69%	84%	82%	64%	62%
Cycling/ scooter	Weekly +	14%	11%	12%	8%	15%	20%	17%	23%	27%	25%	10%	5%	9%	9%	4%	4%	14%
	Less often	26%	15%	22%	15%	22%	24%	30%	38%	21%	27%	39%	32%	41%	29%	11%	16%	20%
	Never	61%	74%	66%	77%	62%	56%	53%	40%	52%	48%	51%	63%	50%	62%	86%	80%	66%
Walking/ mobility devices	Weekly +	34%	12%	20%	32%	31%	37%	25%	53%	46%	51%	54%	33%	31%	17%	14%	47%	35%
	Less often	5%	4%	7%		5%	12%	2%	3%	4%	9%	3%		4%	16%	4%	3%	2%
	Never	61%	84%	72%	68%	64%	51%	73%	44%	50%	40%	43%	67%	65%	67%	81%	50%	63%

B1. Overall, when you think about all people who travel in the region using different modes of transportation, how safe is the road network in the Halifax Regional Municipality?

		TOTAL	DISTRICT														
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(500)	(25)	(30)	(34)	(28)	(34)	(29)	(36)	(34)	(33)	(30)	(31)	(35)	(30)	(28)	(26)	(36)
ROAD NETWORK	Very safe	5%	10%	7%	3%	10%	3%	2%	9%	2%	4%	6%		4%	6%	9%	3%	6%
	Somewhat safe	43%	43%	37%	58%	58%	53%	55%	28%	51%	34%	45%	32%	38%	46%	31%	44%	37%
	Somewhat unsafe	35%	27%	35%	15%	32%	36%	34%	30%	35%	46%	41%	45%	35%	29%	29%	40%	52%
	Very unsafe	17%	20%	22%	24%		8%	9%	33%	12%	17%	8%	23%	23%	18%	32%	13%	5%
Summary	Safe	48%	53%	44%	61%	68%	56%	57%	37%	53%	37%	51%	32%	43%	52%	39%	47%	43%
	Unsafe	52%	47%	56%	39%	32%	44%	43%	63%	47%	63%	49%	68%	57%	48%	61%	53%	57%

B2. How would you rate how safe you feel personally when using roadways throughout the Halifax Regional Municipality in the following situations?

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(261)	(6)	(12)	(20)	(15)	(26)	(22)	(24)	(26)	(23)	(14)	(15)	(16)	(4)	(11)	(10)	(18)
Transit user	Very safe	35%	81%	74%	12%	22%	41%	39%	41%	41%	27%	36%	7%	36%	19%	22%	20%	57%
	Somewhat safe	46%	19%		68%	66%	44%	44%	37%	50%	48%	59%	49%	48%	81%	34%	63%	33%
	Somewhat unsafe	14%		7%	14%	6%	11%	13%	18%	9%	15%	4%	38%	12%		44%	18%	5%
	Very unsafe	5%		19%	7%	6%	4%	5%	3%		11%		6%	5%				5%
BASE: APPLICABLE		(493)	(25)	(30)	(33)	(27)	(34)	(28)	(35)	(34)	(32)	(30)	(31)	(35)	(30)	(28)	(26)	(36)
Driver	Very safe	12%	18%	10%	7%	16%	16%	17%	12%	23%	10%	12%		4%	15%	11%	10%	9%
	Somewhat safe	53%	46%	28%	64%	71%	67%	64%	50%	51%	44%	43%	49%	51%	48%	37%	52%	76%
	Somewhat unsafe	25%	19%	53%	10%	9%	14%	12%	29%	22%	35%	38%	37%	32%	26%	40%	16%	13%
	Very unsafe	10%	17%	9%	19%	3%	2%	7%	9%	4%	12%	7%	14%	13%	12%	12%	22%	2%
BASE: APPLICABLE		(489)	(25)	(26)	(33)	(27)	(34)	(29)	(36)	(34)	(33)	(30)	(30)	(35)	(29)	(27)	(24)	(35)
Pedestrian	Very safe	7%	7%		29%	9%	5%	2%	1%	12%	1%	9%		4%	10%	4%	3%	10%
	Somewhat safe	39%	32%	25%	26%	57%	47%	45%	34%	35%	29%	44%	37%	24%	48%	27%	60%	65%
	Somewhat unsafe	36%	36%	53%	18%	27%	38%	39%	36%	34%	55%	33%	45%	44%	27%	35%	38%	18%
	Very unsafe	18%	26%	22%	26%	7%	10%	14%	29%	19%	14%	13%	19%	28%	15%	34%		6%
BASE: APPLICABLE		(116)	(5)	(13)	(10)	(5)	(4)	(9)	(10)	(3)	(10)	(2)	(12)	(9)	(4)	(11)	(4)	(7)
Motorcyclist	Very safe	5%												9%	19%	7%		59%
	Somewhat safe	18%	37%	14%	13%	35%	33%	42%		20%	7%	61%	8%		26%		83%	20%
	Somewhat unsafe	34%	20%	76%		28%	45%	40%	7%	39%	30%		48%	38%	29%	65%	17%	
	Very unsafe	42%	43%	10%	87%	38%	23%	19%	93%	41%	63%	39%	44%	53%	26%	28%		20%
BASE: APPLICABLE		(263)	(10)	(17)	(9)	(12)	(21)	(16)	(27)	(20)	(25)	(15)	(18)	(21)	(14)	(11)	(6)	(21)
Cyclist/ scooter user	Very safe	1%												4%	5%			6%
	Somewhat safe	17%	22%	8%	16%	14%	16%	25%	10%	22%	7%	15%	24%	6%	28%	39%	40%	23%
	Somewhat unsafe	37%	20%	58%	68%	47%	59%	57%	33%	36%	29%	35%	27%	24%	27%	17%	10%	41%
	Very unsafe	44%	59%	34%	16%	39%	25%	18%	57%	42%	64%	50%	49%	66%	40%	44%	50%	30%

B2. How would you rate how safe you feel personally when using roadways throughout the Halifax Regional Municipality in the following situations? - SUMMARY TABLE

			DISTRICT															
		TOTAL	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(261)	(6)	(12)	(20)	(15)	(26)	(22)	(24)	(26)	(23)	(14)	(15)	(16)	(4)	(11)	(10)	(18)
Transit user	Safe	82%	100%	74%	80%	88%	86%	82%	78%	91%	75%	96%	56%	83%	100%	56%	82%	90%
	Unsafe	18%		26%	20%	12%	14%	18%	22%	9%	25%	4%	44%	17%		44%	18%	10%
BASE: APPLICABLE		(493)	(25)	(30)	(33)	(27)	(34)	(28)	(35)	(34)	(32)	(30)	(31)	(35)	(30)	(28)	(26)	(36)
Driver	Safe	65%	64%	38%	71%	88%	84%	81%	61%	74%	54%	55%	49%	55%	63%	49%	62%	85%
	Unsafe	35%	36%	62%	29%	12%	16%	19%	39%	26%	46%	45%	51%	45%	37%	51%	38%	15%
BASE: APPLICABLE		(489)	(25)	(26)	(33)	(27)	(34)	(29)	(36)	(34)	(33)	(30)	(30)	(35)	(29)	(27)	(24)	(35)
Pedestrian	Safe	46%	39%	25%	55%	67%	52%	47%	35%	47%	31%	53%	37%	28%	58%	31%	62%	76%
	Unsafe	54%	61%	75%	45%	33%	48%	53%	65%	53%	69%	47%	63%	72%	42%	69%	38%	24%
BASE: APPLICABLE		(116)	(5)	(13)	(10)	(5)	(4)	(9)	(10)	(3)	(10)	(2)	(12)	(9)	(4)	(11)	(4)	(7)
Motorcyclist	Safe	23%	37%	14%	13%	35%	33%	42%		20%	7%	61%	8%	9%	45%	7%	83%	80%
	Unsafe	77%	63%	86%	87%	65%	67%	58%	100%	80%	93%	39%	92%	91%	55%	93%	17%	20%
BASE: APPLICABLE		(263)	(10)	(17)	(9)	(12)	(21)	(16)	(27)	(20)	(25)	(15)	(18)	(21)	(14)	(11)	(6)	(21)
Cyclist/ scooter user	Safe	19%	22%	8%	16%	14%	16%	25%	10%	22%	7%	15%	24%	10%	33%	39%	40%	29%
	Unsafe	81%	78%	92%	84%	86%	84%	75%	90%	78%	93%	85%	76%	90%	67%	61%	60%	71%

B3. How would you rate how safe you feel personally when using the roads in your own neighbourhood in the following situations?

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(225)	(2)	(7)	(15)	(9)	(23)	(20)	(23)	(25)	(21)	(14)	(13)	(13)	(3)	(9)	(8)	(18)
Transit user	Very safe	35%	100%	13%	16%	31%	41%	28%	42%	63%	32%	37%	7%	28%		34%	12%	55%
	Somewhat safe	52%		69%	66%	60%	51%	56%	43%	34%	47%	54%	76%	50%	100%	66%	56%	35%
	Somewhat unsafe	8%			9%	10%		14%	11%	3%	10%	4%	17%	16%			32%	5%
	Very unsafe	5%		18%	9%		8%	2%	3%		12%	6%		6%				5%
BASE: APPLICABLE		(489)	(25)	(30)	(33)	(27)	(34)	(28)	(34)	(34)	(32)	(30)	(31)	(35)	(30)	(28)	(22)	(36)
Driver	Very safe	30%	22%	21%	48%	40%	36%	31%	32%	34%	24%	26%	9%	26%	34%	25%	32%	39%
	Somewhat safe	45%	38%	23%	38%	46%	54%	45%	42%	50%	47%	55%	52%	45%	44%	39%	49%	44%
	Somewhat unsafe	19%	23%	47%	10%	15%	11%	19%	17%	14%	13%	16%	25%	29%	12%	29%	19%	6%
	Very unsafe	7%	17%	10%	4%			5%	8%	2%	15%	3%	14%		9%	7%		12%
BASE: APPLICABLE		(487)	(21)	(28)	(33)	(27)	(34)	(28)	(36)	(34)	(33)	(30)	(30)	(35)	(30)	(26)	(25)	(36)
Pedestrian	Very safe	18%	14%	7%	37%	30%	25%	17%	31%	15%	13%	17%	2%	24%	9%	9%	26%	11%
	Somewhat safe	35%	19%	14%	45%	49%	38%	41%	17%	35%	30%	60%	38%	34%	25%	30%	16%	61%
	Somewhat unsafe	31%	35%	35%	11%	15%	25%	19%	35%	40%	47%	13%	51%	28%	31%	43%	54%	19%
	Very unsafe	16%	32%	44%	7%	7%	12%	23%	16%	9%	10%	11%	9%	15%	35%	19%	4%	9%
BASE: APPLICABLE		(103)	(4)	(12)	(5)	(5)	(5)	(9)	(11)	(2)	(8)	(1)	(9)	(8)	(4)	(13)	(4)	(4)
Motorcyclist	Very safe	13%	75%		27%	35%		7%	17%		9%		10%	9%	19%	10%	16%	
	Somewhat safe	38%		18%	27%	46%	44%	53%	41%	33%	14%		62%	32%	55%	27%	45%	100%
	Somewhat unsafe	25%		18%	20%	19%	56%	5%	5%	33%	46%	100%	20%	27%	26%	48%	39%	
	Very unsafe	24%	25%	64%	27%			35%	37%	33%	31%		7%	31%		15%		
BASE: APPLICABLE		(247)	(9)	(18)	(10)	(9)	(19)	(15)	(27)	(19)	(23)	(14)	(15)	(20)	(13)	(12)	(6)	(18)
Cyclist/ scooter user	Very safe	8%	8%		16%	11%	4%	33%	10%	3%	5%			17%	6%	10%		8%
	Somewhat safe	27%	36%	14%	37%	49%	26%	22%	14%	16%	27%	30%	20%	34%	43%	41%	39%	30%
	Somewhat unsafe	35%	14%	44%	33%	20%	55%	43%	28%	43%	42%	36%	35%	18%	7%	24%	25%	57%
	Very unsafe	30%	42%	42%	14%	21%	15%	3%	48%	38%	26%	34%	45%	31%	44%	24%	36%	5%

B3. How would you rate how safe you feel personally when using the roads in your own neighbourhood in the following situations? - SUMMARY TABLE

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(225)	(2)	(7)	(15)	(9)	(23)	(20)	(23)	(25)	(21)	(14)	(13)	(13)	(3)	(9)	(8)	(18)
Transit user	Safe	87%	100%	82%	82%	90%	92%	84%	85%	97%	79%	90%	83%	78%	100%	100%	68%	90%
	Unsafe	13%		18%	18%	10%	8%	16%	15%	3%	21%	10%	17%	22%			32%	10%
BASE: APPLICABLE		(489)	(25)	(30)	(33)	(27)	(34)	(28)	(34)	(34)	(32)	(30)	(31)	(35)	(30)	(28)	(22)	(36)
Driver	Safe	75%	60%	44%	86%	85%	89%	76%	75%	84%	71%	82%	61%	71%	79%	64%	81%	82%
	Unsafe	25%	40%	56%	14%	15%	11%	24%	25%	16%	29%	18%	39%	29%	21%	36%	19%	18%
BASE: APPLICABLE		(487)	(21)	(28)	(33)	(27)	(34)	(28)	(36)	(34)	(33)	(30)	(30)	(35)	(30)	(26)	(25)	(36)
Pedestrian	Safe	53%	33%	21%	82%	79%	63%	58%	48%	51%	43%	77%	41%	57%	34%	39%	42%	72%
	Unsafe	47%	67%	79%	18%	21%	37%	42%	52%	49%	57%	23%	59%	43%	66%	61%	58%	28%
BASE: APPLICABLE		(103)	(4)	(12)	(5)	(5)	(5)	(9)	(11)	(2)	(8)	(1)	(9)	(8)	(4)	(13)	(4)	(4)
Motorcyclist	Safe	51%	75%	18%	53%	81%	44%	60%	59%	33%	23%		72%	42%	74%	37%	61%	100%
	Unsafe	49%	25%	82%	47%	19%	56%	40%	41%	67%	77%	100%	28%	58%	26%	63%	39%	
BASE: APPLICABLE		(247)	(9)	(18)	(10)	(9)	(19)	(15)	(27)	(19)	(23)	(14)	(15)	(20)	(13)	(12)	(6)	(18)
Cyclist/ scooter user	Safe	35%	44%	14%	53%	60%	30%	54%	24%	19%	32%	30%	20%	51%	49%	51%	39%	38%
	Unsafe	65%	56%	86%	47%	40%	70%	46%	76%	81%	68%	70%	80%	49%	51%	49%	61%	62%

B4. How safe do you feel the roads are in your neighbourhood for children, seniors, and people with disabilities to walk, roll or cycle?

		TOTAL	DISTRICT														
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(500)	(25)	(30)	(34)	(28)	(34)	(29)	(36)	(34)	(33)	(30)	(31)	(35)	(30)	(28)	(26)	(36)
NEIGHBOURHOOD ROADS FOR CHILDREN/ SENIORS/ DISABLED	Very safe	9%		4%	25%	13%	18%	10%	12%	6%	12%	11%	5%	4%	6%	4%	9%	2%
	Somewhat safe	28%	38%		25%	60%	38%	26%	19%	29%	16%	28%	21%	33%	12%	28%	43%	33%
	Somewhat unsafe	36%	8%	47%	20%	24%	34%	44%	21%	48%	48%	53%	45%	34%	35%	33%	34%	42%
	Very unsafe	27%	55%	49%	29%	3%	9%	20%	47%	18%	24%	8%	29%	28%	48%	35%	14%	22%
Summary	Safe	37%	38%	4%	50%	73%	56%	35%	31%	35%	29%	38%	26%	37%	18%	32%	52%	36%
	Unsafe	63%	62%	96%	50%	27%	44%	65%	69%	65%	71%	62%	74%	63%	82%	68%	48%	64%

B5. Compared to five years ago, would you say that the roads in the Halifax Regional Municipality are more, or less safe for each of the following transportation modes?

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(500)	(25)	(30)	(34)	(28)	(34)	(29)	(36)	(34)	(33)	(30)	(31)	(35)	(30)	(28)	(26)	(36)
Pedestrians	Less safe	63%	55%	59%	54%	61%	44%	51%	69%	72%	76%	49%	79%	72%	62%	85%	60%	64%
	Just as safe	21%	33%	16%	19%	16%	34%	34%	18%	14%	15%	25%	3%	19%	33%	15%	21%	16%
	More safe	8%	3%	8%	19%	20%	9%	13%	11%	9%	1%	6%	3%	4%	2%		6%	17%
	(DK/NS)	8%	9%	16%	8%	3%	14%	2%	1%	5%	7%	20%	15%	4%	3%		12%	2%
Drivers	Less safe	63%	51%	58%	76%	41%	52%	68%	59%	68%	73%	49%	68%	66%	65%	82%	67%	64%
	Just as safe	26%	40%	31%	20%	45%	37%	19%	30%	16%	16%	28%	18%	29%	26%	14%	14%	29%
	More safe	5%		4%		14%		11%	9%	10%	4%	6%		4%	9%		6%	6%
	(DK/NS)	6%	9%	7%	4%		11%	2%	1%	5%	7%	18%	15%			4%	12%	
Cyclists/ scooter users	Less safe	44%	39%	50%	32%	27%	34%	31%	55%	51%	66%	27%	51%	57%	38%	61%	35%	50%
	Just as safe	11%	18%	17%	11%	12%	18%	22%	3%	8%	5%	5%	9%	13%	8%	9%	18%	6%
	More safe	9%	11%	8%	3%	15%	17%	9%	20%	13%	6%	6%		4%	17%		3%	15%
	(DK/NS)	35%	31%	26%	54%	46%	32%	37%	23%	28%	23%	62%	40%	25%	37%	31%	44%	29%
Motorcyclists	Less safe	34%	35%	32%	34%	20%	25%	27%	35%	19%	47%	11%	54%	45%	32%	69%	38%	26%
	Just as safe	10%	25%	15%	7%	21%	11%	21%	11%	9%	2%	9%	3%	9%	9%	7%	12%	
	More safe	2%				3%		9%	5%			3%						4%
	(DK/NS)	54%	40%	53%	59%	56%	63%	43%	49%	72%	51%	77%	43%	46%	59%	23%	50%	71%
Transit users	Less safe	26%		22%	34%	15%	18%	44%	23%	30%	34%	9%	34%	28%	31%	23%	16%	40%
	Just as safe	28%	33%	17%	34%	35%	42%	16%	33%	43%	27%	28%	15%	21%	16%	36%	28%	18%
	More safe	6%	4%			12%	4%	11%	5%	7%	1%	6%	6%	4%	4%		10%	14%
	(DK/NS)	41%	63%	61%	32%	39%	35%	28%	39%	19%	37%	57%	45%	46%	50%	42%	47%	28%

B6. How safe do you feel using the following types of road infrastructure?

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(301)	(17)	(16)	(19)	(13)	(23)	(20)	(21)	(24)	(26)	(16)	(23)	(20)	(14)	(14)	(9)	(26)
Cycling in protected bike lanes	Very safe	35%	50%	43%	35%	32%	42%	42%	34%	39%	26%	30%	20%	17%	51%	28%	21%	45%
	Somewhat safe	41%	37%	57%	53%	39%	41%	38%	48%	35%	45%	55%	55%	23%	23%	21%	51%	34%
	Somewhat unsafe	17%			5%	21%	14%	15%	12%	25%	17%	10%	25%	39%	13%	29%	18%	21%
	Very unsafe	7%	13%		7%	7%	3%	5%	6%		12%	5%		21%	13%	22%	10%	
BASE: APPLICABLE		(415)	(17)	(20)	(30)	(26)	(29)	(28)	(35)	(32)	(27)	(23)	(24)	(30)	(23)	(20)	(19)	(32)
Multi-use pathways (MUPs)	Very safe	34%	43%	39%	30%	38%	49%	37%	35%	37%	38%	34%	22%	16%	51%	22%	18%	39%
	Somewhat safe	39%	57%	39%	42%	49%	27%	44%	30%	41%	34%	44%	40%	34%	25%	54%	41%	40%
	Somewhat unsafe	21%		22%	20%	13%	9%	15%	17%	23%	16%	19%	32%	41%	21%	19%	41%	21%
	Very unsafe	6%			8%		15%	3%	19%		12%	3%	7%	9%	3%	6%		
BASE: APPLICABLE		(489)	(23)	(26)	(33)	(27)	(34)	(29)	(36)	(33)	(33)	(30)	(30)	(35)	(30)	(28)	(26)	(36)
Crosswalks at intersections with traffic signals	Very safe	18%	36%	39%	29%	27%	21%	9%	11%	10%	16%	16%	10%	14%	17%	7%	16%	15%
	Somewhat safe	49%	40%	53%	29%	45%	56%	53%	42%	53%	33%	64%	70%	29%	55%	47%	69%	56%
	Somewhat unsafe	26%	24%	5%	30%	21%	14%	27%	31%	34%	36%	17%	18%	50%	20%	35%	12%	26%
	Very unsafe	7%		3%	11%	7%	9%	11%	16%	3%	15%	3%	2%	7%	8%	11%	3%	2%
BASE: APPLICABLE		(480)	(20)	(26)	(33)	(27)	(34)	(29)	(36)	(33)	(32)	(30)	(30)	(35)	(27)	(27)	(25)	(36)
Sidewalks near high-traffic roads	Very safe	12%	14%	13%	32%	23%	14%	4%	8%	13%	10%	9%	10%	6%	11%	7%	3%	9%
	Somewhat safe	41%	57%	40%	26%	35%	59%	51%	31%	46%	35%	53%	39%	31%	55%	34%	46%	27%
	Somewhat unsafe	31%	19%	30%	11%	30%	22%	35%	34%	30%	38%	20%	41%	33%	27%	33%	44%	44%
	Very unsafe	17%	10%	17%	30%	12%	5%	10%	27%	12%	17%	18%	11%	30%	7%	25%	7%	20%
BASE: APPLICABLE		(273)	(10)	(13)	(19)	(13)	(23)	(18)	(22)	(24)	(26)	(16)	(17)	(17)	(10)	(13)	(9)	(23)
Cycling in shared bus lanes	Very safe	3%						12%	3%		2%	5%	6%			9%	17%	6%
	Somewhat safe	24%	45%	43%		31%	22%	36%	21%	25%	24%	23%	28%	15%	18%	23%	7%	24%
	Somewhat unsafe	35%	24%	26%	22%	29%	30%	15%	40%	47%	23%	39%	43%	35%	55%	40%	50%	51%
	Very unsafe	38%	31%	31%	78%	40%	47%	37%	36%	27%	50%	33%	23%	50%	26%	28%	26%	19%
BASE: APPLICABLE		(489)	(23)	(27)	(33)	(27)	(33)	(29)	(36)	(34)	(33)	(30)	(31)	(35)	(29)	(28)	(25)	(36)
Crosswalks at intersections without traffic signals	Very safe	4%			26%	2%			2%	2%		9%		4%		4%	3%	9%
	Somewhat safe	23%	28%	45%	13%	30%	44%	14%	20%	24%	19%	18%	22%	18%	17%	14%	23%	29%
	Somewhat unsafe	42%	47%	22%	42%	36%	39%	51%	31%	36%	43%	48%	53%	43%	58%	47%	52%	30%
	Very unsafe	31%	25%	34%	18%	31%	17%	35%	47%	39%	38%	25%	25%	35%	25%	34%	23%	32%
BASE: APPLICABLE		(321)	(16)	(17)	(22)	(14)	(25)	(19)	(24)	(25)	(26)	(18)	(23)	(22)	(16)	(18)	(9)	(25)
Cycling in unprotected bike lanes	Very safe	4%		35%	23%	7%						9%		3%				
	Somewhat safe	22%	25%	7%	35%	28%	22%	39%	26%	27%	15%	8%	10%	13%	25%	13%	32%	37%
	Somewhat unsafe	31%	38%	12%	19%	40%	38%	24%	26%	27%	38%	32%	49%	49%	14%	26%	21%	28%
	Very unsafe	42%	37%	46%	24%	25%	39%	37%	49%	46%	47%	51%	41%	36%	62%	61%	47%	35%
BASE: APPLICABLE		(318)	(13)	(18)	(21)	(16)	(26)	(19)	(24)	(24)	(27)	(18)	(24)	(23)	(15)	(19)	(8)	(23)
Cycling in mixed traffic lanes	Very safe	0%																6%
	Somewhat safe	11%	9%	31%		10%	9%	25%	16%	7%	7%	5%	4%	15%	7%	18%		16%
	Somewhat unsafe	29%	44%	35%	44%	34%	16%	22%	25%	21%	31%	27%	43%	33%	35%	8%	37%	27%
	Very unsafe	59%	48%	33%	56%	56%	74%	53%	59%	71%	62%	68%	52%	52%	58%	73%	63%	51%

B6. How safe do you feel using the following types of road infrastructure? - SUMMARY TABLE

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(301)	(17)	(16)	(19)	(13)	(23)	(20)	(21)	(24)	(26)	(16)	(23)	(20)	(14)	(14)	(9)	(26)
Cycling in protected bike lanes	Safe	76%	87%	100%	88%	72%	83%	80%	82%	75%	71%	85%	75%	40%	74%	49%	72%	79%
	Unsafe	24%	13%		12%	28%	17%	20%	18%	25%	29%	15%	25%	60%	26%	51%	28%	21%
BASE: APPLICABLE		(415)	(17)	(20)	(30)	(26)	(29)	(28)	(35)	(32)	(27)	(23)	(24)	(30)	(23)	(20)	(19)	(32)
Multi-use pathways (MUPs)	Safe	74%	100%	78%	72%	87%	76%	81%	65%	77%	72%	78%	62%	51%	76%	75%	59%	79%
	Unsafe	26%		22%	28%	13%	24%	19%	35%	23%	28%	22%	38%	49%	24%	25%	41%	21%
BASE: APPLICABLE		(489)	(23)	(26)	(33)	(27)	(34)	(29)	(36)	(33)	(33)	(30)	(30)	(35)	(30)	(28)	(26)	(36)
Crosswalks at intersections with traffic signals	Safe	67%	76%	92%	58%	72%	77%	62%	53%	63%	50%	80%	80%	43%	72%	54%	85%	71%
	Unsafe	33%	24%	8%	42%	28%	23%	38%	47%	37%	50%	20%	20%	57%	28%	46%	15%	29%
BASE: APPLICABLE		(480)	(20)	(26)	(33)	(27)	(34)	(29)	(36)	(33)	(32)	(30)	(30)	(35)	(27)	(27)	(25)	(36)
Sidewalks near high-traffic roads	Safe	52%	71%	53%	58%	57%	73%	55%	39%	59%	45%	62%	49%	37%	67%	41%	49%	36%
	Unsafe	48%	29%	47%	42%	43%	27%	45%	61%	41%	55%	38%	51%	63%	33%	59%	51%	64%
BASE: APPLICABLE		(273)	(10)	(13)	(19)	(13)	(23)	(18)	(22)	(24)	(26)	(16)	(17)	(17)	(10)	(13)	(9)	(23)
Cycling in shared bus lanes	Safe	27%	45%	43%		31%	22%	48%	24%	25%	27%	28%	33%	15%	18%	32%	24%	30%
	Unsafe	73%	55%	57%	100%	69%	78%	52%	76%	75%	73%	72%	67%	85%	82%	68%	76%	70%
BASE: APPLICABLE		(489)	(23)	(27)	(33)	(27)	(33)	(29)	(36)	(34)	(33)	(30)	(31)	(35)	(29)	(28)	(25)	(36)
Crosswalks at intersections without traffic signals	Safe	27%	28%	45%	39%	33%	44%	14%	22%	25%	19%	27%	22%	22%	17%	18%	25%	37%
	Unsafe	73%	72%	55%	61%	67%	56%	86%	78%	75%	81%	73%	78%	78%	83%	82%	75%	63%
BASE: APPLICABLE		(321)	(16)	(17)	(22)	(14)	(25)	(19)	(24)	(25)	(26)	(18)	(23)	(22)	(16)	(18)	(9)	(25)
Cycling in unprotected bike lanes	Safe	27%	25%	42%	57%	35%	22%	39%	26%	27%	15%	17%	10%	16%	25%	13%	32%	37%
	Unsafe	73%	75%	58%	43%	65%	78%	61%	74%	73%	85%	83%	90%	84%	75%	87%	68%	63%
BASE: APPLICABLE		(318)	(13)	(18)	(21)	(16)	(26)	(19)	(24)	(24)	(27)	(18)	(24)	(23)	(15)	(19)	(8)	(23)
Cycling in mixed traffic lanes	Safe	12%	9%	31%		10%	9%	25%	16%	7%	7%	5%	4%	15%	7%	18%		22%
	Unsafe	88%	91%	69%	100%	90%	91%	75%	84%	93%	93%	95%	96%	85%	93%	82%	100%	78%

B7. How concerned are you about each of the following when it comes to road safety in the Halifax Regional Municipality?

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(500)	(25)	(30)	(34)	(28)	(34)	(29)	(36)	(34)	(33)	(30)	(31)	(35)	(30)	(28)	(26)	(36)
Distracted behaviours	Very concerned	65%	71%	61%	58%	46%	44%	72%	64%	79%	75%	56%	67%	59%	73%	78%	63%	71%
	Somewhat concerned	30%	25%	39%	31%	54%	48%	27%	35%	17%	21%	31%	14%	30%	20%	22%	37%	26%
	Not very concerned	4%	4%				8%		1%	3%	4%	13%	18%	11%	7%			
	Not concerned at all	1%			8%			1%										3%
	(DK/NS)	0%			3%													
Road maintenance	Very concerned	72%	70%	91%	82%	67%	70%	64%	68%	52%	67%	88%	84%	76%	83%	90%	59%	51%
	Somewhat concerned	21%	30%	9%	12%	30%	21%	28%	13%	41%	26%	10%	16%	11%	17%	10%	38%	34%
	Not very concerned	6%			6%		9%	7%	13%	7%	7%	3%		12%			3%	15%
	Not concerned at all	0%							5%									
	(DK/NS)	0%				3%												
Speeding	Very concerned	50%	73%	48%	62%	31%	36%	47%	53%	42%	67%	53%	54%	52%	37%	56%	37%	48%
	Somewhat concerned	33%	11%	35%	15%	52%	27%	28%	34%	40%	28%	29%	31%	41%	39%	29%	57%	34%
	Not very concerned	14%	11%	17%	15%	14%	34%	15%	8%	17%	4%	18%	11%	6%	21%	14%	6%	15%
	Not concerned at all	3%	4%		8%	3%	3%	10%	5%	2%			4%	2%	2%			2%
Traffic control violations	Very concerned	41%	38%	37%	36%	26%	40%	47%	52%	45%	63%	50%	31%	49%	39%	36%	16%	42%
	Somewhat concerned	37%	28%	41%	27%	49%	37%	43%	38%	35%	26%	15%	45%	28%	25%	57%	75%	39%
	Not very concerned	18%	26%	18%	11%	21%	23%	8%	10%	17%	10%	34%	21%	24%	33%	7%	9%	17%
	Not concerned at all	3%	4%		25%	3%		2%		2%	2%		3%					2%
	(DK/NS)	1%	4%	3%											3%			
Impaired driving	Very concerned	40%	66%	28%	48%	42%	19%	21%	41%	26%	41%	35%	50%	56%	50%	50%	41%	32%
	Somewhat concerned	42%	32%	53%	24%	47%	55%	71%	43%	53%	36%	42%	32%	26%	24%	43%	47%	45%
	Not very concerned	15%	3%	16%	19%	9%	21%	8%	11%	20%	22%	20%	15%	12%	23%	4%	12%	23%
	Not concerned at all	1%			7%	2%			5%				3%			3%		
	(DK/NS)	2%		3%	3%		5%			1%	2%	3%		6%	3%			
Lack of pedestrian infrastructure	Very concerned	38%	51%	44%	17%	35%	22%	39%	58%	34%	37%	36%	49%	48%	38%	48%	26%	31%
	Somewhat concerned	40%	29%	42%	43%	38%	58%	52%	16%	44%	41%	49%	19%	39%	41%	37%	62%	42%
	Not very concerned	17%	20%	13%	11%	19%	16%	8%	24%	18%	13%	13%	29%	12%	19%	13%	12%	28%
	Not concerned at all	4%			25%	5%	2%	1%	2%	4%	7%	2%	3%		2%			
	(DK/NS)	1%			3%	3%	2%				2%			2%		3%		
Poor traffic control	Very concerned	30%	29%	24%	40%	30%	38%	30%	35%	24%	31%	24%	29%	36%	19%	33%	26%	25%
	Somewhat concerned	46%	52%	43%	38%	46%	44%	44%	40%	39%	49%	57%	50%	51%	46%	55%	37%	53%
	Not very concerned	20%	15%	27%	18%	21%	16%	26%	24%	35%	18%	18%	16%	9%	26%	11%	31%	13%
	Not concerned at all	2%		3%	4%		2%			2%	2%		3%	2%	6%		6%	9%
	(DK/NS)	1%	4%	3%		3%							2%	2%	3%			
Poor visibility	Very concerned	31%	32%	23%	21%	29%	27%	28%	42%	29%	40%	40%	29%	33%	29%	33%	23%	28%
	Somewhat concerned	40%	29%	52%	42%	36%	44%	36%	34%	43%	39%	37%	32%	44%	31%	47%	44%	47%
	Not very concerned	25%	35%	15%	30%	29%	30%	36%	20%	24%	21%	22%	33%	21%	30%	13%	27%	21%
	Not concerned at all	3%	4%	10%	4%	3%			3%	4%			3%		6%	3%	3%	4%
	(DK/NS)	1%			3%	3%							2%	2%	3%	4%	3%	
School zone safety	Very concerned	28%	28%	20%	26%	30%	17%	36%	41%	18%	38%	28%	24%	44%	32%	34%	15%	21%
	Somewhat concerned	41%	36%	51%	33%	32%	47%	36%	36%	37%	42%	49%	50%	19%	39%	50%	67%	46%
	Not very concerned	19%	23%	19%	16%	29%	31%	17%	13%	24%	12%	18%	17%	28%	23%	9%	7%	10%
	Not concerned at all	8%		7%	19%	6%	2%	11%	11%	21%	9%	5%	10%		2%	4%	3%	16%
	(DK/NS)	4%	13%	3%	6%	3%	3%							10%	4%	4%	7%	7%
Lack of cycling infrastructure	Very concerned	29%	41%	33%	10%	24%	36%	28%	57%	43%	46%	19%	29%	21%	16%	4%	9%	32%
	Somewhat concerned	27%	22%	36%	16%	33%	35%	33%	8%	34%	24%	41%	22%	31%	35%	18%	34%	18%
	Not very concerned	16%	9%	10%	10%	11%	14%	16%	12%	12%	13%	20%	34%	16%	15%	14%	36%	25%
	Not concerned at all	18%	24%	18%	54%	12%	13%	15%	18%	10%	9%	7%	12%	24%	22%	30%	8%	16%
	(DK/NS)	9%	4%	3%	11%	20%	2%	7%	6%	1%	8%	14%	2%	8%	13%	34%	12%	9%

B7. How concerned are you about each of the following when it comes to road safety in the Halifax Regional Municipality? - SUMMARY TABLE

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(500)	(25)	(30)	(34)	(28)	(34)	(29)	(36)	(34)	(33)	(30)	(31)	(35)	(30)	(28)	(26)	(36)
Distracted behaviours	Concerned	95%	96%	100%	89%	100%	92%	99%	99%	97%	96%	87%	82%	89%	93%	100%	100%	97%
	Unconcerned	5%	4%		8%		8%	1%	1%	3%	4%	13%	18%	11%	7%			3%
	(DK)	0%			3%													
Road maintenance	Concerned	94%	100%	100%	94%	97%	91%	93%	81%	93%	93%	97%	100%	88%	100%	100%	97%	85%
	Unconcerned	6%			6%		9%	7%	19%	7%	7%	3%		12%			3%	15%
	(DK)	0%				3%												
Speeding	Concerned	83%	85%	83%	78%	83%	63%	76%	87%	81%	96%	82%	85%	92%	76%	86%	94%	82%
	Unconcerned	17%	15%	17%	22%	17%	37%	24%	13%	19%	4%	18%	15%	8%	24%	14%	6%	18%
Traffic control violations	Concerned	78%	66%	79%	63%	76%	77%	90%	90%	81%	88%	66%	76%	76%	64%	93%	91%	81%
	Unconcerned	21%	30%	18%	37%	24%	23%	10%	10%	19%	12%	34%	24%	24%	33%	7%	9%	19%
	(DK)	1%	4%	3%											3%			
Impaired driving	Concerned	82%	97%	81%	72%	89%	74%	92%	84%	78%	76%	77%	81%	82%	74%	93%	88%	77%
	Unconcerned	17%	3%	16%	25%	11%	21%	8%	16%	20%	22%	20%	19%	12%	23%	7%	12%	23%
	(DK)	2%		3%	3%		5%			1%	2%	3%		6%	3%			
Lack of pedestrian infrastructure	Concerned	79%	80%	87%	60%	73%	81%	91%	74%	78%	77%	85%	68%	86%	79%	84%	88%	72%
	Unconcerned	20%	20%	13%	37%	24%	18%	9%	26%	22%	21%	15%	32%	12%	21%	13%	12%	28%
	(DK)	1%			3%	3%	2%				2%			2%		3%		
Poor traffic control	Concerned	76%	81%	67%	78%	76%	82%	74%	76%	63%	79%	82%	79%	87%	65%	89%	63%	78%
	Unconcerned	23%	15%	30%	22%	21%	18%	26%	24%	37%	21%	18%	19%	11%	31%	11%	37%	22%
	(DK)	1%	4%	3%		3%							2%	2%	3%			
Poor visibility	Concerned	71%	61%	75%	63%	65%	70%	64%	76%	72%	79%	78%	61%	77%	61%	80%	67%	76%
	Unconcerned	28%	39%	25%	34%	32%	30%	36%	24%	28%	21%	22%	36%	21%	36%	16%	30%	24%
	(DK)	1%			3%	3%							2%	2%	3%	4%	3%	
School zone safety	Concerned	70%	64%	71%	59%	62%	64%	72%	76%	55%	79%	77%	74%	62%	71%	84%	83%	67%
	Unconcerned	27%	23%	26%	35%	35%	33%	28%	24%	45%	21%	23%	26%	28%	25%	12%	11%	26%
	(DK)	4%	13%	3%	6%	3%	3%							10%	4%	4%	7%	7%
Lack of cycling infrastructure	Concerned	56%	63%	69%	26%	57%	71%	62%	64%	76%	70%	59%	52%	52%	51%	22%	44%	50%
	Unconcerned	35%	33%	28%	63%	23%	27%	31%	30%	22%	22%	27%	46%	41%	36%	44%	44%	41%
	(DK)	9%	4%	3%	11%	20%	2%	7%	6%	1%	8%	14%	2%	8%	13%	34%	12%	9%

B8. Before today, were you aware that the municipality adopted The Road Safety Strategy 2024?

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(500)	(25)	(30)	(34)	(28)	(34)	(29)	(36)	(34)	(33)	(30)	(31)	(35)	(30)	(28)	(26)	(36)
AWARE OF ROAD SAFETY STRATEGY	Yes	9%	11%		15%	7%	12%	12%	9%	17%	17%	9%		6%	6%	7%	4%	6%
	No	91%	89%	100%	85%	93%	88%	88%	91%	83%	83%	91%	100%	94%	94%	93%	96%	94%

B9. Many cities have set a long-term goal of having zero serious injuries and deaths from road collisions. Knowing that the HRM is investing in this strategy, how confident are you that this goal can be met?

		TOTAL	DISTRICT														
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(500)	(25)	(30)	(34)	(28)	(34)	(29)	(36)	(34)	(33)	(30)	(31)	(35)	(30)	(28)	(26)	(36)
HRM GOAL CAN BE MET	Very confident	2%			3%	8%	2%			2%	4%				4%		4%	2%
	Somewhat confident	29%	37%	28%	23%	38%	13%	34%	24%	37%	29%	43%	19%	22%	36%	23%	30%	30%
	Not very confident	48%	57%	57%	37%	38%	66%	44%	38%	46%	41%	57%	50%	47%	40%	40%	60%	48%
	Not at all confident	18%	6%	13%	33%	12%	19%	17%	31%	12%	24%		19%	27%	17%	22%	3%	20%
	(DK/NS)	4%		3%	4%	3%		5%	7%	3%	2%		11%	4%	3%	15%	3%	
Summary	Confident	31%	37%	28%	26%	47%	15%	34%	24%	39%	34%	43%	19%	22%	40%	23%	34%	32%
	Not confident	66%	63%	69%	70%	50%	85%	61%	69%	58%	65%	57%	70%	74%	57%	62%	63%	68%
	(DK)	4%		3%	4%	3%		5%	7%	3%	2%		11%	4%	3%	15%	3%	

B10. Which of the following will have the biggest influence on road safety in the future?

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(500)	(25)	(30)	(34)	(28)	(34)	(29)	(36)	(34)	(33)	(30)	(31)	(35)	(30)	(28)	(26)	(36)
RANKED #1	Road maintenance	25%	23%	52%	16%	46%	22%	22%	18%	6%	5%	31%	39%	16%	15%	29%	34%	32%
	Traffic enforcement	18%	29%	11%	24%	14%	21%	8%	17%	21%	25%	15%	9%	19%	24%	20%	11%	18%
	Driver training	11%	5%	12%	25%	12%	11%	11%	2%	4%	15%		16%	26%	7%	19%	13%	6%
	Roadway design improvements	9%	9%	4%	4%	2%	16%	4%	9%	4%	16%	9%		12%	13%	10%	3%	27%
	Pedestrian infrastructure upgrades/ additions	7%	19%	8%	4%	3%		6%	14%	12%	5%	6%	8%	8%	14%		4%	2%
	Cycling infrastructure upgrades/ additions	6%		3%		3%	5%	15%	20%	19%	9%	3%	4%	2%	3%		9%	4%
	Speed limit reductions	6%	4%	6%	15%	8%	8%	4%	5%	12%	6%	2%			13%	18%		
	Traffic calming	5%	3%		4%	5%	4%	7%	2%	4%	7%	18%	14%		2%	3%	12%	
	Traffic control operation improvements	4%	4%	5%	3%	3%	8%		9%	11%		6%	3%	1%			3%	
	Road safety education/ awareness campaigns	3%	4%		4%	2%	2%	2%	2%	6%	5%	3%	5%	1%	3%		5%	6%
	Vehicle features	2%						10%		1%		2%		10%	3%		6%	4%
	Legislation updates	2%					3%	9%		1%	2%	2%	3%	2%	2%			
	Accessibility improvements	1%						2%	2%		4%	3%		2%				
RANKED IN TOP 3	Road maintenance	63%	64%	90%	74%	73%	52%	51%	52%	29%	38%	71%	74%	61%	79%	82%	70%	57%
	Traffic enforcement	39%	56%	30%	49%	39%	31%	32%	26%	35%	54%	30%	45%	46%	30%	53%	30%	38%
	Pedestrian infrastructure upgrades/ additions	31%	45%	38%	19%	22%	39%	40%	43%	38%	15%	34%	37%	29%	36%	17%	26%	26%
	Driver training	29%	32%	34%	43%	24%	19%	21%	26%	17%	35%	13%	35%	48%	31%	34%	25%	31%
	Roadway design improvements	26%	27%	17%	33%	11%	31%	21%	24%	35%	28%	28%	28%	21%	23%	24%	32%	38%
	Traffic control operation improvements	22%	12%	20%	14%	28%	29%	24%	21%	21%	17%	29%	19%	11%	28%	15%	29%	39%
	Cycling infrastructure upgrades/ additions	19%	14%	21%	4%	10%	34%	22%	28%	42%	31%	26%	7%	15%	11%		9%	24%
	Traffic calming	18%	16%		14%	11%	19%	13%	29%	25%	13%	36%	20%	17%	6%	21%	34%	15%
	Road safety education/ awareness campaigns	15%	20%	13%	4%	26%	17%	19%	12%	6%	9%	8%	19%	13%	22%	21%	20%	21%
	Speed limit reductions	14%	7%	13%	15%	13%	14%	15%	13%	27%	22%	10%	8%	9%	19%	22%	13%	
	Vehicle features	8%	4%	14%		17%	5%	14%	14%	6%	2%	8%	2%	16%	3%	7%	8%	6%
	Legislation updates	8%	4%	3%	19%	3%	8%	18%	7%	11%	14%	2%	6%	8%	5%	4%		6%
	Accessibility improvements	6%		8%	4%	22%	2%	8%	6%	7%	20%	5%		4%	3%		4%	

B10b. Is there anything else that you feel may make roads safer?

			DISTRICT															
		TOTAL	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: CODED		(500)	(25)	(30)	(34)	(28)	(34)	(29)	(36)	(34)	(33)	(30)	(31)	(35)	(30)	(28)	(26)	(36)
WILL MAKE ROADS SAFER	(DK/Nothing else)	35%	54%	36%	35%	28%	33%	26%	44%	29%	32%	26%	44%	36%	44%	23%	54%	27%
	Road design/ signage issues/ street lighting	17%	8%	12%		9%	22%	12%	9%	17%	9%	47%	20%	17%	17%	27%	20%	27%
	Increase police enforcement/ ticketing	15%	12%	7%	11%	22%	14%	12%	11%	32%	27%	17%	9%	25%	8%	11%	3%	13%
	Pedestrian/ sidewalk/ crosswalk safety	11%	8%	9%		7%	21%	32%	6%	6%	4%	14%	3%	17%	9%	13%	6%	17%
	Road infrastructure upgrades/ repairs	10%	9%	22%	4%	9%	5%	6%	4%	2%	8%	3%	9%	4%	26%	19%	17%	19%
	Traffic calming measures	10%	8%	11%	4%	22%	11%	17%	10%	10%	6%	13%	4%	6%	6%		7%	18%
	Better cycling infrastructure/ cyclist safety	8%	4%	5%	4%	7%	19%	11%	13%	10%	11%	7%	9%	2%	4%	7%	7%	6%
	Public transit improvements	7%	5%	4%	26%		10%	7%	20%	9%	6%		18%	2%	4%			
	Driver/ pedestrian education/ awareness campaigns	7%	5%		3%	15%	6%	17%	5%	5%	17%	5%	10%	7%	6%	8%	6%	4%
	Stricter driver licensing standards	7%	9%	15%	23%	3%	5%	5%	2%	2%	15%		10%	2%	7%	8%	3%	7%
	Change driver attitude/ behaviour/ aggression	7%	3%		3%	15%	17%	10%	2%	6%	22%	6%	3%	8%	5%	3%	2%	3%
	Better traffic technology/ innovation	4%		9%	7%	2%			4%	7%	7%	10%		4%				13%
	Complaints about poor decision-making/ planning	3%						9%	6%	3%	6%		5%			15%	6%	
	Other mentions	1%						2%	9%					2%		3%		

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B11. To what extent do you agree or disagree with the following statements about driving your car or motorcycle?

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(487)	(25)	(29)	(32)	(27)	(34)	(28)	(36)	(33)	(31)	(30)	(31)	(35)	(29)	(28)	(22)	(36)
I often drive above the speed limit	Strongly agree	7%			24%		9%	4%	9%	4%	2%		3%	12%	20%		3%	8%
	Somewhat agree	27%	44%	26%	19%	30%	44%	48%	23%	11%	7%	28%	30%	7%	32%	26%	19%	34%
	Somewhat disagree	34%	28%	16%	12%	44%	31%	35%	36%	43%	35%	46%	32%	33%	30%	33%	52%	43%
	Strongly disagree	33%	28%	58%	44%	26%	16%	13%	32%	42%	56%	26%	34%	48%	18%	41%	26%	16%
BASE: APPLICABLE		(483)	(24)	(30)	(32)	(26)	(33)	(28)	(36)	(33)	(31)	(30)	(29)	(34)	(30)	(27)	(22)	(36)
I use an electronic device while driving	Strongly agree	6%		3%		4%	5%		6%	14%	2%	3%	9%	2%	13%	4%		24%
	Somewhat agree	21%	19%	7%	33%	2%	51%	22%	28%	17%	15%	33%	9%	17%	19%	13%	31%	12%
	Somewhat disagree	17%	13%	16%	4%	17%	8%	16%	21%	23%	30%	15%	38%	8%	23%	11%	15%	16%
	Strongly disagree	56%	68%	74%	63%	77%	36%	62%	44%	46%	53%	49%	45%	73%	45%	72%	54%	49%
BASE: APPLICABLE		(486)	(25)	(29)	(32)	(27)	(34)	(28)	(36)	(33)	(31)	(30)	(31)	(34)	(30)	(28)	(22)	(36)
I consider myself to be an aggressive driver	Somewhat agree	2%					9%				2%		6%	2%		3%		9%
	Somewhat disagree	16%	4%	34%	13%	22%	18%	37%	10%	26%	20%	6%	7%	8%	6%	11%	21%	13%
	Strongly disagree	82%	96%	66%	87%	78%	73%	63%	90%	74%	77%	94%	87%	89%	94%	86%	79%	79%
BASE: APPLICABLE		(491)	(25)	(30)	(33)	(25)	(34)	(29)	(36)	(34)	(32)	(30)	(30)	(34)	(30)	(27)	(26)	(36)
I travel in a vehicle without wearing a seat belt	Strongly agree	1%		4%			7%	3%							4%			3%
	Somewhat agree	0%					2%							2%		3%		
	Somewhat disagree	2%			4%	6%		9%		1%		5%			3%			4%
	Strongly disagree	96%	100%	96%	96%	94%	92%	88%	100%	99%	100%	95%	100%	98%	93%	97%	100%	93%
BASE: APPLICABLE		(488)	(25)	(30)	(31)	(27)	(34)	(28)	(36)	(33)	(32)	(30)	(31)	(34)	(30)	(28)	(22)	(36)
I often run red lights or stop signs	Somewhat agree	0%					2%											
	Somewhat disagree	4%	4%	18%		6%	3%			3%	4%	2%	4%	2%	2%	3%	6%	2%
	Strongly disagree	96%	96%	82%	100%	94%	96%	100%	100%	97%	96%	98%	96%	98%	98%	97%	94%	98%
BASE: APPLICABLE		(479)	(25)	(30)	(31)	(24)	(33)	(28)	(36)	(33)	(31)	(28)	(30)	(33)	(30)	(27)	(22)	(36)
I drive after consuming alcohol or drugs	Strongly agree	0%															3%	
	Somewhat agree	2%			20%							3%	2%	2%				
	Somewhat disagree	3%	4%			3%	6%	11%		5%	4%	2%	2%		6%		3%	5%
	Strongly disagree	95%	96%	100%	80%	97%	94%	89%	100%	95%	96%	95%	95%	98%	94%	100%	94%	95%

B11. To what extent do you agree or disagree with the following statements about driving your car or motorcycle? - SUMMARY TABLE

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(487)	(25)	(29)	(32)	(27)	(34)	(28)	(36)	(33)	(31)	(30)	(31)	(35)	(29)	(28)	(22)	(36)
I often drive above the speed limit	Agree	33%	44%	26%	43%	30%	53%	52%	32%	15%	9%	28%	34%	19%	53%	26%	22%	41%
	Disagree	67%	56%	74%	57%	70%	47%	48%	68%	85%	91%	72%	66%	81%	47%	74%	78%	59%
BASE: APPLICABLE		(483)	(24)	(30)	(32)	(26)	(33)	(28)	(36)	(33)	(31)	(30)	(29)	(34)	(30)	(27)	(22)	(36)
I use an electronic device while driving	Agree	27%	19%	10%	33%	6%	56%	22%	35%	31%	17%	36%	18%	19%	31%	17%	31%	35%
	Disagree	73%	81%	90%	67%	94%	44%	78%	65%	69%	83%	64%	82%	81%	69%	83%	69%	65%
BASE: APPLICABLE		(486)	(25)	(29)	(32)	(27)	(34)	(28)	(36)	(33)	(31)	(30)	(31)	(34)	(30)	(28)	(22)	(36)
I consider myself to be an aggressive driver	Agree	2%					9%				2%		6%	2%		3%		9%
	Disagree	98%	100%	100%	100%	100%	91%	100%	100%	100%	98%	100%	94%	98%	100%	97%	100%	91%
BASE: APPLICABLE		(491)	(25)	(30)	(33)	(25)	(34)	(29)	(36)	(34)	(32)	(30)	(30)	(34)	(30)	(27)	(26)	(36)
I travel in a vehicle without wearing a seat belt	Agree	2%		4%			8%	3%						2%	4%	3%		3%
	Disagree	98%	100%	96%	100%	100%	92%	97%	100%	100%	100%	100%	100%	98%	96%	97%	100%	97%
BASE: APPLICABLE		(488)	(25)	(30)	(31)	(27)	(34)	(28)	(36)	(33)	(32)	(30)	(31)	(34)	(30)	(28)	(22)	(36)
I often run red lights or stop signs	Agree	0%					2%											
	Disagree	100%	100%	100%	100%	100%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
BASE: APPLICABLE		(479)	(25)	(30)	(31)	(24)	(33)	(28)	(36)	(33)	(31)	(28)	(30)	(33)	(30)	(27)	(22)	(36)
I drive after consuming alcohol or drugs	Agree	2%			20%							3%	2%	2%			3%	
	Disagree	98%	100%	100%	80%	100%	100%	100%	100%	100%	100%	97%	98%	98%	100%	100%	97%	100%

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B12. To what extent do you agree or disagree with the following statements about cycling or walking?

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(155)	(1)	(7)	(5)	(6)	(14)	(10)	(23)	(15)	(16)	(13)	(11)	(11)	(5)	(3)	(6)	(7)
I often travel across a crosswalk without activating the lights	Strongly agree	6%			25%	14%		7%	8%	15%			14%					
	Somewhat agree	7%				10%	7%		11%	12%	4%	21%					27%	
	Somewhat disagree	19%			30%		50%	45%	24%	20%	4%	5%			28%	33%	20%	36%
	Strongly disagree	68%	100%	100%	44%	77%	43%	48%	56%	53%	92%	74%	86%	100%	72%	67%	53%	64%
BASE: APPLICABLE		(154)		(8)	(7)	(6)	(14)	(10)	(23)	(15)	(16)	(12)	(11)	(12)	(5)	(3)	(6)	(6)
I often travel through signalized intersection in violation of the signals	Strongly agree	4%			20%			22%	8%			8%						
	Somewhat agree	3%				16%	7%		3%	5%		13%						
	Somewhat disagree	11%			20%	11%	6%	27%	19%	6%	19%	7%		6%	28%			
	Strongly disagree	82%		100%	60%	73%	87%	51%	69%	89%	81%	73%	100%	94%	72%	100%	100%	100%
BASE: APPLICABLE		(152)	(1)	(8)	(5)	(6)	(14)	(10)	(23)	(15)	(14)	(12)	(11)	(10)	(5)	(3)	(6)	(7)
I use an electronic device while crossing the roadway	Strongly agree	2%							8%							33%		
	Somewhat agree	8%			25%			7%	14%	25%	5%	12%					14%	
	Somewhat disagree	15%					54%	7%	17%	20%	23%	8%		7%			14%	19%
	Strongly disagree	76%	100%	100%	75%	100%	46%	87%	61%	55%	72%	80%	100%	93%	100%	67%	73%	81%
BASE: APPLICABLE		(135)		(7)	(4)	(5)	(14)	(8)	(18)	(13)	(16)	(11)	(10)	(11)	(4)	(2)	(4)	(6)
I often ride a bicycle/ scooter without wearing a helmet	Strongly agree	1%							10%									
	Somewhat agree	1%					6%									50%		
	Somewhat disagree	12%					16%	51%	4%	5%	9%	36%	26%	8%				
	Strongly disagree	85%		100%	100%	100%	78%	49%	86%	95%	91%	64%	74%	92%	100%	50%	100%	100%
BASE: APPLICABLE		(131)		(7)	(4)	(5)	(11)	(7)	(19)	(12)	(16)	(8)	(11)	(10)	(5)	(3)	(5)	(7)
I often ride a bicycle/ scooter in the wrong direction	Strongly agree	3%		17%				31%										
	Somewhat agree	5%					9%	8%	20%				16%					
	Somewhat disagree	14%		19%		14%	21%		10%	25%	24%	7%	16%		19%		43%	
	Strongly disagree	78%		64%	100%	86%	70%	60%	71%	75%	76%	93%	68%	100%	81%	100%	57%	100%

B12. To what extent do you agree or disagree with the following statements about cycling or walking? - SUMMARY TABLE

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(155)	(1)	(7)	(5)	(6)	(14)	(10)	(23)	(15)	(16)	(13)	(11)	(11)	(5)	(3)	(6)	(7)
I often travel across a crosswalk without activating the lights	Agree	13%			25%	23%	7%	7%	19%	27%	4%	21%	14%				27%	
	Disagree	87%	100%	100%	75%	77%	93%	93%	81%	73%	96%	79%	86%	100%	100%	100%	73%	100%
BASE: APPLICABLE		(154)		(8)	(7)	(6)	(14)	(10)	(23)	(15)	(16)	(12)	(11)	(12)	(5)	(3)	(6)	(6)
I often travel through signalized intersection in	Agree	7%			20%	16%	7%	22%	11%	5%		20%						
	Disagree	93%		100%	80%	84%	93%	78%	89%	95%	100%	80%	100%	100%	100%	100%	100%	100%
BASE: APPLICABLE		(152)	(1)	(8)	(5)	(6)	(14)	(10)	(23)	(15)	(14)	(12)	(11)	(10)	(5)	(3)	(6)	(7)
I use an electronic device while crossing the	Agree	10%			25%			7%	22%	25%	5%	12%				33%	14%	
	Disagree	90%	100%	100%	75%	100%	100%	93%	78%	75%	95%	88%	100%	100%	100%	67%	86%	100%
BASE: APPLICABLE		(135)		(7)	(4)	(5)	(14)	(8)	(18)	(13)	(16)	(11)	(10)	(11)	(4)	(2)	(4)	(6)
I often ride a bicycle/ scooter without wearing a	Agree	3%					6%		10%							50%		
	Disagree	97%		100%	100%	100%	94%	100%	90%	100%	100%	100%	100%	100%	100%	50%	100%	100%
BASE: APPLICABLE		(131)		(7)	(4)	(5)	(11)	(7)	(19)	(12)	(16)	(8)	(11)	(10)	(5)	(3)	(5)	(7)
I often ride a bicycle/ scooter in the wrong	Agree	8%		17%			9%	40%	20%				16%					
	Disagree	92%		83%	100%	100%	91%	60%	80%	100%	100%	100%	84%	100%	100%	100%	100%	100%

B13. How often do you see drivers doing the following in the Halifax Regional Municipality?

			DISTRICT															
		TOTAL	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(498)	(25)	(30)	(34)	(28)	(34)	(29)	(36)	(34)	(32)	(30)	(31)	(34)	(30)	(28)	(26)	(36)
Speeding	All the time	61%	83%	61%	79%	64%	65%	44%	63%	34%	71%	48%	65%	70%	53%	72%	66%	47%
	Sometimes	31%	13%	27%	17%	28%	35%	50%	32%	48%	21%	37%	24%	24%	38%	25%	32%	40%
	Rarely	7%	4%	11%		8%		3%	5%	18%	7%	15%	11%	5%	7%	3%		9%
	Never	1%			4%			2%						2%	2%		2%	4%
BASE: APPLICABLE		(495)	(25)	(30)	(34)	(28)	(34)	(29)	(36)	(34)	(32)	(30)	(30)	(34)	(29)	(28)	(26)	(36)
Using an electronic device while driving	All the time	56%	54%	55%	54%	57%	41%	62%	68%	57%	64%	43%	57%	56%	49%	69%	36%	66%
	Sometimes	36%	39%	39%	36%	28%	49%	27%	25%	35%	34%	41%	32%	41%	45%	28%	58%	26%
	Rarely	5%	3%		7%	9%	10%	9%	5%	1%	2%	14%	12%	2%		3%	3%	
	Never	3%	4%	6%	4%	5%		1%	1%	7%		2%		2%	6%		2%	8%
BASE: APPLICABLE		(499)	(25)	(30)	(34)	(28)	(34)	(29)	(36)	(34)	(33)	(30)	(31)	(35)	(30)	(28)	(26)	(36)
Driving aggressively	All the time	51%	59%	51%	54%	35%	56%	55%	50%	35%	67%	47%	61%	60%	38%	49%	49%	48%
	Sometimes	38%	37%	31%	36%	57%	39%	36%	40%	48%	32%	30%	28%	29%	48%	44%	36%	42%
	Rarely	5%		4%	7%	3%	2%	6%	6%	5%	1%	11%		6%	9%	7%	13%	2%
	Never	6%	4%	14%	4%	5%	3%	4%	3%	13%		12%	11%	6%	6%		2%	8%
BASE: APPLICABLE		(497)	(25)	(30)	(34)	(28)	(34)	(29)	(36)	(34)	(33)	(30)	(30)	(34)	(30)	(28)	(26)	(36)
Running red lights or stop signs	All the time	28%	23%	23%	31%	23%	30%	35%	37%	15%	46%	16%	33%	36%	21%	38%	16%	23%
	Sometimes	40%	31%	40%	28%	39%	34%	43%	44%	42%	42%	45%	35%	38%	31%	31%	49%	60%
	Rarely	24%	42%	18%	37%	28%	26%	15%	14%	27%	10%	21%	23%	22%	43%	27%	23%	11%
	Never	8%	4%	18%	4%	9%	10%	7%	5%	16%	2%	18%	9%	4%	6%	3%	12%	6%
BASE: APPLICABLE		(457)	(22)	(27)	(32)	(27)	(29)	(25)	(35)	(31)	(29)	(30)	(28)	(31)	(28)	(28)	(24)	(32)
Driving while impaired	All the time	16%	21%	4%	28%	23%	8%	18%	13%	6%	20%	3%	15%	20%	7%	20%	34%	18%
	Sometimes	35%	48%	58%	16%	37%	37%	35%	55%	19%	42%	27%	31%	38%	26%	46%	28%	19%
	Rarely	38%	27%	22%	39%	32%	47%	40%	26%	62%	35%	38%	40%	28%	56%	27%	32%	48%
	Never	12%	5%	15%	18%	8%	9%	8%	7%	13%	2%	32%	13%	13%	10%	7%	7%	15%
BASE: APPLICABLE		(343)	(16)	(17)	(20)	(22)	(16)	(23)	(24)	(24)	(23)	(25)	(22)	(21)	(21)	(21)	(21)	(26)
Not wearing a seat belt	All the time	5%	24%					2%	8%			3%	7%	20%	5%	4%	7%	4%
	Sometimes	24%	16%	22%	32%	34%	35%	10%	40%	7%	35%	12%	18%	22%	21%	45%	32%	10%
	Rarely	47%	37%	47%	45%	40%	46%	63%	42%	58%	56%	52%	43%	39%	39%	39%	41%	55%
	Never	24%	23%	31%	23%	25%	19%	25%	10%	34%	9%	32%	31%	20%	35%	12%	20%	31%

B13. How often do you see drivers doing the following in the Halifax Regional Municipality? - SUMMARY TABLE

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(498)	(25)	(30)	(34)	(28)	(34)	(29)	(36)	(34)	(32)	(30)	(31)	(34)	(30)	(28)	(26)	(36)
Speeding	All/Some	92%	96%	89%	96%	92%	100%	95%	95%	82%	93%	85%	89%	94%	91%	97%	98%	87%
	Rarely/Never	8%	4%	11%	4%	8%		5%	5%	18%	7%	15%	11%	6%	9%	3%	2%	13%
BASE: APPLICABLE		(495)	(25)	(30)	(34)	(28)	(34)	(29)	(36)	(34)	(32)	(30)	(30)	(34)	(29)	(28)	(26)	(36)
Using an electronic device while driving	All/Some	92%	93%	94%	89%	86%	90%	89%	94%	92%	98%	84%	88%	96%	94%	97%	94%	92%
	Rarely/Never	8%	7%	6%	11%	14%	10%	11%	6%	8%	2%	16%	12%	4%	6%	3%	6%	8%
BASE: APPLICABLE		(499)	(25)	(30)	(34)	(28)	(34)	(29)	(36)	(34)	(33)	(30)	(31)	(35)	(30)	(28)	(26)	(36)
Driving aggressively	All/Some	89%	96%	82%	89%	91%	95%	90%	90%	82%	99%	77%	89%	89%	85%	93%	85%	90%
	Rarely/Never	11%	4%	18%	11%	9%	5%	10%	10%	18%	1%	23%	11%	11%	15%	7%	15%	10%
BASE: APPLICABLE		(497)	(25)	(30)	(34)	(28)	(34)	(29)	(36)	(34)	(33)	(30)	(30)	(34)	(30)	(28)	(26)	(36)
Running red lights or stop signs	All/Some	68%	54%	63%	59%	63%	64%	78%	81%	57%	88%	61%	68%	74%	51%	70%	65%	83%
	Rarely/Never	32%	46%	37%	41%	37%	36%	22%	19%	43%	12%	39%	32%	26%	49%	30%	35%	17%
BASE: APPLICABLE		(457)	(22)	(27)	(32)	(27)	(29)	(25)	(35)	(31)	(29)	(30)	(28)	(31)	(28)	(28)	(24)	(32)
Driving while impaired	All/Some	51%	69%	62%	44%	60%	45%	52%	67%	24%	63%	30%	47%	59%	34%	66%	62%	37%
	Rarely/Never	49%	31%	38%	56%	40%	55%	48%	33%	76%	37%	70%	53%	41%	66%	34%	38%	63%
BASE: APPLICABLE		(343)	(16)	(17)	(20)	(22)	(16)	(23)	(24)	(24)	(23)	(25)	(22)	(21)	(21)	(21)	(21)	(26)
Not wearing a seat belt	All/Some	29%	40%	22%	32%	34%	35%	12%	48%	7%	35%	15%	26%	41%	26%	49%	39%	14%
	Rarely/Never	71%	60%	78%	68%	66%	65%	88%	52%	93%	65%	85%	74%	59%	74%	51%	61%	86%

PROBE RESEARCH INC. - Halifax Regional Municipality Road Safety Survey - POSTCARD - June 2025

B13. How often do you see drivers doing the following in the Halifax Regional Municipality? - SUMMARY TABLE

		TOTAL	DISTRICT														
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: ANSWERED		(499)	(25)	(30)	(34)	(28)	(34)	(29)	(36)	(34)	(33)	(30)	(31)	(35)	(30)	(28)	(26)	(36)
OBSERVED	(Net) All the time to at least 1	80%	88%	81%	85%	79%	86%	91%	87%	65%	95%	55%	80%	83%	71%	86%	68%	77%
	(Net) All the time to all	5%	9%		18%	3%		4%	5%		9%		5%	16%			3%	2%
	(Net) Never to all	1%			4%									4%	2%			4%
	(None of these)	20%	12%	19%	15%	21%	14%	9%	13%	35%	5%	45%	20%	17%	29%	14%	32%	23%

B14. How often do you see pedestrians or cyclists/scooter users doing the following in the Halifax Regional Municipality?

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(486)	(24)	(29)	(34)	(26)	(34)	(28)	(35)	(33)	(33)	(30)	(30)	(35)	(30)	(25)	(26)	(34)
Using an electronic device while crossing the roadway	All the time	41%	40%	29%	26%	53%	41%	39%	60%	53%	42%	33%	48%	37%	38%	64%	32%	29%
	Sometimes	38%	22%	63%	48%	28%	39%	38%	27%	41%	44%	38%	22%	36%	42%	29%	48%	36%
	Rarely	14%	13%	8%	18%	10%	7%	21%	12%	5%	12%	26%	23%	21%	11%		7%	24%
	Never	7%	24%		8%	9%	12%	1%	1%	1%	2%	3%	7%	6%	9%	7%	13%	11%
BASE: APPLICABLE		(469)	(21)	(27)	(27)	(28)	(31)	(28)	(36)	(34)	(33)	(30)	(29)	(34)	(26)	(26)	(25)	(34)
Using a bike/ scooter without wearing a helmet	All the time	26%	27%	14%	38%	36%	22%	19%	42%	32%	32%	17%	18%	36%	30%	26%	21%	8%
	Sometimes	47%	32%	62%	41%	43%	38%	60%	48%	52%	59%	47%	47%	47%	32%	45%	31%	61%
	Rarely	21%	41%	20%	17%	15%	35%	13%	7%	12%	4%	32%	35%	16%	27%	26%	31%	21%
	Never	5%		4%	4%	6%	5%	8%	3%	4%	5%	3%			11%	3%	18%	11%
BASE: APPLICABLE		(480)	(22)	(28)	(33)	(27)	(34)	(29)	(34)	(34)	(33)	(30)	(27)	(35)	(29)	(22)	(26)	(36)
Crossing at a crosswalk without activating the lights, when available	All the time	19%	28%	16%	35%	16%	5%	24%	37%	4%	17%	10%	12%	35%	10%	30%	13%	10%
	Sometimes	51%	43%	63%	57%	38%	67%	46%	47%	72%	51%	52%	50%	26%	43%	57%	52%	43%
	Rarely	25%	9%	17%	4%	33%	23%	27%	16%	22%	20%	38%	37%	40%	41%	10%	27%	34%
	Never	5%	19%	4%	4%	12%	5%	2%		2%	12%				6%	4%	8%	13%
BASE: APPLICABLE		(477)	(23)	(27)	(33)	(28)	(34)	(28)	(33)	(31)	(33)	(30)	(28)	(35)	(28)	(26)	(26)	(35)
Traveling through signalized intersection in violation of the signals	All the time	21%	15%	16%	22%	23%	14%	31%	36%	13%	23%	18%	33%	26%	17%	23%	9%	16%
	Sometimes	49%	52%	68%	41%	48%	39%	39%	57%	47%	51%	45%	37%	43%	53%	63%	53%	52%
	Rarely	23%	25%	8%	22%	15%	43%	24%	4%	34%	24%	32%	17%	32%	19%	8%	34%	21%
	Never	7%	8%	9%	14%	14%	5%	6%	4%	6%	2%	6%	13%		10%	6%	3%	10%
BASE: APPLICABLE		(465)	(23)	(26)	(28)	(28)	(32)	(28)	(34)	(32)	(32)	(29)	(27)	(35)	(26)	(25)	(26)	(35)
Using a bike/ scooter while traveling in wrong direction	All the time	14%	10%	22%	18%	6%	6%	13%	37%	6%	10%	6%	29%	24%	16%	15%	3%	
	Sometimes	40%	41%	57%	23%	53%	40%	44%	38%	57%	61%	38%	27%	25%	43%	33%	34%	32%
	Rarely	33%	32%	16%	45%	21%	39%	31%	15%	28%	17%	43%	38%	38%	26%	42%	49%	51%
	Never	13%	16%	5%	14%	20%	15%	12%	10%	10%	12%	14%	6%	13%	15%	10%	13%	17%

B14. How often do you see pedestrians or cyclists/scooter users doing the following in the Halifax Regional Municipality? - SUMMARY TABLE

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: APPLICABLE		(486)	(24)	(29)	(34)	(26)	(34)	(28)	(35)	(33)	(33)	(30)	(30)	(35)	(30)	(25)	(26)	(34)
Using an electronic device while crossing the roadway	All/Some	79%	62%	92%	74%	81%	81%	77%	87%	93%	86%	71%	70%	73%	80%	93%	80%	65%
	Rarely/Never	21%	38%	8%	26%	19%	19%	23%	13%	7%	14%	29%	30%	27%	20%	7%	20%	35%
BASE: APPLICABLE		(469)	(21)	(27)	(27)	(28)	(31)	(28)	(36)	(34)	(33)	(30)	(29)	(34)	(26)	(26)	(25)	(34)
Using a bike/ scooter without wearing a helmet	All/Some	74%	59%	76%	79%	79%	61%	79%	90%	84%	92%	65%	65%	84%	62%	71%	51%	68%
	Rarely/Never	26%	41%	24%	21%	21%	39%	21%	10%	16%	8%	35%	35%	16%	38%	29%	49%	32%
BASE: APPLICABLE		(480)	(22)	(28)	(33)	(27)	(34)	(29)	(34)	(34)	(33)	(30)	(27)	(35)	(29)	(22)	(26)	(36)
Crossing at a crosswalk without activating the	All/Some	69%	71%	79%	92%	55%	72%	71%	84%	76%	68%	62%	63%	60%	53%	87%	64%	53%
	Rarely/Never	31%	29%	21%	8%	45%	28%	29%	16%	24%	32%	38%	37%	40%	47%	13%	36%	47%
BASE: APPLICABLE		(477)	(23)	(27)	(33)	(28)	(34)	(28)	(33)	(31)	(33)	(30)	(28)	(35)	(28)	(26)	(26)	(35)
Traveling through signalized intersection in	All/Some	70%	67%	83%	64%	71%	52%	70%	92%	60%	74%	63%	70%	68%	71%	86%	62%	68%
	Rarely/Never	30%	33%	17%	36%	29%	48%	30%	8%	40%	26%	37%	30%	32%	29%	14%	38%	32%
BASE: APPLICABLE		(465)	(23)	(26)	(28)	(28)	(32)	(28)	(34)	(32)	(32)	(29)	(27)	(35)	(26)	(25)	(26)	(35)
Using a bike/ scooter while traveling in wrong direction	All/Some	54%	52%	79%	41%	59%	46%	57%	75%	62%	71%	44%	56%	49%	59%	48%	38%	32%
	Rarely/Never	46%	48%	21%	59%	41%	54%	43%	25%	38%	29%	56%	44%	51%	41%	52%	62%	68%

B14. How often do you see pedestrians or cyclists/scooter users doing the following in the Halifax Regional Municipality? - SUMMARY TABLE

		TOTAL	DISTRICT														
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE: ANSWERED		(497)	(24)	(29)	(34)	(28)	(34)	(29)	(36)	(34)	(33)	(30)	(31)	(35)	(30)	(28)	(26)	(36)
OBSERVED	(Net) All the time to at least 1	55%	50%	61%	53%	61%	60%	51%	70%	58%	58%	46%	54%	63%	43%	61%	44%	45%
	(Net) All the time to all	5%	5%		15%	3%		6%	10%	2%	4%		5%	13%	7%	3%		
	(Net) Never to all	2%			4%	5%	3%	2%		2%					2%	6%	3%	10%
	(None of these)	45%	50%	39%	47%	39%	40%	49%	30%	42%	42%	54%	46%	37%	57%	39%	56%	55%

B15. How would you rate each of the following infrastructure measures from a road safety perspective in the Halifax Regional Municipality?

			DISTRICT															
		TOTAL	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(500)	(25)	(30)	(34)	(28)	(34)	(29)	(36)	(34)	(33)	(30)	(31)	(35)	(30)	(28)	(26)	(36)
Effectiveness of traffic control infrastructure	Excellent	3%	4%			5%			11%	6%	2%	3%	6%	2%	2%	3%	3%	5%
	Good	63%	69%	54%	70%	83%	66%	58%	51%	68%	46%	59%	55%	49%	74%	56%	79%	72%
	Poor	22%	18%	28%	16%	8%	25%	37%	26%	18%	37%	22%	21%	20%	12%	27%	17%	19%
	Very poor	8%	5%	9%	15%	3%	6%	5%	6%	6%	15%	11%	9%	21%	2%	7%		4%
	(DK/NS)	4%	4%	9%			2%		7%	2%		5%	8%	8%	9%	8%		
Road safety in/ around school zones	Excellent	7%	4%	6%	7%	19%		10%	14%	12%	5%	6%		6%	2%	6%	6%	14%
	Good	58%	67%	53%	73%	64%	62%	49%	38%	63%	56%	64%	66%	46%	62%	55%	71%	50%
	Poor	20%	9%	28%	15%	5%	20%	18%	26%	14%	24%	23%	24%	18%	26%	20%	19%	25%
	Very poor	7%	7%	4%		13%		11%	7%	3%	13%	5%	3%	22%	6%	11%	4%	
	(DK/NS)	8%	14%	9%	6%		18%	13%	15%	9%	2%	2%	7%	8%	3%	8%		11%
Number of sidewalks/ crosswalks for pedestrians	Excellent	6%			21%	7%		14%	9%	8%	3%	6%	2%	4%	9%	4%		9%
	Good	53%	34%	21%	64%	47%	83%	37%	55%	61%	58%	60%	48%	54%	39%	50%	51%	68%
	Poor	27%	33%	55%	11%	26%	15%	30%	26%	22%	29%	30%	45%	18%	21%	26%	45%	20%
	Very poor	11%	20%	15%	4%	14%		18%	9%	9%	9%	5%		21%	28%	17%	4%	4%
	(DK/NS)	3%	14%	9%		7%	2%	1%					5%	2%	2%	3%		
Lighting of sidewalks & roads	Excellent	3%	4%	3%		2%		7%	2%	7%	4%	3%	4%	2%	2%		3%	8%
	Good	55%	57%	57%	60%	52%	77%	50%	58%	64%	47%	47%	50%	53%	48%	43%	66%	44%
	Poor	30%	19%	27%	33%	36%	18%	21%	37%	17%	32%	48%	41%	29%	22%	36%	23%	37%
	Very poor	9%	9%	7%	4%	10%	4%	21%	2%	7%	10%	3%	5%	13%	16%	16%	4%	11%
	(DK/NS)	3%	11%	6%	3%					5%	7%			2%	11%	6%	4%	
How well-marked the roads are	Excellent	3%	11%	3%	3%				4%	4%	5%	3%		2%	11%		3%	
	Good	45%	46%	49%	58%	65%	29%	43%	24%	56%	38%	41%	46%	39%	43%	44%	47%	56%
	Poor	34%	39%	32%	24%	28%	44%	33%	63%	22%	29%	30%	32%	36%	36%	32%	36%	27%
	Very poor	17%	5%	16%	15%	7%	26%	24%	10%	18%	25%	13%	22%	23%	8%	24%	13%	17%
	(DK/NS)	1%									2%	13%			2%			
Accessibility of transportation infrastructure	Excellent	2%	4%				2%		1%	7%	2%		3%		4%			2%
	Good	45%	22%	32%	49%	54%	45%	39%	29%	53%	42%	68%	49%	50%	36%	55%	64%	39%
	Poor	22%	22%	31%	15%	25%	20%	32%	38%	18%	23%	22%	18%	31%	12%	10%	20%	13%
	Very poor	8%	5%	9%	19%	15%	7%	4%	7%	16%	13%	3%	11%	1%	12%			4%
	(DK/NS)	23%	46%	27%	18%	5%	25%	24%	25%	6%	20%	7%	18%	18%	36%	35%	17%	42%
Availability of bike lanes/ multi-use paths for cyclists/ scooter users	Excellent	4%		8%				6%	14%	6%	6%	6%		4%	3%	4%	6%	5%
	Good	34%	22%	34%	59%	58%	32%	26%	25%	27%	28%	33%	48%	36%	33%	23%	23%	36%
	Poor	28%	35%	23%	14%	26%	35%	37%	20%	24%	34%	40%	16%	39%	26%	29%	39%	24%
	Very poor	16%	27%	20%		3%	18%	11%	35%	26%	22%	12%	25%	7%	9%	7%	9%	20%
	(DK/NS)	17%	17%	16%	27%	13%	15%	19%	6%	17%	10%	9%	11%	14%	28%	38%	23%	14%
Effectiveness of traffic enforcement	Excellent	3%	4%	3%		12%		10%	5%						7%	8%	3%	2%
	Good	26%	22%	45%	20%	32%	41%	14%	33%	21%	12%	31%	17%	34%	23%	23%	27%	24%
	Poor	38%	53%	19%	52%	37%	29%	44%	21%	36%	40%	49%	56%	21%	42%	44%	39%	36%
	Very poor	26%	17%	28%	21%	14%	23%	30%	32%	27%	37%	13%	20%	33%	23%	22%	21%	38%
	(DK/NS)	7%	4%	4%	7%	6%	7%	2%	8%	16%	11%	7%	7%	12%	6%	3%	9%	
How smooth the roads are	Excellent	1%							5%		2%							
	Good	10%	11%		3%	10%	9%	17%	17%	10%	20%	6%	6%	10%	9%	10%	6%	9%
	Poor	34%	37%	27%	29%	40%	26%	26%	27%	49%	34%	23%	22%	35%	46%	34%	53%	44%
	Very poor	55%	52%	73%	65%	50%	65%	57%	49%	41%	43%	71%	73%	55%	44%	56%	41%	47%
	(DK/NS)	0%			3%				2%									

B15. How would you rate each of the following infrastructure measures from a road safety perspective in the Halifax Regional Municipality? - SUMMARY TABLE

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(500)	(25)	(30)	(34)	(28)	(34)	(29)	(36)	(34)	(33)	(30)	(31)	(35)	(30)	(28)	(26)	(36)
Effectiveness of traffic control infrastructure	Good	66%	73%	54%	70%	89%	66%	58%	61%	74%	48%	62%	62%	51%	76%	59%	83%	77%
	Poor	30%	23%	37%	30%	11%	32%	42%	32%	24%	52%	33%	30%	41%	15%	33%	17%	23%
	(DK)	4%	4%	9%			2%		7%	2%		5%	8%	8%	9%	8%		
Road safety in/ around school zones	Good	65%	71%	59%	80%	83%	62%	59%	51%	74%	61%	70%	66%	52%	64%	61%	77%	64%
	Poor	27%	16%	32%	15%	17%	20%	28%	33%	17%	37%	28%	27%	40%	32%	31%	23%	25%
	(DK)	8%	14%	9%	6%		18%	13%	15%	9%	2%	2%	7%	8%	3%	8%		11%
Number of sidewalks/ crosswalks for pedestrians	Good	59%	34%	21%	85%	53%	83%	51%	64%	70%	62%	66%	50%	59%	48%	54%	51%	77%
	Poor	38%	53%	70%	15%	40%	15%	48%	36%	30%	38%	34%	45%	39%	49%	43%	49%	23%
	(DK)	3%	14%	9%		7%	2%	1%					5%	2%	2%	3%		
Lighting of sidewalks & roads	Good	58%	61%	60%	60%	54%	77%	57%	60%	71%	51%	50%	54%	55%	51%	43%	69%	52%
	Poor	39%	27%	34%	37%	46%	23%	43%	40%	24%	42%	50%	46%	43%	38%	52%	27%	48%
	(DK)	3%	11%	6%	3%					5%	7%			2%	11%	6%	4%	
How well-marked the roads are	Good	48%	56%	52%	61%	65%	29%	43%	28%	60%	43%	44%	46%	41%	53%	44%	51%	56%
	Poor	51%	44%	48%	39%	35%	71%	57%	72%	40%	55%	43%	54%	59%	44%	56%	49%	44%
	(DK)	1%									2%	13%			2%			
Accessibility of transportation infrastructure	Good	47%	27%	32%	49%	54%	47%	39%	30%	60%	44%	68%	52%	50%	40%	55%	64%	42%
	Poor	30%	27%	40%	33%	40%	28%	36%	45%	34%	36%	24%	29%	33%	24%	10%	20%	16%
	(DK)	23%	46%	27%	18%	5%	25%	24%	25%	6%	20%	7%	18%	18%	36%	35%	17%	42%
Availability of bike lanes/ multi-use paths for cyclists/ scooter users	Good	39%	22%	42%	59%	58%	32%	32%	39%	34%	34%	39%	48%	40%	37%	27%	29%	41%
	Poor	44%	61%	42%	14%	29%	53%	49%	55%	50%	56%	52%	42%	46%	36%	36%	48%	45%
	(DK)	17%	17%	16%	27%	13%	15%	19%	6%	17%	10%	9%	11%	14%	28%	38%	23%	14%
Effectiveness of traffic enforcement	Good	30%	26%	48%	20%	43%	41%	23%	39%	21%	12%	31%	17%	34%	30%	32%	31%	26%
	Poor	64%	70%	48%	73%	51%	52%	75%	53%	63%	77%	62%	76%	54%	64%	66%	60%	74%
	(DK)	7%	4%	4%	7%	6%	7%	2%	8%	16%	11%	7%	7%	12%	6%	3%	9%	
How smooth the roads are	Good	10%	11%		3%	10%	9%	17%	22%	10%	22%	6%	6%	10%	9%	10%	6%	9%
	Poor	90%	89%	100%	94%	90%	91%	83%	76%	90%	78%	94%	94%	90%	91%	90%	94%	91%
	(DK)	0%			3%				2%									

PROBE RESEARCH INC. - Halifax Regional Municipality Road Safety Survey - POSTCARD - June 2025

B16. How effective do you believe each of the following steps are in encouraging drivers to drive more safely?

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(500)	(25)	(30)	(34)	(28)	(34)	(29)	(36)	(34)	(33)	(30)	(31)	(35)	(30)	(28)	(26)	(36)
Better pedestrian crossings/ infrastructure	Very effective	38%	58%	27%	17%	32%	34%	55%	44%	58%	33%	40%	40%	28%	45%	39%	31%	36%
	Somewhat effective	50%	30%	48%	57%	61%	62%	39%	45%	37%	45%	50%	53%	47%	52%	59%	60%	55%
	Not very effective	6%	3%	7%	4%			3%	9%	1%	18%	8%	6%	20%	2%		6%	4%
	Not at all effective	4%		15%	19%	3%	5%			4%	2%	2%		4%		3%		6%
	(DK/NS)	2%	9%	3%	3%	3%		3%	2%		2%			2%			3%	
More traffic enforcement	Very effective	41%	51%	29%	18%	44%	41%	57%	40%	47%	45%	32%	49%	47%	45%	43%	21%	52%
	Somewhat effective	37%	20%	58%	50%	30%	45%	20%	23%	42%	25%	53%	33%	34%	29%	43%	56%	36%
	Not very effective	12%	14%	8%	21%	8%	7%	10%	14%	6%	11%	5%	18%	16%	13%	11%	12%	12%
	Not at all effective	6%	11%		7%	12%	3%	14%	19%	2%	18%				3%		8%	
	(DK/NS)	4%	4%	4%	4%	6%	5%		4%	3%		10%		2%	9%	3%	4%	
Improved street lighting	Very effective	30%	28%	24%	27%	37%	20%	34%	24%	30%	19%	34%	39%	30%	38%	23%	37%	34%
	Somewhat effective	47%	51%	49%	45%	41%	62%	47%	47%	53%	47%	54%	46%	35%	36%	64%	58%	30%
	Not very effective	15%	14%	15%	8%	9%	17%	18%	29%	12%	20%	9%	12%	18%	17%	6%	2%	32%
	Not at all effective	4%		9%	15%	7%				2%	12%	3%		6%		3%		4%
	(DK/NS)	4%	7%	3%	6%	6%	2%	1%		3%	2%		4%	11%	9%	4%	2%	
Stricter penalties for traffic violations	Very effective	34%	37%	39%	27%	35%	37%	30%	38%	39%	36%	24%	43%	30%	38%	39%	29%	29%
	Somewhat effective	36%	59%	31%	40%	45%	41%	46%	36%	26%	36%	37%	30%	33%	23%	20%	32%	46%
	Not very effective	18%	4%	27%	11%	8%	19%	14%	14%	22%	8%	25%	19%	28%	19%	26%	28%	17%
	Not at all effective	7%		3%	19%	7%	3%	10%	12%		20%	3%	8%	2%	8%		7%	
	(DK/NS)	5%			4%	6%				13%		10%		6%	12%	15%	3%	7%
More traffic calming	Very effective	20%	34%	11%	8%	12%	10%	17%	18%	26%	21%	33%	29%	15%	24%	24%	32%	15%
	Somewhat effective	44%	50%	44%	41%	26%	57%	36%	55%	49%	36%	38%	50%	39%	52%	36%	35%	47%
	Not very effective	22%	9%	36%	41%	29%	31%	23%	15%	18%	20%	16%	13%	17%	15%	25%	20%	18%
	Not at all effective	14%	8%	8%	4%	32%	2%	24%	12%	8%	20%	7%	8%	27%	9%	15%	13%	20%
	(DK/NS)	1%			6%						2%	5%		2%				
More cycling infrastructure	Very effective	25%	31%	27%	15%	15%	16%	24%	45%	46%	38%	22%	32%	10%	29%	8%	21%	26%
	Somewhat effective	35%	48%	23%	21%	50%	60%	36%	27%	28%	27%	49%	34%	36%	32%	35%	46%	23%
	Not very effective	17%	13%	29%	25%	14%	14%	23%	10%	17%	8%	10%	15%	19%	12%	11%	15%	29%
	Not at all effective	14%	5%	18%	33%	18%	6%	8%	9%	6%	23%	5%	12%	28%	9%	28%	6%	6%
	(DK/NS)	9%	4%	3%	6%	3%	4%	9%	9%	3%	4%	14%	8%	8%	19%	18%	12%	16%
More public awareness/ campaigns on driving safety	Very effective	20%	28%	26%	15%	41%	10%	20%	23%	7%	24%	14%	16%	22%	19%	26%	25%	16%
	Somewhat effective	37%	21%	45%	39%	43%	50%	40%	35%	44%	30%	49%	36%	22%	40%	21%	28%	44%
	Not very effective	32%	42%	23%	37%	8%	32%	22%	35%	39%	25%	30%	37%	46%	35%	30%	40%	34%
	Not at all effective	6%		6%	4%		6%	10%	5%	6%	19%	5%	6%	6%	7%	7%	3%	2%
	(DK/NS)	5%	9%		6%	8%	2%	9%	2%	4%	2%	3%	5%	4%		17%	3%	4%
Lower speed limits	Very effective	14%	19%	6%	16%	18%	5%	11%	23%	23%	17%	10%	8%	13%	21%	18%	16%	6%
	Somewhat effective	40%	33%	49%	48%	28%	39%	28%	33%	46%	31%	42%	59%	44%	45%	29%	39%	44%
	Not very effective	30%	31%	28%	21%	31%	48%	27%	33%	25%	42%	33%	19%	20%	22%	32%	28%	32%
	Not at all effective	14%	17%	16%	15%	9%	7%	32%	11%	2%	9%	15%	11%	21%	12%	21%	13%	17%
	(DK/NS)	2%				15%		2%		3%			2%	2%			4%	

B16. How effective do you believe each of the following steps are in encouraging drivers to drive more safely? - SUMMARY TABLE

			DISTRICT															
		TOTAL	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(500)	(25)	(30)	(34)	(28)	(34)	(29)	(36)	(34)	(33)	(30)	(31)	(35)	(30)	(28)	(26)	(36)
Better pedestrian crossings/ infrastructure	Effective	88%	88%	75%	75%	93%	95%	93%	89%	95%	78%	90%	94%	74%	98%	97%	91%	90%
	Not effective	10%	3%	22%	22%	3%	5%	3%	9%	5%	20%	10%	6%	23%	2%	3%	6%	10%
	(DK)	2%	9%	3%	3%	3%		3%	2%		2%			2%			3%	
More traffic enforcement	Effective	79%	71%	88%	68%	74%	85%	77%	63%	89%	70%	85%	82%	82%	74%	86%	77%	88%
	Not effective	18%	25%	8%	28%	20%	10%	23%	34%	8%	30%	5%	18%	16%	17%	11%	19%	12%
	(DK)	4%	4%	4%	4%	6%	5%		4%	3%		10%		2%	9%	3%	4%	
Improved street lighting	Effective	77%	79%	73%	72%	78%	81%	80%	71%	83%	66%	88%	85%	65%	74%	88%	95%	65%
	Not effective	19%	14%	24%	23%	16%	17%	18%	29%	14%	32%	12%	12%	24%	17%	9%	2%	35%
	(DK)	4%	7%	3%	6%	6%	2%	1%		3%	2%		4%	11%	9%	4%	2%	
Stricter penalties for traffic violations	Effective	71%	96%	70%	67%	80%	79%	76%	74%	65%	71%	62%	73%	63%	61%	59%	61%	75%
	Not effective	25%	4%	30%	29%	14%	21%	24%	26%	22%	29%	28%	27%	30%	27%	26%	35%	17%
	(DK)	5%			4%	6%				13%		10%		6%	12%	15%	3%	7%
More traffic calming	Effective	64%	84%	55%	49%	39%	66%	53%	73%	74%	58%	71%	79%	54%	76%	60%	67%	63%
	Not effective	35%	16%	45%	45%	61%	34%	47%	27%	26%	40%	24%	21%	44%	24%	40%	33%	37%
	(DK)	1%			6%						2%	5%		2%				
More cycling infrastructure	Effective	61%	78%	50%	36%	65%	76%	60%	72%	73%	64%	71%	65%	45%	60%	43%	66%	50%
	Not effective	31%	18%	47%	59%	32%	20%	31%	19%	23%	31%	16%	27%	47%	21%	39%	21%	35%
	(DK)	9%	4%	3%	6%	3%	4%	9%	9%	3%	4%	14%	8%	8%	19%	18%	12%	16%
More public awareness/ campaigns on driving safety	Effective	57%	49%	71%	54%	84%	60%	60%	58%	51%	54%	62%	52%	44%	58%	46%	53%	60%
	Not effective	38%	42%	29%	41%	8%	38%	31%	40%	45%	44%	35%	43%	52%	42%	36%	44%	37%
	(DK)	5%	9%		6%	8%	2%	9%	2%	4%	2%	3%	5%	4%		17%	3%	4%
Lower speed limits	Effective	55%	52%	55%	64%	45%	45%	39%	56%	70%	49%	53%	67%	57%	67%	47%	55%	50%
	Not effective	44%	48%	45%	36%	40%	55%	59%	44%	27%	51%	47%	31%	41%	33%	53%	41%	50%
	(DK)	2%				15%		2%		3%			2%	2%			4%	

B17. What types of information about road safety from the municipality would you find most useful to you personally?

		TOTAL	DISTRICT															
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(500)	(25)	(30)	(34)	(28)	(34)	(29)	(36)	(34)	(33)	(30)	(31)	(35)	(30)	(28)	(26)	(36)
WOULD FIND MOST USEFUL	Updates on road safety projects/ initiatives	64%	77%	45%	63%	78%	70%	56%	64%	67%	59%	61%	61%	65%	55%	79%	69%	57%
	Data/ statistics on local road safety trends	49%	43%	41%	39%	54%	72%	46%	70%	56%	50%	61%	24%	43%	52%	41%	43%	43%
	Social media campaigns about safety	47%	34%	24%	44%	55%	41%	39%	46%	49%	54%	51%	52%	52%	39%	53%	63%	50%
	Web content on road safety laws/ best practices	34%	34%	40%	39%	36%	53%	35%	21%	18%	34%	19%	38%	32%	33%	42%	24%	41%
	Road safety tips for parents/ caregivers	23%	25%	10%	14%	36%	17%	28%	10%	12%	28%	18%	32%	45%	19%	32%	41%	9%
	(DK/Nothing in particular)	9%	5%	17%	16%	7%	5%	18%	7%	2%	8%	5%	5%	17%	8%	7%	12%	6%
	Other mentions	1%	3%			3%					1%							4%

REPONDENT DEMOGRAPHICS - Education, Years Lived in Halifax Region, Home Ownership, Household Income

			DISTRICT															
		TOTAL	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(478)	(23)	(28)	(29)	(26)	(32)	(29)	(36)	(34)	(32)	(30)	(29)	(33)	(30)	(24)	(25)	(35)
EDUCATION	Less than high school	1%	4%	3%			2%											
	High school diploma	11%	5%	26%	13%	20%	5%	6%	14%	12%	7%	5%	15%	10%	9%	8%	15%	8%
	Apprenticeship/ trades	5%		14%		3%	2%	2%	2%		1%		9%	8%	2%	15%	10%	8%
	College/ CEGEP	21%	30%	33%	35%	45%	16%	24%	4%	12%	16%	22%	22%	17%	19%	14%	37%	13%
	University grad	34%	36%	17%	32%	27%	34%	50%	35%	30%	31%	37%	24%	38%	47%	40%	23%	42%
	Post-grad	28%	24%	6%	20%	6%	41%	18%	46%	45%	44%	36%	30%	27%	22%	23%	15%	30%
BASE		(492)	(25)	(28)	(34)	(27)	(34)	(29)	(36)	(34)	(32)	(30)	(31)	(35)	(30)	(24)	(26)	(36)
LIVED IN HRM	Relocated this year	1%	5%						5%	2%								
	1 to 4 years	9%	9%	8%	4%		16%	2%	2%	12%	6%	27%	14%	10%		5%	12%	17%
	5 to 9 years	9%		12%	4%		9%	16%	4%	21%	22%		21%	8%	14%		3%	6%
	10 to 14 years	8%	5%	13%	13%	7%	15%	7%	4%	4%	6%	10%		15%	9%		4%	18%
	15 to 20 years	10%	4%	4%	26%	16%	14%	2%	13%	12%	10%	21%	5%	4%	9%	5%	3%	10%
	Over 20 years	62%	78%	64%	53%	78%	46%	73%	72%	50%	57%	42%	59%	63%	67%	90%	77%	50%
BASE		(479)	(24)	(28)	(29)	(28)	(33)	(27)	(35)	(34)	(32)	(30)	(31)	(34)	(28)	(24)	(26)	(36)
RESIDENCE	Own	85%	96%	100%	100%	69%	80%	90%	51%	72%	80%	79%	95%	100%	87%	100%	82%	96%
	Rent	10%	4%			12%	18%		31%	28%	12%	20%	3%		4%		9%	4%
	Other	5%				19%	3%	10%	18%		8%	2%	2%		10%		9%	
BASE		(371)	(20)	(23)	(20)	(18)	(30)	(24)	(26)	(30)	(21)	(19)	(23)	(28)	(22)	(15)	(19)	(33)
HOUSEHOLD INCOME	Less than $30,000	4%		4%		10%	2%		13%	7%		9%			3%			7%
	$30,000 to $49,000	8%	9%	9%	22%	20%	2%	2%			6%	9%	23%	9%	5%		17%	
	$50,000 to $74,000	11%	37%	5%	10%	3%	9%	9%	16%	14%	12%	4%	15%	3%	5%	11%	25%	4%
	$75,000 to $99,000	13%	14%	10%	17%	18%	10%	24%	13%	25%	17%	8%	7%	9%	5%	28%	17%	
	$100,000 to $124,000	13%	6%	13%	5%	7%	23%	7%	10%	6%	12%	12%	15%	35%	21%	23%	5%	8%
	$125,000 to $149,000	14%	15%	25%	14%	30%	23%	20%	5%	9%	7%	20%	5%	7%	5%		8%	22%
	$150,000 or more	38%	19%	35%	33%	12%	30%	38%	43%	38%	46%	37%	36%	37%	58%	39%	28%	58%

REPONDENT DEMOGRAPHICS - Children & Seniors In Home, Born in Canada, Self Identity, Person with Disability

			DISTRICT															
		TOTAL	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16
BASE		(458)	(24)	(23)	(26)	(26)	(31)	(28)	(33)	(33)	(32)	(26)	(30)	(33)	(30)	(22)	(24)	(36)
LIVING IN HOME	Children < 18 yrs	30%	14%	21%	17%	34%	33%	36%	24%	18%	39%	50%	25%	34%	28%	35%	15%	55%
	Adult dependents	13%	7%	9%	9%	37%		12%	23%	6%	15%	21%	15%	8%	15%	18%	6%	16%
	Seniors	27%	46%	42%	28%	32%	26%	11%	15%	13%	39%	22%	26%	34%	26%	17%	32%	24%
	(None of these)	38%	40%	34%	51%	14%	43%	53%	44%	63%	21%	20%	40%	31%	38%	39%	50%	22%
BASE		(487)	(25)	(30)	(34)	(26)	(33)	(28)	(35)	(34)	(32)	(27)	(31)	(34)	(30)	(28)	(26)	(34)
BORN IN CANADA	Yes	88%	89%	89%	100%	98%	95%	89%	82%	94%	88%	70%	77%	73%	85%	96%	100%	82%
	No	12%	11%	11%		2%	5%	11%	18%	6%	12%	30%	23%	27%	15%	4%		18%
BASE		(446)	(23)	(23)	(23)	(25)	(31)	(26)	(32)	(32)	(32)	(27)	(29)	(33)	(29)	(23)	(24)	(34)
RACIALIZED/ PERSON OF COLOUR	Yes	7%		4%		13%	7%	2%	16%	1%	4%	24%	15%	15%	3%			7%
	No	93%	100%	96%	100%	87%	93%	98%	84%	99%	96%	76%	85%	85%	97%	100%	100%	93%
BASE		(446)	(22)	(24)	(23)	(25)	(31)	(27)	(33)	(32)	(30)	(26)	(29)	(32)	(29)	(24)	(24)	(34)
IDENTIFY AS	African Nova Scotian	1%				10%	3%											4%
	Indigenous	3%		4%		4%		2%	6%				2%	13%			10%	
	Acadian	3%			6%	3%	7%			7%	6%	6%	3%	4%		4%		
	Francophone	1%		4%	6%	6%	3%	2%						2%			4%	
	No	92%	100%	93%	88%	78%	87%	96%	94%	93%	94%	94%	94%	82%	100%	96%	87%	96%
BASE		(470)	(24)	(30)	(23)	(25)	(32)	(26)	(36)	(34)	(31)	(29)	(30)	(33)	(30)	(27)	(25)	(35)
PERSON WITH DISABILITY	Yes	13%	5%	20%	33%	41%	8%	4%	13%	10%	13%	3%	16%	11%	5%	3%	16%	9%
	No	87%	95%	80%	67%	59%	92%	96%	87%	90%	87%	97%	84%	89%	95%	97%	84%	91%

PROBE RESEARCH

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