

The Official Newsletter of the Canadian Association of Road Safety Professionals

THE SAFETY NETWORK LE RÉSEAU-SÉCURITÉ

Le bulletin officiel de l'Association canadienne des professionnels de la sécurité routière

2014, Issue 3

*The 24th Canadian Multidisciplinary Road
Safety Conference*

*La 24e conférence canadienne
multidisciplinaire en sécurité routière*

Vancouver, British Columbia

Messages from the 2014 CMRSC Co-Chairs

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The Canadian Association of Road Safety Professionals and the BC Injury Research and Prevention Unit hosted the 24th Canadian Multidisciplinary Road Safety Conference in Vancouver, June 1 to 4, 2014. The theme of the conference was, *Safer Roads: Healthier Communities*, and was chosen to emphasize the fact that traffic related injuries and deaths are a major public health problem in Canada.

The conference theme and program was established to attract the multi-disciplinary professionals, researchers, policy makers and students who work in road safety and public health. Delegates included medical and public health professionals, engineers, government officials, crash reconstructionists, insurers, researchers, educators, enforcement, and others. The program focused on the importance of collaboration across the many disciplines to improve safety on our roads and the reduction of traffic related injuries and deaths.

Dr. Richard Stanwick, Chief Medical Officer of Health for Island Health in BC, gave an entertaining and informative keynote presentation to open the conference. His long history with road safety initiatives in the Capital Region District and elsewhere was both insightful and inspiring. Plenary presentations discussing the various strategies and approaches to developing and implementing Road Safety Plans in British Columbia, Canada, Belize and Costa Rica were informative and allowed for much discussion and debate by the delegates. The conference wrapped up with an engaging panel presentation on the future of the automated vehicle, which provided pause for thought and much discussion. In between, over 75 concurrent program and research papers were presented covering a diverse set of road safety topics from speeding to alcohol and impaired driving, from school-related road safety to collision prediction methodology, and from changing road safety culture to active transportation. The goal of the conference to involve multi-disciplinary professionals was exceeded, and with huge gratitude to the delegates and presenters, the quality and high standard of all papers and discussions were beyond expectation.

In sum, the 24th Canadian Multidisciplinary Road Safety Conference in Vancouver was a resounding success. We encourage all those who work in road safety and public health to attend the 2015 Canadian Association of Road Safety Professionals Conference in Ottawa, May 27-30, 2015.

Ian Pike, PhD
Co-Chair CMRSC 2014

The theme, “Safer Roads; Healthier Communities”, emphasized that traffic injuries and deaths are a major public health issue in Canada. This focus on building healthy communities through safer roads was reflected in an effective partnership between CARSP and the BC Injury Research and Prevention Unit in the planning for the conference. Feedback from the conference delegates suggested that more collaborative work needs to be done between health and the more traditional departments which focus on road safety, such as transportation. I believe this conference went a long way to breaking down some of those historical “institutional silos”.

Almost 200 delegates, including visitors from Costa Rica, Australia, New Zealand, the UK and the US gave their full attention to the high quality presentations, covering a wide variety of topics. For some presentations, it was “standing room only”. The calibre of the keynote speakers and the panelists was very high, and the feedback received both at the conference and through the survey was very positive.

The three plenary sessions were well received with Dr Richard Stanwick and Dr Bella Dinh-Zarr setting the stage for good discussion on the first and second days, respectively. The panel on Automated Vehicles on Wednesday was also a huge success and gave us some food for thought as to how our roles as road safety practitioners are likely to change in the next 15-20 years.

But it wasn't all about work, and many of us really let our hair down as we drummed, made music and danced, guided by the energetic Drum Café. Although I was disappointed with the numbers who attended the banquet it was a fun evening for those who did attend.

Many thanks to the organizing committee members and their helpers who made sure that every detail was taken care of, from the facility, to the food, the entertainment and of course the technical program. Without many hours that our volunteers contributed, over many months, this conference would not have been possible.

As many of you are aware CARSP has taken on the role of organizing this conference annually and at the meeting of the Board of Directors held immediately before the conference, the Board voted in favour of re-naming this conference the Canadian Association of Road Safety Professionals Conference or the CARSP Conference.

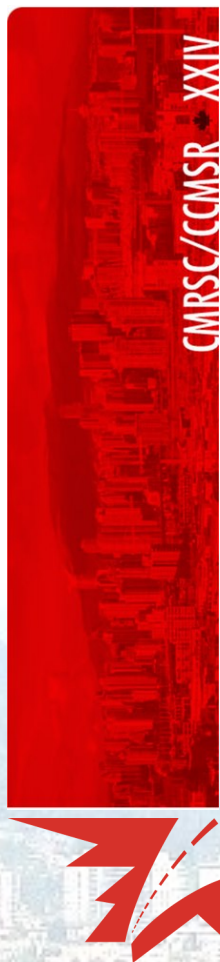
Hopefully, we'll see you again at the CARSP Conference 2015 in Ottawa!

Mavis Johnson
Co-Chair CMRSC 2014



*CMRSC 2014 Co-Chairs
Ian Pike and Mavis Johnson*





Messages des co-présidents de la CCMSR 2014

L'Association canadienne des professionnels de la sécurité routière et l'Unité Recherche et Prévention des blessures de la Colombie-Britannique ont accueilli à Vancouver la 24^e Conférence canadienne multidisciplinaire en sécurité routière, du 1^{er} au 4 juin 2014. Avec le thème « *Des routes plus sécuritaires; des communautés plus saines* », on a voulu rappeler que les blessures et les décès de la route sont un important problème de santé publique au Canada.

Ce thème et le programme ont été conçus pour attirer des professionnels, des chercheurs, des étudiants et des décideurs oeuvrant dans différentes sphères de la sécurité routière et de la santé publique, tels que médecins, ingénieurs, fonctionnaires gouvernementaux, experts en reconstitution d'accident, assureurs, enseignants, formateurs, policiers, etc. L'emphase a été mise sur la concertation et la collaboration entre les différentes sphères de compétence disciplinaire afin d'améliorer le bilan routier et de rendre nos routes plus sûres.

Le Docteur Richard Stanwick, officier-médical en chef de *Health for Island Health in BC*, a livré une prestation animée et fort instructive en conférence d'ouverture. S'appuyant sur sa longue expérience des différentes initiatives de sécurité routière dans le District de la région de la capitale et ailleurs au Canada, son témoignage fût à la fois éclairant et inspirant. En plénière, les présentations abordant différentes stratégies et approches pour développer et instaurer des plans d'action en sécurité routière, en Colombie-Britannique, au Canada, au Belize et au Costa Rica, furent riches d'information et propices à alimenter des débats animés parmi les délégués. La Conférence s'est clôturée par un panel de présentations sur les avenues offertes par les véhicules autonomes, avec la passion et les réflexions que ce sujet peut soulever. Dans le cœur de la conférence, c'est au-delà de 75 communications et articles qui ont été présentés en couvrant des sujets très variés, comme la vitesse, l'alcool et les facultés affaiblies au volant, la sécurité des enfants et des environnements scolaires, les outils et méthodologies en accidentologie, ainsi que le changement de culture pour une meilleure sécurité du transport actif. En somme, le but de réunir des intervenants de tous les domaines de la sécurité routière a été atteint. Il faut également souligner la qualité des articles et la pertinence des échanges, et enfin remercier les conférenciers et les délégués pour leurs contributions remarquables, au-delà des espérances.

En somme, la 24^e Conférence canadienne multidisciplinaire en sécurité routière de Vancouver a été un franc succès. Nous encourageons tous les spécialistes de la sécurité routière et de la santé publique à participer à la prochaine conférence de l'Association canadienne des professionnels de la sécurité routière, qui aura lieu à Ottawa, du 27 au 30 mai 2015.

Ian Pike, Ph. D.
Co-président de la CCMSR 2014

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Le thème « *Des routes plus sécuritaires; des communautés plus saines* » rappelle que les blessures et décès sur nos routes sont un problème de santé publique important. Cette emphase sur le développement de communautés plus en santé basé sur des routes plus sûres a aussi été mise de l'avant par une collaboration entre l'ACPSE et l'unité britanno-colombienne de recherche et de prévention des blessures « *BC Injury Research and Prevention Unit* » lors de la planification de la conférence. Les participants à la conférence ont d'ailleurs suggéré qu'une collaboration plus importante est nécessaire entre le domaine de la santé et ceux plus traditionnels en sécurité routière, comme le domaine des transports. Je crois que cette conférence a par ailleurs aidé à briser quelques barrières entre des domaines traditionnellement isolés les uns des autres.

Presque 200 participants à la conférence, venant d'aussi loin que le Costa Rica, l'Australie, la Nouvelle-Zélande, la Grande-Bretagne et les États-Unis, ont écouté avec grande attention des présentations de qualité sur plusieurs sujets. Certaines des présentations ont été si populaires que bien des participants ont dû y assister debout ! Le conférencier qui a donné le discours d'ouverture ainsi que les panélistes étaient d'un très haut calibre. Les commentaires reçus lors de la conférence et lors du sondage ont aussi été très positifs.

Les trois sessions plénières ont été très populaires. Dr. Richard Stanwick et Dr. Bella Dinh-Zarr ont amorcé de très bonnes discussions lors de la première et de la deuxième journée, respectivement. Le panel du mercredi sur les véhicules automatisés a aussi connu un grand succès et nous a fait réaliser que nos rôles en tant que professionnels de la sécurité routière risquent de changer d'ici les 15 à 20 prochaines années.

Les participants n'ont pas seulement travaillé pendant la conférence : nous avons été plusieurs à nous laisser convaincre par les gens énergétiques du Drum Café, qui nous ont guidés lorsque nous avons tambouriné, fait de la musique et dansé. Le nombre peu élevé de participants qui ont assisté au banquet m'a déçu, mais ceux qui étaient présents se sont bien amusés.

Je tiens à remercier les membres du comité organisateur et ceux qui les ont aidés. Ils se sont occupés de tous les détails de la planification et de la logistique, incluant les salles pour la conférence, la nourriture, les divertissements et bien sûr le programme technique. Sans nos bénévoles et toutes les heures qu'ils ont dévouées à la planification dans les derniers mois, cette conférence n'aurait pas été possible.

Plusieurs d'entre vous le savent déjà, l'ACPSE organise maintenant cette conférence annuellement. Lors de la réunion du conseil d'administration qui s'est tenue juste avant le début de la conférence, le conseil a décidé de renommer la conférence qui s'appelle maintenant la Conférence de l'association canadienne des professionnels de la sécurité routière, ou Conférence ACPSE.

J'espère donc vous revoir à la Conférence ACPSE 2015 à Ottawa !

Mavis Johnson
Co-président de la CCMSR 2014



Les participants à la conférence ont d'ailleurs suggéré qu'une collaboration plus importante est nécessaire entre le domaine de la santé et ceux plus traditionnels en sécurité routière, comme le domaine des transports.

CMRSC at a glance...



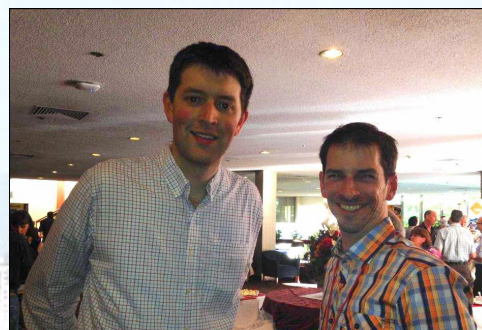
Elder Gerry Oleman



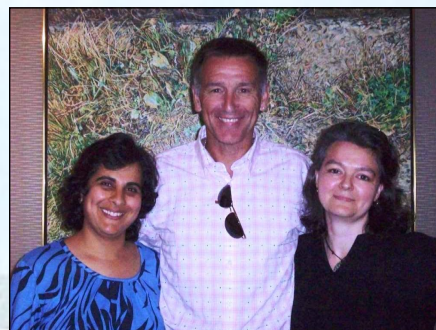
*Keynote speaker
Richard Stanwick*



*Plenary panelists Pam Fuselli
& Bella Dihn-Zarr*



*Presenter Craig Milligan &
Pierre-Olivier Sénéchal*



*CMRSC Planning
Committee
Members Fahra
Rajabali,
Ian Pike & Kate
Turcotte*



*Presenters Evelyn Vingilis, Martin Lavallière,
Michel Bedard & Christine Wickens*



*Plenary
presenters
Francine Rubin &
Paul Godsmark*



*Presenters Jillian Strauss, Mark Young, Justine
Hrycay, Gord Lovegrove & John Morrall*



*Presenters
David Dean,
Josy Wicentowich &
Jaime Boan*



Impromptu sing-along with Bella Dihn-Zarr, Bruce Belmore, Ward Vanlaar, Eric Young, Raheem Dilgir, Maureen Boase, Elizabeth Heinz & John Morrall



Presenters Neil Arason, Eric Young, Jeff Brubacher & Richard Stanwick



George Eguakun



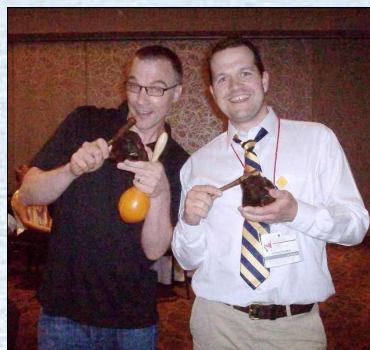
Brenda Suggett & Jeff Suggett



Javier Zamora & Pierre-Olivier Sénéchal



Raheem Dilgir

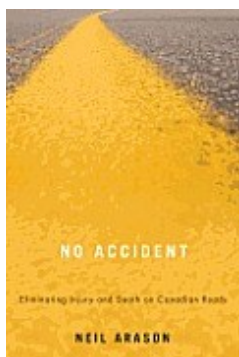


Ward Vanlaar & Tony Churchill



Samantha Piper & Elizabeth Heinz

CMRSC at a glance...

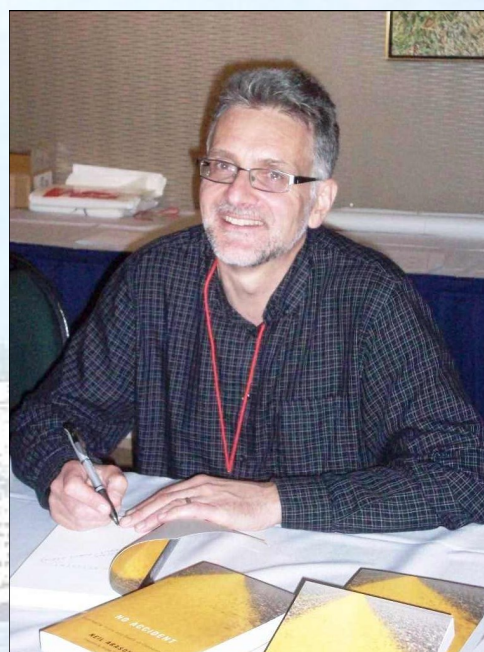


No Accident: Eliminating Injury and Death on Canadian Roads

Neil Arason, un membre de longue date de l'ACPSPER, a récemment publié, en anglais, un livre qui invite à réfléchir : *No Accident: Eliminating Injury and Death on Canadian Roads* (Traduction libre : *Zéro accident : éliminons les blessures et les décès sur les routes canadiennes*). Il s'agit d'une lecture indispensable pour les canadiens travaillant en sécurité routière, et qui offre une nouvelle perspective provenant de plusieurs domaines de la sécurité routière.

Neil Arason, a long time member of CARSP, recently completed a thought provoking book, *No Accident: Eliminating Injury and Death on Canadian Roads*. The book is a must read for Canadians in the field of road safety and provides a fresh perspective on dealing with the issue of road safety that cuts across multiple fields and disciplines. Neil was a speaker and panelist at our conference and held a book signing event.

Several things particularly stood out to me as I read through this book. The book is unique as it is written from a Canadian perspective and contains references to recent work completed by number of Canadian researchers (and members of CARSP) who have been working in the road safety field. Neil is able to explain the research in plain language, such that the layperson would



Author Neil Arason

easily be able to understand the issues and the solutions that are in our grasp. Neil hits home the message by highlighting a number of tragic events that have recently occurred that illustrate the work that still needs to be done. At the end of each chapter, Neil provides a 'to do list' of things that can be done to bring about large scale change relating to the issue and things that can be done on an individual basis, emphasizing that all of us have a role to play in making our roads safer.

One particular issue that stood out for myself working in the traffic engineering field was the section of the book on speed. I have always taken it for granted that speed limits in urban areas should be 50 km/h. Neil makes the point that there is a need for a paradigm shift in the traffic engineering community in Canada. Instead of 50 km/h, we should be considering a 30 km/h default speed limit in local roads in urban areas, where pedestrians and cyclists and motorists are interacting. A number of

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communities in Europe have taken this approach, and it is clear, when considering their rate of traffic fatalities, that they are well ahead of Canada.

Another sobering and personal fact was Neil's section on teenager drivers which presents sobering statistics on their crash risk. I was surprised to hear that North America is in the minority in terms of when drivers are permitted to obtain a license (at sixteen years of age compared to eighteen). It struck me again how we as a society have taken the age at which teenagers are eligible to drive for granted. As my son is fourteen and eager to get behind the wheel of our family car in two years, I am questioning whether I am honestly ready to hand him over the keys.

It is clear reading this book that there is much still to be done in the field of road safety. Neil challenges all of us to do our part in reaching the goal of eliminating deaths and serious injuries on our roads. For further reading, Maclean's magazine recently did a feature article on this book which may be found at <http://www.macleans.ca/news/canada/the-cure-for-killer-cars/>. Neil also has a website (<http://neil.arason.ca/>) that contains recent news articles on road safety and his own opinion pieces.

Jeff Suggett
Associated Engineering

Dr. Bella Dinh-Zarr, Let's Save 5 Million Lives. Together.

Lors de la conférence, nous avons eu le plaisir de recevoir le D^r Bella Dinh-Zarr, de Washington DC. Elle est la directrice aux États-Unis du bureau de la Fondation FIA, une organisation philanthropique internationale dédiée à la promotion du transport sûr et durable. Bella est aussi la Directrice nord-américaine de la campagne « Pour des routes sûres » et travaille sur les questions liées à la Décennie d'action pour la sécurité routière des Nations Unies. Le style inspirant du D^r Dinh-Zarr a rendu sa présentation très intéressante, alors qu'elle nous a parlé des problèmes de sécurité routière dans le monde et de la façon dont nous pouvons travailler ensemble pour faire la différence.

We had the pleasure of having Dr. Bella Dinh-Zarr join us from Washington, DC to open the plenary session on day two of the conference. She is the Director of the U.S. Office of the FIA Foundation, an international philanthropy dedicated to promoting safe and sustainable transportation. Bella also serves as the North American Director of the Make Roads Safe Campaign, and works on issues related to the UN Decade of Action for Road Safety.

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Visit
targetsavelives.org
to learn more





MAKE ROADS SAFE

The Campaign for Global Road Safety

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Dr. Dinh-Zarr's inspirational style brought her presentation alive as she spoke about the UN Decade of Action for Road Safety / Make Roads Safe Campaign for Global Road Safety. She shared some staggering numbers as she outlined the global impact of road deaths and injuries:

- 1.24 million people die each year; i.e., 3,000 deaths each day
- Road traffic injuries are the leading cause of death among youth 15–29 years.
- 50% of road fatalities occur to vulnerable road users - pedestrians, cyclists, motorcyclists.
- 91% fatalities are in low-income and middle-income countries, even though these countries have only 50% of the world's vehicles.



Plenary presenter
Dr. Bella Dinh-Zarr

In May 2011 the UN Decade of Action for Road Safety 2011-2020 was launched. Applying the classic epidemiological triangle used in public health to identify the causes of diseases; she spoke of how road safety is the intersection of transportation and public health.

Dr. Dinh-Zarr gave an overview of the 5 Pillars Safe Systems action plan: Build Capacity, Safer Roads & Mobility, Safer Vehicles, Safer User Behaviour, Post-crash Response. There's a long way to go, but this robust, 5-tiered approach will help to address some of the most pressing issues:

- Less than half of the 178 countries have a BAC law at 0.05% or below.
- Only 40% of countries have universal motorcycle helmet laws.
- Only 57% of countries have primary seat belt laws for drivers and passengers.
- Only 29% have urban speed limits below 30 mph.

She challenged delegates to help world leaders understand that safe roads are vital for better job opportunities, a good education, access to medical care, and quality of life. Make a difference today by simply registering your vote to let the UN know you support safe roads for all.

Bella closed her engaging presentation with an African proverb: *If you want to go quickly, go alone. If you want to go far, go together.*

Elizabeth Heinz
ICBC

Cast your vote
for safe roads for
all at:
www.myworld2015.org



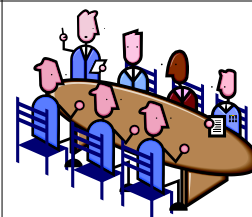
Together we can
save millions
of lives.



**DECADE OF ACTION FOR
ROAD SAFETY 2011-2020**

www.decadeofaction.org

CARSP's Annual General Meeting



Mavis Johnson, out-going CARSP President, welcomed the conference delegates and outlined what CARSP is as an organization, the sectors its members come from, and its mission and goals.

The Canadian Association of Road Safety Professionals (CARSP) held their Annual General Meeting (AGM) on the first full day of the 24th Canadian Multidisciplinary Road Safety Conference in Vancouver, British Columbia. Mavis Johnson, out-going CARSP President, welcomed the conference delegates and outlined what CARSP is as an organization, the sectors its members come from, and its mission and goals. Mavis introduced the CARSP Board of Directors, and Brian Jonah, the in-coming CARSP President, finished chairing the meeting.

Brian provided an overview of the structure and organization of CARSP, including its four committees and their chairs: Structure and Governance (CARSP's Vice President, Jennifer Kroeker-Hall), Membership (Paul Boase), Marketing (Andrew Davidson and Jean Wilson), and Finance (Bruce Scott).

Brian stated that CARSP is now in compliance with the Not for Profit Corporations Act.

Treasurer, Bruce Scott, presented the 2013 financial statements and the 2014 budget. Noteworthy updates included:

- Forecast deficit for 2014 is reduced from 2013
- CMRSC is now "owned" by CARSP and henceforth will be called the CARSP Conference
- Financial Strategy has been adopted by Board and is synchronized with overall Strategic Plan
- Financial Strategic Plan for 2014 on improved planning for CARSP Conference and to identify new and relevant revenue streams



Bruce proposed a resolution for voting to the CARSP membership: CARSP, being a non-soliciting not-for-profit corporation should waive the appointment of a public accountant to conduct a review engagement for 2013 and that, as in previous years, the financial statements be prepared by compilation. Ward Vanlaar seconded the motion. All CARSP members were in favour and the motion passed.

Brenda Suggett, CARSP's Executive Administrator, outlined CARSP's tagline contest. Those in attendance were invited to submit their tagline ideas. Subsequently, the tagline submitted by Dr. Jean Wilson, a CARSP Board Member, was selected: *Sharing Knowledge for Safer Roads*.

Brenda gave an update on the CARSP website redesign and upcoming launch. The main foci of the site will be networking, research and information/news. Members will need to change their password when they first login. Starting in the fall we will be developing an Expert Database and all members are encouraged to participate.

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A new award will be introduced this year: the Mavis Johnson Traffic Safety Award for top Policy and Practice paper.

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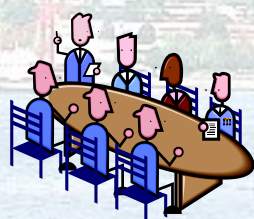
Rebecca Peterniak, Editor of the Safety Network Newsletter, announced the current Editorial Board members and invited other CARSP members to join. Editorial Board members commit to 8 teleconferences per year and act as writers, editors and French/English translators. She asked for contributions to the newsletter in the form of letters to the editor, articles, photos and announcements.

Brian gave the times and locations of when awards would be presented at the conference. A new award will be introduced this year: the Mavis Johnson Traffic Safety Award for top Policy and Practice paper. The Charles Miller Award will continue to be presented to the top Research and Evaluation (formerly, Technical) paper.

Brian concluded the AGM by announcing that next year's CARSP Conference will be held in Ottawa, Ontario from May 27-30, 2015.

Brenda Suggett
CARSP Executive Administrator

Assemblée générale annuelle de l'ACPSE



Mavis Johnson, la présidente sortante de l'ACPSE, a souhaité la bienvenue aux délégués présents à la conférence. Elle a décrit brièvement l'ACPSE en tant qu'organisation, les secteurs d'où ses membres viennent, sa mission et ses objectifs.

L'assemblée générale annuelle de l'Association canadienne des professionnels en sécurité routière (ACPSE) a eu lieu le premier jour de la 24^e Conférence canadienne multidisciplinaire sur la sécurité routière, à Vancouver, en Colombie-Britannique. Mavis Johnson, la présidente sortante de l'ACPSE, a souhaité la bienvenue aux délégués présents à la conférence. Elle a décrit brièvement l'ACPSE en tant qu'organisation, les secteurs d'où ses membres viennent, sa mission et ses objectifs. Mavis a aussi présenté le conseil d'administration de l'ACPSE puis, elle a cédé la parole à Brian Jonah, le président entrant de l'ACPSE.

Brian a donné un aperçu de la structure et de l'organisation de l'ACPSE, y compris de ses quatre comités et de leurs présidents : structure et gouvernance (vice-présidente de l'ACPSE, Jennifer Kroeker-Hall), adhésions (Paul Boase), marketing et promotion de l'association (Andrew Davidson et Jean Wilson), et finances (Bruce Scott).

Brian a déclaré que l'ACPSE est maintenant en conformité avec la Loi sur les corporations à but non lucratif.

Bruce Scott, le trésorier, a présenté les états financiers de l'année 2013 et le budget pour 2014. Parmi les mises à jour dignes de mention :

- le déficit prévu pour 2014 est réduit à partir de celui de 2013;

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- la CCMSR « appartient » maintenant à l'ACPSE, donc désormais elle sera appelée la conférence de l'ACPSE;
- la stratégie financière a été adoptée par le conseil et a été synchronisée avec le plan stratégique global;
- le plan stratégique financier de 2014 a amélioré la planification pour la conférence de l'ACPSE et a aidé à identifier de nouveaux et pertinents flux de rentrées.

Bruce a proposé une résolution de vote pour les membres de l'ACPSE : l'association, en tant que corporation à but non lucratif ne pouvant avoir recours à la sollicitation, devrait renoncer à la nomination d'un expert-comptable pour effectuer une mission d'examen pour l'année 2013 et que, comme les années précédentes, les états financiers devraient être préparés par compilation. Ward Vanlaar a appuyé la motion. Tous les membres de l'ACPSE étaient en faveur et la motion a été adoptée.

Brenda Suggett, administratrice exécutive de l'ACPSE, a dévoilé un concours visant à trouver un nouveau slogan pour l'ACPSE. Ceux et celles présents à la conférence ont été invités à soumettre leurs idées. Dans les jours qui ont suivi l'événement, le slogan proposé par le D^r Jean Wilson, membre du conseil d'administration de l'ACPSE, a été retenu : *Partager des connaissances pour des routes plus sûres*.

Brenda a aussi fait le point sur la nouvelle conception et le lancement prochain du site de l'ACPSE. Les principaux points d'intérêt du site seront le réseautage, la recherche ainsi que les informations et nouvelles. Les membres devront modifier leur mot de passe lors de leur première connexion. À partir de l'automne prochain, une base de données d'experts sera développée et tous les membres seront invités à participer.

Rebecca Peterniak, rédactrice en chef du bulletin « Le Réseau-Sécurité », a présenté les membres actuels du comité de rédaction et a invité les autres membres de l'ACPSE à y collaborer. Les membres du comité de rédaction participent à huit téléconférences par an et assurent la rédaction, l'édition et la traduction français-anglais des articles. Elle a aussi demandé des contributions au bulletin, que ce soient des lettres à l'éditeur, des articles, des photos ou des annonces.

Brian a fait connaître les heures et lieux où seront remis les prix au cours de la conférence. Un nouveau prix a été instauré cette année : le prix Mavis Johnson qui vise à récompenser le meilleur article sur des « politiques et pratiques » en sécurité routière. Le prix Charles Miller continuera à récompenser le meilleur article du volet « recherche et évaluation » (auparavant, le volet « technique »).

Brian a conclu l'assemblée générale en annonçant que la conférence de l'ACPSE de l'année prochaine aura lieu à Ottawa, en Ontario, du 27 au 30 mai 2015.

Brenda Suggett
CARSP Executive Administrator

Un nouveau prix a été instauré cette année : le prix Mavis Johnson qui vise à récompenser le meilleur article sur des « politiques et pratiques » en sécurité routière.

Charles Miller Award Winners

Two papers received the Charles Miller Award at the 2014 CMRSC.

Analysis of Pedestrian Safety Performance at Signalized Intersections in Costa Rica

By Rebecca Peterniak and Jeannette Montufar

Rebecca Peterniak est ingénieure et complète actuellement sa maîtrise à l'Université de Manitoba. En séjour au Costa Rica pour y collecter plusieurs données de terrain dans le cadre de son projet de maîtrise, elle s'est découvert une passion pour les enjeux du transport dans les pays en développement, notamment un intérêt particulier pour la sécurité des usagers vulnérables.



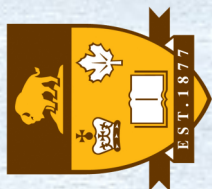
*Rebecca Peterniak &
Dr. Jeannette Montufar*

Rebecca Peterniak is the co-winner of the Charles Miller Award for her paper entitled "Analysis of Pedestrian Safety Performance at Signalized Intersections in Costa Rica." This paper was co-authored by Dr. Jeannette Montufar who is Rebecca's academic advisor. Rebecca completed her Bachelor's degree in Civil Engineering at the University of Manitoba and is completing her Master's in Civil Engineering at the same university. Although she has lived most of her 26 years in Winnipeg, Rebecca is an avid traveller and particularly fond of Latin America. After completing her Bachelor's, Rebecca toured across South America and experienced firsthand the great opportunities that exist in many of these countries to make transportation systems safer for all road users, but particularly for pedestrians and other vulnerable road users.

Her thesis research combines her interest for road safety, vulnerable road users, and transportation in developing countries through an evaluation of pedestrian safety and accommodation at signalized intersections in San Jose, Costa Rica. This work involved a three-month internship at Lanamme, Costa Rica's national materials, structures, and transportation laboratory. While living in Costa Rica, Rebecca conducted site visits, manual data collection for nearly 14,000 pedestrians, interviewed local experts, and reviewed local policies and practices. She grew quite fond of the "Pura Vida" lifestyle – i.e., the Costa Rican "pure living" lifestyle – and managed to fit in a bit of time to improve her Spanish, enjoy Latin music and dancing, and visit some of Costa Rica's wilderness. Rebecca is now completing the written thesis and will defend her work this August.

(Continued on page 15)

UNIVERSITY
OF MANITOBA
Transport Information Group



Rebecca Peterniak and Jeannette Montufar received one of two Charles Miller Awards for "Analysis of Pedestrian Safety Performance at Signalized Intersections in Costa Rica."

(Continued from page 14)

Docteur Jeannette Montufar est professeure en génie civil et partenaire fondatrice de MORR Transportation Consulting. Membre de plusieurs organismes tels que l'ITE et le TRB, elle a travaillé au Canada, aux États-Unis et en Amérique Latine, sur diverses thématiques, dont les infrastructures piétonnières. Philanthrope, elle a fondé le Hummingbird Education Fund pour aider les jeunes femmes moins favorisées à poursuivre des études post-secondaires.

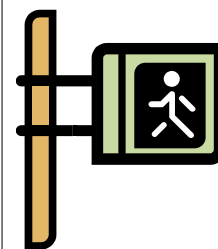
Dr. Jeannette Montufar is professor in Civil Engineering and founding partner of MORR Transportation Consulting. Her engineering work focuses on pedestrian accommodation in urban and rural infrastructure, freight transport, road safety, and traffic information systems. She has worked in Canada, the U.S., and Latin America conducting work in these areas. Jeannette is a member of various professional organizations, including the Institute of Transportation Engineers (ITE), where she was president of the Canadian District, and the Transportation Research Board (TRB), where she was Chair of the Truck Size and Weight Committee and is current member of the Pedestrian Committee. Jeannette is also a philanthropist. She is the founder of the Hummingbird Education Fund, which is intended to provide financial support to underprivileged women who wish to pursue post-secondary education. In 2012, Jeannette was recognized as a YMCA/YWCA Woman of Distinction in Winnipeg in the leadership and management category.

Street Racing: Content Analysis of Coverage and Framing by Canadian Newspapers

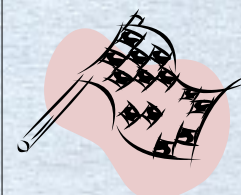
By Deanne Daigle, Jane Seeley and Evelyn Vingilis

Deanne Daigle a complété une maîtrise en épidémiologie et bio-statistique sous la supervision du Docteur Vingilis à l'Université Western Ontario. Son mémoire portait sur le trouble du déficit d'attention avec hyperactivité en Ontario. Elle envisage maintenant de poursuivre ses études doctorales en psychologie clinique.

Deanne Daigle received an Honours Bachelor of Arts in Psychology at McMaster University and completed her Master's degree of Science in Epidemiology and Biostatistics under the supervision of Dr. Evelyn Vingilis at the University of Western Ontario. Her Master's thesis focused on the prevalence and correlates of Attention-Deficit Hyperactivity Disorder (ADHD) in adults in Ontario. During her time as a graduate student, she received several scholarships including the Ontario Graduate Scholarship and worked as a research assistant on the project which culminated in the paper "Street Racing: Content Analysis of Coverage and Framing by Canadian Newspapers". This project was her introduction to qualitative research methodology, which she believes has helped her become a well-rounded researcher. Deanne is planning on pursuing an MA/Ph.D. in Clinical Psychology.

(Continued on page 16)

Deanne Daigle, Jane Seeley and Evelyn Vingilis received one of two Charles Miller Awards for "Street Racing: Content Analysis of Coverage and Framing by Canadian Newspapers."





(Continued from page 15)

Jane Seeley est bachelière en Sciences politiques. Depuis 1994, elle a travaillé sur de nombreux projets de sécurité routière à l'Université Western Ontario. Jane possède et exploite également une ferme familiale.

Jane Seeley is the co-winner of the Charles Miller Award for the paper, "Street Racing: Content Analysis of Coverage and Framing by Canadian Newspapers". She received an Honours Bachelor of Arts in Political Science in 1994 and has worked in the Faculty of Medicine at the University of Western Ontario ever since. She has been involved in many road safety research grants over this time. Jane owns and operates a family farm.

Docteur Evelyn Vingilis a conduit de nombreux projets de recherche dans les domaines de la sécurité routière liés à l'âge et à la prise de risque, aux conditions médicales et aux capacités de conduite affaiblies. Elle cumule au-delà d'une centaine de publications revues par des tiers.

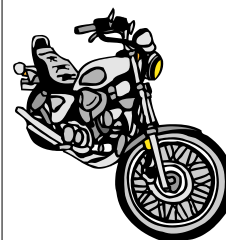
Dr. Evelyn Vingilis received her Ph.D. in 1978 from York University and became a registered psychologist in Ontario. She began working as a research scientist at the Addiction Research Foundation of Ontario (currently part of the Centre for Addiction and Mental Health). Her first traffic safety research was trial by fire with her involvement in the development, implementation and evaluation of the R.I.D.E. (Reduce Impaired Driving Everywhere) spot-check program. During her research career, she has used a public health approach to answer the three questions: Is there a problem? What is causing the problem? What are solutions to the problem? Her topics of interest have been impaired driving (alcohol and drugs, in particular medicinal drugs), youth and driving, street racing and stunt driving, and the effects of medical conditions on driving, particularly Attention Deficit Hyperactivity Disorder (ADHD). The other half of her research career has focused on mental health and health services. She has received numerous grants from different funding agencies, such as CIHR, SSHRC, NIH and Health Canada and has over 100 peer reviewed publications. In the summer she enjoys taking her restored classic sports car to classic car shows.

Jean-François Bruneau
Université de Sherbrooke



Dr. Evelyn Vingilis accepts Charles Miller Award from CARSP President, Brian Jonah, on behalf of all co-authors

Mavis Johnson Award Winners



Safer Journeys for Motorcycling on New Zealand Roads By Cherie Mason and Robert Swears

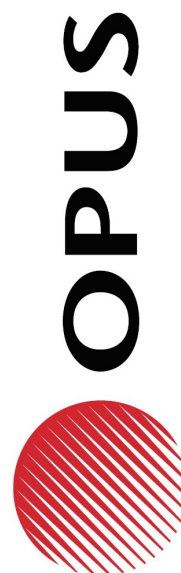
Cherie Mason travaille depuis 17 ans dans le domaine de la sécurité routière et du génie en transport. Chez Opus International consultants, elle a pris en main de nombreux dossiers, sur des thématiques telles que la sécurité vers l'école, la sécurité à moto, la gestion de la vitesse et les dispositifs de gestion de la circulation.

Cherie Mason is the co-winner of the Mavis Johnson Award for her paper "Safer Journeys for Motorcycling on New Zealand Roads". With 17 years of experience in road safety and transportation engineering research, she is currently working for the Road Safety Work Group Manager at Opus International Consultants in Hamilton, New Zealand. She is interested in road safety particularly because of this constant evaluation, challenging her to think differently not only in terms of engineering but also human behaviour, and how we can address the issues to achieve better outcomes. She also likes the fact that it's possible to make big differences in road safety with smaller cost effective measures. For Opus, she managed projects on Safe System and New Zealand Transport Agency guidelines for Safer Journeys Schools, High-risk rural roads, Safer Journeys for Motorcycling, the Safe Network Activity Management Manual, and Traffic Control Devices manuals. Whilst her focus is on safer roads, roadsides and safe speeds, she recognises the importance of education and the positive effect of getting those key road safety messages to road users at an early age. She is currently trying to teach her children to ride their bikes safely. So far it has been a challenging process: her daughter feels that the most important thing is that her hair sits perfectly under her helmet, while her son goes out of his way to hit every bump and pothole at the highest possible speed. Time will tell...

Robert Swears est ingénieur chercheur et associé au bureau d'Opus International Consultants de Grande-Bretagne. Il y poursuit sa carrière, après avoir réalisé plusieurs guides et dossiers portant sur la conception routière et l'analyse d'accidents en Nouvelle-Zélande, où sa longue expérience professionnelle l'a convaincu de la contribution positive des professionnels en sécurité routière.

Robert is a Principal Transportation Engineer and Partner with Opus International Consultants. He has 24 years' experience in a wide range of highway engineering roles, including investigation, design, and construction. Since his Master's degree in 2000, Robert worked in New Zealand on the "High-Risk Rural Roads Guide" and on "Safer Journeys for Motorcycling", as well as other guides for the New Zealand Transport Agency. Since October 2012 he has been part of the Opus UK team, working for Hertfordshire County Council, where he leads road safety engineering activities. Robert's passion for road safety engineering has developed from two key sources. Firstly, from a desire to use his engineering skills to make a positive

(Continued on page 18)



This year's Mavis Johnson Award winners, Cherie Mason and Robert Swears, generously donated their award money to the Canadian Road Safety Youth Committee.

(Continued from page 17)

contribution to the lives and well-being of others. Secondly, from his 10 year involvement as a volunteer ambulance officer in New Zealand where he dealt directly with the immediate aftermath of road crash trauma. This included a very personal incident. While Robert was on call in a small rural community, a young driver drove through a stop sign, colliding with Robert's private vehicle, on the side where his wife was travelling as a passenger. Fortunately, the incident happened very close to the local ambulance station. Robert collected an ambulance, called in the job, returned to the scene, and commenced treating his wife and the young driver. Not many road safety engineering projects make headlines. However, Robert's view is that if we can make incremental improvements to reduce the potential for road crash trauma, then the job's worth doing.



Mavis Johnson presents the first Mavis Johnson Award Cherie Mason and Robert Swears

Jean-François Bruneau
Université de Sherbrooke

CMRSC Student Paper Winners

First Place - Jillian Strauss

Multimodal Injury Risk Analysis of Road Users at Signalized and Non-Signalized Intersections

Nous souhaitons, encore, toutes nos félicitations à Jillian Strauss, qui a gagné la première place du concours du meilleur article rédigé par un étudiant. Vous vous souvenez peut-être de Jillian, puisqu'elle a gagné la seconde place du concours du meilleur article rédigé par un étudiant à la conférence ACPSER de Montréal l'année dernière, ainsi que la première place à la conférence de Banff, en 2012. L'article de Jillian propose une approche multimodale de la sécurité aux intersections signalisées (avec feux de circulation) et non signalisées. Son article sera aussi publié dans « Accident Analysis and Prevention », une revue scientifique en santé publique pour laquelle les articles sont évalués par des pairs

She's back! Congratulations once again to Jillian Strauss, first place Student Paper winner. At CMRSC 2013 in Montreal she placed second in the Student Paper awards and Banff 2012 she won first place.

Jillian is very pleased that her paper was accepted for publication in Accident Analysis and Prevention, a peer-reviewed public health journal.

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Jillian is currently approaching the end of her PhD degree in the department of Civil Engineering at McGill University where she also obtained her Bachelor's and Master's degrees. Jillian was born and raised in Montreal and uses that amazing city as her study environment.

Jillian always wanted to be an architect but instead studied civil engineering and was leaning towards being a structural engineer. But then, in the final year of her undergraduate degree, she had a summer job which sparked a new passion for transportation engineering. Her main research interests include road safety in urban environments especially for non-motorized modes such as walking and cycling.

Her research study presents a multimodal safety analysis at intersections for cyclists, pedestrians and motor-vehicles. This study considers a sample of 647 signalized and 435 non-signalized intersections on the island of Montreal. The proposed multimodal approach for traffic safety simultaneously analyses the safety and traffic flow outcomes for motorized and non-motorized traffic.

Among the main findings, are the importance of motor-vehicle traffic, both in total numbers and specific movements (left turn, right turn and through movements) on the injury occurrence for all users and at both facility types. The risk that vehicular traffic imposes on cyclist and pedestrian injury occurrence was further emphasized. This highlights the need for safety improvements for cyclists and pedestrians who are, on average, at 14 and 12 times greater risk than motorists, respectively, at signalized intersections. The results also confirmed that the number of injuries and risk for all modes are greater at signalized than at non-signalized intersections. This work also quantified the effect of crosswalk length and number of lanes on cyclist and pedestrian injury occurrence.

In terms of how she hopes her research will be applied Jillian states, "In urban environments there have always been a lot of pedestrians and in recent years, we have begun to see a lot of people commuting by bicycle. Also in the past, studies have only considered one mode to study their safety or risk to determine where and what type of improvements to implement. But really this is not the approach to take. In this paper, we show how to consider all modes sharing the same facilities and hopefully these and further analysis and results can serve as a tool for cities to simultaneously account for all users when it comes to road safety. I hope that we can build on this current work to ideally be able to propose sites in need of safety improvements and also to determine how better to design intersections for the safe passage of all modes."

We wish Jillian every success in her future research and career opportunities!

Elizabeth Heinz, ICBC



Jillian Strauss, first place winner

McGill



*Congratulations
Sohail
Zangenehpour for
receiving second
place in the
CMRSC Student
Paper Competition*

Second Place - Sohail Zangenehpour

Automated Classification Based on Video Data at Intersections with Heavy Pedestrian and Bicycle Traffic: Methodology and Application

Sohail est iranien et détient un baccalauréat et une maîtrise ès sciences de l'Université de Téhéran. Actuellement, il est inscrit au doctorat au département de Génie civil et mécanique appliquée de l'Université McGill. Son article était basé sur son travail de recherche qui utilise le traitement numérique des images afin de suivre et classer automatiquement les objets en mouvement dans des vidéos présentant des images de circulation dense.

Sohail is a PhD student in the Department of Civil Engineering and Applied Mechanics at McGill University in Montreal. He is Iranian and was born in Tehran in 1987. He received a BSc and MSc from the Department of Electrical and Control Engineering at the University of Tehran. Subsequently, as he says "I decided that it's enough with all the mathematics background...it's time to switch to a more practical field that can actually help people and at the same time is interesting for me."



Rebecca Peterniak and Robert Tremblay present Sohail Zangenehpour his second place award

He indicates that Iran is one of the most dangerous countries in the world in term of road accidents and injuries and that this was one reason that he chose road safety as the main focus for his PhD research.

Sohail selected McGill because he knew Montreal to be a beautiful city and considers McGill one of the best universities in the world. In addition, being able to work with Dr. Luis Miranda-Moreno and Dr. Nicolas Saunier on the research project provided further impetus to his decision to study in Canada.

His entry to the student paper competition was based on his current research where he has developed a digital image processing system that automatically tracks and classifies moving objects in videos of crowded traffic scenes. He intends to use this tool to study road safety problems for specific categories of road users, especially pedestrians and cyclists.

Sohail hopes to complete his PhD in a year and then to continue working in road safety in a position that will offer fresh challenges. But, for now, he has an additional passion. He started watching ice hockey last year. As he says: "Before that, I didn't even know the rules. But now, I'm a huge fan of hockey - and the Habs!"

Alan German
Road Safety Research

Pierre-Olivier Sénéchal
Société de l'assurance automobile du Québec

McGill



Third Place - Bidoura Khondaker Control Algorithm, Safety and Traffic Impact Analysis of Automated Variable Speed Limits

La gagnante de la troisième place du concours du meilleur article rédigé par un étudiant de cette année est Bidoura Khondaker. Son article porte sur l'analyse, à l'aide d'outils de modélisation, des limites de vitesse variables automatisées et de leurs impacts sur la circulation et la sécurité routière.

The winner of the third prize in the Student Paper Competition this year is Bidoura Khondaker, for her paper, "Control Algorithm, Safety and Traffic Impact Analysis of Automated Variable Speed Limits". A native of Bangladesh, Bidoura completed her undergraduate work in that country before coming to Canada to begin graduate studies at the University of British Columbia.



*Bidoura Khondaker,
third place winner*

This award is one of many honours Bidoura has received during her graduate studies in transportation engineering, and the second time she has won the CMRSC Student Paper Competition: she also won this award in 2009, when she was an MASc student at UBC. She is now enrolled in the PhD program at the University of Calgary, in the field of Intelligent Transportation Systems (ITS), working with Dr. Lina Kattan. Bidoura has received prizes and scholarships from the Natural Science and Engineering Research Council (NSERC) Industrial Postgraduate Scholarship program, ITS Canada, and the Canadian Institute of Transportation Engineers (CITE). In addition to her academic pursuits, her NSERC scholarship involves working in industry; in her case, this involves work at Stantec Consulting Ltd. in Calgary.

And, just in case she does not have enough to do, Bidoura is the proud mother of a baby boy, born in July, 2013. She did much of the work on her winning paper while on maternity leave.

Mary Chipman
University of Toronto



*Rebecca Peterniak (Canadian Road Safety Youth Committee)
Robert Tremblay (Insurance Bureau of Canada)
Jillian Strauss (1st place)
Bidoura Khondaker (3rd place)
Sohail Zanenehpour (2nd place)*

The CMRSC Student Paper Competition is facilitated by the Canadian Road Safety Youth Committee and was sponsored by the Insurance Bureau of Canada.



UNIVERSITY OF
CALGARY



The CRYSYC hosted a Long Short Walk, the CMRSC Student Paper Competition, a networking reception, and road safety trivia contest at the CMRSC.

Youth Events Shine at CMRSC

Le Comité canadien de la jeunesse pour la sécurité routière (CCJSR) est fier d'avoir pris part à la 24^e Conférence canadienne multidisciplinaire sur la sécurité routière qui s'est tenue le mois dernier à Vancouver. La participation de la CCJSR à la conférence a été mise en évidence par deux événements majeurs. Le premier est la « Long short walk », une « longue petite marche » qui se voulait un appui à la campagne mondiale organisée par les Nations Unies visant à promouvoir la marche sécuritaire pour tous les individus. S'intitulant « L'avenir de la sécurité routière », le second événement a offert des opportunités de réseautage à des professionnels en sécurité routière plus expérimentés ainsi qu'à une relève à l'avenir prometteur. Les gagnants du concours du meilleur article rédigé par un étudiant ont également pu présenter les résultats de leurs recherches lors de cet événement. Le CCJSR a fait parlé de lui de bien d'autres façons au cours de la conférence, notamment par l'assemblée générale annuelle du groupe, par le tirage au sort d'un iPad mini et en mettant à la disposition des délégués, en échange d'un don au CCJSR, des livres sur la sécurité routière écrits et gracieusement offerts par J. Peter Rothe. Le CCJSR tient à sincèrement remercier les organisations et les individus qui ont contribué à sa cause tout au long de la conférence.

The Canadian Road Safety Youth Committee was proud to be a part of the 24th Canadian Multidisciplinary Road Safety Conference last month in Vancouver. CRSYC members Matthew Mulkern, Rebecca Peterniak and Palak Satija were on hand to coordinate youth activities, participate in presentations and raise funds over the four beautiful days in Vancouver.

Two major events highlighted the CRSYC's involvement in the conference. The first event, the Long Short Walk, took place on the conference's opening evening. In conjunction with the Mothers Against Drunk Driving Metro Vancouver Chapter, who helped organize the route and obtain the necessary permits, about 50 conference delegates participated in the global campaign that promotes safe walking for all and the inclusion of road safety in the United Nation's post-2015 Sustainable Development Goals. The walk was an enjoyable 1 km stroll from the conference hotel to the nearby beach and back with participants wearing signboards to advertise who and what they are walking for.

The second major event was a two-part evening on the Monday night of the conference entitled "The Future of Road Safety". Billed as an opportunity for the more experienced road safety professionals and the up-and-coming to meet, this evening event offered networking opportunities for all delegates. The first part of the soiree featured the top three research presentations in the student paper competition by graduate university students studying road safety in Canada. Following the presentations, the winner of the competition was announced and the authors received their awards in front of an audience of about 50 delegates. The

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second part of the night moved into a more casual setting at the hotel's restaurant and pub for a networking reception. About 25 delegates from students to seasoned professionals participated in the event, which included cocktails, appetizers and a fun road safety trivia contest between competing tables.



Conference delegates participating in the CRSYC's Long Short Walk



CRSYC Networking Reception

There were various other CRSYC proceedings during the conference. The CRSYC had its Annual General Meeting on the Sunday after the Welcoming Reception where the past year's business was discussed along with plans for the upcoming year. During the conference, the CRSYC conducted a raffle for a new iPad Mini. The winner, announced at the closing session on the Wednesday of the conference, was Jose David Rodriguez from LanammeUCR in Costa Rica.

The CRSYC would like to sincerely thank CARSP and the CMRSC Organizing Committee for their donations to our committee in lieu of speakers' gifts. Further gratitude extends to J. Peter Rothe, Associate Professor with the University of Alberta School of Public Health, who donated copies of two of his books (*Driven to Kill: Vehicles as Weapons* and *Driving Lessons: Exploring Systems That Make Traffic Safer*) which were made available to conference delegates by donation to the CRSYC. One final thank you goes to Robert Swears and Cherie Mason from Opus International Consultants, who donated their winnings from the inaugural Mavis Johnson Traffic Safety Award to the CRSYC.

The CRSYC is always looking for new members who are passionate about road safety. If you would like to know more about our organization and the role we provide, visit our website at www.youthroadsafety.ca/cyrsc/ or contact our Chair, Rebecca Peterniak, at Chair@youthroadsafety.ca.

Matthew Mulkern
CRSYC Member-at-Large



CRSYC | CCJSR

The CRSYC sincerely thanks CARSP, the CMRSC Organizing Committee, J. Peter Rothe, Robert Swears, and Cherie Mason for their donations, support, and contributions to the CRSYC at the CMRSC.



Welcome Mark Asbridge, Tony Churchill, George Eguakun, Russ Heslop, and Martin Lavallière to the CARSP Board of Directors.

Meet Your Board

CARSP's most recent Annual General Meeting was held on June 2, 2014 in Vancouver in conjunction with the 24th Canadian Multidisciplinary Road Safety Conference.

A new Board of Directors was elected to serve for the next two years. The association's officers are now as follows:

- President - Brian Jonah, Road Safety Consultant, Ottawa, ON
- Vice-President - Jennifer Kroeker-Hall, Sirius Strategic Solutions, Victoria, BC
- Past President - Mavis Johnson, Canadian Traffic Safety Institute, Burnaby, BC
- Treasurer - Bruce Scott, Traffic Injury Research Foundation, Ottawa, ON

In addition, the following members of the board are returning to serve another term:

- François Bellavance, HEC Montréal, Montréal, QC
- Paul Boase, Transport Canada, Ottawa, ON
- Marie-Soleil Cloutier, Institut National de la Recherche Scientifique (INRS), Sherbrooke, QC
- Andrew Davidson, Ontario Ministry of Transportation, Toronto, ON
- Craig Milligan, University of Manitoba, Winnipeg, MB
- Liz Owens, Alberta Transportation, Edmonton, Alberta
- Rebecca Peterniak, Canadian Road Safety Youth Committee Representative, University of Manitoba Transport Information Group, Winnipeg, MB
- David Wiesenthal, York University, Toronto, ON
- Jean Wilson, Safety Metrics West, North Saanich, BC

Finally, we thought that you might like to meet the directors who are new to the board this year, so here are brief profiles of each of these individuals:

Mark Asbridge, Dalhousie University, Halifax, NS



Dr. Asbridge is an Associate Professor in the Department of Community Health and Epidemiology at Dalhousie University where he has taught and conducted research since 2003. He has a PhD in Sociology from the University of Toronto. His research interests include drug and alcohol impaired driving, psychoactive substance use in children and adolescents, emergency medicine, social determinants of health formation of public policy and law, and evaluation of traffic safety interventions. His recent publications have examined road rage, distracted driving and the risk of

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Mark Asbridge is an Associate Professor in the Department of Community Health and Epidemiology at Dalhousie University.

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collisions after consuming cannabis. He has been a member of a number of professional organizations including the Society for the Study of Addiction and the International Sociological Association. He has received a number of awards including the New Investigator Salary Award from the Canadian Institutes of Health (CIHR) and has been a member of a team of researchers who received funding from the AUTO21 National Centres of Excellence for research on anti-social behaviour and the automobile.

Tony Churchill, City of Calgary, Calgary, AB



Tony is a professional engineer who has focused his career on road safety. He obtained a civil engineering technical diploma from the *Southern Alberta Institute of Technology* prior to studying at the University of Calgary where he completed BSc. and MSc. degrees in civil engineering with a focus on road safety. Following the completion of his MSc, Tony worked for a year at the SWOV Institute for Road Safety Research in the Netherlands where he contributed to and managed research projects and road safety analyses. He was

lured back to Canada by EBA Engineering Consultants Ltd. where he spent over five years completing road safety audits, in-service road safety reviews, safety evaluation studies, research, functional planning studies and traffic engineering studies. In 2013, he began working at the City of Calgary where he is currently the Leader of Traffic Safety, responsible for the coordination of efforts across the City using a multi-disciplinary approach as outlined in the Calgary Safer Mobility Plan.

George Eguakun, SGI, Regina, SK

George is currently Saskatchewan Government Insurance's Manager of Traffic Safety Program Evaluation, a position he has held since July 2007. George is responsible for all aspects of traffic safety research, program evaluation, accident data collection and management in Saskatchewan. He also advises the corporation on cost effective initiatives aimed at reducing claims costs, saving lives, and reducing injuries resulting from traffic crashes in Saskatchewan. George represents Saskatchewan on the Road Safety Research and Policies Committee of the Canadian Council of Motor Transport Administrators (CCMTA). Here, he co-Chairs the STRID Task Force, DROG, and the EWG for Motorcycles. Before joining SGI, George spent eight years as Manager of market research and analysis in SaskPower's Customer Services Unit. Prior to that, he was the head of the Program Evaluation Unit in MPI's Road Safety Department. George is a Civil Engineer and holds a Master of Science Degree in Engineering from the University of New Brunswick and an MBA from Queen's University's School of Business.



Tony Churchill is a professional engineer and the Leader of Traffic Safety with the City of Calgary.

George Eguakun is the Manager of Traffic Safety Program Evaluation with Saskatchewan Government Insurance.

(Continued on page 26)

Russ Heslop is a Collision Reconstruction Expert with the Winnipeg Police Service.

Russ Heslop, Winnipeg Police Service, Winnipeg, MB



Russ has been a police officer with three Canadian Police Services - the Royal Canadian Mounted Police (1975-1980), Oak Bay Municipal Police, B.C. (1980-1986), and the Winnipeg Police Service (1986-present.) As a qualified Collision Reconstructionist, Russ served as the Winnipeg Police Service's Senior Collision Analyst for four years and is a court-recognized Collision Reconstruction Expert. Currently, he is responsible for the Collision Investigation Section Training component and is partnering with a number of organizations to develop training and research programs in the field of traffic safety and advanced collision investigations.

Martin Lavallière, Age Lab, MIT, Boston, Massachusetts

Martin Lavallière is a postdoctoral Research Associate at the Massachusetts Institute of Technology's Age Lab.

Dr. Martin Lavallière is a postdoctoral Research Associate at the Massachusetts Institute of Technology's AgeLab, a position to which he brings extensive knowledge and experience in human motor control, learning, and movement analysis. Martin received his BSc, MSc and PhD in kinesiology from Université Laval. His PhD research was aimed at evaluating whether an in-simulator-based training program combined with driving specific feedbacks could improve on-road driving behaviors in older drivers. He also evaluated the impact of a similar



training program with people who suffered from traumatic brain injury. His current research focus is on the impact on driving performance of aging, navigation and communication technologies, and active safety systems in vehicles. Martin has worked as a road safety consultant for CAA-Québec, and currently serves as a board member of Québec's National Board of Road Safety.

Alan German Road Safety Research



Evelyn Vingilis, Ward Vanlaar (outgoing Board Members) & Paul Boase (continuing on the Board) receiving recognition for their service on the CARSP Board



Rencontrez votre conseil d'administration

La plus récente Assemblée générale annuelle de l'ACPSE a eu lieu le 2 juin 2014 à Vancouver, lors de la 24^e Conférence canadienne multidisciplinaire en sécurité routière.

Un nouveau conseil d'administration a été élu pour les deux prochaines années. Les membres siégeant sur le conseil sont désormais les suivants :

- Président - Brian Jonah, Consultant en sécurité routière, Ottawa, ON
- Vice-présidente - Jennifer Kroeker-Hall, Sirius Strategic Solutions, Victoria, BC
- Présidente sortante - Mavis Johnson, Canadian Traffic Safety Institute, Burnaby, BC
- Trésorier - Bruce Scott, Fondation de recherches sur les blessures de la route, Ottawa, ON

En outre, les membres suivants du conseil d'administration sont de retour pour un nouveau mandat :

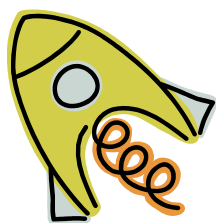
- François Bellavance, HEC Montréal, Montréal, QC
- Paul Boase, Transports Canada, Ottawa, ON
- Marie-Soleil Cloutier, Institut national de la recherche scientifique (INRS), Sherbrooke, QC
- Andrew Davidson, Ministère des Transports de l'Ontario, Toronto, ON
- Craig Milligan, Université du Manitoba, Winnipeg, MB
- Liz Owens, Alberta Transportation, Edmonton, AB
- Rebecca Peterniak, Représentante du Comité canadien de la jeunesse pour la sécurité routière, Université du Manitoba, Transport Information Group, Winnipeg, MB
- David Wiesenthal, Université York, Toronto, ON
- Jean Wilson, Safety Metrics West, North Saanich, BC

Nous vous présentons les nouveaux membres qui se sont joints cette année au conseil :

- Mark Asbridge, Université Dalhousie, Halifax, NS
- Tony Churchill, Ville de Calgary, Calgary, AB
- George Eguakun, SGI, Regina, SK
- Russ Heslop, Service de Police de Winnipeg, MB
- Martin Lavallière, AgeLab, Massachusetts Institute of Technology (MIT), Boston, Massachusetts



Nous vous présentons les nouveaux membres qui se sont joints cette année au conseil : Mark Asbridge, Tony Churchill, George Eguakun, Russ Heslop et Martin Lavallière.



With your feedback
we have enhanced
www.carsp.ca

Our new website has been launched!

Dear CARSP Member,

With your feedback we have enhanced www.carsp.ca

- Access to CMRSC 2014 proceedings, slide deck presentations, photos, tagline contest results and feedback survey results
- Access to all CMRSC proceedings which are now searchable by title, key word or author
- The CARSP Member list, which is now is searchable
- Information on high technology safety systems and safety sources
- Our job postings (postings are free to members)
- News releases from CARSP

To view the CMRSC 2014 Conference Proceedings or any of our current publications, including the Canadian Road Safety News Digest, [you will now need to log-in to the Member's Area.](#)

When you first login to the new Member Area, you will need to take a few moments to **re-set your password.**

If you have any questions or additional feedback, please contact our Executive Administrator, [Brenda Suggett](#).

**Brian Jonah, President
CARSP**

When you first
login to the new
Member Area, you
will need to take a
few moments to
re-set your
password.

Notre nouveau site web est maintenant en ligne!

Cher membre de l'ACPSE, R,

À la suite de vos commentaires, www.acpser.ca met l'accent sur :

- L'accès aux actes de la CCMSR 2014, les présentations, les photos, les résultats du concours pour le slogan de l'association ainsi que les résultats du sondage de rétroaction sur la conférence
- L'accès aux actes des toutes les CCMSR que vous pouvez maintenant consulter par titre, mot-clé ou auteur
- La liste des membres de l'ACPSE, que vous pouvez maintenant consulter
- Des informations sur les systèmes de sécurité de haute technologie et autres références en matière de sécurité
- Nos offres d'emploi (les offres sont gratuites pour les membres)
- Les communiqués de presse de l'ACPSE

Pour pouvoir consulter les actes de la conférence CCMSR 2014 ou toute autre publication actuelle, y compris du Canadian Road Safety News Digest, vous devez d'abord [vous connecter à l'Espace membre](#).

Pour vous connecter, vous aurez besoin de quelques instants pour **reconfigurer votre mot de passe**.

Si vous avez des questions ou des commentaires, veuillez communiquer avec notre administratrice exécutive, [Brenda Suggett](#).

**Brian Jonah, Président
ACPSE**

The screenshot shows the ACPSE website homepage. At the top, there is a navigation bar with the ACPSE logo, the text "L'Association canadienne des professionnels de la sécurité routière", and a language selector set to "English". Below this is a yellow banner with the word "Accueil". The main content area features a large banner image of a bridge with the ACPSE logo and the tagline "Le partage des connaissances en sécurité routière". To the left of the banner is a sidebar menu with categories: RÉSEAUTAGE (including Conférence ACPSE, Conférence ACPSE XXV, Conférence précédente, Prix et bourses d'études, Adhésion, Options d'adhésion, Bulletin Le Réseau-Sécurité, Canadian Road Safety News Digest, Événements), RECHERCHE (Articles de recherche, Trouver des comptes rendus, Comptes rendus, Achat de comptes-rendus complets, Ressources, Ressources de sécurité, Systèmes de sécurité de haute technologie pour véhicules), NOUVEAUTÉS, and POSTES À COMBLER. Below the banner is a search section titled "EFFECTUER UNE RECHERCHE PARMI NOS ARTICLES" with a search bar and a "Mots-clés" label. To the right of the search section is a red button labeled "L'ADHÉSION ACPSE" and "ADHÉRER". At the bottom right, there is a "PARTENAIRES" section with logos for CRSYC and CCJSR.

Pour vous connecter, vous aurez besoin de quelques instants pour reconfigurer votre mot de passe.



The 2015 CARSP Conference will be held at the Delta Hotel in downtown Ottawa, Ontario from Wednesday, May 27 to Saturday, May 30.

CARSP Conference 2015

The Canadian Association of Road Safety Professionals (CARSP) is planning to hold its 2015 conference from Wednesday, May 27 to Saturday, May 30 at the Delta Hotel in downtown Ottawa. This will allow delegates attending the Auto 21 Centre of Excellence Conference, which includes presentations on road safety research from Tuesday May 26 to Wednesday May 27 in Ottawa to attend also. The CARSP Board has also decided that in the future the conference be called the CARSP Conference rather than the CMRSC (Canadian Multidisciplinary Road Safety Conference) since most people refer to it as the CARSP Conference anyway.

Note that, as was the case for the 2014 conference, papers will be accepted for both research/evaluation and policy/practice streams for the 2015 CARSP Conference and authors will have the option to submit written papers or Power Point presentations. The Charles Miller Award will be given to the authors of the best research and evaluation paper while the winners of the best policy and practice paper will receive the Mavis Johnson Award. It is expected that the Call for Abstracts will be sent out late August or early September.

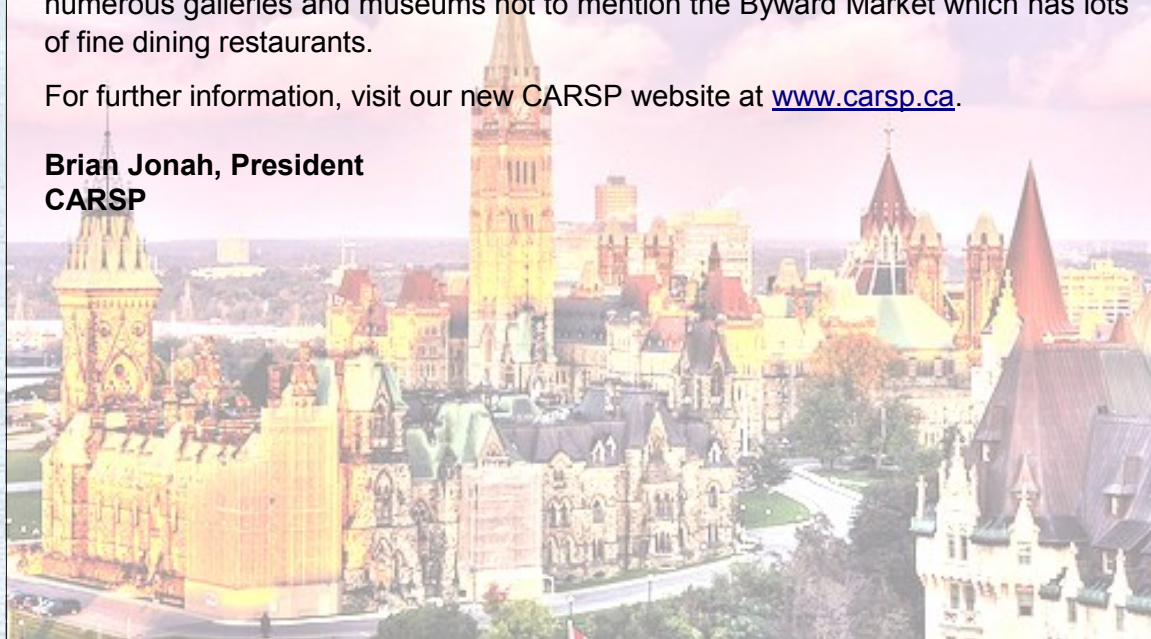
This will be the 25th CARSP conference since the first one held in Halifax in 1982. Also, 2015 represents the 30th Anniversary of CARSP as an organization since it was created in Montreal in 1985 so there likely will be some celebrations of this milestone at the conference. In addition, given 2015 is the midpoint of the United Nations Decade of Action on Road Safety, there will be some recognition of this achievement as well.

Come to Ottawa next May which is the best time of year here with the tulips blossoming and the hockey playoffs in full swing, hopefully including the Ottawa Senators (not the ones on Parliament Hill). There are bus and boat tours and numerous galleries and museums not to mention the Byward Market which has lots of fine dining restaurants.

For further information, visit our new CARSP website at www.carsp.ca.

**Brian Jonah, President
CARSP**

The CARSP Board has also decided that in the future the conference be called the CARSP Conference rather than the CMRSC.



Conférence ACPSER 2015

L'Association canadienne des professionnels en sécurité routière (ACPSER) prévoit tenir sa prochaine conférence du mercredi 27 mai au samedi 30 mai 2015, à l'hôtel Delta du centre-ville d'Ottawa. Cela permettra aux délégués présents à la conférence annuelle d'Auto 21, événement qui se déroulera les mardi 26 mai et mercredi 27 mai à Ottawa et qui comprendra des présentations sur la recherche en sécurité routière, d'y assister aussi. Le conseil d'administration de l'ACPSER a également décidé que la conférence sera dorénavant nommée la Conférence ACPSER plutôt que CCMSR (Conférence canadienne multidisciplinaire en sécurité routière), puisque la plupart des gens s'y réfèrent de toute façon sous le nom de Conférence ACPSER.

Veuillez noter que, comme pour la conférence de cette année, les articles seront acceptés pour la Conférence ACPSER 2015 soit pour le volet "recherche et évaluation" ou pour le volet "politiques et pratiques". Les auteurs auront la possibilité de soumettre leur travail sous forme d'article ou bien d'une présentation sous forme de diaporama. Le prix Charles Miller sera remis aux auteurs du meilleur article du volet « recherche et évaluation », tandis que les gagnants du meilleur article du volet « politiques et pratiques » recevront le prix Mavis Johnson. Il est prévu que la demande de communications soit envoyée vers la fin août ou au début septembre.

Cet événement sera la 25^e Conférence ACPSER depuis la première qui s'est tenue à Halifax en 1982. Par ailleurs, l'année 2015 représente le 30^e anniversaire de la fondation de l'ACPSER comme organisation depuis sa création à Montréal en 1985. Il y aura donc probablement des célébrations spéciales en rapport à cette étape importante lors de la conférence. En outre, compte tenu qu'en 2015, nous serons à mi-parcours de la Décennie d'action pour la sécurité routière des Nations Unies, il est probable que cet événement soit souligné.

Rendez-vous à Ottawa en mai prochain ! C'est le meilleur moment de l'année pour nous rendre visite, avec la floraison de tulipes et les séries éliminatoires de hockey qui battent leur plein, en espérant que les Sénateurs d'Ottawa y participent (et non, nous ne faisons pas allusion à ceux de la Colline du Parlement). De plus, des excursions en bus et en bateau sont offertes, de nombreuses galeries et musées ouvrent leurs portes, sans oublier le Marché By avec ses nombreux restaurants gastronomiques.

Pour plus d'informations, visitez le nouveau site Internet de l'ACPSER : www.carsp.ca.

**Brian Jonah, Président
ACPSE**



ACPSE prévoit tenir sa prochaine conférence du mercredi 27 mai au samedi 30 mai 2015, à l'hôtel Delta du centre-ville d'Ottawa.

Le conseil d'administration de l'ACPSE a également décidé que la conférence sera dorénavant nommée la Conférence ACPSE plutôt que CCMSR.

Acknowledgements

This issue of The Safety Network was produced through the contributions of the following individuals:

Editorial Board

- ◇ Jean-François Bruneau - Université de Sherbrooke, Sherbrooke, QC
- ◇ Mary Chipman - University of Toronto, Toronto, ON
- ◇ Josée Dumont - CIMA+, Burlington, ON
- ◇ Alan German - Road Safety Research, Ottawa, ON
- ◇ Elizabeth Heinz - Insurance Corporation of British Columbia, Nanaimo, BC
- ◇ Rebecca Peterniak - University of Manitoba Transport Information Group, Winnipeg, MB
- ◇ Pierre-Olivier Sénéchal - Société de l'assurance automobile du Québec, Québec, QC
- ◇ Jeff Suggett - Associated Engineering, St. Catharines, ON
- ◇ Ward Vanlaar - Traffic Injury Research Foundation, Ottawa, ON
- ◇ Javier Zamora - LanammeUCR, University of Costa Rica, San Jose, Costa Rica



Editorial Board Members Jeff Suggett, Javier Zamora, Pierre-Olivier Sénéchal, Elizabeth Heinz, and Ward Vanlaar at the CMRSC Awards Banquet

Guest Contributors

- ◇ Ian Pike, BC Injury Research and Prevention Unit, Vancouver, BC
- ◇ Mavis Johnson, Traffic Safety Institute, Vancouver, BC
- ◇ Brenda Suggett, CARSP, St. Catharines, ON
- ◇ Matthew Mulkern, CRSYC, Calgary, AB
- ◇ Brian Jonah, CARSP, Ottawa, ON

Next issue

The theme of the next Safety Network issue will focus on autonomous vehicles and road safety technologies. If you have articles of interest on this topic, please forward them to Rebecca Peterniak (chair@youthroadsafety.ca) by September 30, 2014. Articles should be between 300 and 500 words and accompanying pictures and graphics are encouraged.



Prochain numéro

La prochaine édition du Réseau-Sécurité portera sur véhicules autonomes et technologies de sécurité routière. Si vous avez un article sur le sujet ou êtes intéressés à en écrire un, vous êtes invités à envoyer vos contributions à Rebecca Peterniak (chair@youthroadsafety.ca) avant le 30 septembre 2014. Les articles devraient avoir entre 300 et 500 mots, et des photos ou graphiques les accompagnant sont les bienvenus.