

Prior, Eva

From: Vic Leach <vleach.bc@gmail.com>
Sent: Friday, August 05, 2016 9:00 AM
To: Prior, Eva
Subject: Reflection for Pedestrian Safety - Traffic Safety Committee - Delegation for October - date & time
Attachments: ReflectiveSafety.ppt-16.ppt

Dear Ms. Prior

Thank you for your phone call on Thursday. As per our discussion, we are making some headway with regards to establishing reflective standards in Canada for pedestrians and other non-professional road users with Canadian Standards Assoc. You have asked if I could be a delegation to Burnaby's Traffic Safety Committee in October and I would be happy to attend, if you could provide the date, time and place.

With these reflective standards, we want to meet, or exceed, present European standards EN1150 for clothing and EN13356 for accessories. In this UN declared "Decade of Action for Road Safety" 2011 - 2020, all of us have a part to perform if we want to reduce road accidents. In Greater Vancouver with a population of 2.5 million, we averaged 26.6 pedestrian deaths per year over 5 years. Greater Stockholm, with a population of 2.2 million, averaged 8.9 pedestrian deaths per year over 12 years. We often blame these pedestrian deaths in our area on long nights and poor weather. Stockholm, at 59° latitude, has longer nights and more than 3 times as much snow and bad weather each month for 6 months compared to Vancouver. We believe that high quality reflection clothing and/or accessories can make a small, yet integral part of the spectrum to reduce non-professional road accidents.

Attached is a powerpoint that we developed this past spring. In August, 2015, we took photos of a police officer in dark clothes and another person in the officer's reflective coat, standing in front of a vehicle with its low beam headlights on during the late evening when it was dark outside. We measured the distance from where the driver sat in 25 ft. intervals, beginning at 25 ft up to 200 ft. and then at 400 ft. The police officer began to disappear at 75 ft. and at 100 ft., the only part one could detect was 2 legs about up to 1 ft off the ground. The front of the vehicle covers this distance in less than 2.19 seconds, yet the Institute of Transportation Engineers "Traffic Engineering Handbook" notes that 85th percentile will have a "Response Time" of 2.5 seconds. This does not include the vehicle's mechanical reaction time of between 0.1 and 0.3 second, or an average of 0.2 second. This makes it difficult for a driver to avoid an accident if there is no reflective clothing or accessory is worn.

On another note, the BC Coroners Service did a Pedestrian study and found that in almost 4 years, those who were killed at night constituted 52.4% of the total. This indicates a problem.

We have support to establish these Canadian reflective standards with Chief Neil Dubord, now Delta Police Chief who is also Chair of the Traffic Safety Committees for both BC & Cdn. Associations of Chiefs of Police and Ms. Lorraine Logan, President of the Council for Senior Citizens Organizations of BC.

We have also worked with the City of New Westminster who unanimously endorsed a Resolution in February to write letters to both federal and provincial Ministers of Transport for these reflective categories. This Resolution progressed to the LMLGA Conference in May of this year where it passed unopposed and is now headed to the UBCM in Victoria this coming Sept. If it passes at this level, which we should be able to find out by the first week of October, it will then go to the Federation of Cdn. Municipalities at their Conference in June 2017.

As your TS Committee may be aware, BC has brought in "Moving Towards Vision Zero" in January of this year. We saw that this did not include any aspect of reflection for either professional or non-professional road users and have contacted Mr. Sam MacLeod, Supt. of Motor Vehicles, about this oversight. Mr. MacLeod has replied that this will be corrected in upcoming revisions and will work with us to ensure that they address reflective for those who are out at night.

In this journey on reflection, we learned that there are different reflective standards for workers across Canada. WorkSafeBC, which had one of the first reflective standards in Canada for workers, used ASTM for their standards in 1997 and this standard has not changed since it came into effect. Some provinces follow CSA Z96 guidelines, which came out in 2002 and have had 2 updates since then, with the latest in 2014. This makes things a bit difficult to know which is best, especially when the 3 levels of class are reversed, and how a municipality is to order to increase safety for its workers. I have a bit more info, if you are interested.

The Pro Walk/Pro Bike Biennial Conference to be held in Vancouver Sept. 12-15 has a number of people coming from all over North America and, likely, countries around the world. We wrote a letter to see if they would include anything about increasing safety at night with reflectivity, and as yet not received a response.

As you can see, there are a number of projects that have a goal to reduce road accidents. Some take a lot of money, others need to have increase safety in design with additional funding and others can provide a small investment plus a lot of education. Accidents at night with non-professional road users affects not only the victim, it affects their family, the driver and their family, as well as the first responders (as they often say that it is an accident that should not have happened if the person could have been seen in time).

We look fwd to your response about the date, time and place. Regards, Vic Leach, Reflection for Pedestrian Safety Committee Chair, Sapperton OA Pensioners Assoc., New Westminster T: 604 - 522-0280

P.S. - I have spoken a number of times with Ms. Kaisa Skogster of Finnex Agencies Ltd. in Burnaby (T: 604 - 299-9702) who bring in high quality reflectors from Finland. Kaisa was recently in Finland and spoke with a rep for Finnish Institute of Occupational Health (& Safety) about reflectors. vl