
CCMTA Road Safety Report Series

SPEED AND INTERSECTION SAFETY MANAGEMENT (SISM)

Annual Monitoring Report 2006

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 2007

Disclaimer

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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.

Table of Contents

Background	3
SISM Survey Document	5
National Progress to SISM Targets	6
Jurisdictional Results Summary	10
New Jurisdictional Activities	13
Jurisdictional Top 3 SISM Initiatives	16
Contact Information	18

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 are 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's 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: February 1, 2007

SUBJECT: 2006 SISM Annual Monitoring Report Survey

Dear Colleague:

This survey will cover your key initiatives/key activities etc. for 2006.

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 2006 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.

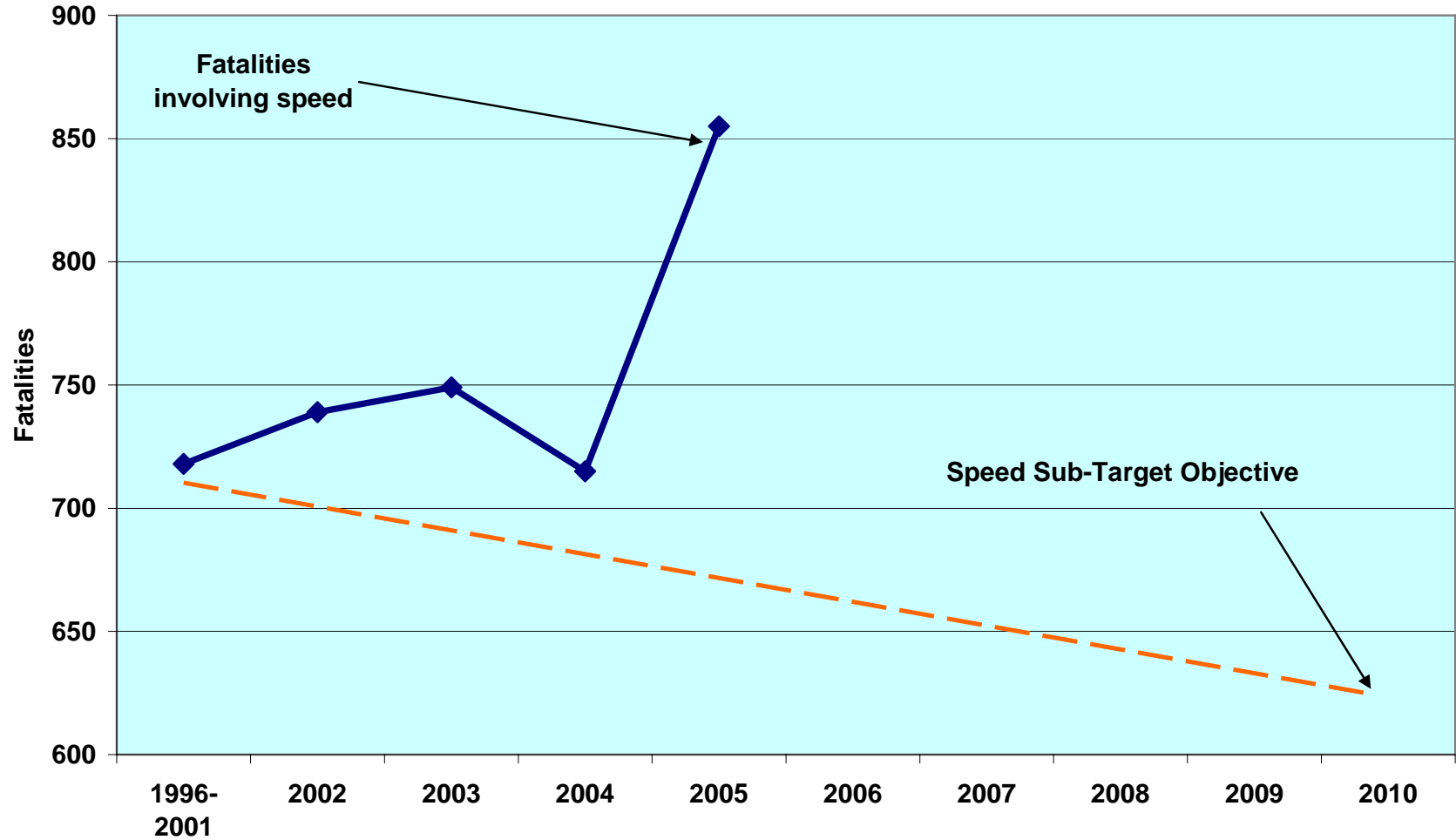
Task 2

Please briefly describe any NEW activities or research that have taken place in the 2006 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.

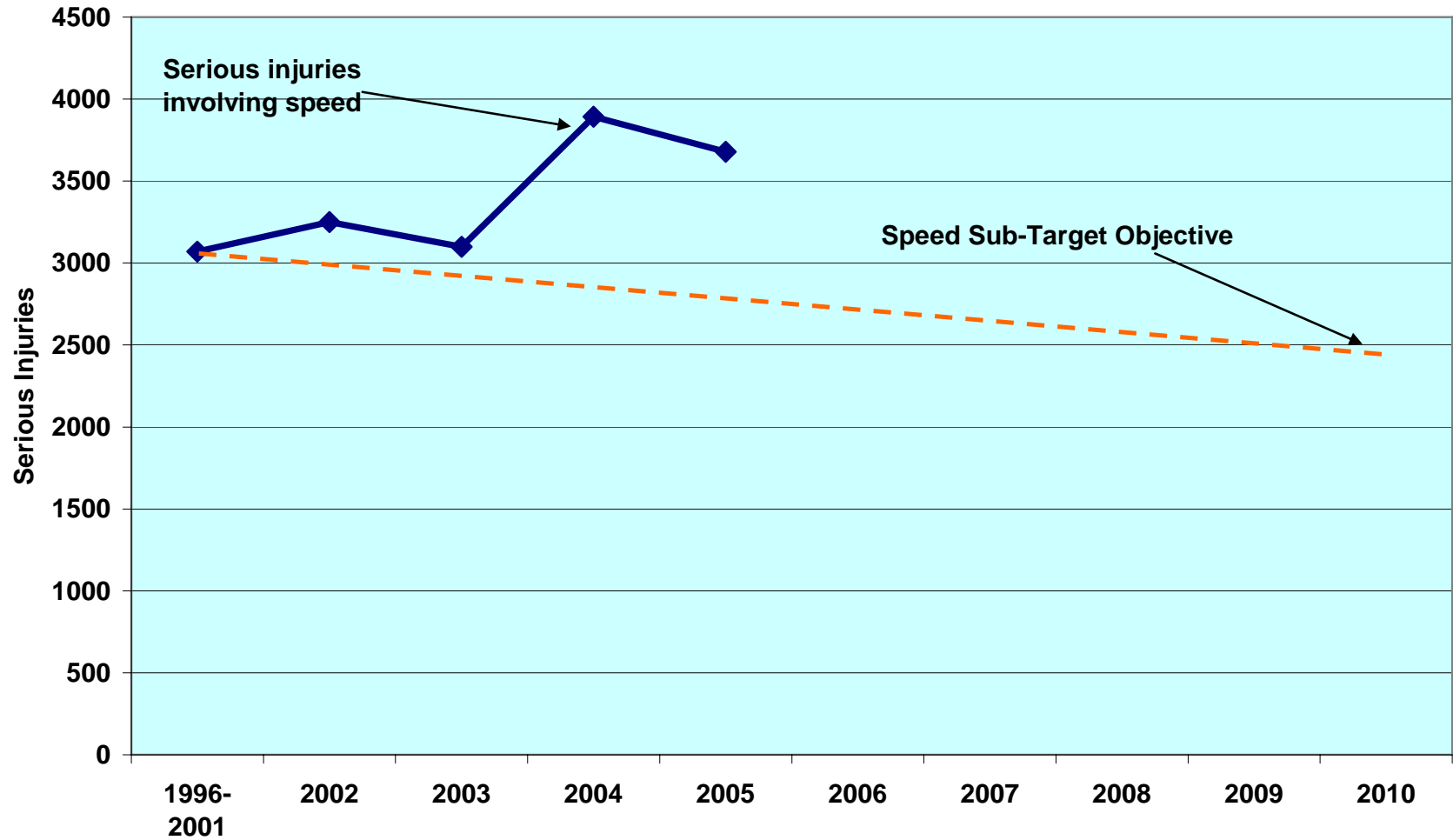
Task 3

Jurisdictions will briefly describe the top three major activities that have taken place in the 2006 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.

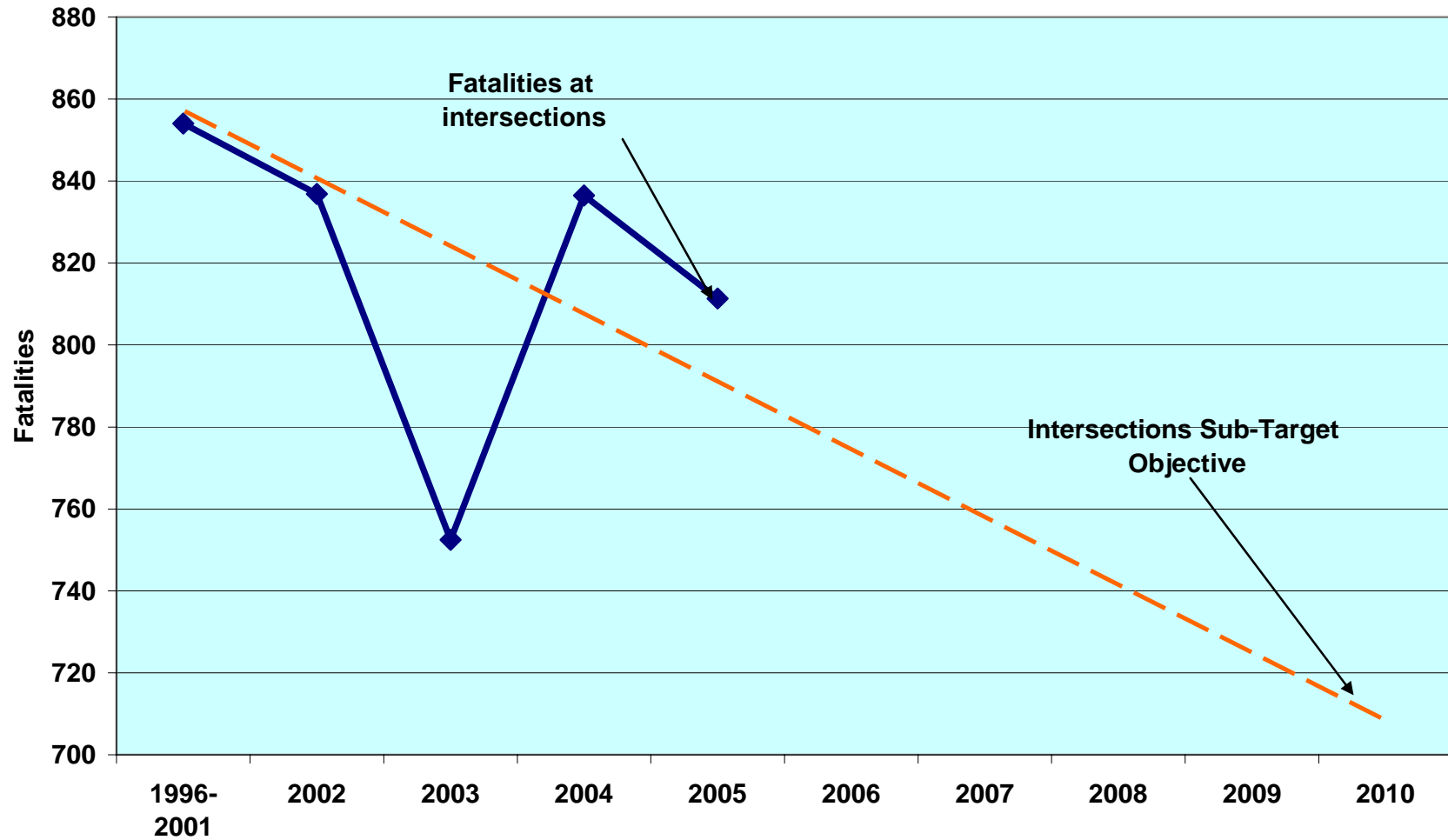
RSV 2010 Speed-Related Sub-Target
Fatalities in Speed-Related Crashes, 2002-2005 vs. 1996-2001 Baseline



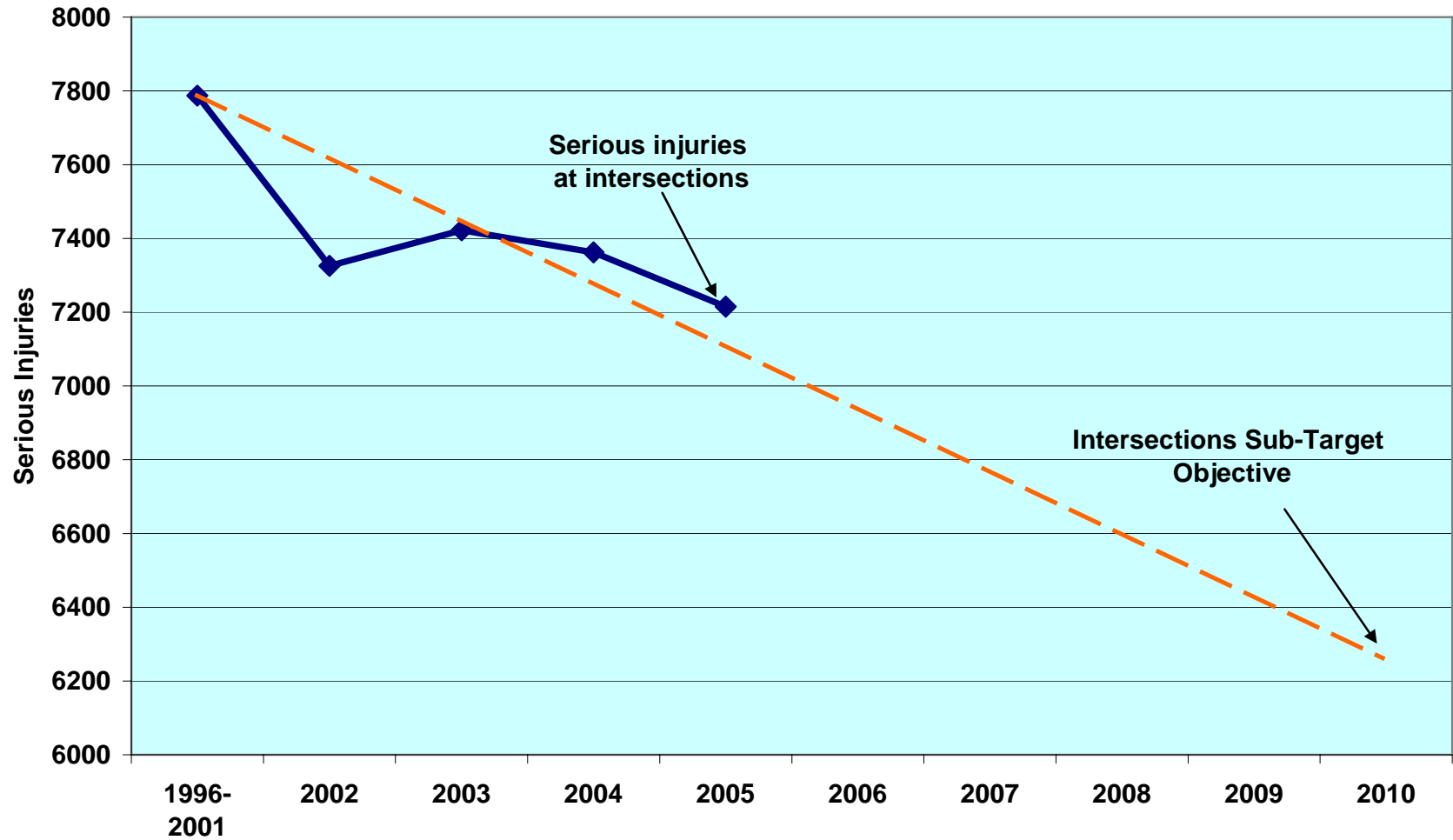
RSV 2010 Speed-Related Sub-Target
Serious Injuries in Speed-Related Crashes, 2002-2005 vs. 1996-2001 Baseline



RSV 2010 Intersections Sub-Target
Fatalities in Intersection Crashes, 2002-2005 vs. 1996-2001 Baseline



RSV 2010 Intersection Sub-Target
Serious Injuries in Intersection Crashes, 2002-2005 vs. 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	NF	NS	PEI	YT	NWT	NU	TC	TAC
A) Speed Management															
Communication and Awareness															
1) Speed Management Coordination Committee	No	No	No	No	No	Yes	No	No	Yes	No	Yes	No			
2) Fund advertising/promotion on speed issues	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes			
3) Identification of high risk speed related locations/routes	Yes	Yes	Yes	No	Yes	No	No	No	Yes	Yes	Yes	Yes			
4) Regarding advertising that promotes speed															
a) Has jurisdiction received complaints about this kind of advertising?	Yes	No	No	Yes	Yes	Yes	No	No	No	No	No	No			
b) Has jurisdiction taken action with regards to this kind of advertising?	No	Yes	No	No	No	No	No	No	Yes	No	No	No			
5) Jurisdiction has a community group or committee that Monitors speed issues example: "Speed Watch"	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	No	No			
Education															
1) Direct links into the public education system (schools) for messages on speeding.	No	Yes	No	Yes	No	Yes	No	No	Yes	No	Yes	No			
2) Public education materials on speeding	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	No			
Sanctions															
1) Changes in penalties for speeding violations	No	No	Yes	Yes	Yes	No	No	No	Yes	No	No	No			
Enforcement															
1) Electronic technologies for speed management															
a) photo radar	Yes	No	No	Yes	No	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	No			
2) Established/amended policies and guidelines related to photo radar	Yes	No	No	Yes	No	No	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	Yes	Yes	No	Yes			
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	Yes	No	Yes	Yes	Yes	Yes			
5) Speeding campaigns (targeting unsafe or aggressive driving)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No			
6) Included public awareness in the enforcement campaigns	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No			
7) Paid advertising to support enforcement campaigns	Yes	Yes	No	Yes	No	No	No	No	No	No	Yes	No			

	AB	BC	SK	MB	ON	QC	NB	NF	NS	PEI	YT	NWT	NU	TC	TAC
Research															
1) Any research studies or evaluation related to speed been initiated	Yes	Yes	No	Yes	No	Yes	Yes	No	Yes	Yes	No	Yes			
2) Research studies or evaluation initiated in your jurisdiction related to speed and optimum enforcement	Yes	No	No	No	No	No	No	No	Yes	Yes	No	No			
3) Conduct Trend Analysis/Demographics Regarding Speed	No	Yes	No	Yes	No	Yes	No	No	No	Yes	No	Yes			
Optional: Other Activities (please elaborate) AB: Alberta analyzes the trends over time (year versus year) and nighttime verses daytime however there is no analysis for demographics. QC: Post Campaign Evaluation	Yes					Yes									
B) Intersection Safety Management															
Communication and Awareness															
1) Determination of high risk intersections	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No	Yes	Yes	Yes			
2) Intersection safety management committee	No	No	No	No	No	No	No	No	No	No	Yes	No			
3) Fund advertise and promotion on intersection safety	Yes	Yes	Yes	Yes	No	No	No	No	No	No	Yes	No			
4) Direct links to public awareness to including intersection safety messages	Yes	Yes	Yes	Yes	No	No	No	No	Yes	No	Yes	No			
5) Public awareness of enforcement campaigns	Yes	Yes	Yes	Yes	No	No	No	No	Yes	No	Yes	No			
6) Fund advertising for enforcement campaigns	Yes	Yes	No	No	No	No	No	No	No	No	Yes	No			
Education												No			
1) Direct links to public education (schools) for intersection Safety	No	Yes	No	Yes	No	Yes	No	No	Yes	No	Yes	No			
2) Public education program or material focused on intersections	Yes	Yes	Yes	Yes	No	No	No	No	Yes	No	Yes	No			
Sanctions															
1) Changes in penalties and violations for intersections	No	No	No	No	Yes	No	No	No	Yes	No	No	No			
Enforcement															
1) Electronic enforcement	Yes			Yes	No	No		No		No		No			
a) red light cameras	Yes	Yes	No	Yes	Yes	No	No	No	No	No	No	No			
2) Policy and guidelines for use of enforcement technology	Yes	No	No	Yes	Yes	No	No	No	No	No	No	Yes			
3) Ability for enforcement to record crash at intersection	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes			
4) Enforcement at intersections	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes			
Research															
1) Studies on intersections safety	Yes	Yes	No	Yes	Yes	Yes	No	Yes	No	Yes	Yes	No		Yes	

	AB	BC	SK	MB	ON	QC	NB	NF	NS	PEI	YT	NWT	NU	TC	TAC
2) Research studies for enforcement and levels of intersection safety	Yes	Yes	No	Yes	No	No	No	No	Yes	Yes	Yes	No			
3) Conduct Trend Analysis/Demographics Regarding Intersections	Yes	Yes	No	Yes	No	Yes	No	Yes	No	Yes	Yes	Yes		Yes	
Optional: Other Activities (please elaborate) NS – Road Safety Management System under development in 2006 to identify high crash locations and provide mitigating solutions. YT – Safety Audit intersection review was conducted in 2006 for Engineering and Environment Services for the City of Whitehorse. NF – City of St. John's has done and continues to evaluate and study intersections. BC - PSD – BC public attitudes survey including questions on driving behaviours, intersection safety and sanctions.															
C) Road Infrastructure and Standards															
1) Process to review roadway speed limits	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes			No
2) Are safety concerns included in speed limit review	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No	Yes	Yes			No
3) Process to review safety concerns with speed limits	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No	Yes	Yes			No
4) Physical Engineering practice to reduce speed (Examples: speed bumps, rumble strips, roundabouts, other traffic calming measures)	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes			Yes
5) Engineering practice to improve high risk intersections	Yes	Yes		Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes			Yes
6) Process to identify high risk intersections	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No	Yes	Yes	Yes			Yes

TASK 2 New Jurisdictional Activities

	Speed Management	Intersection Safety Management	Road Infrastructure and Standards
Alberta	<p>Alberta's Traffic Safety Plan (TSP) was publicly released in November 2006. The Plan is consistent with RSV 2010. For more information on the TSP please visit www.saferoads.com.</p> <p>Alberta Solicitor General, through the Alberta Traffic Safety Plan, has hired 84 Traffic Sheriffs to conduct traffic safety enforcement on Alberta's roads.</p>	<p>Capital Region Intersection Safety Program continues to bring attention to Intersection Safety. Through the Black Spot program a number of high collision intersection were analyzed and treated to enhance safety.</p>	<p>Through Alberta's Traffic Safety Plan, \$8 million was allocated on infrastructure. The money was spent on shoulder rumble strips, centerline rumble strips, intersection, durable pavement markings and lighting.</p>
British Columbia	<p>Working w/ Transport Canada, along with Ontario, Quebec, in a review of the application of Speed Limiters for commercial trucks.</p>	<p>Research: Literature Review: Evidence Regarding Effectiveness of Red Light Cameras Other: Public attitudes survey incl. questions on intersection behaviours, severity of issue</p>	n/a
Saskatchewan	<p>Purchased a speed reader board "Focus-of-the-month" done of the Regina Police Service targeting areas such as speed and intersection safety. Regina Police Service targeted school zone speeds by holding a checkstop where kids from a near-by school handed out water bottles to drivers and thanked them for not speeding in their school zone. Implemented Traffic Safety Act which added an offence of failing to slow to 60 Km/hr while passing emergency vehicles.</p>	<p>(see right) Also radio advertising about intersection safety</p>	n/a
Manitoba	<p>New "safe streets" radio & outdoor ads New speed themed video challenge for kids Increased fines for speeding Increase of four mobile photo radar units in Winnipeg Focus group research to help develop the 2007 speeding awareness campaign</p>	<p>Road Safety Week : media releases, new mall display and children's activity, and increased enforcement</p> <p>Collision analysis (police stats) on incidence and type of intersection collisions</p>	<ul style="list-style-type: none"> ▪ Began twinning PTH 59 through Brokenhead First Nation -- to reduce cross centerline collisions • Finishing twinning PTH 1 to Saskatchewan -- to reduce cross centerline collisions • A review of proposed increases in posted speed limits on divided highways to consider/address potential safety impacts <p>A consultant study to develop school area traffic safety check list and strategies</p>

	Speed Management	Intersection Safety Management	Road Infrastructure and Standards
Ontario	Developed new aggressive driving public education campaign, which focused on speeding as a primary aggressive behaviour.	n/a	n/a
Quebec	Broadcasting of speed campaign: « Sur la route... ralentissez » « Slow the drive, stay alive » Speed committee on TQSR (Table québécoise de sécurité routière)	Red light running survey during summer 2006 (Montreal, Quebec, Sherbrooke, Saguenay)	Road environment committee on TQSR (Table québécoise de sécurité routière)
New Brunswick	A joint DPS/RCMP committee was set up and will look at speed management, seatbelt use and impaired driving.	n/a	Road infrastructure and standards are within the jurisdiction of the New Brunswick Department of Transportation.
Newfoundland and Labrador	n/a	n/a	n/a
Nova Scotia	Research conducted to determine benefits of doubling fines for speeding in school and construction zones. Traffic Forum held by Dept. of Justice to address this issue. Fines increased for speeding. Doubling of fines for speeding in construction & school zones.	Road Safety Management System under development in 2006 to identify high crash locations and provide mitigating solutions. Traffic Forum held by Dept. of Justice to address this issue. Changed traffic control treatment at the ends of interchange entry ramps.	Road Safety Management System under development in 2006 to identify high crash locations and provide mitigating solutions. -Developed roundabout brochure to educate users -Proposed roundabouts at some sites and as an alternative to signals on upgrading projects
Prince Edward Island	Review of possible photo radar legislation.	Review of possible red light camera legislation.	n/a

TASK 2 Continued

	Speed Management	Intersection Safety Management	Road Infrastructure and Standards
Yukon	Enforcement: PROS system for tracking all moving violations	<p>Research/Evaluation: Intersection Safety Review was conducted for Engineering and Environmental Services, for the City of Whitehorse in 2006.</p> <p>Communication/Awareness: Newspaper, TV and theatre ads were prepared, focusing on intersection safety.</p> <p>Enforcement: STEP programs for periodic enforcement in high-traffic collision areas includes the ability to identify high-risk driving behaviours.</p>	Education: Driving the Alaska Highway brochure
NWT	Advertising	Investigated several high traffic intersections.	Advertising awareness
Nunavut			
Transport Canada		Prepared paper entitled "Intersection Crashes in Canada: Driver Characteristics and Casualty Trends: (1) to show characteristics of intersection crashes, involved drivers and victims at both national and jurisdictional levels; (2) to provide stakeholders with general/specific information on intersection crashes that may help raise awareness of the problem; and (3) to provide jurisdictions/stakeholders with concrete data that may assist in the development of policies/programs/strategies to address the largest intersection safety problems.	
TAC			<ol style="list-style-type: none"> 1) Synthesis on North American Roundabout Practice - In collaboration with Transportation Association of Canada 2) Developed new Do Not Stop On Tracks sign for Road/Rail Safety through TAC 3) Rural Intersection Safety Handbook

TASK 3 Top Three SISM Initiatives

<p>Alberta</p>	<p>Alberta's Traffic Safety Plan (TSP) was publicly released in November 2006. The Plan is consistent with RSV 2010. For more information on the TSP please visit www.saferoads.com.</p> <p>In the TSP dollars for infrastructure improvements i.e. Black Spots, intersection safety were allocated as follows: \$2 million for shoulder rumble strips \$1 million for Black Spots (intersections, divided highway markings, lighting etc.) Some of the funds were carried over to 2007.</p>	<p>Under the Traffic Safety Plan, The Traffic Sheriffs Program has allowed for increased traffic safety enforcement on Alberta roads. In 2007 there will be 84 Traffic Sheriff positions with the Solicitor General department.</p>	<p>Speed on Green – Movement towards provincial legislation initiated.</p>
<p>British Columbia</p>	<p>Enforcement: Integrated Road Safety Units – 110 new, dedicated traffic safety officers working in integrated municipal/RCMP units targeting: <u>intersections</u>, seatbelts, aggressive and impaired drivers.</p>	<p>Literature Review: Evidence on Effectiveness of Red Light Cameras and initiation of business case into options for upgrading/expanding BC's Intersection Safety Camera Program</p>	<p>Continued intersection improvements including improved lighting, signage and increased use of roundabouts</p>
<p>Saskatchewan</p>	<p>Cost-shared the purchase of speed reader board trailers for all enforcement agencies – municipal and RCMP – 8 in total.</p>	<p>Implemented Traffic Safety Act which added an offence of failing to slow to 60 Km/hr while passing emergency vehicles.</p>	<p>Regina Police Service did an initiative where they set up a checkstop in a school zone and had students hand out water bottles to motorists as a thank you for not speeding in their school zone. This event received good media coverage (TV, newspaper, radio)</p>
<p>Manitoba</p>	<p>Public awareness campaigns (new and previously aired) addressing speeding using major media and media events (SpeedWatch groups collaborating with police).</p>	<p>Increased fines and penalties for speeding, affecting drivers caught speeding between 10 and 19 km/h over the limit. Increase is from 24% to 52% depending on amount over the limit.</p>	<p>Finishing twinning PTH 1 to Saskatchewan -- to reduce cross centerline collisions.</p>
<p>Ontario</p>	<p>Implemented increased fines and penalties for speeding. Doubled fines for speeding in construction zones. Implemented increased penalties and fines at pedestrian crossing</p>	<p>Evaluation of effectiveness of Texas Detection Control System</p>	<p>n/a</p>
<p>Quebec</p>	<p>Broadcasting of speed campaign: « Sur la route... ralentissez » « Slow the drive, stay alive »</p>	<p>Speed committee on TQSR (Table québécoise de sécurité routière)</p>	<p>Road environment committee on TQSR (Table québécoise de sécurité routière)</p>

New Brunswick	A joint DPS/RCMP committee was set up in the Fall of 2006. It will examine issues such as speeding, impaired driving and seatbelt use and make recommendations for legislative changes	New legislation has been introduced with provisions for speeding in construction zones and school zones, as well as doubling of fines.	n/a
Newfoundland and Labrador	SISM is not specifically addressed but we have reestablished a Road Safety Committee with emphasis on issues including intersections and road infrastructure.	n/a	n/a
Nova Scotia	The provincial government funded \$110,000.00 in new, updated Breathalyzer equipment for all police agencies, to address impaired driving.	Fines for speeding increased and fines for speeding in School and Work Zones doubled.	The first roundabout in Nova Scotia was opened.
Prince Edward Island	Purchase of portable electronic message boards with radar capacity that were located around the province to educate the public on speed issues.	The construction of the Islands first Round-a-bout to increase safety at the major intersection of Route 1A and 2 located at Travellers Rest.	Speed monitoring in Communities and municipalities at their request, results discussed with community council and enforcement agencies to show areas of non-compliance of posted speeds.
Yukon	n/a	n/a	n/a
Northwest Territories	Submitted MVA amendments dealing with a variety of issues.	Advertising to combat speed relative to animal collisions.	Increased inspection and monitoring of truck driving during winter road resupply.
Nunavut			
Transport Canada			
TAC	<p>Synthesis on North American Roundabout Practice</p> <p>The Transportation Association of Canada Road Safety Standing Committee recommended the project of developing a synthesis of practices, experience and lessons learned regarding roundabouts. The synthesis is expected to provide background information that will subsequently be used to develop a Canadian Roundabout guide.</p>	<p>Developed new Do Not Stop On Tracks sign for Road/Rail Safety through TAC</p> <p>A number of Canadian jurisdictions have expressed safety concerns in regard to drivers queuing over railway tracks at road/railway crossings without understanding the potential dangerous consequences of their actions. In response to these concerns, the Traffic Operations and Management Standing Committee (TOMSC) of the Transportation Association of Canada initiated a project to warn drivers not to stop on railway tracks by developing a uniform sign, which could be included in the Manual of Uniform Traffic Control Devices for Canada (MUTCDC) to warn drivers not to stop on railway tracks.</p>	<p>Rural Intersection Safety Handbook</p> <p>The purpose of this handbook is to give practitioners the tools to make intersections safer. This handbook provides practical and concrete guidance for diagnosing rural intersection safety problems and selecting and implementing appropriate and practical solutions thereto on a case-by-case basis.</p>

Contact Information		
Province	Contact	
Alberta – Speed and Intersection Safety	Jeanette Espie	Executive Director, Office of Traffic Safety (780) 427-6588 Phone (780) 422-3682 Fax jeanette.espie@gov.ab.ca
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