
CCMTA Road Safety Report Series

SPEED AND INTERSECTION SAFETY MANAGEMENT (SISM)

Annual Monitoring Report 2004-2005

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

May 2006

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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.

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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 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.

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.

Memo to: RSRP Committee Members

This survey will cover the years 2004 and 2005 therefore when you are reporting on key initiatives/key activities etc, please keep in mind that you are reporting for the years 2004 and 2005.

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 the 2004 and 2005 monitoring years. 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 have taken place in the 2004 and 2005 monitoring years 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.

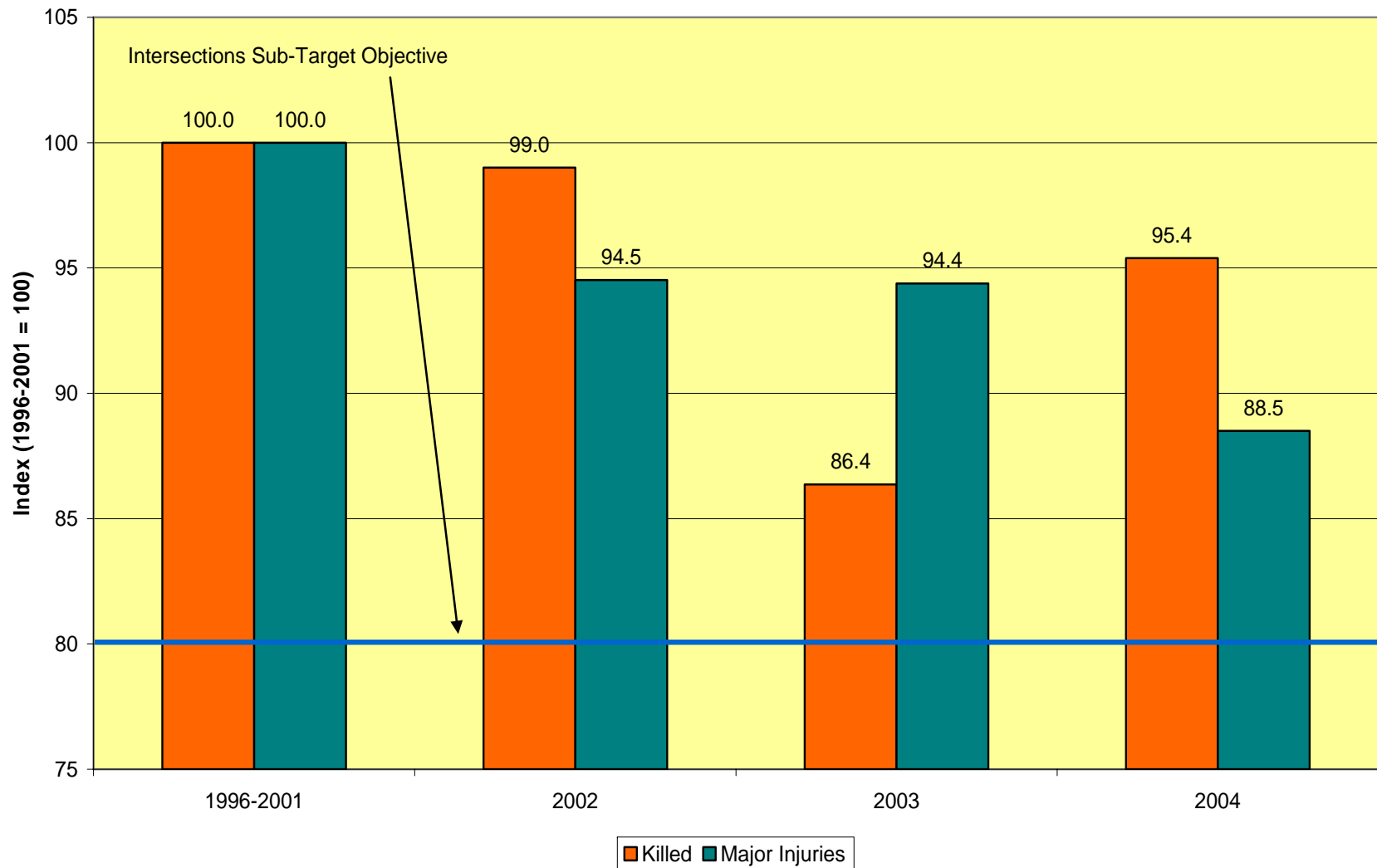
Task 3

Jurisdictions will briefly describe the top three major activities that have taken place in the 2004 and 2005 monitoring years related to speed management, intersection management and road infrastructure and standards. Jurisdictions will be expected to provide a two sentence description of the top three major activities to be included in the SISM report. This will highlight priority areas of focus within your jurisdiction.

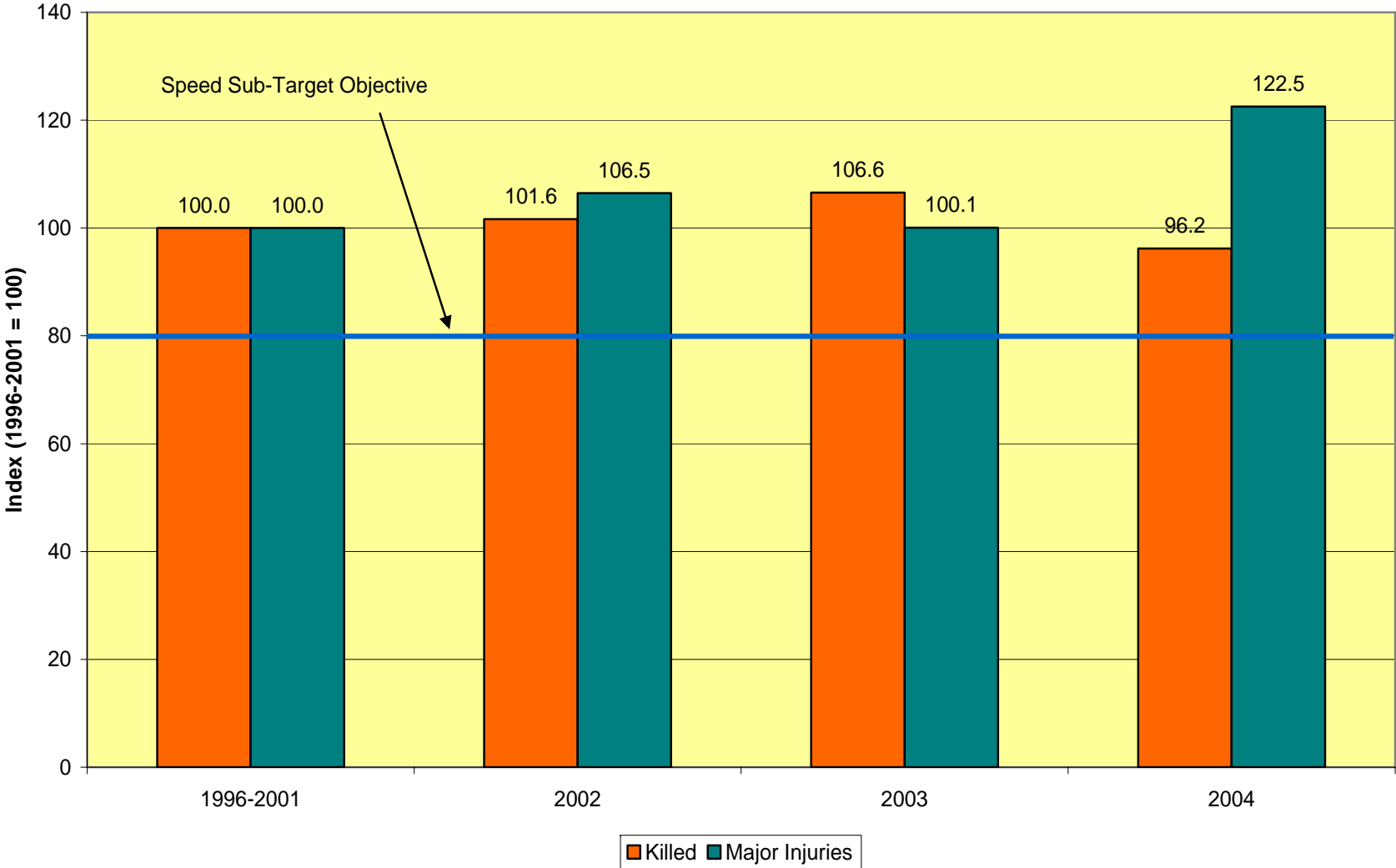
The SISM Annual Monitoring Report will have the following components:

- 1) Data demonstrating progress to date on SISM targets.
- 2) An “at a glance” summary of jurisdiction participation in SISM initiatives in the current monitoring year by topic (speed management, intersection management and road infrastructure and standards).
- 3) A list and short description of new SISM initiatives in the current monitoring year by topic (speed management, intersection management and road infrastructure and standards).
- 4) Top three SISM initiatives overall in the 2004 and 2005 monitoring years by jurisdiction.

**RSV 2010 Intersections Sub-Target
Fatalities/Major Injuries In Intersection Crashes: 2002-2004 versus 1996-2001 Baseline**



**RSV 2010 Speed Sub-Target
Fatalities/Major Injuries in Speed-Related Crashes - 2002-2004 versus 1996-2001 Baseline**



TASK 1 Jurisdictional Results Summary - For the calendar year 2004-2005 did your jurisdiction have the following:

	AB	BC	SK	MB	ON	QC	NB	NL	NS	PE	YT	NT	NU
A) Speed Management													
Communication and Awareness													
1) Speed Management Coordination Committee	no	no	yes	no	no	yes	no	no	yes	no	no		
2) Fund advertising/promotion on speed issues	yes	yes	yes	yes	yes	yes	no	yes	yes	no	yes		
3) Identification of high risk speed related locations/routes	yes	yes	no	no	yes	no	no	no	yes	yes	no		
4) Regarding advertising that promotes speed													
a) Has jurisdiction received complaints about this kind of advertising?	yes	no	no	no	yes	yes	no	no	no	no	no		
b) Has jurisdiction taken action with regards to this kind of advertising?	no	no	yes	no	no	no	no	no	no	no	yes		
5) Jurisdiction has a community group or committee that Monitors speed issues example: "Speed Watch"	yes	yes	yes	yes	yes	no	no	no	no	yes	no		
Education													
1) Direct links into the public education system (schools) for messages on speeding.	no	yes	no	yes	no	yes	no	no	no	no	yes		
2) Public education materials on speeding	yes	yes	no	yes	yes	yes	no	no	no	yes	no		
Sanctions													
1) Changes in penalties for speeding violations	yes	no	yes	yes	yes	no	yes	no	no	no	no		
Enforcement													
1) Electronic technologies for speed management													
a) photo radar	yes	no	no	yes	no	no	no	no	no	no	no		
b) speed on green (photo enforcement of speed using red light cameras)	yes	no	no	yes	no	no	no	no	no	no	no		
2) Established/amended policies and guidelines related to photo radar	yes	no	no	yes	yes	no	no	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	??	yes	no	no	no	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	no	yes	yes	yes	yes	no	yes	no	yes		
5) Speeding campaigns (targeting unsafe or aggressive driving)	yes	yes	yes	yes	yes	yes	yes	no	no	yes	yes		
6) Included public awareness in the enforcement campaigns	yes	yes	yes	yes	no	yes	yes	no	no	yes	yes		
7) Paid advertising to support enforcement campaigns	yes	yes	no	yes	no	no	no	no	yes	no	no		
Research													
1) Any research studies or evaluation related to speed been initiated	yes	yes	no	yes	no	yes	no	no	yes	yes	no		
2) Research studies or evaluation initiated in your jurisdiction related to speed and optimum enforcement	yes	yes	no	yes	no	no	no	no	yes	yes	no		
3) Conduct Trend Analysis/Demographics Regarding Speed	no	yes	no	yes	no	yes	no	no	yes	yes	no		
Optional: Other Activities (please elaborate)						yes1							
1 QC: Post Campaign Evaluation													

TASK 1 Continued

	AB	BC	SK	MB	ON	QC	NB	NL	NS	PE	YT	NT	NU
B) Intersection Safety Management													
Communication and Awareness													
1) Determination of high risk intersections	yes	yes	yes	yes	yes	no	no	yes	no	yes	yes		
2) Intersection safety management committee	no	no	no	yes	no	no	no	no	no	no	yes		
3) Fund advertise and promotion on intersection safety	yes	yes	yes	yes	no	no	no	no	no	no	yes		
4) Direct links to public awareness to including intersection safety messages	yes	yes	no	yes	no	no	??	no	no	no	yes		
5) Public awareness of enforcement campaigns	yes	no	no	yes	no	no	yes	no	no	no	yes		
6) Fund advertising for enforcement campaigns	yes	no	no	no	no	no	no	no	no	no	no		
Education													
1) Direct links to public education (schools) for intersection Safety	yes	yes	no	yes	no	yes	no	no	no	no	no		
2) Public education program or material focused on intersections	yes	yes	no	yes	no	no	no	no	no	no	no		
Sanctions													
1) Changes in penalties and violations for intersections	no	no	yes	no	yes	no	yes	no	no	no	yes		
Enforcement													
1) Electronic enforcement	yes				no	no		no		no			
a) red light cameras	yes	yes	yes	yes	yes	no	no	no	no	no	no		
2) Policy and guidelines for use of enforcement technology	yes	yes	yes	yes	yes	no	yes	no	no	no	no		
3) Ability for enforcement to record crash at intersection	yes	yes	yes	yes	yes	yes	no	no	yes	no	no		
4) Enforcement at intersections	yes	yes	yes	yes	yes	yes	yes	no	yes	no	yes		
Research													
1) Studies on intersections safety	yes	yes	yes	yes	yes	no	no	no	no	yes	no		
2) Research studies for enforcement and levels of intersection safety	yes	no	no	yes	no	no	no	no	no	yes	no		
3) Conduct Trend Analysis/Demographics Regarding Intersections	yes	no	no	yes	no	yes	no	no	no	yes	no		
Optional: Other Activities (please elaborate)													
C) Road Infrastructure and Standards													
1) Process to review roadway speed limits	yes	yes	yes	yes	no	yes	yes	no	yes	no	yes		
2) Are safety concerns included in speed limit review	yes	yes	yes	yes	no	yes	yes	no	yes	no	yes		
3) Process to review safety concerns with speed limits	yes	yes	yes	yes	no	yes	yes	no	no	no	yes		
4) Physical Engineering practice to reduce speed (Examples: speed bumps, rumble strips, roundabouts, other traffic calming measures)	yes	yes	yes	yes	no	yes	yes	no	yes	no	yes		
5) Engineering practice to improve high risk intersections	yes	yes	yes	yes	no	yes	yes	no	no	no	yes		
6) Process to identify high risk intersections	yes	yes	yes	yes	no	no	no	no	no	no	yes		

TASK 2 New Jurisdictional Activities

	Speed Management	Intersection Safety Management	Road Infrastructure and Standards
Alberta	<p>Legislation: Effective October 31, 2005, new legislation makes it safer for police officers, firefighters, ambulance workers, tow truck operators and construction workers on Alberta's roads.</p> <p>Motorists must slow to 60 km/h, or less if the posted speed is lower, when passing emergency vehicles or tow trucks stopped with their lights flashing. Fines for speeding in these areas will be doubled.</p> <p>In construction zones, motorists must observe the posted speed. When workers are present, fines for speeding in these areas will be doubled.</p>	<p>Capital Region Intersection Safety Program (CRISP) involving Alberta and surrounding communities.</p>	<p>Planning and detailed design activities are underway for the construction of the first Alberta rural roundabout at the junction of two provincial highways (highway 8 and 22, west of Calgary). Enhanced safety is expected.</p>
British Columbia	<p>Communication & Awareness</p> <ul style="list-style-type: none"> BC Association of Chiefs of Police Campaigns – New Campaigns <p>Education</p> <ul style="list-style-type: none"> New School Forums on Speeding Ongoing K to 12 curriculum materials in schools. Grades 8 to 12 have exercises that deal with speed. Ongoing Road Sense speakers delivering road safety messages in schools. Two new speakers in 2004/5 were Heather Charlton and Kevin Brooks, both of whom have messages related to unsafe speed. In 2005, cancelled.ca web contest and advertising campaign -- speed and aggressive driving was one of the issues we focused on. <p>Enforcement</p> <ul style="list-style-type: none"> Additional Expanded ERSEI Program <p>Research/Evaluation</p> <ul style="list-style-type: none"> Modeling of Speed Related Crashes Speed Readerboard Studies 	<p>Education</p> <ul style="list-style-type: none"> Ongoing K to 12 curriculum materials in schools that deliver general road safety messages (not specific to intersections). Ongoing Road Sense speakers delivering road safety messages in schools. <p>Research/Evaluation</p> <ul style="list-style-type: none"> ISC Evaluation: Migration Study Report 	<p>Research/Evaluation</p> <ul style="list-style-type: none"> Signal Head/Stop Sign Infill Evaluation <p>Other</p> <ul style="list-style-type: none"> Consideration of roundabouts as an option before installing traffic signals

TASK 2 Continued

	Speed Management	Intersection Safety Management	Road Infrastructure and Standards
Saskatchewan	<p>Communities used portable speed boards, in conjunction with media event, to raise awareness of speed at the community level. Radio ads used to raise awareness of speed.</p> <p>Implementation of traffic calming devices – speed humps in the city of Regina.</p>	<p>Radio ads used to raise awareness of speed. Funding of intersection improvements at two high-risk intersections.</p> <p>Digital red light camera implementation in the City of Saskatoon.</p>	
Manitoba	<ul style="list-style-type: none"> • 'Excessive speed', and 'too fast for conditions' public awareness campaigns, (incl. TV commercial on <i>excessive speed</i>) • Crash Course: on-campus awareness event addressing speed, impaired driving • Increased fines for speeding • New speeding fines in work zones and near stopped emergency vehicles • Increased number and random activation of photo radar units (in Winnipeg) 	<ul style="list-style-type: none"> • 'Intersection cameras' public awareness campaign (incl. outdoor advertising) • Road Safety Week: media events and promotions (with police partners), with intersections as one of 3 featured issues. • Virtual Driver CD: many intersection tips • Winnipeg Free Press Driver Tips: many tips on intersection safety • Increased number and random activation of photo radar units (in Winnipeg) • Driver Behaviour Study: A survey linking various driver behaviours including speed and intersection actions. 	<ul style="list-style-type: none"> • Work on twinning of Highways #59 S, and NE Perimeter (a solution to head-on collisions - and speeding). • Phase 1 Kenaston underpass – improved access and safety (railway intersections) for more drivers in new developments.
Ontario	<p>Developed I-DRIVE video program targeting younger novice drivers through the high schools. Focus on drowsy, distracted and aggressive (speeding) driving.</p>	<p>Increased fines and demerit points for drivers at pedestrian crossings and construction zones. Clarify driver's response at school crossings,</p>	

TASK 2 Continued

	Speed Management	Intersection Safety Management	Road Infrastructure and Standards
Quebec	<p>2004/rebroadcasting of the anti-speeding campaign</p> <p>University study in impact of lowering posted speed limit on driver behaviour.</p> <p>An Inter-ministerial Committee on Speed was set up.</p>		
New Brunswick	<ul style="list-style-type: none"> On August 2, 1004, New Brunswick doubled fines for offences under the Motor Vehicle Act. The City of Fredericton's municipal police force developed a television commercial relating to speed. 	<ul style="list-style-type: none"> On August 1, 2004, New Brunswick doubled fines for offences under the Motor Vehicle Act. 	On August 1, 2004, New Brunswick doubled fines for offences under the Motor Vehicle Act.
Newfoundland and Labrador	n/a	n/a	n/a
Nova Scotia	<p>Nova Scotia has undertaken an advertising campaign, costs shared with construction contractors, dealing with safe driving in highway workplaces. The campaign focuses on reducing speed within workplaces. Department staff work with police agencies, advising them of active highway workplaces and seeking focused enforcement for a short period during work day.</p> <p>TIRF prepared, "Background Research for a Road Safety Communications Strategy". Evidence based recommendations to support speeding as one of the four priority road safety issues in a Road Safety Communications Strategy.</p>		
Prince Edward Island	Review of possible photo radar legislation.	Review of possible red light camera legislation.	

TASK 2 Continued

	Speed Management	Intersection Safety Management	Road Infrastructure and Standards
Yukon	Enforcement: PROS system for tracking all moving violations.	Two new roundabouts placed at strategic intersection locations. Enforcement: STEP Program for periodic enforcement in high-traffic collision areas includes the ability to identify high risk driving behaviours.	Education: Driving the Alaska Highway brochure.
Northwest Territories			
Nunavut			

Transport Canada (TAC)

- Rural Intersection Safety Handbook (Started in 2005, Final Report March 2006) The Consultant is to "identify rural intersection problems using Canadian data; select low-cost and easily implementable countermeasures or programs; present the safety improvements in a before-after format to demonstrate the benefits associated with the countermeasures. The Consultant is also to recommend an implementation strategy.
- Synthesis of Safety for Traffic Operations (August 2004) In order to make the best possible decisions the practitioner must be aware of the best available evidence on safety. The trouble is that the road safety knowledge base is expanding and it is difficult for the practitioner to keep abreast of the conventional wisdom. Moreover, once found, critically appraising, and determining the usefulness of safety-operations research is a daunting task. Practitioners are in need of a document that synthesizes the safety impacts of various traffic operations and control strategies for their day-to-day use. This Synthesis is intended to serve that purpose. It contains information on the safety impacts of traffic operations and control strategies that are most urgent/ useful to practitioners, and attempts to highlight the conditions in which the impacts are likely to be realized.

While addressing traffic operations in general, one of the main topics included in the report is Intersection Safety which included signalization, all-way stop control, intersection control beacons, signal timing, and traffic signal design and operations.

The Transportation Association of Canada (TAC) currently has a Project Committee investigating ways of incorporating this safety knowledge into the Manual of Uniform Traffic Control Devices for Canada. This report is available on the Transport Canada website.

- Institute of Transportation Engineers
Intersection Safety Briefing Sheets (April 2004)
These briefing sheets concern various intersection safety-related topics. Their purpose is to enhance communications with the media, decision-makers, the general public and others about intersection safety. The primary audiences are decision makers and officials who are called upon to comment or make decisions on intersection issues. Briefing Sheets available at: <http://www.ite.org/library/IntersectionSafety/briefing.asp>
- U.S. Federal Highway Administration
Safety Evaluation of Red-Light Cameras, FHWA-HRT-05-048, April 2005
available at: http://safety.fhwa.dot.gov/intersections/inter_reference.htm
Intersection Safety - The Federal Highway Administration has identified Intersection Safety as one of four high-risk areas. As a result it maintains a regularly updated website on Intersection Safety including: Facts & Statistics; Reducing Collisions: Guidance and Solutions; Community Programs and Resources; Reference Materials etc. - Office of Highway Safety - <http://safety.fhwa.dot.gov/intersections/index.htm>

TASK 3 Top Three SISM Initiatives

<p>Alberta</p>	<p>Emergency Vehicles and Tow Trucks As of October 31, 2005, motorists must slow to 60 km/h or less if the posted speed limit is lower when passing emergency vehicles with lights flashing. Fines for speeding have been doubled (applies only in adjacent lane.)</p>	<p>Construction Zones As of October 31, 2005 in construction zones, motorists must observe the posted speed when workers are present; fines for speeding in these areas are doubled.</p>	<p>Select Highway Enforcement Strategy Speeding will be a component of the enforcement activities. E.g. Highway 63 and 21.</p>
<p>British Columbia</p>	<p>Enforcement Enhanced Road Safety Enforcement Initiative (ERSEI) (Program Involves RCMP and Independent Police Departments using conventional enforcement activities.)</p> <p>BC Association of Chiefs of Police Enforcement Campaigns.</p> <p>2004 Campaigns Commercial Vehicle Enforcement National Campaign (non-reportable) Unsafe Speed Campaign (6 days) Aggressive Driving Campaign (4 days) School Zone Awareness (non-reportable) Provincial Occupant Restraint Campaign (11 days) Unsafe Speed & Speed Relative to Conditions Xmas Counterattack (4 weeks)</p> <p>2005 Campaigns Commercial Vehicle Enforcement – Level II Inspection (2 days) Occupant Restraint Campaign (10 days) National Road Safety Week (6 days) Commercial Vehicle Enforcement National Campaign (3 days)</p>	<p>Advertising Cancelled.ca Web Contest/Advertising Campaign</p>	<p>Road Improvements Stop Sign Infill Evaluation Increased use of roundabouts</p> <p>http://www.th.gov.bc.ca/publications/Circulars/Current/T_Circ/2004/t07-04.pdf</p>

TASK 3 Continued

Saskatchewan	Implementation of digital Red Light camera for intersection safety management in the City of Saskatoon	Increases in the fine levels or all intersection-related traffic convictions.	Assessment of practicality of speed limits in the City of Regina leading to increases and decreases of existing posted speed limits where necessary.
Manitoba	Enhanced public awareness: MB safety partners delivered mass media speed related campaigns, and speed and intersection tips via TV, a regular newspaper feature, and a new interactive CD.	A significant increase in the number of photo enforcement units in Winnipeg (intersection cameras, and mobile photo radar).	Work on twinning of Highways #59 S, and NE Perimeter (a solution to head-on collisions - and speeding).
Ontario	New Act resulting in increased fines and penalties for speeding in construction zones, increased penalties and fines at pedestrian crossings, Offence to disobey Traffic Control Person.	Study to evaluate the effectiveness of advance warning flashers and double long distance detection at high speed signalized intersections.	Installation of Intelligent Detection Control Systems from Texas Transportation Institute initiated.
Quebec	The Issue Table on Speed submitted its report to the Quebec Minister of Transport in December 2004. In 2005, an Inter-ministerial Committee on Speed was set up to study the measures proposed in the Issue Table's report.	In 2004, the 2003 public service campaign on speed was rebroadcast and the new campaign on young drivers and speeding was rebroadcast. In 2005, rebroadcasting of the 2004 anti-speeding ad campaign aimed at young drivers.	
New Brunswick	On August 1, 2004, New Brunswick doubled fines for offences under the Motor Vehicle Act.	<ul style="list-style-type: none"> A variety of public awareness road stops and targeted enforcement activities were held throughout the year by the RCMP and municipal/regional police forces. 	<ul style="list-style-type: none"> The Moose Alert video is now being streamed on the Government of New Brunswick website (www.gnb.ca).
Newfoundland and Labrador	n/a	n/a	n/a
Nova Scotia	Print, radio and television advertising focused on reducing speed and promoting safe driving practices, in highway construction and maintenance workplaces.	Motor Vehicle Act amendment to implement graduated increased fines based on speed above posted limit.	
Prince Edward Island	Rumble strips installed to warn drivers of upcoming stop signs at various intersections.	Red light camera legislation under review.	

TASK 3 Continued

Yukon	<p>On-going STEP review and analysis of high risk traffic areas.</p> <p>Monitoring of critical intersection by City of Whitehorse, due to new roundabouts and lane changes in downtown core.</p>	<p>PROS – provides RCMP with the ability to track all moving violations for easier accessibility and statistical analysis.</p>	
Northwest Territories	<p>Implementation of system to track speeding, intersection and other traffic-related offences noted by enforcement personnel.</p>		
Nunavut			
Transport Canada (TAC)			

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