

Road Safety Steering Committee

September 24, 2025

MS Teams

- ATTENDANCE:** Sam Trask, HRM
Julia Mills, HRM
Brian Palmeter, HRP
Steve Pollock, RCMP
Crysta Cumming, HRM
Mike Connors, HRM
Kavita Khanna, HRCE
- Sarah Rodger, HRM
Jill Morrison, HRM
Bridget Cross, HRP
Michaelyn Thompson, HRM
Steven Berkman, HRM
Penelope Kuhn, NS Health
- REGRETS:** Roddy MacIntyre, HRM
Erin Allison, HRM
Hannah McBride, HRM
Greg Robertson, HRP
Rob Hird, NSPW
- Peter Andrews, HRM
David MacIsaac, HRM
Joy Emmanuel-Omoba, HRM
Cory Bushell, RCMP

ITEM	DISCUSSION
APPROVE MARCH MEETING MINUTES AND TODAY'S AGENDA	<ul style="list-style-type: none">There were no comments on the meeting minutes from the June meeting.
MEMBER HIGHLIGHTS AND UPDATES	<p>ROAD SAFETY TEAM</p> <p>2025 collision numbers overview</p> <ul style="list-style-type: none">Sarah Rodger (HRM) shared the number of fatal and injury collision files closed between January 1 and July 30 since 2020. The overall number was trending lower in 2025 compared to the last three years; however, it is still too early to determine whether this trend will hold as further collision files may be closed.Sarah noted that there has been an increase in fatal collisions in 2025 compared to previous years.Sarah shared a breakdown of the annual collisions by maximum injury severity from 2022-2024. There was some discussion on how injury severity is coded by police within the 58A collision reports. More recent communications with officers have highlighted the importance of documenting the injury severity of involved people.Sam Trask (HRM) shared a chart displaying the rate of fatal & serious injury collisions per 100,000 residents and highlighted how the upward trend is concerning.Jill Morrison (HRM) spoke about the importance of improving and including road safety in everyone's work to make a collective effort to enacting change. Crysta Cumming (HRM) suggested a call to action and/or a brainstorm session in the future for the committee.



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	<ul style="list-style-type: none"> • The group discussed collision mapping and the potential to develop a high-injury network with new software procurement, which may help better prioritize areas for road safety improvement. • The group discussed benchmarking against other jurisdictions to identify examples of programs which are working. The upcoming Road Safety Annual Report will include a chart which benchmarks against other Canadian jurisdictions. Penny Kuhn (NS Health) suggested that Public Health may be able to support a jurisdictional scan outside of Canada. It was noted that Helsinki, Finland achieved a twelve-month period with zero fatalities recently, and that there are a handful of other European cities that have made significant progress toward vision zero goals. • Brian Palmeter (HRP) acknowledged that enforcement plays a significant role in road safety and highlighted a recent challenge with staffing. Steve Pollock (RCMP) concurred with Brian on the staffing challenges for traffic enforcement. • It was noted that the upcoming Traffic Safety Act (TSA) is projected to be proclaimed in 2026. For police agencies, the TSA may include the ability to provide enforcement through technological means. The TSA may also make it easier for police to be able to ticket drivers using their cellphones while driving with anticipated changes to the wording of the legislation. <p>ACTIONS</p> <ul style="list-style-type: none"> • <i>Each RSSC stakeholder group to brainstorm ideas on how to contribute to taking action on road safety and will discuss at the next meeting.</i> <p>Road Safety Survey Results</p> <ul style="list-style-type: none"> • Sam provided an introduction and results overview of the recent road safety survey conducted to assess public perceptions related to road safety (See attached presentation slides). • The group discussed why road maintenance may be ranked as a top concern for safety. The presentation of the question and possible different common understandings of what road maintenance may entail were discussed. A possible interpretation of seemingly contradictory results relating to street lighting were suggested - that residents may be stating that road lighting is good when provided, but that there needs to be street lighting provided at more locations. • The tendency of road users to perceive other’s behaviours as problematic, but not their own, was highlighted and discussed. • In relation to a seatbelt use, it was discussed that educational initiatives targeting visitors and new Canadians from regions where laws and enforcement may differ could be a good future initiative. HRP members

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	<p>shared that anecdotally, police are observing some newcomers not fully understanding the rules of the road. In the ensuing discussion, Sam noted that currently available road safety data (e.g. collisions) does not capture if a person was a visitor or new resident. It was discussed whether data which may be collected by the Province about new and transferred driver’s licenses, and its potential usefulness in Road Safety education and initiatives.</p> <ul style="list-style-type: none"> • Kavita Khanna (HRCE) noted that the Centre for Education reaches out to new residents within the school system to offer them information and resources. She offered to share materials on behalf of HRM road safety. She added that enforcement surrounding schools is felt to have the biggest impact, and that school area enforcement continues to be a high-priority at some schools. • It was suggested that a standing item could be added to the RSSC agenda to help keep the committee on top of developing and sharing coordinated road safety communications. • Penny suggested that road safety education materials may be shared through community health boards. <p>ACTIONS</p> <ul style="list-style-type: none"> • <i>Share the full Road Safety Survey report to the RSSC members with circulation of draft meeting minutes.</i> • <i>Create a standing item on the RSSC agenda specific to road safety communication initiatives</i> <p>CROSSING GUARD PROGRAM</p> <ul style="list-style-type: none"> • Steven Berkman (HRM) provided an update on the school crossing guard program. Currently a communication plan to release strategic school safety related messaging is under development, and there is ongoing development of a webpage on the Halifax website for the Crossing Guard Program (https://www.halifax.ca/safety-security/crossing-guard-program). <p>ACTIONS</p> <ul style="list-style-type: none"> • <i>Steve B to share with Kavita communication information that she can share with the school community</i> <p>HRP</p> <ul style="list-style-type: none"> • Brian Palmeter provided a brief overview of HRP-tracked collision stats and summary offense ticket (SOT) numbers. The stats are in line with what is being observed within the HRM collision stats.

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	<p>HRM CORPORATE COMMUNICATIONSS</p> <ul style="list-style-type: none">• Michaelyn (HRM) provided a written update in the meeting chat:<ul style="list-style-type: none">○ Back to School campaign: Messaging was shared over eight days starting on August 29, regarding parking enforcement, road safety, intersection & crosswalk safety and the crossing guard program.○ Time change messaging should be scheduled before Nov.2 and the direction might come through Public Works or Community Safety.○ Corporate comms will meet with Sam to begin brainstorming the Road Safety website overhaul.
<p>STANDING ITEMS</p>	<p>MUNICIPAL DESIGN GUIDELINES</p> <ul style="list-style-type: none">• Crysta provided an update on the progress of the latest Municipal Design Guideline (MDG) update, which she noted includes some road safety related content (e.g. reducing design speeds)
<p>DISCUSSION</p>	<p>BACK-TO-SCHOOL ROAD SAFETY</p> <ul style="list-style-type: none">• Sam asked the committee if there have been any observed back-to-school issues that could benefit from a targeted education and enforcement initiative similar to last year’s initiative relating to school bus passing. Neighbourhood shortcutting, stop-sign compliance, and school bus passing again were mentioned as back-to-school concerns. Kavita stated that she will inquire internally within HRCE to see if any further concerns have come up this year. <p>ACTIONS</p> <ul style="list-style-type: none">• <i>Kavita to make internal inquiries within HRCE to determine if there are any notable road safety issues within school zones.</i>
<p>NEXT MEETING</p>	<p>December 10, 2025</p>



HRM Road Safety Survey

Key insights and outcomes on
improving road safety

Overall Findings – Postcard survey

- Nearly half of residents feel the road network is safe – only five per cent say it is very safe.
- Residents feel safest riding transit, with cyclists and motorcyclists feeling the least safe.
- Nearly all residents 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.
- Less than 10% of transportation users feel there have been safety improvements over the past 5 years.
- Recommendations – better pedestrian crossings, more enforcement, improved lighting.

Road Maintenance



Resident Concerns

93% of residents worry about potholes, faded markings, and snow clearing affecting road safety. These concerns are echoed in open-ended responses, where residents frequently cite poor road conditions as direct safety risks.

Safety Impact

Residents identified road maintenance as the most influential factor in improving road safety, with 63% of respondents ranking it among their top three priorities.

Need for Coordination

Residents call for better coordination in construction to minimize disruptions and avoid multiple route closures.

Active Transportation



Resident Concerns - Cyclists

Residents are most positive about HRM's protected bike lanes and multi-use pathways, with 75% deeming them safe.

>70% consider cycling in mixed traffic lanes, unprotected bike lanes and shared bike lanes unsafe.

56% are concerned about the lack of cycling infrastructure.

Resident Concerns - Pedestrians

67% of residents are comfortable crossing at signalized intersections.

73% consider crossing at unsignalized intersections unsafe.

78% are concerned about the lack of pedestrian infrastructure.

Safety Impacts

Pedestrian infrastructure upgrades/additions ranked #3 in items believed to influence positive road safety behaviours.

Cycling infrastructure upgrades/additions ranked #7 in items believed to influence positive road safety behaviours.

Active Transportation – Observed Behaviours



Frequent occurrences:

Using an electronic device while crossing the roadway – 79%

Using a bike/scooter without wearing a helmet – 74%

Crossing at a crosswalk without activating the lights, when available – 69%

Using a bike/scooter while traveling in the wrong direction – 54%

Transit



Resident Concerns

Residents feel safest riding transit over any other mode of transportation.

Most HRM transit users feel safe, with 76% overall and 81% within individual neighborhoods.

Recommendations

Residents call for more frequent transit service and longer hours to handle population growth and traffic congestion. However, only 7% suggested public transit improvements to make roads safer.

Streetlighting



Resident Concerns

71% are concerned about poor visibility when it comes to road safety. However, 58% believe that the lighting of sidewalks and roads is excellent/good.

Safety Impacts

77% suggest streetlighting improvements can positively influence road safety.

Traffic Operations



Resident Concerns

76% of residents are concerned about poor traffic control affecting road safety.

Safety Impacts

22% suggest traffic control operation improvements can influence road safety.

General Comments

Concerns about poor traffic design, confusing intersections, inadequate signage, and roundabout confusion.

Road Design



Safety Impacts

Roadway design improvements ranked #5 in items believed to influence positive road safety behaviours.

Enforcement



Importance of Traffic Enforcement

Traffic enforcement is seen as the second most influential road safety improvement.

Only 30% believe that traffic enforcement is excellent/good in HRM.

Calls for Stronger Enforcement Measures

Residents support increased police presence, speed cameras, and stricter penalties to deter dangerous driving.

Traffic enforcement ranked higher than traffic calming and speed limit reductions as potential to influence positive road safety behaviours.

Enforcement – Observed Behaviours



Frequent occurrences:

Speeding – 92%

Using an electronic device while driving – 92%

Driving aggressively – 89%

Running red lights or stop signs – 68%

Driving while impaired – 51%

Not wearing a seat belt – 29%

School Safety



Resident Concerns

65% of residents rated road safety in and around school zones as good/ excellent.

When specifically asked how concerned residents are with school zone safety, 69% of residents expressed concern. This contradicts the above statement. This concern was higher among those with children and seniors living in their household.

Traffic Calming



Resident Concerns

64% of residents believe that additional traffic calming would be effective to encourage drivers to drive more safely, however, it only ranked #8 in items believed to influence positive road safety behaviours.

55% of residents believe lower speed limits would be effective to encourage drivers to drive more safely, however, it only ranked #10 in items believed to influence positive road safety behaviours.

Driver Training



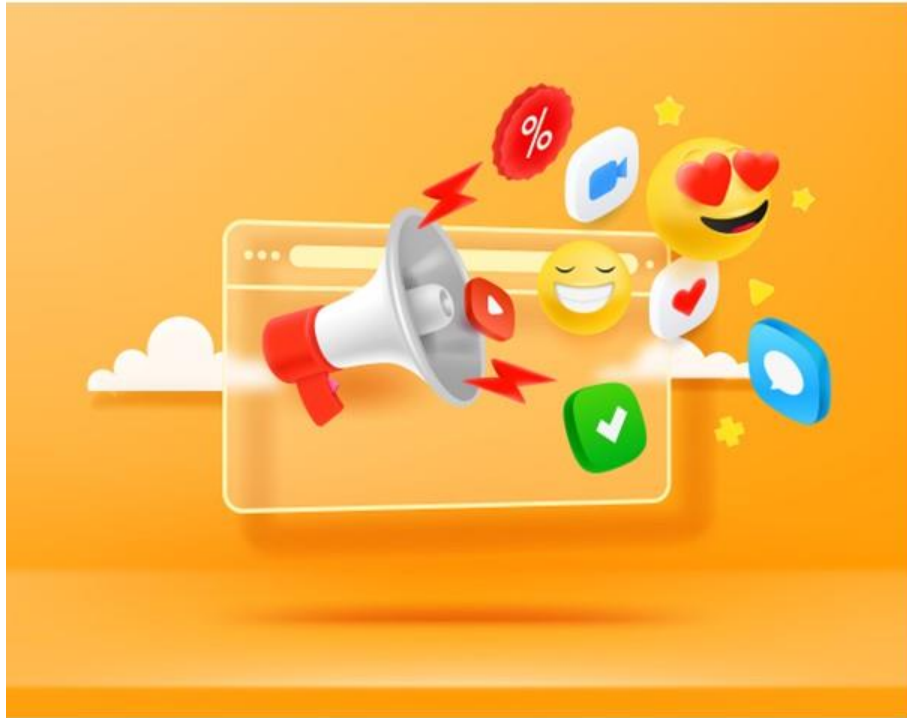
Resident Concerns

Driver training ranked #4 in items believed to influence positive road safety behaviours.

Recommendations

7% suggest stricter driver licensing standards.

Education



Safety Impacts

60% believe more educational campaigns will have a positive effect on safer driving. However, education ranked #9 in items believed to influence positive road safety behaviours.

Recommendations

Residents want updates on road safety projects, statistics, and social media campaigns to stay informed.