



CAPITAL REGION INTERSECTION SAFETY PARTNERSHIP

# Capital Region Intersection Safety Partnership (CRISP) Student Paper Competition

## About CRISP

The Capital Region Intersection Safety Partnership (CRISP) is comprised of traffic safety and injury prevention stakeholders within the Edmonton Capital Region. CRISP shares resources and expertise to implement on-going, collaborative, and integrated intersection safety initiatives to reduce the frequency and severity of intersection collisions in the capital region. Initiatives involve integration of education, engineering, and enforcement strategies, and targets four priorities: red light or stop sign violations, pedestrian safety, speed and high crash locations. For more information visit [www.drivetolive.ca](http://www.drivetolive.ca).

## CRISP Student Paper Competition

CRISP is pleased to launch a Student Paper Competition for the 2015-2016 academic year. The purpose is to recognize outstanding contributions from individual students at Edmonton-based post secondary schools with a focus on improving traffic safety. Student papers can include current research, literature reviews, theoretical arguments, or case studies. Areas of focus and study can include, but are not limited to:

- Intersection Design
- Injury Prevention
- Policy Development
- Community Mobilization
- Enforcement
- Driver Behaviour

## Deadline for Submission

February 26<sup>th</sup>, 2016

## Award Announcement Date

Winners will be announced and awarded during Edmonton’s 8<sup>th</sup> Annual International Conference on Urban Traffic Safety scheduled for April 2016.

## Eligibility

Author(s) must be enrolled as a student for at least one term in the 2015-2016 academic year at an Edmonton based post secondary school.



## Submission Requirements

1. Applicants will complete a cover letter detailing the author's name, academic affiliation, major, number of semesters completed, and contact information.
2. The cover letter will include the paper's title and a 100-150 word abstract or summary.
3. Papers must be less than 25 pages, including notes, references, and tables. Papers over 25 pages will be disqualified.
4. Submissions will be submitted in a .doc, .docx or .pdf format. All submissions must follow the formatting requirements in Appendix A.
5. Proof of enrolment in a post-secondary program i.e. letter from registrar or supervising professor will be provided.
6. All documents will be submitted by **February 26th, 2016** to [hladun@shaw.ca](mailto:hladun@shaw.ca).

## Evaluation Criteria

Student Paper Competition submissions will be evaluated by a Technical Paper Review Committee nominated by CRISP. Papers will be judged based on the following criteria:

1. Topic of paper or area of study/focus aligns with CRISP goals and mandate
2. Well written and easily understood
3. Abstract clearly conveys meaning of paper
4. Objectives appropriate and clearly stated
5. Existing work adequately described & properly referenced
6. Methodology technically sound
7. Data valid
8. Conclusion valid and properly supported
9. Study effort adequately described
10. Originality
11. Paper organization

## Award

The first place winner receives a **\$2,500** award, second runner up receives **\$1,250**, and third place winner receives **\$750**. In addition, all three winners will receive a full registration to the 2016 Urban Traffic Safety Conference.

## **APPENDIX (A)**

### **Speed and Traffic Safety (Document title: Bold Arial 14 font)**

by Karim El-Basyouny, Graduate Student, Department of Civil and Environmental Engineering, University of Alberta (**Author identifiers: Arial 12 font**)

#### **1. INTRODUCTION (First-level subhead: all capitals, boldface, on separate line, Arial 12 font)**

Speeding is a significant traffic safety problem. In fact, it is one of the most-reported factors associated with crashes. A study from the US showed that speeding was a contributing factor in 31 percent of all fatal crashes, and 13,040 lives were lost in speeding-related crashes (1). There is abundant evidence showing higher speeds are associated with an increase in collision risk and the degree of collision severity (2,3,4,5,6). Higher speeds increase both the distance travelled during a driver's reaction time and the distance needed to stop which increases crash risk. In addition, the probability of an injury occurring increases with higher speeds since a greater amount of energy must be absorbed by the impact (7). (**Main text: Justified Arial 11 font**)

#### **1.1 Nature and Extent of the Problem (Second-level subhead: initial capitals, boldface, on separate line, Arial 12 font)**

*1.1.1 Speeding in Edmonton (third-level subhead: initial capitals, italic, on separate line, Arial 12 font)*

#### **TABLE 5 Effects of All Factors**

(Insert title above the table; "Table" is all capitals; title is initial capitals; all type is boldface; extra space but no punctuation after number; no punctuation at end of title.)

#### **FIGURE 3 Example of results.**

(Insert caption below the figure; "Figure" is all capitals; caption is sentence case; all type is boldface; extra space but no punctuation after number; period at end of caption.)

## REFERENCES

### **TRB Publications**

- Dewan, S. A., and R. E. Smith. Creating Asset Management Reports from a Local Agency Pavement Management System. In *Transportation Research Record: Journal of the Transportation Research Board*, No. 1853, Transportation Research Board of the National Academies, Washington, D.C., 2003, pp. 13–20.

### **Book**

- Newland, D. E. *Random Vibrations: Spectral and Wavelet Analysis*. John Wiley & Sons, Inc., New York, 1998.

### **Periodical**

- Dawley, C. B., B. L. Hogenwiede, and K. O. Anderson. Mitigation of Instability Rutting of Asphalt Concrete Pavements in Lethbridge, Alberta, Canada. *Journal of Association of Asphalt Paving Technologists*, Vol. 59, 1990, pp. 481–508.
- Sansalone, M., J. M. Lin, and W. B. Streett. Determining the Depths of Surface-Opening Cracks Using Impact Generated Stress Waves and Time-of-Flight Techniques. *ACI Materials Journal*, Vol. 95, No. 2, 1998, pp. 168–177.

### **Government Report**

- Von Quintus, H. L., and A. L. Simpson. *Documentation of the Backcalculation of Layer Parameters for LTPP Test Sections*. Publication FHWA-RD-01-113. FHWA, U.S. Department of Transportation, 2002.

**CD-ROMs.** References to CD-ROMs should include the same information as references to printed sources and have “CD-ROM” after the title.

- Solaimanian, M., J. Harvey, M. Tahmoressi, and V. Tandon. Test Methods to Predict Moisture Sensitivity of Hot-Mix Asphalt Pavements. In *Moisture Sensitivity of Asphalt Pavements*. CD-ROM. Transportation Research Board of the National Academies Washington, D.C., 2004, pp. 77–110.

**Websites.** References to websites should include corporate or personal authors, title of document, date of document (if available), web address (complete URL), and date accessed by the author.

- State and Local Policy Program. *Value Pricing*. Hubert H. Humphrey Institute of Public Affairs, University of Minnesota, Minneapolis. [www.hhh.umn.edu/centers/slp/vp/vp\\_org](http://www.hhh.umn.edu/centers/slp/vp/vp_org). Accessed Feb. 5, 2008.

**Unpublished papers.** References to unpublished papers presented at meetings should include name(s) of author(s); title of paper; and title, sponsor(s), location, and dates or year of meeting.

- Corbett, J. J. Toward Environmental Stewardship: Charting the Course for Marine Transportation. Presented at 83rd Annual Meeting of the Transportation Research Board, Washington, D.C., 2004.

**Program manuals, tapes, or other documentation for models.** References to these items should cite the specific edition, the department responsible, and the year of release.

*MINITAB User's Guide 2: Data Analysis and Quality Tools*. Minitab, State College, Pa., 2000, pp. 27–52.