Pedestrian Safety in Nova Scotia

A Scan of Stakeholders and Initiatives Focusing on Children and Youth

April 2014
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With support from: Nova Scotia, Emera
Pedestrian injuries are the leading cause of death to Atlantic Canadian children.

Walking to work and school is becoming more popular as communities advocate for active transportation. It is important to ensure people are safe while walking. In order to support safe and walkable communities, more priority needs to be put on road safety – one that takes in to account safety education, supportive policies, enforcement, and modifications in infrastructure as well as the built environment.

Child Safety Link (CSL) is a Maritime-wide child and youth injury prevention program located at the IWK Health Centre in Halifax, Nova Scotia. In order to reduce the incidence and severity of unintentional injury to children and youth, CSL collaborates with many partners throughout each Maritime province to engage in capacity building, awareness and education, advocacy and health public policy, sustainability, research, and evaluation.

With support from the Nova Scotia Department of Transportation and Infrastructure Renewal and Emera, CSL has partnered with the Ecology Action Centre to investigate pedestrian safety initiatives targeting children and youth across Nova Scotia. The Ecology Action Centre (EAC) is recognized for its leadership in active transportation and safety education initiatives across Nova Scotia. In 2008, EAC established a school-based program focused on safe active transportation called Making Tracks. EAC hopes to further expand this program to address older children and increase program capacity.

As part of this collaboration with the EAC, CSL has revised and adapted two former provincial documents originally developed by EAC on active transportation and safety education programming titled Safety Education Programs: Report and Recommendations (2008), and Environmental Scan of Active Transportation: Safety Education Initiatives Across Nova Scotia (2007).

Child Safety Link chose to focus primarily on the pedestrian safety component of active transportation among children and youth in Nova Scotia. This is reflected in the revisions made (as of September 2013) to produce a single working provincial document titled Pedestrian Safety in Nova Scotia: A Scan of Stakeholders and Initiatives Focusing on Children and Youth.

Child Safety Link would like to extend a special thank you to the EAC for their support and leadership in the area of active transportation and for providing CSL the guidance in updating this document. CSL would also like to thank the many organizations, groups, and individuals who were able to provide insight and initial feedback on the report contents. Connections were made to many injury prevention and active transportation groups, provincial and national stakeholders, and community members, including municipal leaders, law enforcement personnel, researchers, and planners. Child Safety Link appreciates any feedback that will ensure this report contains accurate and valid information that is representative of the current work around pedestrian safety in Nova Scotia.

Thanks to

Ecology Action Centre

for its in-kind support.
About the Report

CSL understands that this report is a snapshot of pedestrian safety initiatives in Nova Scotia (March 31, 2014) and that efforts continue to emerge across different regions.

It is important to note that while this report mainly focuses on child and youth pedestrian injury prevention, it serves as a useful tool for other stakeholders in preventing pedestrian injuries for people of all ages.

For more information contact Child Safety Link at childsaftylink@iwk.nshealth.ca

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This report provides a snapshot of pedestrian safety initiatives in Nova Scotia in 2013. It is designed to provide examples on a diverse range of pedestrian safety initiatives including programs, resources, policies, and advocacy across Nova Scotia, as well as some selected examples from across Canada. It is Child Safety Link’s goal to provide community members, professionals, and key stakeholders with information and guidance to support the adoption and implementation of evidence-based initiatives to prevent child and youth pedestrian injuries in their local communities.

The process to compile this report involved the following steps:

- **Document review:** Extensive review of Safety Education Programs: Report and Recommendations (2008) and Environmental Scan of Active Transportation: Safety Education Initiatives across Nova Scotia (2007) to determine current gaps and needs.
- **Literature review:** Review of literature to determine evidence of best practices, and recommendations for prevention strategies.
- **Website reviews:** Review of current programming, grey literature, and information specific to pedestrian safety and injury prevention.
- **Connection with key stakeholders:** Contact was made with a variety of injury prevention and active transportation stakeholders, including government representatives, municipal leaders, law enforcement personnel, researchers, and planners to solicit feedback on their current pedestrian safety efforts. Stakeholders were also given the opportunity to provide feedback on the specific sections in which their efforts were highlighted.
- **Call-outs for information:** Requests for information on pedestrian safety initiatives were sent to multiple outlets, including the various groups mentioned above. These discussions led to further research and investigation into pedestrian safety, including an assessment of gaps in safety and initiatives, and recommendations or calls to action from diverse perspectives.
- **Data requests/compilation:** A data request for child pedestrian injuries from the past 10 years was sent to the Canadian Hospitals Injury Reporting and Prevention Program (CHIRPP) (IWK Health Centre data only). Additional supportive data on pedestrian injuries was gathered from the Nova Scotia Department of Transportation and Infrastructure Renewal’s 2002–2006 motor vehicle collision statistics, Child & Youth Unintentional Injury in Atlantic Canada: 10 Years in Review report, Transport Canada, and the Public Health Agency of Canada’s Injury Review: 2012 Edition (which includes national CHIRPP statistics).

Child Safety Link summarized the information into categorical charts in order to capture all of the information in a user-friendly format. Information was broken down into national, provincial, and municipal foci. Information was also separated into the following categories, which are described in more detail in the final report: Initiatives and Programs, Policies and Legislation, Resources and Tools, and Advocacy and Support.

Details specific to the environment and infrastructure are not included in this report; however, this piece may be explored and incorporated into a future document. A separate component for pedestrian safety work in specific Nova Scotia regions is included based on relevant key findings. The specific regions used for this report follow the same definition for the regions used in the two previous provincial documents, as well as those set out by the Nova Scotia Department of Health and Wellness.

Based on this extensive research and review, key findings are outlined, including challenges and opportunities, as well as a wide range of recommendations to inform future pedestrian safety work in Nova Scotia.
Defining a Pedestrian

According to the World Health Organization, a pedestrian is defined as anyone who is not riding in or on a motor vehicle, railway train, or other vehicle. Further, pedestrian transportation includes roller skates, skateboards, skis, sled, wheelchair, and baby carriage/stroller. However, for the purpose of this report, pedestrians will be considered as anyone who is
• walking on foot
• in a wheelchair
• in a baby carriage/stroller

Wheeled transportation (e.g. cycling) will not be explored in this report, but it is important to note that safety for other forms of active transportation remains imperative.

Scope of the Problem
(Who, When, Where, Why, How)*

Who:
• Pedestrian injuries continue to be the leading cause of death among Atlantic Canadian children aged 14 years or younger, and children remain at highest risk for pedestrian related injuries.
• Children between the ages of 10 and 14 have the highest number of pedestrian-related incidences.
• According to the Nova Scotia Department of Transportation and Infrastructure Renewal’s 2006 motor vehicle collision information, 30 pedestrians aged 15 years and younger were injured in 2006.
• A child’s development greatly influences their ability to recognize traffic safety. This makes children particularly vulnerable to pedestrian injuries.
  ° It is often difficult for a young child to detect the direction of traffic flow, a vehicle’s speed, and whether there is a safe gap in traffic.
  ° A child’s small build, lower eye level, and tunnel vision can limit their ability to see traffic.
  ° All these child development factors play a further role in the child’s belief about a driver’s awareness. As a result, a child may take longer to make a decision to cross the road compared to an adult.

When:
• The incidence of child pedestrian injuries increases in certain months of the year. There is typically an increase in April and a peak in July, when children are beginning to play outside more frequently. Another small increase in injuries occurs in September, which may be related to an increase in children being outside during the back-to-school season, which also puts them at a greater exposure to traffic. An increase in traffic due to more teachers, parents, and families being back on the road for their daily commutes may also contribute to the rise in child pedestrian injuries during this time of year.
• Most pedestrian and motor vehicle collisions occur within the afternoon and evening hours. Fatal crashes tend to occur between the hours of 5 and 9 p.m. while most non-fatal crashes (i.e. those that result in serious injuries) tend to occur between the hours of 3 and 6 p.m.

Where:
• At a national level, areas where the posted speed limit is 50 km/h have the highest number of child pedestrian injuries and deaths.
• Ninety-five per cent of child pedestrian injuries and over half of child pedestrian deaths occur in urban areas.

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* Some data under this section has been cited from Safe Kids Canada documents. Please note Safe Kids Canada is now part of Parachute Canada. Links to these documents and related data can be found under the Parachute Canada website.

** An “incident” refers to cases where a pedestrian was injured or killed from a collision with a vehicle (which can occur from a number of different mechanisms such as crossing the street or running into the street). An “incident” does not include injuries or deaths from pedestrian/vehicle collisions in parking lots or driveways, as these are classified as private properties.
**Why:**

Several risk factors have been identified as putting child pedestrians at greater risk for injury. These include:

- driver behaviour (e.g. increased speed)
- lack of safe road environments (i.e. lack of speed bumps or offset corners)
- lack of safe infrastructure characteristics (i.e. lack of traffic signals or adequate length of crossing time)
- lack of safe crosswalk characteristics (i.e. lack of traffic signals and lack of safe crossing locations)
- sidewalks (i.e. are they continuous, on both sides of the street, in safe condition, etc.)
- child behaviour
- pedestrian proximity to the traffic (i.e. pedestrian is too close to traffic)
- time of day and amount of daylight
- lack of enforcement of driving rules
- lack of adult supervision of child (appropriate age)

**How:**

- Child pedestrians are most frequently injured while crossing a street or intersection in approximately 49 per cent of cases. Running onto the road without looking (often while playing) and playing on the road were also reported as actions leading to child pedestrian injury in approximately 9 per cent of cases.
- Approximately 92 per cent of pedestrians were on foot when injured.
- Passenger cars, vans, and light trucks are involved in the majority of child pedestrian injuries and deaths.

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*The risk factors listed above are for introductory purposes only and serve as a guide for outlining the scope of child pedestrian safety. Therefore these risk factors will not be explored in greater detail as part of this report.*

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**Footnotes:**


(13) (14) Transport Canada Road Safety’s Traffic Accident Information Database (TRAID), 2007.

Data from the Canadian Hospitals Injury Reporting and Prevention Program

The supporting data below is from the Canadian Hospitals Injury Reporting and Prevention Program (CHIRPP) and provides an overview of pedestrian injury trends. CHIRPP is a long-standing injury database housed with the Public Health Agency of Canada. CHIRPP collects and analyzes data on injuries to mainly children and youth 19 years of age and under. Data is rich in pre-event information, but is collected voluntarily in 15 emergency departments across Canada using a one-page questionnaire. CHIRPP data captures a number of variables involving the circumstances surrounding the injury.

Emergency department staff then provide their own account of further details (e.g. body parts injured). CHIRPP data for this report was provided by both the IWK CHIRPP, as well as National CHIRPP, and is identified accordingly.

The IWK CHIRPP data is representative of emergency department visits at the IWK Health Centre in Halifax, Nova Scotia, and is not considered hospitalization data.


### Table 1.
IWK CHIRPP Data (emergency department only): Pedestrian injuries by year (2000–2009), Ages 19 and under

<table>
<thead>
<tr>
<th>Year</th>
<th># of Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>19</td>
</tr>
<tr>
<td>2001</td>
<td>25</td>
</tr>
<tr>
<td>2002</td>
<td>31</td>
</tr>
<tr>
<td>2003</td>
<td>24</td>
</tr>
<tr>
<td>2004</td>
<td>9</td>
</tr>
<tr>
<td>2005</td>
<td>12</td>
</tr>
<tr>
<td>2006</td>
<td>20</td>
</tr>
<tr>
<td>2007</td>
<td>11</td>
</tr>
<tr>
<td>2008</td>
<td>11</td>
</tr>
<tr>
<td>2009</td>
<td>9</td>
</tr>
</tbody>
</table>

### Table 2.
IWK CHIRPP Data (emergency department only): Diagnosis of pedestrian injury by type of injury (2000–2009), Ages 19 and under

<table>
<thead>
<tr>
<th>Injury Type</th>
<th># of Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Superficial</td>
<td>40</td>
</tr>
<tr>
<td>Open wound</td>
<td>8</td>
</tr>
<tr>
<td>Fracture</td>
<td>41</td>
</tr>
<tr>
<td>Sprain/strain</td>
<td>7</td>
</tr>
<tr>
<td>Crushing injury</td>
<td>2</td>
</tr>
<tr>
<td>Dental injury</td>
<td>1</td>
</tr>
<tr>
<td>Soft tissue injury</td>
<td>37</td>
</tr>
<tr>
<td>Minor head injury</td>
<td>13</td>
</tr>
<tr>
<td>Concussion</td>
<td>8</td>
</tr>
<tr>
<td>Intracranial injury</td>
<td>8</td>
</tr>
<tr>
<td>Multiple injuries</td>
<td>1</td>
</tr>
<tr>
<td>No injury detected</td>
<td>5</td>
</tr>
</tbody>
</table>

### Table 3.
IWK CHIRPP Data (emergency department only): Pedestrian injuries by age (2000–2009)

<table>
<thead>
<tr>
<th>Age (years)</th>
<th># of Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>0–4</td>
<td>8</td>
</tr>
<tr>
<td>5–9</td>
<td>13</td>
</tr>
<tr>
<td>10–14</td>
<td>57</td>
</tr>
<tr>
<td>15–19</td>
<td>23</td>
</tr>
</tbody>
</table>

### Table 4. CHIRPP National Data:
Mechanism of pedestrian injuries (2008–2009), Ages 0–24 years

<table>
<thead>
<tr>
<th>Mechanism</th>
<th># Cases</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crossing street</td>
<td>225</td>
</tr>
<tr>
<td>Ran into street without looking (while playing)*</td>
<td>43</td>
</tr>
<tr>
<td>Foot run-over, minor impact**</td>
<td>40</td>
</tr>
<tr>
<td>Walking on side of the road (side swiped)</td>
<td>33</td>
</tr>
<tr>
<td>Struck while exiting a vehicle</td>
<td>26</td>
</tr>
<tr>
<td>by same vehicle†</td>
<td>20</td>
</tr>
<tr>
<td>by other vehicle‡</td>
<td>6</td>
</tr>
<tr>
<td>Backed over</td>
<td>21</td>
</tr>
<tr>
<td>Struck while in crosswalk</td>
<td>19</td>
</tr>
<tr>
<td>Struck by turning vehicle</td>
<td>14</td>
</tr>
<tr>
<td>Vehicle ran a red light or stop sign†</td>
<td>10</td>
</tr>
<tr>
<td>Vehicle jumped curb</td>
<td>7</td>
</tr>
<tr>
<td>Patient darted out from between two cars</td>
<td>7</td>
</tr>
<tr>
<td>Pedestrian was intoxicated</td>
<td>2</td>
</tr>
<tr>
<td>Car surfing</td>
<td>1</td>
</tr>
<tr>
<td>Other</td>
<td>15</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>463</strong></td>
</tr>
</tbody>
</table>

* While playing — running after a ball or running to catch a bus
** Not a full impact (i.e. vehicle ran over foot or individual was struck by side mirror of vehicle)
† Pedestrian exited vehicle and was struck by the same vehicle; includes cases where person was “halfway” out when the driver started to move
‡ Pedestrian exited vehicle and was struck by another passing vehicle
§ Includes cases where brakes apparently failed
Source: Adapted from Public Health Agency of Canada Injury in Review 2012 Edition
# Pedestrian Injuries by Age (2000–2009)

IWK CHIRPP Data (emergency department only):

Table 3.

<table>
<thead>
<tr>
<th>Age (years)</th>
<th># of Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>0–4</td>
<td>8</td>
</tr>
<tr>
<td>5–9</td>
<td>13</td>
</tr>
<tr>
<td>10–14</td>
<td>57</td>
</tr>
<tr>
<td>15–19</td>
<td>23</td>
</tr>
</tbody>
</table>

# Pedestrian Injuries by Year (2000–2009), Ages 19 and under

IWK CHIRPP Data (emergency department only):

Table 1.

<table>
<thead>
<tr>
<th>Year</th>
<th># of Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>19</td>
</tr>
<tr>
<td>2001</td>
<td>25</td>
</tr>
<tr>
<td>2002</td>
<td>31</td>
</tr>
<tr>
<td>2003</td>
<td>24</td>
</tr>
<tr>
<td>2004</td>
<td>9</td>
</tr>
<tr>
<td>2005</td>
<td>12</td>
</tr>
<tr>
<td>2006</td>
<td>20</td>
</tr>
<tr>
<td>2007</td>
<td>11</td>
</tr>
<tr>
<td>2008</td>
<td>11</td>
</tr>
<tr>
<td>2009</td>
<td>9</td>
</tr>
</tbody>
</table>

# Mechanism # Cases

<table>
<thead>
<tr>
<th>Year</th>
<th># of Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>19</td>
</tr>
<tr>
<td>2001</td>
<td>25</td>
</tr>
<tr>
<td>2002</td>
<td>31</td>
</tr>
<tr>
<td>2003</td>
<td>24</td>
</tr>
<tr>
<td>2004</td>
<td>9</td>
</tr>
<tr>
<td>2005</td>
<td>12</td>
</tr>
<tr>
<td>2006</td>
<td>20</td>
</tr>
<tr>
<td>2007</td>
<td>11</td>
</tr>
<tr>
<td>2008</td>
<td>11</td>
</tr>
<tr>
<td>2009</td>
<td>9</td>
</tr>
</tbody>
</table>

**CHIRPP National Data:**

Table 4.

<table>
<thead>
<tr>
<th>Year</th>
<th># of Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>19</td>
</tr>
<tr>
<td>2001</td>
<td>25</td>
</tr>
<tr>
<td>2002</td>
<td>31</td>
</tr>
<tr>
<td>2003</td>
<td>24</td>
</tr>
<tr>
<td>2004</td>
<td>9</td>
</tr>
<tr>
<td>2005</td>
<td>12</td>
</tr>
<tr>
<td>2006</td>
<td>20</td>
</tr>
<tr>
<td>2007</td>
<td>11</td>
</tr>
<tr>
<td>2008</td>
<td>11</td>
</tr>
<tr>
<td>2009</td>
<td>9</td>
</tr>
</tbody>
</table>

# Diagnosis of Pedestrian Injury by Type of Injury (2000–2009), Ages 19 and under

IWK CHIRPP Data (emergency department only):

Table 2.

<table>
<thead>
<tr>
<th>Injury Type</th>
<th># of Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Superficial</td>
<td>40</td>
</tr>
<tr>
<td>Fracture</td>
<td>41</td>
</tr>
<tr>
<td>Sprain/strain</td>
<td>7</td>
</tr>
<tr>
<td>Crushing injury</td>
<td>2</td>
</tr>
<tr>
<td>Dental injury</td>
<td>1</td>
</tr>
<tr>
<td>Soft tissue injury</td>
<td>37</td>
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<tr>
<td>Minor head injury</td>
<td>13</td>
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<tr>
<td>Concussion</td>
<td>8</td>
</tr>
<tr>
<td>Intracranial injury</td>
<td>8</td>
</tr>
<tr>
<td>Multiple injuries</td>
<td>1</td>
</tr>
<tr>
<td>No injury detected</td>
<td>5</td>
</tr>
</tbody>
</table>

# Pedestrian Injuries by Impacting Vehicle Type (2008–2009), Ages 0–24 years

CHIRPP National Data:

Table 5.

<table>
<thead>
<tr>
<th>Pedestrian Type</th>
<th># Cases</th>
</tr>
</thead>
<tbody>
<tr>
<td>On foot</td>
<td>424</td>
</tr>
<tr>
<td>Non-powered small wheel</td>
<td>15</td>
</tr>
<tr>
<td>Stroller</td>
<td>15</td>
</tr>
<tr>
<td>Carried child</td>
<td>5</td>
</tr>
<tr>
<td>Sled</td>
<td>3</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>463</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Impacting Vehicle Type</th>
<th># Cases</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger car, van, light truck</td>
<td>413</td>
</tr>
<tr>
<td>Bus, heavy truck</td>
<td>41</td>
</tr>
<tr>
<td>Off-highway vehicle (e.g. ATVs)</td>
<td>8</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>463</td>
</tr>
</tbody>
</table>

Source: Adapted from Public Health Agency of Canada Injury in Review 2012 Edition

* Please note CHIRPP data is collected on a voluntary basis and this may cause under-reporting of injuries. It is also important to note that the injuries described by CHIRPP data do not represent all injuries in Canada, but only those seen at the emergency departments of the hospitals in the CHIRPP network. Severe traumas that result in Trauma Team Activation may not be captured and could lead to under reporting of severe injuries.

Footnotes:


Data from the Nova Scotia Department of Transportation and Infrastructure Renewal

Supporting data from the Nova Scotia Department of Transportation and Infrastructure Renewal highlights motor vehicle collision information between the years of 2002 and 2006. Information includes road user class (e.g. pedestrians), pedestrian actions, different age groups, serious injury statistics, and fatalities. The data tables provided are the result of pedestrian injury statistics only, and do not include other road class user data that was part of the original statistic source.

The department does not have the systems available at this time to access data beyond 2006. Therefore, this is the most recent pedestrian data information found that was specific to Nova Scotia. However, the department is working to solve this systems issue in order to access more recent data within the near future. Lack of up-to-date data is explored further in the report.

Table 7.
2006 Motor Vehicle Collision Information: Number of Pedestrians Injured by Pedestrian Action and Age Group

<table>
<thead>
<tr>
<th>Pedestrian Action</th>
<th>Ages 1–19 Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crossing with signal</td>
<td>11</td>
</tr>
<tr>
<td>Crossing against signal</td>
<td>0</td>
</tr>
<tr>
<td>Crossing marked crosswalk (no signal)</td>
<td>10</td>
</tr>
<tr>
<td>Crossing, no signal or crosswalk</td>
<td>8</td>
</tr>
<tr>
<td>Running into road</td>
<td>10</td>
</tr>
<tr>
<td>On sidewalk/shoulder/boulevard (not on roadway)</td>
<td>9</td>
</tr>
</tbody>
</table>

Source: Adapted from NS Department of Transportation and Infrastructure Renewal 2006 Motor Vehicle Collision Statistics

Table 8.

The data table below has been adapted to include those statistics for pedestrians aged 1–19 years. This adaptation was completed because some age groups reported fewer than five injuries based on pedestrian action; to protect confidentiality, age groups from 1–19 years were combined to accommodate these issues.

Serious injuries include those in which the pedestrian had a major injury, required hospitalization, was admitted for treatment, was held under observation for 24 hours, or had an overnight stay at the hospital.

<table>
<thead>
<tr>
<th>Year</th>
<th># of Serious Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>2002</td>
<td>33</td>
</tr>
<tr>
<td>2003</td>
<td>36</td>
</tr>
<tr>
<td>2004</td>
<td>30</td>
</tr>
<tr>
<td>2005</td>
<td>40</td>
</tr>
<tr>
<td>2006</td>
<td>22</td>
</tr>
</tbody>
</table>

Source: Adapted from NS Department of Transportation and Infrastructure Renewal 2006 Motor Vehicle Collision Statistics

Table 9.

<table>
<thead>
<tr>
<th>Year</th>
<th># of Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2002</td>
<td>12</td>
</tr>
<tr>
<td>2003</td>
<td>9</td>
</tr>
<tr>
<td>2004</td>
<td>13</td>
</tr>
<tr>
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Source: Adapted from NS Department of Transportation and Infrastructure Renewal 2006 Motor Vehicle Collision Statistics

Footnotes:
Pedestrian injuries continue to be the leading cause of death among Atlantic Canadian children aged 14 and under (Safe Kids Canada, 2004a). There are a number of factors involving the child, the physical and social/cultural environment, and driver characteristics that put child pedestrians at greater risk for pedestrian injury and injury-related deaths (Wazana, Krueger, Raina, & Chambers, 1997). Many of these risk factors can be modified as part of a community-based approach to increasing pedestrian safety. Community-based approaches employ a wide range of prevention strategies that include education, engineering, and enforcement (Klassen, MacKay, Moher, Walker & Jones, 2000). Prevention strategies will vary depending on the community and risk factors involved. It is important to consider a range of strategies, as best applied to the particular risk factor(s) and conditions that need to be addressed in any unique pedestrian safety situation (Safe Kids Canada, 2004b). It is equally important to consider both driver and pedestrian perspectives as a shared responsibility in contributing to the prevention of pedestrian injuries. Examples of pedestrian safety work in Nova Scotia that involve each strategy discussed below, or a combination of these strategies, are included in the Environmental Scan and Mapping of Stakeholders section of this report.

**Education**

Educational strategies that aim to teach child pedestrians how to manage the traffic environment are considered to be an essential component to any pedestrian injury prevention plan (Duperrex, Roberts & Bunn, 2012). Many of the current initiatives targeting child pedestrian safety stem from an education-based approach. Education is able to strengthen individual knowledge and safety skills (Cohen & Swift, 1999). Studies have shown that pedestrian safety education strategies improve a child’s knowledge on road safety as well as a child’s ability to observe safe road crossings (Duperrex, Roberts & Bunn, 2012). Safety education programs to help in preventing pedestrian injuries can be provided to children, parents, and the general community in a variety of ways. Most educational strategies help increase awareness of the issue(s) and provide the necessary information with hopes of achieving a change in behaviour (Safe Kids Canada, 2004b). Some studies have included media awareness and social marketing campaigns, school-based curriculum, sharing of resources, and information tools accessible through different technologies (i.e. searching safety tips on the web from a mobile device) that offer important messages around pedestrian safety. Evidence continues to suggest that this promotion of community education helps strengthen any comprehensive injury prevention solution and is a critical support for health behaviour, social norms, and changes in policy (Cohen & Swift, 1999).

Experiential learning also plays a role in the effectiveness of safety education to children. Approaches that incorporate observing and practising safety skills as they relate to the activity are essential to improving children's behaviour in real-life traffic situations (Harborview Injury Prevention and Research Center, 2001). Studies show that safety education programs that involve limited opportunities for practising these skills result in minimal change to child pedestrian behaviour (Foran, Robinson, Barlow, Crouse, Dickinson & McGowan, 2012; Luria, Smith, & Chapman, 2000; Thomas, Masten, & Stutts, 2005). Safety education must be continuous—at best provided at regular intervals—as the effect on real-life behaviour can decrease over time (Duperrex, Roberts & Bunn, 2012).

School-based education and programming have also been cited as successful opportunities for pedestrian safety education targeting young children (Hotz, Kennedy, Lufti & Cohn, 2009). Schools offer a friendly and encompassing environment for students, as well as parents, staff, and the general community to engage in pedestrian safety education. These audiences are all considered strong supports in reducing pedestrian injuries (Hotz, Kennedy, Lufti & Cohn, 2009). Research that has studied early school-based injury prevention programs has concluded that such initiatives increase pedestrian safety knowledge, promote positive behaviour changes, and decrease the number of injuries experienced by young children (Hotz, Kennedy, Lufti, Cohn, 2009).
Education is often the underlying strategy to any injury prevention initiative. It is important that safety education meets the needs of children’s development. Children experience a dramatic change in development between the ages of 7 and 14. Effective education must be modified in order to reflect these changes (Safe Kids Canada, 2004a).

**Going Beyond Education**

Extensive research indicates that education alone will only provide short-term benefits and is not a sustainable strategy in preventing pedestrian-related injuries. Rather, there is a need for strategies to maximize a broader impact through multifaceted approaches (Cohen & Swift, 1999). Educational strategies yield better results when supported by other models of injury prevention, including enforcement and engineering as part of a larger, comprehensive solution (Cohen & Swift, 1999). With the three essential Es of prevention (education, engineering, and enforcement), the collaboration among many different stakeholders across different disciplines is crucial for optimizing the connections between each. Fostering partnerships, coalitions, and networks of various stakeholders will further contribute to achieving success, growth, and sustainability of any pedestrian safety initiative (Cohen & Swift, 1999).

**Engineering and the Built Environment**

A study conducted by Stevenson, Iredell, Howat, Cross & Hall (1999) found that a combination of community strategies involving environmental and educational interventions is more likely to reduce the incidence of childhood pedestrian injury. In fact, environmental risk factors are the most modifiable in reducing pedestrian injury risk (Safe Kids Canada, 2004b). Evidence from the literature suggests that area-wide engineering solutions intended to reduce pedestrian risk actually lead to fewer pedestrian injuries (Harborview Injury Prevention and Research Center, 2001; Towner, Dowswell, Mackereth & Jarvis, 2001; Safe Kids Canada, 2011a). Studies have also shown that modifications to the built environment, as seen with area-wide traffic calming schemes, have the potential to be a promising intervention for reducing road traffic collisions and to make the roads safer for vulnerable road users, particularly pedestrians (Bunn, Collier, Frost, Ker, Steinbach, Roberts & Wentz, 2009). Traffic calming for both main and residential roads includes measures such as reducing traffic speed (e.g. speed bumps, reduced speed limits, and roundabouts), visual changes (e.g. road lighting and surface treatment), redistributing traffic (e.g. creating one way streets or road blocks), and changes to the road environment (e.g. planting trees) (Bunn, Collier, Frost, Ker, Steinbach, Roberts & Wentz, 2009).

Environments that promote walking and safer routes ultimately embrace pedestrian safety (Jacobsen, 2003). Designing the physical environment, such as roads and crosswalks, in ways that encourage both drivers and pedestrians to make safe decisions will help reduce collisions and prevent injury. Research from the United States and Europe demonstrates a positive link between communities that are designed favourably for walking and fewer pedestrian injuries (Jacobsen, 2003). An increase in the number of pedestrians walking in a community leads to a heightened awareness among drivers and lower speed rates, ultimately reducing child pedestrian injuries (Safe Kids Canada, 2009).

**Enforcement**

Enforcement has been proven as a key component to any road safety initiative (Capital Region Intersection Safety Partnership, 2008). Enforcement involves a number of different activities around implementing safe practices and safety standards. Enforcement strategies can include laws, policies, or legislation that improve pedestrian safety (Cohen & Swift, 1999). The level and consistency of enforcement will have an impact on how well it reduces injuries (McClure, Stevenson & McEvoy, 2004; Global Road Safety Partnership 2008; Retting, Farmer & McCartt, 2008).
Enforcement strategies are often linked with the development and enactment of legislation and policies that focus on vehicle speed and the behaviour of both the driver and the pedestrian themselves. Reducing vehicle speeds, particularly in residential and school-zone areas, leads to fewer pedestrian injuries (Towner, Dowswell, Mackereth & Jarvis, 2001). Nova Scotia is an example of this best practice as legislative efforts to reduce the speed in school zone areas from 50km/h to 30km/h have resulted in fewer pedestrian injuries. Evidence shows that enforcing legislation and policies that encompass safety education not only reduces injuries, but it also makes a positive change in driver and pedestrian behaviour and strengthens the overall commitment to road safety (Towner, Dowswell, Mackereth & Jarvis, 2001).

Other Important Components to Consider

**Research and evaluation.** Many pedestrian safety initiatives are beginning to undergo evaluation; however, there have been very few rigorous evaluations conducted on comprehensive strategies. Further research on pedestrian injuries and evaluation of various initiatives will help determine models of best practice based on evidence. Initiatives should continue to adopt common key elements of successful strategies and theoretical approaches that will allow for effective pedestrian injury prevention when implemented well (Klassen, MacKay, Moher, Walker & Jones, 2000).

**Informing and modifying levels of prevention.** Research into knowledge gaps will allow for a transfer of findings to influence policies and help to adapt programs based on these analyses. Conducting injury surveillance on child pedestrians will also help to inform appropriate levels of prevention for communities (Hotz, Kennedy, Lutfi & Cohn, 2009).

**Community involvement.** The more a community becomes involved in any pedestrian safety initiative, the more likely its adopting safe behaviours and committing to reducing injury at a community level (Peterson, Bullard-Cawthorne & Hale, 2000). This also enables more comprehensive and effective strategies to be developed and implemented, leading to an overall greater success in optimizing the safety of pedestrians (Turner, McClure, Nixon & Spinks, 2004).

**Public engagement.** Engaging various members of the community increases the investment in sustainable safety measures and injury prevention. Engagement with a variety of stakeholders and partners will help shift the social context and build capacity in sharing knowledge and expertise, as well as bringing together resources (Safe Kids Canada, 2011b).

**Social determinants of injury.** Rates of injury are higher among children and youth compared to other age groups. Studies have shown links between children of lower socio-economic status and increased risk of disability or death from injuries (Atlantic Collaborative on Injury Prevention, 2012). Further research has shown that interventions are more effective when integrated approaches are designed to address these socio-economic disparities (Future of Children, 2000). By incorporating a social-determinants-of-injury lens on pedestrian safety, efforts can address underlying issues that lead to pedestrian injuries. It also allows for a bigger picture perspective that may support structural change (e.g. policy) (Atlantic Collaborative on Injury Prevention, 2012).

Pedestrian safety is a complex issue and solutions exist in a comprehensive injury prevention approach with collaboration among communities and stakeholders from diverse fields (Schieber & Vegega, 2002). There are many factors involved in addressing child pedestrian injuries. As discussed throughout the literature, increasing awareness of child pedestrian safety needs, developing programs that educate about safe walking, changing the behaviour of both pedestrians and drivers, making the built environment more favourable to pedestrians, and influencing policies and legislation that improve pedestrian safety will contribute to reducing child pedestrian injuries across Nova Scotia (Hotz, Kennedy, Lutfi & Cohn, 2009).

Given that children aged 10–14 years are at higher risk for pedestrian injuries, more research is needed to better understand the conditions of these injuries and deaths, in order to best determine where preventative emphasis must be placed.
References


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<tr>
<th>Section 1: Initiatives and Programs</th>
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<th>National Focus</th>
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<td>Section 5: Initiatives, Programs, and Safety Related Work</td>
<td>Specific Nova Scotia Regions</td>
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Please note the work highlighted in the following sections of the report is listed in no specific order.
This section highlights examples of different initiatives, programs, and research taking place on a provincial level, highlighting Nova Scotia and other provinces across Canada. Nationally based pedestrian safety programming is also highlighted. Initiatives and programs included either have a pedestrian safety focus, or are based on active transportation with pedestrian safety components.

This chart includes initiatives and/or programs that are **Nova Scotia** based, and are implemented on a provincial level.

<table>
<thead>
<tr>
<th>Name of Initiative</th>
<th>Organization(s)</th>
<th>Overview of Initiative</th>
<th>Summary</th>
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<tbody>
<tr>
<td>Crosswalk Safety Campaign</td>
<td>NS Department of Transportation and Infrastructure Renewal</td>
<td><em>Goal(s):</em> • To remind drivers and pedestrians that crosswalk safety is a shared responsibility.</td>
<td><strong>Target Audience (ages):</strong> All ages</td>
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<td>(2010)</td>
<td>Halifax Regional Municipality</td>
<td><strong>Key Activities:</strong> • Amending to the Motor Vehicle Act to clarify the responsibilities of pedestrians and drivers.</td>
<td><strong>Setting:</strong> Community</td>
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<tr>
<td></td>
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<td>• Banning hand-held cell phones while driving.</td>
<td><strong>Strategy:</strong> Education, enforcement, policy</td>
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<td>• Introducing legislation to combat street racing.</td>
<td><strong>Scope:</strong> Provincial</td>
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<td>• Investing $300,000 (initially) over three years to begin implementing recommendations from the report of the Joint Crosswalk Safety Task Force.</td>
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<td><strong>Resources:</strong> • Crosswalk Safety Q&amp;A</td>
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<td>• Crosswalk Safety Facts</td>
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<td>• Crosswalk Safety flyer</td>
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<td>• Crosswalk Safety print, radio, and video ads</td>
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<td>• Crosswalk Safety amendments news release</td>
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| Active & Safe Routes to School (ASRTS) NS | Ecology Action Centre | **Goal(s):**  
- To reduce production of greenhouse gas emissions and air pollution from cars.  
- To increase physical activity levels of our children and youth.  
- To increase traffic safety in school communities.  

**Objective(s):**  
- To increase the number of children and youth using active transportation.  
- To increase active transportation safety knowledge and skills among children, and motoring safety knowledge and skills among drivers.  
- To identify and advance key child/youth active transportation policy, planning, and infrastructure strategies at provincial and regional levels.  

**Key Activities:**  
- School Travel Planning  
- Walking School Bus  
- WOW — We Often Walk (or Wheel)  
- International Walk to School Month  
- Winter Walk Day  
- Pace Car Program  
- Making Tracks  

**Resource(s):**  
- Newsletters and guides  
- Curriculum linked resources (e.g. teacher’s guides)  
- Publications and reports  
- Music and incentives  
- Videos and testimonials  
- Webinars  
- Testing sub pages  

**Target Audience (ages):**  
- School-aged children  
- School-based groups  
- Youth  
- Community organizations  
- Variety of stakeholders (government, health and safety, education, law enforcement, transportation, environment, planning, and recreation)  

**Setting:** Community, schools  

**Strategy:** Education, policy  

**Scope:** Provincial |  |  |  |  |

http://www.saferoutesns.ca
**Name of Initiative** | **Organization(s)** | **Overview of Initiative** | **Summary** | **Website**
--- | --- | --- | --- | ---
**Pace Car Program** | Ecology Action Centre *(as part of ASRTS initiative)* | **Goal(s):**
- To reduce speed, calm traffic, and increase road safety in a community.

**Objective(s):**
- To implement Pace Car programs in communities.

**Key Activities:**
- Getting drivers in a community to sign the Pace Car pledge.
- Having drivers display the official Pace Car emblems on their cars.
- Having cars become “mobile speed bumps” by driving within the speed limit, thus slowing the traffic behind them.
- Getting drivers to agree to be more aware of and courteous to other road users, especially pedestrians and cyclists.
- Creating Pace Car Community Teams — community groups and schools can become a team and promote the program in specific neighbourhoods.
- Creating Pace Car Deputies — offered in conjunction to the larger program, elementary school-based children take a leadership approach to help address the issue of speeding and road safety in their community.

**Resource(s):**
- Pace Car community kit
- Pace Car brochure
- Pace Car pledge
- Pace Car FAQs
- Pace Car deputy guide
- Pace Car deputy curriculum links

**Target Audience (ages):**
- 16 years + (Drivers)
- Elementary school children (help implement the program in the community through schools)
- Communities

**Setting:** Community, schools

**Strategy:** Education, environment

**Scope:** Provincial

http://saferoutesns.ca/programs/pace-car
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<th>Name of Initiative</th>
<th>Organization(s)</th>
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<tr>
<td>Making Tracks</td>
<td>Ecology Action Centre (as part of ASRTS program)</td>
<td><strong>Goal(s):</strong>&lt;br&gt;• To increase the use of active transportation.  &lt;br&gt;• To increase safety skills of active transportation users.  &lt;br&gt;• To make it safer for children and youth to walk or wheel when travelling.</td>
<td><strong>Target Audience (ages):</strong>&lt;br&gt;• Adults  &lt;br&gt;• Youth  &lt;br&gt;• Children  &lt;br&gt;• Pedestrian component reaches out from primary to grade 3–aged children</td>
<td><a href="http://saferoutesns.ca/programs/making-tracks">http://saferoutesns.ca/programs/making-tracks</a></td>
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<td><strong>Key Activities:</strong>&lt;br&gt;• Teaching safety skills for each of the 5 active transportation modes: walking, bicycling, in-line skating, skateboarding and scootering.  &lt;br&gt;• Using a train-the-trainer model. (Adults and youth teaching other youth and children.)  &lt;br&gt;• Focusing on skill-based, authentic learning and experiential workshops.</td>
<td><strong>Setting:</strong> Community, schools  &lt;br&gt;<strong>Strategy:</strong> Education  &lt;br&gt;<strong>Scope:</strong> Provincial</td>
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<td><strong>Resource(s):</strong>&lt;br&gt;• Equipment loans  &lt;br&gt;• Main program guide  &lt;br&gt;• Making Tracks safety manuals  &lt;br&gt;• Making Tracks cross curricular outcomes  &lt;br&gt;• Making Tracks evaluation documents</td>
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<td><strong>Supported by:</strong>&lt;br&gt;• Supported by the NS Department of Transportation and Infrastructure Renewal, the NS Department of Health and Wellness, and Mountain Equipment Co-op, with support from St. FX University and Skate Pass.</td>
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### Scan of Stakeholders and Initiatives (continued)

#### Section 1   Initiatives and Programs   Nova Scotia Focus (continued)

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<th>Name of Initiative</th>
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| **OneStep – Walkabout Nova Scotia** | • Heart and Stroke Foundation  
• NS Department of Health and Wellness  
• Ecology Action Centre | **Goal(s):**  
• To help youth become more aware of how active they are.  
• To build more activity in the daily lives of youth in a supportive environment. | **Target Audience (ages):**  
• Girls aged 10–12 years  
• Youth (can be used as a resource to complement existing activities that support physical activity among youth) | [http://walkaboutns.ca/walkabout-info/walkabout-programs/onestep/](http://walkaboutns.ca/walkabout-info/walkabout-programs/onestep/) |
|                     |                 | **Objective(s):**  
• To support girls in elementary schools, junior high schools, community groups, and recreation facilities to be physically active through walking. | **Setting:** Community, schools | [http://walkaboutns.ca/walkabout-info/resources/](http://walkaboutns.ca/walkabout-info/resources/) |
|                     |                 | **Key Activities:**  
• Providing information on how to start and maintain walking initiatives.  
• Providing tools, resources, and suggested activities for youth.  
• Providing pedometers for youth.  
• Offering suggestions for linking the OneStep resources to existing programming and curriculum in schools to support existing activities.  
• Providing Girl Guide activities and badges. | **Strategy:** Education  
**Scope:** Provincial |
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| **Risk Watch**     | • National Fire Protection Association  
                    • NS Department of Education and Early Childhood Development | Goal(s):  
• To give children and families the skills and knowledge they need to create safer homes and communities.  
Key Activities:  
• Providing a comprehensive injury prevention program available for use in schools, provided to classroom teachers in Nova Scotia through the Department of Education and Early Childhood Development for grades primary to 9 and is referenced in curriculum guidelines.  
• Including a CD of the program that can be duplicated as needed.  
• Including safety activities on crossing the street safely.  
Resource(s):  
• Risk Watch lesson plans  
• Knowledge tests  
• Ready for Risk Watch worksheets  
Program Description:  
• This agreement is a five-year agreement for the Risk Watch primary to grade 6.  
• The cost for the agreement is $2,000. | Target Audience (ages):  
• School-aged children  
• Families  
Setting: Schools  
Strategy: Education  
| **Nova Scotia Transportation Safety Research Program, and SHARE THE ROAD NS project (DalTRAC)** | Dalhousie Transportation Research Collaboratory (DalTRAC), Dalhousie University (School of Planning and Department of Civil Resource Engineering) | Goal(s):  
To advance transportation safety research at Dalhousie University, and assist practitioners locally, regionally, nationally, and beyond.  
Key Activities:  
• Conducting collision studies and road safety research.  
• Developing collision databases, analysis, visualization, and statistical models.  
• Creating the “Share the Road” community-based awareness campaign program for Nova Scotians.  
• Organizing community engagement and youth education sessions through the “Share the Road” campaign.  
• Researching traffic and travel behaviour, choice modelling, integrated land use-transport-energy modelling, and transportation policy analysis.  
• Delivering information on latest findings, research, programming, and other elements related to transportation through web and social media presence. | Target Audience (ages):  
• Community  
• Government  
• Active transportation stakeholders  
• All ages  
Setting: Professional (university)  
Strategy: Engineering, education  
Scope: Provincial | [https://blogs.dal.ca/daltrac/](https://blogs.dal.ca/daltrac/)  
Share the Road Campaign: [www.dal.ca/sharetheroadns](http://www.dal.ca/sharetheroadns) |
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| Choose how you move: Sustainable Transportation Strategy (2013) | NS Department of Energy  | **Goal(s):**  
• To ensure that NS transportation systems support healthy communities by helping citizens to drive less distance, move more efficiently, use cleaner energy, and provide access to essential services and employment.  

**Objective(s):**  
• To engage NS communities in creating locally designed solutions for healthy communities. This includes a healthy economy, healthy population, and healthy environment.  

**Key Activities:**  
• Promoting walking, biking, public and community transit, community design, cleaner vehicle technologies, and cleaner renewable fuels energy conservation, and efficiency options (e.g. car sharing, telecommuting, and carpooling).  
• Supporting various aspects of sustainable transportation and helping to coordinate work among provincial government departments.  
• Promoting an integrated series of networks specifically developed for active transportation. These networks refer to people, knowledge, and action.  
• Tracking progress by establishing base line data and tracking key indicators (such as health benefits, frequency in which sustainable transportation options are used, etc.).  
• Providing provincial leadership across NS communities and within all levels of government.  
• Providing support and building on existing policies, strategies, and initiatives (e.g. Thrive! and the Road Safety Strategy).  

**Resource(s):**  
• Nova Scotia Moves                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | **Target Audience (ages):** All ages  
**Setting:** Community  
**Scope:** Provincial  
**Strategy:** Education, engineering, policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | [http://novascotia.ca/sustainabletransportation/docs/Sustainable-Transportation-Strategy.pdf](http://novascotia.ca/sustainabletransportation/docs/Sustainable-Transportation-Strategy.pdf) |
This section highlights examples of different initiatives and programs taking place in other provinces across Canada as well as highlighting nationally based pedestrian safety programming. The examples provided represent only a sample of the initiatives and programs taking place in other parts of Canada. Initiatives and programs included either have a pedestrian safety focus, or are active-transportation based with pedestrian safety components.

This chart includes initiatives and/or programs by other provinces across Canada.

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<th>Name of Initiative</th>
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<tr>
<td>Pedestrian Safety Evaluation Program</td>
<td>Ottawa Transportation Committee</td>
<td><strong>Objective(s):</strong> • To develop a customized process that combines traffic engineering with public engagement, for prioritizing and programming road safety improvements for pedestrians crossing roadways at signalized and non-signalized intersections within the City of Ottawa. <strong>Key Activities:</strong> • All phases rely heavily on community involvement. • Prioritizing or “network screening” (identifying high risk). • Diagnosing or investigating (casual factors are identified – possible countermeasures selected). • Evaluating/programming of countermeasures (project-specific recommendations made, prioritized program of work finalized, program implemented). • Monitoring (outcome and implemented countermeasures assessed, documented, and evaluated). • Using community involvement to capture knowledge of “near misses” or conflicts that cannot be found in “technical evaluations”. <strong>Resource(s):</strong> • Pedestrian Safety Field Guide and Workbook • Pedestrian Intersection Safety Countermeasure Handbook (includes component of enforcement) <strong>Program Description:</strong> • A 3-year pilot project • Takes human-centred approach</td>
<td><strong>Target Audience (ages):</strong> • General public • Government officials • Engineering/city planning stakeholders <strong>Setting:</strong> Community, traffic environment <strong>Strategy:</strong> Engineering, enforcement, policy <strong>Scope:</strong> City region</td>
<td><a href="http://app06.ottawa.ca/calendar/ottawa/citycouncil/trc/2010/04-07/10-ACS2010-COS-PWS-0001_EN.htm">http://app06.ottawa.ca/calendar/ottawa/citycouncil/trc/2010/04-07/10-ACS2010-COS-PWS-0001_EN.htm</a></td>
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<td><strong>SASKATCHEWAN</strong></td>
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<td>Walking School Bus</td>
<td>Saskatchewan Prevention Institute</td>
<td><strong>Objective(s):</strong> • To decrease traffic congestion around schools. • To provide safe, active, and environmentally friendly trips for children to and from school.</td>
<td><strong>Target Audience (ages):</strong> • School-aged children • Adults (Parents, caregivers, and volunteers) • Families</td>
<td><a href="http://www.skprevention.ca/pedestrian-safety/#Walking%20School%20Bus">http://www.skprevention.ca/pedestrian-safety/#Walking%20School%20Bus</a></td>
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<td><strong>Key Activities:</strong> • Creating a “walking school bus” in which a group of children (passengers) and adults (drivers and conductors) walk to and from school along a designated, safe route. The “bus” picks up students and drops them off in the reverse order in the afternoon.</td>
<td><strong>Setting:</strong> Community</td>
<td><strong>Strategy:</strong> Education</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Resource(s):</strong> • A Walking School Bus guide (PDF available online)</td>
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</tr>
<tr>
<td><strong>ALBERTA</strong></td>
<td></td>
<td><strong>Goal(s):</strong> • To promote active transportation of students (which in turn promotes student health, benefits the environment, and reduces traffic congestion in and around schools).</td>
<td><strong>Target Audience (ages):</strong> • School-aged children • Parents/caregivers • Teachers • Community groups • Municipalities</td>
<td><a href="http://shapeab.com/">http://shapeab.com/</a></td>
</tr>
<tr>
<td>Safe Healthy Active People Everywhere (SHAPE)</td>
<td>Safe Healthy Active People Everywhere (SHAPE) (non-profit organization)</td>
<td><strong>Objective(s):</strong> • To work directly with school councils and/or school administration to develop ideas and plans for their school. • To promote the Active &amp; Safe Routes to Schools programs throughout Alberta.</td>
<td><strong>Setting:</strong> Community, school environment</td>
<td><strong>Strategy:</strong> Education</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Key Activities:</strong> • International Walk to School Week • Walking Buddies • Winter Walk Day • School Travel Planning • Walk &amp; Wheel Week • Walking School Bus</td>
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<tr>
<td></td>
<td></td>
<td><strong>Resource(s):</strong> • SHAPE manual • Tools for teachers • Active transportation studies and media • The “Be’s” of school travelling</td>
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</tr>
<tr>
<td>Name of Initiative</td>
<td>Organization(s)</td>
<td>Overview of Initiative</td>
<td>Summary</td>
<td>Website</td>
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</tbody>
</table>
| ALBERTA (continued)                |                                                                                  | Partnership comprised of the following:  
City of Edmonton  
Strathcona County  
City of St. Albert  
City of Spruce Grove  
City of Fort Saskatchewan  
City of Leduc  
Parkland County  
Edmonton Police Service  
RCMP Sherwood Park Detachment  
RCMP St. Albert Detachment  
Alberta Health Services  
Alberta Transportation Office of  
Traffic Safety  | Goal(s):  
• To reduce the frequency and severity of intersection collisions in the Capital Region.  
Objective(s):  
• To share resources and expertise to implement successful, comprehensive, and integrated intersection safety initiatives.  
• To integrate research, education, engineering, and enforcement strategies.  
• To target four priorities: red light violations, pedestrian safety, speed, and high crash locations.  
Key Activities:  
• Delivering more effective and targeted intersection safety programming through traffic safety research and dissemination.  
• Supporting the review and advancement of new engineering best practices in the Capital Region.  
• Coordinating with enforcement efforts.  
• Providing pedestrian safety fact sheets/tips.  
Resource(s):  
• Automated Enforcement and Detection of Driver Risk Study  
• Safe Systems Approach Study  
• Collision Cost Study  
• Pedestrian safety tip sheet  
• Examples of past activities and awareness campaigns (education, enforcement, and engineering)  | Target Audience (ages):  
• Professionals (traffic safety, injury prevention stakeholders)  
• General public  
Setting: Community  
Strategy: (Research) Education, enforcement, engineering  
Scope: Alberta Capital Region (several municipalities)  | www.drivetolive.ca |
### BRITISH COLUMBIA

**Hub for Active School Travel in British Columbia** *(HASTe BC)*  
**Organizations:** Environmental Education Action Program Society (EEAP)  

**Description:**
- Groups taking action on reducing school transportation emissions in British Columbia.  
- Acts as a resource and networking centre to improve the health of individuals, communities, and the environment.  
- Groups can start or enhance initiatives to reduce the negative impacts of school-related transportation choices, and plan active and safe routes to school.  
- Four main sections — information, tools and resources, programs, and showcase.  
- Can use these sections to discover key facts, explore tools/resources to help start programs and measure impacts, find lesson plans and online experts, and see the results of various actions underway across BC.  

**Key Activities:**
- School Travel Planning  
- Cool Routes to School  
- Best Routes Mapping  
- Walking School Bus  
- IWalk — International Walk to School Week  
- Social media (blog, Facebook, and Twitter)  

**Resource(s):**
- Lesson plans  
- iSchool travel calculator  
- Walking route planning tool  
- Walking School Bus guidelines  
- Pedestrian safety resources — safety guidelines  
- Pedestrian and visibility awareness activities for elementary school students  
- Traffic safety resources for teachers and parents  
- School travel planning champions page  
- Social media (blog, Facebook, and Twitter)  

**Target Audience (ages):**  
- Municipalities  
- Community stakeholders  
- Students  
- Parents  
- Teachers  
- Other school staff  

**Setting:** Community, schools  

**Strategy:** Education (Programs)  

**Scope:** Provincial  

[www.hastebc.org](http://www.hastebc.org)
This chart includes **nationally based** initiatives and programs according to the national organization or group.

<table>
<thead>
<tr>
<th>Name of Initiative</th>
<th>Organization(s)</th>
<th>Overview of Initiative</th>
<th>Summary</th>
<th>Website</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NATIONALLY BASED</strong></td>
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<tr>
<td>Walk this Way</td>
<td>Parachute</td>
<td>Goal(s):</td>
<td>Target Audience (ages):</td>
<td><a href="http://www.parachutecanada.org">www.parachutecanada.org</a></td>
</tr>
<tr>
<td></td>
<td>• Sponsored by</td>
<td>• To reduce child pedestrian injuries and deaths in Canada by supporting the development of safe and active environments through community-based programs, educational resources, and national media advocacy.</td>
<td>• School-aged children</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FedEx Express® Canada</td>
<td>Objective(s):</td>
<td>• Parents/caregivers</td>
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<tr>
<td></td>
<td></td>
<td>• To offer resources and tools for parents, caregivers, teachers, and community groups who share the goal of enhancing child-pedestrian safety.</td>
<td>• Teachers</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Key Activities:</td>
<td>• Community groups</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>• Canada’s Favourite Crossing Guard Contest</td>
<td>Setting: Community, schools</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>• Pace Car Program</td>
<td>Strategy: Education, enforcement, and engineering</td>
<td></td>
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<td></td>
<td></td>
<td>• Media advocacy</td>
<td>Scope: National</td>
<td></td>
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<td></td>
<td></td>
<td>Resource(s):</td>
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<tr>
<td></td>
<td></td>
<td>• Walkabout guide</td>
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<td></td>
<td></td>
<td>• Community Walkabout – urban</td>
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<tr>
<td></td>
<td></td>
<td>• Community Walkabout – rural</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>• Pace Car</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>• Steps for organizing a Pace Car program</td>
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<td></td>
<td></td>
<td>• Pace Car community supporter’s pledge</td>
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<td></td>
<td></td>
<td>• Pace Car sign-up sheet</td>
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<td></td>
<td></td>
<td>• Crossing Guard Nomination Form</td>
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</tbody>
</table>
Scan of Stakeholders and Initiatives (continued)

Section 2 Policies and Legislation Nova Scotia Focus

This section includes provincial policies and legislation that **directly** or **indirectly** affect pedestrian safety.

<table>
<thead>
<tr>
<th>Policy or Legislation</th>
<th>Overview and Connection to Pedestrian Safety</th>
<th>Website</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Policies and Legislation that directly affect pedestrians</strong></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>• Pedestrians <em>(some examples in MVA)</em>:</td>
<td></td>
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<td></td>
<td>• <strong>Crosswalks, prohibited turns, etc. and parades [e.g. 90 (1):]</strong> The traffic authority may establish and designate and may maintain, or cause to be maintained, by appropriate devices, marks or lines upon the surface of the highways, crosswalks at intersections where, in his opinion, there is particular danger to pedestrians crossing the highway, and at such other places as he may deem necessary.</td>
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<tr>
<td></td>
<td>• <strong>Traffic signals [e.g. 93 (2):]</strong> The drivers of vehicles, pedestrians, and all other traffic approaching or at an intersection or on a part of the highway controlled by any of the traffic signals mentioned in subsection (1) shall act in obedience to the traffic signals in accordance with the following instructions.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• <strong>Pedestrians and motorist rights of way [e.g. 125 (1)(a):]</strong> the driver of a vehicle shall yield the right of way to a pedestrian lawfully within a crosswalk or stopped facing a crosswalk.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• <strong>Movement of pedestrians [e.g. 127 (1):]</strong> Pedestrians shall move whenever practicable upon the right half of crosswalks.</td>
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<tr>
<td></td>
<td><strong>Resource(s):</strong></td>
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<td></td>
<td>• Nova Scotia Driver's Handbook — supports shared responsibility of all road users.</td>
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<td></td>
<td><strong>Reduced Speeds in School Zones</strong></td>
<td>• The speed limit has been reduced to 30 km/h in areas where the approaching limit is 50 km/h, when children are present. The change came into effect September 1, 2012.</td>
</tr>
<tr>
<td></td>
<td><strong>Trails Policy</strong></td>
<td>• Provides staff of the NS Department of Transportation and Infrastructure Renewal consistent guidance when requests for the construction of trails or trail crossings arise.</td>
</tr>
<tr>
<td></td>
<td>• This ensures that a safe crossing environment is developed for both trail and road users.</td>
<td></td>
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<tr>
<td></td>
<td>• The policy includes several directives which include construction of trails and trail crossings, recognized trail organizations, surplus government assets, cancellation of permits and agreements, new highway construction — 100 series controlled access, and abandoned railway corridors.</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Trails Construction/Maintenance and Trail Crossings</strong></td>
<td>• In conjunction with the Trails Policy, the Trails Construction/Maintenance and Trail Crossings is a procedural guideline for staff of NS Department of Transportation and Infrastructure Renewal.</td>
</tr>
<tr>
<td></td>
<td>• This procedure is used when government agencies or recognized trail groups are seeking approval to either construct trails or trail crossings on highway rights-of-way.</td>
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</tr>
<tr>
<td></td>
<td>• The procedure recognizes two main categories of trail users: (1) motorized users (e.g. off-highway vehicles), and (2) non-motorized users (e.g. pedestrians).</td>
<td></td>
</tr>
<tr>
<td>Policy or Legislation</td>
<td>Overview and Connection to Pedestrian Safety</td>
<td>Website</td>
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</tr>
<tr>
<td><strong>Policies and Legislation that directly affect pedestrians (continued)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crosswalk Safety Campaign (2010)</td>
<td>• The goal of this campaign was to remind drivers and pedestrians that crosswalk safety is a shared responsibility.</td>
<td><a href="http://www.gov.ns.ca/tran/roadsafety/crosswalksafetyQ&amp;A.asp">http://www.gov.ns.ca/tran/roadsafety/crosswalksafetyQ&amp;A.asp</a></td>
</tr>
</tbody>
</table>
| Canada’s Road Safety Strategy 2015                                                                                       | • The Road Safety Strategy (RSS) 2015 is the third in a series of national road safety programs which also includes (1) Road Safety Vision 2001, and (2) Road Safety Vision 2010.  
  • The slogan for this strategy is “Rethink Road Safety.”  
  • RSS 2015 is based on the following guiding principles:  
    ° Downward trends  
    ° Safer systems concept  
    ° Five-year timeframe  
    ° Statistical reporting  
    ° Best practices  
    ° Young drivers are identified as a risk group. | www.roadsafetystrategy.ca                                                                                             |
| Innovative Transportation Act                                                                                            | • This new act enables pilot projects for activities that are not covered by the Motor Vehicle Act.                        | http://nslegislature.ca/legc/bills/61st_5th/3rd_read/b037.htm           |
| Municipal Physical Activity Leadership Program                                                                         | • A policy involving a cost-share with municipal governments for a full-time physical activity coordinator. 
  This physical activity coordinator is responsible for developing comprehensive physical activity plans. 
  • All physical activity plans have an active transportation and built-environment component. 
| **Policies and Legislation that indirectly affect pedestrians**                                                              |                                                                                                                                                        |                                                                       |
| Nova Scotia Highway Improvement Plan                                                                                       | • Improvement plan started in November of 2010. 
  • Able to repair more roads, reaching more communities, especially rural areas. 
  • Includes major highway construction projects, repaving, major bridge replacements and maintenance, and infrastructure work. | http://novascotia.ca/tran/highways/hwyconstruction.asp                                                                 |
| Crime Prevention Through Environmental Design (CPTED)                                                                      | • CPTED is an approach to planning and development of the built environment that reduces opportunities for crime. 
  • Design principles are brought forth to communities, neighbourhoods, streets, parks, and other land use that work to make it safer by making it difficult for people to carry out criminal activities. 
  • CPTED focuses on the physical environment and its design and includes many tactics that fall under housing, apartment building, parking lots and garages, and public spaces. Tactics that may influence pedestrian safety include  
    ° designing roadways to discourage through-traffic  
    ° providing lighting for streets, paths, alleys, and parks  
    ° clearly delineating private property (e.g. driveways) from public space (e.g. sidewalks) through shrubbery, etc. | General overview: http://www.rcmp-grc.gc.ca/pubs/ccaps-spcca/safecommm-secollect-eng.htm 

**Check out:** The Ecology Action Centre’s page on active transportation resources and links, which includes provincial policies, active transportation policy documents, and active transportation plans for Nova Scotia: https://www.ecologyaction.ca/content/AT-resources
The chart below provides samples of municipal bylaws across Nova Scotia that have positive impacts on pedestrian safety.

The municipal bylaws included in this section are those that have some variation of pedestrian safety in their title or description. These examples were taken directly from the MWB Project #18—Scan of Active Transportation Municipal Bylaws*. The full report for this project (which also includes bylaws that inhibit active transportation) can be found at: http://www.ecologyaction.ca/files/images-documents/NS%20by-laws%20analysis.pdf

<table>
<thead>
<tr>
<th>Municipal Bylaw Type</th>
<th>Bylaw Description</th>
<th>NS Region Example</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Municipal Bylaws that Positively Impact Active Transportation (Specific Focus on Pedestrian Safety)</strong></td>
<td></td>
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<tr>
<td>Areas zoned for recreational trail use</td>
<td>• Zones where development permits are only issued for indoor sport, active public recreation uses such as active transportation, pedestrian and bicycle trails, playgrounds, and fields.</td>
<td>• Cape Breton Regional Municipality (CBRM) Green Link</td>
</tr>
<tr>
<td>Traffic impact on pedestrians and cyclists analysis</td>
<td>• Any non-residential development must have a traffic impact analysis completed in order to assess its potential impact on pedestrian and bicycle traffic as well as parking patterns.</td>
<td>• Pugwash</td>
</tr>
<tr>
<td>Vegetation</td>
<td>• Ensure that vegetation does not impede pedestrians.</td>
<td>• Bridgewater</td>
</tr>
<tr>
<td>No drive-throughs in commercial zones</td>
<td>• Encourages people to get out of their car and walk around.</td>
<td>• Wolfville</td>
</tr>
<tr>
<td>Bicycles forbidden on sidewalks</td>
<td>• Ensures that pedestrians are protected from shared-use conflicts.</td>
<td>• Halifax Regional Municipality</td>
</tr>
<tr>
<td>Subdivision pedestrian and transportation connection plan</td>
<td>• Developers must provide supplementary information regarding street layout, pedestrian routes, and connections with existing and proposed transportation links on a local and regional scale.</td>
<td>• Town of Mahone Bay</td>
</tr>
<tr>
<td>Subdivision sidewalks</td>
<td>• A minimum amount of concrete sidewalk (1.5 metres wide) shall be constructed on every street in the proposed subdivisions. Two sidewalks shall be provided in commercial areas, on arterial streets, and on major collector streets.</td>
<td>• Yarmouth</td>
</tr>
<tr>
<td>Lighting</td>
<td>• Lighting required for sidewalk pedestrian areas, streets, and some walkways.</td>
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<tr>
<td>Active transportation committee</td>
<td>• Municipality forms a committee that is consulted whenever it is proposed to alter infrastructure that facilitates or could facilitate active transportation. • Committee guides the implementation of the active transportation plan.</td>
<td>• CBRM AT Plan • HRM AT Plan</td>
</tr>
<tr>
<td>Snow Removal</td>
<td>• Clarifies who is responsible for removing snow on sidewalks. Good bylaws require snow to be removed within a certain amount of time after a storm or fines will be imposed. In most municipalities it is the responsibility of abutters. • For active transportation, it is best if the municipality removes snow as it provides consistency, clear accountability, and timeliness that pedestrians can rely on.</td>
<td>• Bridgewater</td>
</tr>
<tr>
<td>Specifications for street vendors</td>
<td>• Street vendors or trucks must not sell on the sidewalk unless they provide four feet of free space for pedestrians.</td>
<td>• Yarmouth</td>
</tr>
<tr>
<td>Municipal Bylaw Type</td>
<td>Bylaw Description</td>
<td>NS Region Example</td>
</tr>
<tr>
<td>----------------------</td>
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</tr>
<tr>
<td>Sidewalk encroachment specifications</td>
<td>• The town may encroach on streets or sidewalks only if it does not impede the mobility of pedestrians and wheelchairs.</td>
<td>• Wolfville</td>
</tr>
<tr>
<td>Sidewalk cafes</td>
<td>• They are permitted but must provide a passage for pedestrians or create a temporary sidewalk.</td>
<td>• Wolfville</td>
</tr>
</tbody>
</table>
| Abutter and sidewalk interference regulations | • (Prevents sidewalks from being interrupted by abutters or other interferences)  
• Some bylaws specify that abutters cannot have gates or other hindrances to pedestrians/cyclists.  
• Some bylaws require application to town council for permission to install culverts or excavate any part of a sidewalk. | • Town of Annapolis Royal |

*Source: MWB Project #18—Scan of Active Transportation Municipal Bylaws, Final project report, December 2010.*
This section includes online or print resources and tools that provide a wide range of safety tips, planning guides, and steps to action around pedestrian safety. It also includes some research-based activities. This chart focuses on those resources and tools that are designed on a provincial scale, available in Nova Scotia from organizations, community groups, and other injury-prevention stakeholders from across the province. Although the research and collaboration examples are not tools specifically, both are important for informing initiatives. Many of these groups overlap with other safety efforts, as seen in this report (e.g., initiatives, policies, and advocacy support). It is important to note that sometimes these materials can be presented under broader headings such as road safety, traffic safety, or crosswalk safety.

<table>
<thead>
<tr>
<th>Organization or Initiative</th>
<th>Resource(s) or Tool(s)</th>
<th>Description</th>
<th>Website</th>
</tr>
</thead>
</table>
| **Regional Municipalities across Nova Scotia** | • NS Active Transportation (AT) Plans  
° Municipality of the District of Chester  
° Cape Breton Regional Municipality  
° Town of Bridgewater  
° Municipality of the District of Lunenburg  
° Yarmouth  
° Halifax Regional Municipality  
° Town of Amherst | • Provides strategies and guidelines for pedestrian safety.  
• Can help to implement these objectives in communities or as actions/supports for safety efforts.  
• Helps create awareness about the work that is being done or the work that needs to be done (accountability).  
• Provides information on best practices and recommendations. | Find links to these NS AT Plans here: [www.ecologyaction.ca/content/AT-resources](http://www.ecologyaction.ca/content/AT-resources) |
| **Ecology Action Centre** | • Active transportation publications  
• Transportation actions  
• Active transportation resources and links  
• Active Transportation 101: Bringing AT to Your Community and Developing an AT Plan (toolkit) | • Specific links to  
° AT projects  
° Publications  
° NS and Municipal AT policy documents  
° Design resources  
° NS AT initiatives and programs  
° NS AT plans  
° Walkability assessment tools  
° Potential government, non-profit, and other sectors  
° Potential funding sources  
° AT consultants  
° Other (national/international) AT resources | [www.ecologyaction.ca/content/AT-resources](http://www.ecologyaction.ca/content/AT-resources)  
Active Transportation 101 Toolkit: [https://www.ecologyaction.ca/content/AF-101](https://www.ecologyaction.ca/content/AF-101) |
| **Road Safety Advisory Committee** | • Pedestrian safety brochure – Pedestrian Safety is No Accident  
**Pedestrian Safety is No Accident**  
| • Provides safety tips and info to both motorists and pedestrians.  
° The motorist approach – protect pedestrians at crosswalks.  
| **Nova Scotia Department of Education and Early Childhood Development** | • Learning outcomes framework | • A series of statements describing what knowledge, skills, and attitudes students are expected to demonstrate as a result of their cumulative learning experiences from primary to grade 12.  
• Active transportation is a recurring reference within the Learning Outcomes Framework. | [http://www.ednet.ns.ca/psp-lof.shtml](http://www.ednet.ns.ca/psp-lof.shtml) |
<table>
<thead>
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<th>Description</th>
<th>Website</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nova Scotia Department of Transportation and Infrastructure Renewal</td>
<td>• Crosswalk Safety Q&amp;A • Crosswalk Safety Facts • Crosswalk Safety flyer • Crosswalk Safety print, radio, and video ads • Crosswalk Safety Amendments News Release • 2010 Nova Scotia Road Safety Survey Report • Paved Shoulder Width for Active Transportation Guidelines</td>
<td>• Provides answers to some common questions for both drivers and pedestrians around crosswalk safety, such as “What can I do to minimize distractions as a pedestrian?” • Crosswalk Safety Facts provides info on the amendments to the Motor Vehicle Act. • A highlights report was completed following the road safety survey. The report covers detailed analysis on ◦ pedestrian, cyclist, and crosswalk safety ◦ pedestrian safety measures ◦ attitudes towards pedestrian and cyclist traffic behaviour ◦ driver behaviour towards pedestrian crosswalks ◦ pedestrian street crossing behaviours ◦ Under standard highway drawings, there are provincial design guidelines for paved shoulder widths specific for active transportation.</td>
<td>Crosswalk Safety: <a href="http://novascotia.ca/tran/roadsafety/crosswalksafety.asp">http://novascotia.ca/tran/roadsafety/crosswalksafety.asp</a> Survey Report: <a href="http://www.gov.ns.ca/tran/publications/rss/NS_Road_Safety_Survey_2010.pdf">http://www.gov.ns.ca/tran/publications/rss/NS_Road_Safety_Survey_2010.pdf</a> Design Guidelines: <a href="http://novascotia.ca/tran/highways/standarddrawings.asp">http://novascotia.ca/tran/highways/standarddrawings.asp</a></td>
</tr>
<tr>
<td>Nova Scotia Department of Health and Wellness</td>
<td>• Nova Scotia Injury Prevention Strategy (2009) • Active Kids Healthy Kids Strategy • Thrive!</td>
<td>• The NS Injury Prevention (IP) Strategy was renewed in 2009 to reflect the current environment and latest evidence of injury in NS and has been working to advance prevention efforts. • The IP strategy serves as an integrated and comprehensive guide for collective efforts to create healthy communities and, therefore, reduce injuries. • The strategy contains several priorities. These include priority issues (e.g. road safety), priority populations (e.g. children and youth), and priority settings (e.g. communities). • The strategic directions of the IP strategy include integration, leadership and capacity building, surveillance, research and evaluation, and advocacy. • The Active Kids Healthy Kids Strategy has five main components, each with its own unique goal. To achieve these goals there are multiple actions/initiatives that are led/supported by government and non-government organizations. • The five main components include (1) Leadership/policy, (2) Community mobilization, (3) Active community environment, (4) Public awareness, and (5) Research, evaluation, and knowledge transfer. • The strategy relates to the built environment with regards to active transportation. • The strategy is working to facilitate AT by developing guidelines for leaders, planners, and engineers by adapting the Active &amp; Safe Routes to School program. • Thrive! has several objectives related to active transportation including enhancing the built environment to support physical activity, planning and building healthier communities, and supporting local governments to develop physical activity plans. • Thrive! provides key activities that encourage active transportation policies and plans.</td>
<td>Nova Scotia Injury Prevention Strategy (2009): <a href="http://www.gov.ns.ca/hpp/publications/NS_Renewed_Injury_Prevention_Strategy.pdf">http://www.gov.ns.ca/hpp/publications/NS_Renewed_Injury_Prevention_Strategy.pdf</a> Active Kids Healthy Kids Strategy: <a href="http://www.gov.ns.ca/hpp/pass/akhk-intro.asp">http://www.gov.ns.ca/hpp/pass/akhk-intro.asp</a> Thrive!: <a href="https://thrive.novascotia.ca/">https://thrive.novascotia.ca/</a></td>
</tr>
<tr>
<td>Nova Scotia Department of Energy</td>
<td>• Nova Scotia Moves</td>
<td>• Supports community-based sustainable transportation initiatives and projects across NS. • Supports the implementation of existing municipal and community plans. • Offers grants of up to $200,000 to support local initiatives to improve several priority areas including active transportation, community and public transit, energy efficiency, transit-oriented land-use planning, and community engagement – all around sustainable transportation issues/challenges. • Specific projects and programs that NS Moves supports are: Share the Road Campaign (DalTRAC), Active &amp; Safe Routes to Schools, Tiny Travel Planning (EAC), Switch! Open Streets, and some minor infrastructure and engineering design work for several walking places in NS. • Projected to run through to the year 2015–2016.</td>
<td><a href="http://novascotia.ca/sustainabletransportation/nova-scotia-moves.asp">http://novascotia.ca/sustainabletransportation/nova-scotia-moves.asp</a></td>
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## Scan of Stakeholders and Initiatives (continued)

### Section 3  Resources and Tools  Nova Scotia Focus (continued)

<table>
<thead>
<tr>
<th>Organization or Initiative</th>
<th>Resource(s) or Tool(s)</th>
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</table>
| Active & Safe Routes to School (EAC)        | • Guides  
• Newsletters  
• Curriculum-linked resources  
• Publications and reports  
• Links to partnering organizations, AT organizations, programs, etc.  
• Music and incentives  
• Videos and testimonials  
• Webinars  
• Sub test pages                                                           | • Guides on how to organize programs and events.  
• Provides connections to NS curriculum outcomes and teacher information.  
• Provides examples of songs to use during school travel.  
• Videos and testimonials speak to the benefits of walking to school.                                    | www.saferoutesns.ca                           |
| Pace Car Program (EAC)                      | • Pace Car community kit  
• Pace Car brochure  
• Pace Car pledge  
• Pace Car FAQs  
• Pace Car deputy guide  
• Pace Car deputy curriculum links                                                   | • Provides an overview of the Pace Car Program and the Active & Safe Routes to School Initiative.  
• Outlines the steps for organizing a Pace Car program in a community.  
• Provides information on other aspects of the Pace Car Program that can be implemented (e.g. Pace Car Deputy).  
• Provides a connection to various curriculum outcomes.                                      | http://saferoutesns.ca/programs/pace-car   |
| Making Tracks Program (EAC)                 | • Equipment loans  
• Main program guide  
• Making Tracks safety manuals  
• Making Tracks cross curricular outcomes  
• Making Tracks evaluation documents                                                   | • Outlines what active transportation is and the benefits of increasing safer active transportation.  
• Provides an instructional framework to implementing the Making Tracks program.  
• Offers planning guidelines and tools.  
• Outlines the connection to curriculum outcomes.                                            | http://saferoutesns.ca/programs/making-tracks |
| OneStep – Walkabout Nova Scotia             | • OneStep resource  
• OneStep curricular supplement (help teachers to integrate walking and walking activities into the classroom)  
• Ways to Walk  
• Safety Tips  
• Creating walkable communities  
• Interactive website                                                             | • OneStep is an extracurricular resource in itself, featuring pedometers and activities to support girls to be physically active through walking.  
• The curricular supplement provides curriculum guidelines to help teachers integrate walking and walking activities in the classroom.  
• Tips on ways to walk to prevent injury and walking safely.  
• Helpful links and additional resources to help make communities walkable.  
• The interactive website supports healthy walking choices and self-monitoring (behaviour change). The website further supports capacity building at a community level. | http://walkaboutns.ca/walkabout-info/walkabout-programs/onestep/  
Walkabout Resources: http://walkaboutns.ca/walkabout-info/resources/ |
| Canadian Hospitals Injury Reporting and Prevention Program (CHIRPP) – IWK Health Centre | • Supporting data                                                        | • Data around pedestrian injuries to children and youth.  
• Based out of the IWK Health Centre, Halifax NS.                                      | For access to CHIRPP data contact Child Safety Link at: childsafetylink@iwk.nshealth.ca |
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</table>
| **Child Safety Link**      | • Child & Youth Unintentional Injury in Atlantic Canada: 10 Years in Review Report  
• Additional educational resources, materials, and tools TBD | • The report has a section on pedestrian safety highlighting injury trends, key facts, what is working, Atlantic Canada initiatives, and calls to action.  
• Resources and tools focusing on pedestrian safety will be made available following the completion of this report. | www.childsafetylink.ca |
| **Service Nova Scotia and Municipal Relations** | • Nova Scotia Driver's Handbook (Registry of Motor Vehicles)  
• Supporting data  
• Integrated Community Sustainability Plans (ICSP) | • Outlines the rules of the road for new drivers.  
• Provides safe driving tips, including the responsibility of all road users to share the road.  
• Provides supporting data for pedestrian/vehicle collisions and fatalities.  
• Outlines a range of goals for achieving a sustainable future.  
• Includes a component to address active transportation.  
• Provides an overview of active transportation issues and priorities of communities, and info that will help shape AT policy. | Driver's Handbook:  
Service NS and Municipal Relations Homepage:  
http://novascotia.ca/snsmr/  
Integrated Community Sustainability Plans (ICSP):  
| **Dalhousie Transportation Research Collaboratory (DalTRAC)** | • Research facility dedicated to transportation studies, planning and policy analysis  
• Supporting data  
• Collision studies | • Performs research on a variety of transportation needs (traffic and travel behaviour data collection, choice modelling, integrated land use-transport-energy modelling, and transportation policy analysis.  
• Trains future transportation engineers and planners in a collaborative research environment.  
• Provides students (Undergraduate and Master levels) the opportunity to coordinate and engage in community projects.  
• Has strong experience with analyzing data sets.  
• Connects research to multi stakeholders — community members, community groups, government, AT stakeholders, among others. | https://blogs.dal.ca/daltrac/  
Share the Road Campaign:  
www.dal.ca/sharetheroadns |
| **Risk Watch** (An international group, but implemented through public and community education). | • Risk Watch lesson plans  
• Knowledge tests  
• Ready for Risk Watch worksheets | • Lesson plans are designed for children and youth from primary to grade 6. Additional activity sheets are also included to support Risk Watch lessons. Such activities include crossing the street safely.  
• Knowledge tests are evaluation tools designed to help assess the effectiveness of Risk Watch lessons and activities. The tests can be used as either a pre- or post-test and are designed for each grade level.  
• Ready for Risk Watch worksheets are designed for those teachers who are unable to implement the entire Risk Watch program, but would still like to include information and activities on unintentional injury topics (e.g. bike and pedestrian safety). | http://www.nfpa.org/ |
### Heart and Stroke Foundation of Canada (Implemented on a provincial level)

- **Resource(s) or Tool(s)**: Neighbourhood Active, Healthy Design Checklist, Shaping Active, Healthy Communities toolkit, Built Environment Research Fund, Healthy Community Design Research Projects
- **Description**: The Neighbourhood Active, Healthy Design Checklist follows the design of making local environments supportive to walking, cycling, and other aspects of active living. The checklist is designed to rate various aspects of active living, such as walking routes, on a given scale. At the end, a score is calculated and a description is provided (based on the score). The Shaping Active, Health Communities toolkit also helps individuals and organizations make their communities more supportive of active healthy living. The toolkit further provides examples of existing community projects and strategies, as well as tips and tools for action in your own community designs. Findings from this research are used to develop community-planning tools such as policies and evaluation processes.
- **Website**: [www.heartandstroke.ns.ca](http://www.heartandstroke.ns.ca)

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### Section 3 Resources and Tools National Focus

This chart includes examples of resources and tools that are available from other provinces across Canada. The examples provided represent only a sample of the resources and tools available in other parts of Canada.

### Québec

<table>
<thead>
<tr>
<th>Organization</th>
<th>Resource(s) or Tool(s)</th>
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<tbody>
<tr>
<td>Vélo Québec</td>
<td>Planning and design for pedestrians and cyclists: A Technical Guide</td>
<td>The guide is designed for those who plan, develop, or maintain routes and facilities used for the purpose of active transportation. It contains key concepts, best practices, and provides information on raising awareness about the importance of pedestrian- and cyclist-friendly planning and design.</td>
<td><a href="http://www.velo.qc.ca/en/handbook">http://www.velo.qc.ca/en/handbook</a></td>
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</tbody>
</table>

### Ontario

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<tr>
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<tr>
<td><strong>SASKATCHEWAN</strong></td>
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</table>
| Saskatchewan Prevention Institute | • Downloadable pedestrian safety fact sheet  
• I’m Growing Up Safely (5–9 years) brochure  
• Walking School Bus Guide for Parents and Teachers | • Tips on child pedestrian safety.  
• Information on the common causes of injury to children between 5 and 9 years of age, including pedestrian safety.  
• Identifies the benefits of walking to school, including safety.  
• Outlines the process needed to set up a walking school bus. | [http://www.skprevention.ca/pedestrian-safety/](http://www.skprevention.ca/pedestrian-safety/) |
| **ALBERTA** | | | |
| Safe Healthy Active People Everywhere (SHAPE) | • SHAPE manual  
• Tools for teachers  
• Active transportation studies and media  
• The “Be’s” of school travelling | • Information and guidelines for communities and schools to get their students to start walking and/or biking to school.  
• Provides steps and actions to organize different activities and events.  
• Sample worksheets, surveys, activity logs, and schedule templates.  
• Provides curriculum links for teachers, and ideas for different student projects.  
• Links to other active transportation research. | [http://shapeab.com/](http://shapeab.com/) |
| Capital Region Intersection Safety Partnership (CRISP) | • Automated Enforcement and Detection of Driver Risk Study  
• Safe Systems Approach Study  
• Collision Cost Study  
• Pedestrian Safety tip sheet  
• Examples of past activities and awareness campaigns (Education, enforcement, and engineering) | • Provides specific data and statistics surrounding pedestrian injuries/collisions.  
• An overview of safety tips for both pedestrians and motorists.  
• Scenarios (with images) involving pedestrian and driver.  
• The Automated Enforcement and Detection of Driver Risk Study demonstrated how automated enforcement data can be used in the development of more effective road safety strategies.  
• The Safe Systems Approach Study highlights how intersections can look and operate in order to achieve a death and serious injury-free transportation system.  
• The Collision Cost Study was commissioned to determine average and total costs of collisions involving injuries, fatalities, and property damage. | [www.drivetolive.ca](http://www.drivetolive.ca) |
| **BRITISH COLUMBIA** | | | |
| Environmental Education Action Program Society – Hub for Active School Travel in British Columbia (HASTe BC) | • Lesson plans  
• iSchool travel calculator  
• Walking route planning tool  
• Walking School Bus guidelines  
• School Travel Planning Champions page  
• Pedestrian safety guidelines  
• Pedestrian and visibility awareness activities for elementary school students  
• Traffic safety resources for teachers and parents  
• Social media (blog, Facebook, and Twitter) | • Developed with guidance from school and community stakeholders.  
• Useful tools for helping schools organize and plan safe, and active transportation initiatives.  
• Tools to help with mapping a safe route, communication guidelines, as well as grant programs.  
• Facts and safety tips on pedestrian safety.  
• Connections to the curriculum and examples of activities/projects for children to complete.  
• Examples of best practices and leadership stories to inspire others.  
• Relevant and current news and social media updates on active school travel. | [www.hastebc.org](http://www.hastebc.org) |
This chart includes various examples of resources and tools from nationally based injury prevention organizations and stakeholders. The examples provided represent only a sample of the resources and tools available in other parts of Canada.

<table>
<thead>
<tr>
<th>Organization or Initiative</th>
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<tbody>
<tr>
<td><strong>NATIONALLY BASED</strong></td>
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| Parachute                  | • Safety information and tips  
                            | • Walkabout Guide  
                            | • Community Walkabout — Urban  
                            | • Community Walkabout — Rural  
                            | • Pace Car  
                            | • Steps for organizing a Pace Car program  
                            | • Pace Car community supporter’s pledge  
                            | • Pace Car sign-up sheet  
                            | • Frequently asked questions  
                            | • Pedestrian legislation chart  
                            | • Letter of support template  
                            | • Road Safety Vision 2010  
                            | • Safe Road = Safe Kids  
                            | • Halloween pedestrian safety information  
                            | • Crossing Guard Nomination Form  
                            | • These resources include a wide range of information, tools, best practices, and examples of activities that raise awareness of pedestrian safety and set up pedestrian safety initiatives in local communities.  
                            | • They provide an array of education, enforcement, and engineering components.  
                            | www.parachutecanada.org |
                                           | The community guide provides detailed steps on how to take action on pedestrian safety in local communities. Guidelines are broken down into specific chapters, where examples are given.  
                                           | The report provides an overview of child pedestrian injuries in Canada, the associated risk factors, and evidence-based recommendations for reducing pedestrian injuries.  
                                           | www.parachutecanada.org |
| Transport Canada           | • Supporting data  
                            | • Active Transportation in Canada: A Resource and Planning Guide  
                            | • Provides national and provincial data around motor vehicle collisions, which can be broken down into pedestrian injuries and fatalities (all ages).  
                            | • The guide provides a tool for transportation planners and related professionals to promote and support active transportation in city/regional planning and development.  
                            | www.tc.gc.ca  
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<tbody>
<tr>
<td><strong>Green Communities – Canada WALKS</strong></td>
<td>Interactive website(s): <a href="http://www.icanwalk.ca">www.icanwalk.ca</a>, <a href="http://www.walkfriendly.ca">www.walkfriendly.ca</a> and <a href="http://www.saferoutestoschool.ca">www.saferoutestoschool.ca</a></td>
<td>• The interactive website of <a href="http://www.icanwalk.ca">www.icanwalk.ca</a> offers a platform for learning about active transportation and walkable communities. Also includes a smart phone assessment tool.</td>
<td><a href="http://www.canadawalks.ca/">http://www.canadawalks.ca/</a></td>
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<td>• Walkolution newsletters</td>
<td>• The website of <a href="http://www.walkfriendly.ca">www.walkfriendly.ca</a> highlights the Walk Friendly Communities designation project that will be going national in 2014.</td>
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<td></td>
<td>• Workshops</td>
<td>• The School Travel Planning model was developed by Green Communities in partnership with all provinces and territories. The website, <a href="http://www.saferoutestoschool.ca">www.saferoutestoschool.ca</a> contains all the school travel planning tools.</td>
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<td></td>
<td>• Consulting services</td>
<td>• Links provide access to a variety of</td>
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<td></td>
<td>• Links to resources and tools from across Canada</td>
<td>◦ pedestrian charters</td>
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<tr>
<td></td>
<td>• Best practices and case studies outline several comprehensive projects</td>
<td>◦ municipal walking plans</td>
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<td>◦ regional and provincial/territorial plans and initiatives</td>
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<td>◦ government initiatives</td>
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<td>◦ walkability toolkits</td>
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<td>◦ school-based transportation</td>
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<td>◦ Canadian organizations involved in active transportation</td>
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<td></td>
<td>◦ research and published papers</td>
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<td>◦ social marketing tools</td>
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<td></td>
<td></td>
<td>◦ and much more</td>
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<td>• The program offers examples of active transportation efforts in the form of detailed plans, initiatives, and campaigns.</td>
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<td>• It speaks to an array of active transportation issues such as physical activity, economic development, and mental fitness.</td>
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<td></td>
<td></td>
<td>• Covers all ages.</td>
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</table>
This section includes various organizations, community groups, injury prevention stakeholders, and government departments that have pedestrian safety or active transportation as a priority area, or those that can provide advocacy and support for pedestrian safety through leadership, resources, or guidance.

The chart below highlights groups that can speak to active transportation/pedestrian safety advocacy, as well as offer support to provincial efforts.

<table>
<thead>
<tr>
<th>Name of Organization</th>
<th>Governing Body or Partners</th>
<th>Overview of Organizational Efforts</th>
<th>Summary</th>
<th>Website</th>
</tr>
</thead>
</table>
| Crosswalk Safety Task Force | • NS Department of Transportation and Infrastructure Renewal  
• Halifax Regional Municipality | **Goal(s):**  
• To assist in enhancing crosswalk safety in Nova Scotia.  
**Objective(s):**  
• To identify strategies and measures to improve crosswalk safety in Nova Scotia.  
**Key Activities:**  
• Reviewing all relevant research, reports, and background materials.  
• Receiving submissions from the general public, which informed questions and answers.  
• Soliciting presentations from experts and stakeholders as required.  
• Documenting relevant past and current rules, programs, and practices that support crosswalk safety including, but not limited to, legislation, engineering, public awareness and education, enforcement, and emergency response.  
• This work formed the basis for an interim report that made recommendations for legislative changes that were both introduced and passed. | **Target Audience (ages):**  
All ages  
**Setting:** Government, law enforcement, planners and engineers, as well as other active transportation stakeholders  
**Strategy:** Education, enforcement, and engineering  
**Scope:** Provincial  
**Helping to Advocate and Support:**  
• Final report provides recommendations and best practices that can be modelled.  
• The task force is made up of a unique group of members involved with active transportation.  
• Helps to direct pedestrian safety efforts based on findings and recommendations.  
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</table>
| Road Safety Advisory Committee | NS Department of Transportation and Infrastructure Renewal | **Goal(s):**  
- To assist in the development, implementation, and evaluation of government safety strategies relating to drivers, vehicles, and roadways. | **Helping to Advocate and Support**  
- Has a wide range of committee members that can provide expertise in many areas of road safety, including education, enforcement, and engineering.  
- Has experience in research and road safety initiatives.  
- Can be an avenue to connect on safety efforts, and form possible partnerships. | N/A |
|                       |                           | **Objective(s):**  
- To assist in the establishment of government road safety priorities.  
- To review programs offered by the government and suggest changes/improvements.  
- To examine new initiatives and determine merit.  
- To partner delivery of programs where possible. |                     |         |         |
|                       |                           | **Committee Description:**  
|                       |                           | **Key Activities:**  
- Forming subcommittees as needed for specific initiatives affecting road safety.  
- Supporting Canada’s Road Safety Strategy 2015.  
- Supporting DalTRAC’s work on the current Share the Road campaign. |                     |         |         |
### Thrive!

**Name of Organization**: NS Department of Health and Wellness

**Overview of Organizational Efforts**

- **Goal(s):**
  - To build a foundation of strong social policy to support families, increase equity, and ensure that the health of Nova Scotians is considered in all major government policies.

- **Objective(s):** Related to active transportation
  - To plan and build healthier communities.
  - To enhance the built environment to better support healthy eating and physical activity.
  - To improve access to facilities and places to be active.
  - To support local governments to develop physical activity plans.

- **Key Activities:**
  - Supports leadership, awareness, measurement, and reporting.
  - Provides key activities that correspond to the above objectives, including
    - Developing and implementing a plan to increase quality daily physical education in schools, beginning with a comprehensive needs assessment for grades P–9
    - Helping to encourage land use and planning that supports healthy physical activity (e.g. sidewalks, bike lanes, etc.)
    - Developing a provincial active transportation policy and plan
    - Requiring that active transportation be added to the criteria for selecting the location of new schools
    - Developing policy and criteria to assess and improve the active transportation potential and value on all provincial road construction projects

**Summary**

- **Target Audience (ages):** Professionals, families, and children
- **Setting:** Government, general public, health care, community, schools
- **Strategy:** Education (e.g. promotion, perception, and behaviour change), engineering, and enforcement, policy
- **Scope:** Provincial

**Helping to Advocate and Support**

- Supports leadership in active transportation.
- Can help make the link between education through NS Department of Education and Early Childhood Development curriculum outcomes.
- Can help in making connections to other active transportation stakeholders across the province (forming partnerships and collaboration).
- Has experience with healthy public policy (e.g. active transportation policy).
- Informs school travel.
- Can help provide lobbying voice on active transportation issues such as pedestrian safety.
- Provides a shared engagement platform for public and stakeholders.
- Helps to inform decision making through advocacy efforts around policy.

**Website**

https://thrive.novascotia.ca/
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<tbody>
<tr>
<td>Child Safety Link (CSL)</td>
<td>- IWK Health Centre&lt;br&gt;• Primary health team&lt;br&gt;• Non-profit organization&lt;br&gt;• CSL has many diverse partnerships&lt;br&gt;• Advisory Council</td>
<td><strong>Goal(s):</strong>&lt;br&gt;• To reduce the incidence and severity of injuries to children and youth.&lt;br&gt;&lt;br&gt;<strong>Strategic Pillars:</strong>&lt;br&gt;• Capacity and partnerships&lt;br&gt;• Communication and public relations&lt;br&gt;• Advocacy and healthy public policy&lt;br&gt;• Sustainability&lt;br&gt;• Research and evaluation&lt;br&gt;&lt;br&gt;<strong>Key Activities:</strong>&lt;br&gt;• Developing injury prevention priorities including home and playground safety, poisoning prevention, car seat safety, helmet safety, and, recently, pedestrian safety.&lt;br&gt;• Developing/identifying and implementing/facilitating education and training opportunities related to child and youth injury prevention.&lt;br&gt;• Developing and disseminating education resources/curriculum to support child and youth injury prevention.&lt;br&gt;• Developing and facilitating partnerships to support child and youth injury prevention.&lt;br&gt;• Developing and disseminating policies to support child and youth injury prevention.&lt;br&gt;• Leading and/or supporting local, provincial, and national injury prevention advocacy efforts.&lt;br&gt;&lt;br&gt;<strong>Resource(s):</strong>&lt;br&gt;• Child &amp; Youth Unintentional Injury in Atlantic Canada: 10 Years in Review&lt;br&gt;• Additional educational resources, materials, and tools TBD</td>
<td><strong>Target Audience (ages):</strong>&lt;br&gt;Professionals, families/caregivers, and children&lt;br&gt;&lt;br&gt;<strong>Setting:</strong> Community&lt;br&gt;&lt;br&gt;<strong>Strategy:</strong> Education&lt;br&gt;&lt;br&gt;<strong>Scope:</strong> Maritimes (Nova Scotia, New Brunswick, and Prince Edward Island)&lt;br&gt;&lt;br&gt;<strong>Helping to Advocate and Support</strong>&lt;br&gt;- Can provide a child-and-youth, as well as an injury-prevention lens to policy development.&lt;br&gt;- Can provide a lobbying voice to pedestrian safety work (e.g. letters of support).&lt;br&gt;- Provides information, resources, tools, and links to other partners on website.&lt;br&gt;- Has connections with local, provincial, and national stakeholders.</td>
<td><a href="http://www.childsafetylink.ca">www.childsafetylink.ca</a></td>
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</tbody>
</table>
### Ecology Action Centre (EAC)

- **EAC** is a member-based organization.
- The Transportation Issues Committee is made up of volunteers that can support advocacy efforts.
- EAC has many different partners.

#### Goal(s):
- To build a healthier, more sustainable Nova Scotia.

#### Objective(s):
- To provide up-to-date environmental information.
- To pursue researched solutions.
- To act as a watchdog for the Nova Scotia environment.

#### Key Activities:
- Working to improve sustainable transportation options in Nova Scotia.
- Providing child/youth transportation initiatives—learning about the environment, physical activity, and traffic safety.
- Providing active transportation initiatives—helping communities in NS further AT.
- Providing public education on bicycle safety and maintenance through Bike Again!
- Working on the Regional Municipal Planning Strategy as part of Our communities, our HRM.

#### Resource(s):
- Active transportation publications
- Transportation actions
- Active transportation resources and links
- Active Transportation 101: Bringing AT to Your Community and Developing an AT Plan (toolkit)
- Resources from EAC’s initiatives—Active & Safe Routes to School, Pace Car Program, and Making Tracks

**Target Audience (ages):** General public (all ages)

**Setting:** Community, schools

**Strategy:** Education, engineering, policy

**Scope:** Provincial

**Helping to Advocate and Support**
- Experienced active transportation advocates.
- Involved in many leading pedestrian safety initiatives across the province.
- Provides an opportunity to connect with schools through Active & Safe Routes to School Program as well as Making Tracks.
- Provides many tips and steps to getting communities, and a variety of stakeholders, involved in active transportation issues.
- Provides an opportunity to be involved with other transportation committees.
- Provides a public forum to engage in discussion and bring forth pedestrian safety efforts.
- Includes full time staff and many volunteers.

[http://www.ecologyaction.ca/issue-area/transportation-issues](http://www.ecologyaction.ca/issue-area/transportation-issues)
<table>
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<th>Overview of Organizational Efforts</th>
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</table>
| Atlantic Collaborative on Injury Prevention (ACIP) | ACIP Leadership Team (a diverse range of government, non-government, and community-based organizations) | **Goal(s):**  
- To link individuals and organizations working to prevent and reduce the impact of injuries in Atlantic Canada. | **Target Audience (ages):** Professionals  
**Setting:** Community organizations, government, policy makers, and injury prevention stakeholders  
**Strategy:** Education, enforcement, engineering, policy (through stakeholders), and leadership  
**Scope:** Atlantic wide (NS, NB, PEI, & NFLD) | [www.acip.ca](http://www.acip.ca) |
| Goal(s): | Objective(s):  
- To operate a listserv and website.  
- To provide learning opportunities via an online library, biannual conference, and a teleconference learning series.  
- To remain solely dedicated to injury prevention.  
- To be a conduit of information, action oriented, and evidence based.  
- To be committed to addressing the social determinants of injury.  
- To compile research and develop resources on injury issues relevant to Atlantic Canada.  
- To represent Atlantic Canadian injury prevention and control professionals on several committees: (e.g. Canadian Collaborating Centres for Injury Prevention). | **Helping to Advocate and Support**  
- Can provide an avenue for networking with other injury prevention and active transportation stakeholders.  
- Provides access to research and data relevant to injury issues.  
- Can provide examples and recommendations of pedestrian safety/active transportation work from the different Atlantic Provinces.  
- Provides access to partners and stakeholders on a national level. | |
| Key Activities: |  
- Facilitating coordination in injury prevention activities within Atlantic Canada in the following areas:  
  - Policy and advocacy  
  - Surveillance and research  
  - Resource development  
  - Awareness and education  
  - Sustainability and growth  
  - Networking, capacity building, partnerships, and knowledge exchange | | |
| Injury Free Nova Scotia (IFNS) | Action teams (board members and other injury prevention stakeholders) | **Goal(s):**  
- To reduce preventable injuries by advocating for policy changes and pursuing a comprehensive and inclusive approach to injury prevention. | **Helping to Advocate and Support**  
- Provides a platform to help make the connection between road safety, injury, and pedestrians.  
- Working to have an increased impact on lowering injury levels related to road safety, including issues related to pedestrian safety. | [http://ifns.ca/](http://ifns.ca/) |
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</table>
| Nova Scotia Municipal Police | N/A                       | **Municipalities include:**  
• Halifax Regional Municipality, Cape Breton Regional Municipality, and the towns of Bridgewater, Truro, Kentville, Annapolis Royal, Springhill, Amherst, Westville, Stellarton, Trenton, and New Glasgow.  
**Key Activities:**  
• Enforcing legislation around road safety (including both driver and pedestrian behaviours). | **Helping to Advocate and Support**  
• Brings an enforcement perspective and helps engage local communities.  
• Opportunity to provide education to the public.  
• Can provide support through partnerships and involvement with local committees. | Halifax:  
www.halifax.ca/police/  
Cape Breton:  
www.cbrps.ca/  
Bridgewater:  
www.bridgewaterpolice.ca/  
Truro:  
www.truro.ca/police-service.html  
Kentville:  
www.kentvillepolice.ca/  
Annapolis Royal:  
http://annapolissroyal.com/town-hall/annapolis-royal-police-department/  
Springhill:  
N/A  
Amherst:  
www.amherst.ca/amherst-police-department.html  
Westville:  
Stellarton:  
Trenton:  
http://www.town.trenton.ns.ca/index.php/services/police  
New Glasgow:  
www.newglasgow.ca/Departments/po...
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<th>Overview of Organizational Efforts</th>
<th>Summary</th>
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<tbody>
<tr>
<td>Nova Scotia RCMP</td>
<td>N/A</td>
<td><strong>Key Activities:</strong>&lt;br&gt;• Enforcing legislation around road safety (including both driver and pedestrian behaviours).&lt;br&gt;• Supporting the Road Safety Strategy 2015.&lt;br&gt;° Traffic Services Road Safety Calendar. (Proposed messages for each month – some messages include vulnerable road users, pedestrians, crosswalks, and school zones, among others).&lt;br&gt;• Implementing recommendations in response to the Crosswalk Safety Task Force through some of the NS detachments (e.g. the Halifax District).</td>
<td><strong>Helping to Advocate and Support</strong>&lt;br&gt;• Brings an enforcement perspective and helps engage local communities.&lt;br&gt;• Opportunity to provide education to the public.&lt;br&gt;• Can provide support through partnerships and involvement with local committees.</td>
<td><a href="http://www.rcmp-grc.gc.ca/ns/index-eng.htm">http://www.rcmp-grc.gc.ca/ns/index-eng.htm</a></td>
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<tr>
<td>Nova Scotia Department of Health and Wellness</td>
<td>Government of Nova Scotia</td>
<td><strong>Key Activities:</strong>&lt;br&gt;• Providing leadership to the health system for the delivery of care and treatment, prevention of illness and injury, and promotion of health and healthy living.&lt;br&gt;• Supporting and implementing the NS Injury Prevention Strategy.&lt;br&gt;• Providing links to active transportation initiatives (e.g. Active &amp; Safe Routes to School, Trails, and Walkabout).&lt;br&gt;• Providing ongoing support to community organizations and research institutions doing work in pedestrian safety and promotion of active transportation.&lt;br&gt;&lt;br&gt;&lt;strong&gt;Resource(s):&lt;/strong&gt;&lt;br&gt;• Nova Scotia Injury Prevention Strategy (2009)&lt;br&gt;• Active Kids Healthy Kids Strategy&lt;br&gt;• Thrive!</td>
<td><strong>Helping to Advocate and Support</strong>&lt;br&gt;• Can help bring forth the connection to pedestrian safety and injury prevention through a public health lens.&lt;br&gt;• Demonstrates commitment between government and community in working together.&lt;br&gt;• Identifies priority issues (road safety), priority populations (children and youth), and priority settings (communities, schools, and roads/streets) in the NS Injury Prevention Strategy.&lt;br&gt;• Supports existing projects and programs that relate to pedestrian safety, including Thrive!, Walkabout NS, municipal active transportation policy support, SWITCH, community trails, and trail maintenance.&lt;br&gt;• Leads the Provincial Active Transportation Team (PATT) that is working to develop an Active Transportation Policy Framework.</td>
<td><a href="http://novascotia.ca/DHW/">http://novascotia.ca/DHW/</a>&lt;br&gt;NS Injury Prevention Strategy: <a href="http://novascotia.ca/hpp/cdip/injury-prevention-strategy.asp">http://novascotia.ca/hpp/cdip/injury-prevention-strategy.asp</a>&lt;br&gt;Active Kids Healthy Kids Strategy: <a href="http://www.gov.ns.ca/hpp/pasr/akhk-intro.asp">http://www.gov.ns.ca/hpp/pasr/akhk-intro.asp</a>&lt;br&gt;Thrive!: <a href="https://thrive.novascotia.ca/">https://thrive.novascotia.ca/</a></td>
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<td>• Providing high quality educational programs and student services in both official languages, providing strong assessment and evaluation services, and building a progressive and responsive policy environment, among others.</td>
<td>• Implements curriculum links and outcomes to active transportation, which has pedestrian safety components.</td>
<td>Learning Outcomes Framework:</td>
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<td>• Injury prevention is one of six health priority areas within the new health education curriculum</td>
<td>• Supports pedestrian safety programs, policies, and activities in schools (e.g. the Making Tracks program).</td>
<td><a href="http://www.ednet.ns.ca/psp-lof.shtml">http://www.ednet.ns.ca/psp-lof.shtml</a></td>
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<td>• Injury prevention is highlighted at every grade level within the three strands of the curriculum, “Healthy Self, Healthy Relationship, and Healthy Community”.</td>
<td>• Opportunity to become involved with school associations and committees to meet active transportation/pedestrian safety needs.</td>
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<td>• A Learning Outcomes Framework is implemented for each level of schooling (primary to grade 12). Recurring references to active transportation are made within these outcomes.</td>
<td>• Has moved from a topic-based approach to flexible outcomes, which enables the curriculum to follow emerging issues, such as pedestrian safety.</td>
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<td>• Students learn and practice peer lead skills and experiences.</td>
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<td>Resource(s):</td>
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<td></td>
<td></td>
<td>• Learning Outcomes Framework</td>
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<tr>
<td>Nova Scotia Department of Transportation and Infrastructure Renewal</td>
<td>• Government of Nova Scotia</td>
<td>Key Activities:</td>
<td>Helping to Advocate and Support</td>
<td><a href="https://www.gov.ns.ca/tran/">https://www.gov.ns.ca/tran/</a></td>
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<td>• Building the provincial infrastructure of highways, bridges, government buildings, and environmental remediation projects and maintaining its quality.</td>
<td>• Provides resources, information, and reports around crosswalk safety.</td>
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<td></td>
<td></td>
<td>• Having a Highway Improvement Plan.</td>
<td>• Can provide leadership in road safety.</td>
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<td></td>
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<td>• Being committed to making road safety a priority.</td>
<td>• Influences policy and decision making.</td>
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<td>Resource(s):</td>
<td>• In the process of developing a 5-year road safety action plan for NS.</td>
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<td></td>
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<td>• Crosswalk Safety Q&amp;A</td>
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<td></td>
<td></td>
<td>• Crosswalk Safety Facts</td>
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<td>• Crosswalk Safety flyer</td>
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<td></td>
<td></td>
<td>• Crosswalk Safety print, radio, and video ads</td>
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<td></td>
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<td>• Crosswalk Safety Amendments News Release</td>
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<td>• 2010 Nova Scotia Road Safety Survey</td>
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<td>• Paved Shoulder Width for Active Transportation Guidelines</td>
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| Nova Scotia Department of Energy | Government of Nova Scotia | **Goal(s):**  
- To ensure Nova Scotians benefit from the province’s energy sector.  
- To enable Nova Scotia businesses to compete successfully in the growing energy industry.  
- To educate Nova Scotians on energy issues.  
**Key Activities:**  
- Being responsible for energy policy and analysis, energy markets (electricity, energy transportation, and use of energy), petroleum resource assessment and management, energy business and technology, communication and public education, and fiscal management and analysis.  
- Developing public information programs to help create greater public understanding around issues.  
- Coordinating energy policies, strategies and plans.  
- Gathering information on Nova Scotia and other jurisdictions' relevant experiences, policies and activities.  
- Supporting the Sustainable Transportation Strategy 2013  
**Resource(s):**  
- Nova Scotia Moves 2012. | **Target Audience (ages):** All ages  
**Setting:** Government  
**Strategy:** Education, engineering  
**Scope:** Provincial  
**Helping to Advocate and Support**  
- Coordinates and supports the Sustainable Transportation Strategy, which involves active transportation as a key issue.  
- Provides support to community-based efforts across NS.  
- Provides a platform for public education and communication of innovative approaches.  
- Is committed to advancing sustainable transportation, which includes active transportation.  
- Supports existing community/municipal plans.  
- Offers grants to advance several objectives, one of which is active transportation. | [http://www.gov.ns.ca/energy/](http://www.gov.ns.ca/energy/) |
| Provincial Active Transportation Leaders | NS Department of Health and Wellness | **Key Activities:**  
- Developing programs, initiatives, and policies related to physical activity and active transportation.  
- Being responsible for specific regions across NS. | **Helping to Advocate and Support**  
- These leaders are often strong active transportation advocates in local communities.  
- Provide a connection to government stakeholders.  
- Have knowledge on specific issues in their communities and expertise in countermeasures.  
- Can be a lobbying voice. | [http://novascotia.ca/hpp/pasr/contacts.asp](http://novascotia.ca/hpp/pasr/contacts.asp) |
### Active Transportation Committees

**Governing Body or Partners:** NS Municipalities

**Overview of Organizational Efforts**

- Developing active transportation plans for their municipality.
- Engaging the public and stakeholders in consultation to improving active transportation and safety issues.
- Promoting education and awareness projects.

**Resource(s):**

- Active Transportation Plans

**Helping to Advocate and Support**

- Supports education and awareness efforts around active transportation and safety issues.
- Provides active transportation plans, which include guidelines and recommendations to be implemented in the municipality.
- Includes various active transportation advocates.
- Provides a lobbying voice.

Some AT Committee websites:

- Bridgewater: [www.bridgewater.ca/activetransportation](http://www.bridgewater.ca/activetransportation)
- Cape Breton Regional Municipality: [http://www.cbrm.ns.ca/active-transportation.html](http://www.cbrm.ns.ca/active-transportation.html)
- Halifax Regional Municipality: [http://www.halifax.ca/boardscom/ActiveTransportationAdvisoryCommittee.html](http://www.halifax.ca/boardscom/ActiveTransportationAdvisoryCommittee.html)
- Pictou County: [http://www.activepictoucounty.ca/](http://www.activepictoucounty.ca/)

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### Provincial Active Transportation Task Team

**Governing Body or Partners:** Task team members include NS Departments of:
- Health and Wellness
- Energy
- Transportation and Infrastructure Renewal
- Seniors
- Justice
- Natural Resources
- Environment
- Service Nova Scotia and Municipal Relations
- Education and Early Childhood Development
- Nova Scotia Tourism Agency

**Overview of Organizational Efforts**

- Developing a policy/plan that supports Nova Scotians to walk, bicycle and use other forms of active transportation.
- Providing the necessary infrastructure to support the above policy/plan.

**Helping to Advocate and Support**

- Supports policies and plans for walking, which includes pedestrian safety.
- Has the priority to make infrastructure safe for walking in NS.
- Is a team consisting of several government departments working together to improve active transportation. This promotes collaboration, a system of networks, and willingness to see all aspects of safe active transportation.
- Has a specific team committed to improving active transportation (and safe walking) in NS.

**Target Audience (ages):** All ages

**Setting:** Government

**Strategy:** Covers support for education and engineering

**Scope:** Provincial
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| Nova Scotia Road Safety Youth Committee (NSRSYC) | • NS Department of Transportation and Infrastructure Renewal  
• Road Safety Advisory Committee | **Goal(s):**  
• To generate awareness of the issue of youth road safety in Nova Scotia, at the national, provincial, and community levels.  
• To advocate for healthy and safe public policy and programming with the provincial and municipal government and non-governmental agencies, associations, and organizations.  
• To increase participation and inclusion of youth in road safety decision-making processes.  
**Key Activities:** (Just some examples)  
• Focusing on impaired driving, speeding, distracted driving, seatbelts, and active transportation (bicycling and pedestrian safety).  
• Using social media to increase awareness among the population.  
• Creating specific guidelines for other youth-driven organizations to apply for sponsorship from NSRSYC for road-safety initiatives in their own communities.  
• Forming partnerships to support road safety advocacy initiatives from NGOs and other organizations (e.g. Ecology Action Centre, No Regrets, Halifax Cycling Coalition). | **Helping to Advocate and Support**  
• Is dedicated to the issue of eliminating injuries and deaths of young people as a result of motor vehicle collisions.  
• Aspires to give young Nova Scotians a voice in representing issues related to youths and improving road safety.  
• Generates awareness for road safety issues, such as pedestrian safety. | www.facebook.com/NSRSYC |
| Nova Scotia Health Promoting Schools | • NS Department of Health and Wellness  
• NS Department of Education and Early Childhood Development  
• Nova Scotia's eight school boards  
• The Mi'kmaw Kina'matnewey  
• Province's district health authorities  
• Community members | **Key Activities:**  
• Encouraging children and young people to eat healthy and exercise.  
• Taking a broader approach to promote physical, social, spiritual, mental, and emotional well-being of staff and students.  
• Providing health education resources and links to other healthy living stakeholders.  
• Being designated to regional school boards across NS. | **Helping to Advocate and Support**  
• Is dedicated to improving the student and staff community.  
• Provides possible partnership connections to active transportation/pedestrian safety (with physical activity component).  
• Is an avenue to help get the education link to pedestrian safety. | https://nshps.ca/ |
| Motor Vehicle Course/Training       | • Safety Services NS                                                                      | **Key Activities:**  
• Providing:  
° road safety conferences  
° driver education  
° improvement training  
° both classroom and practical options | **Helping to Advocate and Support**  
• Provides a possible link to pedestrian safety through road safety education and training.  
• Helps raise general awareness for shared responsibility of road users. | http://www.safetyservicesns.ca/ |
### Union of Nova Scotia Municipalities (UNSM) Active Transportation Committee

**Key Activities:**
- Facilitating a survey to gather information from 34 municipalities across NS around the issue of active transportation.
- Making active transportation a priority.
- Identifying several barriers to advancing active transportation at both the municipal and provincial levels.
- Seeking opportunities for the advancement of active transportation; some projects have already been initiated, such as expansion of infrastructure, walking/biking weeks, and awareness campaigns.
- Indicating the focus on healthy living will further facilitate interest in active transportation.

**Committee Includes:**
- Representatives from organizations such as
  - Doctors NS
  - Ecology Action Centre
  - HRM
  - Department of Health and Wellness
  - Heart and Stroke Foundation
  - Recreation NS
  - Bicycle NS
  - Service NS and Municipal Relations
  - Department of Transportation and Infrastructure Renewal
  - others

**Helping to Advocate and Support**
- Supports a provincial active transportation lens to review policies, funding, and education/awareness campaigns.
- Supports UNSM to play a strong advocacy and educational role in this process.
- Promotes strategies among its membership and with other government agencies.
- Advocates for improved roads and other infrastructure to develop and encourage safe walking, cycling, and other active transportation opportunities.
- Provides detailed steps to bringing active transportation forward in municipalities.
- Provides resources and guidance for municipalities on active transportation.

**Website**
[http://www.sustainability-unsm.ca/active-transportation.html](http://www.sustainability-unsm.ca/active-transportation.html)

### Municipal Physical Activity Leaders Program

**Key Activities:**
- Similar to Provincial Active Transportation Leaders
- Developing programs, initiatives, and policies related to physical activity and active transportation.
- Being responsible for specific regions across NS.

**Helping to Advocate and Support**
- These leaders are often strong active transportation advocates in local communities.
- Provides a connection to government stakeholders.
- Have knowledge on specific issues in their communities and expertise in countermeasures.
- Can be a lobbying voice.

**Website**
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|                      |                           | • Making active transportation a health promotion priority, including an active transportation mandate that considers the health, social, environment, and economic benefits of active transportation.  
• Supporting existing initiatives involving elements of active transportation (e.g. Thrive!). | • Is a lobbying voice.  
• Provides a mandate that other organizations and groups can easily model.  
• Brings the health care aspect into road safety and injury prevention.  
• Can help to generate education and awareness.  
• Is interested in having a more involved presence with initiatives (e.g. Thrive). | |
| Dalhousie Transportation Research Collaboratory (DalTRAC) | - Dalhousie University (School of Planning and Department of Civil Resource Engineering) | Goal(s):  
• To advance transportation safety research at Dalhousie University, and assist practitioners locally, regionally, nationally, and beyond.  
Key Activities:  
• Initiating the “Share the Road” community-based awareness campaign program for Nova Scotians; through this campaign DalTRAC is also involved in community engagement.  
• Researching traffic and travel behaviour, choice modelling, integrated land use-transport-energy modelling, and transportation policy analysis.  
• Delivering information on latest findings, research, programming, and other elements related to transportation through web and social media presence. | Target Audience (ages):  
Community, government, and active transportation stakeholders (all ages)  
Setting: Professional (university)  
Strategy: Engineering, education  
Scope: Provincial  
Helping to Advocate and Support  
• Has an excellent dedication to research in areas of active transportation and can provide this research support.  
• Has a strong interest in the connection of health and safety to transportation.  
• Is willing to collaborate and partner on pedestrian safety and active transportation projects.  
• Has a web and social media presence to deliver the latest transportation information.  
• Understands the need for a comprehensive approach to road safety and is aware of the connection to children and injury rates. | https://blogs.dal.ca/daltrac/  
Share the Road Campaign:  
www.dal.ca/sharetheroadns |

A research facility dedicated to transportation studies, planning and policy analysis.
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| Heart and Stroke Foundation of Canada (Implemented at the provincial level) | - Volunteer drive  
- National Board  
- National Organization | **Goal(s):**  
- To significantly improve the health of Canadians by decreasing their risk factors for heart disease and stroke by 10 per cent by 2020.  
- To reduce Canadians’ rate of death from heart disease and stroke by 25 per cent by 2020. | **Target Audience (ages):**  
Community, heart disease and stroke survivors, children, seniors, volunteers, professionals (all ages) | [www.heartandstroke.ns.ca](http://www.heartandstroke.ns.ca)  
[www.walkaboutns.ca](http://www.walkaboutns.ca) |
| **Mission:** | |  
- Prevent disease  
- Save lives  
- Promote recovery | **Setting:** Community (primary)  
**Strategy:** Education (Advocacy)  
**Scope:** Provincial | |
| **Key Activities:** | |  
- Investing in life-saving research.  
- Advocating for health public policies.  
- Partnering with key stakeholders.  
- Engaging Canadians to “Make Health Last.”  
- Ensuring health equity. | **Helping to Advocate and Support**  
- Provides advocacy through their shaping active, healthy communities portfolio – supporting Canadians in creating communities that are built to make healthy choices the easy choices for all.  
- Is heavily involved with other active transportation advocates and stakeholders and can bring forth these partnerships in supporting pedestrian safety.  
- Has an established presence in the community and is recognized as a leader in the link between physical, active living and safe, walkable communities.  
- Helps to generate education and awareness.  
- Can provide research efforts as an advocacy support. | |
This chart below includes groups that advocate for active transportation/pedestrian safety on a national level, and/or groups that can provide support through experience, resources, and knowledge.

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<tr>
<td>Parachute</td>
<td>• Board of Directors</td>
<td>Goal(s):</td>
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<td><a href="http://www.parachutecanada.org">www.parachutecanada.org</a></td>
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<td>• An amalgamation of Safe Kids Canada, Safe Communities Canada, SMARTISK, and ThinkFirst Canada</td>
<td>• To have an injury-free Canada.</td>
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<td></td>
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<td>• To raise the profile of the issue of preventable injury and to help Canadians reduce their risks of injury and enjoy long lives lived to the fullest.</td>
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<td>Objective(s):</td>
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<td>• To raise public awareness and partner with stakeholders to reduce preventable injury through a comprehensive approach.</td>
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<td>• To provide leadership for the issue of injury at all levels of activity, and at all times.</td>
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<td></td>
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<td>• To collaborate and engage those organizations already supporting preventable injury.</td>
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<td>• To promote evidence-informed action in all aspects of operation and with all partners, stakeholders, allies, and clients.</td>
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<td>• To engage those affected by injury and help spread their stories for incentive to action.</td>
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<td>Key Activities:</td>
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<td>• Covering a wide range of injury prevention topics (from helmet safety and home safety, to poison prevention, and pedestrian safety).</td>
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<td></td>
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<td>• Having several programs including Is it Worth It?, No Regrets, Safe Crossing Program, and Walk This Way.</td>
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<td>• Performing public policy work that encompasses a solution to the injury problem, along with resources to inform public policy for pedestrian safety in your region.</td>
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<td>Resource(s): Related to public policy efforts</td>
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<td>• Frequently asked questions</td>
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<td>• Pedestrian legislation chart</td>
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<td>• Letter of support template</td>
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<td>• Road Safety Vision 2010</td>
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<td>• Safe Kids Canada: A Community’s Guide to Pedestrian Safety</td>
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### Child Safety Link

#### Pedestrian Safety in Nova Scotia

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**Section 4  Advocacy and Support  National Focus (continued)**

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<tr>
<th>Name of Organization</th>
<th>Governing Body or Partners</th>
<th>Overview of Organizational Efforts</th>
<th>Summary</th>
<th>Website</th>
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</thead>
</table>
| **British Columbia Injury Research and Prevention Unit** | N/A | **Goal(s):**  
- To reduce the societal and economic burden of injury in BC. | **Target Audience (ages):** Professionals  
**Setting:** Community | www.injuryresearch.bc.ca |
| **Canadian Road Safety Youth Committee (CRSYC)** | Executive members  
Provincial/territorial youth representatives | **Goal(s):**  
- To address the issues of youth road safety. | **Helping to Advocate and Support**  
- Provides a national platform for networking and creating awareness.  
- Provides opportunities to engage in programs and events on road safety issues (such as pedestrian safety).  
- Is a forum for discussion and creating awareness. | http://youthroadsafety.ca/crsyc/ |
| **Canadian Council of Motor Transport Administrators (CCMTA)** | Provincial and territorial governments | **Key Activities:**  
- Coordinating all matters that deal with administration, regulation, and control of motor vehicle transportation and highway safety in Canada.  
- Being responsible for the Canadian Road Safety Strategy 2015.  
- Partnering with police.  
- Promoting the National Day of Remembrance for Road Crash Victims. | **Helping to Advocate and Support**  
- Sets national standards and guidelines.  
- Provides a platform for networking with national advocates.  
- Researches pedestrian safety and countermeasures to reduce injury.  
- Provides evidence-based examples of best practices.  
- Connects to international pedestrian safety work. | www.ccmta.ca |
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| Green Communities – Canada WALKS | Green Communities Canada WALKS (consisting of over 30 community-based non-profit organizations) | **Goal(s):**  
- To support the creation of more walkable communities (i.e. changing the built environment to make walking a safe and inviting choice).  
- To change Canadians' walking attitudes and habits so that they choose to walk. | **Helping to Advocate and Support**  
- Provides access to best practice information on making communities walkable.  
- Provides consulting services that can engage members of the community and key stakeholders.  
- Provides examples of projects, events, and marketing campaigns.  
- Connects to active transportation advocates across Canada.  
- Provides the opportunity for partnerships and information sharing among provinces. | [http://www.canadawalks.ca/](http://www.canadawalks.ca/)  
[icANwalk:](http://icanwalk.ca)  
[Walk Friendly Communities:](http://www.walkfriendly.ca)  
[School Travel Planning:](http://www.saferoutestoschool.ca) |

**Key Activities:** (four main focus areas)  
1. **Creating Interactive websites:** [www.icanwalk.ca](http://www.icanwalk.ca) has a virtual “Canadian Centre of Excellence” that includes multiple sources (such as links to different organizations), and online forums where best practice information is provided. Also includes a smart phone assessment tool. The website of [www.walkfriendly.ca](http://www.walkfriendly.ca) highlights the Walk Friendly Communities designation project that will be going national in 2014. The School Travel Planning model was developed by Green Communities in partnership with all provinces and territories. The website is [www.saferoutestoschool.ca](http://www.saferoutestoschool.ca).  
2. **Consulting:** bringing expertise on walkability into communities through consulting services (i.e. community engagement workshops).  
3. **Performing project management:** overseeing walking-related projects and events (e.g. Active & Safe Routes to School).  
4. **Marketing and communications:** raising awareness of walkability issues and sharing information through presentations at community meetings, press relations, and conferences. Also involves public marketing campaigns.  

**Resource(s):**  
- Interactive websites  
- Walkolution Newsletters  
- Workshops  
- Consulting Services  
- Links to resources and tools from across Canada  
- Best practices and case studies  
- Outlines several comprehensive projects
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| Saskatchewan Prevention Institute | - Members of the corporation  
- Board of directors  
- Medical Advisory Committee  
- Program Advisory Committee  
- Government of Saskatchewan  
- Kinsmen Telemiracle Foundation  
- Saskatchewan Abilities Council  
- University of Saskatchewan | Goal(s):  
- To reduce the occurrence of disabling conditions in children.  
- Healthy children.  
Objective(s):  
- To strongly commit to networking and partnering in projects that further prevention efforts  
- To actively pursue linkages to ensure a coordinated approach to prevention planning.  
Guiding Principles:  
- Excellence  
- Knowledge transfer that meets identified needs and reflects current, evidence-based information  
- Embracing diversity  
- Community capacity building  
- Collaborating with stakeholders to build community partnerships  
- A healthy and effective work environment  
Key Activities:  
- Communications  
- Community development  
- Education  
- Information services  
- Program areas  
- Research and evaluation  
- Special projects  
Resource(s):  
- Downloadable pedestrian safety fact sheet  
- I'm Growing Up Safely (5-9 years) brochure  
- Walking School Bus Guide for parents and teachers | Target Audience (ages):  
Parents, students, professionals, community groups, and the general public  
Setting: Community, schools, government  
Strategy: Education, enforcement, and engineering  
Scope: Provincial  
Helping to Advocate and Support  
- Provides resources and tools to help communities, professionals, and families take steps in advocating for pedestrian safety.  
- Offers diverse safety programming that can be used as best practice examples for adopting pedestrian safety initiatives in any community.  
- Is a lobbying voice.  
- Is committed to partnerships and networking and could provide support through coordinated projects and approaches. | www.skprevention.ca |
This section highlights some examples of pedestrian safety initiatives, programs, and other work that is taking place in specific regions across Nova Scotia. The initiatives, programs, and other work included in this section are not specifically captured elsewhere in the report. The specific Nova Scotia regions used for this report follow the same definition for the regions used in the two previous provincial documents as well as those defined by the Nova Scotia Department of Health and Wellness. These specific Nova Scotia regions include Cape Breton region, Central region, Fundy region, Highland region, South Shore region, and the Valley region. Please note the examples listed for each specific region do not necessarily take place in all areas of that region.

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<thead>
<tr>
<th>Region</th>
<th>Areas Included in Region</th>
<th>Initiatives, Programs and Other Work</th>
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<tbody>
<tr>
<td>Cape Breton</td>
<td>• Cape Breton Regional Municipality (CBRM)</td>
<td>• CBRM Active Transportation Committee</td>
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<td></td>
<td>• Municipality of the County of Inverness</td>
<td>• CBRM Active Transportation Plan (2008)</td>
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<td>• Town of Port Hawkesbury</td>
<td>• School Travel Planning Program</td>
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<td>• Municipality of the County of Victoria</td>
<td>• Active &amp; Safe Routes to School (ASRTS), Making Tracks</td>
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<td>• Municipality of the County of Richmond</td>
<td>• Walk to School Month</td>
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<td>Central</td>
<td>• Halifax Regional Municipality</td>
<td>• Active Transportation Advisory Committee</td>
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<td>• Crosswalk Safety Advisory Committee</td>
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<td>• HRM Active Transportation Plan (2006)</td>
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<td>• AT Plan Review (Present)</td>
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<td></td>
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<td>• Walkable Community HRM Regional Plan</td>
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<td>• Crosswalk Safety in HRM — Think Safe</td>
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<tr>
<td>Fundy</td>
<td>• Cumberland</td>
<td>• Town of Amherst Active Transportation Plan (2012)</td>
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<td>• Colchester</td>
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<td>• Municipality of East Hants</td>
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<td>Highland</td>
<td>• Antigonish</td>
<td>• Walk to School Month — Making Tracks/ EAC</td>
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<td>• Pictou Counties</td>
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<td>• District of Guysborough</td>
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<td>South Shore</td>
<td>• Lunenburg County</td>
<td>• Bridgewater Active Transportation Committee</td>
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<td>• Queens County</td>
<td>• Bridgewater Active Transportation and Connectivity Plan (2008)</td>
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<td>• Yarmouth County</td>
<td>• Municipality of the District of Chester Active Transportation Policy (2012)</td>
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<td>• Shelburne County</td>
<td>• Municipality of the District of Lunenburg Active Transportation Plan (2011)</td>
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<td>• Yarmouth Active Transportation Master Plan (2010)</td>
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<td>• Share the Road Campaign</td>
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<td>• South Shore Active Communities</td>
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<td>• School Travel Planning Program ASRTS, Making Tracks, Thrive!</td>
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<td>• Active Transportation 101/201 – EAC</td>
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<td>Valley</td>
<td>• Municipality of West Hants</td>
<td>• Valley Region Active Transportation Plan</td>
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<td>• Municipality of Clare</td>
<td>• Community Champion Workshop on School Travel Planning</td>
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<td>• Annapolis</td>
<td>• Making Tracks</td>
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<td>• Kings Counties</td>
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<td>• Digby Counties</td>
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What We Learned

Child Safety Link heard from many passionate and diverse groups about keeping children active and safe. Through this investigation and through many conversations, much was learned about the diversity of initiatives, levels of focus on pedestrian safety, as well as possible opportunities for increased prevention. Below is a summary of what was learned overall as well as some challenges and opportunities for action.

There are differences in the scope and level of initiatives across Nova Scotia: Many municipalities are addressing pedestrian safety in some way, but there are extreme variations in the level and scope of programming and initiatives across regions in the province.

There is a strong active transportation community: Many active transportation networks and safety coalitions exist across Nova Scotia. With a lot of momentum around other forms of active transportation (e.g. cycling safety), networks are attempting to have a broader and balanced focus on all types of active transportation (e.g. pedestrian safety).

There is limited provincial cohesion and leadership specific to pedestrian injury prevention: Many organizations and community groups are involved in different aspects of pedestrian injury prevention. However, there is no established provincial coalition/group/network to connect with key stakeholders in a coordinated action focusing specifically on pedestrian safety. Linking more often with active transportation groups is an opportunity for embedded programming and unified understanding of the opportunities and challenges of each issue.

There is limited provincial programming specific to pedestrian injury prevention: There appears to be only a few groups who focus on province-wide programming. The Ecology Action Centre (EAC) represents some core provincial initiatives, ongoing commitment and leadership to safe, active transportation, which includes pedestrian safety programming. There are, however, existing provincial-based active transportation strategies and other health promotion efforts that could also provide an opportunity to strengthen the focus on pedestrian safety.

There is a demand for pedestrian safety initiatives throughout the province: A recent increase in the awareness of pedestrian injuries has brought increased interest and implementation of initiatives.

Challenges to Pedestrian Safety in Nova Scotia:

As a result of CSL’s investigation, the following points represent recurrent perceived challenges to pedestrian safety in Nova Scotia:

• Differences in the perception of safety: Drivers and pedestrians often have different perspectives when it comes to road safety (i.e. false sense of security for both the driver and the pedestrian) that may lead to increased risk taking. Perception of safety is also evident in terms of encouraging people to walk. For example, some people may not feel safe in their community because of violence, lack of lighting, and other infrastructure. These additional barriers that contribute to one’s perception of safety are also important to consider.

• Activity vs. safety debate: Often when the issue of safety is brought forward, there is a fear that safety messaging will decrease activity levels. While it is important to keep children safe, this must be balanced with the benefits of allowing them to explore, be physically active, and take healthy risks. With a shared goal of healthy children, there can be a stronger connection made between groups to develop complementary messaging to support one another.

• Lack of clarity with pedestrian safety and active transportation as complementary concepts: Pedestrian safety is one component of the larger concept of active transportation, and active transportation plays an important role in pedestrian safety. It appears these terms are often used interchangeably, possibly undermining the individual importance of each. For example, active transportation also includes other activities such as cycling and skateboarding. Pedestrian safety may not always be considered in the
larger context. Inconsistent inclusion/exclusion of pedestrian safety may unintentionally limit opportunities for strategic action. Pedestrian safety and active transportation can complement and support one another based on this connection.

- **Limited capacity to focus on pedestrian safety**: Pedestrian safety is a complex issue and there is no one easy solution. Given other challenges, such as limited up-to-date data on pedestrian injuries and costly solutions, groups may not necessarily be equipped to take action. By addressing some of these barriers, stakeholder capacity to comprehensively address pedestrian safety and other active transportation issues may be improved.

- **Limited up-to-date and accurate collision data**: The Nova Scotia Department of Transportation and Infrastructure Renewal does not have the systems available at this time to access motor vehicle collision data beyond 2006. This motor vehicle collision information provides data on pedestrian injuries and fatalities, specific age groups, as well as conditions, and actions. Without this information, stakeholders are unable to establish a comprehensive view of the issue, limiting their ability to effectively react and evaluate programming efforts.

- **Limited funding and resources**: There is increased competition for funding for various health and injury issues across the province. In addition, there are limited human resources to comprehensively address this complex issue on a provincial level.

- **Limited clear communication links**: Although there are several provincial groups addressing active transportation, there were still challenges in determining who was working on this issue in various communities across Nova Scotia and whether they connected. There did not appear to be a network specifically designed for communicating about pedestrian safety. This could be due to the complex nature of the issue or gaps in finding clear communication lines. A recent increase in the awareness of pedestrian injuries has brought greater interest and implementation of initiatives. As a result, there doesn’t appear to be a centre for communication and information sharing that would pull together partners from across the province to address pedestrian safety.

- **Walking is a popular form of physical activity, but many Nova Scotian communities lack the infrastructure to safely support this form of active transportation**: Environmental and infrastructure strategies are effective approaches to reducing child pedestrian injuries. Many communities are addressing pedestrian safety; however, these strategies are often challenging to implement comprehensively in both rural and urban communities. Improving infrastructure, although time consuming and costly, will help to increase safety and increase community walkability.

**Opportunities for Pedestrian Safety in Nova Scotia:**

These challenges create opportunities to inform recommendations to address pedestrian safety moving forward. Several opportunities are highlighted below:

- **Growing interest with diverse and non-traditional partners**: Although there appears to be a lack of consistent programming in pedestrian safety in Nova Scotia, this provides opportunities for diverse groups and non-traditional partners to collaborate and take action.

- **Momentum of support**: Given the increase in interest from both the public and stakeholders to address pedestrian injuries, there is an opportunity for collaboration for programming, and also for advocacy and development of stronger healthy public policy. A coordinated voice will allow for sustainable change.

- **Media and public awareness**: Due to the increase in media attention to pedestrian injuries, the public is very likely aware of this important issue. The public may therefore be more accepting of initiatives. This investigation, however, did not include consultation with the public and may require additional exploration.

- **Learn from the successes of active transportation initiatives**: There appears to be great success with active transportation groups throughout Nova Scotia. There is an opportunity to learn from their success, strengthen the voice around children's health, and embed pedestrian safety into their existing plans.

- **Pedestrian safety supports population health**: People are more likely to walk as a form of physical activity if they feel safe. This therefore strengthens positive connections with other agencies and health partners who promote physical activity. Walking is also an affordable form of active transportation, thereby supporting the social determinants of health.
Child Safety Link has brought forward general recommendations based on our key findings and review of the literature. These recommendations have been separated into several categories. The recommendations listed are in no specific order. The proposed recommendations are to provide guidance for possible next steps in Nova Scotia. Specific solutions and stakeholder roles are not outlined.

Recommendaions for Future Pedestrian Safety in Nova Scotia:

**Surveillance**
1. Establish an up-to-date, reliable Nova Scotia pedestrian injury database.
2. Establish an efficient process to request consistent and reliable Nova Scotia pedestrian injury data.
3. Map the locations of pedestrian injuries across the province at a regional level to support local programming and targeted initiatives.

**Support and Capacity Building**
1. Collaborate with partners to incorporate best practices and recommendations into future programming, enforcement, infrastructure design, and other initiatives.
2. Connect with municipal and other active transportation groups regarding their plans to gather progress updates and discuss/assess opportunities for collaboration.
3. Review the HRM Crosswalk Safety Task Force Final Report (2007) recommendations to see if there are opportunities to build on their actions.
4. Develop a standard template for active transportation plans to help municipalities support the inclusion of pedestrian safety.
5. Provide professional development opportunities for stakeholders to increase their understanding and capacity to address pedestrian safety.

**Research and Evaluation**
1. Provide opportunities for new and innovative research on pedestrian injuries (i.e. distractions while walking [e.g. cell phone use]).
2. Identify and implement strategies to focus on those at highest risk for pedestrian injuries (e.g. older children/youth).
3. Conduct evaluation of all types of strategies to ensure effective use of resources and build on evidence to support future initiatives.
4. Determine the role of various strategies such as social marketing on pedestrian safety and behaviour change.

**Partnerships and Collaboration**
1. Continue to build an injury prevention presence through an ongoing connection between safety and active transportation.
2. Establish a formal collaborative with interested stakeholders to ensure a united voice and strong coordinated action.
3. Establish connectivity (informal) between stakeholders, organizations, communities, and non-traditional groups for consistent two-way communication.
**Advocacy and Healthy Public Policy**
1. Establish appropriate and sustainable funding and other resources for pedestrian safety.
2. Continue to support and enforce existing legislation that supports active and safe transportation related to children and youth.
3. Advocate for new and enhanced legislation and other policies that support active and safe transportation.

**Initiative Development and Implementation**
1. Continue to provide pedestrian safety education to both parents and children.
2. Embed pedestrian safety into health education curriculum outcomes for grades primary to 12.
   - Consider the developmental stage of the child when providing any educational strategy.
   - Consider the importance and effectiveness of relative experiential learning.
3. Consider the difference between urban and rural walking environments in pedestrian safety initiatives, resources, policies, and advocacy.
4. Ensure pedestrian safety initiatives include an understanding of the shared responsibility of all road users.

**Messaging and Communication**
1. Determine an innovative approach to linking pedestrian safety and healthy active living strategies to ensure broad acceptance and a united voice.
2. Increase awareness of pedestrian injury prevention.
   - Establish key messages based on evidence and input from populations who experience a high risk of injury (e.g. youth).
   - Determine effective messages that directly address the barriers that emerge because of varying perceptions of safety and walking.
   - Develop an innovative approach to promoting pedestrian safety that is appealing to the public.
   - Increase the availability and accessibility of pedestrian safety resources and information for both stakeholders and the public (e.g. all road users, such as pedestrians and motorists).