

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

2015, Issue 2



**- 30<sup>th</sup> Anniversary -**

***A look back at the people, events, and  
initiatives that shaped the first 30 years  
of CARSP***



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# Editorial

This year marks the 30<sup>th</sup> anniversary of the Canadian Association of Road Safety Professionals (CARSP) and the 25<sup>th</sup> anniversary of the annual conference. The theme of this year's conference is Road Safety – the Road Ahead. The spring edition of the Safety Network Newsletter takes a look back at the people, events, and initiatives that shaped the first 30 years of CARSP. In the following pages, you will find a CARSP timeline, articles on the early days and history of the Safety Network Newsletter, the CARSP conference, the Canadian Road Safety Youth Committee (CRSYC), and the student paper competition. You will also find articles on the people behind the names of the conference paper awards – Dr. Charles Miller and Mavis Johnson – as well as an original copy of an article written in 1985 on the birth of CARSP by the first editor of the Safety Network.

Preparing this edition provoked me to take a look back at my own years with CARSP, which I will admit, is a bit shorter than 30 years. My first exposure to CARSP was as a student at the 2012 conference in Banff. I had just begun my master's degree in transportation engineering at the University of Manitoba, joined the CRSYC, and recently returned from a four month trip to Latin America where I completed a course on transportation in developing countries. Road safety was an area of interest to me, and attending the conference in Banff helped me to select and focus my thesis research. I met two road safety professionals from Latin America – a professor from Peru and a transport engineer from Costa Rica – and was inspired by their talks on road safety in their home countries. About a year later, I was Chair of the CRSYC, an ex-officio member of CARSP's Board of Directors, and a member of the Safety Network Editorial Board. With support from my advisor, I was also enroute to Costa Rica for an internship at LanammeUCR to conduct my thesis research on pedestrian safety in San Jose. I would be working with the transport engineer I met in Banff and a fellow member of the Editorial Board. About a year later, I was the Editor of the Safety Network Newsletter and receiving the Charles Miller Award for the research I conducted in Costa Rica.

Earlier this year, I represented CARSP at the Global Alliance Meeting of NGOs for Road Safety in Marrakech, Morocco, where I met NGOs from across the world. In addition to raising awareness for CARSP, I made valuable business connections for the consulting firm I am now employed at.

The return on my involvement with CARSP over three short years has been invaluable: it has inspired my research portfolio, connected me with road safety professionals around the world, provided me with leadership and growth opportunities, and helped me make business connections and many great friends along the way. I am sure that the careers of countless road safety professionals have been greatly influenced throughout CARSP's 30 year history.

Looking forward to the road ahead.

**Rebecca Peterniak**  
**Fireseeds North Infrastructure and CRSYC**

# Éditorial

Cette année marque le 30e anniversaire de l'Association canadienne des professionnels de la sécurité routière (ACPSE) ainsi que le 25e anniversaire de la conférence annuelle. Le thème de la conférence de cette année est la Sécurité routière – en route vers l'avenir. L'édition du printemps du bulletin Le Réseau-Sécurité jette un regard rétrospectif sur les gens, les événements et les initiatives qui ont façonné les 30 premières années de l'ACPSE. Dans les pages suivantes, vous trouverez une ligne du temps de l'ACPSE de même que des articles sur les premiers jours et l'histoire du bulletin Le Réseau-Sécurité, sur la conférence ACPSE, sur le Comité canadien de la jeunesse pour la sécurité routière (CCJSR) et sur le concours couronnant le meilleur article rédigé par un étudiant. Vous trouverez également des articles sur les personnes derrière les noms donnés aux prix récompensant les meilleurs articles - Dr Charles Miller et Mme Mavis Johnson - ainsi qu'une copie originale d'un article portant sur la naissance de l'ACPSE écrit en 1985 par le premier rédacteur en chef du Réseau-Sécurité.

Préparer cette édition m'a amené à revenir sur mes propres années à l'ACPSE, une période qui, je dois l'avouer, est un peu plus courte que 30 ans. Mon premier contact avec l'ACPSE, je l'ai vécu en tant qu'étudiante participant à la conférence de 2012, à Banff. Je venais de commencer ma maîtrise en ingénierie des transports à l'Université du Manitoba, je m'étais joint au CCJSR, et j'étais récemment rentré d'un voyage de quatre mois en Amérique latine où j'avais suivi un cours sur le transport dans les pays en développement. Pour moi, la sécurité routière est un domaine d'intérêt. Assister à la conférence à Banff m'a aidé à choisir et préciser ma recherche de thèse. J'ai rencontré deux professionnels en sécurité routière de l'Amérique latine - un professeur du Pérou et un ingénieur des transports du Costa Rica - et ai été inspirée par leurs discussions sur la sécurité routière dans leurs pays d'origine. Environ un an plus tard, je suis présidente du CCJSR, membre d'office du conseil d'administration de l'ACPSE et membre du comité de rédaction du bulletin Réseau-Sécurité. Avec le soutien de mon conseiller, je suis également en route vers le Costa Rica pour un stage à LanammeUCR afin de mener mes recherches de thèse sur la sécurité des piétons à San Jose. J'allais travailler avec l'ingénieur des transports rencontré à Banff et un autre membre du comité de rédaction. Environ un an plus tard, je suis maintenant rédactrice en chef du bulletin Le Réseau-Sécurité et suis récipiendaire du Prix Charles Miller pour la recherche que je mène au Costa Rica. Plus tôt cette année, j'ai représenté l'ACPSE lors de la réunion de l'Alliance mondiale des ONG plaidoyant pour la sécurité routière et pour l'aide aux victimes de la route à Marrakech, au Maroc, où j'ai rencontré des représentants d'ONG venant de partout au monde. En plus de contribuer à augmenter la visibilité de l'ACPSE, cela m'a permis d'établir de précieuses relations d'affaires pour le cabinet d'experts-conseil où je suis maintenant employée.

Les retombées de mon implication au sein de l'ACPSE au cours de ces trois courtes années se sont avérées d'une très grande valeur : cela a influencé mon portefeuille de recherche, m'a fait rencontrer des professionnels de la sécurité routière de partout à travers le monde, m'a permis de développer mon leadership et m'a procuré d'autres bénéfices sur le plan personnel, m'a aidé à tisser des relations d'affaires et à me faire de nombreux amis par la même occasion. Je suis convaincue que les carrières de nombreux professionnels œuvrant en sécurité routière ont été grandement influencées au cours des 30 ans d'histoire de l'ACPSE.

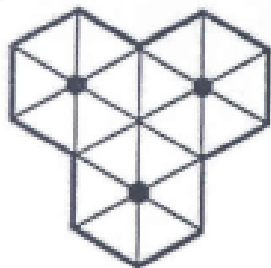
Je suis impatiente de voir ce que l'avenir en Sécurité routière réserve.

**Rebecca Peterniak**  
**Fireseeds North Infrastructure and CRSYC**



*Les retombées de mon implication au sein de l'ACPSE au cours de ces trois courtes années se sont avérées d'une très grande valeur.*

# The Birth of CARSP



## THE SAFETY NETWORK

Vol. 1, No. 2  
August 1985  
Mary Chipman, Editor  
12 Queen's Pk. Cres. W.  
Toronto, Ontario  
M5S 1A8

A Newsletter for Canadians Working in Road Safety

### Editorial: The Canadian Association of Road Safety Professionals

Although it is not our practice to include Classified Ads in this newsletter -- response time is too slow -- it is our pleasure to include one birth announcement in this issue.

The Fourth Multidisciplinary Road Safety Conference met in Montreal May 26-28. Late in the afternoon of May 27 -- after the presentation of papers and before the Bus Tour of the City -- a group of approximately fifty people met to debate and eventually to approve a constitution and to elect a Board of Direction. Thus was the Canadian Association of Road Safety Professionals born.

The possibility of forming such an association was first considered two years ago at the Second Multidisciplinary Road Safety Conference in Winnipeg. Little progress was apparent when the issue surfaced again a year ago in London. However, by the time of this year's conference, a draft constitution had been prepared and circulated with the first issue of this newsletter. The version finally approved in Montreal, after discussion and several thoughtful amendments, is included with this issue of The Safety Network.

The meeting concluded with a vote for members of the Board of Direction. Ballots were counted during the bus tour. ("How many Boards can say they were born in the back of a bus?" asked one scrutineer.) The resulting Board includes members from every province except Prince Edward Island, and represent the disciplines of engineering, psychology, medicine and public administration. Members came from universities, provincial governments, the federal government and one crown corporation.

This Board has since elected a President and Vice-President from its own members. One board member was out of the country during the electoral process. In order to participate, he wrote a letter of proxy authorizing his vote for whichever candidate received the most votes from the ten remaining ballots. He did not consider the possibility of a tie, and inevitably that was exactly the result: Ezra Hauer and Albert Stevens each received



5 votes. The two candidates have agreed to split the responsibilities for the two-year term; Ezra Hauer will act as President for the first year with Albert Stevens as Vice-president. In the second year their roles will be reversed with Albert Stevens assuming the position of President and EZRA HAUSER becoming Vice-president. Ken O'Brien will be secretary-treasurer for the full two-year period.

In the next year, this Board will develop procedures for carrying on the business of the new association. One of the first items of business will be to attract members from the Canadian community of road safety professionals. We urge our READERS TO JOIN THE ASSOCIATION. We propose that all members of the Association automatically receive this newsletter, but there will be other, more obvious benefits to belonging to this group of people interested in developing, promoting and evaluating road safety in Canada.

The Board of Direction elected on May 27 is as follows:

C. Robert Baird (Bob)  
Deputy Coordinator  
Vehicle Safety Research  
Technical University of Nova Scotia  
P.O. Box 1000  
Halifax, N.S. B3J 2K4

W. T. Beckett (Tom)  
Director, Highway Planning and Research  
Department of Transportation and  
Communications  
P.O. Box 4750  
St. John's, Nfld. A1C 5T7

Peter Cooper  
Manager, Road Safety Planning  
Insurance Corporation of British Columbia  
151 W. Esplanade, Room 323  
North Vancouver, B.C. V7M 3H9

Ezra Hauer  
Professor, Dept. of Civil Engineering  
University of Toronto  
Toronto, Ontario M5S 1A4

Brian Jonah  
Chief, Road Users Research  
Road Safety Directorate  
Transport Canada  
Place de Ville, Tower C  
Ottawa, Ontario K1A 0N5





Claire Laberge-Nadeau  
Associate Professor  
University of Montreal  
2375 chemin Ste. Catherine  
Montreal, P.Q. H3T 1A8

G. W. Mulligan (Bill)  
Department of Surgery  
Health Sciences Centre  
Winnipeg, Manitoba R3A 1M4

K. R. O'Brien (Ken)  
Sr. Traffic Engineer  
Nova Scotia Dept. of Transportation  
P.O. Box 186  
Halifax, Nova Scotia B3J 2N2

John H. Read  
Ambulatory Care Centre  
University of Calgary  
Calgary, Alberta T2N 1N4

Carl Shiels  
Research Engineer  
Saskatchewan Highway Traffic Board  
2260 - 11th Avenue  
Regina, Saskatchewan S4P 3V7

Albert M. Stevens  
Professor  
Dept. of Civil Engineering  
University of New Brunswick  
P.O. Box 4400  
Fredericton, N.B. E3B 5A3

Questions, comments and concerns you have about this new association should be sent to one of these representatives. Readers are encouraged to participate informally in the deliberations of this Board as the Association struggles through its infancy.



Copy of original article written by Mary Chipman,  
first Editor of the Safety Network Newsletter, 1985

# CARSP Timeline: 1982 to 1994

## CARSP Milestones

1983 – Idea of organization proposed at Winnipeg conference

- CARSP constitution drafted and approved
- Safety Network Newsletter (SNN) launched
- Members invited to join CARSP



Letters of patent issued for incorporation

First student paper competition

## People



Ezra Hauer—1<sup>st</sup> President

- First CARSP Board of Directors formed



Albert Stevens (2<sup>nd</sup> President)  
Mary Chipman (1<sup>st</sup> Editor of SNN)



Claire Laberge Nadeau  
3<sup>rd</sup> President



Brian Jonah  
4<sup>th</sup> President



Mary Chipman  
5<sup>th</sup> President

## Conferences

1982 – First Canadian Multidisciplinary Road Safety Conference (CMRSC) held in **Halifax, NS**



1983 – CMRSC II **Winnipeg, MB**

1984 – CMRSC III **London, ON**

1985 – CMRSC IV **Montreal, QC**



1987 – CMRSC V **Calgary, AB**

1989 – CMRSC VI **Fredericton, NB**

1991 – CMRSC VII **Vancouver, BC**

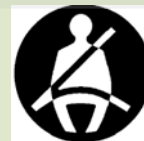
1993 – CMRSC VIII **Saskatoon, SK**

## Road Safety in Canada

Number of traffic fatalities per year > 4,000



Final provinces pass mandatory seat belt laws



MADD Canada founded.

Number of traffic fatalities drops below 4,000 per year.

Daytime running lights made mandatory on all new vehicles.



# CARSP Timeline: 1995 to 2005



## CARSP Milestones



•CARSP Website launched



•First Charles Miller award for best technical paper

•First student poster competition

•Booster Seat Colouring Contest launched



•CARSP uses extra funds to fund research (CARSPFund)

## People



Alan German  
6<sup>th</sup> President



Suzanne Tylko  
2<sup>nd</sup> Editor of SNN



Jocelyn Pedder - 7<sup>th</sup> President  
Kevin McClafferty  
3<sup>rd</sup> Editor of SNN



Claude Dussalt  
8<sup>th</sup> President



Kevin McClafferty  
9<sup>th</sup> President



Paul Allen  
10<sup>th</sup> President

## Conferences

1995 – CMRSC IX  
Montreal, QC

1997 – CMRSC X  
Toronto, ON



1999 – CMRSC XI  
Halifax, NS

2001 – CMRSC XII  
London, ON



2003 – CMRSC XIII  
Banff, AB

2004 – CMRSC XIV  
Ottawa, ON  
First conference organized by CARSP

2005 – CMRSC XV  
Fredericton, NB

## Road Safety in Canada



Road Safety Vision 2001 adopted by CCMTA

Canada's worst road accident occurred in Saint-Joseph-de-la-Rive (Les Éboulements) killing 43 people and injuring 5.



Road Safety Vision 2010 adopted by CCMTA.



AUTO21 formed.



Hand held cell phones first banned in Newfoundland



# CARSP Timeline: 2006 to 2015

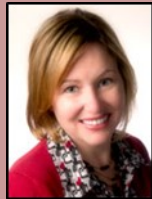
## CARSP Milestones



CRSYC | CCJSR

•Canadian Road Safety Youth Committee founded

•CARSP Visioning Workshop



Brenda Suggett hired as Executive Administrator

•Bylaws revised

•First Mavis Johnson award for best policy and practice paper



## People



Paul Boase  
11<sup>th</sup> President



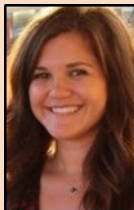
Jeff Suggett  
12<sup>th</sup> President



Lyne Vezina (13<sup>th</sup> President)  
Jeff Suggett (4<sup>th</sup> Editor of SNN)



Mavis Johnson  
14<sup>th</sup> President



Brian Jonah (15<sup>th</sup> President)  
Rebecca Peterniak (5<sup>th</sup> Editor of SNN)

## Conferences

2006 – CMRSC XVI  
Winnipeg, MB

2007 – CMRSC XVII  
Montreal, QC

2008 – CMRSC XVIII  
Whistler, BC

2009 – CMRSC XIX  
Saskatoon, SK

2010 – CMRSC XX  
Niagara Falls, ON

2011 – CMRSC XXI  
Halifax, NS

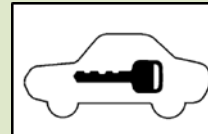
2012 – CMRSC XXII  
Banff, AB

2013 – CMRSC XXIII  
Montreal, QC

2014 – CMRSC XXIV  
Vancouver, BC

2015 – CMRSC XXV  
Ottawa, ON

## Road Safety in Canada



Immobilizers made mandatory on all new vehicles.

Hand held cell phones banned in all provinces except Nunavut.



Road Safety Strategy 2015 adopted by CCMTA

Electronic Stability Control made mandatory on all new vehicles.

Number of motor vehicle accident deaths just above 2,000.



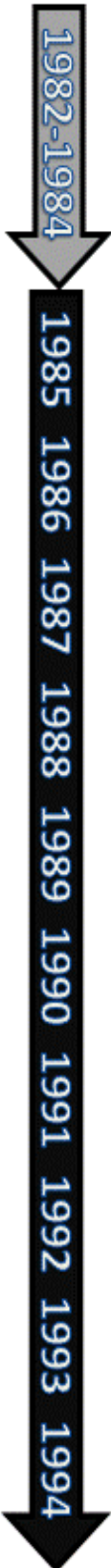
CAMH calls for legislation of cannabis



2006 2007 2008 2009 2010 2011 2012 2013 2014 2015

Jeff Suggett  
Associated Engineering

# Historique de l'ACPSE : 1982-1994



## Les événements marquants de l'ACPSE

1983 – L'idée d'une organisation est proposée à la conférence de Winnipeg

- La constitution de l'ACPSE est ébauchée et approuvée
- Le bulletin Réseau-Sécurité est lancé (BRS)
- Les membres sont invités à se joindre à l'ACPSE



Les lettres patentes sont émises pour la constitution en société

Premier concours du meilleur article rédigé par un étudiant

## Les personnalités



Ezra Hauer—1er Président

- Formation du premier conseil d'administration de l'ACPSE



Albert Stevens (2<sup>e</sup> Président)  
Mary Chipman (1<sup>ère</sup> Éditrice du BRS)



Claire Laberge Nadeau  
3<sup>e</sup> Présidente



Brian Jonah  
4<sup>e</sup> Président



Mary Chipman  
5<sup>e</sup> Présidente

## Les conférences

1982 – Première Conférence canadienne multidisciplinaire en sécurité routière (CCMSR), tenue à **Halifax, N.-É.**  
1983 – CCMSR II **Winnipeg, Man.**  
1984 – CCMSR III **London, Ont.**

1985 – CCMSR IV **Montréal, Qc**



1987 – CCMSR V **Calgary, Alb.**

1989 – CCMSR VI **Fredericton, N.-B.**

1991 – CCMSR VII **Vancouver, C.-B.**

1993 – CCMSR VIII **Saskatoon, Sask.**

## La sécurité routière au Canada



Nombre de décès de la route par année  
> 4 000



Les dernières provinces adoptent une loi pour rendre le port de la ceinture de sécurité obligatoire.



Fondation de MADD Canada.

Le nombre de décès de la route descend sous la barre des 4 000 par année.

Les feux de jour deviennent obligatoires pour tous les véhicules neufs.



# Historique de l'ACPSE : 1995-2005

## Les événements marquants de l'ACPSE



• Lancement du site Web de l'ACPSE



• Première remise du prix du Dr. Charles H. Miller

• Premier concours d'affiches sur les sièges d'enfants créés par des étudiants

• Lancement du concours de coloriage de sièges



• L'ACPSE utilise des surplus pour financer la recherche (CARSPFund)

## Les personnalités



Alan German  
6<sup>e</sup> Président



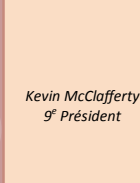
Suzanne Tylko  
2<sup>e</sup> Éditrice du BRS



Jocelyn Pedder – 7<sup>e</sup> Président  
Kevin McClafferty  
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Claude Dussalt  
8<sup>e</sup> Président



Kevin McClafferty  
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Paul Allen  
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2001 – CCMSR XII  
London, Ont.



2003 – CCMSR XIII  
Banff, Alb.

2004 – CCMSR XIV  
Ottawa, Ont.  
Première conférence organisée par l'ACPSE

2005 – CCMSR XV  
Fredericton, N.-B.

## La sécurité routière au Canada



Vision sécurité routière (2001) adoptée par le CCATM

Le pire accident de la route au Canada se produit à Saint-Joseph-de-la-Rive (Les Éboulements), faisant 43 décès et 5 blessés.



Vision sécurité routière 2010 adoptée par le CCATM.



Formation de AUTO21.



Terre-Neuve interdit l'utilisation du cellulaire au volant.



1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005

# Historique de l'ACPSE : 2006-2015

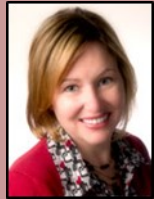


## Les événements marquants de l'ACPSE



• Formation du Comité canadien de la jeunesse pour la sécurité routière

• Atelier pour la vision de l'ACPSE



Brenda Suggett est embauchée comme Administratrice exécutive

• Révision des règlements administratifs

• Premier prix Mavis Johnson pour le meilleur article « Politiques et pratiques »



## Les personnalités



Paul Boase  
11<sup>e</sup> Président



Jeff Suggett  
12<sup>e</sup> Président



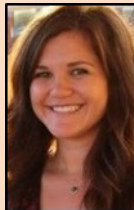
Lynne Vezina (13<sup>e</sup> Présidente)  
Jeff Suggett (4<sup>e</sup> Éditeur du BRS)



Mavis Johnson  
14<sup>e</sup> Présidente



Brian Jonah (15<sup>e</sup> Président)  
Rebecca Peteriak (5<sup>e</sup> Éditrice du BRS)



## Les conférences

2006 – CCMSR XVI  
Winnipeg, Man.

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Montréal, Qc

2008 – CCMSR XVIII  
Whistler, BC

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Saskatoon, Sask.

2010 – CCMSR XX  
Niagara Falls, On

2011 – CCMSR XXI  
Halifax, N.-É.

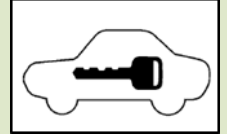
2012 – CCMSR XXII  
Banff, Alb.

2013 – CCMSR XXIII  
Montréal, Qc

2014 – CCMSR XXIV  
Vancouver, C.-B.

2015 – CCMSR XXV  
Ottawa, Ont.

## La sécurité routière au Canada



Freins d'immobilisation obligatoires dans tous les nouveaux véhicules.

Cellulaire au volant interdit dans toutes les provinces sauf le Nunavut.



Stratégie de sécurité routière 2015 adoptée par le CCATM.

Électro-stabilisateur programmé obligatoire dans tous les nouveaux véhicules.

Le nombre de décès de la route est juste au dessus de 2 000 par année.



CAMH demande une réforme des lois sur le cannabis.



**Jeff Suggett**  
Associated Engineering

# History of the CARSP Conference

**Résumé:** Depuis 1982, la conférence annuelle de l'ACPSE, anciennement connue sous le nom de Conférence canadienne multidisciplinaire sur la sécurité routière (CCMSR), a réuni des spécialistes de la sécurité routière ainsi que des universitaires provenant de partout au Canada et d'ailleurs dans le monde. Les représentants sont issus de diverses disciplines: de consultants à enquêteurs de collision; d'avocats à personnel d'application de la loi. Les éléments clés de la conférence comprennent :

- Promouvoir les réalisations novatrices, nationales et internationales, en matière de recherche, de politique et de pratique.
- Avoir un caractère multidisciplinaire et être axée sur les problèmes plutôt que sur les disciplines.
- Développer la prochaine génération de professionnels de la sécurité routière par l'entremise du Comité canadien de la jeunesse pour la sécurité routière (CCJSR).
- Répondre aux besoins de sécurité routière actuels et aider activement à préparer l'avenir.

La conférence est passée de 18 propositions d'articles et moins de 40 participants en 1982, à environ une centaine de propositions d'articles et à 200 participants dans les années présentes. Cet article revient sur les 25 premières années de la conférence de l'ACPSE.

In the early 1970's, Transport Canada formed a national network of research teams to conduct in-depth investigations on real-world crashes with the aim of improving the Canadian Motor Vehicle Safety Standards. The primary research study involved capturing and evaluating data on the human, vehicle and environmental factors that were involved in the subject collisions. Because the work required researchers with different types of training and expertise, the research was referred to as the Multi-Disciplinary Accident Investigation programme.

The first CMRSC was organized in Halifax in 1982 by Dr. Charles Miller and Dr. Robert Baird, the Coordinators of the Vehicle Safety Research Team at the Technical University of Nova Scotia (now part of Dalhousie University). All speakers were invited participants and, like today, included engineers, physicians, psychologists, and officials from both government and industry. A wide range of topics was addressed including drivers and vulnerable road users; cars, trucks and school buses; collision investigation, safety standards and research. The keynote speaker was Nils Bohlin, from Volvo in Sweden, the developer of the three-point seat belt. Transport Canada's research teams undertook to host future conference annually; CMRSC-II was held in Winnipeg in 1983.

Printed conference proceedings were made available to delegates in 1984 at CMRSC-III in London. The image used for the cover on the proceedings became the logo for future conferences. In 1999, the proceedings of CMRSC-XI in Halifax were published on a CD-ROM instead of a soft-cover book, and in 2008, the proceedings of CMRSC-XVIII in Whistler were published on a USB memory stick.

The CMRSC was held annually until 1985, when the research teams decided that the conference should be held every two years to maintain the quality of the

*(Continued on page 14)*



*The first CMRSC in 1982 invited speakers and participants from a wide range of backgrounds, to discuss an array of topics concerning road safety.*





*The annual CARSP conference is the single most important driver of the organization's membership, and helps achieve their mandate and key service objectives.*

*(Continued from page 13)*

published research papers. The research teams proceeded to host the conference in odd years. In 2004, CARSP's Board of Directors and the Team Coordinators agreed that CARSP would host the conference in the even years.

In 2013, CMRSC-XXIII was hosted by the research team at École Polytechnique in Montreal. Here, the teams decided that they would not act as hosts for any future conferences. CARSP undertook to host the conference on an annual basis. The last CMRSC took place in Vancouver in 2014. At this conference, the CARSP Board of Directors decided to change the name to the CARSP conference, in recognition the association would host all future conferences.

In 2007, the CRSYC was established, and first attended CMRSC-XVII in Montreal. The following year at CMRSC-XVIII, the CRSYC first participated in organizing conference events. Subsequently, the CRSYC has organized and hosted many annual events, including the student paper competition, a Long Short Walk in support of the United Nations Decade of Action, a panel on careers in road safety, networking workshops and sessions.

The Dr. Charles Miller Award has been presented to the author of the top technical conference paper since 2001. At CMRSC-XXIV in Vancouver, a policy and practice stream of papers was introduced, in recognition that there is considerable road safety related activity that is program-related and not considered research or evaluation. Program-related papers had been presented with the award in the past, but given their nature, were difficult to evaluate against the technical criteria of the Dr. Charles Miller Award. A different set of criteria was developed for program-related papers, and the author of the best paper in this category received the new Mavis Johnson Award. Both awards are now presented annually.

In 2015, the annual CARSP conference was presented as CARSP's best practice at the 4<sup>th</sup> Meeting of the Global Alliance of Road Safety NGOs in Marrakech, Morocco. The conference was selected as CARSP's best practice by the Board of Directors, in recognition that it is the single most important activity which drives the organization's membership and helps achieve CARSP's mandate and key service objectives. The conference has facilitated 25 years of networking, information and research sharing, and recognizing the work of leading road safety professionals; and will continue to do so in the years to come.

**Rebecca Peterniak  
Fireseeds North  
Infrastructure and  
CRSYC**

**Alan German  
Road Safety Research**



**CARSP**  
Canadian Association of Road Safety Professionals

A national organization dedicated to enhancing road safety at home and globally  
- volunteer-led - established in 1985 -

**CARSP CONFERENCE**  
International Attendance - Globally Relevant Knowledge - Worldwide Experts  
2015 conference is being held in Ottawa, Ontario



# Archived Photos

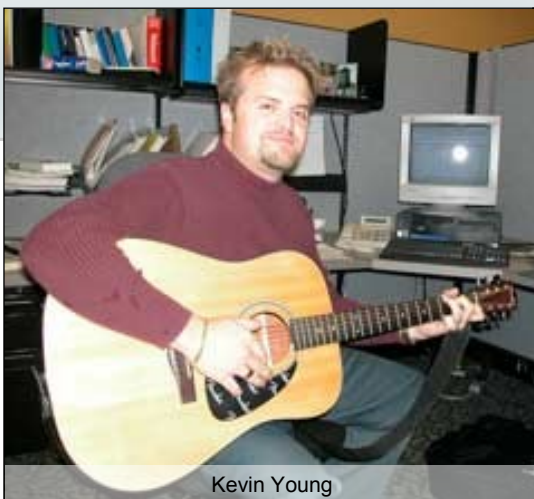
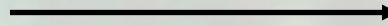


Vladimir Panlilio, Lynne Vézina, Sherry Norton, Kevin McClafferty, Alan German, Joseph Chan, John Gane, Louis-Philippe Lussier



Marlene Anderson, Mary Lou Dewar, Bob Dewar, Jeanette Espie

Top to Bottom: Paul Boase, Pella Deyell, Paul Tiessen, Shannon Ell, Jeff Suggett, Aline Chouinard, Andrew Davidson



Kevin Young



Rebecca Peterniak and Jeanette Montufar





Kevin McClafferty



À votre bal des finissants - s.v.p. conduire soigneusement  
 Graduating students - Please drive safely at your prom



CMRSC-XIII, Banff, AB: (L-R) Pella Deyell, Trevor Lehouillier, Leanna Belluz, Jean Francois Roy, Bridgette Dignard, Daryll Malone, Jeremy Hamilton, Steve Blazeski, Joseph Chan, Unknown, Bob Baird

The Official Newsletter of the Canadian Association of Road Safety Professionals (CARSP)

**THE SAFETY NETWORK**  
**RÉSEAU SÉCURITÉ**

CARSP  
 ACPSER  
 Le Bulletin de L'Association Canadienne des Professionnels de la Sécurité Routière (ACPSPER)

**School Bus Safety**

Laidlaw's 1913 Model T School Bus

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 Page 6 NEWS "Injuries Associated With School Buses"  
 Page 7 SPOTLIGHT "Ontario School Bus Association"  
 Page 8 BULLETIN BOARD "CMRSC XII"

<http://www.carsp.ca>

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 1

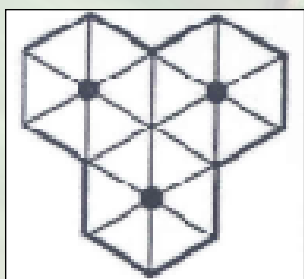
**DANGER WINTER AHEAD**

# The Safety Network

## The Early Days

**Résumé:** La première rédactrice en chef du Réseau-Sécurité décrit dans cet article comment a commencé ce bulletin.

This newsletter was the brainchild of Ezra Hauer, a Professor of Civil Engineering at the University of Toronto, and someone with a longstanding interest in traffic safety. He had the resources to invite a group of like-minded people, from the university, local teaching hospitals and various levels of government, to meet at the university and share their interests, several times a year. There had also been several national conferences on traffic safety, beginning in Halifax in 1982. From these events it was a logical development to involve people from across the country without the burden and expense of having to travel: a newsletter. At some point in 1984, Ezra invited me to be its editor, and I agreed.



One of Ezra's students designed the original masthead, a logo of three adjacent hexagons and The Safety Network in bold letters as the newsletter title. I wrote the editorials, invited a variety of people to contribute articles, and edited the final copy. My secretary oversaw the printing and mailing of each issue to the people on our mailing list. As I recall, there were 100-150 names and addresses on the list, initially people who had attended one or more of the Canadian Multidisciplinary Road Safety Conferences.

When the Canadian Association of Road Safety Professionals was established, the mailing list was used to invite people to become members, and all members became subscribers to The Safety Network.

As Editor, I was asked to join the Board of Directors of CARSP, ex officio. Unlike the present day, there was no separate Editorial Board for the newsletter, so I had total control, and total responsibility, of whatever was published. The first issue appeared in April, 1985. Initially three issues were produced each year, in April, August and December. This was increased to four issues in 1999, when Kevin McClafferty became editor, and CARSP has maintained that frequency.

It is clear that there have been many advances in the production of the newsletter in the past thirty years. We used a word processor from the beginning, but desk-top publishing was not used for several years; the internet, and even colour photographs, were not used until the turn of the century. One early technical problem, in particular, I recall: the accurate reproduction of letters when the text was in French. Initially, I would just ink in the symbols, to produce "è" or "ç", for example. This worked for a few issues, but then I received a letter from a reader from Québec (sic) who complained about the letters "disgracieusement tracé á la main"! With the help of a graduate student, I was able to find out how to produce the relevant characters in French using my (English) keyboard and my word processor.

The issue you are reading, either on paper or on a computer screen, has changed in many ways. One thing has (I hope) always been consistent, however: the news and the thoughtful analysis and discussion of current issues related to traffic safety in Canada. I was, and remain, very grateful to the many people who wrote useful articles on a variety of subjects when asked to do so.

**Mary Chipman**  
University of Toronto



*The first Safety Network issue was released in April 1985. Since then, over 100 editions of the newsletter have been published.*




# The Development of CARSP's Website

**Résumé:** Le site Web de l'ACPSEER est apparu sur Internet le 1er septembre 1997. Depuis ce temps, le site assure une présence en-ligne de l'association auprès des membres et des non-membres à travers le Canada et le monde entier. L'Internet est une ressource dynamique, ce qui explique qu'au fil du temps, des changements furent apportés au site. Cet article présente une brève revue de ces transformations.

CARSP's web site was initiated in 1997 by the Association's then President, Alan German. Having read the book "Teach Yourself Web Publishing with HTML - in a Week", Alan wished to put his new-found skills into practice! The newly-developed web site went live on September 1, 1997 and the site has now provided CARSP's on-line presence for almost two decades.

## The Canadian Association of Road Safety Professionals

### L'Association canadienne des professionnels de la sécurité routière



[What's new? / Quoi de neuf?](#) ■ [Recent publications / Articles récents](#)  
[Slick Clicks / Clics brillants](#) ■ [Future Conferences / Conférences à venir](#)

A broad range of Canadian road safety professionals, with common objectives, forms the basis of our Association. We hope that you find something to interest you on our web site and, if so, that you will consider becoming a member and sharing your knowledge and expertise with us.


Un large éventail de professionnels canadiens de la sécurité routière, ayant des objectifs communs, compose le coeur de notre organisation. Nous espérons que vous trouverez notre site intéressant et que, le cas échéant, vous envisagerez devenir membre de notre association afin de partager vos connaissances et votre expertise avec nous.

- [Overview of the Association / Vue d'ensemble de l'association](#)
- [Board of Directors / Conseil d'administration](#)
- [The Safety Network / Le réseau-sécurité](#)
- [1997 Student Paper Competition / Concours 1997 du meilleur article rédigé par un étudiant](#)
- [Links to members' sites / Liens aux sites de nos membres](#)
- [Become a member of CARSP / Devenir membre de l'ACPSEER](#)
- [Suggestion Box / Boîte à suggestion](#)

Every effort is made to post only current and accurate information on our web site. **Should you identify any problems** with the site, please advise our [Web Master](#) by electronic mail in order that these may be corrected.

Nous faisons tous les efforts possibles afin de fournir des renseignements qui sont à jour et exacts. **Si vous trouvez des erreurs** sur notre site, pourriez-vous les signaler à notre [Maître du site](#) par courrier électronique pour qu'on puisse les corriger.

The Canadian Association of Road Safety Professionals  
L'Association canadienne des professionnels de la sécurité routière



Contact our [Web Master](#) by E-mail  
Contactez notre [Maître du site](#) par courrier électronique

While, by today's standards, the first home page (above) was pretty rudimentary, the content included a number of the features still provided by the current web site. Information about CARSP and its Board of Directors was available, as were articles from the current newsletter and details of the student paper competition. However, some of the early material has not withstood the test of time. For example, recent publications by members and links to members' web sites are no longer found on CARSP's site.



(Continued from page 18)

Over time, the look-and-feel of the web site has also changed substantially. The second major change to the web site design (left), was produced around 2001 and featured multiple columns, a greater use of colour and graphic images, and a navigation menu that together (hopefully) provided both a more pleasing appearance and greater ease of use.

Additions to the site's content included a password-protected, members-only area, development of a search capability, providing hosting for the Canadian Multidisciplinary

Road Safety Conference's (CMRSC) web site, and developing an on-line payment system using PayPal for both membership dues and the purchase of CMRSC proceedings on CD.

Another significant change was the purchase of our own domain name – carsp.ca (et l'équivalent français – acpser.ca). Other domain names obtained by CARSP were used for the CMRSC (cmrsc.ca) and CCMSR (ccmsr.ca) web sites. All of these domains are active today and point to various pages on CARSP's current web site.



In 2006, Paul Tiessen took over as Web Master and spearheaded the move to a new web site hosting service. New Concept Design in London, Ontario developed the third basic design of the web site (below). A major change to the underlying web site structure was the use of a Content Management System (CMS) to provide dynamic page generation. Essentially, the web site content was stored in an on-line database that could be modified by authorized site administrators. Site navigation was implemented as a series of drop-down menus as the user's mouse rolled over the main menu headings.

Additions to the site's contents included making full versions of CMRSC papers available for download by members, and a new feature on "high-tech" safety systems. In this series of web pages, CARSP provided information on a wide range of recently developed motor vehicle safety features. These included devices that provide increased crash protection for vehicle occupants, and systems that allowed drivers to avoid collisions, or at least to mitigate collision severity.



(Continued from page 19)

One thing that readers may have noticed is the change in CARSP's logo over the years. The first version was created specifically for the web site. Having been developed by the first Web Master, who had no pretensions as a graphic designer, it was highly stylized and necessarily simple. Subsequently, a competition was held for a new logo. This was won by Louis-Philippe Lussier with the design of a stunning, multi-coloured image. This design was eventually modified to produce the stylized logo still in use today.

In 2014, web site administration was taken over by Brenda Suggett, CARSP's Executive Administrator. The web site design was once again refreshed (below) providing a very modern look and feel. A new Content Management System was implemented, and the site hosted by JLM Studios of St. Catharines, Ontario.

At this year's road safety conference (now named the CARSP Conference), a call is to be made for volunteers to assist with the on-going maintenance of the site's content and its further development. CARSP's Editorial Board has been highly successful over the past few years in distributing the workload required to produce a quality newsletter. The Association now needs a similar group of volunteers to form a Web Team to help manage the site.

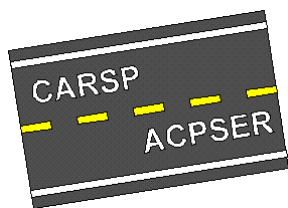
The current Content Management System makes it easy for "non-techies" to participate in this process since material can be added, updated, and deleted using a simple web browser. So, if you have the skills – or even just an interest – in web site design and maintenance, please contact Brenda ([info@carsp.ca](mailto:info@carsp.ca)) and offer your assistance to CARSP's Web Team.

**Alan German**  
Road Safety Research

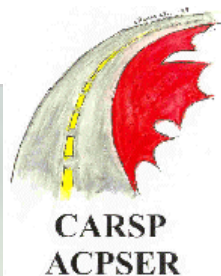
## The CRSYC: How it all began

In April 2007, I had the privilege of being a member of a group of eight young Canadians who had been selected to represent our country at the World Youth Assembly for Road Safety, organized by the United Nations, in Geneva, Switzerland. Delegates from more than 100 countries contributed to the drafting of the Youth Declaration for Road Safety, which was officially adopted during this international gathering. Other delegates and I had a chance to share our experiences as well as road safety strategies from our own countries.

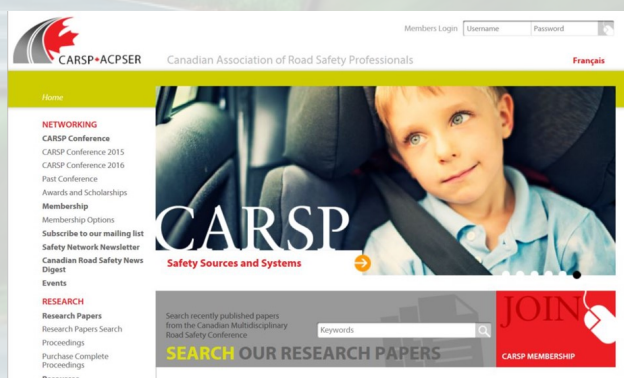
The Declaration invited adults and different stakeholders (educators, legislators, community organizations, etc.) to commit to promoting road safety. It also called on the media to inform the public about the dangers associated with unsafe behaviour on the road, and on communities to set an example by behaving safely by adhering to safe speeds and using seatbelts at all times.



The first CARSP logo



Louis-Philippe Lussier's winning logo design. Later to be modified to produce the stylized logo that is still being used today.



(Continued from page 20)

The 400 delegates who participated at the Assembly pledged to adopt practices and measures that would improve road safety and to call on their peers to become involved by participating in road safety related activities, locally and nationally. One of the objectives of this meeting was to create a network of young ambassadors who could champion road safety in their country, while also promoting the Youth Declaration for Road Safety.

When we returned home, we were energized to address road safety and we agreed to continue to focus on reducing the number of youth involved in crashes by founding a national organization, run by youth for youth. And this is how the Canadian Road Safety Youth Committee (CRSYC) was created.

**Agt. Jonathan Beauvais**  
**Contrôle routier Québec, Société de l'assurance automobile du Québec**

## Les Débuts du CCJSR

En avril 2007, j'ai eu le privilège de faire partie du groupe de huit jeunes Canadiens sélectionnés pour représenter notre pays à l'Assemblée Mondiale de la Jeunesse pour la Sécurité Routière organisée par les Nations Unies, à Genève, en Suisse. Les jeunes délégués en provenance de plus de 100 pays ont contribué à la rédaction de la Déclaration sur la jeunesse et la sécurité routière qui a été officiellement adoptée lors de cette assemblée mondiale. En plus d'adopter cette déclaration, les autres délégués et moi-même avons eu la chance de partager nos expériences et les stratégies en matière de sécurité routière propres à nos pays respectifs

Le texte de la Déclaration invitait les adultes et divers partenaires (établissement d'enseignement, législateurs, organismes communautaires, etc.) à s'engager davantage pour promouvoir la sécurité routière. Aux médias de s'acquitter pleinement de leur devoir d'informer le public sur les dangers de la route et aux principaux acteurs des différentes communautés de montrer l'exemple en adoptant des comportements sécuritaires tels que de s'abstenir de rouler à des vitesses excessives et attacher leur ceinture de sécurité.

La totalité des 400 représentants présents se sont engagée à adopter des pratiques et des mesures pour améliorer la sécurité routière et à inciter leurs camarades à se mobiliser en participant à des campagnes de sécurité routière et autres activités locale ou nationale. Cette Assemblée avait notamment comme objectifs d'une part la création d'un réseau de jeunes ambassadeurs décidés à faire la promotion de la sécurité routière dans leur pays et, d'autre part, de propager la Déclaration des jeunes.

Nous sommes revenus avec l'ambition de nous attaquer à la sécurité routière et nous avons convenu de continuer à œuvrer à réduire le nombre de jeunes impliqués dans des accidents de la route en formant un organisme national, dirigé par des jeunes pour les jeunes. C'est ainsi que fut créé le Comité canadien de la jeunesse en sécurité routière (CRSYC/CCJSR).

**Agt. Jonathan Beauvais**  
**Contrôle routier Québec, Société de l'assurance automobile du Québec**



CRSYC | CCJSR

@CanRoadSafetyYC





# History of the Student Paper Competition

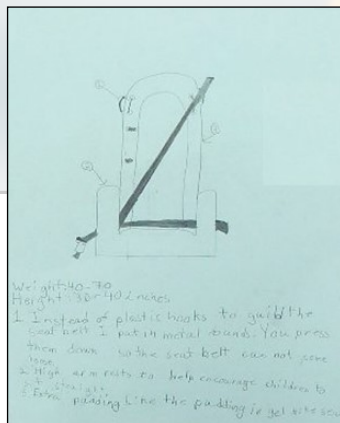
Résumé: Depuis 1991, le concours du meilleur article rédigé par un étudiant a beaucoup évolué. Au départ, il s'agissait d'une compétition d'articles universitaires portant sur la recherche et l'évaluation de la sécurité routière, puis d'un concours de conception d'affiches sur la sécurité et de coloriage de siège rehausseur pour les écoliers, ensuite d'un quiz sur les ceintures de sécurité ayant pour but d'éduquer les jeunes enfants et il est finalement redevenu un concours d'articles rédigés par des étudiants universitaires. Des étudiants de partout au pays se sont impliqués en sécurité routière grâce à leur participation à ces concours. Cet article traite de l'évolution du concours de l'ACPSER pour le meilleur article rédigé par un étudiant.

Beginning in 1991, the student paper competition has evolved from a university-level competition of road safety research and evaluation papers, to safety poster design and booster seat colouring contests for grade-school students, to a seatbelt quiz designed as an educational tool for young children, and finally, back to a university-level paper competition. By participating in these competitions, students from across Canada have been engaged in road safety education.

## **Student Paper Competition, 1991 to 2000**

With sponsorship from the Insurance Bureau of Canada (IBC), CARSP began a competition in 1991 for papers on any aspect of motor vehicle safety authored by students registered in Canadian universities. Submissions were reviewed by a panel of experts and the winning author received a cash prize and the opportunity to present their work at the Canadian Multidisciplinary Road Safety Conference (CMRSC). The first winner of the student paper competition was Dominique Lesage from the Faculté de médecine at the Université de Montréal for the paper *Recherche sur les facteurs expliquant l'intention des jeunes du second cycle du primaire de porter un casque protecteur à bicyclette et explicant l'intention des parents de leur en acheter un*. Winning papers from subsequent years covered a variety of road safety topics, including forecasting models for road safety studies, child restraint systems, human factors, and child pedestrian injuries.

## **Student Poster Competition, 2001**



A Canada-wide student poster competition was held in 2001 for the best booster seat design. The competition was sponsored by CARSP and the Vehicle Information Centre of Canada (then a division of IBC).

Judging was conducted by the CARSP Board of Directors during the 12<sup>th</sup> Canadian Multidisciplinary Road Safety Conference, held on June 10-13, 2001 in London, Ontario.

The competition drew 61 entries from across Canada. The first prize winner received a \$50 book certificate, and a \$500 cheque for their school. Runners-up received a gift certificate for HMV.

(Continued from page 22)

Leslie Perry, born in Halifax in 1991, and a volunteer with his father at the monthly Nova Scotia Safety Council car seat clinics, was awarded the top prize for his booster seat poster. His design featured metal bands to secure the seatbelt, higher arm rests to encourage children to sit up straight, and extra padding on the seat.



### **Booster Seat Colouring Contest, 2002**

Similar to the student poster competition, a Canada-wide booster seat colouring contest was held in 2002 for primary to grade three students. The contest was sponsored by CARSP and the Vehicle Information Centre of Canada. Children were provided with an image of a booster seat and were asked to colour it and add their own safe/cool features. An educational component for parents on the purpose and proper use of booster seats was included on the contest information sheet. Winners were awarded in each province: students received a \$50 prize and their school received \$100. The winning designs from each province moved onto the National Contest, where winners received a \$100 prize, were featured on the CARSP website, and their school was given \$200.





(Continued from page 23)

### **Back Seat Basics Quiz, 2003-2004**

From 2003 to 2004 CARSP hosted a quiz and educational activity for children in grades four to six to promote correct seatbelt use and the use of rear seating positions. The quiz encouraged students to wear a seatbelt every time they are in a vehicle and to use a rear seating position until their 13<sup>th</sup> birthday. Many children incorrectly position the shoulder portion of their seatbelt behind their back or under their arm, risking major injuries or even death if a collision were to occur. Typically, they fasten their seatbelt themselves and the webbing is loose, twisted, and riding too high on their bellies.

The online quiz consisted of eight true or false questions. The correct answer and a short explanation was provided when the student submitted their answer. Cash prizes were awarded randomly for correct answers, with a minimum of three prizes per participating province and territory.

### **Student Paper Competition, 2007 to date**

The original student paper competition was brought back in 2007. With continued sponsorship from IBC, CARSP has been able to award cash prizes to university students who have authored the top three winning papers, as well as cover travel expenses for them to present their papers at the annual CMRSC (renamed as the CARSP Conference in 2014). For the past few years, the student paper competition has been managed by the Canadian Road Safety Youth Committee (CRSYC). Topics of recent winning papers have ranged from the safety of hands-free versus handheld phones, to road features that increase the probability of wildlife collisions, to drivers' reactions to motorcyclists on the roadway, and to speed reduction effects of peripheral and transverse pavement markings (the latter being authored by the Editorial Board's own Javier Zamora in 2011). This year the student paper competition drew 19 submissions from university and college students across Canada. Winning authors will present their research at the 25<sup>th</sup> CARSP Conference in Ottawa from May 27 to 30, 2015.

**Rebecca Peterniak**  
**Fireseeds North Infrastructure and CRSYC**

## **The Charles Miller Award**

**Résumé:** Le prix du Dr. Charles H. Miller a été inauguré en décembre 1999, pour récompenser le meilleur article technique soumis dans le cadre de la Conférence canadienne multidisciplinaire en sécurité routière (CCMSR). Ce prix reconnaît la contribution significative du Dr. Miller en sécurité routière, et plus particulièrement, son initiative d'avoir instauré la conférence.

On December 7, 1999, CARSP's Board of Directors approved a motion to establish the Dr. Charles H. Miller Award for the best technical paper presented at the Canadian Multidisciplinary Road Safety Conference (CMRSC) and/or published in the conference proceedings.

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The stated aims of this award were to: further the Association's goals of disseminating traffic safety information, to provide an incentive to authors to submit quality papers to CMRSC, to recognize well-founded research, to acknowledge valuable results and conclusions, and to provide a further focus for CARSP in the conference.

The award also recognized the long-standing contributions to Canadian road safety by Dr. Miller and, in particular, his initiative in establishing the Canadian Multidisciplinary Road Safety Conference.



In 2001, Dr. Robert (Bob) Baird, in announcing the winner of the first Miller Award at the 11<sup>th</sup> Canadian Multidisciplinary Road Safety Conference, paid tribute to his friend and colleague as follows: "Dr. Charles H. Miller (Charlie) had a number of titles over the years but the one he liked best was Mechanical Engineering. It seemed to me that he was genetically predisposed to be a mechanical engineer. He loved everything mechanical from the wonderfully simple and useful lever to the amazingly complex and totally useless creations of Rube Goldberg."

In 1973, while working as a professor in the Department of Mechanical Engineering at Nova Scotia Technical College (subsequently to become part of Dalhousie University), Charlie established the Vehicle Safety Research Team (VSRT) as part of a nation-wide initiative undertaken by Transport Canada to conduct research into vehicle crashes. As the Team's Coordinator, Charlie worked tirelessly to promote all aspects of road safety, including leading the push to establish Nova Scotia's ground breaking seat belt legislation. Charlie, and his colleagues in the VSRT, also organized the first Canadian Multidisciplinary Road Safety Conference which was held in Halifax in 1982.

One of Charlie's favourite non-professional interests was sailing, and he delighted in taking friends and colleagues aboard his 22-foot Nonsuch yacht for excursions around Halifax harbour. The first presentation of the Miller Award had a direct association with this aspect of Charlie's life. It was a clock mounted in the centre of a ship's wheel. This form of the award has been maintained over the subsequent years.

More details about the Dr. Charles H. Miller Award, together with a complete list of past winners, can be found at: <http://tinyurl.com/ojlor4>

**Alan German**  
Road Safety Research



*The Dr. Charles H. Miller Award was established for the best technical paper at the Canadian Multidisciplinary Road Safety Conference in 1999. The award recognizes the long-standing contributions to Canadian road safety.*





## The Mavis Johnson Award

**Résumé:** Mavis Johnson a occupé des postes divers au sein du conseil d'administration de l'ACPSE depuis l'année 2000, et en tant que présidente pour la période 2012-2014. Elle a présidé la conférence annuelle à Whistler en 2008 et elle a aussi co-présidé la conférence annuelle à Vancouver en 2014. Lors de la conférence de Vancouver, un nouveau volet a été établi pour les articles, celui des "politiques et pratiques". Le prix pour le meilleur article dans cette nouvelle catégorie a été nommé en hommage à Mavis.

*The Mavis Johnson Award is the award for the best paper in the Policy and Practice Stream at the Canadian Multidisciplinary Road Safety Conference.*

I first met Mavis Johnson in Montreal at the 2007 Canadian Multidisciplinary Road Safety Conference (CMRSC). Mavis had attended her first CMRSC long before I did, in New Brunswick in 1988, and subsequently became a CARSP member. She had arrived in Canada from the United Kingdom in 1980 where she had been a Police Officer and Road Safety Officer as well as one of the founding members of the Institute of Road Safety Officers (IRSO), now called Road Safety GB. This was at a time when road safety, as a profession, was not well-recognized in Canada, so while there may have been many challenges to deal with, there were also opportunities abound; challenges and opportunities that Mavis did not leave unattended.



Throughout her career, Mavis has been a strong and dedicated advocate for road safety within organizations at local, regional/provincial and national levels and, during this time, she has counselled, mentored, encouraged and worked with many young professionals from different disciplines.

In the last eight years Mavis has taken on a larger role internationally, working primarily in low and middle income countries and countries that are rapidly motorizing. This includes missions in Vietnam, Belize, British Guyana and Indonesia. I have been privileged to work with Mavis in Vietnam and Belize, and have enjoyed her energetic, down-to-earth way of handling often-changing schedules and priorities.

In 2007/8 she worked with the Justice Institute in British Columbia to develop a Traffic Safety Academy, modelled on the Centre for Accident Research and Road Safety in Queensland, Australia (CARRS-Q). While this has not come to fruition yet, Mavis firmly believes that there is a need for ongoing training and accreditation of road safety professionals.

Mavis has also served in various positions on the CARSP Board of Directors since 2000 and was the President between 2012 and 2014. She chaired the annual conference in Whistler in 2008 and co-chaired the annual conference in Vancouver in 2014. At the 2014 CMRSC in Vancouver, a new stream was established that focused on policy and practice papers to enable road safety practitioners to present such activities as legislation, policy development, regulation, enforcement,

*(Continued on page 27)*

(Continued from page 26)

education, training, assessment/rehabilitation, and community or stakeholder engagement. The award for the best paper in this category is named after Mavis, indicative of her commitment to CARSP. For more information about the award, see: <http://www.carsp.ca/carsp-conference/awards-and-scholarships/mavis-johnson-traffic-safety-award/>

Mavis's career in road safety spans more than four decades. Due to her activities in different corners of the world, her work and influence through organizations such as CARSP will be continued. While she tells me she is not sure what "retirement" really means, should she ever decide to try it out, rest assured her work will have a lasting impact on road safety professionals in Canada and beyond.

**Ward Vanlaar**  
Traffic Injury Research Foundation

## 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
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### Guest Contributor

- ◇ Jonathan Beauvais - Contrôle routier Québec, Société de l'assurance automobile du Québec, Québec, QC

## Next Issue

The summer issue of the Safety Network Newsletter will cover the 25th CARSP Conference in Ottawa, ON, including articles on panel discussions, special presentations, the CARSP AGM, award winners, and many more. Please contact our editor, Rebecca Peterniak ([rebecca.peterniak@fireseedsnorth.ca](mailto:rebecca.peterniak@fireseedsnorth.ca)), if you would like to contribute to this issue. Articles are due July 27, 2015, should be between 300 and 500 words, and accompanying pictures and graphics are encouraged.

## Prochain Numéro

Le numéro estival du bulletin Réseau-Sécurité portera sur la 25<sup>e</sup> conférence de l'ACPSE qui se tient à Ottawa, Ontario. Il sera notamment question des tables rondes et des présentations spéciales qui on eu lieu lors de la conférence, de l'assemblée générale des membres de l'ACPSE, des récipiendaires des différents prix remis et plusieurs choses encore. Veuillez contacter notre rédactrice en chef, Rebecca Peterniak ([rebecca.peterniak@fireseedsnorth.ca](mailto:rebecca.peterniak@fireseedsnorth.ca)) si vous désirez contribuer à ce numéro. La date de tombée des articles est le 27 juillet 2015, leur longueur devrait être de 300 à 500 mots et l'ajout de photographies ou de graphiques est encouragé.