

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

2016, Issue 1

Road Safety and Enforcement



l'application de la loi en sécurité routière

Image courtesy of the Ottawa Police Service

www.ottawapolice.ca/en/about-us/safer-roads-ottawa.asp

Inside this issue:

Editorial	2
Éditorial	3
26 th CARSP Conference	4
26e Conférence ACPSER	5
Road Safety and Enforcement. What are the challenges and issues?	6
Reduce Impaired Driving Everywhere (R.I.D.E.)	8
Winnipeg's Photo Enforcement Safety Program	10
National Enforcement Initiatives	12
Initiatives nationales de responsabilisation	14
Parachute Pace Car Program	15
Lowering Urban Speed Limits: Benefits and Drawbacks	16
Enforcement of Distracted Driving in Canada	19
CRSYC & CARSP Student Paper Competition	21
CCJSR et ACPSER Concours pour un article rédigé par un étudiant	22
Conférence Association Québécoise des Transports (AQTr)	23
Acknowledgements	24
Next Issue	24
Prochain Numéro	24

Editorial

Some of Canada's most successful traffic safety initiatives have seen law enforcement play a key role. Not the least of such endeavours resulted in the dramatic increase in seat belt usage, from below 20% in the mid-70's, to more than 90% in the mid-90's. This achievement came about as a result of Canadian provinces and territories enacting mandatory usage laws, supported by the active involvement of law enforcement personnel, and other road safety professionals, in selective traffic enforcement programmes (STEP). These campaigns used a powerful combination of education, promotion, targeted enforcement, and feedback on the enforcement actions, to achieve the goal of higher belt use.

Another positive aspect of such initiatives has been that successful local safety campaigns have been adopted by other jurisdictions. One such example is the RIDE (Reduce Impaired Driving Everywhere) programme, now adopted by police services across Ontario, which had its roots as Reduce Impaired Driving in Etobicoke. Similarly, the STEP programmes targeting seat belt usage have now broadened into national initiatives, such as Canada Road Safety Week and Operation Impact, where police services across Canada address issues related to impaired driving, occupant restraint use, aggressive and distracted driving.

This issue of the Safety Network focuses on traffic safety enforcement. Individual articles will provide an overview of current STEP initiatives, and an insider's historical perspective of the RIDE programme. In addition, we will consider the benefits and challenges of reduced urban speed limits, and some of the concerns of enforcement personnel who are on the front lines when it comes to implementing new rules and regulations intended to promote public safety. A number of local and regional enforcement initiatives are showcased. And last, but by no means least, we have information on the up-coming 2016 CARSP Conference which will be held in Halifax in June.

Alan German
Road Safety Research



Image Source: www.rcmp-grc.gc.ca/ab/community-communaute/ts-sr-eng.htm

Éditorial



Au Canada, l'application de la loi a joué un rôle déterminant dans quelques-unes des initiatives en sécurité routière qui ont obtenu le plus de succès. Ce numéro du bulletin Le Réseau-sécurité porte sur l'application de la loi en sécurité routière.

Au Canada, l'application de la loi a joué un rôle déterminant dans quelques-unes des initiatives en sécurité routière qui ont obtenu le plus de succès. De ces efforts investis, et non les moindres, ont résulté l'augmentation spectaculaire du taux de port de la ceinture de sécurité : de moins de 20% au milieu des années 1970 à plus de 90% au milieu des années 1990. Cet accomplissement est survenu à la suite de l'adoption par les provinces et territoires canadiens de lois obligeant le port de la ceinture, le tout soutenu par la participation active des personnes en charge d'appliquer la loi, ainsi que celle de d'autres professionnels de la sécurité routière, dans des programmes d'application sélective-circulation (PASC). Ces campagnes ont mis de l'avant une puissante combinaison d'éducation, de promotion, de contrôle policier ciblé et de rétroactions sur les actions coercitives, avec pour objectif d'atteindre une plus grande utilisation de la ceinture de sécurité.

Un autre élément positif à propos de ce genre d'initiatives est que des campagnes locales ayant obtenu du succès ont été reprises et mises en oeuvre par d'autres administrations. L'un de ces exemples est le programme R.I.D.E. (en anglais Reduce Impaired Driving Everywhere : Réduire les cas de conduite avec les facultés affaiblies partout), qui a débuté à Etobicoke et qui est maintenant adopté par les services de police de l'Ontario. De la même façon, les programmes PASC ciblant le port de la ceinture de sécurité se sont maintenant élargis à des initiatives nationales telles que la Semaine canadienne de la sécurité sur la route et Opération Impact, une opération pendant laquelle les services de police du Canada abordent des problématiques telles que la conduite avec les facultés affaiblies, l'utilisation des dispositifs de retenue des occupants, la conduite agressive et la distraction au volant.

Ce numéro du bulletin Le Réseau-sécurité porte sur l'application de la loi en sécurité routière. Des articles donneront un aperçu des PASC en cours ainsi qu'une perspective historique de R.I.D.E. de la part d'une personne impliquée dans ce programme. De plus, nous allons nous pencher sur les avantages et les défis que comporte la réduction des limites de vitesse en milieu urbain ainsi que sur quelques-unes des préoccupations des personnes responsables de l'application des lois qui sont en première ligne lorsqu'il est question de la mise en oeuvre de nouvelles règles et réglementations visant la sécurité publique. Un certain nombre d'initiatives d'application de la loi à l'échelle locale et régionale sont présentées. Finalement, nous avons des informations concernant la prochaine conférence de l'ACPSER qui se tiendra à Halifax en juin 2016.

Alan German
Road Safety Research



Registration is now open for this year's CARSP conference!

26th CARSP Conference Halifax - June 5 to 8, 2016

Registration is now open for this year's CARSP conference! The preliminary program, along with hotel and transportation information, can be found online at www.carsp.ca/carsp-conference/carsp-conference-2016/

CARSP has partnered with Safety Services Nova Scotia to bring you this year's conference. The theme, "Working for Road Safety", was chosen to emphasize that motor vehicle crashes are a significant cause of traumatic workplace injury and death in Canada, and these injuries and deaths impact families and workplaces both emotionally and financially. Panels and plenary presentations will focus on issues such as work-related road safety, distracted driving, and cannabis and road safety. Paper sessions will focus on these and other road safety topics, such as: fitness to drive, child passenger safety, teen/novice drivers, alcohol impaired driving, road design, collision prediction, and speeding/risky driving.

The conference is aimed at professionals who are concerned about road safety, including: health professionals, workplace health & safety officers, engineers, government officials, crash re-constructionists, insurers, researchers, enforcement, driving institutes, and others.

The venue is the Westin Nova Scotian, which overlooks Halifax Harbour in downtown Halifax, Nova Scotia. This beautiful city and the surrounding rural communities boast a friendly and upbeat culture, where there is plenty to do for individuals, couples and families.

If you have any questions, please feel free to contact me at info@carsp.ca. I hope to see you there!

Brenda Suggett
Co-Chair, 2016 CARSP Conference



26e Conférence ACPSER Halifax - 5-8 juin, 2016

L'inscription est déjà ouverte pour la conférence de l'ACPSER 2016 ! Le programme préliminaire, avec des informations sur l'hôtel et les transports peut être consulté en ligne : <http://www.carsp.ca/fr/carsp-conference/carsp-conference-2016/>

La conférence de cette année a été organisée conjointement par l'ACPSER et Safety Services de la Nouvelle-Écosse. Le thème « La sécurité routière au travail » a été choisi afin de souligner que les accidents routiers sont une cause importante de blessures traumatiques et décès en milieu de travail au Canada, et que ces blessures et décès ont des impacts émotionnels et financiers pour les familles et les lieux de travail. Les panels et les sessions plénières porteront sur des sujets tels que la sécurité dans le milieu du travail routier, la distraction au volant, et le cannabis et la sécurité routière. Les sessions de présentation d'articles porteront sur ces mêmes sujets, ainsi que sur d'autres sujets de la sécurité routière tels que la condition de santé des conducteurs, la sécurité des passagers enfants, les conducteurs adolescents et novices, l'alcool au volant, la conception des voies de circulation, la prédiction des collisions, l'excès de vitesse et la conduite à risque.

La conférence vise les professionnels qui sont préoccupés par la sécurité routière, y compris: les professionnels de la santé, agents de santé et de sécurité au travail, ingénieurs, représentants du gouvernement, enquêteurs, assureurs, chercheurs, autorité policière, écoles de conduite, et d'autres.

L'événement se tiendra à l'hôtel Westin Nova Scotian, situé au centre-ville, avec vue sur le port de Halifax, en Nouvelle-Écosse. Cette belle ville et les communautés rurales avoisinantes possèdent une culture conviviale et optimiste, tout en offrant beaucoup de choses à faire pour les célibataires, les couples et les familles.

Si vous avez des questions, s'il vous plaît contactez-nous par courriel à info@carsp.ca . J'espère vous voir bientôt à Halifax !

Brenda Suggett
Co-présidente 2016, Conférence de l'ACPSER



L'inscription est déjà ouverte pour la conférence de l'ACPSER 2016 !



Image source: www.destinationhalifax.com





Enforcement. The very term conjures up a visceral reaction and one that is loaded with controversy. What form should enforcement take? Is it clear what the expectations are? Is revenue creation the driving force behind the enforcement?

Road Safety and Enforcement. What are the challenges and issues?

Résumé : Russ Heslop est un policier à la retraite dont la carrière de 40 ans l'a amené à travailler au sein de trois services de police et dans cinq provinces. Dans cet article, il partage sa vision du rôle des services policiers en sécurité routière ainsi que des défis qui y sont inhérents.

While most road safety professionals will be aware of the importance of enforcement to road safety outcomes, few will fully appreciate the challenges posed to enforcement personnel by some traffic safety initiatives. Here we consider the question - what are some of the issues facing enforcement when it comes to road safety?

Enforcement. The very term conjures up a visceral reaction and one that is loaded with controversy. What form should enforcement take? Is it clear what the expectations are? Is revenue creation the driving force behind the enforcement? These and many other questions are debated on the front page of newspapers and repeated through various forms of media.

Road safety professionals differ with each other, and with politicians, on the value and benefits of enforcement, and on the priority of road safety initiatives. For example, not every professional agrees with speed reduction as a priority for road safety.

Some jurisdictions use a variety of techniques to reduce speed due to a perceived or actual issue with speed. For example, the use of four-way stops to force vehicles to slow down (at times the decision makers are quite okay with general non-compliance as long as the motorist slows down). It then becomes the enforcer's issue, and they take the brunt of the criticism for questionable tactics.

Decades ago there was very little controversy or publicity over the monies received from traffic enforcement. As economies have changed, and cities and municipalities have become more cash strapped, there has become a greater reliance on revenue from enforcement. This is often a line item in budgets, and there is an 'expectation' or financial requirement to achieve targeted revenue. There is a trickle-down effect to this, as it moves from the planning sheets of accountants and politicians, to the supervisory levels of the enforcers, to the officers on the street who are ultimately responsible for issuing the ticket.

Decades ago there seemed to be more emphasis on the road safety aspect of enforcement. Agencies and municipalities could and did identify 'problem' areas and increased attention accordingly, i.e. enforcement was targeted. Those were also the days where enforcement often did not translate into a ticket, but concentrated more on changing driver behaviour through education. As the focus changed, from

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education and changing of driver behaviour, to 'numbers', there has been a change in external scrutiny and oversight.

Some jurisdictions have a true understanding of the relationship of enforcement and road safety, which can lead to appropriate and palatable actions.

These jurisdictions understand the value of community involvement and make public their identification of road safety issues. They publically promulgate the issues, and through a variety of avenues educate the public. This is done through media releases, information on their websites, and partnering with other agencies and community groups, especially the media. This gives the public ample opportunity to understand the issues and discover how they can assist in the improvements. Then, only after all else has failed to sufficiently achieve the realistic goals, does enforcement and 'penalization' take place.

Canadian society has seen a move towards 'evidence-based' data to support their actions and guide their decisions. This can be a valuable tool when used accurately. But it needs to be scrutinized and developed in partnership with the various stakeholders. The challenge/issue with this is who determines the 'evidence' and who gets to contribute?

When the public is unaware of the issues, or does not believe in the explanations as provided, there will be a backlash. This will be seen in negative publicity, discontent with the enforcement agencies, and a general diminishing of support. For example, when there is going to be a targeted enforcement project, the public needs to know well in advance the why of the project. If there is to be speed enforcement project, then the problems and the issues need to be out there. Without this step there will be the outcry of 'cash grab' and all the negative publicity this gives. If the enforcement project is to concentrate on distracted drivers (the current focus in many areas), continued education and information on the problems of distracted driving needs to be kept up. This is the current focus and, as such, there is much good and relevant information and publicity out there. It is also a topic that has the public's support for enforcement due to the high rate of non-compliance.

Canadian society has witnessed this over the decades with various enforcement initiatives. Impaired driving (alcohol) is a good example. Decades ago, driving impaired was unfortunately quite common, and there wasn't much stigma attached to it. Through years of education and campaigning there has been a remarkable improvement in the problem of impaired driving. Look at the statistics and demographics of impaired driving arrests and you can see how it has worked. But, it has required years of attention and continued focus.

Impaired driving includes more than just alcohol and, unfortunately, impairment by drugs (legal and illegal) is another issue altogether. Where alcohol detection was relatively simple (odour, physiological observations, breath testing devices), the

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Some jurisdictions have a true understanding of the relationship of enforcement and road safety, which can lead to appropriate and palatable actions. These jurisdictions understand the value of community involvement and make public their identification of road safety issues.

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detection and accurate identification of drugs presents significant challenges. Alcohol detection training has become quite commonplace and inexpensive such that agencies can train large numbers of officers. The training for drug detection is significantly more expensive and demanding for agencies challenged with staffing enough officers to field a shift. As Canada moves towards the legalization or decriminalization of marijuana this poses a huge issue for law enforcement. There will need to be a great investment in training and equipment (both expensive), and education within the justice system as well as for the public.

I recently spoke with police officers from Colorado (January 2016) regarding their experiences with marijuana decriminalization. As a result, I can say with confidence that the challenges facing law enforcement and public safety in Canada will be significant.

Russ Heslop
HRH & Associates Collision Consulting Ltd.

Reduce Impaired Driving Everywhere (R.I.D.E.)

Résumé : R.I.D.E. (en anglais Reduce Impaired Driving Everywhere : Réduire les cas de conduite avec les facultés affaiblies partout) est un programme d'opérations de contrôle surprises qui a été expérimenté et évalué à Toronto, Canada, à la fin des années soixante-dix. Son évaluation a présenté, sous forme d'hypothèse, une série d'étapes déterminantes nécessaires à un programme d'opérations de contrôle surprises visant à dissuader les conducteurs de prendre le volant alors qu'ils ont bu. L'évaluation a procédé à une évaluation des processus afin d'examiner la mise en œuvre de l'intervention ainsi qu'une évaluation des résultats. L'évaluation fournit des preuves concluantes quant à la mise en œuvre du programme, l'augmentation de la sensibilisation et de la connaissance du programme, l'augmentation de la perception du risque d'être intercepté ainsi qu'une tendance à la baisse pour les collisions et les blessures en lien avec la conduite avec les facultés affaiblies pour les sites d'intervention comparés aux sites de contrôle. R.I.D.E. est devenu un programme reconnu en Ontario pour combattre la conduite avec les facultés affaiblies par l'alcool. Il fonctionne pendant toute l'année et de façon plus intensive au moment des vacances.



Image Source: www.ridechecks.com/
[Sponsorship/](#)

R.I.D.E. continued...

Reduce Impaired Driving Everywhere (R.I.D.E.) is a familiar road safety countermeasure to most drivers in Ontario. Originally called Reduce Impaired Driving in Etobicoke, the program combined spot-check enforcement with a drinking-driving education as a pilot study in 1977, in police district 2 (Etobicoke) of Toronto, Canada. R.I.D.E was considered "ground breaking", as stated by Gary Grant, a retired staff superintendent, because "it was giving police unprecedented power to randomly stop vehicles and check to see if people had been drinking" [1].

The countermeasure was based on deterrence theory in which we hypothesized that spot-checks set up at undisclosed, rotating, high visibility, high drinking-driving collision locations throughout Etobicoke would increase the probability of detection of impaired drivers and thus certainty of punishment. Our causal chain, based on deterrence theory, presented a series of steps hypothesized to be necessary for the spot-check program to have an effect on alcohol-related collisions.

First, the countermeasure had to be delivered with evidence of spot-check enforcement and publicity and education on the program so that the public would become aware of their increased risk of detection and punishment. Next, we argued that if the countermeasure was properly delivered, the public should be more aware and knowledgeable about the consequences of impaired driving, which should lead to increased risk perception of getting caught by the program. This increased risk perception should lead to decreased drinking-driving behaviour, which should lead to reduced alcohol-related collisions. Each of the component steps was assessed with the primary outcome measure being alcohol-related collisions and injuries [2].

Evaluation of program implementation found that during the one-year intervention time period over 132,000 vehicles were stopped by R.I.D.E. spot-checks and roadside breath tests were administered to 1,579 drivers. Publicity and education included the use of specific police cars for spot-checks equipped with large, electronically lit, taxi-type roof signs with the letters R.I.D.E. on them, mail out pamphlets and press releases to media. Print media included 168 articles on R.I.D.E. during the first year of implementation, and a subsequent survey found that 83 percent of Toronto respondents were cognizant of the R.I.D.E. program [3].

We were able to verify that knowledge and risk perception increased in the experimental area compared to the control areas, although they decreased over time but not to baseline level evaluation [2]. Significant and near significant decreases were found for drinking driving crashes and injuries during the intervention period, compared to the pre-intervention period [2], although the short time series of 36 months may have been under powered. The results of these studies were directly related to the expansion of R.I.D.E. throughout Ontario and development of new legislation to support R.I.D.E. programs.

R.I.D.E. now commonly appears during the holiday season, but they are conducted year around. Police provide the media information on how many vehicles were

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R.I.D.E was considered "ground breaking"...because "it was giving police unprecedented power to randomly stop vehicles and check to see if people had been drinking"

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stopped and charged with impaired driving offences. Police forces across Ontario are strong advocates for the program and include information on R.I.D.E. on their websites. The good news is that we have seen a substantive decline in drinking driving fatalities since the 1970s when around 60% of all drivers who died in Ontario had been drinking to 31% in 2012. R.I.D.E. may have been a contributing factor to the decline.

Evelyn Vingilis
University of Western Ontario

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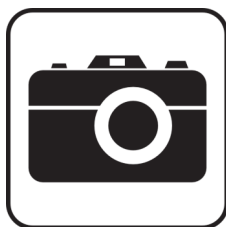
Winnipeg's Photo Enforcement Safety Program

Résumé : Le programme de caméras de surveillance routière de la ville de Winnipeg a été créé en 2003 pour renforcer le contrôle conventionnel comme une solution potentielle afin d'améliorer la sécurité routière dans la ville. Le but de ce programme est de réduire les accidents et les blessures à Winnipeg en réduisant le franchissement des feux de circulation et l'excès de vitesse. La Fondation de recherches sur les blessures de la route (Traffic Injury Research Foundation – TIRF) a été embauchée par la ville de Winnipeg pour évaluer le programme.

The City of Winnipeg Photo Enforcement Safety Program was established in 2003 to augment conventional enforcement as a potential solution to enhancing traffic safety in the city. The goal of this program is to reduce crashes and injuries in Winnipeg by reducing red-light running and excessive speeding. The Traffic Injury Research Foundation (TIRF) was contracted by the City of Winnipeg to evaluate the program to better understand how it was performing and to formulate recommendations. A

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The goal of this program is to reduce crashes and injuries in Winnipeg by reducing red-light running and excessive speeding.



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combination of different methods was adopted in the evaluation study including surveys of residents, a crash analysis and an experiment, which involved the collection of data on speeding and red light running behaviour.

Based on the crash analysis results, it was concluded that the photo enforcement safety program has a positive net effect because the more severe right-angle crashes were reduced by 46%, while increases in other crashes were only observed among less severe rear-end crashes. Furthermore, the reduction in right-angle crashes lasted throughout the study period, whereas the increase in rear-end crashes appeared to be only temporary. The intersection camera experiment results suggested photo enforcement led to fewer speeding violations and red light running violations. In other words, the evaluation not only showed that fewer people disregarded the speed limit or red lights in Winnipeg, but also that fewer severe crashes occurred as a result of using photo enforcement cameras in the city.

And while some opponents in Winnipeg contested the validity of photo cameras as a way to improve road safety, the majority of people in Winnipeg expressed high levels of support. To illustrate, 95% of people in Winnipeg were aware of the photo enforcement safety program; 71% believed the program helps improve road safety in Winnipeg; approximately 80% thought the photo enforcement safety program makes the public more aware of the issue of speeding; and, 81% supported the continuation of the photo enforcement safety program.

In conclusion, while there was room for improvement in the delivery of the program at the time it was evaluated, results from the TIRF study demonstrated the positive impact of Winnipeg's Photo Enforcement Safety Program on road safety. This result complements an international body of research that consistently shows that well-implemented automated enforcement programs yield good results for road safety. One recommendation that was formulated was to continue monitoring crashes to better understand the impact of photo cameras on rear-end crashes and right-angle crashes.

Ward Vanlaar
Traffic Injury Research Foundation



...the photo enforcement safety program has a positive net effect because the more severe right-angle crashes were reduced by 46%, while increases in other crashes were only observed among less severe rear-end crashes.





Canada Road Safety Week is an enforcement-driven initiative designed to increase public compliance and awareness with safe driving measures, and ultimately to save lives.

National Enforcement Initiatives

Each year, two selected traffic enforcement programmes are undertaken by police agencies across the country – Canada Road Safety Week in the spring, and Operation Impact in the fall. Coordinated by the Traffic Committee of the Canadian Association of Chiefs of Police, the programmes target specific driver behaviour through a combination of public awareness, education, and enforcement.

Canada Road Safety Week

Canada Road Safety Week is an enforcement-driven initiative designed to increase public compliance and awareness with safe driving measures, and ultimately to save lives. Part of the activities involve targeted enforcement in the areas of impaired driving, occupant restraint use, and all aspects related to aggressive and distracted driving. In addition, the programme features an education campaign to address the importance of safe driver behaviour, and a mechanism to raise public awareness of the national strategy to make Canada's roads the safest in the world. Canada Road Safety Week will be held from May 17 to 23 in 2016.

CANADA ROAD SAFETY WEEK
MAY 12 to 18 2015 Drive safe. The life you save may be your own!
Play your part by ensuring that:

- Drivers are sober and alert
- Occupants are buckled up and children are properly secured
- Drivers are not distracted behind the wheel
- Obey posted speed limits

The poster features logos for various Canadian law enforcement agencies at the bottom, including the RCMP, Ontario Provincial Police (OPP), and others.

Image source: www.barriepolice.ca/newsroom/2015/05/canada-road-safety-week-2015

Operation Impact is a special initiative to focus on safe driving practices, and is timed in conjunction with Canada's Thanksgiving holiday weekend, when the traveling public will be out in great numbers.

Operation Impact

Operation Impact is a special initiative to focus on safe driving practices, and is timed in conjunction with Canada's Thanksgiving holiday weekend, when the traveling public will be out in great numbers. It is a co-ordinated effort between police agencies across the country, and a time to remind drivers and passengers across Canada to consciously consider safety whenever they get behind the wheel.

Operation Impact was originally a one day campaign aimed at increasing seat belt use across the country. It has evolved to target other high risk activities like impaired

(Continued on page 13)

(Continued from page 12)

driving and intersection safety. Operation Impact is now a four-day event starting on the Friday of the Thanksgiving weekend and ending on the Monday evening.

The most important issues in Operation Impact are important every day of the year; not just during this special initiative. They are: don't drink and drive; use seatbelts and child restraints every time you travel in a car, no matter how short the trip; pay attention at all times; and refrain from the use of mobile hand held devices and/or aggressive or high risk driving behaviours which may lead to a collision.



Image source: <http://www.rcmp-grc.gc.ca/ts-sr/impact-eng.htm>

Source: <http://www.rcmp-grc.gc.ca>



La Semaine canadienne de la sécurité routière est une activité qui vise à responsabiliser le grand public sur la nécessité d'adopter une conduite sécuritaire, pour ultimement sauver des vies.

Initiatives nationales de responsabilisation

Chaque année, deux initiatives de responsabilisation des conducteurs sont déployées par les services policiers du pays – la Semaine canadienne de la sécurité routière, au printemps et l'Opération Impact, à l'automne. Coordinés par le Comité de circulation de l'Association canadienne des chefs de police, ces programmes ciblent spécifiquement le comportement de conduite par la sensibilisation, l'éducation et la responsabilisation du grand public.

Semaine canadienne de la sécurité routière

La Semaine canadienne de la sécurité routière est une activité qui vise à responsabiliser le grand public sur la nécessité d'adopter une conduite sécuritaire, pour ultimement sauver des vies. La conduite avec faculté affaiblies, les dispositifs de retenue et tous les aspects liés à l'agressivité ou à la distraction au volant font partie de la programmation. De plus, cette initiative propose une campagne d'éducation sur l'importance d'un comportement exemplaire et une stratégie pour conscientiser le grand public à l'objectif de rendre les routes canadiennes les plus sûres au monde. La Semaine canadienne de la sécurité routière est du 17 mai au 23 en 2016.

Opération Impact

L'opération Impact est une initiative spéciale axée sur la prudence au volant qui coïncide avec la fin de semaine de l'Action de grâce au Canada, un moment où un grand nombre de Canadiens se déplacent sur les routes. C'est une initiative de collaboration entre les services de police de l'ensemble du pays, et une occasion de rappeler aux conducteurs et aux passagers au Canada de songer à la sécurité chaque fois qu'ils montent dans un véhicule.

L'Opération, qui, à l'origine, était d'une durée de 24 heures, avait pour but d'accroître le port de la ceinture de sécurité à l'échelle du pays. Elle vise aussi désormais d'autres comportements à risque élevé comme la conduite avec facultés affaiblies et la sécurité aux intersections. L'Opération Impact est maintenant un événement de 4 jours qui se déroule durant la fin de semaine de l'Action de Grâce, du vendredi au lundi soir.

Les messages les plus importants de l'opération Impact sont importants tout au long de l'année, pas seulement pendant cette semaine spéciale. Ils sont : ne conduisez jamais après avoir bu; utilisez les ceintures de sécurité et les dispositifs de protection des enfants chaque fois que vous montez en voiture, même pour les déplacements les plus courts; soyez vigilant en tout temps; et évitez de manipuler des appareils mobiles ou de conduire d'une façon agressive ou risquée qui pourrait mener à une collision.

Source: <http://www.rcmp-grc.gc.ca>

Parachute Pace Car Program

Résumé : Le Lorsque'ils participent au projet de voiture pilote, les résidents d'un quartier s'engagent à respecter les limites de vitesses, à faire plus attention aux autres usagers de la route, comme les piétons et les cyclistes, et à se montrer courtois. Les résidents d'un quartier s'engageant à participer au projet de voiture pilote doivent aussi signer la promesse des membres du projet de voiture pilote et afficher l'emblème du projet sur leur véhicule.

As part of [Parachute's Walk This Way](#), a national pedestrian safety awareness campaign, the Pace Car program is a locally delivered, nation-wide program that focuses on raising awareness around speed reduction in the community – especially in school zones and pedestrian-dense areas. This is done by actively seeking out community members to sign up as Pace Car drivers. It encourages community members to make a pledge to drive with courtesy and safety in mind and then display a window cling on their car window. By agreeing to drive within the speed limit, cars become “mobile speed bumps,” slowing the traffic behind them. Drivers also agree to be more aware of, and courteous to other road users, especially pedestrians and cyclists, and to minimize car use by using active transportation (walking, cycling etc.), using transit, and car-pooling. Many Pace Cars work to calm traffic throughout a neighbourhood – the more people who participate, the better it works!

To reduce the chance of road rage, it is important for Pace Car drivers to display the Pace Car window cling so other motorists know why they are driving courteously. If someone urgently wishes to pass, a Pace Car driver simply pulls over and lets them by.

When cars obey the speed limit, drivers and pedestrians experience a decreased risk of being in a collision, and an increased chance of surviving if a collision does happen. In fact, pedestrians have less than a 50% chance of survival if struck by a car travelling 45 km/h. Survival rates increase to 90% when struck by a car travelling at 30 km/h. This illustrates the incredible effect the Pace Car program can have on reducing the risk of injury and death.

For more information about the Parachute Pace Car program and to access free window clings and program tools visit www.parachutecanada.org/programs/topic/C71.

Julie Taylor
Parachute

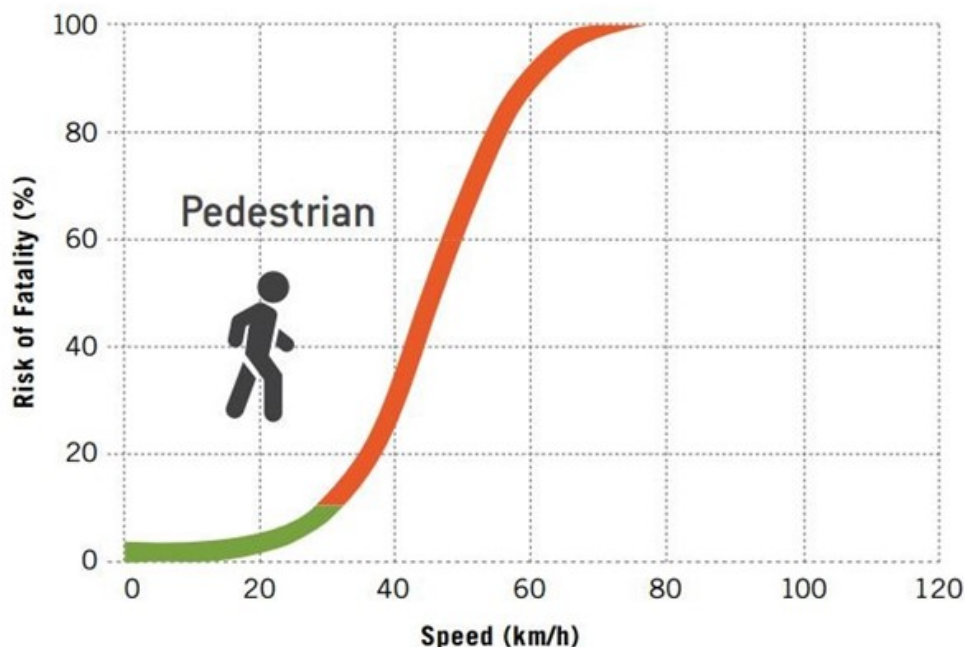


The Pace Car program is a locally delivered, nation-wide program that focuses on raising awareness around speed reduction in the community. By agreeing to drive within the speed limit, cars become “mobile speed bumps,” slowing the traffic behind them.

Lowering Urban Speed Limits: Benefits and Drawbacks

Résumé : Si l'on considère l'angle de la sécurité, il semblerait que l'abaissement de la limite de vitesse affichée sur l'ensemble des routes en milieu urbain à 30 km/h ou à 40 km/h serait l'option la plus prudente à prendre. Cependant, dans le contexte canadien, il y aurait un certain nombre de problèmes à surmonter, notamment sur le plan des conséquences financières et de l'applicabilité. Au Canada, un certain nombre d'administrations ont plutôt décidé de prendre une approche plus prudente soit d'abaisser, de manière sélective, la vitesse dans les quartiers et/ou dans les rues sur la base d'une politique d'ensemble, de directives ou d'une étude technique.

Vehicle speed in urban areas is a growing concern among various municipal stakeholders. An Ontario Coroner's Report on pedestrian fatalities has recommended that speed limits on all residential streets be reduced to 30 km/h and 40 km/h on all other streets, unless otherwise posted [1]. This recommendation is supported by research into the likelihood of pedestrian fatalities in a collision. According to research, the probability of a pedestrian becoming a fatality in a collision with a vehicle increases significantly beyond 30 km/h as demonstrated in the figure below. At 50 km/h, the probability of a pedestrian fatality in a collision is greater than 50%. Many municipalities in Canada have been actively considering options concerning appropriate speed limits within urban areas while others have argued against lowering the posted speed beyond 50 km/h. Different possible approaches to the speed limit are discussed below along with their benefits and drawbacks.



At 50 km/h, the probability of a pedestrian fatality in a collision is greater than 50%.

Image source: Towards Zero Together, South Australia's Road Safety Strategy 2011-2020

(Continued on page 17)

(Continued from page 16)

Status Quo

Many municipalities in Canada have a 50 km/h statutory speed limit which applies throughout the entire municipality or within all urban areas (except where otherwise posted). In terms of benefits, this option provides a uniform approach to posted speeds in urban areas that reduces the potential for motorist confusion. As many municipalities are already taking this approach, there would be no additional cost in terms of posting speed signs and by association no need for additional public education. A jurisdictional review of other communities in Canada indicated that many road authorities are reluctant to lower statutory posted speed limits beyond 50 km/h, preferring instead to use a combination of changes to the road environment and/or police enforcement to address excessive speeding. Other communities have taken a firm stance on the 50 km/h speed limit, arguing that physical changes to the roadway should be undertaken as an alternative to discourage excessive speeds where an issue has been identified.

In terms of drawbacks, this option does not consider that there may be roads or sections of roads where a lower speed limit may be justified for any of the reasons discussed earlier. There may be instances where a statutory speed of 50 km/h would be considered inappropriate for a particular location, due to a number of factors, the primary one being the potential for pedestrian-vehicle conflicts in urban areas adjacent to schools or playgrounds.

The Blanket Approach – Lowering The Posted Speed Limit On All Urban Roadways

The second option considered entails lowering the posted limit speed within all urban areas. A cursory review on the internet indicates that there are no communities that have adapted an urban-wide speed limit lower than 50 km/h. However, some communities have adopted a lower speed limit in a specific neighbourhood or group of neighbourhoods, such as the City of Toronto or Edmonton.

In terms of benefits, lowering the posted speed limit in all urban areas within a municipality would provide a uniform approach to posted speeds that should reduce motorist confusion, provided that the lower posted speed is clearly communicated to the traveling public and residents. This would require a concerted effort on the part of the road authority to clearly convey the requirement that motorists must now travel at lower speeds in line with the new speed limits. If motorist compliance is high, the lower speeds should promote a safer environment for all road users.

However, there are a number of drawbacks to following a "blanket" approach to lowering posted speed limits. Lowering the speed on all roads in a typical



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(Continued on page 18)

(Continued from page 17)

neighbourhood or within an entire urban area does not simply translate into installing a sign on all roads entering the neighbourhood/urban area stating the lower posted speed. From a legal perspective, the lower posted speed would be difficult to enforce without signing all affected roads. A number of communities have investigated the cost implications of lowering the posted speed and have decided to not pursue it due to the financial impact.



Another argument made against following a "blanket" approach to lowering the posted speed is that most drivers select their operating speeds based on a variety of different factors, among them the road and roadside environment and lowering the posted speed alone will not bring about a tangible decrease in vehicle speeds. There are critics who have argued that lowering the posted speed will create a false sense of security among pedestrians and may in fact increase collision risk due to speed differentials.

A final argument against a blanket lowering of the speed limit relates to the relatively low number of pedestrian traffic in many smaller communities. In many smaller communities, there is little potential for pedestrian-vehicle conflicts with the exception of a few areas, certainly less than more urbanized areas such as downtown Toronto.

The Selective Approach

The final approach toward addressing the issue of setting posted speeds is to keep the statutory speed limit at 50 km/h and selectively lower the posted speed on roads or sections of roads on which a lower posted speed is deemed to be more appropriate by means of a set policy, guideline(s) or through the application of an engineering study. The advantage of this approach is that the statutory 50 km/h speed limit is assumed for all urban areas (significantly reducing implementation costs); however, allowances can then be made for the road authority to respond to specific issues/public requests on a case-by-case basis. The drawback to this approach is that each issue/public request will need to be responded to in a manner that is consistent and defensible. While lowering the posted speed in response to an issue/public request may seem as straightforward as simply posting a 40 km/h or 30 km/h sign on the roads in question, there are a number of considerations that would need to be addressed. A number of communities have developed policies or warranting criteria for setting lower posted speeds on local urban roads. In addition, there are municipalities that require a significant majority of the residents living along a street be in favour in the posted speed being lowered.

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(Continued from page 18)

Conclusions

Speaking from a safety perspective, it would seem that lowering the posted speed on all urban roadways to either 30 km/h or 40 km/h would be the most prudent option to take. However, in the Canadian context, there would be a number of issues to overcome, including the cost implications and enforceability. A number of road authorities in Canada have instead taken a more cautious approach, selectively lowering the speed in neighbourhoods and/or streets based on a set policy, guidelines or an engineering study.

Jeff Suggett
Associated Engineering

References

[1] *Pedestrian Death Review*, Office of the Chief Coroner for Ontario – Pedestrian Death Review - www.mcscs.jus.gov.on.ca/stellent/groups/public/@mcscs/@www/@com/documents/webasset/ec161058.pdf

Enforcement of Distracted Driving in Canada

Résumé : Dans la dernière décennie, les distractions au volant se sont révélées l'une des principales préoccupations en sécurité routière au Canada et dans le monde. La Fondation de recherches sur les blessures de la route au Canada, grâce au financement du groupe Co-Operators, a récemment publié les résultats d'une analyse des efforts déployés au Canada contre les distractions au volant. Cette analyse a été réalisée en collaboration avec « Drop It And Drive (D.I.A.D.) » un organisme visant la promotion de la conduite sans distractions. Un groupe de travail national a été créé dans le cadre de ce projet.

Distracted driving has emerged as one of the most prominent road safety concerns in Canada and worldwide in the past decade. The Traffic Injury Research Foundation (TIRF), with funding provided from The Co-operators Group, Ltd, recently published the results of a national environmental scan of distracted driving efforts in Canada that was conducted in partnership with Drop It And Drive (D.I.A.D.) in late 2014/early 2015. A National Working Group has been established as part of this initiative. The scan was designed to create a national picture of distracted driving in Canada, and was informed by a previous survey of jurisdictions conducted by the Canadian Council of Motor Transport Administrators (CCMTA). One particular topic of interest was the frequency and type of enforcement strategies adopted by Federal and municipal police agencies, as well as the outcomes of these tactics. Other issues that were explored included education and awareness campaigns, data collection, and legislation.

One particular topic of interest was the frequency and type of enforcement strategies adopted by Federal and municipal police agencies, as well as the outcomes of these tactics.

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Based on the results of the scan, the frequency of targeted enforcement of distracted driving laws was variable. Almost one-third (30%) of respondents noted that enforcement occurred on a monthly basis in their jurisdiction, 21% indicated a quarterly basis, and 24% reported bi-annual enforcement efforts. Main challenges related to enforcement, particularly for departments without a dedicated traffic unit, were competing priorities, and insufficient manpower and resources to consistently enforce these laws. To illustrate, 35% of respondents reported that resources were low or inadequate while just 38% reported that resources were moderately available.

Periods of targeted enforcement were often determined as part of an annual enforcement calendar, although the months selected were often arbitrary. These periods were well-supported by government, industry and media who delivered awareness campaigns to reinforce enforcement efforts, and such partnerships were strong. Enforcement locations were often identified based on officer knowledge and experience, although some jurisdictions aimed to identify peak crash periods and crash locations as more data became available. Enforcement strategies consisted of both overt (visible) and well-publicized initiatives as well as covert (stealth) approaches. What was perhaps most disconcerting to police was that despite highly publicized enforcement blitzes, distraction continued to be a prevalent problem. Anecdotally, officers noted that drivers perceived distracted driving citations as “the cost of doing business”, and while some drivers appeared to refrain from phone use or use a hands-free option, other drivers likely just avoided using their phone while driving in environments where they were more likely to be detected, such as at intersections, or attempted to instead use their phone out of sight (i.e., in their lap) while driving.

In summary, the scan revealed that there are opportunities to strengthen and better coordinate enforcement strategies, and this in just one topic to be addressed by the National Working Group, which will include a diverse cross-section of experienced stakeholders representing provincial/territorial and municipal governments, law enforcement, health practitioners, insurance industry and industries representing new technologies, academia and non-profits. Overall, the Working Group has been designed to track activities and coordinate efforts to ensure new knowledge is captured and utilized, and undertake the development of a strategic plan that can guide and help structure coordinated efforts, in relation to enforcement and other strategies, to reduce distracted driving in Canada. More information about this initiative can be obtained from TIRF (www.tirf.ca).

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Robyn Robertson
Traffic Injury Research Foundation

CRSYC & CARSP Student Paper Competition

The Canadian Road Safety Youth Committee (CRSYC) and the Canadian Association of Road Safety Professionals (CARSP) are hosting a student paper competition sponsored by the Insurance Bureau of Canada (IBC). Students are invited to submit papers on any road safety topic and must be registered in a Canadian university or college. Authors of the top three papers will receive the following monetary awards:

- \$1000 for first place
- \$600 for second place
- \$400 for third place

The three winning authors will also receive complimentary conference registration to the 26th CARSP Conference in Halifax, Nova Scotia from June 5-8, 2016, as well as up to \$1,000 for hotel and travel expenses. Winning authors must present their papers at the conference to receive their award.

Authors are asked to visit the Call for Student Papers area (www.carsp.ca/carsp-conference/carsp-conference-2016/call-for-student-papers/) of the CARSP website. Authors should complete the online submission form (www.carsp.ca/carsp-conference/carsp-conference-2016/student-paper-competition-submission-form/) and upload their paper by **Friday, March 25, 2016**. All entries will be judged by an expert panel of road safety professionals from across Canada and the results will be announced mid-April.

Papers should be written and formatted according to CARSP Conference requirements, which can be found at www.carsp.ca/carsp-acpser/wp-content/uploads/2015/01/CARSP_Conference_26_instructions_to_authors-english.pdf. Both English and French entries will be accepted. Authors should indicate whether their paper falls within the Policy and Practice Stream or the Research and Evaluation Stream upon submittal, more information on which can be found at www.carsp.ca/carsp-conference/carsp-conference-2016/call-for-abstracts/. Note that students that have already submitted their papers in response to the general CARSP Conference call for papers are still eligible for this competition, but will need to submit their paper again using the link above. Details on past CARSP Conference student paper competitions, including the range of topics that have been chosen as previous winners, can be found at www.carsp.ca/carsp-conference/awards-and-scholarships/student-paper-competition/.

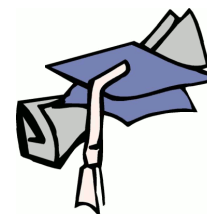
Matthew Mulkern
Canadian Road Safety Youth Committee



CRSYC | CCJSR



Submissions for the student paper competition are due Friday, March 25, 2016





Ce concours est commandité par le Bureau d'assurance du Canada (BAC)

CCJSR et ACPSER Concours pour un article rédigé par un étudiant

Le Comité Canadien de la Jeunesse pour la Sécurité Routière (CCJSR) et l'Association canadienne des professionnels de la sécurité routière (ACPSER) organisent un concours pour le meilleur article scientifique, rédigé par un étudiant inscrit dans une université ou un collège canadien, touchant n'importe quel aspect de la sécurité routière à la Conférence ACPSER. Ce concours est commandité par le Bureau d'assurance du Canada (BAC). Les étudiants sont invités à soumettre des articles sur tous sujets portant sur la sécurité routière et doivent être inscrits dans une université ou un collège canadien. Pour plus de détails, consultez le lien suivant: www.carsp.ca/fr/carsp-conference/awards-and-scholarships/student-paper-competition/

Les auteurs étudiants de l'article jugé comme étant le meilleur de la compétition recevront un prix de 1000\$. Le prix pour la deuxième place est de 600\$ et nous offrons 400\$ pour la troisième position.

Les trois étudiants lauréats auront également droit à une inscription gratuite pour la 26^{ème} Conférence Association Canadienne des Professionnels de la Sécurité Routière du 5 au 8 juin 2016, à Halifax, Nouvelle Ecosse, ainsi qu'un montant jusqu'à 1000\$ pour leurs frais de déplacement, logement et de subsistance pour présenter leur conférence. Les étudiants lauréats devront obligatoirement présenter leur article à la conférence afin d'être éligibles aux prix ci-haut mentionnés.

Les auteurs doivent soumettre leur article en format électronique (Microsoft Word de préférence) à: www.carsp.ca/fr/carsp-conference/carsp-conference-2016/student-paper-competition-submission-form/ Les articles doivent être rédigés et formatés selon les exigences de la conférence qui se trouvent à www.carsp.ca/carsp-acpser/wp-content/uploads/2015/01/CARSP_Conference_26_instructions_to_authors_french.pdf. Les articles ne doivent pas excéder 15 pages incluant le texte, les illustrations, tables, et références. La date limite pour recevoir les soumissions est le **vendredi le 25 mars 2016**. Les articles seront analysés par un groupe d'experts formé de membres de l'ACPSE. Les étudiants qui désirent participer au concours et dont les papiers sont déjà soumis pour la conférence doivent soumettre leur papier de nouveau en utilisant le lien ci-dessus (voir www.carsp.ca/fr/carsp-conference/carsp-conference-2016/call-for-student-papers/).

La date limite pour recevoir les soumissions est le vendredi le 25 mars 2016



Matthew Mulkern
Comité Canadien de la jeunesse pour la Sécurité Routière

Conférence Association Québécoise des Transports (AQTr)



CARSP is pleased to announce an agreement with the Quebec Transportation Association, to mutually promote each other's annual conferences. If your group is interested in partnering with CARSP in this way, please contact Brenda Suggett at info@carsp.ca.

51st Edition Transportation Convention and Trade Show: PROCHAIN ARRÊT!
April 11 to April 13, 2016, Québec City Convention Centre

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- A Trade Show with many activities and exhibitors
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aqtr.com/association/evenements/51e-congres-salon-transports-prochain-arret



ACPSE est heureux d'annoncer un accord avec Association québécoise des transport de faire la promotion de la conférence annuelle de l'un et de l'autre. L'ACPSE vous invite à entrer en un tel partenariat avec nous; s.v.p. communiquer avec Brenda Suggett à info@carsp.ca.

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- Un accélérateur d'affaires

Le point de convergence de la communauté des transports!

Acknowledgements

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

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- ◇ Jean-François Bruneau - Université de Sherbrooke, Sherbrooke, QC
- ◇ Mary Chipman - University of Toronto, Toronto, ON
- ◇ Josée Dumont - Paradigm Transport Solutions Limited, Toronto, ON
- ◇ Alan German - Road Safety Research, Ottawa, ON
- ◇ Rebecca Peterniak - Fireseeds North Infrastructure, 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
- ◇ Neil Arason - British Columbia Ministry of Public Safety and Solicitor General, Victoria, BC

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- ◇ Matthew Mulkern, CRSYC, Sherbrook, QC

Next Issue



Cyclist safety will be the theme of the spring 2016 Safety Network Newsletter. Please contact Rebecca Peterniak (rebecca.peterniak@fireseedsnorth.ca) if you would like to contribute an article on this topic. Articles are due March 29, 2016 and should be between 300 and 500 words. Accompanying pictures and graphics are encouraged.

Prochain Numéro

La sécurité cycliste sera le thème du numéro printanier 2016 du bulletin Réseau-Sécurité. Veuillez contacter Rebecca Peterniak (rebecca.peterniak@fireseedsnorth.ca) si vous désirez contribuer avec un article sur ce sujet. Les articles doivent être soumis au plus tard le 29 mars 2016 et doivent contenir entre 300 et 500 mots. L'ajout de photos et de graphiques est encouragé.

