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

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

**Annual Monitoring Report 2008**

*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 2009

## **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.

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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 across 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: February 13, 2009**

**SUBJECT: 2008 SISM Annual Monitoring Report Survey**

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Dear Colleague:

This survey will cover your key initiatives/key activities etc. for 2008.

Please note: the monitoring report has been modified slightly from the 2007 survey. To improve clarity, a few questions were split into two questions.

**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 2008 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.

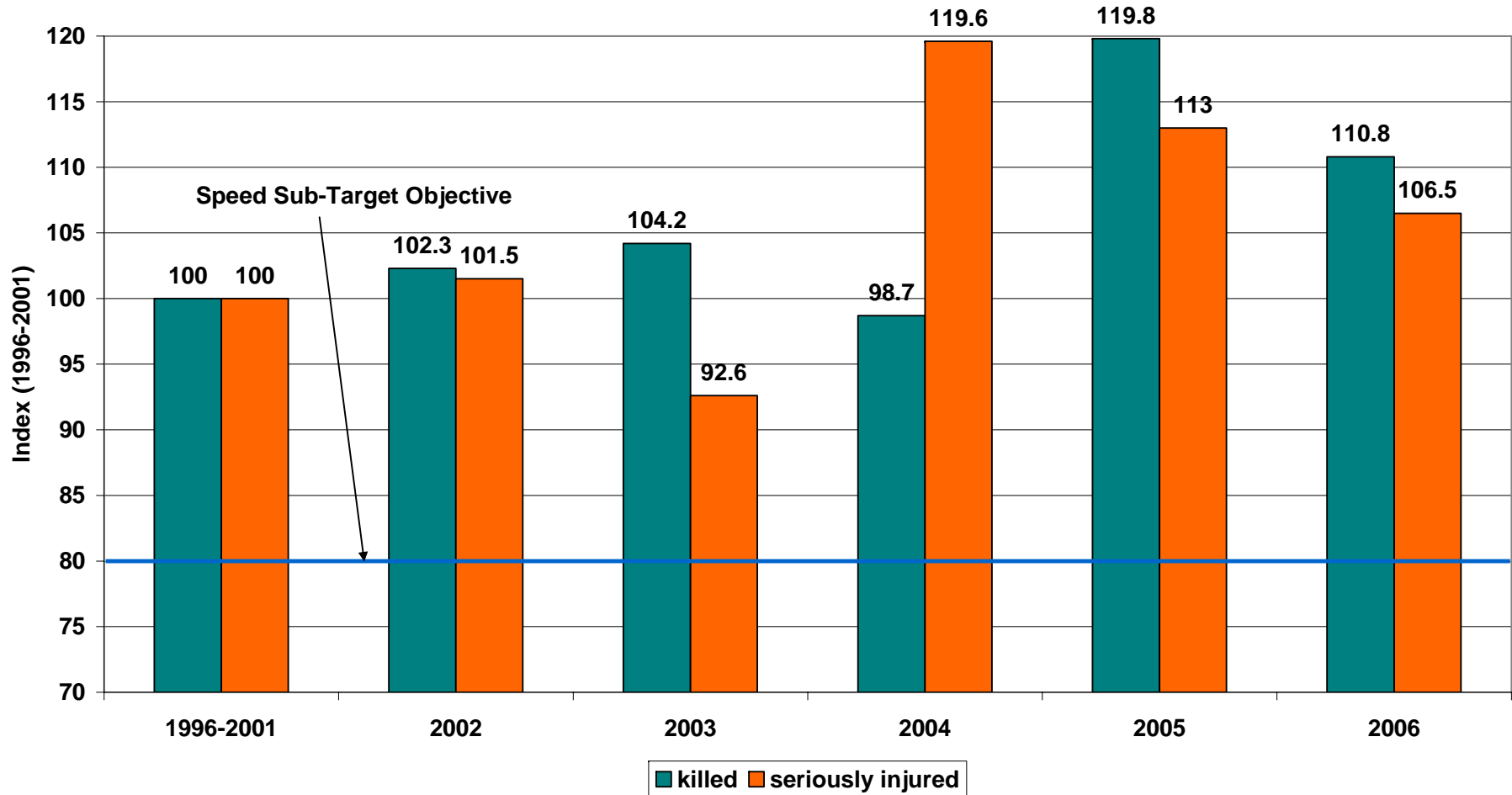
**Task 2**

Please briefly describe any NEW activities or research that has taken place in the 2008 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**

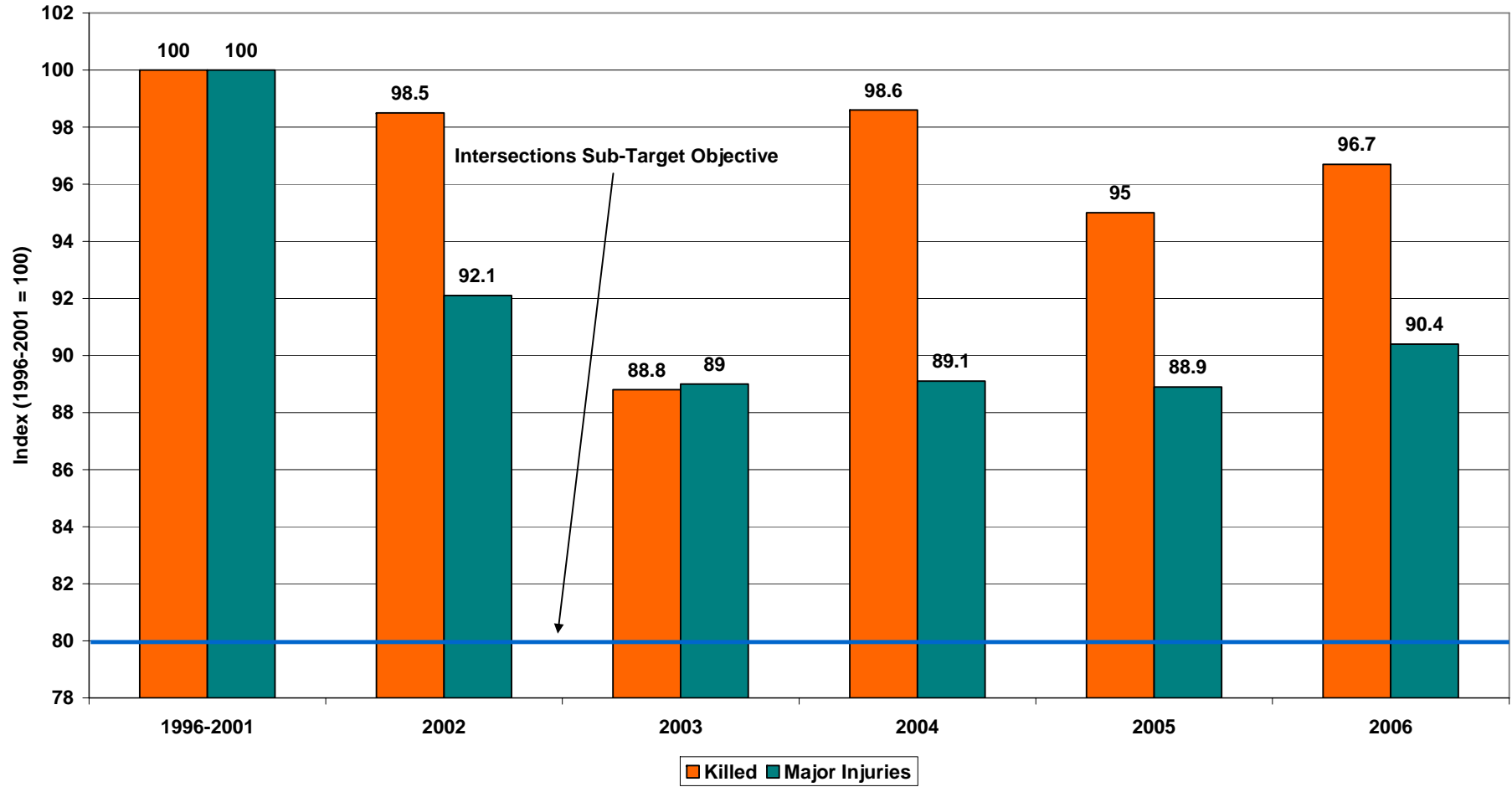
Jurisdictions will briefly describe the top three major activities that have taken place in the 2008 monitoring year related to speed management, intersection management and road infrastructure and standards. Jurisdictions will be expected to provide a two-sentence description of these top three major 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



Note: Figures for 2007 were not available at time of printing.

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



Note: Figures for 2007 were not available at time of printing.

**TASK 1 - Jurisdictional Results Summary - For the calendar year 2008 did your jurisdiction have the following:**

	AB	BC	SK	MB	ON	QC	NB	NL	NS	PE	YT	NT	NU	TC
<b>A) Speed Management</b>														
<b>Communication and Awareness</b>														
1) Speed Management Coordination Committee	Yes	No	No	No	No	Yes	Yes	No	No	No	No	No		No
2) Fund advertising/promotion on speed issues	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes		No
3) Identification of high risk speed related locations/routes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	Yes	No	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	No		No
b) Has jurisdiction taken action with regards to this kind of advertising?	Yes	Yes	Yes	No	Yes	Yes	No	No	No	No	No	No		No
5) Jurisdiction has a community group or committee that Monitors speed issues example: "Speed Watch"	No	Yes	No	Yes	Yes	No	No	No	Yes	Yes	No	No		No
6) Public information on the safety and environmental consequences of higher speeds	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No	Yes		No
<b>Education</b>														
1) Direct links into the public education system (schools) for messages on speeding	No	Yes	Yes	Yes	No	Yes	No	No	No	No	No	No		No
2) Public education materials on speeding	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	No		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	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	No	No		No
<b>Enforcement</b>														
1) Electronic technologies for speed management														
a) photo radar	Yes	No	No	Yes	No	Yes	No	No	No	No	No	Yes		No
b) intersection safety cameras (photo enforcement of speed using red light cameras -- sometimes referred to as "speed-on-green")	Yes	No	No	Yes	No	No	No	No	No	No	No	No		No
2) Established/amended policies and guidelines related to photo radar	Yes	No	No	No	No	Yes	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)	No	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes		No
4) Enforcement activities														
a) Ability to track convictions by violation type (e.g., electronic enforcement vs. conventional radar)	No	Yes	Yes	No	Yes	No	No	No	No	Yes	No	Yes		No

	AB	BC	SK	MB	ON	QC	NB	NL	NS	PE	YT	NT	NU	TC
b) Ability to track and monitor enforcement activities (e.g., normal vs. special)	No	Yes	Yes	No	Yes	No	No	No	No	Yes	No	Yes		No
5) Speeding campaigns (targeting unsafe or aggressive driving)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes		No
6) Included public awareness in the enforcement campaigns	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes		No
7) Paid advertising to support enforcement campaigns	Yes	Yes	Yes	Yes	No	No	No	No	No	Yes	No	No		No
8) Establish "mean free travel speeds" on urban and rural networks	No	No	Yes	No	No	No	No	No	No	No	No	No		No
9) Establish a consistent approach to reduce tolerance levels	No	Yes	Yes	No	Yes	No	No	No	No	No	No	Yes		No
<b>Research</b>														
1) Any research studies or evaluation related to speed been initiated	Yes	Yes	Yes	Yes	No	No	No	No	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	Yes	No	No	No	Yes	No	No		No
3) Conduct Trend Analysis/Demographics Regarding Speed	Yes	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No		No
4) Adopt the use of free travel speeds as an intermediate performance measure	No	No	No	Yes	No	No	No	No	No	No	No	No		No
Optional: Other Activities (please elaborate)														
SK: Deployment of speed reader boards to capture speed data for future use.														
AB: Crash analysis of speed related collisions in Alberta.														
<b>B) Intersection Safety Management</b>														
<b>Communication and Awareness</b>														
1) Determination of high risk intersections	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No		No
2) Intersection safety management committee	Yes	Yes	No	No	No	No	Yes	No	No	No	No	No		No
3) Fund advertise and promotion on intersection safety	Yes	Yes	Yes	Yes	No	No	No	No	No	Yes	Yes	No		Yes
4) Direct links to public awareness regarding intersection safety messages	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No	No		Yes
5) Public awareness of enforcement campaigns	Yes	Yes	No	No	No	No	No	No	No	Yes	No	No		No
6) Fund advertising for enforcement campaigns	Yes	Yes	No	No	No	No	No	No	No	No	No	No		No
<b>Education</b>														
1) Direct links to public education (schools) for intersection Safety	Yes	Yes	Yes	Yes	No	No	No	No	No	No	Yes	No		No
2) Public education program or material focused on intersections	Yes	Yes	No	No	No	No	No	No	No	Yes	Yes	No		No
<b>Sanctions</b>														
1) Changes in penalties and violations for intersections	Yes	No	No	No	No	No	No	No	Yes	No	No	No		No

	AB	BC	SK	MB	ON	QC	NB	NL	NS	PE	YT	NT	NU	TC
<b>Enforcement</b>														
1) Electronic enforcement														
a) red light cameras	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No		No
b) intersection safety cameras (photo enforcement of speed using red light cameras -- sometimes referred to as "speed-on-green")	Yes	No	No	Yes	No	No	No	No	No	No	No	No		No
2) Policy and guidelines for use of enforcement technology	Yes	Yes	No	Yes	Yes	Yes	No	No	No	No	No	No		No
3) Ability for enforcement to record crash at intersection	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	No	No	Yes		No
4) Enforcement at intersections	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes		No
<b>Research</b>														
1) Studies on intersections safety	Yes	Yes	Yes	Yes	No	No	No	No	No	Yes	Yes	No		Yes
2) Research studies for enforcement and levels of intersection safety	No	Yes	No	No	No	No	No	No	No	Yes	No	No		No
3) Conduct Trend Analysis/Demographics Regarding Intersections	No	Yes	Yes	Yes	No	No	No	No	Yes	No	No	No		No
Optional: Other Activities (please elaborate)														
ON: Development of new Operational Performance Functions that allow us to identify if intersections have a higher than expected number of collisions														
<b>C) Road Infrastructure and Guidelines and Best Practices</b>														
1) Review of roadway speed limits:														
a) Have a process to review roadway speed limits	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes		Yes
b) Reviewed/modified speed limits	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	Yes	No		No
c) Are safety concerns included in speed limit review?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes		No
d) Have a process to review safety concerns with speed limits	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes		No
2) Physical Engineering practice to reduce speed (Examples: speed bumps, traverse rumble strips, other traffic calming measures)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No		No
3) Engineering practice to improve high risk intersections	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No		No
4) Process to identify high risk intersections	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No		Yes
5) Electronic driver feedback message signs	No	Yes	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No		No
6) Dynamic message signs identifying rural intersections	No	No	No	No	No	No	No	No	No	No	No	No		No
7) Signal phasing improvements for left turn only lanes	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	No	No	No		No
8) Review right turn on red legislation	No	No	No	No	No	No	No	No	No	No	No	No		No
9) All red phase at intersections to allow free pedestrian movements	No	No	No	No	No	No	No	No	No	No	No	No		No
10) Installed more left-turn only lanes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No		No
11) Installed more roundabouts	Yes	Yes	No	No	Yes	No	No	No	Yes	No	No	No		No
12) Landscaping or roadside infrastructure improvements to decrease driver speed along a corridor	No	Yes	No	Yes	Yes	No	No	No	?	Yes	No	No		No

## TASK 2 - New Jurisdictional Activities

	Speed Management	Intersection Safety Management
Alberta	<ul style="list-style-type: none"> <li>The Traffic Safety Plan Calendar establishes coordinated, provide-wide enforcement and communication efforts on one traffic safety topic each month. E.g., August and December focus on Impaired Driving; January is Intersections.</li> <li>A three year Strategic Communications Plan 2008-2010 has been developed for all RSV2010 targets. A strategic communications action plan is developed annually. New speed TV commercial is being developed.</li> <li>Two-day province-wide enforcement blitz regarding speed will allow for coordinated enforcement to support traffic safety plan calendar.</li> </ul>	<ul style="list-style-type: none"> <li>Information regarding roundabout operations and safety has been created and published on the department's website. Visit this link: <a href="http://transportation.alberta.ca/3644.htm">http://transportation.alberta.ca/3644.htm</a>.</li> <li>Legislation changes effective January 1, 2009 allows municipalities to use Intersection Safety Devices (ISD) that can capture speed at some intersections which have red light cameras in Alberta based on their profile of high risk activities and /or safety concerns.</li> </ul>
British Columbia	<ul style="list-style-type: none"> <li>Slow Down/Move Over policy and legislative development to protect police/emergency service providers on public roads (pending).</li> </ul>	<ul style="list-style-type: none"> <li>Review/evaluation of red light camera program and upgrade/expansion of program. There will be 130 additional red light cameras installed.</li> <li>Updated Ministry of Transportation policy on the use of roundabouts such that "roundabouts shall be considered on all roadways including high speed (70 km/h or greater) corridors" and "shall be considered as the first option for intersection designs where a greater degree of traffic control than a two-way stop is required".</li> <li>The Ministry of Transportation uses LED signal heads with reflective backboards on all new signal head installations.</li> </ul>
Saskatchewan	<ul style="list-style-type: none"> <li>Initiated research on speed variance</li> </ul>	<ul style="list-style-type: none"> <li>Funding provided for officer overtime to conduct more intersection enforcement</li> <li>Completed Intersection Improvement evaluation in three Cities.</li> <li>Rural Road Safety partnership including high collision intersection improvements continues</li> </ul>

	Speed Management	Intersection Safety Management
Manitoba	<ul style="list-style-type: none"> <li>The Government of Manitoba amended <i>The Highway Traffic Act</i> (HTA) to add the new <i>Criminal Code</i> street racing offences to the vehicle forfeiture and mandatory suspension provisions of the HTA.</li> <li>The Government of Manitoba increased the base fine for speeding by 10% on July 1, 2008. Consequently, the <i>minimum</i> fine for speeding in Manitoba (for speeds 10 to 12 km/hr over the speed limit) is now \$164.</li> <li>Manitoba Infrastructure and Transportation (MIT) has increased the number of speed indicator devices in construction and maintenance zones to alert motorists to their speed in these zones where highway workers may be present.</li> <li>Two of the Department's speed indicator devices have a data collection function which records and stores the speed of all passing vehicles; this data will be analysed in the future to better understand the scope of speeding in construction zones and help develop effective strategies to reduce speeding.</li> </ul>	n/a
Ontario	<ul style="list-style-type: none"> <li>Supported police services with their speed management enforcement campaigns.</li> </ul>	<ul style="list-style-type: none"> <li>Development of new Operational Performance Functions that allow us to identify if intersections have a higher than expected number of collisions</li> <li>Currently constructing the first roundabout on a provincial highway and have 7 other sites in various stages of design.</li> </ul>
Quebec	<ul style="list-style-type: none"> <li>We have introduced the notion of excessive speeding offence and for those offences the number of demerit points and the fines were doubled. The driver's license is immediately suspended and the vehicle may be impounded.</li> <li>A pilot project on photo-radars was developed.</li> </ul>	<ul style="list-style-type: none"> <li>A pilot project on red light cameras was developed.</li> </ul>
New Brunswick	<ul style="list-style-type: none"> <li>Signage on designated roads to allow doubling of fines for speeding in school and construction zones.</li> </ul>	n/a
Newfoundland and Labrador	n/a	n/a
Nova Scotia	<ul style="list-style-type: none"> <li>Development of our Provincial road safety strategy continued throughout 2008. Speed is a priority issue within the strategy.</li> </ul>	n/a
PEI	<ul style="list-style-type: none"> <li>Radar detectors installed in Commercial Vehicle Enforcement vehicles</li> <li>Education through driver safety courses</li> </ul>	<ul style="list-style-type: none"> <li>Red light cameras being reviewed</li> <li>Enforcement increased</li> </ul>
Yukon	<ul style="list-style-type: none"> <li>Communication and Awareness - RCMP - TV - CBC - educational and media releases - pedestrian crossing and speeding</li> <li>Enforcement - RCMP - emphasis this year on aggressive drivers</li> </ul>	<ul style="list-style-type: none"> <li>Communication and Awareness - RCMP - TV - CBC - pedestrian crossing and speeding</li> </ul>

	<b>Speed Management</b>	<b>Intersection Safety Management</b>
<b>NWT</b>	<ul style="list-style-type: none"> <li>• Doubled the speeding fine when the offence occurs in a school or construction zone.</li> <li>• Enforcement group – Regular meetings held with RCMP Traffic Services and Municipal Enforcement to discuss enforcement issues and joint efforts.</li> <li>• Drive Alive – Regular media messages on road safety issues, including the dangers of speed.</li> </ul>	<ul style="list-style-type: none"> <li>• Drive Alive – Regular media messages on road safety issues, including the dangers of intersections and stopping at a stop sign.</li> </ul>
<b>Nunavut</b>		
<b>Transport Canada</b>	<ul style="list-style-type: none"> <li>• Partially funding a TAC project to develop national guidelines for establishing posted speed limits.</li> <li>• Began project looking at rewarding appropriate speed and headway choices by drivers.</li> <li>• Began developing methodology and technology assessment related to free travel speed management.</li> </ul>	<ul style="list-style-type: none"> <li>• Developed a public brochure that explains how to drive, walk, and bike through a single-lane roundabout and the benefits of implementing them</li> <li>• Through the RSV 2010 Grants and Contributions Program, providing cost-shared funding to the City of Ottawa for an education/awareness campaign on roundabouts</li> <li>• Through the RSV 2010 Grants and Contributions Program, providing cost-shared funding to Ryerson University for a project, which involves developing safety prediction models for roundabouts. The end product will be a tool that predicts the cost and potential safety and operational implications of installing a roundabout</li> <li>• Chairing and partially funding a TAC project to develop uniform signs and pavement markings for multi-lane roundabouts</li> <li>• Chaired a TAC project to develop national rules of the road for single and multi-lane roundabouts</li> <li>• Initiated a funded TAC project to synthesize jurisdictional methodologies of identifying collision prone locations</li> </ul>

### TASK 3 - Top Three SISM Initiatives

<p><b>Alberta</b></p>	<p>Legislation changes effective January 1, 2009 allows municipalities to use Intersection Safety Devices (ISD) that can capture speed at some intersections which have red light cameras in Alberta based on their profile of high risk activities and /or safety concerns.</p>	<p>The Traffic Safety Plan Calendar establishes coordinated, province-wide enforcement and communication efforts on one traffic safety topic each month. E.g., August and December focus on Impaired Driving; January is Intersections.</p> <p>Two-day province-wide enforcement blitz regarding speed will allow for coordinated enforcement to support traffic safety plan calendar.</p>	<p>A three year Strategic Communications Plan 2008-2010 has been developed for all RSV2010 targets. A strategic communications action plan is developed annually. New speed TV commercial is being developed.</p>
<p><b>British Columbia</b></p>	<p>INSTEP – using analysis of crashes and violation ticket information, plain clothes officers spot speeders, non-seatbelt users and radio vehicle information ahead to ground units. Vehicles are pulled over and drivers/passengers fined.</p>	<p>Motorcycle speed enforcement initiative on Vancouver Island. Reduce speed-related fatal/injury crashes; full police enforcement blitz with media coverage, followed by covert and overt random enforcement.</p>	<p>Review/evaluation of red light camera program and upgrade/expansion of program. There will be 130 additional red light cameras installed.</p>
<p><b>Saskatchewan</b></p>	<p>Expanded digital photo technology of the red light cameras to two additional intersections in Saskatoon to provide continuous and objective enforcement. This will be complemented with manual speed enforcement.</p>	<p>Work continues with municipalities to identify and improve high-collision intersections.</p>	<p>Continued advertizing to raise public awareness of intersection safety and the risks of speeding.</p>
<p><b>Manitoba</b></p>	<p>The base fine for speeding was increased by 10% on July 1, 2008.</p>	<p><i>The Highway Traffic Act</i> (HTA) was amended to add the new <i>Criminal Code</i> street racing offences to the vehicle forfeiture and mandatory suspension provisions of the HTA.</p>	<p>Manitoba is collecting data from some of its speed indicator devices in construction and maintenance zones which will facilitate the analysis of speeding in these zones and the development of future speed reduction strategies.</p>
<p><b>Ontario</b></p>	<p>Development of new Operational Performance Functions that allow us to identify if intersections have a higher than expected number of collisions</p>	<p>Constructing the first roundabout on a provincial highway with 7 other sites in various stages of design.</p>	<p>The Ministry of Transportation continues to strongly support the Ontario Provincial Police and municipal police services with their speed management enforcement campaigns.</p>
<p><b>Quebec</b></p>	<p>We have introduced the notion of excessive speeding offence. If you exceed the speed limit</p> <ul style="list-style-type: none"> <li>• By 40 km/h or over in a zone &lt;= 60 km/h</li> <li>• By 50 km/h or over in a 60 km/h to 90 km/h zone</li> <li>• By 60 km/h or over in 100 km/h zone</li> </ul> <p>The number of demerit points and the fines were doubled. The driver's license is immediately suspended and the vehicle may be impounded.</p>	<p>A pilot project on photo-radars and red-light cameras was developed in 2008. It will be effective in May 2009 and an evaluation report will be presented to the National Assembly by August 2010.</p>	<p>Television ad campaign, "Anything can happen in a 50 km/h zone, don't forget it. Slow down!"</p>

New Brunswick	n/a	n/a	n/a
Newfoundland and Labrador	n/a	n/a	n/a
Nova Scotia	Development of our Provincial road safety strategy continued throughout 2008. Speed is a priority issue within the strategy.		
PEI	Clarification of school zone signs being definitive for the travelling public.	Reviewing photo radar for municipalities and work is on-going.	n/a
Yukon	Awareness and education campaigns around high-risk intersections.	Infrastructure upgrades to identified problem intersections.	Beginning phase of planning for a comprehensive road safety strategy for the territory (which will include identifying longer term priorities under SISM).
Northwest Territories	Legislation came into force October 1, 2008 that doubled the speeding fine when the offence occurs in a school or construction zone.	Enforcement group – Regular meetings held with RCMP Traffic Services and Municipal Enforcement to discuss enforcement issues and joint efforts. Dept. of Transportation may be purchasing radar units for the RCMP.	Regular media messages on road safety issues, including the importance of slowing down and especially driving to the conditions.
Nunavut			
Transport Canada	City of Ottawa Roundabout Awareness and Education Campaign and National Rules of the Road for Roundabouts	National Guidelines for Establishing Posted Speed Limits	Methodology for free travel speed survey

<b>Contact Information</b>		
<b>Province</b>	<b>Contact</b>	
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