
CCMTA Road Safety Report Series

SPEED AND INTERSECTION SAFETY MANAGEMENT (SISM)

Annual Monitoring Report 2010

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 2011

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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
Internet: 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.

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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 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 behaviours
- 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: January 18, 2011

SUBJECT: 2010 SISM Annual Monitoring Report Survey

Dear Colleague:

This survey will cover your key initiatives/key activities etc. for 2010.

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 2010 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.

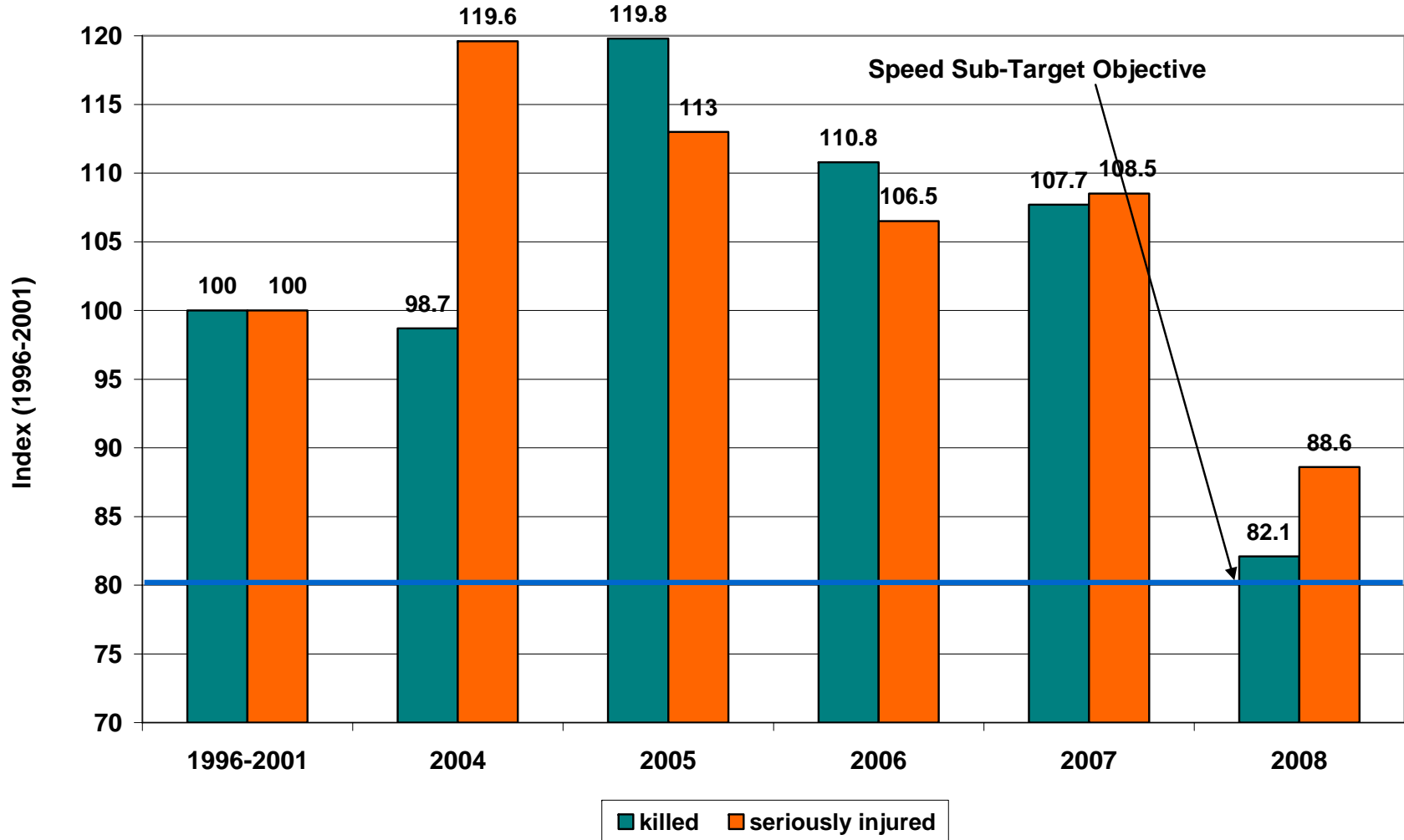
Task 2

Please briefly describe any NEW activities or research that has taken place in the 2010 monitoring year under the following topics speed management, intersection management and road infrastructure and standards. Jurisdictions are 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

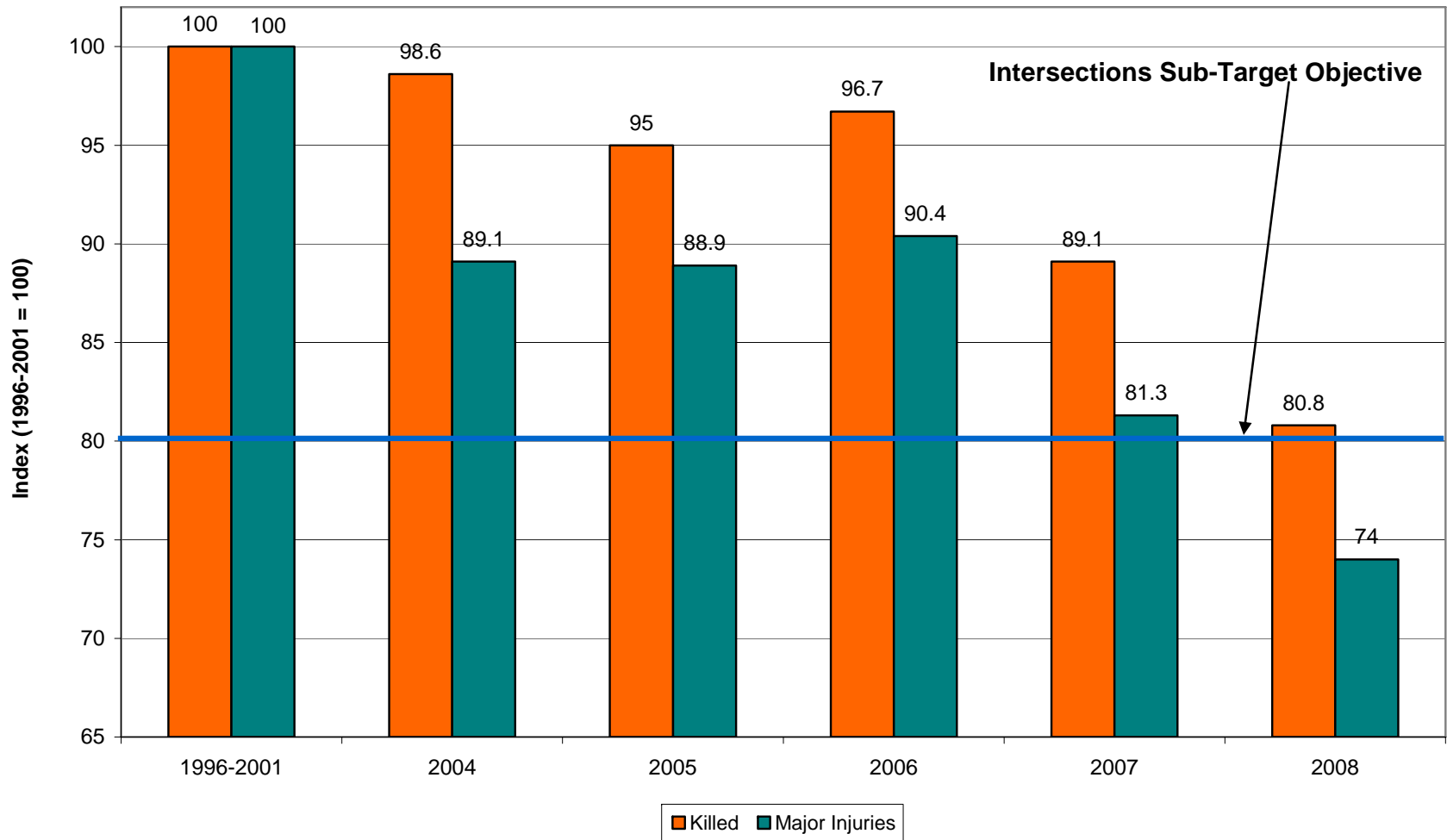
Jurisdictions will briefly describe the top three major activities that have taken place in the 2010 monitoring year related to speed management, intersection management and road infrastructure and standards. Jurisdictions will be expected to provide a two-sentence description of these top three major 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:
2004-2008 vs. 1996-2001 Baseline**



Note: Figures for 2009 were not available at time of printing.

**RSV 2010 Intersections
Sub-Target Fatalities/Major Injuries In Intersection Crashes:
2004-2008 versus 1996-2001 Baseline**



Note: Figures for 2009 were not available at time of printing.

TASK 1 - Jurisdictional Results Summary - For the calendar year 2010 did your jurisdiction have the following:

	AB	BC	SK	MB	ON	QC	NB	NL	NS	PE	YT	NT	NU	TC
A) Speed Management														
Communication and Awareness														
1) Speed Management Coordination Committee	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No	N/A	No
2) Fund advertising/promotion on speed issues	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	Yes	N/A	No
3) Identification of high risk speed related locations/routes	No	Yes	Yes	Yes	Yes	No	No	No	No	Yes	No	Yes	N/A	No
4) Regarding advertising that promotes speed														
a) Has jurisdiction received complaints about this kind of advertising?	Yes	No	No	No	No	Yes	No	No	No	No	No	No	N/A	No
b) Has jurisdiction taken action with regards to this kind of advertising?	No	Yes	Yes	No	No	Yes	No	No	No	No	No	No	N/A	No
5) Jurisdiction has a community group or committee that Monitors speed issues example: "Speed Watch"	No	Yes	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	N/A	No
6) Public information on the safety and environmental consequences of higher speeds	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	N/A	No
Education														
1) Direct links into the public education system (schools) for messages on speeding	No	Yes	No	Yes	Yes	Yes	No	No	Yes	No	No	Yes	N/A	No
2) Public education materials on speeding	No	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	N/A	No
Sanctions														
1) Changes in penalties for speeding violations Strengthen fines Lower demerit points/thresholds Suspension thresholds reviewed Increase demerit points for violations	No	Yes	No	No	No	Yes	No	No	Yes	Yes	No	No	N/A	No
2) Incentives for "black boxes" to monitor speeding compliance	No	No	No	No	No	No	No	No	No	No	No	No	N/A	No
Enforcement														
1) Electronic technologies for speed management														
a) photo radar	Yes	No	No	Yes	No	Yes	No	No	No	No	No	No	N/A	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	N/A	No
2) Established/amended policies and guidelines related to photo radar	Yes	No	No	No	No	Yes	No	No	No	No	No	No	N/A	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	No	No	Yes	Yes	Yes	No	Yes	Yes	No	No	N/A	No
4) Enforcement activities														
a) Ability to track convictions by violation type (e.g., electronic	Yes	No	No	Yes	Yes	Yes	No	No	No	Yes	No	No	N/A	No

	AB	BC	SK	MB	ON	QC	NB	NL	NS	PE	YT	NT	NU	TC
enforcement vs. conventional radar)														
b) Ability to track and monitor enforcement activities (e.g., normal vs. special)	No	Yes	No	Yes	Yes	No	No	No	No	Yes	No	No	N/A	No
c) Identify high-risk drivers who drive at excessive speeds above the posted speed limits particularly on rural roads	No	Yes	No	No	Yes	Yes	No	No	No	Yes	No	Yes	N/A	No
5) Implemented strategic targeted enforcement programs particularly on rural roads	Yes	No	No	Yes	Yes	No	No	No	Yes	Yes	Yes	Yes	N/A	No
6) Speeding campaigns (targeting unsafe or aggressive driving)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	N/A	No
7) Included public awareness in the enforcement campaigns	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	N/A	No
8) Paid advertising to support enforcement campaigns	Yes	Yes	No	Yes	No	Yes	No	No	Yes	Yes	No	No	N/A	No
9) Establish "mean free travel speeds" on urban and rural networks	No	No	No	No	No	No	No	No	No	No	No	No	N/A	No
10) Establish a consistent approach to reduce tolerance levels	No	No	No	Yes	No	No	No	No	Yes	No	No	Yes	N/A	No
Research														
1) Any research studies or evaluation related to speed been initiated	Yes	No	No	Yes	No	No	No	No	Yes	Yes	No	No	N/A	No
2) Research studies or evaluation initiated in your jurisdiction related to speed and optimum enforcement	Yes	No	No	Yes	No	No	No	No	Yes	Yes	No	No	N/A	No
3) Conduct Trend Analysis/Demographics Regarding Speed	Yes	No	No	Yes	No	No	No	No	No	Yes	No	No	N/A	No
4) Adopt the use of free travel speeds as an intermediate performance measure	No	No	No	No	Yes	No	No	No	No	No	No	No	N/A	No
Optional: Other Activities (please elaborate)														
ON: Marketing survey to learn about risk perception and other road safety issues and how perception changes with driver age.														
AB: Study done on the City of Edmonton , Speed Convictions and Unsafe Speed Collisions Report 2004-2008														
B) Intersection Safety Management														
Communication and Awareness														
1) Determination of high risk intersections	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	No	Yes	N/A	No
2) Intersection safety management committee	Yes	No	Yes	No	No	No	Yes	No	No	No	Yes	No	N/A	No
3) Fund advertise and promotion on intersection safety	Yes	Yes	No	Yes	Yes	Yes	No	No	Yes	Yes	No	No	N/A	Yes
4) Direct links to public awareness regarding intersection safety messages	Yes	Yes	No	Yes	Yes	No	No	No	No	No	Yes	No	N/A	Yes

	AB	BC	SK	MB	ON	QC	NB	NL	NS	PE	YT	NT	NU	TC
5) Public awareness of enforcement campaigns	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	No	N/A	No
6) Fund advertising for enforcement campaigns	Yes	Yes	No	No	No	Yes	No	No	Yes	No	No	No	N/A	No
Education														
1) Direct links to public education (schools) for intersection Safety	No	No	No	Yes	Yes	No	No	No	No	No	No	Yes	N/A	Yes
2) Public education program or material focused on intersections	Yes	Yes	No	Yes	No	No	No	No	No	Yes	Yes	No	N/A	Yes
Sanctions														
1) Changes in penalties and violations for intersections	No	No	No	No	No	No	No	No	No	No	No	No	N/A	No
Enforcement														
1) Electronic enforcement														
a) red light cameras	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No	N/A	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	N/A	No
2) Policy and guidelines for use of enforcement technology	Yes	Yes	No	Yes	Yes	Yes	No	No	No	No	No	No	N/A	No
3) Ability for enforcement to record crash at intersection	Yes	No	Yes	No	Yes	Yes	Yes	No	No	No	No	Yes	N/A	No
4) Enforcement at intersections	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No	No	Yes	Yes	N/A	No
5) Implemented enforcement and education campaigns at high speed approach intersections on two-lane rural highways	Yes	No	No	No	No	No	No	No	No	No	No	No	N/A	No
Research														
1) Studies on intersections safety	Yes	Yes	No	Yes	No	No	No	No	No	No	No	No	N/A	Yes
2) Research studies for enforcement and levels of intersection safety	Yes	No	No	No	No	No	No	No	No	No	No	No	N/A	No
3) Conduct Trend Analysis/Demographics Regarding Intersections	No	No	No	Yes	No	No	No	No	No	No	No	No	N/A	No
Optional: Other Activities (please elaborate)														
AB: Data collection phase for the evaluation of Intersection Safety Devices (ISD) in Alberta.														
BC: PSD Public Attitudes Survey contained questions on Intersection Safety Cameras (ISCs) as road safety enforcement tool.														
C) Road Infrastructure and Guidelines and Best Practices														
1) Review of roadway speed limits:														
a) Have a process to review roadway speed limits	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	N/A	No
b) Reviewed/modified speed limits	Yes	No	No	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	N/A	No
c) Are safety concerns included in speed limit review?	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	N/A	No
d) Have a process to review safety concerns with speed limits	Yes	No	No	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	N/A	No

	AB	BC	SK	MB	ON	QC	NB	NL	NS	PE	YT	NT	NU	TC
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	N/A	No
3) Engineering practice to improve high risk intersections	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	N/A	No
4) Process to identify high risk intersections	Yes	No	Yes	Yes	Yes	Yes	No	No	No	Yes	No	Yes	N/A	No
5) Electronic driver feedback message signs	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	N/A	No
6) Dynamic message signs identifying rural intersections	No	No	Yes	No	No	No	No	No	No	No	No	No	N/A	No
7) Signal phasing improvements for left turn only lanes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	No	No	No	N/A	No
8) Review right turn on red legislation	Yes	No	No	No	No	No	No	No	No	No	No	No	N/A	No
9) All red phase at intersections to allow free pedestrian movements	Yes	No	No	Yes	No	Yes	No	No	No	No	No	No	N/A	No
10) Installed more left-turn only lanes	Yes	Yes	No	Yes	Yes	Yes	No	Yes	No	Yes	Yes	No	N/A	No
11) Installed more roundabouts	Yes	Yes	No	Yes	Yes	Yes	No	No	Yes	Yes	No	No	N/A	No
12) Landscaping or roadside infrastructure improvements to decrease driver speed along a corridor	No	Yes	No	Yes	No	Yes	No	No	No	Yes	No	No	N/A	No

TASK 2 - New Jurisdictional Activities

	Speed Management	Intersection Safety Management
Alberta	<ul style="list-style-type: none"> • Speed on Green Intersection Safety Device (ISD) evaluation initiated • TV Commercial related to speed in month of April • Recall awareness on speed TV commercial • Asphalt Jungle speed TV commercial/online component at news time Thursday for the month of April 2010 • Coordinated step program for speed April 2010 with all major enforcement agencies in Alberta • Long weekend speed enforcement initiatives by Alberta Integrated Traffic Units RCMP/Sheriffs • Operation 24, Speed enforcement in the City of Edmonton throughout the year • GOA Information Bulletin on Speed • Home page on Saferoads.com and Transportation.ab.ca updated with speed facts and TV commercial • Activities at local/grassroots level by 14 Regional Traffic Safety Consultants across Alberta 	<ul style="list-style-type: none"> • Red Light Intersection Safety Device (ISD) evaluation initiated. • A radio commercial to support intersection safety was aired in January 2010/2011. • Asphalt Jungle Intersection Safety TV commercial/online component at news time Thursdays for the month of April 2010 • GOA Information bulletin on Intersection Safety • Home page on Saferoads.com and Transportat.ab.ca updated with intersection safety facts and commercial • Capital region intersection safety partnership radio and billboards in January supporting TSP calendar • Activities at local/grassroots level by 14 Regional Traffic Safety Consultants across Alberta
British Columbia	<ul style="list-style-type: none"> • Conducted a Speed Relative to Conditions Awareness Campaign from mid-October to November 2010. Focused on awareness of driver speed referencing region specific environmental crash factors. 	<ul style="list-style-type: none"> • Implementation of provincial digital upgrade of BC's Intersection Safety Camera Program, involving installation of: 140 digital cameras at high-risk intersections throughout BC, remote data transmission for sites, and installation of automated backend software for remote site monitoring and expedited violation ticket processing and charging.
Saskatchewan	<ul style="list-style-type: none"> • New Radio Ad Campaign • New Speed Brochure • Rural road safety partnership includes speed related projects such as VMS signs 	<ul style="list-style-type: none"> • Funding provided to enforcement to conduct enforcement at intersections that have been deemed high-collision. • Researching high-collision intersections to determine cost-effective solutions • Rural Road Safety partnership includes intersection related projects such as adding lighting, and rumble strips.
Manitoba	<ul style="list-style-type: none"> • Expansion of Manitoba Public Insurance's SpeedWatch program to include more communities in both rural and urban areas of the province. • Collaborated with law enforcement regarding speed enforcement agencies to better determine traffic patterns in particular locations and more efficiently target their enforcement activities. • Collaborated with law enforcement partners to establish an integrated Manitoba Awareness and Enforcement Integrated Calendar. The calendar focuses on specific road safety issues monthly and lists the educational and enforcement activities that will be targeting the specific issue each month. 	<ul style="list-style-type: none"> • Collaborated with law enforcement partners to establish an integrated Manitoba Awareness and Enforcement Integrated Calendar. The calendar focuses on specific road safety issues monthly and lists the educational and enforcement activities that will be targeting the specific issue each month. • Currently in the process of conducting a literature review on best practises both nationally and internationally on intersection safety.

	Speed Management	Intersection Safety Management
Ontario	No new initiatives	<ul style="list-style-type: none"> Started process to implement SafetyAnalyst software, to more effectively identify high-risk intersections and evaluate countermeasures.
Quebec	<ul style="list-style-type: none"> A new research project was begun on January 2010 and was conducted by the Université de Sherbrooke. The study was on optimal conditions with regards to the different speed limits in urban environments. An in-house research and survey of municipalities on traffic calming measures was conducted with particular focus on road design and winter conditions. Adopted Bill 71: doubling of fines for speeding in work zones. Tours of schools and colleges were conducted for young drivers awareness 	<ul style="list-style-type: none"> Since 2007, the Ministère des Transports du Québec has developed an operational methodology for identifying collision prone locations including intersections. The list of those sites is available on the MTQ Website: http://www.mtg.gouv.qc.ca/portal/page/portal/grand_public/vehicules_pro menade/secureite_routiere/sites_potentiel_amelioration
New Brunswick	No new initiatives	No new initiatives
Newfoundland and Labrador	<ul style="list-style-type: none"> In 2010, we initiated a process where exceeding the speed limit in School Zones doubled the fine for the offence. 	No new initiatives
Nova Scotia	<ul style="list-style-type: none"> In 2010, introduced new street racing legislation. Research is currently being conducted on speed safety cameras 	<ul style="list-style-type: none"> Research is currently being conducted on intersection safety cameras
PEI	<ul style="list-style-type: none"> Continuing education through Driver Safety Courses. Increased development of roundabouts. Paving shoulders, adding bicycle and walking lanes on rural roads. 	<ul style="list-style-type: none"> Enforcement increased Improvement to intersection design on rural roads.
Yukon	No new initiatives	No new initiatives
NWT	<ul style="list-style-type: none"> Drive Alive, our communications and education initiative, contains messaging on the dangers of speed and to slow down Speed related messaging is tied into the yearly bison awareness campaign 	No new initiatives
Nunavut	N/A	N/A
Transport Canada	No new initiatives	<ul style="list-style-type: none"> Development of an educational brochure on multi-lane roundabouts for the public including information on how to walk, bike and drive through a multi-lane roundabout and the benefits associated with them. Developed national uniform signs and pavement markings for multi-lane roundabouts. Provided funding to the City of Ottawa for a roundabout awareness and education campaign including radio ads, website animation, distribution of public brochures, video clips played before movies in local theatres and newspaper articles.

TASK 3 - Top Three SISM Initiatives

Alberta	Speed TV commercial with media buy in the month of April supporting the TSP calendar. In combination with Coordinated Step program for speed April 2010 with all major enforcement agencies in Alberta	Activities at local/grassroots level by 14 Regional Traffic Safety Consultants across Alberta for both speed and intersection safety	Alberta report on Speed Conviction and Unsafe Speed Collisions Speed Convictions and Unsafe Speed Collisions Report 2004-2008
British Columbia	Excessive speed sanctions legislation introduced, also apply to street racers, excessive tailgating and reckless driving actions: <ul style="list-style-type: none"> • First offence: seven-day vehicle impoundment. • Second offence within two years: 30-day impoundment. • Third and subsequent offences within two years: 60-day impoundment. Impoundment is in addition to existing penalties, which include: Fines from \$368 to \$483, depending on degree of excessive speed; three penalty points on a driver's licence; and an ICBC driver-risk premium of \$320 per year for three years, over and above Autoplan insurance premiums.	\$23 Million spent on digital upgrades to and expansion of B.C.'s Intersection Safety Camera Program. Focused on penalizing aggressive driving at high-risk intersections.	Conducted a Speed Relative to Conditions public awareness and targeted enforcement campaign from mid-October to November 2010. Focused on awareness of driver speed referencing region specific environmental crash factors. Campaign theme: When you slow down, you see more of the road.
Saskatchewan	Continue to work with municipalities around the province to identify and improve high-collision intersections.	Continue advertising to raise public awareness of intersection safety and the risks of speeding.	Research effectiveness of weather-dependant variable speeds on a high-speed roadway and associated public awareness.
Manitoba	Expansion of Manitoba Public Insurance's SpeedWatch program to include more communities in both rural and urban areas of the province.	Collaborated with law enforcement partners to establish an integrated Manitoba Awareness and Enforcement Integrated Calendar. The calendar focuses on specific road safety issues monthly and lists the educational and enforcement activities that will be targeting the specific issue each month with speed, intersection safety and impaired driving featured prominently.	Manitoba Public Insurance/Law Enforcement collaboration focused on the acquisition of new speed monitoring technology that allows law enforcement agencies to better determine traffic patterns in specific locations and thus more efficiently target their speed enforcement activities.
Ontario	n/a	n/a	n/a
Quebec	A Pilot-project on Photo Radar and Red-Light Camera was implemented in August 2009. The evaluation report following a 12 month testing period has been submitted to the government in	New TV commercial and radio ad on speeding, "Do you drive over the speed limit to save time?" http://www.saaq.gouv.qc.ca/en/accident_prevention/speed/2010_campaign/index.php	In December 2010, Bill 71 was adopted which doubled the fine for speeding in work zones.

	October 2010 for study by a parliamentary committee.		
New Brunswick	n/a	n/a	n/a
Newfoundland and Labrador	With the implementation of doubling the fines for speeding in construction zones we continued the initiative to include school zones.	n/a	n/a
Nova Scotia	Increased revocation periods for street racing at roadside: 1 st offence – 7 days 2 nd offence – 15 days 3 rd offence – 30 days Offences are not yet proclaimed.	n/a	n/a
PEI	Completion of single-lane and dual-lane roundabouts	Racing and Stunt Driving legislation strengthened in Highway Traffic Act	Fines and Demerit Points increased for excessive speed violations
Yukon	n/a	n/a	n/a
Northwest Territories	Drive Alive, our communications and public education initiative, had announcements on the radio containing messaging on the dangers of speed and to slow down. These messages ran immediately before the start of the school season and immediately before the start of the summer holidays.	Every year, Drive Alive has a bison awareness campaign on the radio as vehicle accidents with bison is a danger on our highways. Speed related messaging is a central component.	n/a
Nunavut			
Transport Canada	Developed an educational brochure on multi-lane roundabouts for the public including information on how to walk, bike and drive through a multi-lane roundabout and the benefits associated with them.	Developed national uniform signs and pavement markings for multi-lane roundabouts.	Provided to the City of Ottawa for a roundabout awareness and education campaign including radio ads, website animation, distribution of public brochures, video clips played before movies in local theatres and newspaper articles.

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
Alberta – Road Infrastructure	Richard Chow	Traffic Operations Specialist (780) 415-1050 Phone (780) 422-2027 Fax richard.chow@gov.ab.ca
British Columbia – Speed Safety	Alex Lee	Road Safety Program Manager (604) 982-7465 (Lee) Phone (604) 661-6701 Fax Alex.Lee@icbc.com
British Columbia - Intersection Safety	Mark Milner	Road Safety Program Manager (604) 443-4637 (Milner) Phone (604) 661-6701 Fax Mark.Milner@icbc.com
British Columbia – Road Infrastructure	John Pump	Road Safety Program Manager (604) 661-6201 Phone (604) 646-7555 Fax John.Pump@icbc.com
Saskatchewan - Speed and Intersection Safety - Road Infrastructure	Shannon Ell	Manager, Traffic Safety Promotion - SGI (306) 775-6179 Phone (306) 359-0312 Fax sell@sgi.sk.ca
Manitoba – Speed and Intersection Safety	Adam Cheadle	Road Safety Issues Specialist (204) 985-8998 Phone (204) 954-5317 Fax acheadle@mpi.mb.ca

Contact Information		
Province	Contact	
Manitoba – Road Infrastructure	Glenn Cuthbertson	Director, Traffic Engineering, MB Infrastructure & Transportation (204) 945-0329 Phone (204) 948-2554 Fax glenn.cuthbertson@gov.mb.ca
Ontario – Speed and Intersection Safety	Yoassry Elzohairy	Team Leader, Safety Policy Office – Vehicles, SPEB (416) 235-3643 Phone (416) 235-3633 Fax Yoassry.Elzohairy@ontario.ca
Ontario – Road Infrastructure	Susan Nichol	Head, Traffic Safety Management Division (905) 704-2939 Phone (905) 704-2888 Fax Susan.Nichol@ontario.ca
Quebec – Speed and Intersection Safety	Lyne Vézina	Directrice des études et des stratégies en sécurité routière (418) 528-4105 Phone (418) 646-1003 Fax lyne.vezina@saaq.gouv.qc.ca
Quebec – Road Infrastructure	Lise Fournier	Ingénieure (418) 643-7090 ext. 2406 Phone (418) 643-8914 Fax lise.fournier@mtg.gouv.qc.ca
New Brunswick – Speed and Intersection Safety	Heather Gorman	Manager, Vehicle Safety (506) 453-2410 Phone (506) 453-7455 Fax Heather.Gorman@gnb.ca
New Brunswick – Road Infrastructure	Veronica Pelkey	Senior Traffic Engineer (506) 444-3224 Phone (506) 457-7278 Fax Veronica.Pelkey@gnb.ca

Contact Information		
Province	Contact	
Newfoundland & Labrador - Speed and Intersection Safety	Geoff Ewing	Manager, Traffic Safety Programs (709) 729-7201 Phone (709) 729-6955 Fax gewing@gov.nl.ca
Newfoundland & Labrador - Road Infrastructure	John Morrissey	Manager of Highway Design & Traffic Engineering (709) 729-5493 Phone (709) 729-0283 Fax morrisseyj@gov.nl.ca
Nova Scotia - Speed and Intersection Safety	Christine Eisan	Research & Policy Analyst (902) 424-5002 Phone eisanci@gov.ns.ca
Nova Scotia - Road Infrastructure	Rob Hird	Senior Traffic Engineer (902) 424-5389 Phone HIRDRO@gov.ns.ca
Prince Edward Island - Speed and Intersection Safety	Audrey Mayhew	Senior Safety Officer (902) 368-5214 Phone (902) 368-6269 Fax Ammayhew@gov.pe.ca
Prince Edward Island - Road Infrastructure	Stephen Yeo	Chief Engineer (902) 888-8288 Phone or (902) 368-5105 (902) 888-8294 Fax or (902) 368-5425 sjyeo@gov.pe.ca
Northwest Territories - Speed and Intersection Safety - Road Infrastructure	Kelley Merilees-Keppel	Manager, Driver and vehicle Licensing Programs (867) 920-8915 Phone (867) 873-0120 Fax kelley_merilees-keppel@gov.nt.ca
Yukon - Speed and Intersection Safety	Elizabeth Beecroft	Program Officer (867) 667-5832 Phone (867) 667-5799 Fax Elizabeth.beecroft@gov.yk.ca

Contact Information		
Province	Contact	
Yukon - Road Infrastructure	Ken Jeffrey	Transportation Analyst (867) 667-7960 Phone (867) 393-6447 Fax Ken.jeffrey@gov.yk.ca
Transport Canada - Speed and Intersection Safety - Road Infrastructure	Leanna Belluz	Senior Road Research Engineer (613) 949-6591 Phone Leanna.Belluz@tc.gc.ca