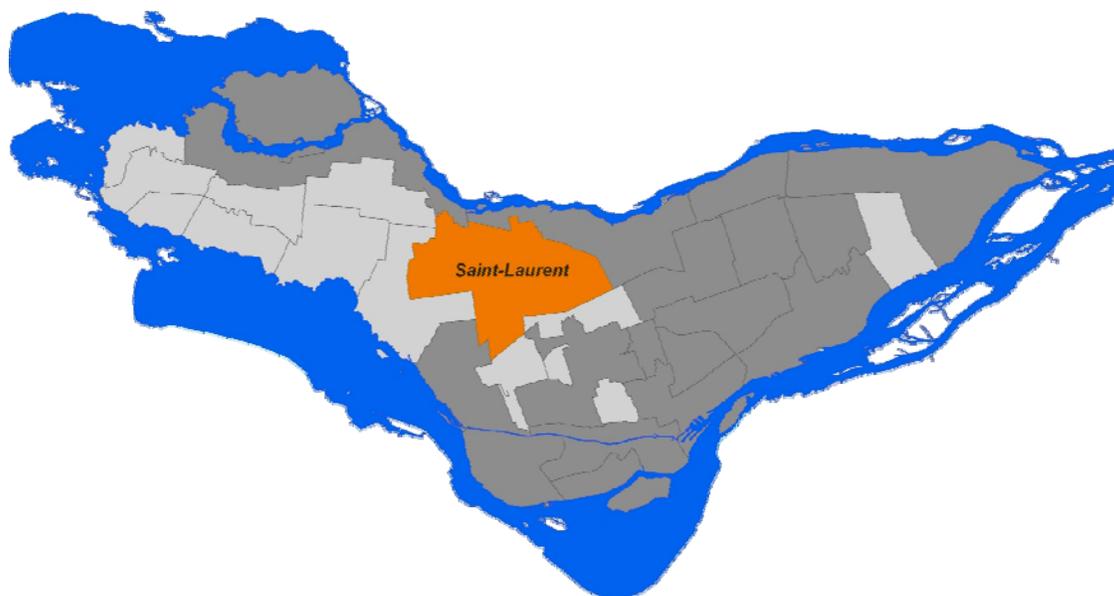


ATC's Road Safety Engineering Award

Nomination Form
Submitted on March 18, 2014
By the Borough of Saint-Laurent

Road safety in Saint-Laurent: putting citizens first!



Road safety in Saint-Laurent: putting citizens first!

Background

For a number of years now, the Borough of Saint-Laurent has aimed at becoming families' choice location for their home environment. This objective is reflected in its Family Policy, its Local Transportation Plan, and its Local Sustainable Development Plan for 2011-2015. The actions it has taken over the past few years have proven successful, and consequently, in Statistics Canada's 2011 census, Saint-Laurent was named a leader in Montréal's demographic growth, with a rate of 10.6%, compared to 1.8% for the City as a whole.

Saint-Laurent therefore has many young families on its territory, with 14-year-olds and under even representing 18% of its population. In addition, with its central geographic location, Saint-Laurent is subject to considerable traffic (the population and the 100,000 or so workers on its territory daily generate 400,000 trips, connecting with Saint-Laurent, all means of transportation combined—including 80,000 during morning rush hours, coming from the island. Its 43-kilometre territory boasts a major industrial sector.

More precisely, the Borough consists of nearly 380 km of roads to maintain, including a number of major arteries of the City of Montreal (autoroutes 13, 15, 40). In addition to regular maintenance of the public roadways in winter, its snow clearance crews carry out an average of six big snow loading operations per year, representing a challenge to the safety of both pedestrians and motorists alike. Furthermore, there are some almost non-stop operations, such as spreading abrasives. Some vehicles—salt spreaders for example—may be used more than 2,000 hours during the season.

Added to all this, over the past few winter seasons, there was a lot of ice, increasing the risk of pedestrians falling. Installing lateral protection (side guards) is therefore intended as a very efficient, effective precaution that has the advantage of being economical as well.

And lastly, Saint-Laurent's Administration must ensure that the public roadways are shared equally and safely.

The resolution

Recognizing that the Borough's municipal administration plays a key role in ensuring the safety of its residents, Saint-Laurent Borough Council passed a resolution on May 1, 2012 calling for all eligible new heavy vehicles in the Borough's fleet to be equipped with lateral protection (side guards). (see appendix Borough of Saint-Laurent Council Resolution)

Saint-Laurent thus becomes the first borough in Montréal to outfit its fleet with this safety device, which helps to protect pedestrians and cyclists from falling underneath the body of vehicles so equipped.

The Borough's resolution falls within the framework of the Jessica Campaign, an initiative started by the family of Jessica Holman-Price, a young Montréal woman who died following an accident involving a snow removal truck in Westmount in 2005. In her memory, the young woman's family launched the campaign, aimed at improving road safety, among other objectives.

Touched by the call to action issued by Jessica's family and the other accidents that occurred since then, Saint-Laurent Borough Council asked its Engineering, building and street lighting department, back in 2010, to look into improving the safety of the Borough's fleet of heavy trucks.

The device

Following the example of the cities of Westmount and Dorval, the Borough of Saint-Laurent decided, in 2010, to conduct a trial by equipping four Isuzu flatbed trucks with side guards designed to comply with European standards, and specifically EU Council directive EUR-Lex 31989L0297.

The device, constructed of steel or aluminum frames, is designed to cover the space between the vehicle's axles where tanks and other equipment are located. The department also had the original idea of installing storage containers to cover up the open space between wheels on certain trucks; these containers may also be used to carry equipment.

The results

It should be pointed out that this initiative was very well received by the Roads division and, in particular, by heavy vehicle operators, which are subject to substantial stress during snow clearance operations, due to pedestrians circulating around the equipment. As a result, a snow clearance contractor providing its services to the Borough for over 30 years has equipped its new truck with side guards.

The striking yellow color of the side guards makes motorists much more aware of their blind spots and their driving. The color also has the same effect on pedestrians and cyclists, who then keep their distance from the truck. If they collide with the truck, they can at least bounce back from it and not be sucked under the truck. The side guards definitely have an impact on road safety benefits, by diminishing collision frequency or the severity of the collision. In Saint-Laurent, there have never been any collisions, and the Borough is aiming at maintaining the same zero rate forever.

Saint-Laurent has 33 vehicles used for various purposes and which can be equipped with lateral protection devices. Since the resolution in 2012, 25 vehicles—several of them used for snow clearing operations—are now equipped with side guards, and before the end of 2015, the remaining ones will be as well. The cost of installing side guards may total between \$1,500 and \$3,000 per vehicle, depending on the device (side guards and storage container) and the size of the truck; therefore, the cost of such devices will be lower for smaller trucks.

The installation of side guards has been included in Saint-Laurent's vehicle replacement budget. Saint-Laurent now also includes lateral protection specifications in its purchase orders for heavy vehicles.

It should be noted, in closing, that the Borough's acquisition of vehicles is undertaken in accordance with Saint-Laurent's 2011-2015 Local Sustainable Development Plan.

A national campaign

Through its participation in the Jessica Campaign, Saint-Laurent aims to lead by example in order to prompt other municipalities as well as various private and public partners to take concrete action.

On May 8, 2012, Saint-Laurent held a news conference at the Borough's Municipal Shops, to present the modifications made to its fleet and to announce its participation in the Jessica Campaign and the launching of a national awareness campaign targeted at municipal, provincial and federal entities as well as at associations involved in transportation and road safety. Jessica's mother, Mrs. Holman-Price, attended the press conference and paid an emotional tribute to her daughter, while praising Saint-Laurent's initiative.

Since that day, all representatives have received a letter from Saint-Laurent Mayor Alan DeSousa, including the Borough resolution and a fact sheet (see appendix Fact Sheet).

In addition, the City of Montréal has adopted a resolution asking federal and provincial governments to legislate and enforce new measures for municipalities to improve the safety of heavy trucks within the next 5 years.

Saint-Laurent has also responded to numerous requests from Canadian and American parties who are seeking ways to follow in its footsteps: Boston, the province of Manitoba, Pierrefonds-Roxboro, Town of Mount-Royal, the boroughs of Ahuntsic-Cartierville and Sud-Ouest, and the Coroner of the province of Québec.

Saint-Laurent employees have met with all the truck drivers of Transvrac and have made them aware of the benefits of the side guards. They also gave a presentation in this regard back in 2012 at the American Public Works Association (APWA).

Moreover, in 2012, the project was an award nominee within the Association québécoise du transport et des routes.

Reproducibility of the project

The project may be reproduced in all communities that are concerned about the safety of their population. The cost for equipping each heavy vehicle is very little for the purchase of both frames and storage containers. It is a reasonable expense, considering its objective, which is to prevent the reoccurrence of a catastrophe such as the death of young Jessica Holman-Price. It might even be conceivable for the entire City with the backing of the central services to obtain an economy of scale. (see appendix Ville de Montreal Resolution)

Besides, the equipment used requires no maintenance and is made of durable material. And lastly, with the example in the Borough of Saint-Laurent (and potentially of the Ville de Montréal), entrepreneurs hired by the Borough to carry out snow clearance operations as well as trucking firms could also take the same initiative.

Conclusion

At the moment, it is difficult to assess local, safety-related impacts of Saint-Laurent's participation in the Jessica Campaign. The project is in its second year and its objectives are long-term. It will therefore be necessary to wait a few years before conducting a more in-depth analysis of the impacts.

The Borough nevertheless wishes to emphasize the added value that the project has already achieved—to showcase the innovativeness of its teams, who have always been encouraged by the Administration to demonstrate originality in seeking solutions, and ever since, numerous pilot projects have been created in various divisions.

Extrait authentique du procès-verbal d'une séance du conseil d'arrondissement

Séance générale du mardi 1er mai 2012

Résolution: CA12 08 0334

Soumis sommaire décisionnel numéro 1120958015 relatif à la protection latérale de chaque nouveau véhicule admissible de la flotte de Saint-Laurent en appui à la Campagne Jessica.

ATTENDU qu'en 2005, une jeune Montréalaise, Jessica Holman-Price, est décédée à Westmount après avoir été écrasée par les roues d'un camion de déneigement;

ATTENDU qu'à sa mémoire, la famille de la jeune fille a lancé la Campagne Jessica dont l'un des objectifs est d'accroître la sécurité par l'installation, entre autres, de dispositifs de protection latérale sur les véhicules lourds;

ATTENDU que la Division de la mécanique, des bâtiments et de l'éclairage des rues de la Direction des travaux publics de l'arrondissement de Saint-Laurent a vu à améliorer la sécurité de la flotte de camions lourds de l'arrondissement;

ATTENDU qu'à l'instar des municipalités de Westmount et de Dorval, l'arrondissement de Saint-Laurent a choisi, en 2010, de faire un essai sur quatre camions plate-forme Isuzu en les dotant de protections latérales conçues selon les normes européennes, lequel s'est avéré fructueux;

ATTENDU que Saint-Laurent est le premier arrondissement montréalais qui s'engage à équiper systématiquement ses nouveaux véhicules admissibles de protections latérales (coffres ou cadres);

ATTENDU qu'aujourd'hui, douze véhicules, dont plusieurs dédiés au déneigement, en sont dotés et que neuf autres véhicules en seront également dotés d'ici 2013;

Proposé par le maire Alan DeSousa;

Appuyé par le conseiller Maurice Cohen, il est

RÉSOLU À L'UNANIMITÉ :

- 1.- De doter de protections latérales chaque nouveau véhicule admissible de la flotte de Saint-Laurent en appui à la Campagne Jessica.
- 2.- D'inviter les conseils d'arrondissements de la Ville de Montréal ainsi que les conseils des Villes liées de l'agglomération de Montréal à adopter une résolution similaire.



Extrait authentique du procès-verbal d'une séance du conseil d'arrondissement

Séance générale du mardi 1er mai 2012

Résolution: CA12 08 0334

- 3.- De recommander à la Ville de Montréal de poursuivre les études en cours et de poursuivre sa participation au groupe de travail sur les problématiques de visibilité des conducteurs de véhicules lourds mis sur pied par le ministère des Transports du Québec avec la participation de la Ville de Montréal et de la Société de l'assurance automobile du Québec et de se positionner quant à une action commune et concertée à l'égard de l'amélioration de la sécurité des piétons, cyclistes et motocyclistes par rapport aux camions lourds.
- 4.- D'inviter le gouvernement du Québec et la Société de l'assurance automobile du Québec (SAAQ), à se pencher sur ce dispositif qui vise à accroître la sécurité routière sur son territoire.
- 5.- D'inviter le Ministère des Transports du Québec et le Ministère de la Sécurité publique et responsable de la flotte de véhicules du gouvernement du Québec à analyser la situation et à poser des actions concrètes au niveau législatif pour accroître la sécurité routière.
- 6.- D'inviter le gouvernement fédéral et Transport Canada à analyser cette résolution dans le cadre de la réglementation du camionnage, notamment en ce qui concerne les normes de sécurité concernant la fabrication des nouveaux véhicules;
- 7.- D'inviter la Fédération canadienne des municipalités à soumettre cette résolution à ses membres lors de son prochain congrès annuel et à faire les représentations nécessaires auprès des instances gouvernementales concernées.
- 8.- D'inviter l'Union des municipalités du Québec à déposer ce projet à l'occasion de ses prochaines assises annuelles et à faire les représentations nécessaires auprès des instances gouvernementales concernées.
- 9.- D'inviter la Fédération québécoise des municipalités à déposer ce projet à l'occasion de son prochain congrès annuel et à faire les représentations nécessaires auprès des instances gouvernementales concernées.
- 10.- D'inviter les associations suivantes à sensibiliser leurs membres à ce projet : l'Association du transport du Canada (ATC), l'Association québécoise du transport et des routes (AQT), l'Association du camionnage du Québec, l'Association des professionnels à l'outillage municipal (APOM), le Comité technique de camionnage du Québec (CTCQ), l'Association des travaux publics d'Amérique (ATPA).

ADOPTÉ.

EXTRAIT CERTIFIÉ CONFORME

Secrétaire

Signée électroniquement le 10 mai 2012

Extrait authentique du procès-verbal d'une assemblée du conseil municipal

Assemblée ordinaire du lundi 17 juin 2013
Séance tenue le 18 juin 2013

Résolution: CM13 0629

Motion d'un conseiller indépendant en vue d'améliorer la protection des cyclistes et des piétons

Avant sa présentation, le conseiller Réal Ménard dépose une version amendée de l'article 65.13 élaborée conjointement avec le conseiller Alan DeSousa dont le texte se lit comme suit :

Attendu qu'en 2005, une jeune Montréalaise, Jessica Holman-Price, est décédée à Westmount à la suite d'un accident impliquant un camion de déneigement;

Attendu qu'à sa mémoire, la famille de la jeune fille a lancé la Campagne Jessica, dont l'un des objectifs est d'accroître la sécurité routière par l'installation, entre autres, de dispositifs de protection latérale sur les véhicules lourds;

Attendu que le conseil d'arrondissement de Saint-Laurent a adopté le 1^{er} mai 2012 la résolution numéro CA12 080334 visant à doter de protections latérales chaque véhicule admissible de la flotte de Saint-Laurent et à effectuer une campagne de sensibilisation à l'échelle nationale auprès des instances municipales, provinciales et fédérales et des associations concernées par le transport et la sécurité routière;

Attendu que le conseil d'arrondissement de Saint-Laurent a adopté, le 5 juin 2012, la résolution CA12 080493 demandant à la Fédération canadienne des municipalités (FCM) de faire des représentations auprès de Transports Canada et du gouvernement du Canada afin d'apporter des modifications à la Loi sur la sécurité automobile et de légiférer afin d'exiger que les véhicules lourds commerciaux et de propriété publique et les remorques achetés, vendus et circulant sur le territoire canadien soient équipés de dispositifs de protection latérales;

Attendu que la Fédération canadienne des municipalités (FCM) a adopté en 2009 la résolution MIT08.3.07 pour faire suite à la proposition de la Ville de St. John's, à Terre-Neuve, et par la suite, a exhorté le ministre des Transports, de l'Infrastructure et des Collectivités du Canada à appliquer la norme européenne pour les systèmes de protection latérale sur les véhicules lourds;

Attendu que le ministre des Transports, de l'Infrastructure et des Collectivités du Canada a confirmé, en 2009, en réponse à la FCM, sa demande au conseil national de recherches Canada d'évaluer la possibilité d'exiger des protections latérales sur les véhicules lourds et les remorques circulant en milieu urbains au Canada;

Attendu qu'une étude, menée depuis 2009 par l'Association des transports du Canada en collaboration avec Transports Canada, a identifié des mesures visant à améliorer la sécurité des véhicules lourds commerciaux et celle des usagers vulnérables de la route, notamment :

- Les systèmes de protection latérale;
- L'amélioration des dispositifs lumineux sur le côté des remorques des véhicules lourds;
- Les systèmes de détection de piétons;
- L'amélioration de la configuration des miroirs du conducteur;
- L'amélioration de la conception de la cabine du conducteur;
- L'amélioration de la géométrie aux intersections;
- Les campagnes de sensibilisation;

Attendu que plusieurs citoyens canadiens sont décédés depuis 2009 dans des accidents impliquant des véhicules lourds;

Attendu que depuis le début de l'année 2013, au moins cinq accidents impliquant des véhicules lourds et des piétons ou des cyclistes sont survenus sur le territoire québécois;

Attendu les accidents mortels survenus le 22 janvier 2013 dans l'arrondissement de Saint-Léonard et le 3 avril 2013 dans l'arrondissement de Ville-Marie;

Attendu l'accident impliquant une cycliste survenu le 28 mai 2013 dans l'arrondissement de Rosemont–La Petite-Patrie;

Il est proposé par M. Alan DeSousa

appuyé par M. Réal Ménard

- 1- de demander aux gouvernements du Canada et du Québec de légiférer pour améliorer la sécurité des véhicules lourds en rendant obligatoire l'installation de systèmes de protection latérale et autres moyens identifiés par l'étude réalisée par l'Association des transports du Canada en 2009;
- 2- de demander aux arrondissements et aux services centraux de la Ville de Montréal de mettre en vigueur lesdites mesures d'ici 5 ans.

Le président du conseil juge cet amendement recevable et convient que ce texte remplace le précédent.

Un débat s'engage sur l'article 65.13, tel qu'amendé.

Le président du conseil met aux voix l'article 65.13, tel qu'amendé et le déclare adopté à l'unanimité, et il est

RÉSOLU

en conséquence.

65.13
/cb

Jane COWELL-POITRAS

Mairesse suppléante

(certifié conforme)

Yves SAINDON

Greffier de la Ville

Yves SAINDON
Greffier de la Ville

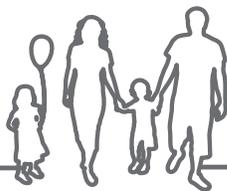
Signée électroniquement le 28 juin 2013

COPIE CERTIFIÉE



GREFFIER DE LA VILLE

Road safety in Saint-Laurent: putting citizens first!



Background

For the last several years, Saint-Laurent has aimed to become a destination of choice for families. As a result of actions taken, the borough is now home to many young families; indeed, children aged 14 and under account for 18% of the borough's population.

Recognizing that the borough's municipal administration plays a key role in ensuring the safety of its residents, Saint-Laurent Borough Council passed a resolution on May 1, 2012 calling for all eligible new heavy vehicles in the borough's fleet to be equipped with lateral protection (side guards).

Saint-Laurent thus becomes the first borough in Montréal to outfit its fleet with this safety device, which helps to protect pedestrians and cyclists from falling underneath the body of vehicles so equipped.

The borough's resolution falls within the framework of the **Jessica Campaign**, an initiative started by the family of Jessica Holman-Price, a young Montréal woman who died following an accident involving a snow-removal truck in Westmount in 2005. In her memory, the young woman's family launched the campaign, one of whose goals is to improve road safety.

The project

Touched by the call to action issued by Jessica's family, Saint-Laurent Borough Council asked its Division de la mécanique, des bâtiments et de l'éclairage des rues (engineering, building and street-lighting department) to look into improving the safety of the borough's fleet of heavy trucks.

Following the example of the cities of Westmount and Dorval, the Borough of Saint-Laurent decided in 2010 to conduct a trial by equipping four Isuzu flatbed trucks with side guards designed to comply with European standards, specifically EU Council directive EUR-Lex 31989L0297. The device, constructed of steel or aluminum frames, is designed to cover the space between the vehicle's axles where tanks and other equipment are located. The department also had the original idea of installing storage containers to cover up the open space between wheels on certain trucks; these containers can also be used to carry equipment.

Objectives

Saint-Laurent has 33 vehicles that can be equipped with lateral protection devices, and these vehicles will be so equipped between now and 2015. Twelve vehicles, several of them used for snow-clearing operations, are already equipped with side guards. The borough estimates that it would cost 50 percent less to have side guards incorporated into the design of the vehicles and installed before delivery rather than added as an after-market option.

The addition of side guards has been included in Saint-Laurent's vehicle-replacement budget. The cost of installing side guards, which may reach \$3000 per vehicle, depends on the size of the truck; as such, the cost of the devices will be lower for smaller trucks. Saint-Laurent now also includes lateral-protection specifications in its purchase orders for heavy vehicles.

Installed side guards

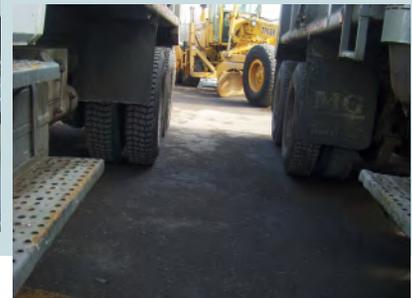
Year	2010	2011	Total
Number of vehicles equipped with side guards	8	4	12

Side guards to come

Year	2012	2013-15	Total
Number of vehicles expected to be equipped with side guards	4	17	21

Grand total **33**

Types of borough vehicles not equipped with side guards



Types of borough vehicles equipped with side guards



Isuzu 2712 vehicle – Parks department



Side guard



Isuzu 2715 vehicle – Sewer department



Isuzu 2929 vehicle – Sewer department



Side guard



Service truck 2404 – Engineering department



Cherry picker truck 4209 – Hydro power department



**Freightliner salt-spreader vehicle
5109-11 – Roads department**



**Side guard on left side
of vehicle**



**Side guard on right side
of vehicle**

Leading by example: taking concrete action

Through its participation in the Jessica Campaign, Saint-Laurent aims to lead by example in order to incite other municipalities and various private and public partners to take concrete action. In May 2012, the borough will launch a national awareness campaign targeted at municipal, provincial and federal entities and at associations involved in transportation and road safety.

It should be noted, in closing, that the borough's acquisition of vehicles is undertaken in accordance with Saint-Laurent's 2011-2015 Local Sustainable Development Plan, which aims to reduce greenhouse gas emissions by favouring the use of energy-efficient vehicles (hybrids, electric vehicles and vehicles with smaller engines).

Contact:

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Council of SAINT-LAURENT



Alan DeSousa, FCA
*Mayor of Saint-Laurent
and Vice-Chair of the Ville
de Montréal Executive Committee*



Francesco Miele
*City Councillor,
Côte-de-Liesse District*



Aref Salem
*City Councillor and
Associate Councillor,
Norman-McLaren District*



Maurice Cohen
*Borough Councillor,
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Michèle D. Biron
*Borough Councillor,
Norman-McLaren District*

