

Transportation Safety



TRANSPORTATION SAFETY MATTERS

Safe Systems Approach Has Real Results

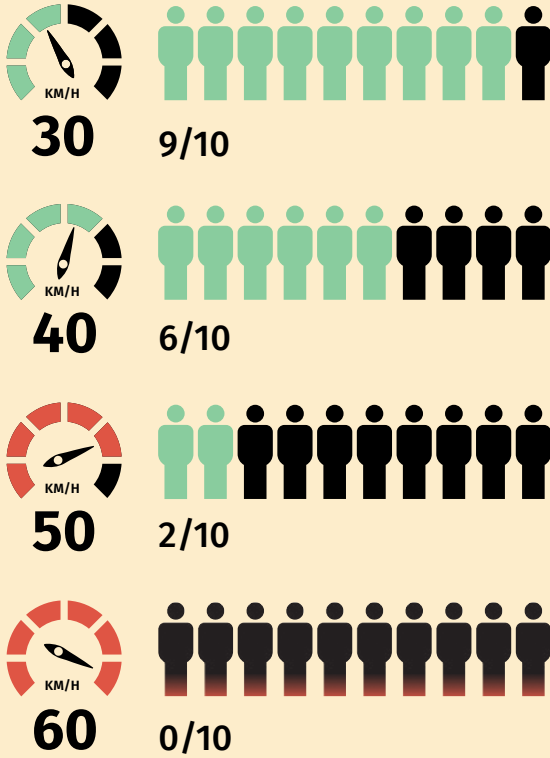
The newest standard for addressing road safety is the “Safe Systems” approach, known for **its measurable reductions in injuries and deaths**.

Instead of focusing on education, vehicle safety, and driver behaviour (old approach), a Safe Systems approach focuses on changing street design, yielding incredible results.

Speed is the biggest target of Safe Systems measures: **The risk of injury or death to a pedestrian hit by a vehicle increases dramatically above 30 km/h.**

30 km/hr is survivable. 50 km/hr is often not.

Survival rate for pedestrians if hit by a vehicle at the following speeds:



Source: Canadian Association of Road Safety Professionals

MYTH
Cut-through traffic is the main threat to transportation safety.

FACT
“Cut-through traffic” is mostly a concern when vehicle speeds are over 30km/hr. The default speed limit of 50 km/hr is too high on residential streets. Traffic calming, speed limit reductions, on-street parking, and supporting active transportation, are the key measures to address this. There is no evidence that cut-through traffic declines with investments in widening arterial roads.

MYTH
Parking on neighbourhood streets is a problem.

FACT
On-street parking serves to reduce vehicle speeding and is an appropriate use of publicly funded road space.

MYTH
We need road expansions to reduce traffic congestion in Peterborough.

FACT
Traffic congestion in Peterborough is highly concentrated in brief peak periods. A safe transportation system helps by reducing collisions and the associated traffic backups, and by supporting active transportation alternatives that free up space for those who need to drive.

Each Year in Peterborough there are about:



That means that over a 10-year period, the equivalent of 1 in 5 people in Peterborough are affected by a collision. These collisions have huge economic and social impacts on families.

Poor safety conditions also mean people choose to walk or cycle less often, leading to more traffic and less healthy lifestyles.



Top 5

things a city council
can do to help

1 Support street designs that reduce vehicle speeding e.g.:

a) Convert four-lane streets to three lanes with left turn lanes and pedestrian crossings. These three-lane roads are safer and (counterintuitively) do not reduce vehicle capacity in urban settings.

b) Convert one-way streets to two-way. Multilane one-way streets promote speeding and negatively impact business. Two-way streets are more people-centred and lead to more local business income and investment.

2 Support speed limit reduction by making most of the City a community safety zone (as Guelph has done), and work with police to increase enforcement. Approve quick build solutions to support the lower speed limits.

3 Support building of sidewalks and bike paths, following the City's Sidewalk Strategic Plan and Cycling Master Plan, to increase safety for people walking and cycling and reduce traffic congestion.

4 Support roundabouts rather than traffic signals.

Roundabouts have good traffic flow, reduce injury collisions by 75%, and deaths and serious injuries by 90%, compared to stop sign or traffic signal intersections. Only single-lane roundabouts belong in cities.

5 Prioritize spending on projects that increase safety as a project objective.



Upcoming projects to support

> Charlotte St reconstruction

> Sherbrooke St. West reconstruction

> Chemong Rd: Change to **3 lanes** instead of 5 as planned.

5 lanes is less safe and negatively impacts local business, uses up more land than necessary, and roads do not provide tax revenue!

> Towerhill Road: Trail on south side to serve new developments

> Clonsilla Avenue: 4 lanes to 3, with a centre turn lane

> Park Street: 4 lanes to 3 between Albert Street and Lansdowne Street



Council decides how **fast** or **safe** our streets feel and how many people walk away from a crash.

Questions and More Information

This primer was created by Dr. Sara Whitehead, public health physician with a focus on road injury prevention, and Sue Sauvé, retired City of Peterborough Transportation staff.

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