

*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 3**

**CARSP Conference 2015**

**Conference ACPSER 2015**



Ottawa, Ontario

***Road Safety: The Road Ahead***

***Sécurité Routière: en route vers l'avenir***

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# Editorial

The 2015 CARSP Conference was held in Ottawa May 27-30. The conference celebrated a number of milestones including the 25th version of the conference. However, this was the first official use of the name CARSP Conference, rather than the Canadian Multidisciplinary Road Safety Conference (CMRSC). The conference name was changed because CARSP is now wholly responsible for organizing the conference and since most people referred to it as the CARSP Conference. The conference also recognized the 30th anniversary of CARSP as an organization, the mid-point of the United Nations Decade of Action on Road Safety, and the coming to a close of Canada's national road safety plan Road Safety Strategy 2015.

There were about 175 conference delegates coming from across Canada as well as from the United States, Algeria, Costa Rica, Nigeria, and South Korea. Keith Egli and Rob Wilkinson from the City of Ottawa welcomed delegates to the city. Dan Mayhew of the Traffic Injury Research Foundation (TIRF) opened the conference with a presentation tracing the improvements in road safety achieved in Canada during the past 25 years. His address was followed by panel sessions on the progress that is being made on road safety. Eugenia Rodriques from the Pan American Health Organization provided a global overview. Canada's status over the last 25 years focussed on the five Decade of Action pillars: road safety management (Liz Owens, Alberta Transportation, vehicles (Peter Burns, Transport Canada), road infrastructure (Eric Hildebrand, University of New Brunswick), road users (Brian Jonah, CARSP), and emergency medical services (Richard Dionne, University of Ottawa). In the closing panel session, the issue of the effects of liberalizing cannabis use laws on road safety was examined from various perspectives (e.g., research, policy, enforcement) by Doug Beirness, Canadian Centre on Substance Abuse (CCSA), Rebecca Jesseman (CCSA), Robert Mann, Centre for Addictions and Mental Health (CAMH), and Gordon Jones, Toronto Police Services.

There were about 80 papers presented addressing areas such as vehicle safety, alcohol and drug impaired driving, distracted driving, risky driving, medically at risk drivers, pedestrian and bicycle safety as well as descriptions of various road safety policies and programs. Joanne Harbluk of Transport Canada updated delegates on the status of the Naturalistic Driving Studies in the U.S. and in Canada.

Rebecca Peterniak, Chair of the Canadian Road Safety Youth Committee, made a presentation on #SaveKidsLives and the Global Alliance of Road Safety Non-governmental Organizations that was held in Morocco this past March. The Youth Committee also held a networking session bringing together about 40 new road safety professionals with those who have been working in the area for some time.

At the banquet, Alan German provided a stellar retrospective of CARSP over the past 30 years including the 25 conferences that have been held since 1982. During the banquet, Christine Wickens of the Centre for Addiction and Mental Health was awarded the Charles Miller Award for best research and evaluation paper, and Rebecca Peterniak of Fireseeds North Infrastructure received the Mavis Johnson Award for best policy and practice paper. Dan Mayhew received a Lifetime Achievement Award from CARSP for his significant contribution to road safety in Canada and globally. At the closing session, the prizes for best student papers, sponsored by the Insurance Bureau of Canada were awarded to Emmanuel Takyi- 3<sup>rd</sup> prize, Jillian Strauss- 2<sup>nd</sup> prize, and Sohail Zangenehpour- 1<sup>st</sup> prize.

The 2016 CARSP Conference will be held June 5-8 in Halifax at the Westin Nova Scotian Hotel. I hope to see you all there. Keep an eye open for the Call for Abstracts which should come out this September.

**Dr. Brian Jonah**  
**CARSP**



# Éditorial

La conférence ACPSER 2015 s'est déroulée à Ottawa du 27 au 30 mai. Cette conférence célébrait plusieurs jalons, comme le fait qu'il s'agissait de la 25<sup>e</sup> édition de la conférence. Par contre, il s'agissait de la première conférence à s'appeler officiellement Conférence ACPSER, plutôt que Conférence canadienne multidisciplinaire en sécurité routière (CCMSR). Le nom de la conférence a été changé puisque l'association est maintenant seule responsable pour l'organisation de la conférence et puisque la plupart des gens l'appelaient déjà ainsi. La conférence a aussi marqué le 30<sup>e</sup> anniversaire de l'association, le milieu de la décennie d'action pour la sécurité routière et la conclusion du plan national de sécurité routière, la Stratégie de sécurité routière 2015 du Canada.

Environ 175 délégués ont participé à la conférence, en provenance de partout au Canada, mais aussi des États-Unis, d'Algérie, du Costa Rica, du Nigeria et de la Corée du Sud. Keith Egli et Rob Wilkinson, de la ville d'Ottawa, ont souhaité la bienvenue aux délégués. Dan Mayhew, de la Fondation de recherches sur les blessures de la route au Canada (TIRF), a débuté la conférence avec une présentation montrant les améliorations en sécurité routière au Canada durant les 25 dernières années. Sa présentation a été suivie d'un panel sur les progrès en sécurité routière. Eugenia Rodrigues, de l'Organisation panaméricaine de la santé, a présenté une vue d'ensemble des progrès. Dans les 25 dernières années, l'attention du Canada a été portée sur les cinq volets de la sécurité routière de la décennie d'action : la gestion de la sécurité routière (Liz Owens, Alberta Transportation), la sécurité des véhicules (Peter Burns, Transport Canada), la sécurité des routes et mobilité (Eric Hildebrand, Université du Nouveau-Brunswick), le comportement des usagers de la route (Brian Jonah, ACPSER), et les soins après l'accident (Richard Dionne, Université d'Ottawa). Le dernier panel de la conférence a traité des effets de la déréglementation du cannabis sur la sécurité routière selon divers aspects (par exemple la recherche, les politiques, l'exécution des lois, etc.). Les panélistes étaient Doug Beirness, du Centre canadien de lutte contre les toxicomanies (CCLT), Rebecca Jesseman (CCLT), Robert Mann, Centre de toxicomanie et de santé mentale (CAMH), et Gordon Jones, du service de police de Toronto.

Environ 80 articles ont été présentés sur des sujets comme la sécurité des véhicules, la conduite avec les facultés affaiblies par l'alcool ou la drogue, les distractions au volant, la conduite à risques, les conducteurs avec des risques de santé, la sécurité des piétons et des cyclistes et la description de plusieurs politiques et programmes de sécurité routière. Joanne Harbluk, de Transport Canada, a présenté les derniers développements des études naturalistes de conduite aux États-Unis et au Canada.

La présentation de Rebecca Peterniak, présidente du Comité canadien de la jeunesse pour la sécurité routière, a porté sur la campagne #SaveKidsLives et sur l'Alliance globale des organisations non-gouvernementales pour la sécurité routière, qui s'est tenue au Maroc en mars dernier. Le comité canadien de la jeunesse pour la sécurité routière a aussi tenu une session de réseautage durant laquelle environ 40 jeunes professionnels de la sécurité routière ont pu discuter avec des vétérans du domaine.

Durant le banquet, Alan German a présenté une excellente rétrospective des 30 années de l'association ainsi que des 25 conférences qui ont eu lieu depuis 1982. Aussi durant le banquet, Christine Wickens, du Centre de toxicomanie et de santé mentale, a reçu le prix du Dr. Charles H. Miller pour le meilleur article du volet

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technique et Rebecca Peterniak, de Fireseeds North Infrastructure, a reçu le prix Mavis Johnson pour le meilleur article du volet « Politiques et pratiques ». Dan Mayhew a reçu le prix d'excellence pour l'ensemble des réalisations ACPSER pour ses contributions significatives à la sécurité routière au Canada et à l'international.

Les prix du concours du meilleur article rédigé par un étudiant, commandité par le Bureau d'assurance du Canada, ont été remis lors de la séance de clôture. Les gagnants sont Emmanuel Takyi en 3<sup>e</sup> place, Jillian Strauss en 2<sup>e</sup> place et Sohail Zangenehpour en 1<sup>re</sup> place.

L'édition 2016 de la conférence ACPSER se tiendra du 5 au 8 juin à Halifax au Westin Nova Scotian Hotel. J'espère tous vous y voir. Gardez l'œil ouvert puisque la demande de communications devrait vous être envoyée en septembre.

**Dr. Brian Jonah**  
**ACPSER**



## Canada's Progress on Road Safety 25 Years in Review

Dan Mayhew gave the opening keynote address to the delegates at CARSP on Canada's progress in road safety. He provided an overview of trends in fatal and injury collisions over the past 25 years and contributory factors, grouped into the five pillars of road safety.

Fatal and personal injury collisions have been dropping steadily over the past twenty-five years, dropping from close to 3,500 fatal collisions in 1990 to well below 2,000 fatal collisions in the most recent year available (2013). Personal injury collisions have seen a similar trend. This is remarkable, considering the steady increase in Canada's population, and the corresponding increase in licensed drivers and registered vehicles over the same period. A deeper look at the trends however show that the improvement in safety is not even across all age groups with older drivers showing an increase in injuries (although there was still a drop in fatalities).

Work on reducing fatalities and injuries caused by motor vehicle collisions is multi-faceted and multi-disciplinary. The United Nation's Global Plan for the Decade of Action for Road Safety: 2011 – 2020 highlights five pillars of road safety, being road safety management, road users, vehicles, roads and emergency medical services. Past work completed and still underway in these five areas has contributed to the improvement seen in Canada and elsewhere in the world. Dan did however mention a 'sixth pillar', being road safety research and encouraged delegates to continue to conduct and encourage research to better understand how further improvements in road safety can be achieved.

He concluded his talk by highlighting new and emerging trends in road safety and further research that needs to be done to continue to reduce fatalities and injuries caused by collisions moving forward into the future.

**Jeff Suggett**  
**Associated Engineering**

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# Le progress du Canada sur la sécurité routière

*Le nombre de collisions mortelles et avec des blessures corporelles a été en baisse constante au cours des 25 dernières années*

Le discours d'ouverture prononcé par Dan Mayhew aux délégués de l'ACPSE a porté sur les progrès du Canada en matière de sécurité routière. Il a donné un aperçu des tendances pour les collisions mortelles et avec blessures au cours des 25 dernières années, en analysant aussi les facteurs contributifs, regroupés dans les cinq volets de la sécurité routière.

Le nombre de collisions mortelles et avec des blessures corporelles a été en baisse constante au cours des 25 dernières années, passant de près de 3 500 collisions mortelles en 1990 à moins de 2 000 pour l'année la plus récente disponible (2013). Les collisions avec blessures ont suivi une tendance similaire. Ceci est remarquable, compte tenu de l'augmentation constante de la population du pays, ayant comme résultat l'augmentation de conducteurs détenteurs de permis et des véhicules immatriculés dans la même période. Cependant, un regard plus approfondi sur les tendances montre que l'amélioration de la sécurité n'est pas consistante dans tous les groupes d'âge, en montrant que les accidents avec des conducteurs âgés ont augmenté (même si les données montrent encore une baisse du nombre de décès).

Les actions sur la réduction des décès et des blessés à la suite d'accidents routiers doivent être multidisciplinaires. Le Plan mondial des Nations Unies pour la Décennie d'action pour la sécurité routière 2011 - 2020 met en évidence les cinq volets de la sécurité routière, étant la gestion de la sécurité routière, la sécurité des routes et mobilité, la sécurité des véhicules, le comportement des usagers de la route, et les soins après l'accident. Les activités déjà mises en place et d'autres en train de se mettre en œuvre dans ces cinq domaines ont contribué à l'amélioration observée au Canada et ailleurs dans le monde. Dan a toutefois mentionné un « sixième volet », celui de la recherche en sécurité routière, et il a encouragé les délégués à continuer la recherche afin de mieux comprendre comment des améliorations dans la sécurité routière peuvent être atteintes.

Il a finalement conclu son exposé en soulignant les nouvelles tendances en sécurité routière et d'autres recherches qui doivent être faites visant à continuer la réduction des décès et des blessures à la suite des accidents, pour un meilleur avenir.

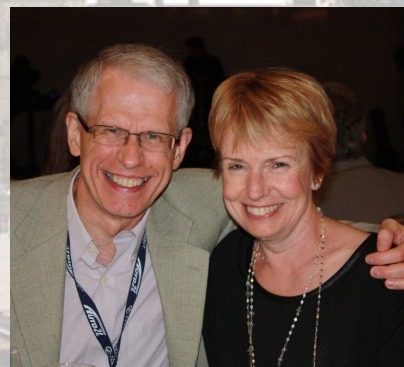
**Jeff Suggett**  
Associated Engineering





## 2015 CARSP Conference Photos

2015 CARSP Conference at a glance...



Photos by Samantha Piper, City of Chilliwack







2015 CARSP Conference at a glance...







*The goal of the Decade of Action is to stabilize and reduce the forecast level of road traffic deaths around the world.*

## Canada's Road Safety Past & Future *Update on the UN Decade of Action for Road Safety*

Cet article donne un aperçu à l'occasion de deux tables rondes organisées lors de la Conférence ACPSER 2015 sur les progrès du Canada au milieu de la période de la Décennie d'action pour la sécurité routière de l'Organisation des Nations Unies (ONU). Des mises à jour ont été présentées sur le progrès global de ce plan d'action, de même que le progrès du Canada sur les objectifs de sécurité dans les domaines de la gestion de la sécurité routière, des véhicules, de l'infrastructure routière, du comportement des usagers et des soins dispensés aux victimes.

### Global Progress on the Decade of Action

In 2013, approximately 1.24 million road traffic deaths occurred on the world's road. Low and middle income countries have the highest rates of road traffic deaths, accounting for 18.3 and 20.1 per 100,000 population, respectively.

Approximately 150,000 people die annually on roads in the Americas. Men are at higher risk of dying from road traffic crashes, which are also the leading cause of death among people aged 5 to 14 years. Pedestrians (23%), motorcyclists (15%), and bicyclist (3%) are the primary victims in all sub-regions except in North America. To reduce deaths and injuries, it is recommended to follow the objectives of the Decade of Action for Road Safety 2011-2020, the Plan of Action 2012-2017, and to:

- Establish lead agencies for road safety with authority and resources
- Implement and strictly enforce comprehensive laws on risk and protective factors
- Improve mass transit systems
- Develop and/or strengthen surveillance systems



The 3<sup>rd</sup> UN Global Road Safety Week was held in May 2015 and focused on children's road safety. The 2<sup>nd</sup> Global High Level Conference on Road Safety will be held in Brasília on November 18 to 19, 2015. The aim is to deliver the Brazilian Declaration on Road Safety and to review progress in the implementation of the Decade of Action.

**Eugênia M.S. Rodrigues**  
Pan American Health Organization/World Health Organization

### Canada's Progress on the Road Safety Management Goals: Road Safety Management in Alberta

This presentation discussed the development of Alberta's dedicated Transportation Safety Plan concerning road safety management in the decade after the release of the McDermid Report assessing the state of road safety in Alberta (2004).

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The resulting report listed nine recommendations, all of which the government supported, and continues to do so. The Office of Traffic Safety provides guidance for road safety initiatives in Alberta, including: the development of Traffic Safety Plans beginning with the 2007-2010 cycle, with specific targets for improving traffic safety; a public education and community mobilization strategy guided by regional consultants and Subject Matter Expert Groups; engaging First Nations and Métis leaders to address road safety within their communities; integrating enforcement partners into traffic safety education (e.g. the Traffic Safety Calendar); utilizing technological advances to improve road safety (e.g. intersection safety cameras); and reviewing driver education and examinations. Even with significant increases in population, driver, and vehicle numbers since 2007, the number of fatal and major injury collisions has dropped, from 91.5 casualties per 100,000 population in 2007 to 66.6 in 2013.



Currently work is proceeding on the third Transportation Safety Plan (2016-2020), to be integrated within Alberta Transportation's 50-year transportation strategy.

**Liz Owens, Alberta Transportation**

## Canada's Progress on the Safe Vehicles' Goals

This talk described past, present and future trends in motor vehicle safety. Transport Canada, under the Motor Vehicle Safety Act, establishes safety regulations for the manufacture and importation of motor vehicles to reduce the risk of death, injury and damage to property and the environment.

Collision data trends for Canada indicate that significant progress has been made such that today's vehicles are the safest ever. Fatalities and serious injuries have decreased by more than half over the last two decades, despite growth in the number of licensed drivers, registered vehicles and kilometres travelled (National Collision Database, 2012). From 1993 to 2006, vehicle changes were the main source of the decline in driver death risk in the United States (Insurance Institute for Highway Safety, 2015).

In addition to standards and regulations, many other factors can influence vehicle safety. Some of these changes include improvements in vehicle crashworthiness (e.g., more advanced airbags) and innovations in crash avoidance systems (e.g., tire technology, lighting, sensors, electronic stability control and automatic braking systems). Further progress is needed and new technologies for crash avoidance and occupant protection have the potential to make future vehicles even safer.

Transport Canada is committed to the continual improvement of motor vehicle safety and the department monitors and is engaged in testing and standards development activities for future vehicle technologies such as connected and automated vehicle systems.

**Peter Burns, Transport Canada**

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*Significant progress has been made such that today's vehicles are the safest ever. Fatalities and serious injuries have decreased by more than half over the last two decades, despite growth in the number of licensed drivers, registered vehicles and kilometers travelled.*



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## Canada's Progress on the Infrastructure Goals

The “Safer Roads and Mobility” pillar of the UN Decade of Action seeks to improve safety-consciousness in the development and operation of roads, to regularly access road safety, and to consider all groups of users. The Canadian landscape related to road infrastructure development and operation has made significant strides on all of these fronts – many of which pre-date the Decade of Action. That said, it is imperative that we recognize and address the many weaknesses in our ability to meet current and future needs.

Safety consciousness in roadway design made a significant advancement when the 1999 Transportation Association of Canada's Geometric Design Guide introduced 'safety heuristics' as a replacement for long-standing cookbook-style engineering practices. In more recent years, the heuristic approach has started to give way to more explicit safety consideration in design, as predictive capabilities become more refined. In concert with this evolution have been the adoption of more robust network screening practices by most road authorities and the implementation of structured In-Service Reviews for existing facilities. The reliance on Private-Public Partnerships (P3) to deliver large infrastructure projects has made a profound impact by delivering safer facilities at an accelerated rate. Most have further benefitted from the proactive oversight structure of Road Safety Audits to both ensure that safety is not compromised (in the interest of profit) and to take advantage of cost-effective opportunities to improve safety performance.

The increased awareness and accommodation of vulnerable road users in the delivery of road infrastructure is evidenced by the plethora of recent design guides and 'best practices' publications that address specific groups such as pedestrians, cyclists, seniors, work zones, the physically challenged, etc. Most recently, the concept of Complete Streets has gained a lot of traction as a means to develop facilities that cater to users of all ages and abilities, regardless of their mode of transportation. Simply providing optimized levels of service for motor vehicles is no longer sufficient.

Going forward we will face many challenges, and may see the development of road environments that are completely transformed from the current paradigm. Connected vehicles, and the promise of (at least partially) autonomous vehicles, may contribute greatly to not only the safety experience of road travel, but with profound gains in road capacity and environmental efficiencies.

In the nearer term, we still face the more mundane day-to-day challenges of insufficient funding for proper road maintenance. Lost in the background of bright and shiny new P3 mega-projects are the existing facilities that suffer from neglect where even the simplest proven safety measures are sometimes not affordable.

Finally, from an academic perspective, it is appalling that nearly two-thirds of Canadian civil engineering programs do not offer a basic Highway Design course as part of their undergraduate curriculum. Furthermore, 14% of programs do not offer any transportation engineering courses whatsoever. If we are to meet the challenges intrinsic in the Decade of Action, it is imperative that we lay a foundation of safety with our future designers, planners and operators. We have accomplished much, but in this particular vein, we can do better.

**Eric Hildebrand, University of New Brunswick**

*Going forward we will face many challenges, and may see the development of road environments that are completely transformed from the current paradigm.*

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## Canada's Progress on the Road User Behaviour Goals

Considerable progress has been made over the past 25 years on improving road user safety. Seat belt use by vehicle occupants has increased to 95% through the use of legislation, enforcement activity (e.g., Selective Traffic Enforcement Programs), and public education, although proper use of child restraints remains relatively low (67%).

While alcohol impaired driving declined during the 1990s, it plateaued from 2000 to 2010 with 37% of fatally injured drivers drinking before the collision. The early progress can be attributed to tougher penalties under the Criminal Code (CC), 90 day administrative licence suspensions for drivers charged with driving while impaired (DWI), enforcement campaigns such as Reduce Impaired Driving Everywhere campaigns, use of ignition interlock devices, assessment and treatment programs for convicted DWIs, and short-term suspensions for drivers with BACs between .05 and .08. British Columbia (BC) has made considerable progress with its Immediate Roadside Prohibition law. Greater progress could be made if mandatory roadside breath testing was permitted by the CC.

Distracted driving has been growing, particularly the use of electronic communication devices (ECDs). However, laws prohibiting hand-held ECD use have succeeded in reducing this behaviour in several jurisdictions. There is a need for more enforcement of these laws although detection of some types of ECD use (e.g., texting) is difficult.

Driving while impaired by psychotropic drugs such as cannabis is increasing according to coroners' data (37% of fatally injured drivers had been using drugs) and roadside surveys (7% of drivers were using drugs in BC). Many jurisdictions are using short-term administrative sanctions to address drugged driving. Greater progress could be made if police had a roadside screening device for detecting drug use.

Finally, speeding continues to be a major risk given that 22% of fatal collisions involve it. Greater use of speed cameras could reduce the incidence of speeding.

**Brian Jonah, CARSP**

## Canada's Progress on the Post-Crash Care Goals

The goal of Post-Crash Care is to mitigate the consequences in avoiding preventable death and disability, limit the severity of injury and the suffering caused by it, and ensure the crash survivor's best possible recovery and reintegration into society.

The classic teaching around trauma from the ATLS (Advanced Trauma Life Support) was based on an A-B-C-D-E approach. The traditional Airway-Breathing-Circulation-Disability-Exposure is tailored to the initial response in trauma resuscitation. This is why we also need to consider all facets of Trauma Response and Integration of a "System Approach" to trauma care. Our traditional A-B-C-D-E should probably look more like:

- |                         |                              |
|-------------------------|------------------------------|
| A. Academics & Training | D. Definite Care Destination |
| B. Bypass Major Trauma  | E. Evaluation & Evidence     |
| C. Coordinated Response |                              |



*Laws prohibiting hand-held electronic devices have succeeded in reducing distracted driving behavior in several jurisdictions. There is however, still a need for more enforcement.*

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The A-B-C's of Post-Crash Care is composed of a Pre-hospital Phase response including effective communication, treatment and transport. The Field Trauma Triage application of the "Right patient, Right destination & Right time" concept is used to get Major Trauma to Definite Care Destination. The In-Hospital Trauma Team response for safe and effective coordination of response, applies "Best Practice" protocols to prevent Secondary injury. The follow-through of patient care should include Trauma Units equipped with Multidisciplinary Rehabilitation capability, for complete care of the trauma victim.

**Richard Dionne**  
University of Ottawa and Regional Paramedic Program for Eastern Ontario

## The Dr. Charles Miller Award

Dr Christine Wickens, pour l'ouvrage rédigé avec ses collègues et qui s'intitule « The Impact of Childhood Symptoms of Conduct Disorder on Driving after Drinking in Adulthood », a reçu le prix du Dr Charles Miller, accordé au meilleur article technique de la Conférence ACPSER 2015.

Dr. Christine Wickens and her colleagues at the Centre for Addiction and Mental Health in Toronto, received the Dr. Charles Miller Award for the best technical paper presented at the 2015 CARSP Conference.



Christine is a project scientist at the Centre for Addiction and Mental Health in Toronto, and she holds an appointment as Assistant Professor at the Dalla Lana School of Public Health at the University of Toronto. She has been involved with CARSP since 2001, when she attended and presented at her first CMRSC conference as a York University graduate student. Christine conducted research on driver anger and aggression, roadway stress, and aberrant driver behaviour. She received post-doctoral fellowships allowing to expand her research interests to include alcohol- and drug-impaired driving and the impact of mental health disorders on driver behaviour and roadway safety. She published extensively in peer-reviewed journals including Accident Analysis and Prevention, Transportation Research Part F, Traffic Injury Prevention, and the Journal of Safety Research.



*Dr. Christine Wickens received the Charles Miller Award for best research and evaluation paper.*

The paper entitled "The Impact of Childhood Symptoms of Conduct Disorder on Driving after Drinking in Adulthood" highlights that the odds of reporting driving after drinking are significantly increased with childhood symptoms of conduct disorder (CD), when controlling for demographic characteristics, driving exposure, problem alcohol use, and symptoms of ADHD. Several other studies suggested that CD increases the risk of drink-driving behaviour, but this study was the first to examine this association using population-level data. A binary logistic regression analysis of drink-driving in the previous 12 months was based on 5,299 telephone interviews with Ontarians who reported having driven in the past year. Variables included measures of demographic characteristics (sex, age, marital status, education, region), driving exposure, problem alcohol use, symptoms of attention deficit hyperactivity disorder (ADHD), and childhood (before age 15 years) symptoms of CD. These findings add to a growing literature, and could suggest that, within

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treatment for CD, special attention should be focused on driver safety. As well, it may be prudent for parents of adolescent drivers experiencing conduct problems to discuss driver safety issues more extensively with their children and to exercise more stringent supervision of their children's driving. Finally, it may be advisable for remedial drink-driving programs to screen for a history of CD symptoms; specialised curricula may prove more effective for these drivers.

**Jean-François Bruneau, Université de Sherbrooke**

## The Mavis Johnson Award

Le prix Mavis Johnson du volet « Politiques et pratiques » de la Conférence ACPSER 2015 a été accordé à Rebecca Peterniak, pour son article « Safe, Secure and Accessible: A gender-inclusive approach to the provision of pedestrian infrastructure. »

The Mavis Johnson Award for best policy and practice paper at the 2015 CARSP Conference was presented to Rebecca Peterniak for her paper entitled "Safe, Secure and Accessible: A gender-inclusive approach to the provision of pedestrian infrastructure."



Rebecca is a transport infrastructure specialist at Fireseeds North Infrastructure, a Winnipeg-based civil engineering firm that specializes in road safety, asset management, and gender mainstreaming in transportation. She received her B.Sc. and M.Sc. in civil engineering at the University of Manitoba. Rebecca is the first person to receive both top paper awards at the CARSP Conference: last year she received the Charles Miller Award for best research and evaluation paper for her M.Sc. work on pedestrian safety at urban signalized intersections on the Pan American Corridor in San Jose, Costa Rica. Rebecca is a friend of the Transportation Research Board's Women's Issues in Transportation Committee, and helped to document the 5th Women's Issues in Transportation Conference, held in Paris in 2014.

Her paper discusses gender-based differences in personal security in transportation and presents strategies for addressing personal security issues through environmental design. Women place greater value on personal security in transportation than men, report greater fear of being assaulted or harassed while traveling, and demonstrate more extreme changes in travel behaviour in response to this fear. The paper discusses how a gender-inclusive approach to the provision of pedestrian infrastructure would incorporate crime prevention techniques as a subset of road safety and accessibility. A parallel is drawn between common approaches to road safety and personal security, including multidisciplinary collaboration, blackspot analysis, and site reviews to identify issues and treatments. Recommendations for transport agencies include adopting guidelines and protocols for incorporating crime prevention through environmental design principles in the design of pedestrian infrastructure and for conducting security audits/in-service reviews. The main deliverable is a checklist that can be used to identify common environmental design issues associated with poor personal security and common treatments.

**Jean-François Bruneau, Université de Sherbrooke**



*Rebecca Peterniak received the Mavis Johnson Award for best policy and practice paper.*



## Student Paper Awards

The CARSP student paper competition is a yearly initiative that is sponsored by the Insurance Bureau of Canada and facilitated by the Canadian Road Safety Youth Committee. Every year, students registered in Canadian universities are invited to submit papers on any road safety related topic. All submissions are reviewed by a multidisciplinary expert panel comprised of CARSP members. Authors of the top three papers present their research at the CARSP conference, receive complimentary conference registration, travel expenses, and a cash prize.

Félicitations à Sohail Zangenehpour, un candidat au doctorat du département de génie civil et mécanique appliquée à l'Université McGill, qui a remporté le concours du meilleur article rédigé par un étudiant à la Conférence ACPSER.

### 1 FIRST PLACE WINNER

**Sohail Zangenehpour**  
McGill University



Congratulations to Sohail Zangenehpour, a Ph.D. Candidate with the Department of Civil Engineering and Applied Mechanics with McGill University for winning the student paper competition at the CARSP conference. Sohail and his co-authors (Jillian Strauss, Luis F. Miranda-Moreno and Nicolas Saunier) submitted a paper entitled, Are Intersections With Cycle Tracks Safer? A Control-Case Study Based On Automated Surrogate Safety Analysis Using Video Data. Sohail's paper is an examination of the safety impact of cycle tracks using a control-case study using video based on locations in the City of Montreal. Using a logit model, he was able to determine that intersection approaches with cycle tracks on the right are safer than intersection approaches with no cycle track – however, intersections with cycle tracks on the left compared to no cycle tracks are not found to be significantly safer.

Sohail Zangenehpour did his undergraduate degree and Master's degree in Electrical and Control Engineering at the University of Tehran, Iran. He wanted to do his Ph.D. work in North America and decided to carry out the research at McGill University with the Civil Engineering Department with Dr. Luis Miranda-Moreno within the Transportation Group. His main research interests are ITS, video processing, road safety, artificial intelligence and optimization. When he completes his Ph.D., he hopes to embark on a career in research and development in developing new technologies.

### Jeff Suggett, Associated Engineering

Cette année, la deuxième place du concours du meilleur article rédigé par un étudiant a été remportée par Jillian Strauss pour son article intitulé « Cartographier un réseau de circulation cycliste et les risques de blessures en alliant des données GPS provenant de téléphones cellulaires et des comptages cyclistes », qu'elle a co-écrit avec Luis F. Miranda-Moreno et Patrick Morency.

### 2 SECOND PLACE WINNER

**Jillian Strauss**  
McGill University



This year's second place award for the CARSP student paper competition went to Jillian Strauss for her paper entitled "Mapping Cyclist Activity and Injury Risk in a Network Combining Smartphone GPS Data and Bicycle Counts", which she co-authored with Luis F. Miranda-Moreno and Patrick Morency.

(Continued on page 15)



(Continued from page 14)

Jillian is currently in the midst of finalizing her Ph.D. degree in the department of Civil Engineering at McGill University. She was born and raised in Montreal and uses this city as her study environment. Her main research interests include road safety in urban environments especially for non-motorized transportation modes such as walking and cycling.

In her award-winning paper Jillian and her co-authors validate the use of GPS data as a new and reliable source of bicycle flow estimation. They state that “growing climate change as well as energy and health concerns are causing a shift away from motor-vehicle dominance towards ‘greener’ and healthier forms of transportation such as bicycling”. However, given the vulnerability of bicyclists it is important to find ways to improve their safety and this is the main objective of the study. The data certainly support this as it was found that in Montreal from 1999 to 2008 over 9000 cyclists were injured, for an average of more than 900 per year, 61.5% of which occurred at intersections (remaining 38.5% along road segments). To accomplish their goal, Jillian and her co-authors estimate and map bicycle volumes, injuries and risk throughout the entire network of road segments and intersections on the island of Montreal, combining smartphone GPS traces and cyclist counts to then validate the use of GPS data as a potential source of cyclist exposure data. Among other results, cyclist risk was found to be the greatest outside the central neighbourhoods and where bicycle infrastructure is not present. Cyclist risk was also much greater at intersections than along segments. In the future the team plans on continuing to develop and apply a map-matching technique to assign GPS points and traces to the road network, which will help with the monitoring and mapping of risk and, ultimately, the improvement of road safety for bicyclists. Congratulations to Jillian!

### Ward Vanlaar, TIRF

Cette année, Emmanuel Takyi a remporté la troisième place du concours du meilleur article rédigé par un étudiant pour son article « Approche guidée par les données sur le crime et la sécurité routière (DDACTS) – Étude de cas de la ville de Regina », qu’il a co-écrit avec le Dr. Peter Park de l’université de la Saskatchewan. DDACTS, un modèle opérationnel proactif pour les policiers, a été mis en pratique dans un effort de la ville pour réduire les dommages causés à la société par le crime et les collisions routières.

In an effort to reduce social harm caused by crime and traffic collisions, a proactive law enforcement operational model was implemented in the City of Regina, a model that uses both location based-crime and traffic data. MSc Candidate Emmanuel Takyi, together with Dr. Peter Park from the University of Saskatchewan, have engaged in this project.

This year, Emmanuel participated on CARSP's student paper competition, and won the third place for his paper entitled Data-Driven Approaches to Crime and Traffic Safety (DDACTS) - Case Study for the City of Regina.

Emmanuel is originally from Ghana, and he holds a BSc in Civil Engineering from the Kwame Nkrumah University of Science and Technology (KNUST), at Kumasi, Ghana. He came to Canada in 2013 to pursue his MSc in Civil and Geological Engineering at the University of Saskatchewan, and afterwards he would like to move forward to his PhD.

**3** THIRD  
PLACE  
WINNER

**Emmanuel Takyi**  
University of  
Saskatchewan



(Continued on page 16)



*(Continued from page 15)*

The motivation for this project was the fact that last year data show that the city of Regina recorded the highest Crime Severity Index and the highest crime rate, both of them significantly high compared to the average for Canada. Moreover, the city has also experienced significant high fatal and severe injury collisions in its roads.



The deployment of the DDACTS operational model has become an excellent enforcement system, already very successful in other North American cities, bringing sophisticated technology in order to identify problem areas where more police enforcement is required, both for high crime and collision sites. As Emmanuel stated, "the outcome of this research would have a positive impact on the lifestyle of residents of City of Regina by providing a framework of tools that can be used to reduce collisions and crimes simultaneously".

The authors would like to acknowledge that the project has been funded by the Regina Police Service (RPS), Saskatchewan Government Insurance (SG), National Sciences and Engineering Research Council (NSERC) and Saskatchewan Centre of Excellence for Transport and Infrastructure. Congratulations to Emmanuel for an excellent paper!

**Javier Zamora, LanammeUCR**

## #SaveKidsLives

#SaveKidsLives est la campagne officielle lancée à l'occasion de la Semaine mondiale des Nations Unies pour la sécurité routière 2015. La campagne a mis l'accent sur la situation des enfants sur les routes du monde entier, en promouvant des mesures pour mieux assurer leur sécurité.

#SaveKidsLives was the official campaign of the 2015 United Nations Global Road Safety Week. More than 500 children are killed every day in road collisions, which are the leading cause of death for children aged 5 to 17. The campaign emphasizes the plight of children on the world's roads and promotes action to better ensure their safety.



Kids around the world voiced their thoughts and fears about travelling on the roads and what they need to feel safe. Their voices were captured in the Child Declaration for Road Safety – which is a central component of the #SaveKidsLives campaign.

The campaign focuses on having people and organizations read, sign, show, and deliver the Declaration. #SaveKidsLives banners were provided online that people could use to write their road safety message and take a picture holding their message (coined a "safie" in this campaign). The photos were shared through social media tagged with #SaveKidsLives and #Safie to help spread the message of this campaign. The final step was to deliver the Declaration to policy makers.

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# #SaveKidsLives

*(Continued from page 16)*

Online resources included a #SaveKidsLives toolbox that contained background information; inspiration for speeches, reports, and presentations; a #SaveKidsLives video, the Child Declaration, hundreds of #safies; ideas on how to involve children in the campaign; infographics; and “spot the difference” games that kids can play to learn how to handle themselves safely on the road. The UN also published a document entitled “10 Strategies for Keeping Kids Safe Around the World.” The strategies are speed control, reducing drinking and driving, using helmets on bicycles and motorcycles, child restraints in vehicles, improving children’s ability to see and be seen on the road, enhancing infrastructure, adapting vehicle design, implementing graduated driver licensing, providing appropriate care for injured children, and supervising children on roads.

NGOs and other organizations from around the world participated in the #SaveKidsLives campaign. Some initiatives include:

The Partnership for Road Safety in Georgia brought together representatives from the Asia Bank, World Bank, local Transport Ministry, Georgian Professional race car drivers, university students, and children in a variety of events and media appearances to support the campaign.



A #SaveKidsLives flashmob with 200 school children was held in the centre of New York City. The Declaration was delivered globally to UNICEF and locally to city leaders.

The Child Road Safety in the Americas Congress was held in Costa Rica.



The Road Safety Association of Algeria – Les Amis de la Route – worked with local children and the media to advocate for this campaign.

The Canadian Road Safety Youth Committee (CRYSC) had weekly website posts during the UN Global Road Safety Week for the #SaveKidsLives campaign. They organized this presentation at the CARSP Conference and invited delegates to take #safies that were shared via social media.

**Rebecca Peterniak**  
Canadian Road Safety Youth Committee

*Every day more than 500 children lose their lives in traffic crashes globally, and thousands more are injured.*



## 4th Global Meeting of the Alliance of Road Safety NGOs

#SaveKidsLives est la campagne officielle lancée à l'occasion de la Semaine mondiale des Nations Unies pour la sécurité routière 2015. La campagne a mis l'accent sur la situation des enfants sur les routes du monde entier, en promouvant des mesures pour mieux assurer leur sécurité.

The Alliance of Road Safety NGOs and the Global Meeting provide a worldwide forum for NGOs to share best practices, programs, and collectively advocate for road safety and the rights of road victims. The Canadian Association of Road Safety Professionals (CARSP) is a member organization of the Alliance, and was invited to attend the 4th Global Meeting in Marrakech, Morocco on March 13th and 14th, 2015. On behalf of CARSP, I joined 170 delegates from 52 countries representing 100 different NGOs at the Global Meeting, which included workshops, a poster exhibition, panel sessions, breakout sessions, a gala dinner, and tour of beautiful Marrakech.

Two pre-conference workshops were held the day before the meeting began. Floor Leishout, CEO of Youth for Road Safety (YOURS) and Shane O'Connor, Communications Advisor with FedEx Global Citizenship led a workshop entitled Fundraising – How to sell your project. Dr. Kate Allen from the Johns Hopkins School of Public Health led a workshop Data Collection and Analysis which included learning how to calculate basic epidemiology indicators, access literature, and conduct quantitative and qualitative analysis.

The meeting was opened by several Moroccan dignitaries and representatives from the World Health Organization, the World Bank Global Road Safety Facility, and the Global Alliance. The opening ceremony included a poetry reading and moment of silence for road safety victims.

Each participating NGO was invited to prepare a poster on their organizations best practice. The poster exhibition housed 100 best practices from NGOs in 52 countries. CARSP's poster covered what our organization does (road safety news, knowledge sharing, networking opportunities, and developing future leaders through the CRSYC), how to get involved (membership and partnership), and a summary of our best practice, the annual CARSP conference. The poster exhibit was opened by Dr. Mohamed Najib Boulif, Minister Delegate to the Minister of Transport, Equipment and Logistics in charge of transport, Morocco.

Several CARSP brochures were distributed throughout the meeting. There was a high interest in attending the conference and developing partnerships with CARSP. Connections were made with several NGOs, a few of which included:

- Road Safety Association of Algeria: The Road Friends [Amis Route Prévention Routière](#) (Algeria)
- [Securite Routiere au Maroc](#) (Morocco)
- [Global NCAP](#) (United Kingdom)
- [Observatório Nacional de Segurança Viária](#) (Brazil)



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*The 4th Global Meetings of the Alliance of Road Safety NGOs provided a worldwide forum for NGOs to share best practices, programs, and advocate for road safety and the rights of road victims.*

(Continued from page 18)

- [Youth for Road Safety \(YOURS\) Réseau Mondial des Jeunes pour la Sécurité Routière](#) (Cote d'Ivoire)
- [Centre of Consultancy for Road Victims - Romania](#) (Romania)
- [TRAX Road Safety NGO India](#) (India)
- [Cameroon Road Safety Foundation](#) (Cameroon)
- [Luchemos por la Vida](#) (Argentina)
- [Partnership for Road Safety](#) (Georgia)
- [ASIRT Kenya](#) (Kenya)
- [Avoid Accident](#) (India)
- [Indian Federation of Road Safety](#) (India)
- [Alinagnon](#) (Benin)
- [Asia Injury Prevention Foundation](#) (Vietnam)
- [Italian Association of Road Safety Professionals](#) (Italy)
- [Pamoja Road Safety Initiative](#) (Kenya)
- [Safe Kids Worldwide](#) (Global organization)

A panel session on road safety NGO work funded by the alcohol industry sparked a spirited discussion and resulted in the decision for the Global Alliance to develop a guideline for NGO collaboration with the alcohol industry. There was also a session on high level planning for NGO activities during the Ministerial Meeting in Brazil 2015. The Alliance encouraged NGOs to attend and made tentative plans to hold a vigil for child road victims.

There was a panel session on the #SaveKidsLives campaign, which was the official campaign for the 3rd UN Global Road Safety Week from May 4th to 10th. Delegates received a surprise visit from a group of Moroccan grade-school students who sang a road safety song and proudly displayed placards indicating why they signed up to #SaveKidsLives



All delegates participated in drafting the Alliance Marrakech Declaration, which was handed over to Mr. Aziz Rabbah, the Minister of Transport, Equipment and Logistics, Morocco, at the close of the conference.

#### ALLIANCE MARRAKECH DECLARATION

*"We call for safe roads for all and compassion, care and support for victims of road crashes. NGOs are part of the solution and call on governments and stakeholders to partner with NGOs to implement evidence – based solutions."*

**Rebecca Peterniak**  
Fireseeds North Infrastructure



# Naturalistic Driving Studies

## *Studying Drivers in the Real World*

Des études de conduite naturaliste (NDS, par ses sigles en anglais) fournit une base de données riche qui contribue au développement de nouvelles et meilleures contre-mesures de sécurité afin de prévenir les accidents de la route et de diminuer les blessures. Cette présentation avait trois objectifs : (1) de fournir un aperçu des études de conduite naturaliste, (2) de vous informer sur les études actuelles concernant les NDS, et (3) de vous encourager à en apprendre davantage sur la base de données des NDS en accédant au site SHPR2 InSight.

This presentation had three goals:

1. To provide an overview of Naturalistic Driving Studies (NDS)
2. To inform you about current NDS studies
3. To encourage you to learn more about NDS database by accessing the SHRP2 InSight website.

### What is the NDS Approach?

Naturalistic Driving Studies collect detailed data on drivers as they go about their everyday driving activities. The result is an incredibly rich data base that supports the development of new and improved safety countermeasures to prevent crashes and mitigate injuries. Traditional research methods use studies designed to address specific questions or investigations which are conducted after a crash. The NDS approach differs from traditional methods in several important ways:

- Data are collected over long periods of time, often years.
- Large numbers of drivers are involved, hundreds and often thousands.
- Data are collected simultaneously on drivers, vehicles and road environments.
- Drivers drive as they normally would, in their own vehicles, which are instrumented.
- The instrumentation is unobtrusive; no experimenter is present.

### What Data are Collected?

- **Questionnaires and Performance Tests** are completed by all drivers at the outset of the study. These include detailed histories and tests including perception, physical and cognitive testing, medical history and medications, sleep-related factors, driving knowledge and much more.
- **Multiple Video Cameras** record real time video of driver behaviour including the driver's face, hands and the instrument panel, as well as the forward view of the roadway, and the view to the rear of the vehicle.
- **Data Acquisition Systems** record numerous vehicle parameters, while additional sensors provide information about the vehicle in relation to other road users. These include accelerometer data, rate sensors, GPS, forward radar, illuminance sensor, turn signal activation and vehicle network data which provide accelerator, brake pedal activation, steering wheel angle, speed, seat belt information, airbag deployment and many more variables.
- **Roadway Data** are provided from existing sources and in some cases are collected in specific areas of interest at particular locations. Examples are intersection configurations, signage, curve location, length and grade etc.

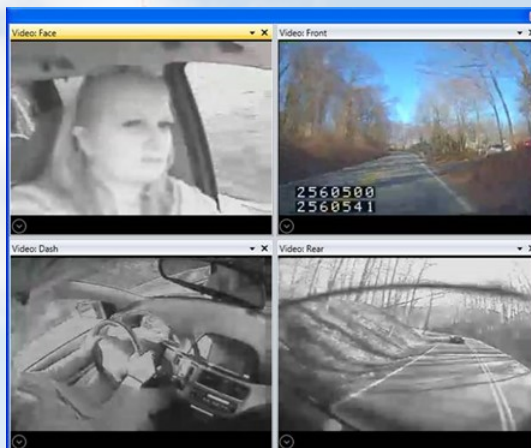


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## Advantages of NDS Data

There are two key advantages of the NDS method: (1) detailed and accurate pre-crash and crash information provide evidence of what happened leading up to and at the time of a crash, and (2) exposure information including the frequency of drivers' behaviours in normal driving. NDS data show what drivers really do, not just what they later report doing. Researchers can investigate the interaction of the driver, vehicle and road environment to address questions that could not be answered previously such as:

- How does crash risk vary as a function of different driver behaviours, vehicles and roadways?
- What was the driver doing leading up to the crash?
- How were drivers able to avoid crashes?
- What does "normal" driving look like?
- How does driving behaviour change over time?
- How do different groups of drivers behave?
- What impact do different road treatments have on safety?



## Learn More About NDS and Access NDS Data

The *Strategic Highway Research Program (SHRP2) NDS* is complete and provides data for up to 2 years on 3,542 drivers, and includes 5.5 million trip files covering over 32 million miles of driving. Full information about this project is available at <http://www.trb.org/StrategicHighwayResearchProgram2SHRP2/SHRP2FocusAreas.aspx>

On the SHRP2 site you will find papers, presentations, recorded webinars and reports of completed studies that have addressed issues of driver distraction, safety on rural two lane roads and the evaluation of offset left turn lanes.

You can access the SHRP2 database at <https://insight.shrp2nds.us/>. This site provides a wealth of information including data dictionaries, sample data and video, illustrative graphing and much more. It is a great way to become familiar with NDS and test out research ideas.

Data collection is complete and undergoing further analysis for the CNDS: Canadian Naturalistic Driving Study (<http://www.canada-nds.net>). Be sure to look for updates on this project.

Finally, the ANDS: Australian Naturalistic Driving Study is about to get underway. Check on their website (<http://ands.unsw.edu.au>) for information and updates.

**Dr. Joanne Harbluk**  
Transport Canada



*Naturalistic Driving Studies provide a rich database that supports the development of new and improved safety countermeasures*



## CRSYC Events

The Canadian Road Safety Youth Committee (CRYSC) was proud to be a part of the 2015 CARSP Conference. CRSYC members Matthew Mulkern, Rebecca Peterniak and Mychele Joyes were on hand to coordinate youth activities, participate in presentations and raise funds over the four productive days in Ottawa.

The CRSYC's first event, The Future of Road Safety, took place on the second night of the conference at the 3 Brewers Microbrewery Restaurant. This event consisted of a speed networking opportunity for all delegates and provided a learning opportunity for students and young professionals to find out about road safety careers, industry challenges, and the CRSYC. Around 40 delegates from students to seasoned professionals attended the event and the feedback from attendees was very positive. The CRSYC will look to incorporating this event into future CARSP Conferences.



The second theme throughout the conference was the UN #SaveKidsLives Campaign. Conference delegates were encouraged to stop by the CRSYC exhibitor booth to take a #Safie and to sign the Child Declaration for Road Safety. Rebecca presented on the #SaveKidsLives campaign on behalf of the CSRYC.

As has been the case since 2007, the CRSYC was in charge of managing the student paper competition which is sponsored by the Insurance Bureau of Canada. Matthew Mulkern, Chair of the CRSYC, presented the awards at the close of the conference to Sohail Zangenehpour (1st) and Jillian Strauss (2nd) from McGill University, and Emmanuel Takyi (3rd) from the University of Saskatchewan.

The CRSYC held its annual general meeting on the Wednesday after the Welcoming Reception where a new executive was elected and the past years business was discussed along with plans for the upcoming year. The CRSYC also conducted a raffle for a GoPro HERO3 Camera and GOCASE Starter Kit: Elisabeth Kreykenbohm from Simon Fraser University in British Columbia won the raffle at the closing session.

A sincere thank you to CARSP and the conference organizing committee for their donations to our committee in lieu of speakers' gifts. Thanks to the generous \$2,000 donation, the CRSYC was able to partially fund conference expenses for two of our members. Further gratitude extends to those delegates who stopped by our exhibitor table to make a donation, participate in our raffle or to take a #Safie.

The CRSYC is always looking for new members who are passionate about road safety. Visit our website at [www.youthroadsafety.ca/cyrsc/](http://www.youthroadsafety.ca/cyrsc/) or contact [chair@youthroadsafety.ca](mailto:chair@youthroadsafety.ca).

**Matthew Mulkern, CRYSC**

## Les Activités de CCJSR



CRSYC | CCJSR

Le Comité canadien de la jeunesse pour la sécurité routière (CCJSR) était fier de figurer au programme de la Conférence ACPSER 2015. Les membres Matthew Mulkern, Rebecca Peterniak et Mychele Joyes étaient disponibles pour coordonner les activités « jeunesse », participer à des présentations et lever des fonds durant ces quatre journées productives à Ottawa.



La première active du CCJSR, "The Future of Road Safety", a eu lieu le deuxième soir de la conférence au restaurant-microbrasserie « The 3 Brewers ». Cet événement de réseautage donnait l'occasion à tous les délégués d'en apprendre davantage à propos des opportunités pour les étudiants et les jeunes professionnels au niveau des carrières, des défis de l'industrie et sur la mission du CCJSR. Environ 40 délégués provenant de tous les horizons

ont participé à l'événement et le retour d'expérience s'est avéré très positif. Le CCJSR souhaite faire inclure cet événement aux futures conférences de l'ACPSE.

La seconde initiative déployée lors de la conférence était la campagne des Nations-Unies #SaveKidsLives. Les délégués de la conférence étaient encouragés à visiter le kiosque du CCJSR pour prendre un #Safie et pour signer la Déclaration sur les jeunes et la sécurité routière. Rebecca a représenté le CCJSR lors de la campagne #SaveKidsLives.

Comme cela est coutume depuis 2007, le CCJSR est chargé de gérer la compétition étudiante des meilleurs articles qui est supportée par le Bureau d'assurance du Canada. Matthew Mulkern, directeur du CCJSR, a présenté les prix à la fin de la conférence à Sohail Zangenehpour (1er) et Jillian Strauss (2e) de l'Université McGill, et Emmanuel Takyi (3e) de l'Université de la Saskatchewan.

Le CCJSR a tenu son assemblée générale annuelle le mercredi après la cérémonie d'ouverture. Ce fût l'occasion d'élire un nouveau CA et de discuter des étapes antérieures et de la planification des années à venir. Le CCJSR a aussi mené un concours pour offrir un kit composé d'une caméra GoPro HERO3 et d'un étui GOCASE. Elisabeth Kreykenbohm de l'Université Simon Fraser en Colombie-Britannique a reçu ce prix lors de la cérémonie de clôture.

Un grand merci à l'ACPSE et au comité organisateur de la conférence pour leurs dons au comité sous forme de dons effectués au nom des conférenciers. Merci pour cette généreuse contribution de 2 000 \$, le CCJSR a ainsi été capable de financer en partie les dépenses de deux de ses membres. Également notre gratitude va à celles et ceux qui ont visité le kiosque pour faire un don, participer au concours ou pour prendre un #Safie.

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Le CCJSR est toujours à la recherche de nouveaux membres qui sont passionnés de sécurité routière. Si vous souhaitez en connaître davantage à propos de notre organisation et de notre rôle, visiter notre site Web au [www.youthroadsafety.ca/cyrsc/](http://www.youthroadsafety.ca/cyrsc/) ou me contacter directement à [Chair@youthroadsafety.ca](mailto:Chair@youthroadsafety.ca).

Matthew Mulkern, CCJSR



## Panel on Cannabis and Driving

Un panel d'experts a discuté des enjeux relatifs à la conduite affaiblie par le cannabis et à l'application des règles lors de la session sur la conduite et le cannabis tenue pendant la Conférence 2015 de l'Association canadienne des professionnels en sécurité routière. Cet article résume ces discussions.

I was privileged to moderate the panel on Cannabis and Driving held at the Canadian Association of Road Safety Professionals 2015 conference. A panel of experts discussed issues related to cannabis enforcement and driving as outlined below.

Dr. Doug Beirness, from the Canadian Centre on Substance Abuse (CCSA) talked about **Risks of Driving After Cannabis Use**. He reminded attendees that regardless of your opinion on cannabis policy, driving after using cannabis is unsafe. Evidence shows that cannabis impacts motor skills such as reaction time and tracking abilities and cognition related to decision making, divided attention and executive functioning. Epidemiological evidence suggests more drivers test positive for cannabis than any other drug and a number of studies have shown an increased risk ratio for cannabis positive drivers while a few have shown no increased risk. It was noted that the effects of cannabis are variable but can be found at very low levels of the drug.

Dr. Bob Mann of the Centre for Addiction and Mental Health (CAMH) discussed **Policy Perspectives on Legalizing Cannabis Use**. Dr. Mann reviewed assessments of cannabis policy from 1972 through to 2014 to reveal that our policies are inadequate. CAMH's position paper on a cannabis policy framework recommends legalization with strict health regulation designed to reduce cannabis related harms. Evidence presented shows that despite prohibition, cannabis use is on the rise. Research has found cannabis is less harmful than other legal substances such as alcohol and tobacco and the current policy does more harm than the drug itself. Decriminalization would be a "half measure" without the benefit of strict health regulations. It was concluded that the current law does not work and is hurting many young Canadians without substantive harm reduction results.

Superintendent Gord Jones of the Toronto Police Service representing the Canadian Association of Chiefs of Police (CACP) spoke about **Legalizing Marijuana: Implications on Road Safety ~ From a CACP Perspective**. Public safety is the primary mandate of police agencies and communities must have the confidence that

Evidence shows that cannabis impacts motor skills such as reaction time and tracking abilities and cognition related to decision making, divided attention and executive functioning.



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the legal system has the ability to hold those accountable that choose to put others at risk. Given the previously noted cognitive and behavioural impacts of cannabis on driving skills, possible long term impacts on a young person's brain, possible involvement of organized crime, and the negative impact on public safety the CACP does not support the decriminalization or legalization of cannabis in Canada. Rather, supportive anti-drug driving legislation, community awareness and use of Drug Recognition Evaluators can address the challenge of cannabis positive drivers.

Rebecca Jesseman, a Director with the Canadian Centre on Substance Abuse (CCSA) spoke about **Cannabis Policy Options**. These range from criminalization with severe penalties to legalization with no restrictions and were discussed in the context of other jurisdictions.

The discussion was very informative and helped elaborate on the varying positions presented by the panelist. However, due to the complexity of this issue it is clear this conversation is far from over.



**Paul Boase, Transport Canada**

## CARSP 2015 Annual General Meeting

CARSP held their Annual General Meeting (AGM) on Thursday May 28th, 2015. Dr. Brian Jonah, CARSP President, welcomed the conference delegates and outlined that CARSP is as an organization, the sectors its members come from, and its mission and goals. Brian introduced the CARSP Board of Directors and provided an overview of the structure of CARSP, including its three committees and their chairs: Structure and Governance (Jennifer Kroeker-Hall), Membership and Marketing (Andrew Davidson) and Finance (Craig Milligan).

Craig Milligan, CARSP Treasurer, presented the 2014 Statement of Income and Expense, the 2014 Balance Sheet and the 2015 Budget to the membership. Noteworthy updates included:

- The 2014 Balance Sheet shows a healthy equity balance of \$62,612.00
- The 2015 budget is forecasting a surplus of \$3,662.00

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*Craig stated that since we are currently in a healthy position, the membership dues increase is being deferred.*

*(Continued from page 25)*

Craig made the following points related to the CARSP Strategic Plan and Financial Strategic Plan:

- CARSP's current strategic plan requires long term revenue growth and predictability.
- Key focus of the strategic plan will be on increasing membership, conference attendance, and revenue.
- The Board is trying to develop new in-mission revenue streams and service delivery categories
- The draft financial strategic plan responds with various revenue strategies and financial governance policies

Craig stated that since we are currently in a healthy position, the membership dues increase is being deferred. The 2014 Financial Statements and 2015 Budget were next accepted by the membership, following a resolution put forward by Craig. Craig put forward a second resolution, that "CARSP, being a non-soliciting not-for-profit corporation waive the appointment of a public accountant to conduct a review engagement for 2014 and that, as in previous years, the financial statements be prepared by compilation", which was accepted by the membership.

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

Rebecca next updated on CARSP's role as a member on a subcommittee of the Transportation Association of Canada's Road Safety Standing Committee, called the Road Safety Professional Designation Subcommittee.

This subcommittee developed a White Paper called "A Future Road Safety Professional Designation in Canada," which identifies and clarifies issues in the development of a future road safety professional designation in Canada. The White Paper has been distributed to the CARSP Board for review and comment. CARSP Board members will be assisting the TAC subcommittee in clarifying the demand for such a designation. The White Paper will be shared in the members section of the CARSP website for information.

Brian gave the times and locations for presentation of the Charles H. Miller Award, the Mavis Johnson Traffic Safety Award, the Lifetime Achievement Award, and the Student Paper Competition Awards. Brian thanked outgoing Board members for their service and presented them with certificates of appreciation: David Wiesenthal, Francois Bellavance, and Bruce Scott (received award at banquet).

Brian concluded the AGM by announcing that next year's CARSP Conference will be held in Halifax, Nova Scotia from June 5-8, 2016.

**Brenda Suggett**  
**CARSP**

# L'assemblée générale annuelle 2015

L'ACPSE a tenu son assemblée générale annuelle (AGA) le jeudi 28 mai 2015. Le Dr. Brian Jonah, président de l'association, a souhaité la bienvenue aux délégués de la conférence et a dressé une vue d'ensemble de l'association, des secteurs d'où proviennent ses membres, de sa mission et de ses buts. Brian a présenté le conseil d'administration de l'association ainsi que la structure de l'association, incluant ses trois comités et leurs présidents : structure de gouvernance (Jennifer Kroeker-Hall), adhésion et marketing (Andrew Davidson) et finances (Craig Milligan).

Craig Milligan, le trésorier de l'association, a présenté aux membres l'état des résultats et le bilan pour l'année 2014, ainsi que le budget pour l'année 2015. Il est à noter que :

- Le bilan pour l'année 2014 montre un montant de capitaux propres de 62 612,00\$
- Le budget pour l'année 2015 prévoit un surplus de 3 662,00\$

Craig a aussi mentionné les points suivants concernant le plan stratégique de l'association et le plan stratégique financier :

- Le plan stratégique de l'association exige des revenus à long terme croissants et prévisibles.
- Le plan stratégique met l'accent sur l'augmentation du nombre de membres de l'association, des délégués à la conférence et des revenus.
- Le conseil d'administration tente de développer de nouvelles sources de revenus et catégories de services.
- Le plan stratégique financier préliminaire contient des stratégies variées de revenus ainsi que des politiques financières de gouvernance.

Craig a aussi déclaré que puisque l'association est présentement en bonne santé financière, une augmentation des cotisations sera remise à plus tard. Craig a ensuite proposé une résolution pour adopter l'état des résultats pour l'année 2014 et le budget pour l'année 2015, qui a été acceptée par les membres.

Craig a proposé une deuxième résolution, qui a aussi été acceptée par les membres, afin de préparer les états financiers par compilation, comme par les années passées, et de renoncer à la nomination d'un expert-comptable pour accomplir une mission d'examen pour l'année 2014 puisque l'association est une société sans but lucratif n'ayant pas recours à la sollicitation.

Rebecca Peterniak, l'Éditrice en chef du bulletin Réseau-Sécurité, a présenté les membres du comité éditorial et invité les autres membres de l'association à se joindre au comité. Les membres du comité éditorial doivent participer à huit conférences téléphoniques par années et contribuer à écrire, éditer et traduire (vers l'anglais ou le français) les articles du bulletin. Elle a aussi demandé aux membres

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de l'association de contribuer au bulletin, sous la forme de lettres à l'éditeur, d'articles, de photos et d'annonces.

Rebecca a ensuite discuté du rôle de l'association comme membre d'un sous-comité du comité permanent sur la sécurité routière de l'Association des transports du Canada (ATC), le sous-comité sur une appellation professionnelle en sécurité routière. Ce sous-comité a développé un rapport qui identifie et clarifie les problèmes anticipés pour le développement d'une future appellation professionnelle en sécurité routière au Canada. Le rapport a été distribué aux membres du conseil d'administration de l'association pour révision et

commentaires. Les membres du conseil d'administration de l'association devront aider le sous-comité de l'ATC à clarifier la demande pour une telle appellation professionnelle. Le rapport (en anglais) sera disponible dans l'espace membre du site web de l'association.

Brian a ensuite rappelé aux membres où et quand seront présentés le prix du Dr. Charles H. Miller, le prix de la sécurité routière Mavis Johnson, le prix d'excellence pour l'ensemble des réalisations ACPSER et les gagnants du Concours du meilleur article rédigé par un étudiant. Brian a remercié les conseillers sortants pour leurs services et leur a présenté un certificat d'appréciation. Les conseillers sortants sont: David Wiesenthal, François Bellavance, and Bruce Scott (reçu au banquet).



Brian a conclu l'AGA en annonçant que l'année prochaine, la conférence ACPSER se tiendra à Halifax, en Nouvelle-Écosse, du 5 au 8 juin 2016.

**Brenda Suggett  
ACPSER**

## CARSP Conference 2016

The Canadian Association of Road Safety Professionals (CARSP) and Safety Services Nova Scotia are proud to bring you the 26th CARSP Conference in beautiful Halifax Nova Scotia from Sunday, June 5th to Wednesday, June 8th, 2016. The event will be held in the Westin Nova Scotian, situated in downtown Halifax, overlooking the Halifax Harbour.

The theme for next year's conference is Road Safety at Work (tentative title) to emphasize that motor vehicle crashes are a significant cause of traumatic workplace injury and death in Canada, and that these injuries and deaths impact families and workplaces both emotionally and financially.

Papers will be accepted for the Research and Evaluation Stream and the Policy and Practice Stream. Authors will have the option to submit either a written paper or a Power Point presentation as their final submission. The Dr. Charles H. Miller Award will be given to the author(s) of the best Research and Evaluation paper while the winners of the best Policy and Practice paper will receive the Mavis Johnson Traffic Safety Award. A Call for Abstracts will be sent out late August or early September.

Halifax boasts a friendly and upbeat culture. This walkable city and pleasant rural communities have many things to do for singles, couples and families! For further information, please visit [www.carsp.ca](http://www.carsp.ca) or email us at [info@carsp.ca](mailto:info@carsp.ca)

**Dr. Brian Jonah, CARSP**

## La Conférence ACPSER 2016

L'Association canadienne des professionnels en sécurité routière (ACPSER) et Safety Services de la Nouvelle-Écosse sont fiers de vous présenter la 26ème Conférence ACPSER dans la belle ville de Halifax en Nouvelle-Écosse, du dimanche 5 juin au mercredi 8 juin 2016. L'événement se tiendra à l'hôtel Westin Nova Scotian, situé au centre-ville, avec vue sur le port de Halifax.

Le thème de la conférence de l'année prochaine sera « La sécurité routière au travail » (un titre provisoire) 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.

Veuillez noter que les articles seront acceptés soit pour le volet « Recherche et évaluation » ou pour le volet « Politiques et pratiques ». Les auteurs auront aussi la possibilité de soumettre leur travail final sous forme de document écrit ou bien d'une présentation sous forme de diaporama. Le prix Charles H. Miller sera décerné à l'auteur ou auteurs du meilleur article de recherche et d'évaluation, tandis que les gagnants du meilleur travail concernant le volet « politique et pratique » recevront le prix de la sécurité routière Mavis Johnson. La demande de communications devrait être envoyée vers la fin août ou au début septembre.

Halifax possède une culture conviviale et optimiste. Cette ville qui se visite à pied et les très agréables communautés rurales avoisinantes ont beaucoup de choses à offrir pour les célibataires, les couples et les familles ! Pour plus d'informations, s'il vous plaît visitez [www.carsp.ca](http://www.carsp.ca) ou contactez-nous par courriel à [info@carsp.ca](mailto:info@carsp.ca).

**Dr. Brian Jonah, ACPSER**



*CARSP 2016 will be held in Halifax, Nova Scotia from June 5th to 8th.*





# Acknowledgements

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- ◇ Paul Boase, Transport Canada, Ottawa, ON
- ◇ Samantha Piper, City of Chilliwack, BC

## Next Issue

The fall issue of the Safety Network Newsletter will cover the mandates and activities of other national organizations involved in road safety in Canada. Please contact Rebecca Peterniak ([chair@youthroadsafety.ca](mailto:chair@youthroadsafety.ca)) if you would like to contribute to this issue. Articles are due April 1, 2015, should be between 300 and 500 words, and accompanying pictures and graphics are encouraged.



## Prochain Numéro

La prochaine édition du Bulletin Le Réseau-sécurité traitera des mandats et des activités d'autres organismes nationaux impliqués en sécurité routière. SVP contactez Rebecca Peterniak ([chair@youthroadsafety.ca](mailto:chair@youthroadsafety.ca)) si vous souhaitez contribuer à cette édition. Les articles doivent être acheminées avant le 1<sup>er</sup> octobre 2015, doivent contenir entre 300 et 500 mots et l'ajout de photos et de figures est encouragé.

