

---

# ***CCMTA Road Safety Report Series***

---

## **SPEED AND INTERSECTION SAFETY MANAGEMENT (SISM)**

**Annual Monitoring Report 2007**

*Prepared For*

Canadian Council of Motor Transport Administrators  
Standing Committee on Road Safety Research and Policies

*by*

Task Force on Speed and Intersection Safety Management

June 2008

## **Disclaimer**

The material presented in this text was carefully researched and presented. However, no warranty expressed or implied is made on the accuracy of the contents of their extraction from reference to publications.

© 2008 Canadian Council of Motor Transport Administrators/  
Conseil canadien des administrateurs en transport motorisé

Canadian Council of Motor Transport Administrators  
2323 St. Laurent Blvd.  
Ottawa, Ontario  
K1G 4J8  
Telephone: (613) 736-1003  
Fax: (613) 736-1395  
E-mail: [ccmta-secretariat@ccmta.ca](mailto:ccmta-secretariat@ccmta.ca)  
Internet: [www.ccmta.ca](http://www.ccmta.ca)

## **CANADIAN COUNCIL OF MOTOR TRANSPORT ADMINISTRATORS**

The *Canadian Council of Motor Transport Administrators* is a non-profit organization comprising representatives of the provincial, territorial and federal governments of Canada which, through the collective consultative process, makes decisions on administration and operational matters dealing with licensing, registration and control of motor vehicle transportation and highway safety. It also includes associate members from the private sector and other government departments whose expertise and opinions are sought in the development of strategies and programs.

The work of CCMTA is conducted by three permanent standing committees which meet twice a year. The mandates of the standing committees are as follows:

- The **Standing Committee on Drivers and Vehicles** is responsible for all matters relating to motor vehicle registration and control, light vehicle standards and inspections, and driver licensing and control.
- The **Standing Committee on Compliance and Regulatory Affairs** is concerned with the compliance activities of programs related to commercial driver and vehicle requirements, transportation of dangerous goods and motor carrier operations in order to achieve standardized regulations and compliance programs in all jurisdictions.
- The **Standing Committee on Road Safety Research and Policies** is responsible for coordinating federal, provincial and territorial road safety efforts, making recommendations in support of road safety programs, and developing overall expertise and strategies to prevent road collisions and reduce their consequences.

CCMTA's Board of Directors also meets twice per year to attend to the overall management of the organization, determine policy direction and provide overall guidance and direction to the standing committees. Recommendations of the standing committees are ratified by the CCMTA Board.

All CCMTA standing committee meetings are open to industry stakeholders. Associate membership further allows private organizations and other government bodies with an interest in matters dealing with motor vehicle transportation and highway safety to be kept apprised of CCMTA activities and have formal access to CCMTA meetings and proceedings.

For further information on CCMTA projects and programs or associate membership, please contact the Secretariat at [www.ccmta.ca](http://www.ccmta.ca)

## Table of Contents

Background .....	3
SISM Survey Document .....	5
National Progress to SISM Targets .....	6
Jurisdictional Results Summary .....	8
New Jurisdictional Activities .....	12
Jurisdictional Top 3 SISM Initiatives .....	15
Contact Information .....	17

## **Background Information**

A review of road safety, with respect to speed and intersections, was undertaken by a sub-committee of the CCMTA's Standing Committee on Road Safety Research and Policies. The review was undertaken at the request of a number of provincial police agencies, road safety stakeholders and as a result of public advocacy. The sub-committee was to determine the magnitude of collisions related to speed and intersections as well as to identify strategies currently in place to address these issues. In 1998-1999 a cross Canada survey was conducted to determine enforcement activity, collision information and related existing legislation. The results of the survey follow:

1. All provinces have a variety of fines and demerits, typically determined by the degree exceeding the speed limit.
2. Some provinces implemented additional victims' surcharges such as additional fines for speeding in school, work/construction or playground zones.
3. Conviction information indicated that speeding represents a large proportion of moving violations. Caution is advised in interpreting these results, in that violation tickets represent an output measure which for speeding, because of the use of technology, is of considerably higher volumes per unit of time than other moving violation strategies. In addition the quantifiable nature of speed enforcement and the assistance of technology in the verification of infractions is frequently used as the basis for traffic stops.
4. Speed is undeniably the major contributing factor to crash severity.
5. All jurisdictions have established programs to address speed, primarily through police agencies.

As a result of this survey, in 1999 the CCMTA Standing Committee on Road Safety Research and Policies established the Task Force on Speed and Intersection Safety Management. The review undertaken by the task force has resulted in the creation of the Strategy for Speed and Intersection Safety Management (SISM).

### **Target Performance Measure**

The national goal is to achieve the following targets by 2010:

- A 20% reduction in speed-related fatalities and injuries
- A 20% reduction in intersection-related fatalities and injuries

## **Core Strategies**

SISM contains four core strategies that focus on education/awareness, research, road infrastructure/standards and enforcement:

### **Education/Awareness**

- Increase the knowledge and understanding of road users surrounding the risks and consequences of unsafe driving in the topic areas of concern
- Increase the knowledge and understanding of vulnerable road users surrounding the risks and consequences of road use
- Increase the public awareness of risk of apprehension for such unsafe driving behaviors
- Develop key messages

### **Research**

- Undertake research to more fully understand driver motivation for unsafe driving practices of concern
- Develop best practices for program development including public education and police enforcement
- Establish agreements between CCMTA membership to establish a cooperative approach to researching topics of mutual interest thereby maximizing nationally limited research funds.

### **Road Infrastructure/Standards**

- Support the development of national standards for establishing speed limits by roadway type
- Support the development of a consistent national crash data collection process
- Support the development of road infrastructure standards and improvements that will contribute to crash reduction and increase the safety of vulnerable road users

### **Enforcement**

- Determine an optimization of enforcement resources
- Coordinate enforcement activity with public education and awareness
- Coordinate enforcement activity and road infrastructure improvements

To be effective, the work of this Task Force must complement and be linked together with the High-Risk Driver Task Force (HRD), Canadian Rural Road Safety Strategy (CRRSS) and the Transportation Association of Canada's (TAC) Safety Committee. The outcome desired by all road safety stakeholders is crash reduction and working together SISM can contribute to this outcome. A formal link between the SISM and HRD, CRRSS and the TAC Safety Committee is recommended.

**TO:** RSRP Committee Members

**FROM:** Jeanette Espie  
Chair, Speed and Intersection Safety Management (SISM) Task Force

**DATE:** April 1, 2008

**SUBJECT:** 2007 SISM Annual Monitoring Report Survey

---

Dear Colleague:

This survey will cover your key initiatives/key activities etc. for 2007.

Please note: the **monitoring report has been modified** to include those areas identified within the RSV2010 mid term review pertaining to SISM.

**Task 1**

Provides a list of key initiatives or activities developed by the SISM Task Force to determine and identify jurisdictional response/activity related to the component areas of speed management, intersection management and road infrastructure and standards for 2007 monitoring year. Please answer a “yes” or “no” to the activities listed. The format has been developed so all provinces can be easily merged for the SISM Annual Monitoring Report.

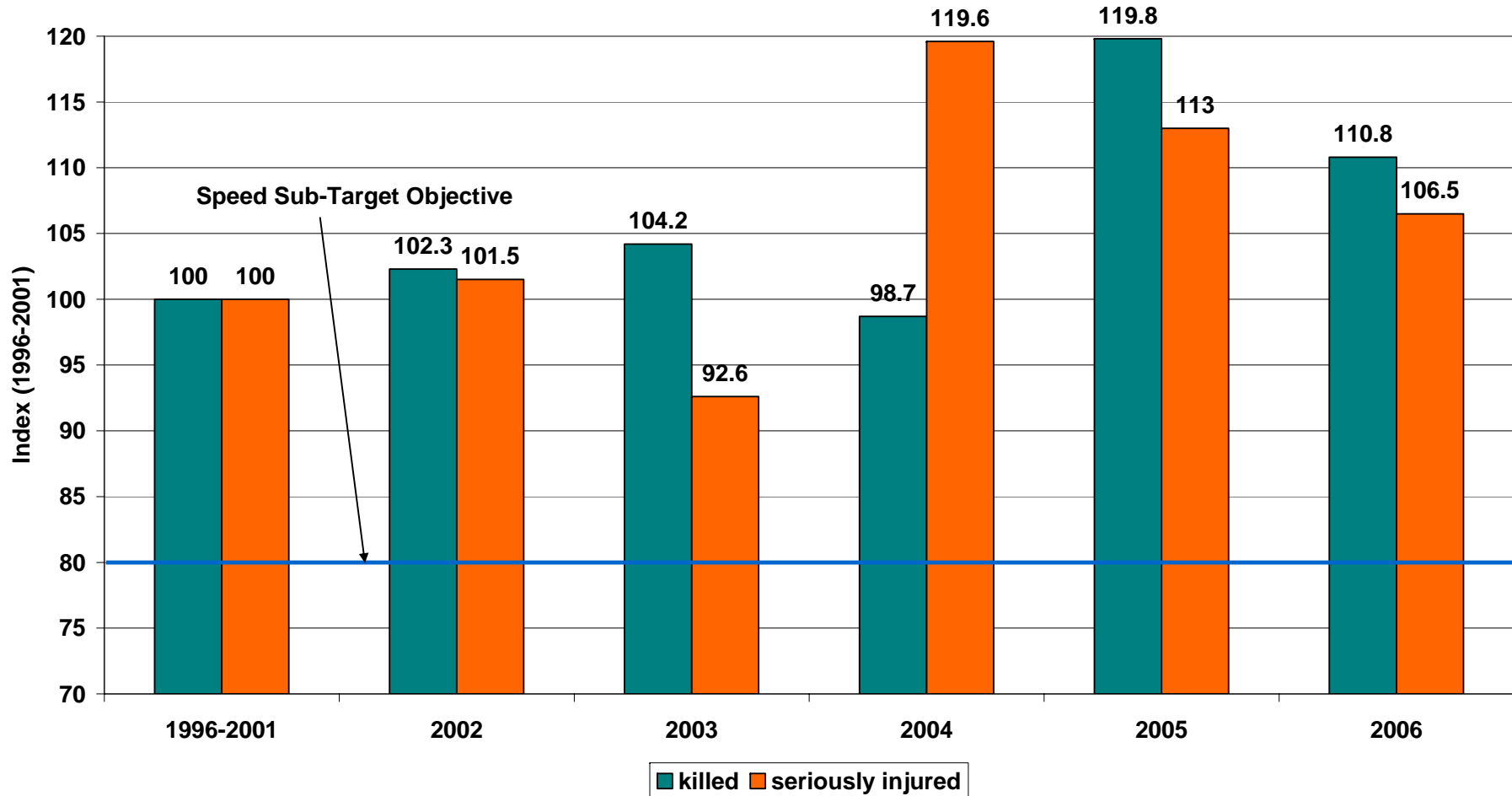
**Task 2**

Please briefly describe any NEW activities or research that has taken place in the 2007 monitoring year under the following topics speed management, intersection management and road infrastructure and standards. Jurisdictions will be expected to provide a very short two-sentence description of any NEW activities to be included in the SISM report. It is not expected that jurisdictions will have new initiatives for each area but rather this gives jurisdictions an opportunity to highlight new activities.

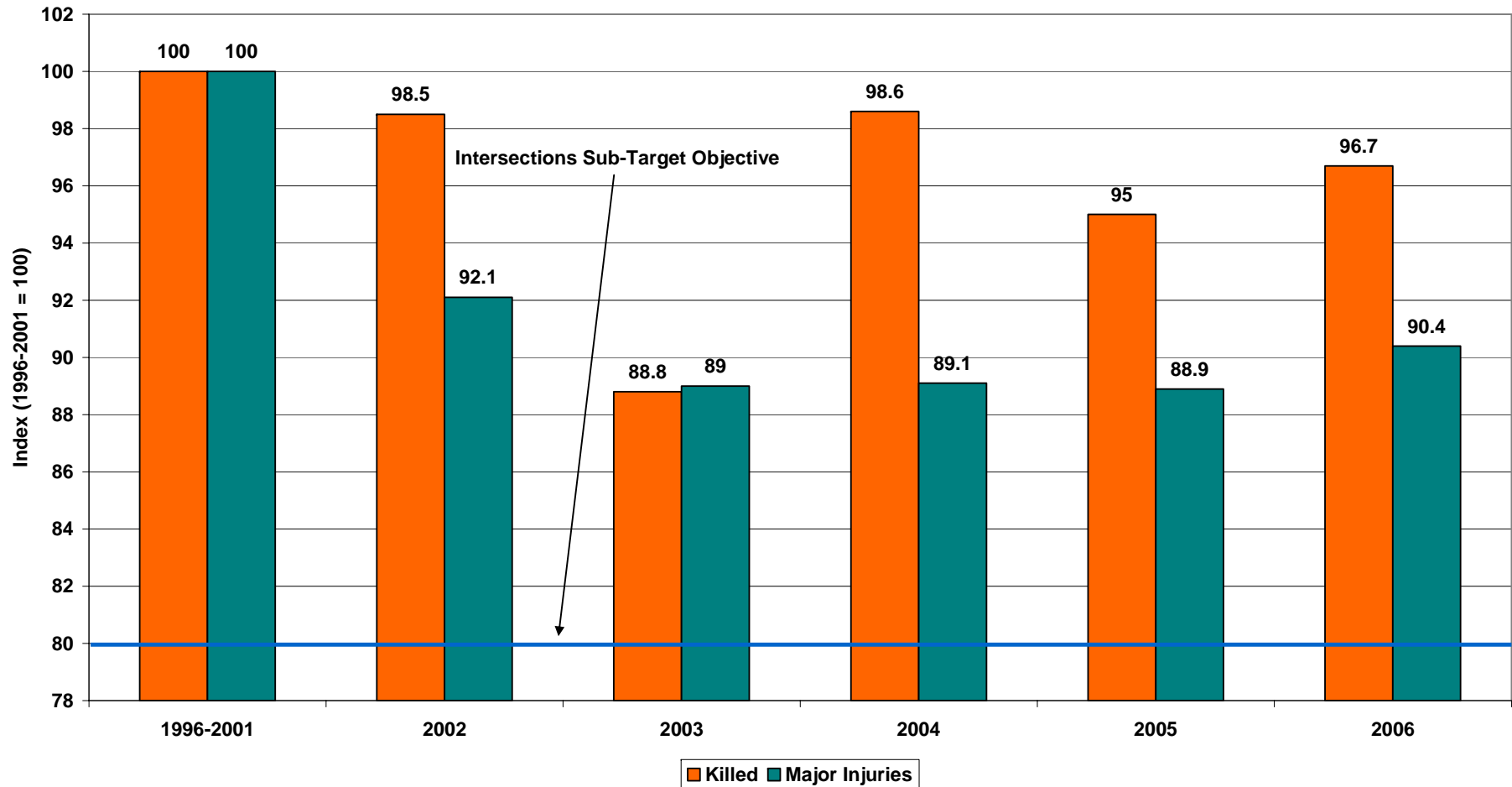
**Task 3**

Jurisdictions will briefly describe the top three major activities that have taken place in the 2007 monitoring year related to speed management, intersection management and road infrastructure and standards. Jurisdictions will be expected to provide a two-sentence description of these top three major activities to be included in the SISM report. This will highlight priority areas of focus within your jurisdiction.

**RSV 2010 Speed Sub-Target**  
**Fatalities/Serious Injuries in Speed-Related Crashes: 2002-2006 vs. 1996-2001 Baseline**



RSV 2010 Intersections Sub-Target  
 Fatalities/Major Injuries In Intersection Crashes: 2002-2006 versus 1996-2001 Baseline



<b>TASK 1 - Jurisdictional Results Summary - For the calendar year 2007 did your jurisdiction have the following:</b>														
	AB	BC	SK	MB	ON	QC	NB	NL	NS	PEI	YT	NT	NU	TC
<b>A) Speed Management</b>														
<b>Communication and Awareness</b>														
1) Speed Management Coordination Committee	Yes	No	No		No	Yes	Yes*	No	No	No	No	No		No
2) Fund advertising/promotion on speed issues	Yes	Yes	Yes		Yes	Yes	No	No	n/a	No	Yes	Yes		No
3) Identification of high risk speed related locations/routes	Yes	Yes	Yes		Yes	No	No	No	Yes	Yes	Yes	No		No
4) Regarding advertising that promotes speed														
a) Has jurisdiction received complaints about this kind of advertising?	Yes	No	No		Yes	Yes	No	No	N/A	No	No	No		Yes
b) Has jurisdiction taken action with regards to this kind of advertising?	No	No	Yes		Yes	No	-	No	No	No	Yes	No		Yes
5) Jurisdiction has a community group or committee that Monitors speed issues example: "Speed Watch"	No	Yes	No		Yes	No	Yes	No	No	Yes	No	No		No
6) Public information on the safety and environmental consequences of higher speeds	Yes	Yes	Yes		Yes	Yes	Yes	Yes	No	Yes	Yes	Yes		Yes
<b>Education</b>														
1) Direct links into the public education system (schools) for messages on speeding	Yes	Yes	Yes		No	Yes	No	No		No	Yes	Yes		No
2) Public education materials on speeding	Yes	Yes	Yes		Yes	Yes	No	No		Yes	No	Yes		No
<b>Sanctions</b>														
1) Changes in penalties for speeding violations Strengthen fines Lower demerit points/thresholds Suspension thresholds reviewed Increase demerit points for violations	No	No	No		Yes	No	Yes	No	Yes	Yes	No	Yes		No
2) Incentives for "black boxes" to monitor speeding compliance	No	No	No			No	No	No	No	No	No	No		Yes
<b>Enforcement</b>														
1) Electronic technologies for speed management														
a) photo radar	Yes	No	No		No	No	No	No	No	No	No	No		No
b) intersection safety cameras (photo enforcement of speed using red light cameras)	Yes	No	No		No	No	No	No	No	No	No	No		No
2) Established/amended policies and guidelines related to photo radar	No	No	No		No	No	No	No	Yes	No	No	No		No
3) Ability to lay a charge for excessive speeding (have a definition of excessive speeding in legislation and sanctions/fines for this)	Yes	Yes	Yes		Yes	No	Yes	No	No	Yes	Yes	No		No
4) Enforcement activities (ability to track convictions by violation type) (Monitoring of the convictions by type – normal enforcement activities and special activities)	Yes	Yes	Yes		Yes	Yes	Yes	No	No	Yes	Yes	Yes		No
5) Speeding campaigns (targeting unsafe or aggressive driving)	Yes	Yes	Yes		Yes	Yes	Yes	No	No	Yes	Yes	Yes		Yes

<b>TASK 1 - Jurisdictional Results Summary - For the calendar year 2007 did your jurisdiction have the following:</b>														
	AB	BC	SK	MB	ON	QC	NB	NL	NS	PEI	YT	NT	NU	TC
6) Included public awareness in the enforcement campaigns	Yes	Yes	Yes		Yes	Yes	Yes	No	No	Yes	Yes	No		Yes
7) Paid advertising to support enforcement campaigns	Yes	Yes	Yes		No	No	Yes	No	No	No	No	No		No
8) Establish "mean free travel speeds" on urban and rural networks	No	No	Yes		No	No	Yes	No	No	No	No	No		No
9) Establish a consistent approach to reduce tolerance levels	No	Yes	Yes		Yes	No	No	No	No	No	No	No		No
<b>Research</b>														
1) Any research studies or evaluation related to speed been initiated	No	Yes	No		No	Yes	Yes	No	No	Yes	No	No		Yes
2) Research studies or evaluation initiated in your jurisdiction related to speed and optimum enforcement	Yes	No	No		No	No	Yes	No	No	Yes	No	No		No
3) Conduct Trend Analysis/Demographics Regarding Speed	No	Yes	No		No	Yes	Yes	No	No	Yes	No	No		No
4) Adopt the use of free travel speeds as an intermediate performance measure	No	Yes	No		No	No	No	No	No	No	No	No		Yes
Optional: Other Activities (please elaborate)														
TC: Partially funding and sitting on the steering committee of a TAC project to develop a Canadian Guide for Establishing Speed Limits Safe Miles Research examining in-vehicle technology & speed. Focus testing messaging targeting young male drivers														
SK: Use of speed reader boards to collect travel data for future analysis														
<b>B) Intersection Safety Management</b>														
<b>Communication and Awareness</b>														
1) Determination of high risk intersections	Yes	Yes	Yes		Yes	No	Yes	No	Yes	Yes	Yes	No		No
2) Intersection safety management committee	Yes	No	No		No	No	No	No	No	No	Yes	No		No
3) Fund advertise and promotion on intersection safety	Yes	Yes	Yes		No	No	No	No	No	No	Yes	No		No
4) Direct links to public awareness regarding intersection safety messages	Yes	Yes	Yes		No	No	Yes	No	No	No	Yes	No		No
5) Public awareness of enforcement campaigns	Yes	Yes	No		No	No	Yes	No	No	Yes	Yes	No		No
6) Fund advertising for enforcement campaigns	Yes	Yes	No		No	No	Yes	No	No	No	Yes	No		No
<b>Education</b>														
1) Direct links to public education (schools) for intersection Safety	Yes	No	Yes		No	Yes	No	No	No	No	No	No		No
2) Public education program or material focused on intersections	Yes	Yes	No		No	No	No	No	No	No	Yes	No		Yes
<b>Sanctions</b>														
1) Changes in penalties and violations for intersections	No	No	No		Yes	No	No	No	Yes	No	No	No		No
<b>Enforcement</b>														
1) Electronic enforcement														

<b>TASK 1 - Jurisdictional Results Summary - For the calendar year 2007 did your jurisdiction have the following:</b>														
	AB	BC	SK	MB	ON	QC	NB	NL	NS	PEI	YT	NT	NU	TC
a) red light cameras	Yes	Yes	Yes		Yes	No	No	No	No	No	No	No		No
b) speed through intersection	Yes	No	No		No	No	No	No	No	No	No	No		No
2) Policy and guidelines for use of enforcement technology	Yes	Yes	No		Yes	No	No	No	Yes	No	No	No		No
3) Ability for enforcement to record crash at intersection	Yes	No	No		Yes	Yes	Yes	Yes	No	No	Yes	Yes		No
4) Enforcement at intersections	Yes	Yes	Yes		Yes	Yes	Yes	Yes	No	No	Yes	No		No
<b>Research</b>														
1) Studies on intersections safety	Yes	Yes	Yes		No	Yes	No	No	No	Yes	No	No		No
2) Research studies for enforcement and levels of intersection safety	Yes	No	No		No	No	No	No	No	Yes	No	No		No
3) Conduct Trend Analysis/Demographics Regarding Intersections	No	No	Yes		No	Yes	No	No	Yes	No	No	No		No
Optional: Other Activities (please elaborate) TC: Chaired and partially funded a TAC project to develop a Synthesis of Practice for Roundabouts in North America, which included design, operational, and safety information. TAC will soon be publishing the synthesis. Developed draft national rules of the road for single and multi-lane roundabouts through the Traffic Operations and Management Standing Committee within TAC.  ON: MTO is preparing agreements with municipalities to install red light cameras on MTO owned signals which are maintained by the municipality MTO has formed a roundabout implementation committee to determine appropriate standards and location of roundabouts MTO participating on a TAC Committee for "traffic signal conspicuity"  NS: A Crosswalk Safety Task Force reviewed provincial statistics, provinces' legislation, literature, and best practices on crosswalk safety interventions.														
<b>C) Road Infrastructure and Guidelines and Best Practices</b>														
1) Process to review roadway speed limits. Reviewed/modified speed limits	Yes	No	Yes		No	Yes	Yes	No	No	No	Yes			Yes
2) Are safety concerns included in speed limit review?	Yes	n/a	Yes		Yes	Yes	Yes	No	Yes	No	Yes			Yes
3) Process to review safety concerns with speed limits	Yes	n/a	Yes		No	Yes	Yes	No	Yes	No	Yes			No
4) Physical Engineering practice to reduce speed (Examples: speed bumps, traverse rumble strips, other traffic calming measures)	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	No			Yes
5) Engineering practice to improve high risk intersections	Yes	Yes	Yes		Yes	Yes	Yes	No	No	Yes	Yes			Yes
6) Process to identify high risk intersections	Yes	Yes	Yes		Yes	Yes	No	No	Yes	Yes	Yes			No

<b>TASK 1 - Jurisdictional Results Summary - For the calendar year 2007 did your jurisdiction have the following:</b>														
	AB	BC	SK	MB	ON	QC	NB	NL	NS	PEI	YT	NT	NU	TC
7) Electronic driver feedback message signs	Yes	Yes	Yes		Yes	No	No	No	No	Yes	No			No
8) Dynamic message signs identifying rural intersections	No	No	No		No	Yes	No	No	No	No	No			No
9) Signal phasing improvements for left turn only lanes	Yes	Yes	No		Yes	Yes	No	No	Yes	No	No			No
10) Review right turn on red legislation	No	No	No		No	No	No	No	No	No	No			No
11) All red phase at intersections to allow free pedestrian movements	No	No	No		No	Yes	No	No	No	No	No			No
12) Installed more left-turn only lanes	Yes	Yes	Yes		Yes	Yes	No	No	Yes	Yes	No			No
13) Installed more roundabouts	Yes	Yes	No		No	Yes	No	No	No	No	No			No
14) Landscaping or roadside infrastructure improvements to decrease driver speed along a corridor	No	Yes	No		No	Yes	No	No	No	No	Yes			No

\* Highway Safety Committee

<b>TASK 2 - New Jurisdictional Activities</b>		
	<b>Speed Management</b>	<b>Intersection Safety Management</b>
<b>Alberta</b>	<ul style="list-style-type: none"> <li>• Subject Matter Expert Groups (SME) are formed under the Office of Traffic Safety in the areas of Impaired Driving, Occupant Restraints, Engineering (Speed and Intersections), Road Safety at Work, Community Mobilization, Communications, Research and Data, and Enforcement.</li> <li>• Offices of traffic safety have been formed in Edmonton, Red Deer, the County of Strathcona and are in the planning stages in other locations.</li> </ul>	<ul style="list-style-type: none"> <li>• In 2007, planning for a conference pertaining to the topic of intersections took place (the Intersect Conference took place in January 2008).</li> <li>• Intersection Safety Devices (formerly Speed on Green) legislation was passed – implementation is scheduled for the Fall of 2008).</li> </ul>
<b>British Columbia</b>	<ul style="list-style-type: none"> <li>• Partner with communities to introduce speed reader boards at high crash locations where enforcement is not possible.</li> <li>• Develop youth strategy to target 19-25 year olds.</li> <li>• New print creative for awareness campaign</li> <li>• Enforcement - targeting high-risk locations through Integrated Road Safety Units (IRSU)</li> <li>• Research - Evaluation of impact of IRSU in Capital Regional District</li> </ul>	<ul style="list-style-type: none"> <li>• Enforcement - Intersection Safety Camera Program (ISC) upgrade. The province is expanding the ISC program with new digital red light cameras and increasing the number of locations.</li> <li>• Research - Literature review of intersection safety cameras</li> </ul>
<b>Saskatchewan</b>	<ul style="list-style-type: none"> <li>• Radio ads about risks of speeding, outdoor to encourage people to slow in school zones</li> <li>• Speed brochure developed, presentations done</li> <li>• Speed trailers cost shared for all enforcement agencies</li> <li>• Improvement of winter road maintenance, use of VMS to get drivers to slow down in adverse weather conditions</li> </ul>	<ul style="list-style-type: none"> <li>• Radio, tv advertising</li> <li>• Funding officer overtime to conduct more intersection enforcement in one major center</li> <li>• Developing evaluation framework</li> <li>• The Ministry and SGI have initiated a rural road safety partnership that could include improvement of high collision intersections.</li> </ul>
<b>Manitoba</b>		

<p><b>Ontario</b></p>	<p>Ontario now has the toughest penalties in Canada for street racers and drivers who engage in contests and stunts on our roads, including:</p> <ul style="list-style-type: none"> <li>• Roadside sanctions: Allows police to issue both a 7-day licence suspension and 7-day vehicle impoundment at roadside – this means immediate safety for all road users.</li> <li>• The definition of a “stunt” includes driving 50 km/h or more above the posted speed limit. It also includes driving a motor vehicle in a manner that indicates an intention to prevent another vehicle from passing, intentionally cutting off another vehicle, or intentionally driving too close to another vehicle, pedestrian or fixed object.</li> <li>• Higher fines upon conviction: Increases the maximum fine from \$1,000 to \$10,000 and raises the minimum fine from \$200 to \$2,000 – the highest penalty in Canada.</li> <li>• Court-ordered suspensions: Courts could impose a driver licence suspension of up to 10 years for a second conviction, if the second conviction occurs within 10 years of the first conviction.</li> <li>• For a first conviction, the maximum licence suspension period remains at 2 years. The maximum jail term also remains unchanged at six months, as does the accumulation of six demerit points.</li> <li>• In 2007 speed cards and posters were developed messaging the new speeding fines, regional community groups ran a number of anti-speeding campaigns throughout Ontario (including printed materials, presentations, displays, etc.)</li> <li>• Ontario Provincial Police (OPP) has initiated an aerial enforcement campaign on provincial highways.</li> </ul>	<ul style="list-style-type: none"> <li>• Information was developed regionally promoting types of intersection safety (i.e. roundabouts)</li> <li>• Improvements to sign reflectivity</li> </ul>
<p><b>Quebec</b></p>	<ul style="list-style-type: none"> <li>• Communication and Awareness - Broadcasting of speed campaign</li> <li>• Widespread awareness campaign "Un accident ça frappe... ça frappe beaucoup de monde" on the consequences of a road accident on victims' families. Consequences of speeding.</li> <li>• Sanctions - The government of Québec approved Bill 42 that provides stricter penalties for excessive speeding and implementation of a photo radar pilot project. These measures will be phased in over 2008-2009.</li> <li>• Other - The Table québécoise de sécurité routière's [road safety task force] speed subcommittee submitted four recommendations that were included in the task force's first report.</li> </ul>	<ul style="list-style-type: none"> <li>• Sanctions - The government of Québec approved Bill 42 that makes provisions for a red light camera pilot project. This measure will become effective in 2008-2009.</li> <li>• Research/Evaluation - Red light running survey during summer 2007 (Montréal, Québec, Sherbrooke and Saguenay)</li> <li>• Other - The Table québécoise de sécurité routière's [road safety task force] road environment subcommittee submitted a recommendation that targets intersections (red light camera pilot project) that was included in the task force's first report.</li> </ul>
<p><b>New Brunswick</b></p>	<ul style="list-style-type: none"> <li>• Doubled fines for speeding in signed school or road construction zones.</li> <li>• Research in the form of focus groups studies and survey as preparation for a public awareness campaign to start in 2008</li> </ul>	

<b>Newfoundland and Labrador</b>	<ul style="list-style-type: none"> <li>• Bill Boards and pamphlets on You are in control, targeting speed to fast for conditions.</li> <li>• Rumble strips for highway</li> </ul>	n/a
<b>Nova Scotia</b>	<ul style="list-style-type: none"> <li>• Enforcement - Enabling legislation for photo &amp; radar safety was passed.</li> <li>• Sanctions - New penalties &amp; fines for street racing.</li> <li>• Enforcement - Integrated Impaired Driving Enforcement Unit Pilot Project has been very successful in catching speeding drivers.</li> <li>• Other - Government approved the development of a road safety strategy.</li> </ul>	<ul style="list-style-type: none"> <li>• Research/Evaluation - A task force on crosswalk safety examined the issue from engineering, educational, and enforcement disciplines</li> </ul>
<b>PEI</b>	<ul style="list-style-type: none"> <li>• Review of possible photo radar legislation.</li> <li>• Doubling of fines for speeding in construction and school zones.</li> </ul>	<ul style="list-style-type: none"> <li>• Review of possible red light camera legislation. Road safety week has increased enforcement.</li> </ul>
<b>Yukon</b>	n/a	n/a
<b>NWT</b>	<ul style="list-style-type: none"> <li>• Introduced our Drive Alive! initiative, part of which is a public awareness campaign on dangers of excessive speed. It is linked to bison awareness and winter driving messages.</li> <li>• We began monthly meetings with the RCMP to discuss traffic safety issues, including speeding.</li> <li>• We are doubling the fine for speeding in a construction zone (at any time, whether workers are present or not) and for speeding in a school zone.</li> </ul>	n/a
<b>Nunavut</b>		
<b>Transport Canada</b>	<ul style="list-style-type: none"> <li>• Currently funding and participating in the steering committee for a TAC project to develop a Canadian Guide for Establishing Speed Limits.</li> <li>• Partially funded and provided technical expertise towards an Integrated Corridor Safety Program for 97<sup>th</sup> Street in the City of Edmonton. Specific countermeasures were recommended that would reduce speed related crashes along the corridor.</li> <li>• Conducting a study to identify international road engineering safety countermeasures and determine the feasibility of implementing them in Canada. Countermeasures included those that would reduce the number of speed related crashes.</li> <li>• Safe Miles program to reward drivers for following the PSL &amp; not following too closely.</li> <li>• Focus testing ads to assess what might reach young drivers.</li> </ul>	<ul style="list-style-type: none"> <li>• Developed a roundabout brochure for the public explaining how to drive, walk, and bike a single-lane roundabout and the safety benefits associated with them.</li> <li>• Developing national rules of the road for single and multi-lane roundabouts through TAC.</li> <li>• Chaired and partially funded a TAC project to develop a Synthesis of Roundabout Practice in North America.</li> <li>• Partially funded and provided technical expertise towards an Integrated Corridor Safety Program for 97<sup>th</sup> Street in the City of Edmonton. Specific countermeasures were recommended that would increase intersection safety along the corridor.</li> <li>• Conducting a study to identify international road engineering safety countermeasures and determine the feasibility of implementing them in Canada. Countermeasures included those that would increase intersection safety.</li> </ul>

<b>TASK 3 - Top Three SISM Initiatives</b>			
Alberta	Legislation passed to allow for Intersection Safety Devices to track speed on all phases of light (red, green, yellow). Implementation planned for the Fall of 2008.	Newly formed Speed /Intersection /Engineering Committee formed under the Alberta Traffic Safety Plan.	New commercials pertaining to speed and intersections were developed, they can be heard on the <a href="http://www.saferoads.com">www.saferoads.com</a> website. Alberta Transportation, City of Edmonton and Transport Canada initiated an intergovernmental road safety project concerning a major roadway corridor in Edmonton (97 <sup>th</sup> Street Corridor). This template may be helpful to other jurisdictions.
British Columbia	Intersection safety camera upgrade project will focus on expanding automated red light cameras province-wide with consideration given to high-risk intersections.	Expansion of Integrated Road Safety Units (IRSU) province-wide. These are dedicated traffic enforcement units which target high-risk locations, including both intersections and those pertaining to speed.	Educational awareness and enforcement campaigns specifically targeting speed and intersections (separate campaigns). Campaigns included advertising and community tactics.
Saskatchewan	Continue to work with municipalities on improvements to high collision intersections.	Continue to work with enforcement to have manual enforcement for speed management and expand red light camera intersections around the province.	Continue to do advertising to raise public awareness of intersection safety and the risks of speeding.
Manitoba			
Ontario	New Traffic Safety Act implemented resulting in roadside sanctions and, upon conviction, increased fines and penalties for racing, driving contests and stunts which includes driving 50km/h over a posted speed limit.	OPP Aerial Enforcement – Ontario Provincial Police (OPP) has initiated an aerial enforcement campaign on provincial highways.	MTO has formed a roundabout implementation committee to determine appropriate standards and location of roundabouts.
Quebec	Sanctions - The government of Québec approved Bill 42 that provides stricter penalties for excessive speeding and implementation of a photo radar pilot project and a red light camera pilot project. These measures will be phased in over 2008-2009.	Communication and Awareness - Broadcasting of speed campaign Widespread awareness campaign "Un accident ça frappe... ça frappe beaucoup de monde" on the consequences of a road accident on victims' families. Consequences of speeding.	Other: The Table québécoise de sécurité routière tabled its report on July 5, 2007. Among the 23 recommendations made, four addressed speed and another, safety at intersections.
New Brunswick	Double the fines for speeding in signed school and construction zones	Research through focus groups and survey/	
Newfoundland and Labrador	Review of electronic enforcement	Review and tendering for weigh in motion sites	n/a
Nova Scotia	Government approved the development of a road safety strategy.	Enabling legislation for photo and radar safety was passed by the house.	Integrated Impaired Driving Enforcement Unit Pilot Project has been very successful in catching speeding drivers.
PEI	Radar Speed Enforcement of Commercial Vehicles by Commercial Vehicle	Doubling of fines for speeding in construction and school zones.	Mobile changeable message signs with radar speed measurement ability.

<b>TASK 3 - Top Three SISM Initiatives</b>			
	Enforcement Officers.		
Yukon	n/a	n/a	n/a
Northwest Territories	Introduced our Drive Alive! initiative, which includes a public awareness campaign on speeding. It is also linked to messages on bison awareness and winter driving.	Began monthly meetings with the RCMP to discuss traffic safety issues, including speeding.	Amendments to the Summary Convictions Procedures Regulations to double the fine for speeding in a construction zone at any time and for speeding in a school zone.
Nunavut			
Transport Canada	Partially funded and provided technical expertise for a 97th Street Integrated Corridor Safety Program in the City of Edmonton. Specific countermeasures were recommended that would increase intersection safety and reduce speed related crashes along the corridor.	Chaired and partially funded a TAC project to develop a Synthesis of Roundabout Practice in North America. The report is soon to be published through TAC and includes information on the safety, design, and operation of roundabouts.	Partially funding and participating on the steering committee for a TAC project to develop a Canadian Guide for Establishing Speed Limits.

<b>Contact Information</b>		
<b>Province</b>	<b>Contact</b>	
Alberta – Speed and Intersection Safety	Jeanette Espie	Executive Director, Office of Traffic Safety (780) 427-6588 Phone (780) 422-3682 Fax <a href="mailto:jeanette.espie@gov.ab.ca">jeanette.espie@gov.ab.ca</a>
Alberta – Road Infrastructure	Bill Kenny	Geometric Standards Specialist (780) 415-1048 Phone (780) 422-2027 Fax <a href="mailto:bill.kenny@gov.ab.ca">bill.kenny@gov.ab.ca</a>
British Columbia – Speed and Intersection Safety (Public Education -- Speed)	Alison Hart	Road Safety Program Manager ICBC (604) 982-4775 Phone (604) 661-6701 Fax <a href="mailto:Alison.Hart@icbc.com">Alison.Hart@icbc.com</a>
British Columbia – Speed and Intersection Safety (Enforcement)	Andrea Curman	Research Analyst Ministry of Public Safety and Solicitor General (604) 660-1742 Phone (604) 660-2606 Fax <a href="mailto:Andrea.Curman@gov.bc.ca">Andrea.Curman@gov.bc.ca</a>
British Columbia – Road Infrastructure	John Pump	Manager, Road Improvement Program ICBC (604) 661-6201 Phone (604) 661-6701 Fax <a href="mailto:John.Pump@icbc.com">John.Pump@icbc.com</a>
Saskatchewan – Speed and Intersection Safety	Shannon Ell	Manager, Traffic Safety Promotion - SGI (306) 775-6179 Phone (306) 757-7477 Fax <a href="mailto:sell@sgi.sk.ca">sell@sgi.sk.ca</a>
Saskatchewan – Road Infrastructure	Sukhy Kent	Director, Design and Traffic Operations – Ministry of Highways and Infrastructure (306) 787-4945 Phone (306) 787-4836 Fax <a href="mailto:skent@highways.gov.sk.ca">skent@highways.gov.sk.ca</a>

<b>Contact Information</b>		
<b>Province</b>	<b>Contact</b>	
Manitoba – Speed and Intersection Safety	Susan Ekdahl	Senior Business Analyst (204) 985-3523 Phone (204) 985-7652 Fax <a href="mailto:sekdahl@mpi.mb.ca">sekdahl@mpi.mb.ca</a>
Manitoba – Road Infrastructure	Ben Rogers	Executive Director, Traffic Engineering (204) 945-1447 Phone (204) 948-2554 Fax <a href="mailto:brogers@gov.mb.ca">brogers@gov.mb.ca</a>
Manitoba – Road Infrastructure	Bob Kurylko	Acting Director, Traffic Engineering (204) 945-0411 Phone (204) 948-2554 Fax <a href="mailto:RKurylko@gov.mb.ca">RKurylko@gov.mb.ca</a>
Ontario – Speed and Intersection Safety	Roger De Gannes	Senior Engineer (905) 704-2947 Phone (905) 704-2888 Fax <a href="mailto:roger.degannes@mto.gov.on.ca">roger.degannes@mto.gov.on.ca</a>
Ontario – Road Infrastructure	Joe Bucik	Manager, Highway Design Office (905) 704-2284 Phone (905) 704-2051 Fax <a href="mailto:Joe.bucik@mto.gov.on.ca">Joe.bucik@mto.gov.on.ca</a>
Quebec – Speed and Intersection Safety	Pierre-Olivier Senechal	Road Safety Advisor, SAAQ (418) 528-4295 Phone (418) 643-0828 Fax <a href="mailto:pierre-olivier.senechal@saaq.gouv.qc.ca">pierre-olivier.senechal@saaq.gouv.qc.ca</a>
Quebec – Road Infrastructure	Lise Fournier. MTQ	Professional Engineer, MTQ (418) 643-7090 ext. 2406 Phone (418) 643-8914 Fax <a href="mailto:lise.fournier@mtq.gouv.qc.ca">lise.fournier@mtq.gouv.qc.ca</a>
New Brunswick – Speed and Intersection Safety	Dan Toner	Manager, Driver Safety (506) 453-6103 Phone (506) 453-7455 Fax <a href="mailto:Dan.Toner@gnb.ca">Dan.Toner@gnb.ca</a>

<b>Contact Information</b>		
<b>Province</b>	<b>Contact</b>	
New Brunswick - Road Infrastructure	Cathy O'Shea	Engineer, Traffic & Maintenance (506) 453-2213 Phone (506) 457-7278 Fax <a href="mailto:Cathy.OShea@gnb.ca">Cathy.OShea@gnb.ca</a>
Newfoundland & Labrador	Geoff Ewing	Manager, Traffic Safety Programs (709) 729-7201 Phone (709) 729-6955 Fax <a href="mailto:gewing@gov.nl.ca">gewing@gov.nl.ca</a>
Nova Scotia - Speed and Intersection Safety	Kent Speiran	Road Safety Manager (902) 424-3510 Phone (902) 424-5171 Fax <a href="mailto:speirakd@gov.ns.ca">speirakd@gov.ns.ca</a>
Nova Scotia - Road Infrastructure	Rob Hird	Traffic Studies Engineer (902) 424-5389 Phone <a href="mailto:hirdro@gov.ns.ca">hirdro@gov.ns.ca</a>
Prince Edward Island - Speed and Intersection Safety	Audrey M. Mayhew	Senior Safety Officer (902) 368-5214 Phone (902) 368-6269 Fax <a href="mailto:Ammayhew@gov.pe.ca">Ammayhew@gov.pe.ca</a>
Prince Edward Island - Road Infrastructure	Stephen Yes	Chief Engineer (902) 888-8288 Phone (902) 888-8294 Fax <a href="mailto:sjyes@gov.pe.ca">sjyes@gov.pe.ca</a>
Northwest Territories - Speed and Intersection Safety	Garry Dziwenka	Senior Policy & Program Analyst (867) 920-3068 Phone (867) 873-0120 Fax <a href="mailto:Garry_Dziwenka@gov.nt.ca">Garry_Dziwenka@gov.nt.ca</a>
Yukon - Speed and Intersection Safety	Vern Janz &/or Elizabeth Beecroft	Director / Program & Research Officer (867) 667-5833 / (867) 667-5832 Phone (867) 667-5799 Fax <a href="mailto:vern.janz@gov.yk.ca">vern.janz@gov.yk.ca</a> / <a href="mailto:elizabeth.beecroft@gov.yk.ca">elizabeth.beecroft@gov.yk.ca</a>

<b>Contact Information</b>		
<b>Province</b>	<b>Contact</b>	
Yukon - Road Infrastructure	Vern Janz &/or Elizabeth Beecroft	Director / Program & Research Officer (867) 667-5833 / (867) 667-5832 Phone (867) 667-5799 Fax <a href="mailto:vern.janz@gov.yk.ca">vern.janz@gov.yk.ca</a> / <a href="mailto:elizabeth.beecroft@gov.yk.ca">elizabeth.beecroft@gov.yk.ca</a>
Transport Canada - Speed and Intersection Safety	Leanna Belluz / Paul Boase	Road Systems Senior Road Research Engineer (613) 949-6591 Phone (613) 990-2912 Fax <a href="mailto:belluzl@tc.gc.ca">belluzl@tc.gc.ca</a>
Transport Canada - Road Infrastructure	Leanna Belluz	Road Systems Senior Road Research Engineer (613) 949-6591 Phone (613) 990-2912 Fax <a href="mailto:belluzl@tc.gc.ca">belluzl@tc.gc.ca</a>