
CCMTA Road Safety Report Series

SPEED AND INTERSECTION SAFETY MANAGEMENT (SISM)

Annual Monitoring Report 2003

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

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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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1.0 Executive Summary

1.1 Background and Introduction

A review of road safety with respect to speed and intersections was undertaken by a sub-committee of the Standing Committee on Road Safety Research and Policies. This review was undertaken at the request of a number of provincial police agencies, road safety stakeholders and as a result of public advocacy.

The subcommittee 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 and 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 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 volume 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

In 1999, as a result of this survey, 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).

1.2 Overall Recommendations

The Task Force on Speed and Intersection Safety Management will work with the High Risk Driver Task Force (HRD), Canadian Rural Road Safety Strategy and the Transportation Association of Canada's (TAC) Safety Committee in order to address issues in a coordinated way.

The Task Force will produce a monitoring report which will track progress on the four core SISM strategies (education/awareness, research, road infrastructure/standards and enforcement).

The monitoring report will request jurisdictions to describe any new activities or research that has taken place regarding speed management, intersection management and road infrastructure and standards.

The monitoring report will request jurisdictions to describe the three top major activities that have taken place related to speed management, intersection management and road infrastructure and standards.

The format/content of the monitoring report will be reviewed annually to ensure it captures the identified priorities of the SISM Committee.

1.3 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

1.4 Core Strategies

SISM contains 4 core strategies that focus on education/awareness, research, road infrastructure/standards and enforcement:

Education/Awareness

- increase the knowledge and understanding of road users surrounding the risks and consequences of unsafe driving in the topic areas of concern
- increase the public awareness of risk of apprehension for such unsafe driving 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

Enforcement

- determine an optimization of enforcement resources
- coordinate enforcement activity with public education and awareness
- coordinate enforcement activity with 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.

2.0 SPEED AND INTERSECTION SAFETY STRATEGIES

2.1 OBJECTIVES OF SPEED AND INTERSECTION SAFETY MANAGEMENT STRATEGY

This report provides targets and specific strategies for jurisdictions to work towards. The strategy is designed to be challenging, and with concerted effort, it is estimated that the national target could be attained by the year 2010. The Task Force has recognized that some strategies identified to address these issues may overlap. Where overlap exists, attempts will be made to address similar issues together.

The Task Force on Speed and Intersection Safety Management has also recognized that speed and intersection safety are not mutually exclusive and it is impossible to address the strategies separately.

2.2 SPEED MANAGEMENT STRATEGY

Target/Performance Measure

The national goal is to achieve by 2010:

- ***a 20% reduction in speed related fatalities and injuries***

Assessment of progress in 2010 will be based on the comparison of the average from 1996 – 2001.

It is recognized that the exposure data measure (per kilometre travelled) is the best measure to track progress.

Where possible provinces could develop specific measures within their own jurisdiction. This could include such measures as speed surveys by road type, vehicle type, and time of day by kilometres travelled. This will assist in measuring jurisdictional progress and will be useful to compare to the national level.

The selected approach to this strategy will encompass integrating four elements that have proven previously to be successful in other programs. These elements are Education/Awareness, Research, Road infrastructure/standards and Enforcement.

A note of caution, an increase in speed limits will have an adverse effect on the achievement of the stated goal.

2.2.1 Awareness

Consolidate Research

- Ensure each jurisdiction has a mechanism for identifying high-risk areas.
- Jurisdictions are invited to work cooperatively with the Task Force to coordinate and consolidate research on related topic areas in order to use the available research publications and programs implemented throughout Canada and across the world.

Consolidate Best Practices/Resource Materials

- The Task Force will continue to consolidate Best Practices material to ensure the ongoing update of resource material as well as to assist in identifying gaps in research information.

New Research Required

The Task Force is recommending a cooperative approach between the jurisdictions in achieving the following outcomes:

- undertake additional research concerning public perception of speed. It is recommended that a baseline survey be conducted by Transport Canada regarding national/provincial public awareness. It is currently believed that the majority of the public does drive over the posted speed limits and with little understanding of the increased safety risk. Factors that can influence this are social tolerance, perceived risk, time pressures and habits. Public reaction is generally influenced by the perceived risk of both enforcement and the resulting sanctions. The surveys would be conducted on an on-going basis to determine if awareness and behavior has been impacted.
- develop a profile of target groups. This would need to address the group at the highest risk to offend as well as the general population. The speed management group will require a tie to the High-Risk Driver Task Force and NORP's Young Male Drivers on Rural Road Campaign.
- undertake research on the motivation of excessive speeders and, in conjunction with the High Risk Drivers' group, the motivation and habits of aggressive drivers.
- undertake research on the effect of targeted speed reduction programs utilizing enforcement and education.
- undertake research on the effect of road infrastructure initiatives

Development of Key Messaging and Materials

The Task Force encourages jurisdictions to:

- develop awareness strategies that include components such as the issue of safety versus mobility, road user risks, knowledge and costs savings of reducing fatalities and injuries.
- implement Speed Management committees to address these strategies at the jurisdictional level.
- develop and refine key safety messages for public consumption.
- undertake media scans regarding high performance vehicles and other speed related commercials, programs and articles will be monitored and action taken at both the national and jurisdictional level. Jurisdictions and their stakeholders should work to ensure that information being provided to the public is not contrary to the safety awareness message that speeding increases the risk of injury and death.
- develop awareness campaigns, to reinforce to the public that unsafe speed is a social issue.
- develop third party endorsements from key stakeholder groups with a vested interest in road safety i.e. community safety groups, medical associations.

Additional Considerations

Strategies and programs that have already been successfully implemented in other jurisdictions should be considered for implementation across the country.

Recommendations Speed/Awareness:

- 1. Each jurisdiction to develop a mechanism for identifying high risk locations and segments of roadways.**
- 2. A mechanism to identify offenders who create high risk needs to be developed. (High Risk Driver Task Force is developing a mechanism that may identify these individuals).**
- 3. Each jurisdiction to implement Speed Management Committees to undertake strategies on a jurisdictional basis with a variety of stakeholders including enforcement agencies (to reinforce safety messages with stakeholders, conduct media scans, promote social cost issues, implement local programs, etc.).**
- 4. Jurisdictions to consolidate and share best cross-jurisdictional practices for speed awareness activities.**

2.2.2 Education

The Task Force encourages jurisdictions to:

Develop a strategy to implement training methods/programs, which support life long learning principles.

- influence the public education system (curriculums) to include safe driving messages which specifically address speed
- support the strategy for life long learning by evaluating and updating the Driver Education curriculum in both driver training schools and the public education system to ensure messages related to speed and the adoption of low risk driving habits are included.
- refine key messages to meet the needs of specific target groups including information on key relationships of speed/stopping distance, speed/force of impact
- create opportunities to educate media, journalists and auto reviewers on speed safety issues.
- deliver messages and provide support to key stakeholders to encourage community based programs.

Undertake key messaging via public education

- to ensure that the following concepts are included in educational messaging:
 - increase in speed relates to an increase in the severity of collisions
 - increase in speed relates to an increase in breaking distance
 - increase in speed reduces reaction times
 - effect of weather conditions on the need for speed reduction
 - type and age of vehicle
 - appropriate lane usage (example: moving to the right when being passed)
 - increase public perception regarding the force of impact.
 - increase the public's understanding regarding the dangers of variation of speeds.
 - increase the public's understanding that speed contributes to increased fuel consumption, effecting both personal cost and the creation of greenhouse gasses
- ensure people are re-educated in the use and limitations of specialized equipment.(advances in vehicle technology have given the public a false sense of security e.g.: ABS)
- develop materials to educate the public, media, journalists, auto reviewers on the numerous safety issues surrounding speed. Consider developing and distributing a publication similar to SMASHED (Transport Canada) around the theme of "Speed".

- develop simple messages to the public, for greater impact.
- develop messaging, in consultation with provincial police services, to increase the public's perceived risk of apprehension

Recommendations Speed/Education:

- 1. Each jurisdiction to ensure links between educational system (both public education and driver education systems) and road safety government agencies to ensure that lifelong learning safety messages are integrated.**
- 2. Transport Canada to be approached to develop material/publications relating to Speed similar to SMASHED-Impaired Driving material.**
- 3. Jurisdictions to consolidate and share best cross-jurisdictional practices for speed educational activities.**

2.2.3 Road infrastructure/standards

Encourage jurisdictions to undertake activities in the following topic areas:

Ongoing Analysis of Speed Limits

- develop mechanisms to assess the appropriateness of speed limits on the various roadways to ensure that safety is the key consideration rather than mobility.
- consider the Kyoto agreement, where standards may be put in place to limit fuel consumption, and thus limit the amount travelled.
-

Review of Sanctions

- increase the severity of sanctions with increase of risk levels i.e., escalation for repeat and more high risk offences.
- ensure sanctions address the high-risk group.
- ensure that sanctions and legislation deal with the public perception of speed management and not revenue generation.
- undertake a sanction and penalty review.

Technology

- review the capability and appropriateness of speed limiters, adaptive cruise control, intelligent vehicles, etc. for sanction where appropriate.

Additional Considerations

- liaison with TAC on engineering and infrastructure related speed reduction strategies
- review techniques such as traffic calming, road safety audits, continuous review, etc. for inclusion in crash reduction programs
- adopt the strategies of the High-Risk Driver Project Group
- establish standards and protocols for the use of technology for enforcement, speed limiters in vehicles, speed-reader boards, etc to ensure perception is safety management related (example photo radar)
- lobby government to influence the automobile industry to refrain from vehicle advertising that emphasizes the ability of their vehicles to contribute to speeding and aggressive driving

Recommendations Speed/Road infrastructure/standards:

- 1. Jurisdiction will put a mechanism in place to ensure that safety considerations are evident during all reviews of roadway speed limits.**
- 2. Jurisdictions should support engineering practices geared toward traffic calming and continuous review.**
- 3. Jurisdictions could consider increasing severity of sanctions when any review of sanctions within a jurisdiction are considered (i.e.: escalation for repeat and more high risk offences). (Adopt strategies sanctioned by high risk driver group where appropriate.)**
- 4. Jurisdictions to encourage the development of technology, which assists in speed management (i.e.: speed limiters/cruise control, etc.)**
- 5. Jurisdictions should develop Road infrastructure/standards and protocols for the use of technology for enforcement (i.e.: photo radar) to ensure that its use is perceived as safety related.**
- 6. Jurisdictions to consolidate and share best cross-jurisdictional practices for speed related road infrastructure/standards.**

2.2.4 Enforcement

Optimize Enforcement

The Task Force will undertake to determine optimal level of enforcement and

support enforcement efforts at the jurisdictional level to reinforce the perceived risk of apprehension

The Task Force encourages jurisdictions to undertake activities in the following topic areas:

- advocate enforcement at high-risk locations both rural and urban.
- coordinate enforcement with education and awareness.
- support the use of both technology and conventional enforcement.
- develop partnerships between enforcement agencies and interested parties

Additional Considerations

- initiate and implement ongoing STEP campaigns.
- position signage at the entrance of cities advertising speed technology such as photo radar, laser cameras and advertise penalties.

Recommendations Speed/Enforcement:

- 1. Task Force to review research and practices within jurisdictions which have determined optimal levels of enforcement.**
- 2. Jurisdictions to use optimal levels of enforcement information to develop enforcement plans with law enforcement stakeholders. Enforcement plans to emphasize high risk locations.**
- 3. Jurisdictions to initiate speed related STEP campaigns in conjunction with community stakeholders.**
- 4. Jurisdictions should coordinate public education and awareness activity with enforcement programs to maximize the perceived risk of apprehension.**
- 5. Jurisdictions to consolidate and share best practices for speed related enforcement activities.**

2.3 INTERSECTION MANAGEMENT STRATEGY

Target/Performance Measure

- ***The national goal is to implement a 20% reduction in intersection related fatalities and injuries by the year 2010***

It is recognized that the exposure data measure (per kilometre travelled) be used as it is considered the best measure available. It is recommended that provinces develop specific measures within their own jurisdiction. This could include such measures as intersection specific surveys in order to measure their own jurisdictional progress and compare to the national level.

The selected approach to this strategy will encompass four separate elements. These elements will be Awareness, Education, Road infrastructure/standards and Enforcement. In addition, intersection management is considerably different in rural versus urban areas and as such this strategy needs to be adopted and developed based on location requirements.

2.3.1 Awareness

Consolidate Research

The Task Force is recommending a cooperative approach between the jurisdictions in achieving the following outcomes:

- consolidation, through the Task Force, of the available jurisdictional research, publications and programs implemented throughout both Canada and across the world.
- ensure each jurisdiction has a mechanism for identifying high-risk intersections.
- utilize exposure data where possible.

Consolidate Best Practices/Resource Materials

- Consolidate Best Practices material to ensure the ongoing update of resource material as well as to have ready access to Best Practices information.
- Identify gaps in research information.

New Research Required

The Task Force is recommending a cooperative approach between the jurisdictions in achieving the following outcomes:

- undertake research that determines factors that can influence behavior include social tolerance, perceived risk, time pressures and habits. Public reaction is generally influenced by the perceived risk of both enforcement and sanctions. It is therefore useful to understand the public's perception and awareness of driver behavior as it relates to intersections based on type of intersections such as stop signs or red lights. A baseline survey should be conducted regarding public awareness on this issue.
- develop a profile of a target group, this would address the group at the highest risk to offend as well as the general population. The Speed and Intersection Safety Management group will require a tie in with the High-Risk Driver Task Force.
- identify original research that may be required in relation to developments in technology (i.e. red-light cameras).
- identify original research that may be required in relation to road infrastructure.

Development of Key Messaging and Materials

The Task Force encourages jurisdictions to:

- develop awareness strategies should also include components such as the issue of safety versus mobility, knowledge and costs savings of reducing fatalities and injuries.
- conduct media scans regarding commercials, programs and articles to monitor and take action at both the national and jurisdictional level.
- develop a key message to create public awareness that intersection safety is a social issue.
- implement Intersection Management committees to address strategies at the jurisdictional level.
- refine key safety messages for public consumption including pedestrians and motorists.

Additional Considerations

- Strategies and programs that have already been successfully implemented in other jurisdictions should be considered for implementation across the country.

Recommendations Intersections/Awareness:

- 1. The Task Force will consolidate all available research. This will include**

**documented best practises. Gaps in research will be identified.
(completed 2001)**

- 2. Each jurisdiction to develop a mechanism for identifying locations and segments of roadways that can be used to identify high risk intersections.**
- 3. A mechanism to identify high risk offenders needs to be developed (High Risk Driver Task Force is developing a mechanism which may identify these individuals).**
- 4. Each jurisdiction to implement Intersection Safety Management Committees to address strategies at the jurisdiction level. (Committees will reinforce safety messages, social costs of intersection collisions, media scans, stakeholder opportunities, etc.)**
- 5. Jurisdictions to consolidate and share cross-jurisdictional best practices for intersection related awareness activities.**

2.3.2 Education

The Task Force encourages jurisdictions to:

Develop a strategy to implement training methods/programs which support life long learning principles.

- support the strategy for life long learning. Driver Education curriculum in driver training schools and the public education system should be influenced to include messages related to intersections and the adoption of low risk habits. Through the education process messages would be refined and distributed to meet the needs of target groups including pedestrians and other road users.
- utilize key interest groups to deliver messaging in relation to intersection safety.
- support and encourage Community based programs, which highlight intersection safety.
- develop materials to educate the public, media, journalists, auto reviewers on the numerous safety issues surrounding intersections.

Educational Messaging

- inform the public regarding the high risk nature of intersection collisions including the following:
 - severity is compounded by speed;
 - the interaction between vehicles and pedestrian and bicycles;
 - the multiple and varied users of the intersection and the increased

likelihood there will be other vehicles/road users in the intersection.

- educate the public regarding the role of yellow lights and red lights.
- include pedestrian and bicycle educational messages as they relate to intersection safety.
- include messaging regarding environmental factors that impact intersection safety.
- educate the public on the numerous types of intersections.
- enforcement messaging will be developed in consultation with provincial police services.

Recommendations Intersections/Education:

- 1. Each jurisdiction to ensure links between educational system (both public education and driver education systems) and road safety government agencies to ensure that lifelong learning safety messages are integrated. (Safety messages to include interaction between various motorists and pedestrians, types of intersections, yellow light/red light behaviors, etc.)**
- 2. Transport Canada to be approached to develop material (publications relating to intersections similar to SMASHED Impaired Driving material).**
- 3. Jurisdictions to consolidate and share cross-jurisdictional best practices for intersection related educational activities.**

2.3.2 Road infrastructure/standards

The Task Force encourages jurisdictions to undertake activities in the following topic areas (to be informed primarily by the deliberations of TAC):

Ongoing Analysis of Intersection Configurations

- research and determine optimum signage and timing considerations for lights and intersections/configuration.
- ensure safety advancements are considered in determining design in the development of intersections and crosswalks i.e., roundabouts.
- consult with TAC Safety Committee to ensure appropriate infrastructure improvements are targeted

Review of Sanctions

- consideration should be given to increase the severity of sanctions with increase of risk levels i.e., escalation for repeat and more high risk offences.
- sanction and penalty review.

Technology

- Standards and protocols need to be established when technology/enforcement tools are used, to ensure perception is safety related.

Additional Considerations

- Each jurisdiction should ensure that communication and relationships are optimized with the appropriate engineering teams.
- At a national level support strategic interaction of multidisciplinary groups.
- Strategies should address high-risk drivers and adopt strategies from the High-Risk Driver Task Force.
- Roadway engineering that support opportunities for intersection management tools should be supported.

Recommendations Intersections Road infrastructure/standards:

- 1. Jurisdictions to consider increasing severity of sanctions with increases in risk levels when any review of sanctions within a jurisdiction are considered. (i.e.: Escalation for repeat and more high risk offences). Adopt strategies sanctioned by high risk driver group where appropriate.**
- 2. Jurisdictions to encourage the development of technology that assists in intersection safety management (i.e.: intersection safety cameras).**
- 3. Jurisdictions should support engineering practices geared toward eliminating traffic hazards and more fully informing road users.**
- 4. Jurisdictions should develop standards and protocols for the use of technology for enforcement (i.e.: red light cameras) to ensure that the public's perception is that these initiatives are safety related.**
- 5. Jurisdictions to consolidate and share cross-jurisdictional best practices for intersection related infrastructure/standards.**

2.3.4 Enforcement

Optimize Enforcement

The Task Force will undertake to determine optimal level of enforcement and support enforcement efforts at the jurisdictional level to reinforce the perceived risk of apprehension

The Task Force encourages the jurisdictions to:

- support and assist with enforcement at high-risk intersections.
- coordinate enforcement with education and awareness.
- adopt strategies that support the use of both technology and conventional enforcement.

Additional Considerations

- Initiate (take the lead) and implement on going STEP campaigns.
- Signage entering cities should advertise intersection technology such as red light camera and advertise the penalties.

Recommendations Intersections/Enforcement:

- 1. Task Force to review research and practices within jurisdictions that have determined optimal levels of enforcement.**
- 2. Jurisdictions to share research on optimal levels of enforcement with law enforcement stakeholders. Enforcement plans to emphasize high risk intersections.**
- 3. Jurisdictions to initiate STEP campaigns (rural and urban) together with enforcement stakeholders.**
- 4. Jurisdictions to consolidate and share best cross-jurisdictional practices for intersection related enforcement activities.**

3.0 Jurisdictional Review

3.1 Jurisdictional Compliance to SISM Strategy

A) SPEED MANAGEMENT	BC		AB		SK		MB		ON		QC		NB		NS		PE		NL		YT		NT		NU		TC	
	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
Communication and Awareness																												
1) Speed Management Coordination Committee	X		X			X	X			X		X		X		X		X		X		X					X	
2) Fund advertising/promotion on speed issues	X		X		X		X			X	X			X	X			X		X		X						X
3) Identification of high risk speed related locations/routes	X			X		X	X			X		X		X	X		X		X		X		X					X
Education																												
1) Direct links into the public education system (schools) for messages on speeding.		X		X		X	X			X		X		X		X		X		X	X			X				X
2) Public education materials on speeding	X		X			X	X		X		X			X	X			X		X		X		X				X
Sanctions																												
1) Changes in penalties for speeding violations		X	X		X		X			X		X	X		X			X		X		X		X				X
Enforcement																												
1) Electronic technologies for speed management																												
a) photo radar		X	X			X	X			X		X		X		X		X		X		X		X				X
b) speed on green (photo enforcement of speed using red light cameras)		X	X			X	X			X		X		X		X		X		X		X		X				X
2) Established/amended policies and guidelines related to photo radar	X		X			X	X			X		X		X		X		X		X		X		X				X

	BC		AB		SK		MB		ON		QC		NB		NS		PE		NL		YT		NT		NU		TC		
3) Ability to lay a charge for excessive speeding (have a definition of excessive speeding in legislation and sanctions/fines for this)	X		X		X			X	X		X		X		X		X			X		X	X						X
4) Enforcement activities (ability to track convictions by violation type) (Monitoring of the convictions by type – normal enforcement activities and special activities)	X		X			X	X		X		X		X		X		X			X	X			X					X
5) Speeding campaigns (targeting unsafe or aggressive driving)	X		X		X		X		X		X		X			X		X	X			X							X
6) Included public awareness in the enforcement campaigns	X		X			X	X		X		X		X			X		X	X					X					X
7) Paid advertising to support enforcement campaigns	X		X			X	X			X	X			X		X		X		X		X		X					X

	BC		AB		SK		MB		ON		QC		NB		NS		PE		NL		YT		NT		NU		TC	
	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
Research																												
1) Any research studies or evaluation related to speed been initiated	X			X		X	X			X	X			X			X			X	X		X				X	
2) Research studies or evaluation initiated in your jurisdiction related to speed and optimum enforcement		X		X		X		X		X	X		X			X	X			X		X		X			X	
3) Conduct Trend Analysis/Demographics Regarding Speed	X			X		X	X			X	X			X			X			X		X		X				X
Optional: Other Activities (please elaborate)																												
B) <u>INTERSECTION SAFETY MANAGEMENT</u>																												
Communication and Awareness																												
1) Determination of high risk intersections	X		X		X		X		X		X	X		X		X			X	X			X					X
2) Intersection safety management committee		X	X			X	X			X		X		X		X		X		X		X						X
3) Fund advertise and promotion on intersection safety	X		X			X		X		X		X	X			X			X	X			X					X
4) Direct links to public awareness regarding intersection safety messages	X		X			X	X			X		X	X		X		X		X	X			X					X
5) Public awareness of enforcement campaigns		X	X			X	X			X		X	X		X		X			X	X			X				X
6) Fund advertising for enforcement campaigns		X	X			X	X			X		X		X		X		X		X		X		X				X
Education																												
1) Direct links to public education (schools) for intersection Safety		X		X		X	X			X		X	X			X		X		X		X						X
2) Public education program or material focused on intersections	X			X		X	X			X	X			X	X			X		X		X						X
Sanctions																												
1) Changes in penalties and violations for intersections		X	X			X		X		X		X	X		X			X		X	X			X				X

	BC		AB		SK		MB		ON		QC		NB		NS		PE		NL		YT		NT		NU		TC	
	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
Enforcement																												
1) Electronic enforcement																												
a) red light cameras	X		X		X	X		X		X		X		X		X		X	X		X		X					X
2) Policy and guidelines for use of enforcement technology	X			X		X	X		X		X		X		X				X	X		X		X				X
3) Ability for enforcement to record crash at intersection		X	X			X		X	X		X	X			X		X		X		X	X						X
4) Enforcement at intersections	X		X		X		X		X		X		X		X		X		X	X				X				X

	BC		AB		SK		MB		ON		QC		NB		NS		PE		NL		YT		NT		NU		TC	
	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
Research																												
1) Studies on intersections safety	X		X		X		X	X		X		X		X	X		X		X		X		X					X
2) Research studies for enforcement and levels of intersection safety		X		X		X		X	X		X		X		X	X		X		X		X		X				X
3) Conduct Trend Analysis/Demographics Regarding Intersections		X		X		X		X	X		X		X	X		X		X		X		X		X				X
Optional: Other Activities (please elaborate) Manitoba - Operational audit of some high crash intersections																												
C) ROAD INFRASTRUCTURE AND STANDARDS																												
1) Process to review roadway speed limits		X	X			X	X		X		X		X		X	X		X		X	X		X				X	
2) Are safety concerns included in speed limit review?		X	X			X	X		X		X		X		X		X		X	X		X					X	
3) Process to review safety concerns with speed limits		X	X			X	X		X		X		X		X		X		X	X		X					X	
4) Engineering practice to reduce speed	X		X		X		X	X		X		X		X		X		X		X		X	X				X	
5) Engineering practice to improve high risk intersections	X		X		X		X		X		X		X		X		X		X	X		X					X	
6) Process to identify high risk intersections	X		X		X		X		X		X		X	X		X		X		X	X		X				X	

3.2 New jurisdictional activities for the calendar year 2003:

Province			
	Speed Management <ul style="list-style-type: none"> • Communication and Awareness • Education • Sanctions • Enforcement • Research/Evaluation • Other 	Intersection Safety Management <ul style="list-style-type: none"> • Communication and Awareness • Education • Sanctions • Enforcement • Research/Evaluation • Other 	Road Infrastructure and Standards <ul style="list-style-type: none"> • Communication and Awareness • Education • Sanctions • Enforcement • Research/Evaluation • Other
BC	BC Association of Chiefs of Police Campaigns, new ads Enhanced Road Safety Enforcement Initiative (ERSEI)	Research – ISC Evaluation Preliminary Report	Introduction of Modern Roundabouts in several municipalities Signal-head upgrades in many communities around the province Partnership with MOT to install shoulder rumble strips on appropriate segments of provincial highways.
AB	In 2003, with the proclamation of the Traffic Safety Act fines for speeding and intersection violations (and all traffic related fines) were increased substantially. Re-establish Speed Management Committee in the province.	Educational Awareness Campaigns for intersection safety in large municipal locations and bordering communities. This also included increased monitoring and enforcement at these locations.	Message boards on provincial highways carry speed related information and cautions. Additional federal funding received to upgrade intersections into interchanges. In addition to interchanges already identified for development in Alberta.
SK	Billboard and radio advertising on “slow to 60 km/h when passing emergency vehicle. Higher fines level for driving in excess of 50 km/h over the speed limit	Study on the safety of Highway #1 AND Lewvan Drive and recommendations for improvement.	Intersection improvements at a number of locations in Saskatchewan cities.
MB	A 2001 survey of Winnipeggers showed 81% indicated they were in favor of Photo Enforcement. In 2003 a program was started that included Mobile Photo Radar units and Intersection Safety Cameras which is showing successful results in lower speeds and accidents	Same as speed management information	

Province	Speed Management	Intersection Safety Management	Road Infrastructure and Standards
ON	Work Zone Initiatives (dealing with speed reduction and worker safety – e.g. police presence in work zones, pace vehicles, fixed and portable variable message signs with warning messages, use of fluorescent signing in construction zones.	The Red Light Camera Enforcement Pilot, operated by municipalities, has been approved, September 2004.	In the Fall of 2002, MTO initiated a consultant assignment on the Application and Evaluation of Collision Modification Factors (CMFs) for Ontario Highway Applications: Geometric and Safety Design, work continues on this project. One aspect of the work will address methods and procedures for applying CMFs and estimating safety changes and their economic benefits for intersection design.
QC	Task force on speed management; Speed control enforcement and awareness campaigns in rural zone New enforcement campaign in 50 km/h and 90 km/h zones – “Think about . . . slowing down” Changes in Driving Habits and Attitudes with Respect to Speeding 1992-2002 (Research)		Implement measures to keep wild animals away from road infrastructures.
NB	None	None	None
NS	“Pedestrian Safety is No Accident” brochures “Drive to Arrive” key chains, brochures	Traffic calming in urban areas where possible	Road Safety Advisory Committee – research and implement safety initiatives where possible particularly for pedestrian safety, driver training, and vulnerable road users.
PE	None	None	None
NL	None	None	None
YT	Enforcement – new PROS system (Police Reporting Occurrence System) for tracking all moving violations for statistical analysis and review	Communication, Awareness and Education: Road Safety Week: Staged a mock collision at a high traffic intersection site. Opportunity to hand out information material to motorists on collision/intersection safety. Enforcement: STEP program (Selective Traffic Enforcement Program) for periodic enforcement in high collision areas with the ability to identify high risk driving behavior.	Education: Department of Highways and Public Works publishes a brochure on “Driving the Alaska Highway” which identifies highway/road conditions, construction zones and a series of safe driving tips for the traveling public
NT	None	None	None
NU			
TC	Coast down tests on vehicle fuel use. Began a literature review on speed, speed choice and speed management by drivers.		Road Safety Standing Committee – form Joint Sub-Committee for Roundabouts. Road Safety Standing Committee – Best Practices of Work Zone Safety and Speed Management Project Traffic Operations and Management Standing Committee – updated Traffic Signal Warrant for Manual of Uniform Traffic Control Devices Traffic Operations and Management Standing Committee – evaluate Traffic Signal Safety Warrants Model National Agenda for Intersection Safety, US Federal Highway Administration and Institute of Transportation Engineers, 2003 A Guide for Addressing Unsignalized Intersection Collisions, NCHRP Report 500 – Vol 5, 2003 as part of the AASHTO Strategic Highway Safety Plan Guidance for Using Red-Light Cameras, FHWA, 2003

3.3 Top 3 SISM Initiatives for the calendar year 2003:

Province	Initiative 1	Initiative 2	Initiative 3
BC	Enhanced Road Safety Enforcement Initiative (ERSEI) Program involved RCMP and Independent Police Department using conventional enforcement activities.	BC Association of Chiefs of Police Enforcement Campaigns. Seven enforcement campaigns supplemented with media including: International Operation Air Brake Inspection, Commercial Vehicle Enforcement Campaign, Unsafe Speed Campaign, Aggressive Driving Campaign, Air Brake Inspection, Occupant Restraint Campaign, Christmas Counter Attack	Road improvements at intersection
AB	New Traffic Safety Act implemented May 20, 2003 resulting in increased fines and penalties for speeding and intersection violations as well as other moving violations such as red light infractions.	Partnership between municipalities including Health, Transportation and police services to improve awareness and enforcement of Intersection Related Collisions. This included radio, billboards and information provided to those who received tickets. Edmonton and surrounding communities, including St. Albert and County of Strathcona.	Additional federal funding received to enhance two intersections into interchanges. This was in addition to the development identified by Alberta Transportation.
SK	Safety study at the intersection of Hwy #1 and Lewvan Drive. This revealed a number of speed and intersection design issues at this location	Billboard, radio and TV advertisements on the requirement to slow to 60 km/h when passing emergency workers.	Increased fines for driving in excess of 50 km/h over the speed limit.
MB	Introduction of Manitoba's New Driver Improvement and Control Program in November 2004.	Increase in photo enforcement	Legislation for reduced speed through work zones (pending 2004).
ON	Road Safety Bill	Community Partnership Program provides grants and regional road safety expertise to community groups throughout the province on a wide range of road user safety issues including speed.	
QC	New enforcement campaign in 50 km/h and 90 km/h zones: "Think about . . . slowing down"	A task force was directed to seek (practical) solutions and develop a response strategy to (road) speeding	Changes in Driving Habits and Attitudes with Respect to Speeding 1992 – 2002 Almost every year since 1992, SAAQ has conducted post-campaign surveys among drivers, as part of the valuation of its work done on the issue. This study is the evaluation of perceived changes in driving habits and attitudes with respect to speeding. It reveals that although motorists are becoming ever more aware of their speed of travel and while they admit that the safety promotion campaigns have made them reflect on the subject, many cling to the notion that 'it's the other drivers' who are the problem.
NB	No new initiatives in 2003		

Province	Initiative 1	Initiative 2	Initiative 3
NS	Road Safety Advisory Committee – research and implement safety initiatives where possible particularly for pedestrian safety and driver training	Advertising safety campaigns – “Pedestrian Safety is No Accident” brochures “Drive to Arrive” campaign Lower speed limits in high traffic urban areas 50km to 40km	Traffic calming in urban areas where possible. Increased use of speed bumps, chicanes, signing and lane markings, channelization to control speed of traffic in urban areas – advanced saw tooth crosswalk markings.
PEI	No new initiatives in 2003		
NF/LB	No new SISM related activities		
YK	On-going review and analysis of collision data to determine high-risk traffic areas to initiate STEP (Selective Traffic Enforcement Program)	PROS (Police Reporting Occurrence System) provides RCMP with the ability to track all moving violations for easier accessibility and statistical analysis.	
NT	No new initiatives in 2003		
NU			
Transport Canada	Engineering work regarding the best design and implementation regarding round-about use. This is a national undertaking.	Toolkit and information on best design of intersections. This includes unsignalized intersections and red light running.	Coast down tests on vehicles to build a database of various vehicle weights, fuel use and emissions at various speeds.

4.0 Contact Information

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