



Part 2

LAWS AND REGULATIONS

18 June 2024 / Volume 156

Summary

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Regulations and other Acts

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Part 2 – LAWS AND REGULATIONS

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Part 2 shall contain:

- (1) Acts assented to;
- (2) proclamations and Orders in Council for the coming into force of Acts;
- (3) regulations and other statutory instruments whose publication in the *Gazette officielle du Québec* is required by law or by the Government;
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Regulations and other Acts

M.O., 2024

Order 2024-14 of the Minister of Transport and Sustainable Mobility dated 14 June 2024

Highway Safety Code
(chapter C-24.2)

Pilot project for traffic on public highways comprising a roadway with a two-way centre lane

THE MINISTER OF TRANSPORT AND SUSTAINABLE MOBILITY,

CONSIDERING the second paragraph of section 633.1 of the Highway Safety Code (chapter C-24.2), which provides that the Minister may, after consultation with the Société de l'assurance automobile du Québec, by order, authorize the implementation of pilot projects to study, test or innovate in respect of any matter relevant to the Code; that, for the purposes of road safety, the Minister may in particular develop new rules on traffic or vehicle use; that the Minister shall set the rules and conditions for the implementation of a pilot project; that the Minister may also, as part of a pilot project, authorize any person or body to use a vehicle in compliance with the standards and rules prescribed by the Minister; and that the provisions of a pilot project prevail over any inconsistent provision of this Code and its regulations;

CONSIDERING the fourth paragraph of that section, amended by section 80 of the Act to amend mainly the Highway Safety Code to introduce provisions relating to detection systems and other highway safety-related provisions (2024, chapter 10), which provides in particular that pilot projects are conducted for a period of up to three years; and that the Minister may also determine the provisions of an order made under that section the violation of which is an offence and determine the minimum and maximum amounts for which the offender is liable, which may not be less than \$100 or more than \$3,000;

CONSIDERING the fifth paragraph of that section, which provides that the publication requirement set out in section 8 of the Regulations Act (chapter R-18.1) does not apply to an order made under this section 633.1 of the Code; and that an order under the second or third paragraph of that section is published in the *Gazette officielle du Québec*;

CONSIDERING that the Société de l'assurance automobile du Québec has been consulted about the implementation of the Pilot project for traffic on public highways comprising a roadway with a two-way centre lane;

CONSIDERING that it is expedient to enact the pilot project;

ORDERS AS FOLLOWS:

The Pilot project for traffic on public highways comprising a roadway with a two-way centre lane, attached to this Order, is hereby enacted.

Québec, 14 June 2024

GENEVIÈVE GUILBAULT

Minister of Transport and Sustainable Mobility

CHAPTER I IMPLEMENTATION OF THE PILOT PROJECT

1. The implementation of the Pilot project for traffic on public highways comprising a roadway with a two-way centre lane is hereby authorized in order to

(1) experimentally test the traffic rules and road signs that apply on such roadways and that promote prudence and the safety of all road users;

(2) gather information on the experimental testing to assess how various road users cohabit on such roadways.

2. This pilot project supplements the rules of the Highway Safety Code (chapter C-24.2) governing road signs and road user traffic on public highways referred to in Schedule I that comprise a roadway with a two-way centre lane.

3. The person responsible for the maintenance of a public highway may only implement this pilot project if

(1) the roadway comprising a two-way centre lane begins and ends at least 30 m from an intersection;

(2) the roadway comprising a two-way centre lane does not cross an intersection requiring stop signs on the public highway with the two-way centre lane.

CHAPTER II GENERAL

4. Within the meaning of this pilot project,

“centre lane” means a lane reserved for the use of road vehicles travelling in both directions, subject to use of that lane by vulnerable users as provided for in this pilot project; (*voie centrale*)

“cyclist” means any person riding a bicycle, a scooter, except a motorized scooter, or an adult’s tricycle; (*cycliste*)

“multifunctional lane” means a lane reserved for the use of vulnerable users, except pedestrians when a sidewalk borders the roadway with a two-way centre lane, subject to the use of that lane by road vehicles provided for in this pilot project; (*voie multifonctionnelle*)

“road vehicle” means a road vehicle within the meaning of the Highway Safety Code (chapter C-24.2), except a motorized mobility aid within the meaning of the Order respecting motorized mobility aids (chapter C-24.2, r. 1.01); (*véhicule routier*)

“roadway with a two-way centre lane” means the roadway of a public highway referred to in Schedule I that is divided into three traffic lanes, namely one centre lane and two multifunctional lanes, one on each side of the centre lane; (*chaussée à voie centrale bidirectionnelle*)

“vulnerable user” means any user who is more vulnerable than the occupant of a road vehicle, and in particular a mobility impaired person, a person who, as part of the person’s duties, works on foot on a public highway, a pedestrian, the user of a motorized mobility aid within the meaning of the Order respecting motorized mobility aids (chapter C-24.2, r. 1.01), the user of a motorized personal mobility device within the meaning of the Pilot project concerning the use of motorized personal mobility devices (chapter C-24.2, r. 39.1.002), or a cyclist. (*usager vulnérable*)

5. A roadway with a two-way centre lane is not, for the purposes of the Highway Safety Code (chapter C-24.2) and the regulations under it, a two-way roadway.

6. The right-hand or left-hand side of a roadway with a two-way centre lane is assessed on the basis of the direction of travel of the driver of a road vehicle or vulnerable user concerned.

7. Any person stopped in a multifunctional lane is deemed to be stopped on the side of the roadway.

CHAPTER III ROAD AND TRAFFIC SIGNS AND SIGNALS

8. The person responsible for the maintenance of a public highway must install the signs specified in the second paragraph to indicate the start or the continuation of a roadway with a two-way centre lane. The person must also install the signs in the manner indicated in the standardized drawings in Schedule II.

The sign shown below indicates the start or the continuation of a roadway with a two-way centre lane.



9. The person responsible for the maintenance of a public highway must apply, on each multifunctional lane, the marking shown in the second paragraph, followed by the marking shown in the third paragraph when there is no sidewalk bordering the roadway. The marking must appear at the start of the multifunctional lane and after each intersection in accordance with the standardized drawings in Schedule II.

The bicycle symbol and chevron marking shown below indicate, respectively, the start or the continuation of a multifunctional lane and the direction of travel for cyclists, users of a motorized personal mobility device and users of motorized mobility aids.



The pedestrian crosswalk symbol shown below indicates that pedestrians are permitted to use the multifunctional lane.



10. The person responsible for the maintenance of a public highway must apply, on the roadway, a lane dividing line between the centre lane and each multifunctional lane.

Despite the first paragraph, when an intersection is not regulated by stop signs for traffic on the roadway with a two-way centre lane, no lane dividing line may be applied

(1) if the intersection is a crossroads, within the intersection, as illustrated by standardized drawing PP3 in Schedule II;

(2) if the intersection is a T-junction, between the centre lane and the multifunctional lane crossed by road vehicles entering or leaving the roadway with a two-way centre lane, as illustrated by standardized drawing PP5 in Schedule II.

Within the meaning of this pilot project,

“lane dividing line” means a single white line of alternating lines and spaces 1 metre long and between 0.1 m and 0.15 m wide.

11. The person responsible for the maintenance of a public highway must indicate the start and end of a multifunctional lane by applying, on the roadway, an oblique line connecting the end of the lane dividing line to the edge or side of the roadway nearest to, but outside, the multifunctional lane, as illustrated in the standardized drawings PP1, PP2 and PP4 in Schedule II. The oblique line must cover a distance of 3 m measured parallel to the length of the roadway.

12. Subject to the second paragraph, a single directional dividing line must be applied to the roadway of a public highway referred to in Schedule I.

Despite the first paragraph, no directional dividing line may be applied in an intersection, on a roadway with a two-way centre lane or on a roadway within 15 m of the beginning or end of a roadway with a two-way centre lane, as illustrated in the standardized drawings in Schedule II.

13. The person responsible for the maintenance of a public highway must, using appropriate signs during exceptional events or sports events or competitions on a roadway with a two-way centre lane, prohibit vehicle traffic on the roadway, except for electric wheelchairs, for the duration of the events, sports events or competitions.

No person may operate a vehicle in contravention of this section during the time when traffic is prohibited.

14. No person may travel on a roadway with a two-way centre lane with a yellow arrow light signal mounted on a road vehicle.

CHAPTER IV SPECIAL TRAFFIC RULES APPLICABLE ON A PUBLIC HIGHWAY COMPRISING A ROADWAY WITH A TWO-WAY CENTRE LANE

DIVISION I SUPPLEMENTARY DRIVING RULES FOR ROAD VEHICLES

§1. Lane use

15. Subject to the provisions of this pilot project, the driver of a road vehicle must travel along the centre lane of a roadway with a two-way centre lane.

§2. Speed limit

16. The speed limit on a public highway comprising a roadway with a two-way centre lane must be 50 km/h or less.

17. The driver of a road vehicle travelling along a roadway with a two-way centre lane must, when a road vehicle approaches from the opposite direction or when a vulnerable user is travelling in any lane in proximity to the vehicle, reduce the vehicle’s speed to ensure that it does not endanger the life or safety of any person.

§3. Passing or meeting other road vehicles

18. The driver of a road vehicle may not pass another road vehicle travelling in the same direction along a roadway with a two-way centre lane.

19. The driver of a road vehicle who is about to meet another road vehicle travelling in the opposite direction in the centre lane must encroach on the right-hand multifunctional lane in accordance with the second paragraph.

Before encroaching on the multifunctional lane, the driver must yield to any vulnerable user in that lane and ensure that the multifunctional lane is free over a distance that is sufficient to meet and pass and to return to the centre lane, in particular when a vulnerable user is approaching. The driver must return to the centre lane once the other vehicle has passed.

If it is not possible to encroach on the multifunctional lane in accordance with the second paragraph, the driver must stop in the centre lane until it is possible to encroach.

20. When another road vehicle is stopped on a public highway comprising a roadway with a two-way centre lane, the driver of a road vehicle must, in the order indicated,

(1) reduce the speed of the vehicle to ensure no danger to the life or safety of persons or property on the public highway; and

(2) while maintaining a prudent and reasonable distance between the driver's vehicle and the stopped vehicle, continue driving and encroach, if needed, on the right-hand multifunctional lane when the stopped vehicle is located to the left, in accordance with the second and third paragraphs of section 19, with the necessary modifications, or on the left-hand multifunctional lane, when the stopped vehicle is located to the right.

Section 406.1 of the Highway Safety Code (chapter C-24.2) does not apply on such a highway.

§4. Passing or meeting vulnerable users

21. The driver of a road vehicle may not pass a vulnerable user travelling in the same direction in the centre lane.

22. The driver of a road vehicle may not pass or meet a vulnerable user travelling in the right-hand or left-hand multifunctional lane unless this can be done safely after ensuring that it is possible to maintain a distance of 1 m between the driver's vehicle and the vulnerable user during the manoeuvre.

The driver of a road vehicle may encroach on a multifunctional lane, in accordance with the second and third paragraphs of section 19, with the necessary modifications, when the centre lane is not wide enough to make it possible to pass or meet a vulnerable user.

§5. Turns

23. Despite section 351 of the Highway Safety Code (chapter C-24.2), the driver of a road vehicle who is about to turn right at an intersection with a roadway with a two-way centre lane must, after signalling and ascertaining that the manoeuvre can be done in safety, move to the extreme right of the roadway or into the space reserved for that purpose by an appropriate sign, make a sharp turn as soon as the way is clear and enter the centre lane.

24. The driver of a road vehicle who is about to turn left at an intersection with a roadway with a two-way centre lane must, after signalling and ascertaining that the manoeuvre can be done in safety, approach the centre line of the roadway on which the vehicle is travelling or, if it is a one-way roadway, the extreme left of the roadway, proceed in a straight line to the near side of the roadway with a two-way centre lane, turn left as soon as the way is clear and enter the centre lane.

25. Despite section 351 of the Highway Safety Code (chapter C-24.2), on a roadway with a two-way centre lane, the driver of a road vehicle who is about to turn right at an intersection must, after signalling and ascertaining that the manoeuvre can be done in safety, move to the extreme right of the roadway in which the vehicle is travelling, proceed in a straight line to the near side of the roadway the vehicle is turning into, and turn right into it on the right-hand side as soon as the way is clear.

26. On a roadway with a two-way centre lane, the driver of a road vehicle who is about to turn left at an intersection with a roadway must, after signalling and ascertaining that the manoeuvre can be done in safety, move to the extreme left of the centre lane, proceed in a straight line to the near side of the roadway the vehicle is turning into and turn onto the other roadway as soon as the way is clear,

(1) on the right-hand side, if it is a two-way roadway;

(2) on the right-hand side and as close as possible to the centre line, if it is a roadway with two or more traffic lanes in both directions;

(3) on the left-hand side, if it is a one-way roadway.

DIVISION II

STOPPING AND PARKING OF ROAD VEHICLES

27. The driver of a road vehicle may not stop the vehicle on a public highway comprising a roadway with a two-way centre lane, except in a case of necessity or if it can be done in safety

(1) when parking spaces or a shoulder wide enough to allow parking are located along the roadway with a two-way centre lane;

(2) when the vehicle is stopped to take on or discharge a handicapped person.

The driver must park a vehicle in accordance with section 383 of the Highway Safety Code (chapter C-24.2), interpreted, with the necessary modifications, as if road vehicles travelled on the right-hand side of the centre lane.

28. Despite section 27, the driver of a bus or minibus must, when taking on or discharging passengers on a public highway comprising a roadway with a two-way centre lane, stop the vehicle in the right-hand multifunctional lane, on the right-hand shoulder or in the zones provided for that purpose.

Before encroaching on the multifunctional lane, the driver must yield to any vulnerable user in that lane and ensure that the multifunctional lane is free over a distance that is sufficient to allow the manoeuvre to be completed in safety, in particular when another vehicle is approaching.

If it is not possible to encroach on the multifunctional lane in accordance with the second paragraph, the driver must stop in the centre lane until it is possible to encroach.

29. A peace officer is authorized to have a road vehicle stopped in contravention of the provisions of this Division removed and impounded at the nearest suitable place, at its owner's expense.

DIVISION III SPECIFIC SUPPLEMENTARY TRAFFIC RULES FOR CYCLISTS AND USERS OF MOTORIZED PERSONAL MOBILITY DEVICES

30. Despite section 487 of the Highway Safety Code (chapter C-24.2) and section 31 of the Pilot project concerning the use of motorized personal mobility devices (chapter C-24.2, r. 39.1.002), on a roadway with a two-way centre lane, a cyclist or the user of a motorized personal mobility device must travel in the right-hand multifunctional lane, taking into account the condition of the roadway and the risk of car dooring.

They may also travel on the right-hand shoulder.

The first paragraph does not apply in a case of necessity or when the cyclist or user is about to make a left turn.

DIVISION IV SPECIFIC SUPPLEMENTARY TRAFFIC RULES FOR USERS OF A MOTORIZED MOBILITY AID

31. The user of a motorized mobility aid must choose to use the motorized mobility aid in the right-hand multifunctional lane when possible, taking into account the condition of the roadway and the risk of car dooring.

32. Despite section 25 of the Order respecting motorized mobility aids (chapter C-24.2, r. 1.01), it is prohibited for the user of a motorized mobility aid to travel in the centre lane or left-hand multifunctional lane or on the left-hand shoulder.

Despite the first paragraph and the first and second paragraphs of section 487 of the Highway Safety Code (chapter C-24.2), applicable pursuant to subparagraph 2 of the first paragraph of section 33, the user of a motorized mobility aid may travel in the left-hand multifunctional lane or on the left-hand shoulder

(1) where the right-hand multifunctional lane and the sidewalk, if any, are not suitable for the use of a motorized mobility aid; and

(2) to avoid having to cross the roadway more than once over a short distance, or to travel on the lighted side of the public highway or the side where the shoulder is widest, after ensuring that it is possible to do so in safety.

The first paragraph does not apply in a case of necessity.

33. Section 29 of the Order respecting motorized mobility aids (chapter C-24.2, r. 1.01) does not apply on a public highway comprising a roadway with a two-way centre lane.

DIVISION V SPECIFIC SUPPLEMENTARY TRAFFIC RULES FOR PEDESTRIANS

34. Despite section 453 of the Highway Safety Code (chapter C-24.2), where there is no sidewalk bordering a roadway with a two-way centre lane, a pedestrian must use the left-hand multifunctional lane or left-hand shoulder.

Despite the first paragraph, a pedestrian may use the right-hand multifunctional lane or right-hand shoulder to avoid having to cross the roadway more than once over a short distance, or to travel on the lighted side of the public highway or the side where the shoulder is widest, after ensuring that it is possible to do so in safety. A pedestrian may do likewise when accompanying the user of a motorized mobility aid travelling along that lane or shoulder.

The first paragraph does not apply in a case of necessity.

CHAPTER V COLLECTION AND DISCLOSURE OF INFORMATION

35. The person responsible for the maintenance of a public highway comprising a roadway with a two-way centre lane must send to the Minister of Transport, on 31 December each year during the experimental testing and not later than 60 days after it has ended, a report containing in particular

(1) the average daily traffic flow, over the year, and the average daily traffic flow, during the summer, of road vehicles on the roadway with a two-way centre lane;

(2) the results of the speed surveys conducted during the pilot project on the roadway with a two-way centre lane, during the pilot project, in particular detailing the speeds recorded at the 50th and 85th centiles;

(3) the observation grid provided by the Ministère des Transports, completed;

(4) the incidents and issues noted by the person responsible for the maintenance of the public highway or that have been brought to that person's attention concerning the safety and cohabitation of various user groups on the roadway with a two-way centre lane;

(5) the number of comments and complaints received, the matters addressed in those comments and complaints, and the steps taken to remedy a situation leading to a complaint;

(6) any other element considered important to the monitoring and assessment of the experimental project.

The person must also provide the information listed in the first paragraph at the Minister's request.

CHAPTER VI PENAL PROVISIONS

36. Any person who contravenes the second paragraph of section 13 commits an offence and is liable to a fine of \$100 to \$200.

37. The driver of a road vehicle who contravenes one of sections 14, 15 and 23 to 28 commits an offence and is liable to a fine of \$100 to \$200.

38. The driver of a road vehicle who contravenes one of sections 17 to 22 commits an offence and is liable to a fine of \$200 to \$300.

39. A cyclist of the user of a motorized personal mobility device who contravenes section 30 commits an offence and is liable to a fine of \$100 to \$200.

40. The user of a motorized mobility aid who contravenes section 32 commits an offence and is liable to a fine of \$100 to \$200.

41. A pedestrian who contravenes section 34 commits an offence and is liable to a fine of \$100 to \$200.

CHAPTER VII FINAL PROVISION

42. This pilot project comes into force on the fifteenth day following the date of its publication in the *Gazette officielle du Québec*. It is repealed on the day occurring three years after its coming into force.

SCHEDULE I (SECTION 2)

PUBLIC HIGHWAYS THAT MAY COMPRISE A ROADWAY WITH A TWO-WAY CENTRE LANE

1. Part of Chemin de Lotbinière, located in the territory of Ville de Bromont (46078), from a line perpendicular to Chemin de Lotbinière and 320 m from the stop line on Chemin de Lotbinière at the intersection with Highway 241, known as Rue Shefford, in a southerly direction along the centre of Chemin de Lotbinière to its intersection with Rue Sheffington.

SCHEDULE II
(Sections 8 to 12)

STANDARDIZED DRAWINGS



STANDARDIZED DRAWING

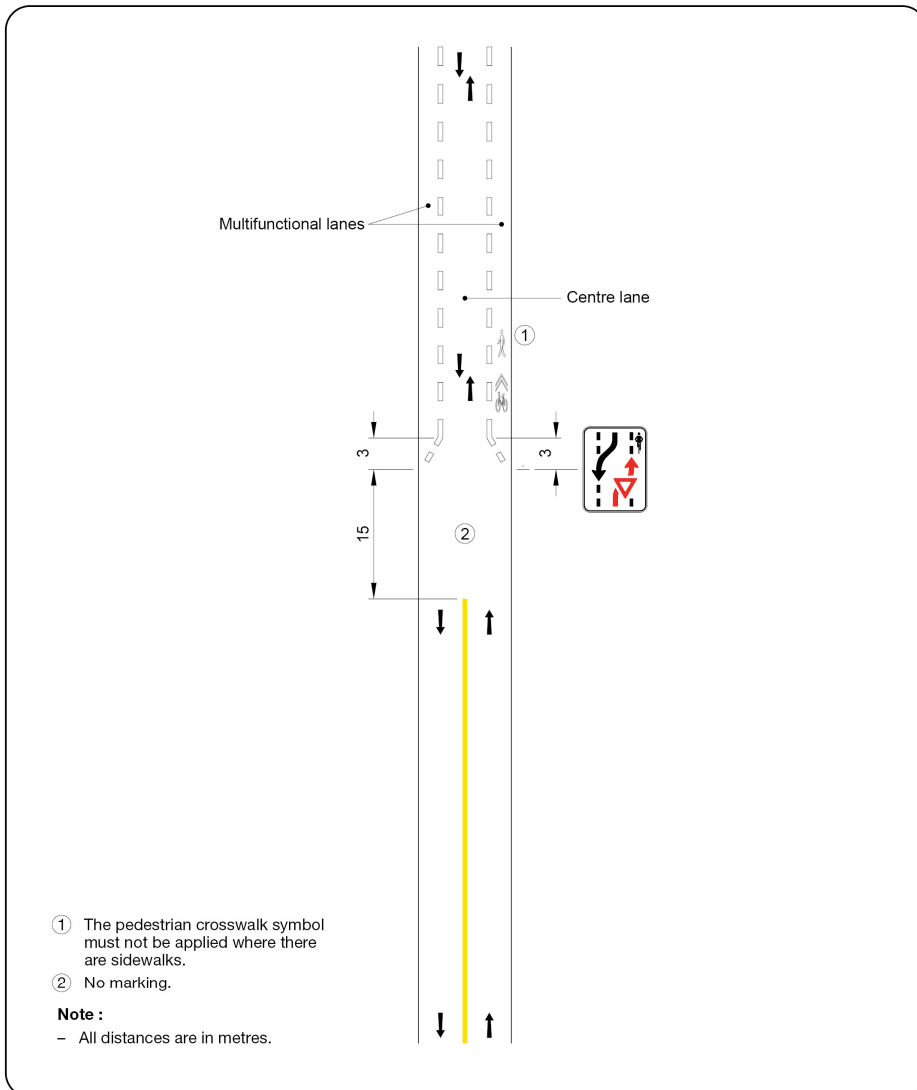
START AND END OF A ROADWAY WITH A TWO-WAY CENTRE LANE BETWEEN TWO INTERSECTIONS

Number

PP 1

Date

June 2024



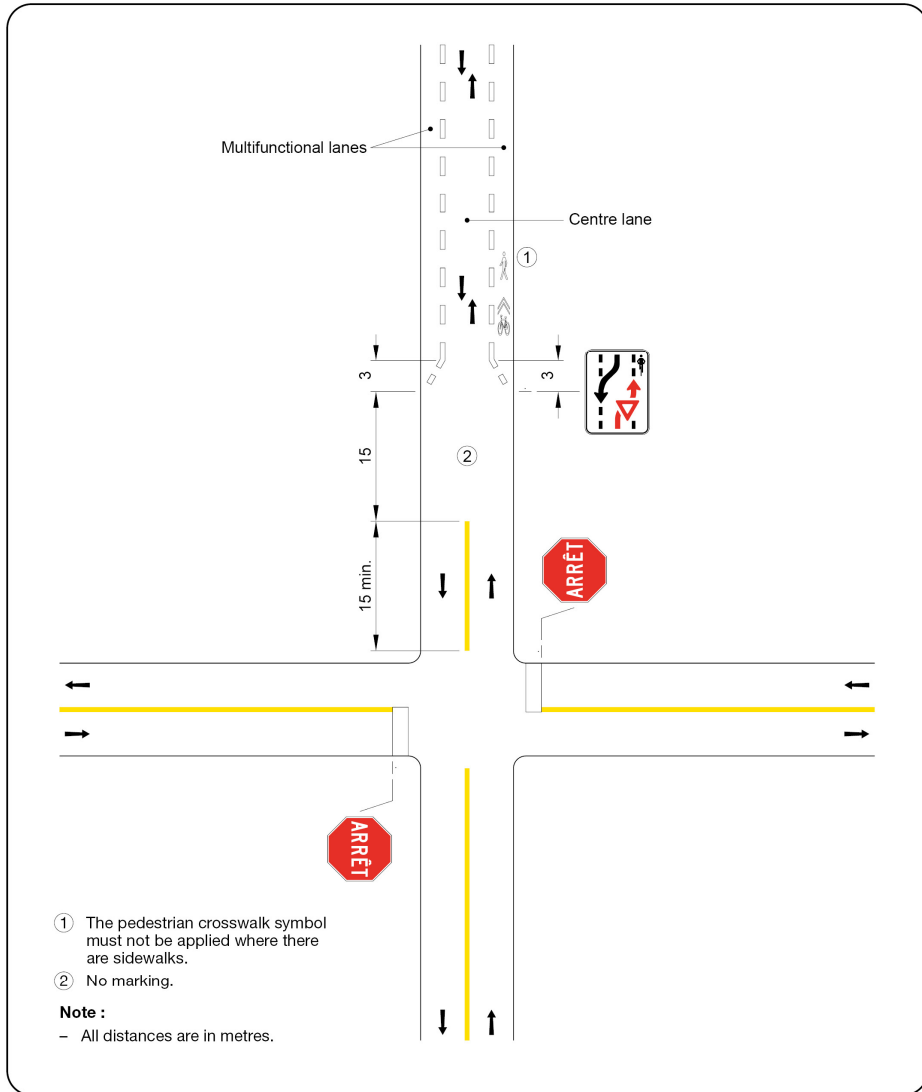
Number PP 2
Date June 2024

STANDARDIZED DRAWING

START AND END OF A ROADWAY WITH A TWO-WAY CENTRE LANE AT AN INTERSECTION NOT REGULATED BY STOP SIGNS

Transports
et Mobilité durable

Québec 





STANDARDIZED DRAWING

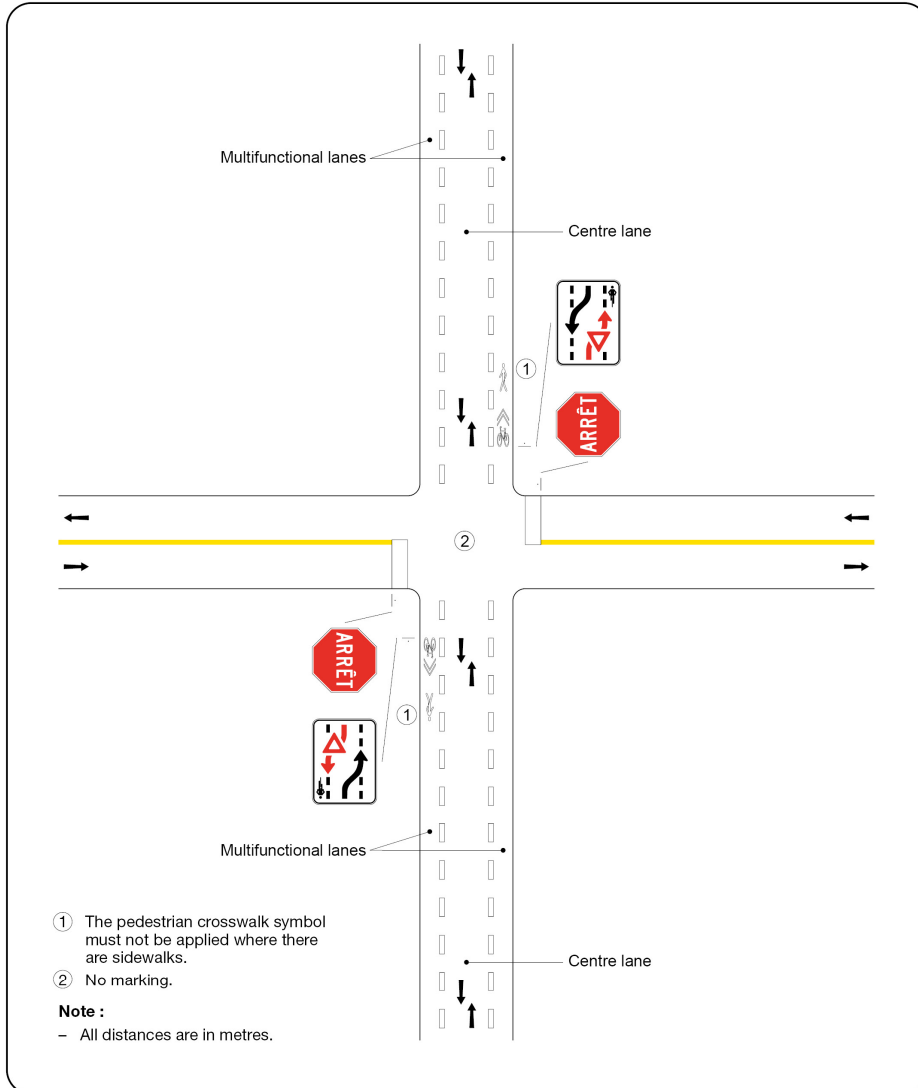
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BY STOP SIGNS ON THE ROADWAY
WITH A TWO-WAY CENTRE LANE

Number

PP 3

Date

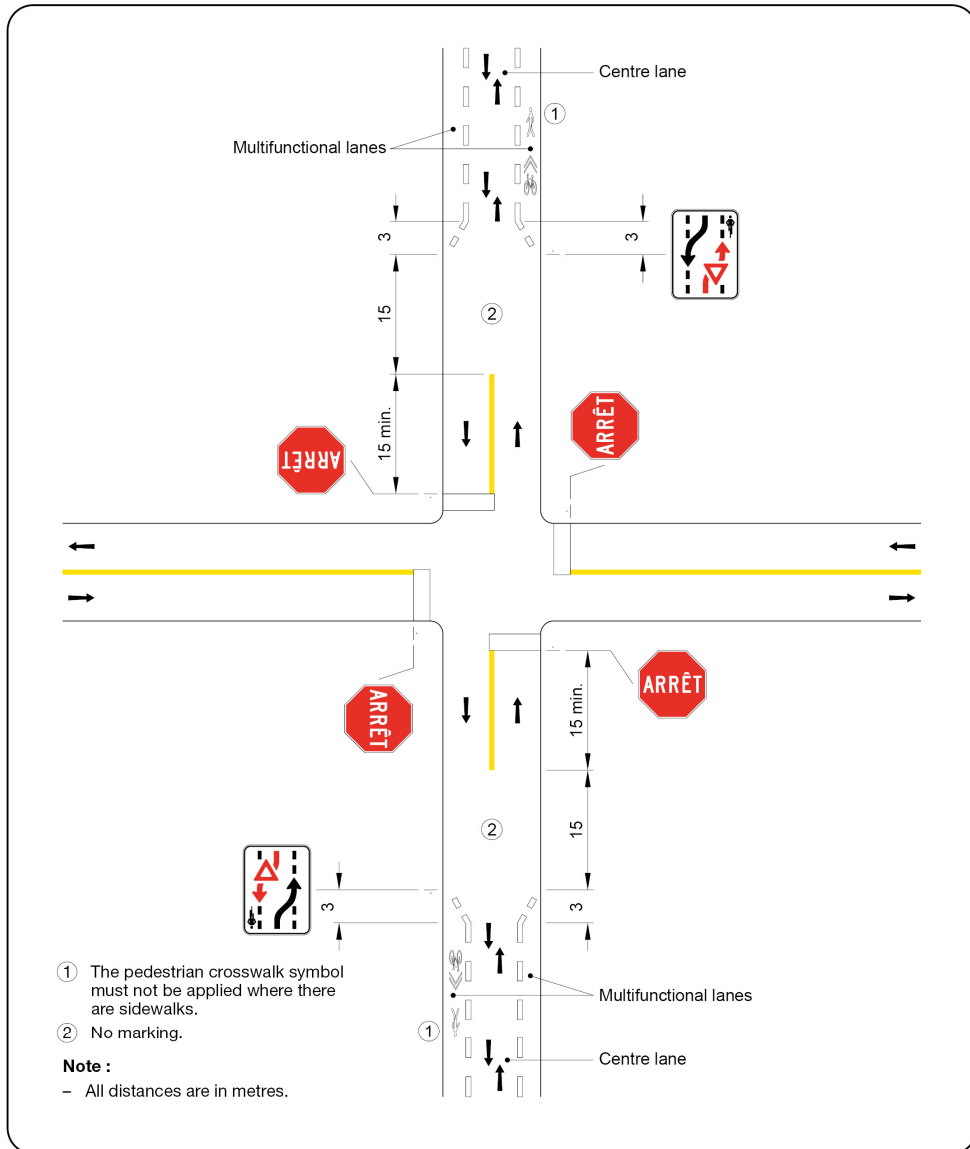
June 2024



Number
PP 4
Date
June 2024

STANDARDIZED DRAWING

INTERSECTION IN THE FORM OF A CROSSROADS REGULATED BY STOP SIGNS ON THE ROADWAY WITH A TWO-WAY CENTRE LANE





STANDARDIZED DRAWING

INTERSECTION IN THE FORM OF A T-JUNCTION NOT REGULATED BY STOP SIGNS ON THE ROADWAY WITH A TWO-WAY CENTRE LANE

Number
PP 5
Date
June 2024

