

Third report of recommendations

For even safer roads

Executive summary

Since its creation in December 2005, the Table québécoise de la sécurité routière has filed two recommendation reports with the Minister of Transport in order to improve Québec's road safety record. The ensemble of 50 recommendations gave rise to several concrete measures aiming to improve road safety, for example the installation of photo radars and red light cameras, the ban on using a hand-held cell phone while driving, the "zero alcohol" policy for drivers aged 21 or younger, measures to reinforce the requirements to obtain a driver's licence and to counter major speeding violations and driving under the influence of alcohol.

Thus, the modifications of the *Highway Safety Code*, as well as work on the road infrastructure and the implementation of many awareness campaigns, have contributed to the improvement of the road record.

As a matter of fact, the subject of road safety looms large in the public space, and the population seems to be more and more mobilized in this respect. The results of the road safety record reflect this: the number of deaths on Québec roads went from 720 in 2006 to 436 in 2012, representing a decrease of 39.4%, while the total number of victims went from 50,475 in 2006 to 39,541 in 2012, a decrease of 21.7%.

However, it is important to admit that Québec can still do more to reduce the number of road accident victims and save more lives.

The Table is made up of 46 members representing road users, the municipal sector, the police, government organizations, ministries, and other areas of activity, such as universities and hospitals.

During this third cycle, work groups considered specific themes in order to lead the Table members to follow particular courses of reflection. At the end of the work, the members came to a consensus on new recommendations aiming to reduce the number of deaths and injuries on Québec roads, recommendations which will be presented to the Minister of Transport.

This third report therefore presents 23 recommendations on 4 major themes: active transportation and vulnerable users, impaired driving, youth and gradual access to driving, and speed in urban areas. The Table's recommendations are presented in the following pages.

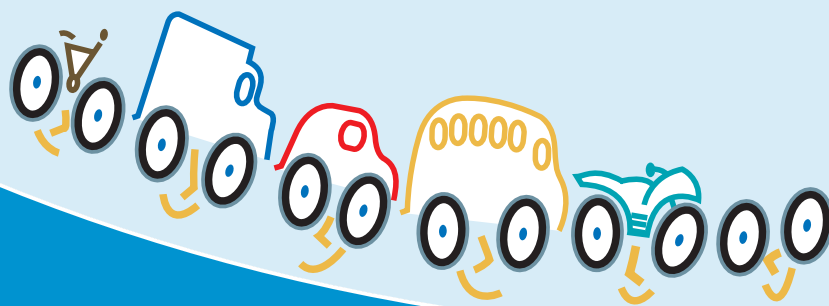


Table québécoise de la sécurité routière

Active transportation and vulnerable users**The municipal sector,
mobility and development**

1. Encourage municipalities to develop a sustainable mobility plan favouring modal shift and safe active transport within the perspective of universal accessibility.
2. Encourage municipalities to adapt the length of time allowed for crossing intersections with traffic lights in sectors with a high concentration of elderly or handicapped people.
3. Encourage municipalities to build sidewalks on both sides of the streets along school zones, school routes, playground zones, and residences for elderly people and hospitals and to clear sidewalks of snow in winter.
4. Encourage municipalities, police forces, associations, community and school sectors, as well as the health and social services network, to work together, in their community, to improve the safety of vulnerable persons using active transportation.
5. Encourage municipalities to use all the information tools available in terms of road safety to encourage exchanges on good practices to improve road safety.
6. Promote use of the standards recorded in the volumes of the *Normes – Ouvrages routiers* collection published by the ministère des Transports du Québec, notably those concerning sidewalks, bicycle paths and road infrastructure, in order to encourage safer transport for vulnerable users.

Right turn on red

7. Increase public awareness of the need to respect the rules concerning right turns on red and of the police surveillance activities, when necessary.
8. Remind network managers of the need to keep track of the performance of intersections, in terms of accident statistics or specific situations that involve right turns on red, for example.
9. Reinststate a follow-up committee on right turns on red made up of representatives of target groups of users, the municipal sector, ministries, municipal organizations, and experts on road safety.
10. Revise the guide entitled “Mise en œuvre du virage à droite au feu rouge” to update the criteria for implementing right turns on red with regard to the safety issues concerning all vulnerable users.

Education on road safety

11. Better promote the tools and initiatives aiming to encourage safe, active and alternative transportation for children on their way to school.
12. Propose that the ministère de l'Éducation, du Loisir et du Sport (MELS) explore new ways to integrate the concepts of road safety into youth interventions at the primary and secondary levels.

Theme

Wording

Impaired driving

13. Plan cooperative mechanisms between the organizations concerned with road safety to raise awareness, inform, and educate the Québec population on the subject of new legislative measures and the effect of drugs when driving a motor vehicle, as well as to design tools for this purpose.
14. Examine the legal and practical feasibility of implementing the same administrative sanctions that are immediately applied under the *Highway Safety Code* to drivers who are arrested for a minor criminal offence relating to impaired driving due to consumption of alcohol and/or drugs.
15. Increase the frequency of selective breath testing (SBT) for impaired driving due to consumption of alcohol and/or drugs and ensure that the necessary financial, human, and technical resources are available for all the organizations concerned.
16. Support the position presented by the Québec government to the federal-provincial-territorial work group on impaired driving with respect to random breath testing (RBT). The government would like the matter to be referred to the Supreme Court so that the Court can rule on the constitutional value of RBT, and to do so before the legislation is implemented.

Youth and gradual access to driving

Gradual access

17. Heighten teenagers' and parents' (or any other supervising adults') awareness of the fact that the risk of accident is higher in young drivers when they are in the presence of passengers of the same age group and that this risk increases with the number of passengers.

Youth and offences

18. Demand that the Minister of Justice modify section 233 of the *Code of Penal Procedure* to increase the maximum amount defendants under the age of 18 can be fined for violations of the *Highway Safety Code*.

Speed in urban areas

19. Encourage municipalities to structure their intervention approaches in terms of speed management in urban areas around seven major steps: opportunity for intervention; road safety diagnosis; preparation and adoption of a speed management intervention plan in consultation with residents and users; implementation of intervention measures adopted; evaluation of the impact on speeds used; implementation of additional measures; periodic follow-up.
20. Encourage municipalities that plan to revise the speed limits in their territory to set the speed limit at 40 or 30 km/hr only under conditions where this will be credible and respected by drivers.
21. Encourage municipalities to set a speed limit of 30 km/h in school zones and playground zones on local municipal streets and collector streets where the limit is 40 or 50 km/hr outside of school zones or playground zones.
22. Define a framework for the concept of shared streets, one that can be applied on local municipal streets where the speed limit is 50 km/hr or less and where a concentration of urban activities and pedestrians can be found, considering the needs of handicapped people as well as the results of experiments and research in progress.
23. Modify the *Highway Safety Code* and signage standards to facilitate speed limit signage in school zones and to introduce the concept of a shared street.

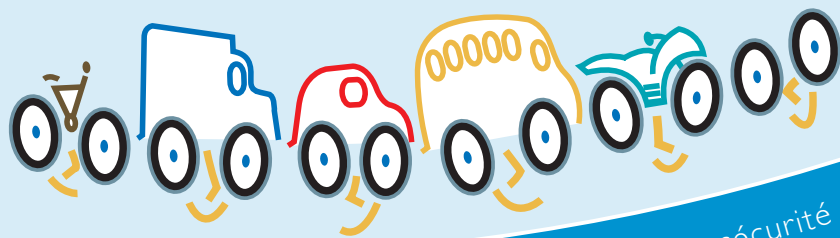


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