
CCMTA Road Safety Report Series

SPEED AND INTERSECTION SAFETY MANAGEMENT (SISM)

Annual Monitoring Report 2002

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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Disclaimer

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Conseil canadien des administrateurs en transport motorisé

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 a cross Canada survey was conducted to determine enforcement activity, collision information and related existing legislation. The results of the survey follow:

1. All provinces have a variety of fines and demerits, typically determined by the degree exceeding the speed limit.
2. Some provinces implemented additional victims' surcharges such as additional fines for speeding in school, work/construction or playground zones.
3. Conviction information indicated that speeding represents a large proportion of moving violations. Caution is advised in interpreting these results, in that violation tickets represent an output measure which for speeding, because of the use of technology, is of considerably higher volumes per unit of time than other moving violation strategies. In addition the quantifiable nature of speed enforcement and the assistance of technology in the verification of infractions is frequently used as the basis for traffic stops.
4. Speed is undeniably the major contributing factor to crash severity.
5. All jurisdictions have established programs to address speed, primarily through police agencies.

As a result of this survey, in 1999 the CCMTA Standing Committee on Road Safety Research and Policies established the Task Force on Speed and Intersection Safety Management. The review undertaken by the task force has resulted in the creation of the Strategy for Speed and Intersection Safety Management (SISM).

Target Performance Measure

The national goal is to achieve the following targets by 2010:

- A 20% reduction in speed-related fatalities and injuries
- A 20% reduction in intersection-related fatalities and injuries
- A 30% decrease in the number of pedestrians, motorcyclists and cyclists killed or seriously injured

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.

Memo to: Speed and Intersection Safety Management Task Force Members

This relates to the task to simplify the SISM monitoring reports. The document is a draft for your review and comments.

The previous SISM monitoring will be considered a base document for information that has already been collected on the SISM topic and will be used as a reference document for previous SISM activity.

I would like to propose that the reporting for SISM be divided into three tasks components.

Task 1

Provides a list of key initiatives or activities developed by the SISM committee to determine and identify provincial response/activity related to the component areas of speed management, intersection management, vulnerable road users and road infrastructure and standards. Jurisdictions are expected to answer a yes or no to the activities listed. The format will be developed as a macro so all provinces can be easily merged for the annual SISM monitoring report.

(IT IS VERY IMPORTANT THAT ALL TASK FORCE MEMBERS REVIEW THIS LIST TO ENSURE THAT WE HAVE CAPTURED THE KEY AREAS THAT WE FEEL ARE PERTINENT TO OUR STRATEGY. YOU WILL NOTE THAT THE SECTION REGARDING ROAD INFRASTRUCTURE AND STANDARDS NEEDS SOME WORK AND DOES NOT FIT IN WITH THE REGULAR TOPICS WHICH ARE COMMUNICATIONS, AWARENESS EDUCATION, SANCTIONS, ENFORCEMENT AND RESEARCH. I HAVE TRIED TO CAPTURE THE MAIN COMPONENTS BUT YOUR SUGGESTIONS WOULD BE APPECIATED.

Task 2

Will request jurisdictions to describe any NEW activities or research that have taken place in the monitoring year under the following topics speed management, intersection management, vulnerable road users and road infrastructure and standards. Jurisdictions will be expected to provide a two sentence description of any NEW activities to be included in the SISM report.

Task 3

Will request jurisdictions to describe the top three major activities that have taken place in the monitoring year related to speed management, intersection management, vulnerable road users and road infrastructure and standards. Jurisdictions will be expected to provide a two sentence description of the these top three major activities to be included in the SISM report. The descriptions provided will be the actual ones included in the annual monitoring document.

The Annual SISM Monitoring Report will have the following components:

- 1) A at a glance summary of jurisdiction participation in SISM initiatives by topic
(speed management, intersection management, vulnerable road users and road infrastructure and standards)
- 2) A list and short description of new initiatives initiated in the current monitoring year by topic
(speed management, intersection management, vulnerable road users and road infrastructure and standards)
- 3) Top three SISM initiatives overall in the monitoring year by jurisdiction

TASK 1 For the calendar year 2002 did your jurisdiction have the following

A) Speed Management	AB		BC		SK		MB		ON		QC		NB		NF		NS		PEI		YT		NWT		NU	
	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	Y		Y		Y			N		N		N		N		N		N		N		N		N		N
2) Fund advertising/promotion on speed issues	Y		Y			N	Y		Y		Y		Y			N	Y			N		N		N		N
3) Identification of high risk speed related locations/routes	Y		Y			N		N	Y			N	Y			N	Y			N		N	Y			N
Education																										
1) Direct links into the public education system (schools) for messages on speeding.		N		N		N	Y		Y		Y			N		N			Y			N		N		N
2) Public education materials on speeding	Y		Y			N	Y		Y		Y			N		N	Y			N		N		N	Y	
Sanctions																										
1) Changes in penalties for speeding violations		N		N	Y			N		N		N		N		N	Y			N		N		N		N
Enforcement																										
1) Electronic technologies for speed management																										
a) photo radar	Y			N		N	Y			N		N		N		N		N		N		N		N		N
b) speed on green (photo enforcement of speed using red light cameras)		N		N		N	Y			N		N		N		N		N		N		N		N		N
2) Established policies and guidelines related to photo Radar	Y					N	Y			N		N		N		N		N		N		N		N		N
3) Ability to lay a charge for excessive speeding (have a definition of excessive speeding in legislation and sanctions/fines for this)	Y		Y		Y			N	Y		Y			N		N	Y		Y			N	Y		Y	
4) Enforcement activities (ability to track convictions by violation type) (Monitoring of the convictions by type – normal enforcement activities and special activities)	Y		Y		Y			N	Y		Y			N		N	Y		Y			N	Y			N
5) Speeding campaigns (targeting unsafe or aggressive driving)	Y		Y		Y			N			Y		Y			N	Y		Y		Y			N		N
6) Included public awareness in the enforcement campaigns	Y		Y			N		N		N	Y		Y			N	Y			N	Y			N		N
7) Paid advertising to support enforcement campaigns	Y		Y			N		N		N		N	Y			N	Y			N	Y			N		N

		AB		BC		SK		MB		ON		QC		NB		NF		NS		PEI		YT		NWT		NU			
Research		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
1)	Any research studies or evaluation related to speed been initiated	Y		Y			N		N		N		N	Y			N				N		N	Y			N		N
2)	Research studies or evaluation initiated in your jurisdiction related to speed and optimum enforcement		N	Y			N		N		N		N	Y			N				N		N		N		N		N
3)	Conduct Trend Analysis/Demographics Regarding Speed		N				N		N		N?	Y					N		N	Y			N		N		N		N
Optional: Other Activities (please elaborate)																													
B) Intersection Safety Management																													
Communication and Awareness																													
1)	Determination of high risk intersections	Y		Y		Y		Y		Y		Y			N		N		N		N		N		N		N		N
2)	Intersection safety management committee	Y			N		N		N		N		N		N		N		N		N		N		N		N		N
3)	Fund advertise and promotion on intersection safety	Y		Y			N		N		N	Y			N		N		N		N		N		N		N		N
4)	Direct links to public awareness to including intersection safety messages		N	Y			N		N		N	Y			N		N		N		N		N		N		N		N
5)	Public awareness of enforcement campaigns	Y			N		N		N			Y			N		N	Y			N		N		N		N		N
6)	Fund advertising for enforcement campaigns	Y			N		N		N				N		N		N		N		N		N		N		N		N
Education																													
1)	Direct links to public education (schools) for intersection Safety		N		N		N	Y			N		N		N		N				N		N		N		N		N
2)	Public education program or material focussed on intersections		N	Y			N	Y			N		N		N		N				N		N		N		N		N
Sanctions																													
1)	Changes in penalties and violations for intersections		N		N		N		N		N	Y			N		N	Y			N	Y			N		N		N
Enforcement																													
a)	red light cameras	Y		Y		Y			N	Y			N		N		N		N		N		N		N		N		N
2)	Policy and guidelines for use of enforcement technology	Y		Y		Y			N	Y			N		N		N		N		N		N		N		N		N
3)	Ability for enforcement to record crash at intersection	Y			N	Y		Y		Y		Y		Y			N	Y			N		N	Y			N		N
4)	Enforcement at intersections	Y		Y		Y		Y		Y		Y		Y			N	Y			N	Y			N		N		N

	AB		BC		SK		MB		ON		QC		NB		NF		NS		PEI		YT		NWT		NU		
Research	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	
1) Studies on intersections safety	Y		Y		Y		Y		Y		Y					N	Y			N		N		N		N	
2) Research studies for enforcement and levels of intersection safety		N	Y			N		N	Y			N				N		N		N		N		N		N	
3) Conduct Trend Analysis/Demographics Regarding Intersections		N				N		N	Y			N				N		N		N		N		N		N	
Optional: Other Activities (please elaborate)																											
C) Vulnerable Road Users																											
Communications and Awareness																											
1) Determine high risk crash locations for vulnerable road Users	Y		Y			N		N				N				N	Y		Y			N		N		N	
2) Vulnerable road users safety committee	Y			N		N		N				N				N	Y		Y			N		N		N	
4) Fund advertising and promotion for vulnerable road Users	Y		Y			N	Y		Y		Y					N	Y		Y			N		N		N	
4) Public awareness for enforcement campaigns	Y		Y			N		N			Y					N	Y		Y			N		N		N	
Education																											
1) Direct links to public education (schools) for vulnerable road user safety	Y			N		N	Y			N	Y					N		N		N		N		N		N	
2) Public education programs on vulnerable road user Safety	Y		Y		Y		Y		Y		Y					N	Y		Y			N		N		N	
Sanctions																											
1) Mandatory bike helmet legislation	Y		Y			N		N	Y			N				N	Y		Y			N		N		N	
2) Changes in penalties affecting road users	Y		Y			N		N		N		N				N	Y		Y		Y		N		N		N
Enforcement																											
1) Police enforcement of vulnerable road users	Y		Y		Y			N			Y					N	Y		Y			N		N		N	
2) Police enforcement of motorists re: vulnerable road Users	Y		Y		Y							N				N	Y		Y			N		N		N	
3) Enforcement campaigns for vulnerable road users	Y		Y		Y			N			Y					N	Y		Y			N		N		N	
4) Public awareness supporting enforcement campaign	Y		Y			N		N				N				N	Y		Y			N		N		N	
5) Funding to support advertising and step campaigns	Y		Y			N		N				N				N		N	Y			N		N		N	

		AB		BC		SK		MB		ON		QC		NB		NF		NS		PEI		YT		NWT		NU			
Research		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
1)	Research studies or evaluation on vulnerable road users		N		N		N	Y		Y		Y			N		N		N	Y			N		N		N		N
2)	Conduct Trend Analysis/Demographics regarding vulnerable road users		N		N		N		N	Y		Y			N		N		N	Y			N		N		N		N
Optional Activities (please elaborate)																													
D) Road Infrastructure and Standards																													
1)	Process to review roadway speed limits	Y				Y		Y		Y		Y		Y			N	Y			N	Y		Y		Y			N
2)	Are safety concerns included in speed limit review?	Y				Y		Y		Y		Y		Y			N	Y		Y		Y		Y		Y			N
3)	Process to review safety concerns with speed limits	Y				Y		Y		Y		Y		Y			N	Y		Y		Y		Y		Y			N
4)	Engineering practice to reduce speed	Y				Y			N	Y		Y		Y			N		N	Y		Y			N		N		N
5)	Engineering practice to improve high risk intersections	Y				Y		Y		Y		Y		Y			N	Y		Y		Y		Y		Y			N
6)	Engineering practice to improve high risk locations for vulnerable road users	Y				Y			N	Y		Y		Y			N			Y		Y			N		N		N
7)	Process to identify high risk intersections	Y				Y		Y		Y		Y			N		N		N	Y		Y		Y		Y			N

TASK 2 New Jurisdictional Activities

	Speed Management	Intersection Safety Management	Vulnerable Road Users	Road Infrastructure and Standards
Alberta	Speed/Intersection Safety Committee will address its mandate in order to better link in with Provincial Traffic Safety and Vision 2010.	Intersection Safety Awareness/Enforcement Campaign in Edmonton and surrounding municipalities. Speed on Green research taking place in select Alberta municipalities	Alberta's Walk the Talk program linked into Alberta Learning's Curriculum, teaches children in K-6 important traffic safety skills such as Point, Pause, Proceed	Alberta developed a formalized process to ensure safety audits for new and upgraded roadways are conducted. Alberta has developed a process to prioritize intersection changes.
British Columbia	<u>Communication and Awareness</u> Safer City projects in a number of communities focus on speed management. A multidisciplinary and community based approach. ICBC.com on the toolkit <u>Sanctions</u> 48 hour vehicle impoundment program for street racers, established through OSMV enacted by police officers. <u>Enforcement</u> Targeted Traffic Enforcement Program (TTEP), funded by ICBC provided enhanced enforcement targeting unsafe speed and aggressive driving over 34 week period. Province-wide enforcement campaigns sanctioned by the BCACP were conducted - Unsafe Speed June 28 – July 7 and Aggressive Driving July 31 - August 9 <u>Research/Evaluation</u> Effectiveness of digital display boards on travel speeds with and without police enforcement. Effectiveness of TTEP evaluated. <u>Other</u> 75 community volunteer Speed Watch groups throughout BC monitored speeds in residential locations. Over 20,000 volunteer hours resulted in over 2 million vehicle speeds being recorded. Many SW groups now work as part of police traffic sections	<u>Communication and Awareness</u> Ongoing awareness of Intersection Safety Cameras. ICBC.com on the toolkit <u>Enforcement</u> ISC locations continue to operate. Some intersection enforcement campaigns conducted by individual police agencies with public info and education support. <u>Research/Evaluation</u> An evaluation of the ISC program effectiveness has been initiated due for release in early 2003	<u>Communication and Awareness</u> ICBC.com on the toolkit. May is Motor Cycle safety month in BC. <u>Enforcement</u> A number of community based campaigns through out BC were undertaken, typically featuring focussed enforcement and public information and education	See Mavis Johnson report

	Speed Management	Intersection Safety Management	Vulnerable Road Users	Road Infrastructure and Standards
Quebec	<p>Airing of T.V. "Take a few extra moments... to live" including a police enforcement segment.</p> <p>Launch of the education kit "Mechanics of driving" for physics teachers in high schools.</p> <p>Regional events aimed at lead-footed drivers.</p>	<p>Awareness :</p> <ul style="list-style-type: none"> • Two radio ads aired in major urban centres, one aimed at pedestrians, the other aimed at drivers. • To support these messages, SAAQ-produced pamphlets were distributed by police forces at major intersections in major urban areas. • In the fall, many police forces run enforcement and awareness initiatives. <p>Education :</p> <ul style="list-style-type: none"> • Training documentation updated for adult school crossing guards. • Documentation updated for young school crossing guards (grades 5 and 6). <p>Research/Evaluation :</p> <ul style="list-style-type: none"> • Ongoing pilot-projects in 26 municipalities for turning right at a red light. • Implementation committees set up for the new provision (turning right at a red light), to be implemented in April 2003. • Report from Michel Gou (Centre de développement technologique de l'École Polytechnique de Montréal) titled Turning at a red light in Quebec. 	<p>Pedestrians: Awareness:</p> <ul style="list-style-type: none"> • Return of the awareness campaign Pedestrians/Drivers: are you of the dangerous kind? <p>Education:</p> <ul style="list-style-type: none"> • Teacher activity developed to encourage teachers to make grade school pupils aware of bicycle rules and of wearing helmets. • Each fall, SAAQ offers education material to elementary school pupils and teachers. • Conference "Health and Aging" in 36 Quebec cities aimed at senior citizens. <p>Research/Evaluation:</p> <ul style="list-style-type: none"> • Interpreting 2002 road figures (in particular, sections dealing with vulnerable users and motorcycle users). • 2002 Survey on safety helmet usage. • Comparative analysis of pedestrian/driver behaviours in Quebec and Ontario. <p>Bicycle riders: Awareness:</p> <ul style="list-style-type: none"> • Airing of a T.V. message titled "Do what you please" on specialty channels for young audiences aged 13-15. • Animation while at the <i>Tour des enfants de Montréal</i> bicycle rally. • Media insertion of "Being hard-headed can sometimes prove useful". <p>Education:</p> <ul style="list-style-type: none"> • Coordination of contest titled "Be a winner and ride like a winner" for kids aged 6-12. • "hard head" Web site, featuring a contest but also information on the consequences of a head injury. • Involvement in Bike Safety Week in collaboration with police (June 16-22, 2002). • Bicycle safety packages distributed to police community officers who meet with young bicycle riders. • Bicycle Safety Guide produced. <p>Production of teaching material on bicycle safety rules and helmet usage for use in elementary schools.</p>	<p>Other :</p> <ul style="list-style-type: none"> • Installation of traffic circles. • Road work performed so as to avoid vehicle-animal accidents. • Installation of rumble strips on highways.

	Speed Management	Intersection Safety Management	Vulnerable Road Users	Road Infrastructure and Standards
Sask.	Community Association in Regina uses a "Speed Radar Board" to raise awareness of speeding in residential areas Municipal Police Service (Regina) includes "Focus of the Month".	Municipal Police Service (Regina) includes "Focus of the Month". A priority for RCMP Traffic Services.	Community Grant Program offers funding to communities to develop programs related to vulnerable road users. Municipal Police Service includes in "Focus of the Month".	None that we have been made aware of.
Manitoba			Sept 2002 – Manitoba Public Insurance introduced Road Safety – K-S2 school curriculum through Department of Education.	
Ontario	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, was extended in 2002 for an additional two years to November 2004.	OPP officers attend Motorcycle Show to raise awareness of motorcycle safety with displays and public education materials.	
New Brunswick	New Brunswick has implemented a public education and awareness campaign aimed at reducing the number of moose-vehicle collisions on Route 7 and Route 11 where several collisions have occurred. Campaign components include radio and TV ads, a poster, a brochure and a video. Enforcement efforts to catch speeders have been stepped up on those highways as well.	No public education/awareness or enforcement efforts are planned in 2002.	No public education/awareness or enforcement efforts are planned in 2002.	No public education/awareness or enforcement efforts are planned in 2002.
Nfld/Lab	No new initiatives	No new initiatives	No new initiatives	No new initiatives
Nova Scotia	Introduced graduated speed limits and increased fines and demerit points.		Established Committee to address issues through Road Safety Advisory Committee. Increased fines and demerits for: <ul style="list-style-type: none"> • drivers failing to yield to pedestrians • failing to obey directions of a crossing guard • failing to obey a traffic control person 	
PEI			55 Alive Program	Under Review
Yukon	No New Initiatives in 2002	No New Initiatives in 2002	No New Initiatives in 2002	No New Initiatives in 2002
NWT	Highway #4 Driver Behavior Study, February 2002			
Nunavut	No new initiatives	No new initiatives	No new initiatives	No new initiatives
Transport Canada (TAC)				Developed computer model to evaluate the safety benefits associated with changing traffic control or design of intersections, e.g. STOP to signals or adding turn lanes.

TASK 3 Top 3 SISM Initiatives

Alberta	Evaluation of speed on green technology in combination with red light cameras is taking place presently.	Alberta's Walk the Talk program (part of Transportation's Child Traffic Safety Program) begins a process of lifelong learning regarding traffic safety. See www.saferoads.com .	2003 – Traffic Safety Act – significant increases in fines and penalties – will be highlighted in the 2003 report.
British Columbia	Targeted Traffic Enforcement Program undertook 34 weeks of enforcement in 9 Municipal Independent Police Departments. Police provided over 16,600 hours of enforcement supplemented by 11,100 of enhanced enforcement provided by ICBC funding. TTEP provides a return on investment of 2.7:1 based on crash reduction savings only.	The street racing initiative undertaken through the OSMV- this included having a province-wide 24/7 line so police could report street racers and request an immediate driving prohibition and expanding the vehicle impoundment program to include street racing.	A reduction in traffic fines for early payment which will hopefully reduce the number of tickets disputed in court and allow more police resources to go towards enforcement.
Saskatchewan	Effective December 1, 2002, a new offence was created for excessive speeds: "Drive a vehicle at a speed greater than 50 kilometers per hour over the applicable speed limit." The following voluntary fine option applies: \$140 base fine plus \$4/kilometer over the posted speed limit plus the applicable victim's surcharge Victim's Surcharge: \$20 for fines 0 - \$99; \$30 for fines \$100-\$200; \$40 for fines \$201-\$500; Greater than \$500 – 20% for fines.		
Manitoba	The RCMP are targeting high incident intersections to monitor and enforce violators for both speed and intersection violations. They are also doing safety education in local newspapers to increase awareness.	By January 2003 Winnipeg Police Services will have camera's placed at twelve intersections which target red light and speed violations. An increase of 12 more cameras were installed this summer. There was also increased mobile speed and intersection vans from 5-6 to enforce speeds in playground, schools or construction areas.	Manitoba Public Insurance (MPI) introduced K-S2 Road Safety School curriculum through Department of Education.
Ontario	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.	
Quebec	Pilot project on turning right on a red light.	Comparative analysis of pedestrian/driver behaviours in Quebec and Ontario.	
New Brunswick	New Brunswick has implemented a public education and awareness campaign aimed at reducing the number of moose-vehicle collisions on Route 7 and Route 11 where several collisions have occurred. Campaign components include radio and TV ads, a poster, a brochure and a video. Enforcement efforts to catch speeders have been stepped up on those highways as well.		
Newfoundland and Labrador	New Legislation on hand held cellular phones (banning) to be implemented on April 1, 2003		
Nova Scotia	Bicycle lanes	Visibility of motorcyclists and bicyclists	Saw tooth advanced warnings at intersections

PEI	Continued support of 55 Alive Program	Increased fines under review	
Yukon	None listed		
Northwest Territories	Implementation of system to track speeding, intersection and other traffic-related offences noted by enforcement personnel.		
Nunavut	Looking at reviewing legislation within the next year		
Transport Canada (TAC)	Institute of Transportation Engineers has recently released a publication "Making Intersections Safer: A Toolbox of Engineering Countermeasures to Reduce Red-Light Running". The Road Systems Division of Transport Canada has been participating in the work leading up to the publication of this document as part of the ITE technical working group.	Geometric Design and Road Safety Standing Committees of TAC have struck sub-committees on Vulnerable Road Users at the September 2003 TAC Annual Conference. Geometric Design wishes to produce a chapter for the Geometric Design Guide for Canada, while the Road Safety Sub-committee wishes to look at safety problems of vulnerable road users and larger vehicles such as transit buses, large commercial vehicles, light rail transit, etc.	

Contact Information

Province	Contact	
Alberta	Jeanette Espie-Lefebvre	Executive Director, Driver Safety, Research and Traffic Safety Initiative (780) 427-6588 Phone (780) 422-3682 Fax jeanette.espie-lefebvre@gov.ab.ca
British Columbia	Barry Burch	Manager, Loss Prevention Enforcement Programs (604) 661-6265 Phone (604) 661-6701 Fax barry.burch@icbc.com
Saskatchewan	Kwei Quaye	Manager, Traffic Safety Prog. Evaluation (306) 775-6182 Phone (306) 775-6222 Fax kquaye@sgi.sk.ca
Manitoba	Brock MacMartin	Director, Manitoba Transportation (204) 945-8195 Phone (204) 948-2361 Fax bmacmartin@gov.amb.ca
Ontario	Patricia Boeckner	Director, MTO, Safety Policy and Education Branch (416) 235-4050 Phone (416-235-5139 Fax patricia.boeckner@mto.gov.on.ca
Quebec	Lucie Kirouac	Conseillere en securite routiere (418) 528-4295 Phone (418) 643-2748 Fax lucie.kirouac@saaq.gouv.gc.ca
New Brunswick	Ron Akerley	Manager of Public Affairs (506) 457-6942 Phone (506) 453-7481 Fax ronald.akerley@gnb.ca
Newfoundland & Labrador	Geoff Ewing	Manager, Traffic Safety (709) 729-7201 Phone (709) 729-6955 Fax gewing@gov.nl.ca
Nova Scotia	Ken Cogan	Deputy Registrar of Motor Vehicles (902) 424-3323 Phone (902) 424-0772 Fax kcogan@gov.ns.ca
Prince Edward Island	Charles Easter	Highway Safety (902) 368-5265 Phone
Yukon	Jennie Howie	Director, Transport Services Branch (867) 667-5833 Phone (86) 667-5349 Fax jennie.howie@gov.yk.ca
Northwest Territories	Gary Walsh	Director/Registrar (867)873-7406 Phone (867) 873-0120 Fax gary.walsh@gov.nt.ca
Nunavut	Lorna Gee	Director Intern, Motor Vehicles Division Community Government & Transportation (867) 360-4613 Phone (867) 360-4619 Fax lgee@gov.nu.ca
Transport Canada (TAC)	Randy Sanderson	Chief, Road Systems, Road Safety and Motor Vehicle Regulation Transport Canada Sanderr@tc.gc.ca