

**PUBLIC
CONSULTATION
SUMMARY
DOCUMENT**

ISBN 978-2-550-78678-8-A (PDF version)

© Société de l'assurance automobile du Québec, 2017

All rights reserved for all countries.

Reproduction by any means and translation of any part of this document are prohibited without the authorization of the Société de l'assurance automobile du Québec.

Original text in French.

TABLE OF CONTENTS



7 INTRODUCTION

8 GENERAL INFORMATION

Objectives

Approach

Topics

Schedule of Regional Consultation Sessions

9 FAST FACTS: THE CONSULTATION IN NUMBERS

11 SUMMARY OF THE SUGGESTIONS AND IDEAS RECEIVED

This is the summary of the suggestions and ideas received during the regional consultation sessions and gathered from the documents submitted, the answers to the open-ended questions on the online questionnaire and the comments sent via the public consultation's website.

37 SUMMARY OF THE ANSWERS TO THE MULTIPLE-CHOICE QUESTIONS ON THE ONLINE QUESTIONNAIRE

48 CONCLUSION

49 APPENDIX

Online Questionnaire

MESSAGE FROM CLAUDIA DI IORIO

SPOKESPERSON



Having been an accident victim myself, I joined the public consultation driven by the desire to find ways to prevent serious accidents and their consequences. Meeting with participants during the regional sessions allowed me to appreciate their passion and sincere desire to improve Québec's road safety record.

I would like to thank all the individuals and groups that took the time to reflect on their experiences in order to generate viewpoints and suggestions on ways to prevent traffic accidents in Québec. I am convinced many of the ideas submitted will lead to concrete projects and even legislative amendments.

This was Québec's first-ever public consultation on road safety—but it was much more than that. For me, it was a unique event that stimulated vital reflections and will allow for important progress to be made with regards to preventing injuries and saving lives.

MESSAGE FROM ALAIN GELLY

SPOKESPERSON



For several years now, I have been working to ensure that road safety rules and best practices are implemented and obeyed throughout the entire province of Québec. It was deeply satisfying to recognize over the course of the public consultation that my ambitions are shared by many of the participants who expressed their ideas and presented their solutions and strategies for improving our road safety record.

A wide variety of issues were addressed in the regional consultation sessions held in 11 different cities in Québec. The individuals and groups that we met with all had meaningful insights on the road safety topics they addressed. And we can't forget all of the information received via the consultation's website. This has got to be the richest and most varied collection of opinions and suggestions on road safety ever gathered in such a short time.

This summary is an eloquent representation of all the information gathered during the public consultation; it will surely serve to inspire those responsible for ensuring that appropriate action is taken.

INTRODUCTION



From January 9 to March 3, 2017, the whole of Québec was invited, for the first time ever, to take part in a vast public consultation on road safety.

Although the road safety record has significantly improved since 2007, the year proclaimed Road Safety Year by the government of Québec, 10 years later, we have reached a point where improvements are increasingly difficult to achieve and where the on-road reality has undergone major transformations.

The aim of the consultation was to open up a dialogue with all Québec residents and other road safety stakeholders in order to identify priorities so that we can continue to improve Québec's road safety record and make it one of the best in the world.

The Société de l'assurance automobile du Québec (SAAQ), in collaboration with the Ministère des Transports, de la Mobilité durable et de l'Électrification des transports (MTMDET), held regional consultation sessions in 11 cities throughout Québec. People were also able to participate by answering our online questionnaire or by submitting a document to the SAAQ.

This summary document presents the consultation's objectives, approach and some fast facts that provide an overview of public input and participation in the consultation. It summarizes the numerous opinions and suggestions that were shared during the consultation sessions and in the documents and online questionnaires we received.

GENERAL INFORMATION



OBJECTIVES

The public consultation on road safety had two objectives:

- encourage all road users and other road safety stakeholders to give their suggestions and opinions on various road safety topics, as well as on a number of ideas inspired by best practices that have been adopted outside of Québec;
- bring road safety closer to home for all Québécois, so that everyone understands that their actions can make a difference.

APPROACH

The approach adopted was a participative one. Three options were available; those wanting to take part could:

1. answer the online questionnaire on the public consultation's website between January 9 and March 3, 2017;
2. speak at one of the regional consultation sessions held in 11 cities across Québec from February 3 to March 3, 2017;
3. submit a document (brief, letter, etc.) either online on the public consultation's website, or by mail from January 9 to March 3, 2017.

TOPICS

- Cyclists
- Drinking and driving
- Driver distraction
- Driver fatigue
- Drugs and driving
- Health of drivers
- Heavy vehicles
- Infrastructure development and maintenance, and road signs and traffic signals
- Insurance contributions
- Motorcyclists
- Pedestrians
- Seat belts and child safety seats
- Speeding
- Vehicle safety
- Young drivers and road safety education
- Other topics

PRIORITY AREAS:

- Insurance contributions
- Enforcement
- Transportation infrastructure
- Legislation
- Public awareness
- Vehicles

SCHEDULE OF REGIONAL CONSULTATION SESSIONS

Chibougamau	February 3, 2017
Val-d'Or	February 6, 2017
Gatineau	February 8, 2017
Baie-Comeau	February 10, 2017
Rimouski	February 14, 2017
Trois-Rivières	February 16, 2017
Saguenay	February 20, 2017
Sainte-Adèle	February 22, 2017
Sherbrooke	February 24, 2017
Montréal	February 27 and 28, and March 1, 2017
Québec	March 2 and 3, 2017



FAST FACTS: THE CONSULTATION IN NUMBERS

“ROAD SAFETY. IT MATTERS TO EVERYONE.”

THE NUMBERS SPEAK FOR THEMSELVES:

- 38,055 people visited the public consultation's website
- Approximately 150 groups and associations and 250 individuals signed up for regional consultation sessions
- 7,480 online questionnaires were filled out
- 13,000 comments were received online
- 161 briefs were received from groups, associations and organizations
- 170 briefs and documents were received from individuals
- 3,500 suggestions were made

SUMMARY OF SUGGESTIONS AND IDEAS

What follows is a summary of the suggestions and ideas gathered for each topic—during the regional consultation sessions, in the documents received, in the answers to the open-ended questions on the online questionnaire and in the comments sent via the public consultation website.

Note that these lists do not represent the position of the SAAQ or the MTMDET. They are non-exhaustive and randomly ordered.



CYCLISTS

- Develop bike lanes (lanes, paths, paved shoulders in rural areas), while ensuring that cycling routes are as continuous as possible.
- Redesign intersections with cyclists in mind. Several suggestions were made, including advanced stop lines (ASL) and traffic light priority for cyclists. ASLs are designated spaces placed between stop lines for vehicles and pedestrian crosswalks at intersections with traffic lights.
- Improve the maintenance of bike lanes and paved shoulders.
- Improve space sharing between different bike lane users.
- Continue to raise awareness.
- Focus efforts on education in primary and secondary schools in order to train informed cyclists.
- Provide a definition for “bicycle” in the *Highway Safety Code*.
- Promote the “Dutch reach” method of opening car doors, where vehicle occupants open the door with the hand that is further away. This method requires them to pivot, thus allowing them to properly check their blind spot and better avoid dooring any oncoming cyclists.
- Make bike bells mandatory.
- Make using hand signals optional in emergencies and when roadway conditions are bad.
- Consider cycling to be a useful mode of transportation and not as a form of exercise or a leisure activity.
- Emphasize the importance of cyclists being visible:
 - Equip cycling clothes with reflective material.
 - Make it mandatory for cyclists to be equipped with high-visibility gear when it is dark out (reflective safety vests, white or reflective clothing, flashlights).
 - Give cyclists the option of wearing reflective clothing or having reflective strips on their bicycles instead of having the mandatory reflectors.
- Promote or even require bicycles or helmets to be equipped with mirrors.
- Increase police enforcement activities that target cyclists.
- Require bicycles to have licence plates just like motorized vehicles.
- Make speedometers mandatory on bicycles.
- Offer the option for cyclists to take a training course instead of paying a fine when they commit an offence.
- Prohibit bicycles from operating on high-speed roadways, or relegate them to the shoulder of such roads.
- Prohibit the use of cell phones while cycling.

- Enforce the obligation to keep a safe distance when passing a cyclist by:
 - doing more awareness-raising, in particular by adding educational signs;
 - having more police checks;
 - introducing a minimum passing distance of 1.5 metres, even in urban areas;
 - requiring drivers to change lanes.
- Review penalties:
 - Withdraw demerit points for cyclists.
 - Impose stiffer fines for motor vehicle drivers involved in traffic accidents with cyclists or pedestrians.

DIVISIVE ISSUES

- Making bicycle helmets mandatory.
- Changing traffic rules for cyclists with regard to:
 - yielding rather than coming to a full stop (*Idaho stop*);
 - treating red lights like stop signs;
 - requiring cyclists to ride on the far right of the roadway;
 - allowing cyclists to obey pedestrian lights;
 - allowing cyclists to ride on sidewalks;
 - allowing cyclist to ride side by side;
 - authorizing right turns on red lights for cyclists where it is prohibited by a traffic sign.
- Imposing the same fines for cyclists and motor vehicle drivers.
- Making it mandatory for cyclists to travel on bikeways.
- Winter Cycling:
 - Incentivizing winter cycling;
 - Prohibiting winter cycling.



DRINKING AND DRIVING

- Continue to raise awareness.
- Plan training sessions for learner drivers and their parents.
- Provide greater control of access to alcohol.
- Increase the number of roadblocks.
- Create a 911 program to target impaired drivers.
- Make it mandatory for servers and bartenders to take a course on:
 - how to recognize when individuals are impaired by alcohol;
 - how to use breathalyzer tests.
- Make the owners of and servers and bartenders legally responsible for allowing individuals to leave in an impaired state (duty of care).
- Make alcohol ignition interlock devices mandatory:
 - in certain types of vehicles (e.g. buses, commercial vehicles, government vehicles);
 - for certain types of drivers (e.g. new drivers);
 - in all vehicles.
- Make standardized and reliable self-administered blood alcohol concentration tests available.
- Make (approved) breathalyzers or blood alcohol concentration tests mandatory in licensed establishments and at festivals.
- Make it mandatory for licensed establishments to join a drive-home service program.
- Promote and increase the availability of drive-home services.
- Increase the severity and/or duration of penalties (fines, demerit points, licence suspensions, vehicle seizures, alcohol ignition interlock devices), in particular for repeat offenders.
- Order drivers that have been stopped for drinking and driving to attend awareness-raising sessions.
- Maintain the legal blood alcohol concentration limit at 0.08.

DIVISIVE ISSUE

- Introducing administrative measures for blood alcohol concentrations between 0.05 and 0.08.



DRIVER DISTRACTION

- Continue to raise awareness.
- Increase the severity of the penalties for using a cell phone at the wheel (fines, demerit points, licence suspensions, seizures of vehicles), especially for repeat offenders:
 - Make it a criminal offence.
 - Apply harsher penalties for texting.
 - Seize offenders' cell phones.
- Use signal jamming to limit cell phone use at the wheel.
- Prohibit pedestrians and cyclists from using cell phones.
- Increase police surveillance.
- Make all activities or behaviours that are incompatible with safe driving punishable offences (drinking, eating, listening to very loud music, smoking, etc.)
- Facilitate the application of the *Highway Safety Code* with regard to cell phone use by giving police officers greater authority and allowing them to:
 - inspect a vehicle;
 - oblige drivers to hand over their electronic device on request so that it can be examined (make, model, telephone functions, etc.).
- Set up safe locations along highways where drivers can pull over and use their cell phones.

DIVISIVE ISSUE

- Prohibiting the use of hands-free devices.



DRIVER FATIGUE

- Continue to raise awareness.
- Support the use of rumble strips where possible.
- Continue to invest in the network of rest areas: renovate existing ones, plan to develop new ones and ensure their optimal distribution throughout the province.
- Increase the number of rest areas adapted for heavy vehicles and include snow removal facilities (for heavy-vehicle trailers).
- Indicate the available rest area options (rest areas, roadside service areas, “villages-relais,” truck stops) in advance and specify the distance remaining before arrival.
- Driving and off-duty time:
 - Extend the purview of the *Regulation respecting the hours of driving and rest of heavy vehicle drivers* to cover all persons whose employment requires them to drive (e.g. police officers, taxi drivers, commercial vehicle drivers, etc.).
 - Incite shippers and the road transportation industry to implement work schedules that respect the rest requirements of truck drivers.
 - Standardize the rules that apply in Québec with those that apply in other Canadian and American jurisdictions.
- Develop a test that can measure fatigue levels.
- Adopt legislative measures under the *Highway Safety Code*, the *Criminal Code* or employment standards legislation

DIVISIVE ISSUE

- Making the electronic monitoring of hours of driving and off-duty time mandatory.



DRUGS AND DRIVING

- Continue to raise awareness and, should cannabis be legalized, implement a province-wide awareness-raising strategy on the effects of driving while impaired by cannabis.
- Impose zero tolerance for all drugs.
- Improve the drug detection methods available to police officers.
- Set aside a budget to train drug recognition experts.
- Closely monitor the strategies and interventions used in American states that have legalized recreational cannabis.
- Amend the *Highway Safety Code* to include cannabis-specific measures with consequences similar to those for drinking and driving.



HEALTH OF DRIVERS

- Increase awareness among physicians about their responsibilities when it comes to evaluating their patients' ability to drive.
- Send seniors the medical documents that must be completed in order to renew their driver's licence more quickly, along with explanations about the information that is required.
- Make the requirements for the vision and eye tests more demanding for all classes of licences:
 - Change the criteria for the vision tests.
 - Evaluate drivers under normal driving conditions.
- Continue to oblige drivers to declare their state of health upon the renewal of their driver's licence.
- Enclose a mandatory health questionnaire with the driver's licence renewal notice.
- Start mandatory testing on a regular basis at a younger age than 75. Testing should include:
 - a medical examination;
 - an eye examination;
 - a knowledge test;
 - a road test.
- Require all drivers over the age of 70 to pass a road test.
- Prohibit anyone over the age of 80 from driving at night.
- Require all drivers to renew their driver's licence in person.
- Allow hearing-impaired individuals to obtain a Class 4C (taxi) licence.
- Promote activities and programs related to the health of drivers among professional transportation businesses and associations.



HEAVY VEHICLES

- Improve road-sharing between heavy vehicles and other road users, especially vulnerable ones, by continuing to raise awareness with all road users about the distinctive characteristics of heavy vehicles.
- Reduce blind spot-related risks.
- Enforce legislation regarding the maximum speed of heavy vehicles.
- Make heavy vehicle speed data available to the authorities (speed monitoring).
- Make heavy vehicle training mandatory.

HEAVY VEHICLE DRIVER WORK CONDITIONS

- Create legislation to stop unreasonable delivery schedules (counteract “just in time” delivery practices).
- Block fleet management system (ISAAC) alerts while a vehicle is in operation.

PRESENCE OF HEAVY VEHICLES ON THE ROAD NETWORK

- Decrease or restrict the use of road tractors for local transportation and on roads that are not suitable for such vehicles.
- Review the traffic rules for heavy vehicles in urban areas.
- Promote the use of smaller-sized trucks for urban transportation.
- Increase our reliance on other modes of transportation (intermodality).
- Prohibit trucks from traveling in the left lane on highways, under certain circumstances.

SCHOOL BUSES

- Amend legislation so that the flashing lights on school buses are strobe lights (the same as emergency vehicles).
- Increase the number of police enforcement activities aimed at getting people to obey a school bus's flashing light and stop signs in problem locations.

DIVISIVE ISSUE

- Heavy vehicle equipment (additional mirrors, vehicle side guards, blind spot detection systems, cameras, etc).



INFRASTRUCTURE DEVELOPMENT AND MAINTENANCE, AND ROAD SIGNS AND TRAFFIC SIGNALS

- Prioritize the needs of pedestrians, disabled people and cyclists when developing urban streets and roadways, especially in residential and school zones (various planning strategies suggested, including traffic calming, the “complete streets” concept and shared streets).
- Take advantage of infrastructural improvement projects (aqueducts and sewers) as moments to design safer streets for pedestrians, disabled people and cyclists.
- Build roundabouts in appropriate locations, while ensuring that design requirements are met, adequate signage is installed, the safety of vulnerable users is ensured and, above all, that awareness campaigns on how to use them are carried out.
- Improve the winter upkeep of bicycle and pedestrian paths, while taking the particularities of certain northern regions into account.
- Improve the condition of roadway surfaces.
- Make road signs and traffic signals more visible at all times, more consistent with signage standards, better placed (e.g. well before road work zones, so that drivers have time to adjust) and bilingual (English and French).
- Ensure that road markings are visible at all times, especially lane lines.
- Install more adaptive traffic lights (lights that change according to the actual number and type of road users present) in order to optimize traffic flow.
- Improve street lighting, while taking pedestrian and cyclist needs into account.
- Add passing lanes to certain main roads.
- Introduce locations along rural routes where drivers can pull over to use their cell phones.
- Improve the safety of those who work on the road network (patrol officers, flagpersons, workers in road work zones, toll collectors, etc.).
- Implement more direct means of communication between road network managers and road users:
 - provide users with real-time information on traffic congestion, difficulties in road work zones, bad weather conditions and other issues;
 - give drivers access to a map of problem areas where extra caution is required;
 - inform road network managers of locations in need of intervention.
- Increase the number of disabled parking spaces and monitor their proper use.
- Review the traffic rules for off-road vehicles, with particular regard to speed limits, on-trail signage and travel on public roadways.
- Review the standards and technical documentation for municipalities, especially those that affect urban environments, pedestrians, disabled people and cyclists.

REGIONAL ISSUES

- Improve safety, traffic flow and road sharing between different road users on a number of sections of the road network, including:
 - Highway 20 between Rimouski and Sainte-Luce, Route 117 in the Hautes-Laurentides, Routes 132 and 185 in the Bas-Saint-Laurent region, Route 138 in Charlevoix and the Côte-Nord region, Routes 170 and 362 in Charlevoix, Route 389 in the Côte-Nord region, and Routes 101, 109, 111, 113, 117, 167 and the James Bay Road in the Abitibi-Témiscamingue and Nord-du-Québec regions.
- Build new infrastructure:
 - Extend Highway 50 in Outaouais, Highway 20 between Trois-Pistoles and Rimouski and Route 138 to Blanc-Sablon.
 - Build a bridge across the Saguenay river to eliminate “ferry syndrome” (the stress, speeding and risk-taking of drivers trying to catch the ferry).

DIVISIVE ISSUE

- Turning right on red lights.



INSURANCE CONTRIBUTIONS

- Encourage good behaviours by reducing insurance contributions for drivers who display them.
- Make drivers with dangerous and socially unacceptable behaviours pay more.
- Take heavy vehicle owners' and operators' safety ratings into account when determining their insurance contributions.
- Reduce insurance contributions for elderly people who take a refresher course.
- Review and amend the *Automobile Insurance* Act so that pedestrians and cyclists also have to contribute to Québec's public insurance plan.



MOTORCYCLISTS

- Continue to raise awareness.
- Improve the motorcycle driving course and the training required to obtain the different classes of licence.
- Require an accreditation of competency or a tailored driving course for anyone seeking the right to register and drive a newly purchased motorcycle.
- Authorize lane splitting—where motorcycles travel between two moving lanes of vehicle traffic—in dense traffic and at red lights.
- Authorize motorcyclists to travel in reserved lanes.
- Adapt road work zones to the needs of motorcyclists.
- Make wearing protective eyewear mandatory.
- Consider motorcycles to be a mode of transportation that is more cost-effective, less harmful to the environment than cars, easier to park and part of the solution for bad traffic, etc.
- Offer refresher, upgrading or continuing education courses at the beginning of the motorcycle season, or whenever someone purchases a new motorcycle or has gone a long period without driving a motorcycle. Offer a financial incentive for course participants.
- Prohibit the operation of motorcycles during the winter.
- Limit the number of motorcyclists allowed to ride together in a group and set a minimum required distance between groups.
- Prohibit electric scooters from using bike paths.

INSURANCE CONTRIBUTIONS

- Lower insurance contributions (driver's licence and vehicle registration) for motorcycles.
- Get rid of the different motorcycle categories and change the way rates are established.
- Use telematics data to identify and lower the insurance contributions of motorcyclists with good driving behaviour (voluntary program).

HIGH-RISK MOTORCYCLES

- Create specific training to obtain authorization to drive this type of motorcycle.
- Restrict access to this type of motorcycle to drivers with several years of experience.
- Ban this type of motorcycle.

- **NOISE**

- Implement a permanent program for measuring noise with sound level meters.
- Seize a vehicle that has failed a sound level meter test more than once.
- Tighten existing legislation to prohibit any modifications of exhaust system components.

DIVISIVE ISSUES

- Removing the requirement for learner motorcyclists to be accompanied by an experienced motorcyclist.
- Reinforcing the rules that apply to learner licence holders.
- Allowing the modification of mufflers so that other road users can better hear motorcycles.



PEDESTRIANS

- Increase compliance with pedestrian right-of-way laws at crosswalks and intersections (several suggestions).
- Give pedestrians the right of way outside of intersections and crosswalks, even when they have not stepped onto the road.
- Continue to raise awareness.
- Require pedestrians to wear high-visibility clothing or use visibility equipment.
- Promote the safety of pedestrians and ensure that other road users give them the right of way.
- Increase police checks, for pedestrians and drivers alike.
- Clarify the definition of “pedestrian” in the *Highway Safety Code*.
- Make harsher fines for not obeying the rules related to pedestrian crosswalks and speeding, especially in school zones.
- Enforce the prohibition from parking less than 5 metres from a stop sign or an intersection.
- Enforce a safe passing distance for cyclists and drivers overtaking pedestrians or individuals using motorized mobility aids (MMAs).
- Add sidewalks of an appropriate width in urban and rural areas, depending on the type of road, while ensuring that pedestrian routes are as continuous as possible.
- Develop pedestrian priority zones that take the needs of the visually impaired into account.
- Install more audible pedestrian traffic signals at intersections.
- Allow people to play in the streets.
- Adapt pedestrian traffic infrastructure to new technologies (“cell-phone lanes”, ground-level traffic lights for distracted pedestrians, etc.).
- Make hitch-hiking safer, by adding new signs and new infrastructure that facilitate this activity.
- Make greater use of smart traffic lights.
- Oblige contractors to maintain or properly reroute pedestrian and bicycle paths affected by road construction.
- Allow pedestrians to cross diagonally at intersections.
- Install more surveillance cameras at intersections
- Separate pedestrian and bicycle traffic on multi-purpose paths.
- Impose stiffer fines for motor vehicle drivers involved in traffic accidents with cyclists or pedestrians.
- Make pedestrian crosswalks more visible (reflective paint, lights, etc.).

PEDESTRIAN LIGHTS

- Give pedestrians more time to cross the street.
- Reduce the time pedestrians have to wait before crossing, in particular by installing adaptive traffic lights (lights that change according to the number of vehicles and pedestrians).
- Ensure that pedestrian traffic light buttons are always accessible.
- Prohibit right turns on red lights when the static white pedestrian silhouette is showing and when the orange hand symbol is flashing (pedestrian clearance interval).

MOTORIZED MOBILITY AIDS (MMA)

- Recognize MMAs as tools for maintaining mobility.
- Provide training for individuals who use MMAs.
- Create a new driver's licence class for MMAs.
- Introduce traffic rules for MMAs (motorized wheelchairs) and educate people about them.
- Prohibit MMAs from operating on the road network in zones where the speed limit is greater than 50 km/h, unless there is a paved shoulder, a sidewalk or a bike lane.



SEAT BELTS AND CHILD SAFETY SEATS

SEAT BELTS

- Continue to raise awareness.
- Equip vehicles with brightly coloured seat belts in order to facilitate enforcement.
- Increase the severity of penalties (fines and demerit points) for not wearing a seat belt, especially for repeat offenders.
- Subject taxi drivers to the same seat belt requirements as other drivers.

CHILD SAFETY SEATS

- Run an awareness campaign.
- Amend the *Highway Safety Code* to increase the sitting height of children who must be seated in a booster seat.
- Ensure the continuing education of police officers and public health nurses.
- Prohibit children under 12 from being able to sit in the front seat.
- Provide more information about where people can go to have child safety seats checked.
- Make rear-facing child safety seats mandatory for all children until they are at least two years old.



SPEEDING

- Continue to raise awareness among drivers.
- Introduce appropriate traffic calming devices in locations in urban areas where they could effectively reduce speed or traffic and improve pedestrian and cyclist safety.
- Make speed limit signs more visible and have more of them.
- Synchronize traffic lights on main arteries to incite drivers to obey speed limits.
- Increase the number of speed-related police operations throughout the road network, especially in residential areas, school zones, road work zones and when visibility conditions are bad.
- Enforce speed limits and put a stop to police tolerance for speeding.
- Stiffen penalties (fines, demerit points, driver's licence suspensions, vehicle seizures), particularly for repeat offenders.
- Stiffen the penalties for speeding in school zones.
- Lower the threshold above which speeding becomes excessive speeding.
- Encourage people to speed in locations that exist for that purpose, such as drag strips.
- Increase the number of educational radar speed display signs (devices that measure the speed of oncoming vehicles and let drivers know how fast they are actually driving).
- Require vehicle manufacturers to limit the maximum speed a vehicle sold in Québec can attain.
- Install adaptive speed limiters in vehicles (devices that limit a vehicle's maximum speed according to the speed limit or the speed of nearby vehicles).
- Research the option of having repeat speed offenders or other at-risk road users use either maximum speed limiters or adaptive speed limiters.
- Introduce restrictions regarding vehicle advertisements to prevent car manufacturers from glamorizing speed.

SPEED LIMITS

- Ensure that speed limits are consistent and based on the road type and the environment.
- Adapt speed limits according to the actual traffic conditions (weather, congestion, type of road user, condition of the road, etc.) or systematically adjust them according to the time of day or the season.
- Increase the speed limit on certain highways and main roads.
- Set reduced speed limits (30 km/h or 40 km/h) in urban areas for the safety of pedestrians and cyclists, especially in residential zones, central neighbourhoods and close to health care establishments.
- Set a speed limit of 30 km/h or lower close to schools.
- Only reduce the speed limit in road work zones when it can be justified (traffic disruptions, work in progress or the presence of road workers).

DIVISIVE ISSUE

- Photo Radar Devices:
 - Continuing and expanding the usage of such devices.
 - Installing them in locations with road safety problems.
 - Not identifying locations where photo radar is in use.



VEHICLE SAFETY

- Increase the number of “operation clunker” checks (roadside checks for unsafe vehicles).
- Lift the ban on installing recycled airbags.
- Implement a periodic technical and mechanical inspection program for vehicles.
- Evaluate the impact of driving assistance technologies on road safety.
- Introduce traffic rules for personal transportation devices (skateboards, Segways, etc.) and educate people about them.
- Review the traffic rules for off-road vehicles, with particular regard to speed limits, on-trail signage and travel on public roadways.

NOISE

- Set a noise standard for electric and hybrid vehicles so that they are loud enough to be heard by visually impaired persons.
- Reduce the noise made by certain vehicles.

MODIFIED VEHICLES

- Raise driver awareness.
- Prohibit the modification of vehicles.

HEADLIGHTS

- Amend legislation in order to oblige drivers to use their headlights or low beams at all times.
- Enact legislation requiring vehicles to be built so that taillights light up at the same time as headlights.
- Raise awareness on the importance of being visible.
- Equip vehicles with front and rear lights that light up as soon as a driver uses his or her cell phone or if a vehicle occupant is not buckled up.

SELF-DRIVING VEHICLES

- Increase public knowledge about self-driving vehicles.
- Introduce traffic rules and set specifications for vehicles with automated driving systems so that they work well within the Québec context.

SEVERELY DAMAGED VEHICLES

- Review the definition of and terms associated with such vehicles.
- Do not legislate a prohibition to rebuild such vehicles.



YOUNG DRIVERS AND ROAD SAFETY EDUCATION

YOUNG DRIVERS

- Run campaigns that target young people and their parents.
- Identify learner drivers with a sticker on their vehicles and reduce insurance contributions for drivers who display their sticker.
- Enact legislation that renders those under 18 liable to the same fines as adults.
- Make passing high school (Secondary 5) a requirement for obtaining a driver's licence.
- Install monitors for speed and sudden acceleration and deceleration in vehicles operated by young drivers and install an alarm that goes off when the driver goes over the speed limit. Send a report of these data to the young driver's parents.

DIVISIVE ISSUES

- Introducing a curfew for learner drivers.
- Limiting the number of passengers learner drivers can have in the vehicle with them.

ROAD SAFETY EDUCATION

- Educate primary and secondary school students about road safety by integrating road safety principles into school curricula.
- Establish an institute or a foundation dedicated to educating the population about road safety.
- Add a component to the passenger vehicle driving course that specifically aims to make learner drivers aware of the realities of other road users, including heavy vehicle drivers, motorcyclists, farm vehicle drivers, cyclists, etc.
- Improve teaching material and make it easier to update the Road Safety Education Program.
- Increase the number of hours of practical (in-car) training.
- Allow parents to accompany their child during practical (in-car) training sessions.
- Incorporate information about new vehicle safety features (pre-collision assist, cameras, pedestrian detection, parking assist, etc.) into the course content.
- Include information on how to safely operate off-road vehicles in regions where this type of vehicle is popular.
- Teach "advanced" driving techniques, such as skid control on slippery (rain- and snow-covered) roadways.

- Improve the current driving course by adding a defensive driving component.
- Reinforce rules regarding access to the road network for scooters by increasing the number of theoretical and practical training hours.
- Make it mandatory for recreational vehicle drivers to undergo training.
- Offer or require training following the purchase of a new vehicle (new technologies).
- Support the creation of a first-aid for road accidents training program.
- Make passing a first aid for road accidents training program mandatory for obtaining a driver's licence and following a licence revocation.

DRIVING SCHOOLS

- Increase the cost of the driving course.
- Limit the number of driving schools.
- Acknowledge the contribution of instructors to the improvement of the road safety record.
- Make school success rates publicly available.

ROAD SAFETY RE-EDUCATION

- Make it mandatory for anyone found guilty of a *Highway Safety Code* offence to undergo theoretical and practical training.
- Offer refresher and knowledge update courses as well as the possibility to retake a test:
 - on the basis of an individual's driving record;
 - on a voluntary basis;
 - on a legally predefined basis (e.g. every X years once a driver is X years old);
 - at the time of renewal.
- Develop and offer a free information program for drivers over 65 on the new rules in the *Highway Safety Code*—such as those related to right turns on red lights—and on new infrastructures and technologies, like roundabouts and driving assistance systems.
- Instead of having them pay a fine, require drivers who commit a first offence to redo their driving course and apply a fine only after a second offence.
- Require drivers responsible for accidents involving pedestrians or cyclists to take a refresher theoretical course on safe driving skills and behaviours and the *Highway Safety Code*.



OTHER TOPICS

ACCIDENTS

- Include non-moving vehicles in the definition of “accident” so that car dooring can be considered an accident under the *Highway Safety Code*.
- Improve accident reports.
- Investigate all accidents in order to improve prevention strategies.

CELL PHONE COVERAGE

- Ensure cell phone coverage throughout the entire road network, including roads in isolated areas.

DRIVER’S LICENCES

- Recognize the driving experience of new immigrants from countries that are not covered by an agreement with the SAAQ.
- Make it easier and faster to obtain a licence for individuals who need to drive for their livelihood.

EDUCATION AND AWARENESS-RAISING

- Reinforce knowledge so that drivers are well aware of and obey traffic rules and regulations, especially those pertaining to:
 - yield signs;
 - the safe distance between two moving vehicles, where one is following the other;
 - right turns on red lights;
 - roundabouts;
 - highway on- and off-ramps;
 - highway driving (left lane);
 - the prohibition of one vehicle passing another on the right;
 - the Move-Over Law;
 - the requirement to signal one’s intentions.

FARM VEHICLES

- Raise awareness about sharing the road with farm vehicles (e.g. inform people of the meaning of the orange triangle on the back of farm vehicles).
- Improve road sharing between farm vehicles and other road users, by adding road signs, for example.

FINES AND DEMERIT POINTS

- Increase off-road vehicle speeding fines to make them as high as those that apply to road vehicles.
- Conduct a comprehensive review of fine amounts.
- Determine fines based on an offender's income.
- Introduce escalating fines for repeat offenders.
- Increase the number of demerit points for all dangerous behaviours, particularly those that affect vulnerable road users.

NO-FAULT INSURANCE COVERAGE

- Extend the scope of the insurance plan to have it cover pedestrians who are victims of accidents caused by cyclists.
- Redesign the insurance plan to authorize prosecution in certain situations.
- Amend the *Automobile Insurance Act* to take into account responsibility when an accident is connected to a criminal offence.

PARATRANSIT

- Improve paratransit services, especially in rural areas.
- Make vehicles that provide paratransit services easier to recognize.
- Install more pick-up and drop-off points.

PARTNERSHIPS

- Support the creation of working groups (based on region, road user type, etc.) that foster exchange regarding specific issues between stakeholders and different levels of government.
- Set up support programs for local projects that improve safety for active transportation, such as "Route verte" initiatives.
- Strengthen collaboration between different road safety stakeholders:
 - Improve follow-up for development projects.
 - Ensure better coordination between stakeholder groups in the same city and between different organizations.

POLICE ENFORCEMENT/CARRIER ENFORCEMENT OFFICERS

- In certain situations, and in the event that the driver cannot be formally identified, give police the power to serve a statement of offence on vehicle owners.
- Create and give police access to a registry of all individuals who do not have damage insurance for their vehicle.
- In addition to the information currently at their disposal, make pictures of driver's licences and a list of all offences committed available to the police.
- Allow police officers to let drivers with longstanding good driving records off with only a warning.
- Create a police division exclusively dedicated to road safety.
- Modify the status of carrier enforcement officers so that they have the same powers as police officers when it comes to enforcing the *Highway Safety Code*.
- Employ the private sector to monitor the road network or manage traffic.
- Set up citizens' squads.
- Increase police resources allotted to monitoring off-road vehicles and driver behaviour.

POLICIES AND PROGRAMS

- Adopt Vision Zero - the long-term goal of zero traffic fatalities and serious injuries.
- Adopt a province-wide road safety policy.
- Adopt local road safety plans.
- Amend the *Highway Safety Code* to introduce the precautionary principle towards vulnerable road users.
- Reduce motor vehicle use and prioritize active and public modes of transportation:
 - Build roads that accommodate these modes of transportation.
 - Promote active transportation (e.g. walking school buses: groups of children walking to school under adult supervision).
 - Make dedicated public transit and carpooling lanes.
 - Require that a minimum amount of any road development or repair project budget be attributed to an active transportation component.
 - Pursue new funding sources, such as taxes and tolls.
 - Improve the availability of transit and paratransit in urban and rural areas.
 - Acknowledge the positive impact that active transportation has on mobility and healthy lifestyles.
- Adapt assistance programs to regional realities, especially in northern areas.
- Use the highway safety fund to finance road safety projects (several suggestions).

RESEARCH AND ANALYSIS

- Improve the quality of accident data by including more types of accidents (e.g. accidents involving stationary vehicles, road users other than motorists, etc.) and make such data more accessible.
- Map and publish accident data.
- Facilitate access to data for researchers (open data, big data).
- Maintain or increase research funding.

TRAFFIC ACCIDENT VICTIMS

- Provide support mechanisms that allow victims to participate in legal proceedings.
- Modernize the coverage provided under the compensation plan.

MISCELLANEOUS

- Add front licence plates.
- Require all vehicle owners to keep enough high-visibility vests in their vehicle for all potential occupants.
- Require all vehicle owners to keep an emergency warning triangle or emergency road flares in their vehicle.
- Recognize vehicles with flashing green lights as emergency vehicles and include them in the Move-Over Law.
- Reformulate certain sections of the *Highway Safety Code* in order to facilitate the work of police officers and prosecutors.

SUMMARY OF THE ANSWERS TO THE MULTIPLE-CHOICE QUESTIONS ON THE ONLINE QUESTIONNAIRE

A total, of 7,416 individuals and 64 collective respondents (groups, associations, organizations or other) completed the online questionnaire that was available between January 9 and March 3, 2017 on the public consultation's website. A voluntary sample was used, as anyone who wanted to could fill out the questionnaire. Since this was not a random probability sample,¹ the results cannot be interpreted as representing the opinions of the entire population of Québec.

The results presented in this section are only those from the multiple-choice questions. Results from the open-ended questions can be found in the "Summary of Suggestions and Ideas" section.

Each question is identified by the letter Q followed by a number. The number given is the same as the one that identifies the question in the copy of the online questionnaire provided in the appendix. The letter N represents the number of respondents per question (N = xx).

1 A probability sample involves the random, chance-based selection of a sample from a population. The random selection of a sample makes it possible to calculate the margin of error and to generalize the results to the population sampled.

RESPONDENT PROFILE

Sex and age distribution of the 7,416 individual questionnaire respondents:

SEX AND AGE DISTRIBUTION OF THE SAMPLE	N	%
SEX		
Man	4,778	64.4
Woman	2,537	34.2
Do not wish to answer	101	1.4
AGE		
Under 25	401	5.4
25 to 34	1,536	20.7
35 to 44	1,576	21.3
45 to 44	1,408	19.0
55 to 64	1,612	21.7
65 to 74	723	9.8
75 and up	94	1.3
Do not wish to answer	66	0.9
TOTAL	7,416	100.0

Regional distribution of the 7,480 respondents (including groups):

1.	Bas-Saint-Laurent	1.9%
2.	Saguenay-Lac-Saint-Jean	2.7%
3.	Capitale-Nationale	19.5%
4.	Mauricie	3.0%
5.	Estrie	4.5%
6.	Montréal	21.5%
7.	Outaouais	4.1%
8.	Abitibi-Témiscamingue	1.7%
9.	Côte-Nord	1.0%
10.	Nord-du-Québec	0.3%
11.	Gaspésie-Îles-de-la-Madeleine	0.6%
12.	Chaudière-Appalaches	6.3%
13.	Laval	3.3%
14.	Lanaudière	3.5%
15.	Laurentides	5.2%
16.	Montréal	12.0%
17.	Centre-du-Québec	8.7%
18.	Do not know/Do not wish to answer	0.2%

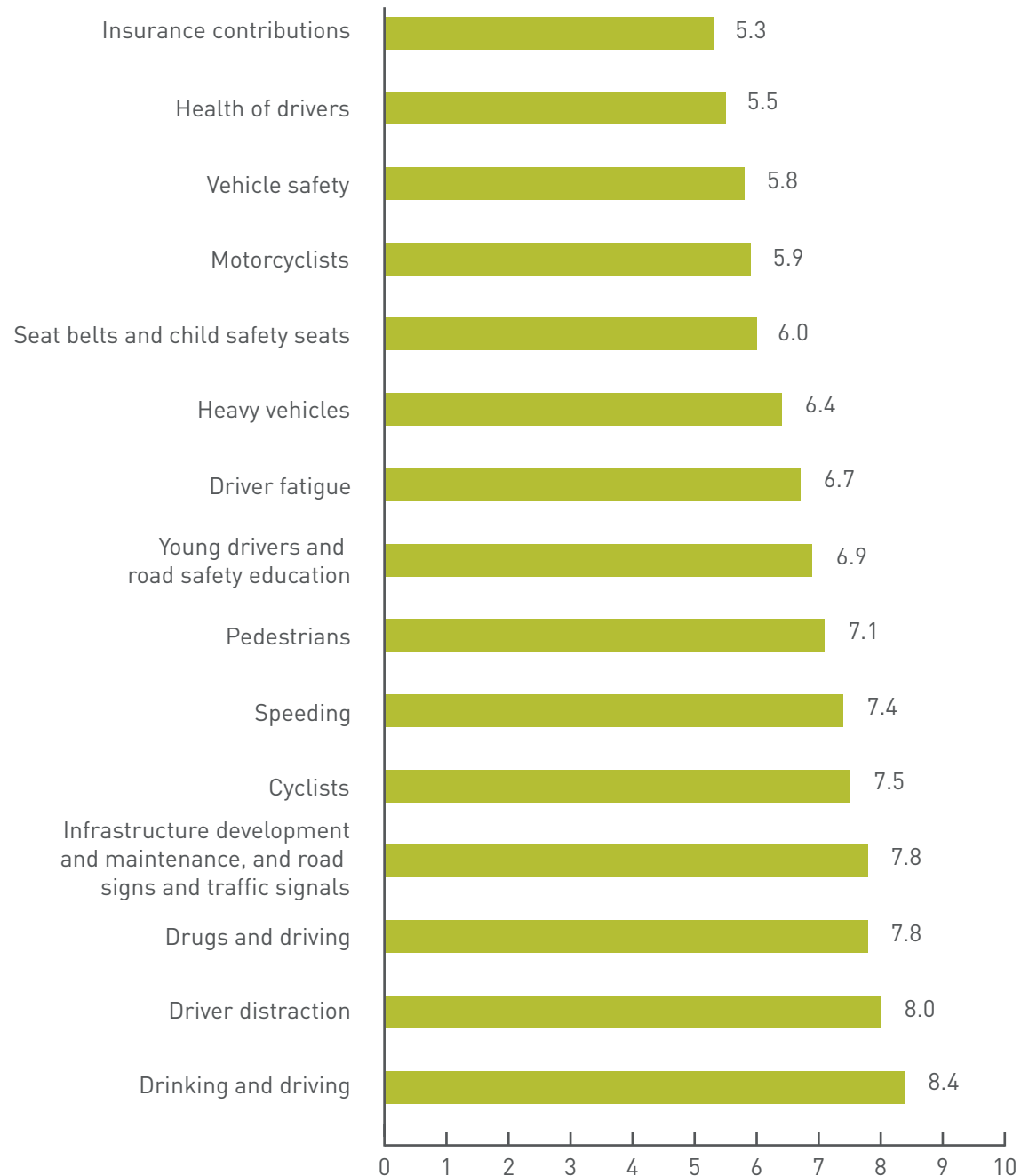
Distribution of responses to Q49 "Which of the following modes of transportation do you use regularly?" (multiple selections allowed):

Bicycle	41.7%
Car	89.1%
Motorcycle	15.3%
Public transit	29.4%
Walking	55.9%
Other	2.6%

CONCERN FOR DIFFERENT ROAD SAFETY TOPICS

Q44: How concerned are you about each of the following road safety topics on a scale of 0 to 10, where 0 means you are not at all concerned and 10 means you are very concerned

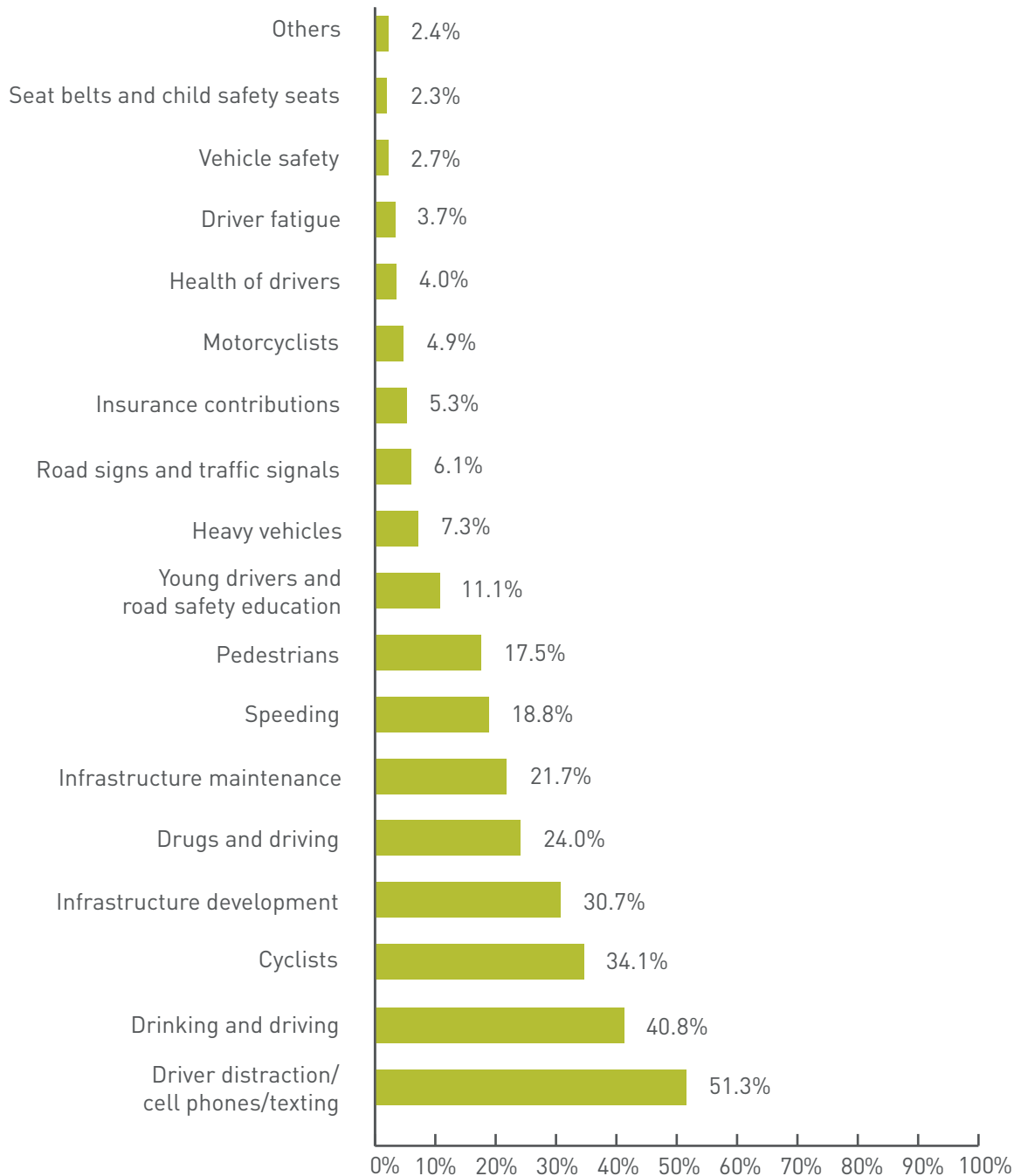
AVERAGE LEVEL OF CONCERN FOR DIFFERENT ROAD SAFETY TOPICS ON A SCALE OF 0 TO 10 (N = 7,479)



PRIORITY AREAS

Q45: Where should we focus our efforts? (3 selections allowed)

FOR EACH TOPIC, PERCENTAGE OF RESPONDENTS WHO CONSIDERED THAT TOPIC
TO BE A PRIORITY (N = 7,479)



BEST STEPS

In this section, the results list only the three most frequently mentioned “best steps.”

Q1: What would be the best steps to take in order to stop people from drinking and driving? (multiple selections allowed, N = 3,747)

1. Make penalties stiffer for both first-time and repeat offenders (56.2%)
2. Increase the number of police roadblocks (45%)
3. Make it possible for police officers to perform random breathalyzer testing (40.1%)

Q3: When it comes to infrastructure development and maintenance and road signs and traffic signals, what would be the best steps to take in order to make our roads safer? (multiple selections allowed, N = 3,554)

1. Maintain roads in good condition (67.1%)
2. Opt for roundabouts at intersections where they can help reduce the number and severity of accidents (45.1%)
3. Increase the number of traffic calming devices in residential areas (e.g. speed bumps, curb extensions, median islands) (35.7%)

Q10: How do you go about obtaining information on child safety seats? (multiple selections allowed, N = 1,938)

- Sites Web (80.1 %)
- Websites (80.1%)
- Folders and brochures (34.0%)
- Shops and stores (33.7%)
- Network for the Inspection of Child Safety Seats (25.4%)
- Health care professionals (14.2%)
- Events, shows, fairs (9.1%)
- Facebook (6.9%)
- Forums (6.5%)
- Other (6.4%)

Q12: What would be the best steps to take in order to make cycling safer? (multiple selections allowed, N = 4,513)

1. Develop and diversify the bike network (e.g. bike paths, bike lanes) (54.2%)
2. Increase the number of police operations targeting cyclists (32.4%)
3. Improve the condition and maintenance of both the bike network and the road network, including in winter (30.3%)

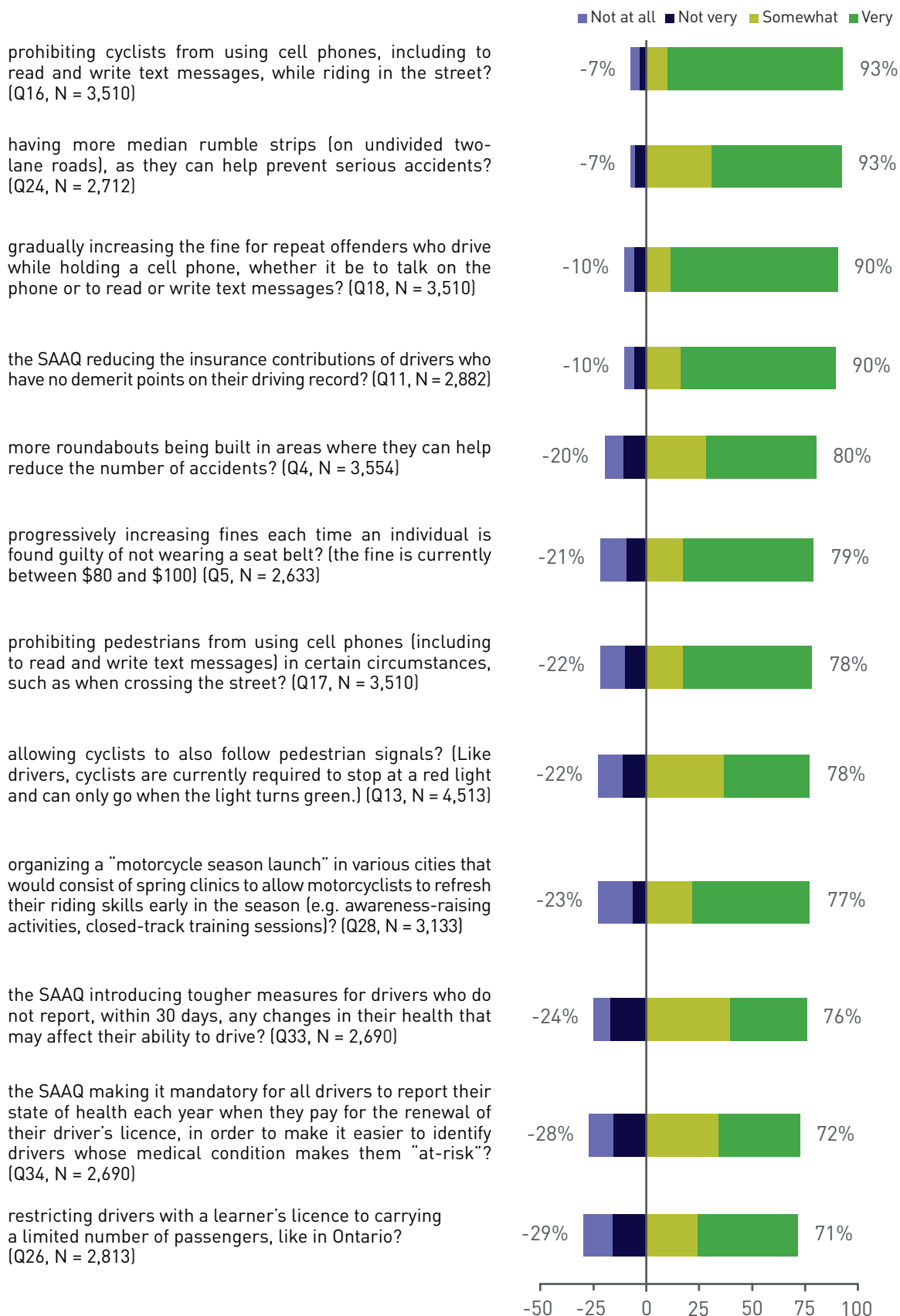
Q20: What would be the best step to take in order to keep people from driving while impaired by drugs? (only one selection allowed, N = 2,791)

1. Increase the penalties for drivers who are pulled over for drug-impaired driving (54.9%)
2. Continue raising awareness about drug-impaired driving (22.9%)
3. Increase the number of police roadblocks (19.6%)

- Q22:** What would be the best steps to take in order to raise awareness regarding the dangers of driver fatigue? (multiple selections allowed, N = 2,712)
1. Continue to have awareness campaigns (radio, television, online, posters) (67.2%)
 2. Continue to promote rest areas, roadside service areas and “villages-relais” (57.9%)
 3. Inform employers of the importance of fatigue management (e.g. driver scheduling) (49.6%)
- Q27:** What would be the best steps to take with motorcyclists in order to improve motorcycle safety? (multiple selections allowed, N = 3,135)
1. Set a minimum age or a minimum number of years of experience for driving high-risk motorcycles or superbikes (48.4%)
 2. Make additional training mandatory for driving high-risk motorcycles or superbikes (40.4%)
 3. Continue to have awareness campaigns about sharing the road (29.1%)
- Q30:** What would be the best steps to take in order to improve the safety of pedestrians? (multiple selections allowed, N = 3,507)
1. Improve the condition and maintenance of sidewalks, including in winter (42.5%)
 2. Increase the amount of time given to cross at intersections with traffic lights (32.4%)
 3. Build more sidewalks or pedestrian trails (32.1%)
- Q39:** What would be the best steps to take in order to reduce the number of accidents involving heavy vehicles? (multiple selections allowed, N = 2,743)
1. Continue to raise awareness among pedestrians, cyclists and drivers regarding sharing the road with heavy vehicles and the risks associated with being close to heavy vehicles (e.g. blind spots) (49.6%)
 2. Add cameras on heavy vehicles to detect any pedestrians, cyclists or motorcyclists that may be in a heavy vehicle’s blind spots (47.1%)
 3. Make the heavy vehicle driving course mandatory (40.1%)
- Q41:** In your opinion, what would be the most effective strategies for countering speeding and its consequences? (multiple selections allowed, N = 3,516)
1. Increase the use of variable speed limit signs that post a maximum speed that takes into account road and weather conditions (33.7%)
 2. Increase the number of educational radar speed display signs (devices that measure the speed of oncoming vehicles and let drivers know how fast they are actually driving) (31.4%)
 3. Introduce stiffer fines and penalties for speeding (29%)

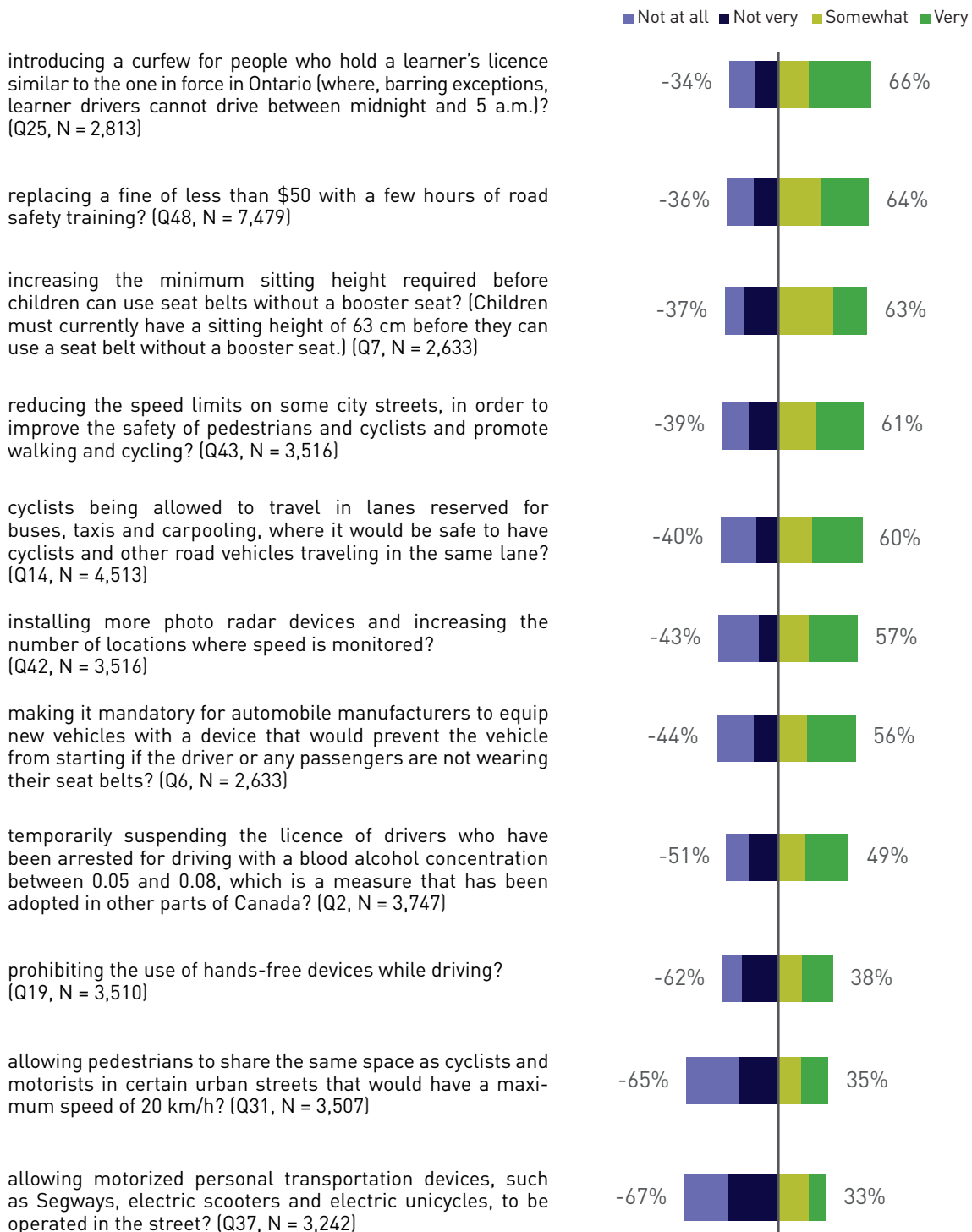
OPINION ON THE IMPLEMENTATION OF CERTAIN MEASURES

WOULD YOU BE VERY, SOMEWHAT, NOT VERY, OR NOT AT ALL IN FAVOUR OF...



OPINION ON THE IMPLEMENTATION OF CERTAIN MEASURES (CONT.)

WOULD YOU BE VERY, SOMEWHAT, NOT VERY, OR NOT AT ALL IN FAVOUR OF...



Note: The percentages shown for each question were calculated excluding results from respondents who did not answer or answered "Do not know" for the question. The negative values (on the left side of the graph) represent the percentage of respondents who were not at all or not very much in favour of a measure and the positive values (on the right side of the graph) represent the percentage of respondents who were somewhat or very much in favour of a measure.

OTHER QUESTIONS

Q46: Should all drivers be required to undergo testing to requalify for their licence when they reach a certain age or after a certain number of years of driving experience? (e.g. at age 55 or after 30 years of experience) (N = 7,479)

Yes, but only a knowledge test	9.5%
Yes, but only a road test	18.5%
Yes, both a knowledge test and a road test	32.5%
No	39.5%

Q47: Should drivers who are considered to be “at-risk” because of their driving record (e.g. they have been involved in several accidents or have committed several offences with demerit points) be required to undergo testing to requalify for their licence? (N = 7,479)

Yes, but only a knowledge test	5.5%
Yes, but only a road test	10.7%
Yes, both a knowledge test and a road test	75.6%
No	8.1%

Q8: Do you know where to go to find the information you need in order to make good choices when it comes to purchasing and installing a child safety seat? (N = 2,633)

Yes	58.8%
No	24.4%
Do not know	16.8%

Q15: Studies carried out by the SAAQ show that just over 50% of cyclists wear a helmet. What can be done to increase that percentage? (N = 4,513)

Continue to raise awareness	49.3%
Make wearing a bicycle helmet mandatory for everyone	41.9%
Other	5.0%
Do not know	3.8%

Q23: Are there not enough, enough or too many places where drivers can take a break safely on the road (rest areas, roadside service areas, “villages-relais”)? (N = 2,712)

Not enough	79.4%
Enough	20.5%
Too many	0.1%

Q35: Given the high level of protection provided by new vehicles, should we continue to allow people to build their own vehicles (hand-crafted vehicles)? (N = 3,242)

Yes	44.7%
No	3.2%
Do not know	19.1%

Q36: Given the complexity of manufacturing techniques and the range of advanced materials used in manufacturing new vehicle models, should recent models that have been severely damaged be prohibited from being rebuilt? (N = 3,242)

Yes	36.2%
No	46.8%
Do not know	17.1%

Q40: In your opinion, has the behaviour of heavy vehicle drivers improved in recent years? (N = 2,744)

Yes	34.8%
No	25.4%
Stayed the same	25.8%
Do not know	14.0%

CONCLUSION



This document is a summary of the suggestions, ideas and comments received over the course of the public consultation on road safety held from January 9 to March 3, 2017.

The writing team, composed of the public consultation's spokespersons and representatives from the SAAQ and the MTMDDET, read through all the documents submitted, consulted the notes taken during the regional consultation sessions, extracted the answers to the multiple-choice questions and read the answers to the open-ended questions from the online questionnaire in order to produce a summary document that represents all of the information gathered as faithfully as possible.

Once the various proposals and ideas submitted have been analyzed, the next step will be to file recommendations with the Minister of Transport, Sustainable Mobility and Transport Electrification. These recommendations will serve as the basis for a bill amending the *Highway Safety Code*.

Furthermore, we know that legislative changes are only part of the solution. That is why the most promising ideas put forth during the consultation are set to be developed into a variety of action plans in the coming years in order to improve the road safety record.

Because in Québec, road safety matters to everyone!

APPENDIX - ONLINE QUESTIONNAIRE

ABOUT YOU

Are you an individual or a group?

- An individual
- A group (organization, association, etc.)

(If “an individual” is selected)

Are you a man or a woman?

- Woman
- Man
- Do not wish to answer

What is your age group?

- Younger than 16
- 16 to 24
- 25 to 34
- 35 to 44
- 45 to 54
- 55 to 64
- 65 to 74
- 75 to 84
- 85 or older
- Do not wish to answer

Which administrative region do you live in?

- Abitibi-Témiscamingue
- Bas-Saint-Laurent
- Capitale-Nationale
- Centre-du-Québec
- Chaudière-Appalaches
- Côte-Nord
- Estrie
- Gaspésie-Îles-de-la-Madeleine
- Lanaudière
- Laurentides
- Laval
- Mauricie
- Montérégie
- Montréal
- Nord-du-Québec
- Outaouais
- Saguenay-Lac-Saint-Jean
- Do not know/Do not wish to answer

- Q1.** What would be the best steps to take in order to stop people from drinking and driving?
- 1.1. Increase the number of police roadblocks
 - 1.2. Introduce an administrative penalty for a blood alcohol concentration between 0.05 and 0.08
 - 1.3. Continue raising awareness about drinking and driving
 - 1.4. Make penalties stiffer for both first-time and repeat offenders
 - 1.5. Make training on drinking and driving mandatory for bartenders and bar owners
 - 1.6. Make it possible for police officers to perform random breathalyzer testing
- Q2.** The blood alcohol limit for drivers is set at 0.08 under the *Criminal Code*. Would you be very, somewhat, not very, or not at all in favour of Québec temporarily suspending the licence of drivers who have been arrested for driving with a blood alcohol concentration between 0.05 and 0.08, which is a measure that has been adopted in the rest of Canada?
- 2.1. Very much in favour
 - 2.2. Somewhat in favour
 - 2.3. Not very much in favour
 - 2.4. Not at all in favour
 - 2.5. Do not know
- Q3.** When it comes to infrastructure development and maintenance and road signs and traffic signals, what would be the best steps to take in order to make our roads safer?
- 3.1. Opt for roundabouts at intersections where they can help reduce the number and severity of accidents
 - 3.2. Continue raising awareness about traffic rules in roundabouts
 - 3.3. Reduce the number of intersections where turning right on a red light is allowed
 - 3.4. Increase the number of traffic calming devices in residential areas (e.g. speed bumps, curb extensions, median islands)
 - 3.5. Maintain roads in good condition
 - 3.6. Improve the design of school zones (e.g. create drop-off zones, build sidewalks, add more road signs and traffic signals)
 - 3.7. Use more orange markers in road work zones
 - 3.8. Publish an online map of areas where road users need to be especially careful
 - 3.9. Provide access in real time to information on road conditions (e.g. reduced visibility due to fog, difficult weather conditions in a particular sector, risk of semi-trailers flipping over in a curve due to high winds, traffic jams)
 - 3.10. Other
- Q4.** It has been shown that roundabouts reduce the number and severity of accidents. Would you be very, somewhat, not very, or not at all in favour of more roundabouts being built in areas where they can help reduce the number of accidents?
- 4.1. Very much in favour
 - 4.2. Somewhat in favour

- 4.3. Not very much in favour
 - 4.4. Not at all in favour
 - 4.5. Do not know
- Q5.** The fine for not wearing a seat belt is currently \$80 to \$100. Would you be very, somewhat, not very, or not at all in favour of gradually increasing this fine for repeat offenders?
- 5.1. Very much in favour
 - 5.2. Somewhat in favour
 - 5.3. Not very much in favour
 - 5.4. Not at all in favour
 - 5.5. Do not know
- Q6.** Would you be very, somewhat, not very, or not at all in favour of obliging automobile manufacturers to equip new vehicles with a device that would prevent the vehicle from starting if the driver or any passengers are not wearing their seat belts?
- 6.1. Very much in favour
 - 6.2. Somewhat in favour
 - 6.3. Not very much in favour
 - 6.4. Not at all in favour
 - 6.5. Do not know
- Q7.** The SAAQ and its partners are concerned about children who start wearing just a seat belt when they should still be using a booster seat as well. Children who are too small to wear just a seat belt can be seriously injured in an accident if they aren't using a booster seat as well. Children must currently have a sitting height of 63 cm before they can use a seat belt without a booster seat. Would you be very, somewhat, not very, or not at all in favour of increasing the minimum sitting height required before children can use seat belts without a booster seat?
- 7.1. Very much in favour
 - 7.2. Somewhat in favour
 - 7.3. Not very much in favour
 - 7.4. Not at all in favour
 - 7.5. Do not know
- Q8.** Do you know where to go to find the information you need in order to make good choices when it comes to purchasing and installing a child safety seat?
- 8.1. Yes
 - 8.2. No
 - 8.3. Do not know
- Q9.** How would you like to receive information about child safety seats?

Q10. How do you go about obtaining information on child safety seats?

- 10.1. Websites
- 10.2. Facebook
- 10.3. Forums
- 10.4. Folders and brochures
- 10.5. Events, shows, fairs
- 10.6. Shops and stores
- 10.7. Health care professionals
- 10.8. Network for the Inspection of Child Safety Seats

Q11. The SAAQ currently requires drivers who have accumulated demerit points to pay a higher insurance contribution when the time comes for them to renew their driver's licence. Would you be very, somewhat, not very, or not at all in favour of the SAAQ reducing the insurance contributions of drivers who have no demerit points on their driving record?

- 11.1. Very much in favour
- 11.2. Somewhat in favour
- 11.3. Not very much in favour
- 11.4. Not at all in favour
- 11.5. Do not know

Q12. What would be the best steps to take in order to make cycling safer?

- 12.1. Develop and diversify the bike network (e.g. bike paths, bike lanes)
- 12.2. Improve the condition and maintenance of both the bike network and the road network, including in winter
- 12.3. Increase the number of traffic calming devices meant to reduce the speed of road vehicles (e.g. speed bumps, curb extensions, median islands)
- 12.4. Reduce road vehicle traffic on residential streets
- 12.5. Relax the regulations that apply to cyclists (e.g. no longer oblige cyclists to ride on the far right side of the road)
- 12.6. Continue to have awareness campaigns about sharing the road
- 12.7. Increase the number of police operations targeting cyclists
- 12.8. Increase the number of police operations targeting drivers
- 12.9. Make bicycle safety training mandatory in elementary schools
- 12.10. Add equipment on heavy vehicles: side guards to prevent cyclists from falling under heavy vehicles, mirrors to reduce blind spots, and cameras to detect any cyclists that may be in a heavy vehicle's blind spots
- 12.11. Make wearing a bicycle helmet mandatory for everyone
- 12.12. Allow cyclists to travel in lanes reserved for buses, taxis and car pooling, where it is safe to do so
- 12.13. Increase the severity of penalties for cyclists who commit an offence
- 12.14. Other

- Q13.** Like drivers, cyclists are currently required to stop at a red light and can only go when the light turns green. Would you be very, somewhat, not very, or not at all in favour of allowing cyclists to also follow pedestrian signals?
- 13.1. Very much in favour
 - 13.2. Somewhat in favour
 - 13.3. Not very much in favour
 - 13.4. Not at all in favour
 - 13.5. Do not know
- Q14.** Would you be very, somewhat, not very, or not at all in favour of cyclists being allowed to travel in lanes reserved for buses, taxis and carpooling, where it would be safe to have cyclists and these other road vehicles travelling in the same lane?
- 14.1. Very much in favour
 - 14.2. Somewhat in favour
 - 14.3. Not very much in favour
 - 14.4. Not at all in favour
 - 14.5. Do not know
- Q15.** Studies carried out by the SAAQ show that just over 50% of cyclists wear a helmet. What can be done to increase that percentage?
- 15.1. Continue to raise awareness
 - 15.2. Make wearing a bicycle helmet mandatory for everyone
 - 15.3. Do not know
- Q16.** Would you be very, somewhat, not very, or not at all in favour of prohibiting cyclists from using cell phones, including to read and write text messages, while riding in the street?
- 16.1. Very much in favour
 - 16.2. Somewhat in favour
 - 16.3. Not very much in favour
 - 16.4. Not at all in favour
 - 16.5. Do not know
- Q17.** Would you be very, somewhat, not very, or not at all in favour of prohibiting pedestrians from using cell phones (including to read and write text messages) in certain circumstances, such as when crossing the street?
- 17.1. Very much in favour
 - 17.2. Somewhat in favour
 - 17.3. Not very much in favour
 - 17.4. Not at all in favour
 - 17.5. Do not know

- Q18.** The fine for using a cell phone while driving is currently \$80 to \$100. Would you be very, somewhat, not very, or not at all in favour of gradually increasing this fine for repeat offenders who drive while holding a cell phone, whether it be to talk on the phone or to read or write text messages?
- 18.1. Very much in favour
 - 18.2. Somewhat in favour
 - 18.3. Not very much in favour
 - 18.4. Not at all in favour
 - 18.5. Do not know
- Q19.** Scientific studies have shown that using a hands-free device (earbuds, Bluetooth kits) while driving is as distracting as using a hand-held device. Would you be very, somewhat, not very, or not at all in favour of prohibiting the use of hands-free devices while driving?
- 19.1. Very much in favour
 - 19.2. Somewhat in favour
 - 19.3. Not very much in favour
 - 19.4. Not at all in favour
 - 19.5. Do not know
- Q20.** What would be the best step to take in order to keep people from driving while impaired by drugs?
- 20.1. Increase the number of police roadblocks
 - 20.2. Increase the penalties for drivers who are pulled over for drug-impaired driving
 - 20.3. Continue raising awareness about drug-impaired driving
- Q21.** Should the recreational use of cannabis eventually be legalized, what would be the best way to limit the impact on the road safety record?
- Q22.** What would be the best steps to take in order to raise awareness regarding the dangers of driver fatigue?
- 22.1. Continue to have awareness campaigns (radio, television, online, posters)
 - 22.2. Inform employers of the importance of fatigue management (e.g. driver scheduling)
 - 22.3. Educate people about healthy lifestyle habits they can adopt to avoid driver fatigue
 - 22.4. Work on developing a test to assess fatigue level
 - 22.5. Continue to promote rest areas, roadside service areas and “villages-relais”
 - 22.6. Remind people that they can use alternative (e.g. taxis) and active (e.g. walking) modes of transportation when they are tired
 - 22.7. Other
- Q23.** Are there not enough, enough or too many places where drivers can take a break safely on the road (rest areas, roadside service areas, “villages-relais”)?
- 23.1. Not enough
 - 23.2. Enough
 - 23.3. Too many

Q24. Median rumble strips (on undivided two-lane roads) can be bothersome for nearby residents because of the noise. Given that they can help prevent serious accidents, would you be very, somewhat, not very, or not at all in favour of having more of them?

- 24.1. Very much in favour
- 24.2. Somewhat in favour
- 24.3. Not very much in favour
- 24.4. Not at all in favour
- 24.5. Do not know

Q25. As a rule, in Ontario people with a learner's licence cannot drive between midnight and 5 a.m. Would you be very, somewhat, not very, or not at all in favour of introducing a similar curfew in Québec for people who hold a learner's licence?

- 25.1. Very much in favour
- 25.2. Somewhat in favour
- 25.3. Not very much in favour
- 25.4. Not at all in favour
- 25.5. Do not know

Q26. As a rule, in Ontario a driver with a learner's licence may only carry a limited number of passengers. Would you be very, somewhat, not very, or not at all in favour of introducing a similar limit in Québec for people who hold a learner's licence?

- 26.1. Very much in favour
- 26.2. Somewhat in favour
- 26.3. Not very much in favour
- 26.4. Not at all in favour
- 26.5. Do not know

Q27. What would be the best steps to take with motorcyclists in order to improve motorcycle safety?

- 27.1. Set a minimum age or a minimum number of years of experience for driving high-risk motorcycles or superbikes
- 27.2. Make additional training mandatory for driving high-risk motorcycles or superbikes
- 27.3. Impose a curfew on motorcyclists with a learner's licence (Class 6A)
- 27.4. Encourage motorcyclists to wear brightly coloured patches or clothing, or clothing with reflective strips
- 27.5. Make it mandatory to wear protective clothing designed for motorcyclists (e.g. jackets made of leather or anti-abrasive material)
- 27.6. Require motorcyclists to requalify for their licence when they reach a certain age or after a certain number of years of riding experience
- 27.7. Install road signs and traffic signals in road work zones that provide information on the condition of the roadway (e.g. repairs made in order to seal cracks, presence of steel plates)

- 27.8. Install guardrails adapted for motorcyclists along the most dangerous sections of roads
 - 27.9. Continue to have awareness campaigns about sharing the road
 - 27.10. Increase the number of police operations that target modified motorcycles (e.g. motorcycles without reflectors or whose lights have been replaced with non-compliant equipment)
 - 27.11. Encourage motorcyclists to take part in a "motorcycle season launch" with clinics that aim to refresh their riding skills early in the season
 - 27.12. Other
- Q28.** Would you be very, somewhat, not very, or not at all in favour of organizing a "motorcycle season launch" in various cities that would consist of spring clinics to allow motorcyclists to refresh their riding skills early in the season (e.g. awareness-raising activities, closed-track training sessions)?
- 28.1. Very much in favour
 - 28.2. Somewhat in favour
 - 28.3. Not very much in favour
 - 28.4. Not at all in favour
 - 28.5. Do not know
- Q29.** If you are a motorcyclist, what would encourage you to take part in a clinic to launch the motorcycle season that would include, for example, practical training on a closed track, awareness-raising activities and the presence of partners?
- Q30.** What would be the best steps to take in order to improve the safety of pedestrians?
- 30.1. Increase the amount of time given to cross at intersections managed by traffic lights
 - 30.2. Build more sidewalks or pedestrian trails
 - 30.3. Improve the condition and maintenance of sidewalks, including in winter
 - 30.4. In urban areas, allow pedestrians to share the same space as cyclists and motorists in certain streets by limiting the maximum speed in those streets to 20 km/h
 - 30.5. Ensure access to the road network and pedestrian network for people with reduced mobility
 - 30.6. Improve the management of pedestrian traffic during road work
 - 30.7. Increase the number of traffic calming devices meant to reduce the speed of road vehicles (e.g. speed bumps, curb extensions, median islands)
 - 30.8. Reduce traffic in residential streets
 - 30.9. Reduce the number of intersections where turning right on a red light is allowed
 - 30.10. Review existing rules in order to give greater priority to pedestrians in certain locations
 - 30.11. Continue to have awareness campaigns about sharing the road
 - 30.12. Increase the number of police operations that target pedestrians
 - 30.13. Increase the number of police operations that target drivers

- 30.14. Add equipment on heavy vehicles: side guards to prevent pedestrians from falling under heavy vehicles, mirrors to reduce blind spots, and cameras to detect any pedestrians that may be in a heavy vehicle's blind spots
- 30.15. Other
- Q31.** Would you be very, somewhat, not very, or not at all in favour of allowing pedestrians to share the same space as cyclists and motorists in certain urban streets that would have a maximum speed of 20 km/h?
 - 31.1. Very much in favour
 - 31.2. Somewhat in favour
 - 31.3. Not very much in favour
 - 31.4. Not at all in favour
 - 31.5. Do not know
- Q32.** What can be done to make more drivers yield the right of way to pedestrians?
- Q33.** In addition to the medical examinations that the SAAQ can already require drivers to undergo, the SAAQ asks drivers to report, within 30 days, any changes in their health that may affect their ability to drive. Would you be very, somewhat, not very, or not at all in favour of the SAAQ introducing tougher measures for those who fail to do so?
 - 33.1. Very much in favour
 - 33.2. Somewhat in favour
 - 33.3. Not very much in favour
 - 33.4. Not at all in favour
 - 33.5. Do not know
- Q34.** In order to make it easier to identify drivers whose medical condition makes them "at-risk", would you be very, somewhat, not very, or not at all in favour of the SAAQ making it mandatory for all drivers to report their state of health each year when they pay for the renewal of their driver's licence?
 - 34.1. Very much in favour
 - 34.2. Somewhat in favour
 - 34.3. Not very much in favour
 - 34.4. Not at all in favour
 - 34.5. Do not know
- Q35.** Given the high level of protection provided by new vehicles, should we continue to allow people to build their own vehicles (hand-crafted vehicles)?
 - 35.1. Yes
 - 35.2. No
 - 35.3. Do not know

- Q36.** Given the complexity of manufacturing techniques and the range of advanced materials used in manufacturing new vehicle models, should recent models that have been severely damaged be prohibited from being rebuilt?
- 36.1. Yes
 - 36.2. No
 - 36.3. Do not know
- Q37.** Would you be very, somewhat, not very, or not at all in favour of allowing motorized personal transportation devices, such as Segways, electric scooters and electric unicycles, to be operated in the street?
- 37.1. Very much in favour
 - 37.2. Somewhat in favour
 - 37.3. Not very much in favour
 - 37.4. Not at all in favour
 - 37.5. Do not know
- Q38.** Self-driving vehicles may have great potential for improving road safety. What should we do to prepare for the arrival of such vehicles in Québec?
- Q39.** What would be the best steps to take in order to reduce the number of accidents involving heavy vehicles?
- 39.1. Continue to raise awareness among heavy vehicle owners, operators and drivers
 - 39.2. Continue to raise awareness among pedestrians, cyclists and drivers regarding sharing the road with heavy vehicles and the risks associated with being close to heavy vehicles (e.g. blind spots)
 - 39.3. Carry out more carrier enforcement operations
 - 39.4. Add side guards on heavy vehicles to prevent pedestrians, cyclists and motorcyclists from falling under heavy vehicles
 - 39.5. Add cameras on heavy vehicles to detect any pedestrians, cyclists or motorcyclists that may be in a heavy vehicle's blind spots
 - 39.6. Make the heavy vehicle driving course mandatory
 - 39.7. Prohibit the operation of heavy vehicles in urban areas during rush hour
- Q40.** In your opinion, has the behaviour of heavy vehicle drivers improved in recent years?
- 40.1. Yes
 - 40.2. No
 - 40.3. Stayed the same
 - 40.4. Do not know
- Q41.** In your opinion, what would be the most effective strategies for countering speeding and its consequences?
- 41.1. Increase the number of police operations
 - 41.2. Increase the number of locations where speed is monitored by mobile or stationary photo radar installations

- 41.3. Increase the number of educational radar speed display signs (devices that measure the speed of oncoming vehicles and let drivers know how fast they are actually driving)
- 41.4. Introduce stiffer fines and penalties for speeding
- 41.5. Lower the speed limit on certain streets in urban areas
- 41.6. Increase the use of variable speed limit signs that post a maximum speed that takes into account road and weather conditions
- 41.7. Increase the number of traffic calming devices (e.g. speed bumps, curb extensions, median islands)
- 41.8. Continue to have awareness campaigns about speeding
- 41.9. Promote the use of intelligent speed adaptation systems in vehicles—such systems inform drivers when they go over the speed limit and can even automatically slow down the vehicle
- 41.10. Promote the use of in-vehicle data recorders and adjust private insurance premiums based on speed
- 41.11. Have manufacturers limit the top speed of vehicles
- 41.12. Other

Q42. Speed can currently be monitored in over 150 locations using photo radar devices. There has been a significant drop in the number of accidents in those locations. Would you be very, somewhat, not very, or not at all in favour of increasing the number of photo radar devices in use and the number of locations where speed is monitored?

- 42.1. Very much in favour
- 42.2. Somewhat in favour
- 42.3. Not very much in favour
- 42.4. Not at all in favour
- 42.5. Do not know

Q43. In order to improve the safety of pedestrians and cyclists and promote walking and cycling, would you be very, somewhat, not very, or not at all in favour of reducing the speed limits on some city streets?

- 43.1. Very much in favour
- 43.2. Somewhat in favour
- 43.3. Not very much in favour
- 43.4. Not at all in favour
- 43.5. Do not know

Q44. How concerned are you about each of the following road safety topics on a scale of 1 to 10, where 1 means you are not at all concerned and 10 means you are very concerned:

Q45. Where should we focus our efforts?

- 45.1. Drinking and driving
- 45.2. Infrastructure development
- 45.3. Seat belts and child safety seats

- 45.4. Insurance contributions
- 45.5. Cyclists
- 45.6. Distraction/cell phones/texting
- 45.7. Drugs and driving
- 45.8. Infrastructure maintenance
- 45.9. Driver fatigue
- 45.10. Young drivers and road safety education
- 45.11. Motorcyclists
- 45.12. Pedestrians
- 45.13. Health of drivers
- 45.14. Vehicle safety
- 45.15. Road signs and traffic signals
- 45.16. Heavy vehicles
- 45.17. Speeding
- 45.18. Other

Q46. Should all drivers be required to undergo testing to requalify for their licence when they reach a certain age or after a certain number of years of driving experience? (e.g. at age 55 or after 30 years of experience)

- 46.1. Yes, but only a knowledge test
- 46.2. Yes, but only a road test
- 46.3. Yes, both a knowledge test and a road test
- 46.4. No

Q47. Should drivers who are considered to be “at-risk” because of their driving record (e.g. they have been involved in several accidents or have committed several offences with demerit points) be required to undergo testing to requalify for their licence?

- 47.1. Yes, but only a knowledge test
- 47.2. Yes, but only a road test
- 47.3. Yes, both a knowledge test and a road test
- 47.4. No

Q48. Would you be very, somewhat, not very, or not at all in favour of having the option of replacing a fine of less than \$50 with a few hours of road safety training?

- 48.1. Very much in favour
- 48.2. Somewhat in favour
- 48.3. Not very much in favour
- 48.4. Not at all in favour
- 48.5. Do not know

Q49. Which of the following modes of transportation do you use regularly?

- 49.1. Car
- 49.2. Walking
- 49.3. Motorcycle
- 49.4. Public transit
- 49.5. Bicycle
- 49.6. Other

