

An Environmental Scan of Policy Documents Related to Road Traffic Safety in Canada

CHASE Webinar – Tuesday March 6th, 2018

Background

- Policies to reduce injury among Canadians can be controversial and there is variability in the enactment of injury prevention laws across the country (Macpherson et al., 2015)
- Previous studies have outlined barriers and enablers to enacting child and youth related injury prevention legislation in Canada (Rothman et al., 2016)
- Less is known about what types of road safety interventions are outlined across municipalities in policy documents

Objective

To do an environmental scan of policy documents across municipalities in Canada to identify the types of traffic safety interventions in Toronto, Peel, Calgary, Vancouver, and Montreal

Methods: Environmental Scan

1. Grey Literature Search

- Key words: active transportation, built environment, road safety, pedestrian, cycling, school zone, vision zero, plan, policy
- Snow ball sampling

2. Record General Information

- Location, Year of publication, timeframe of reference, local contact etc.

3. Record Policy Recommendations

- Identify topics outlined in document, purpose, and length

Is the policy document directly related to 'road traffic safety'? (Yes or No)

YES

NO

Document all interventions outlined in document (example: speed limit reductions)

What type of intervention (category) does this fall under? (Examples: built environment, regulatory, awareness)

Was evidence cited within the document (Y/N?), if no evidence is cited did they provide justification/rationale for the intervention

Who is the target population of the intervention (motorists, cyclists, pedestrians) and are the interventions specific to any age group?

Are any costs mentioned for the interventions and are they a part of the Vision Zero Road Safety Plan?

What was the purpose of the document? (Example: guide for urban planners)

Toronto Results

Environmental Scan - Toronto

- 30 documents
 - 19 documents (general policies/warrants targeting all users)
 - 5 documents (school focus)
 - 3 documents (cyclist focus)
 - 3 documents (pedestrian focus)
- Topics covered: street design, bicycle routes, accessibility, traffic calming, walkability, physical activity, built environment, school travel planning

Direct Road Safety Policy Interventions - Toronto

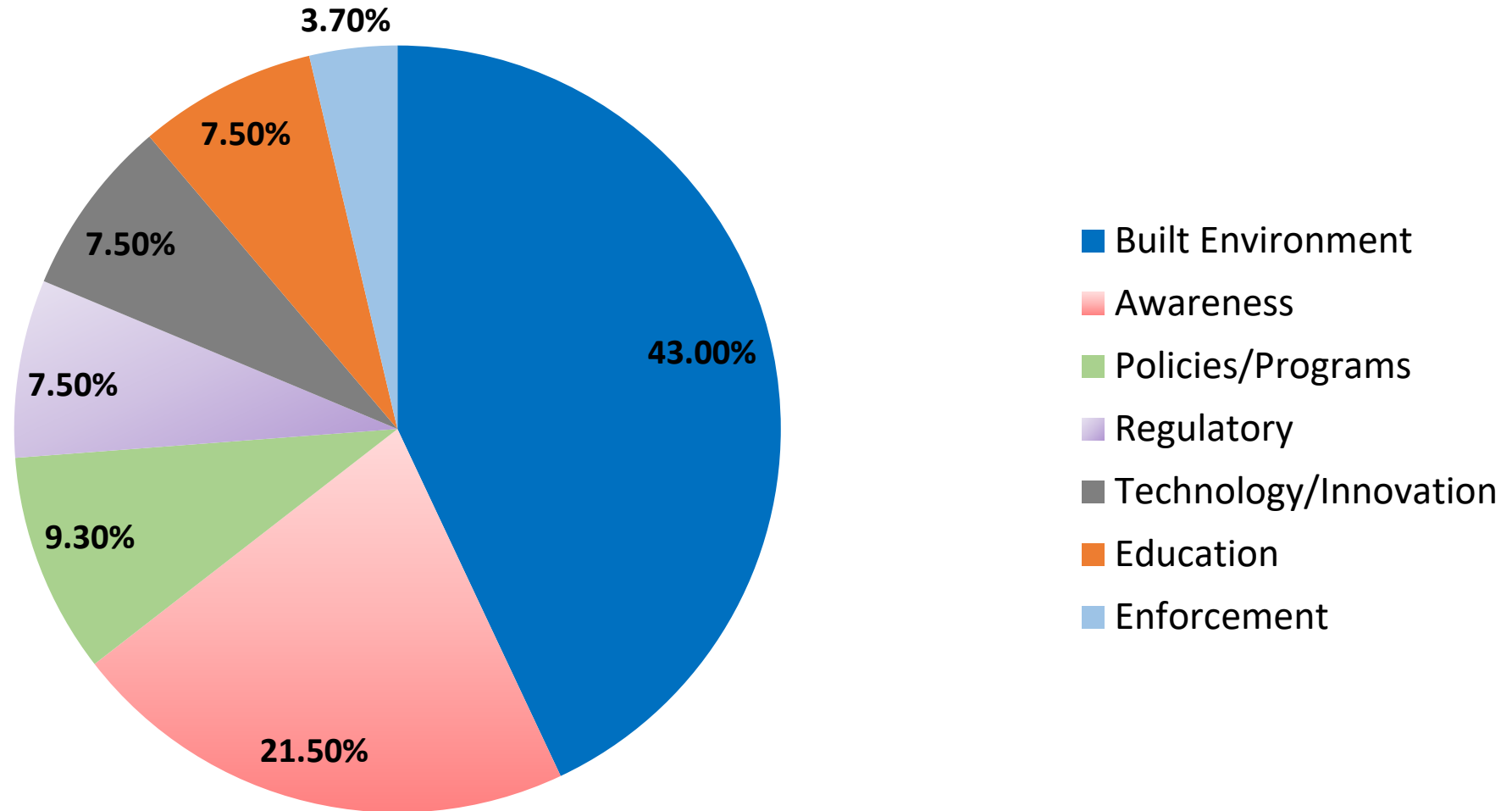
Total # of documents – 30

- Direct: 12 documents (40%)
- Indirect: 18 documents (60%)

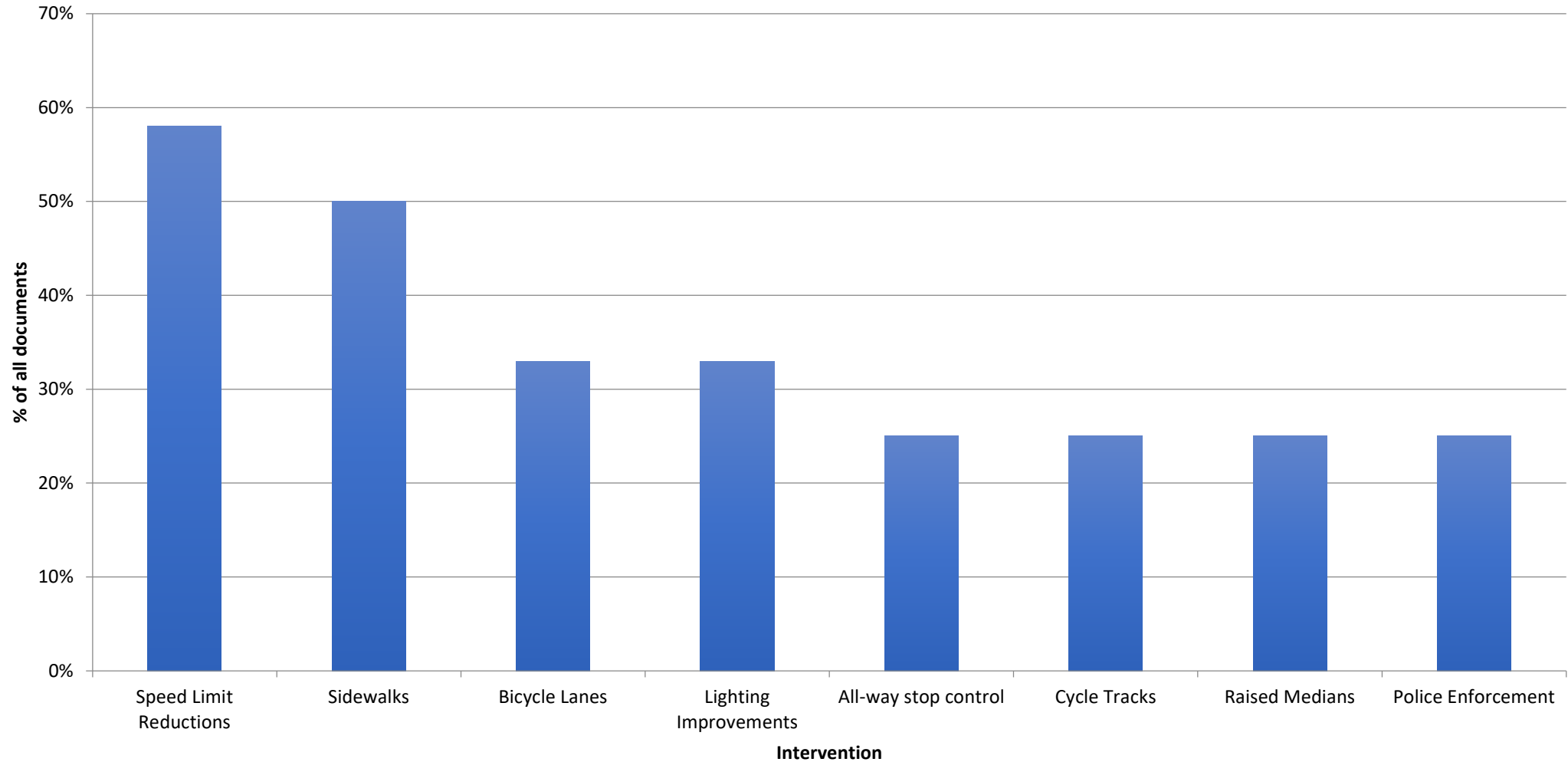
Indirect policy document topics:

- Sustainable transportation, user guides/manuals for operation or design of traffic signals, school travel planning toolkits, studies that provide evidence for interventions

Breakdown of Intervention Types outlined in Road Traffic Policy Documents in Toronto



Proportion of Road Traffic Policy Documents in Toronto with Specific Interventions



Alignment with Vision Zero Road Safety Plan 2017-2021

Appendix 9



CITY OF TORONTO
TRANSPORTATION SERVICES DIVISION



Summary

- Majority of interventions outlined in policy documents involve changes to the built environment
- Interventions mainly target drivers (e.g. speed limit reductions), and cyclists (cycle tracks, bike lanes)
- Evidence is typically cited outside the policies themselves – separate but related studies (e.g. healthy streets)

Peel Results

Environmental Scan – Peel (Brampton & Mississauga)

- 19 documents
 - 13 documents (general policies/warrants targeting all users)
 - 3 documents (school focus)
 - 2 documents (cyclist focus)
 - 1 document (pedestrian focus)
- Topics covered: infrastructure, child pedestrians, built environment, bikeway network, active transportation planning, traffic calming, policies/programming

Direct Road Safety Policy Interventions – Peel (Brampton & Mississauga)

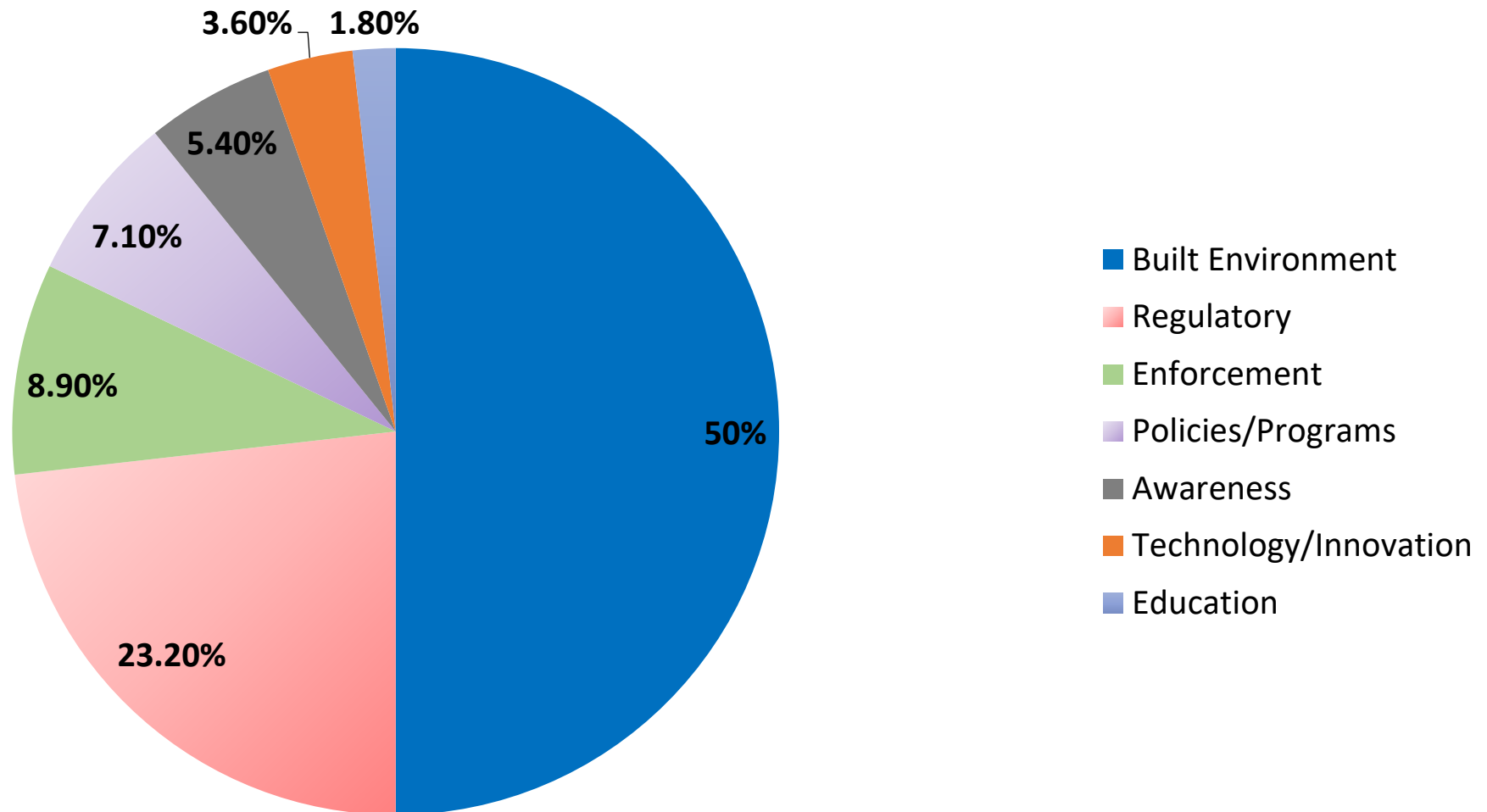
Total # of documents – 19

- Direct: 10 documents (53%)
- Indirect: 9 documents (47%)

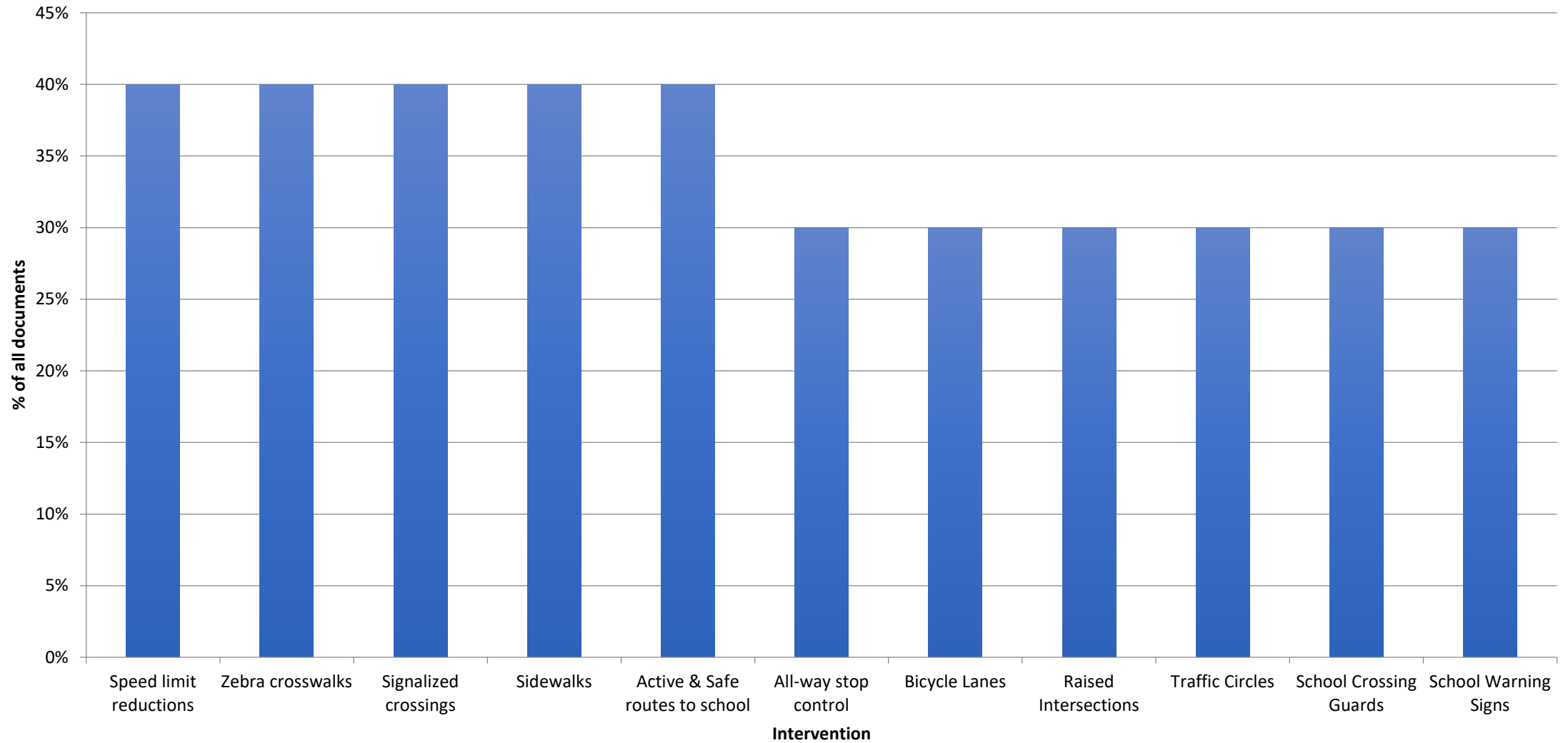
Indirect policy document topics:

- Teaching children about bicycle laws, recommendations to regional council on adopting certain laws, guiding urban planners on engineering/design, community based programs

Breakdown of Intervention Types outlined in Road Traffic Policy Documents in Peel



Proportion of Road Traffic Policy Documents in Peel with Specific Interventions



Summary

- Majority of interventions target school-age children (e.g. active & safe routes to school, school crossing guards, school warning signs)
- More even distribution of interventions targeted towards drivers (e.g. speed limits), cyclists (bicycle lanes), and pedestrians (sidewalks, zebra crosswalks)
- Vision Zero Plan isn't specific to Peel Region but when comparing to Toronto majority of interventions aligned

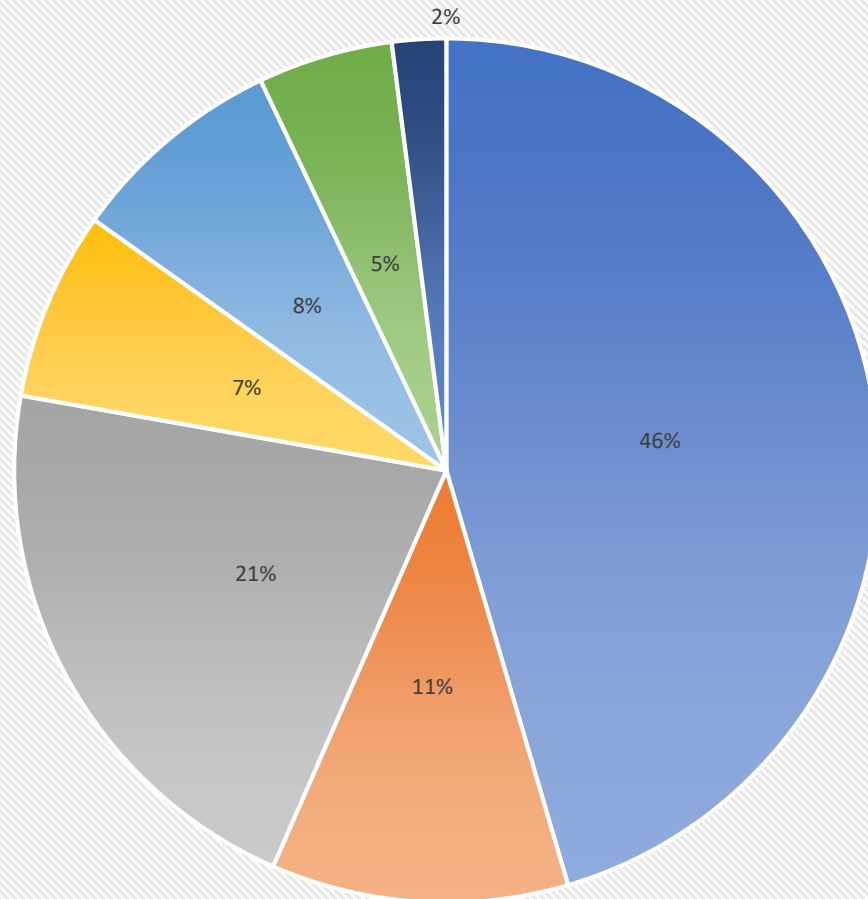
Calgary Results

Environmental Scan / Direct Road Safety Policies - Calgary

14 Total Documents

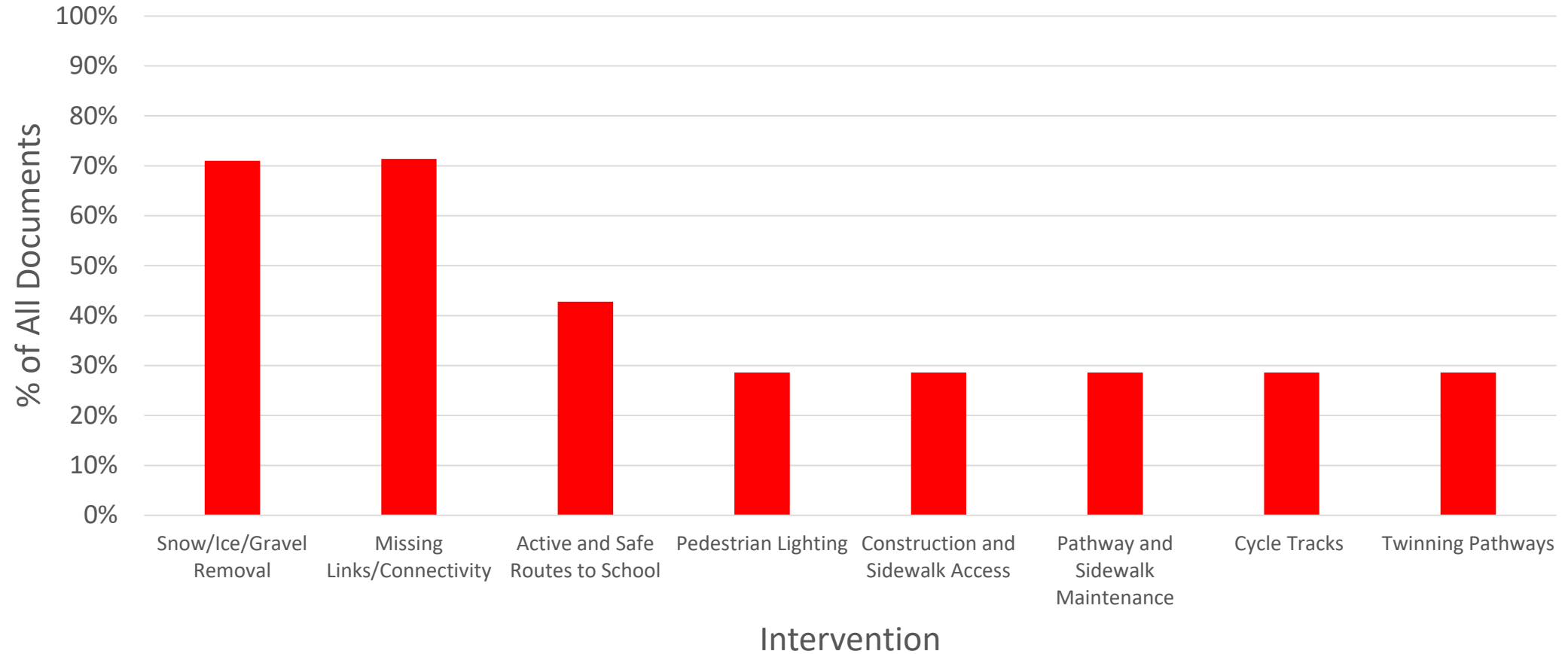
- 7 Direct Road Safety Policies
 - 2 general strategies for all users
 - 2 pedestrian specific
 - 2 cyclists specific
 - 1 traffic calming specific
- Topics: connectivity of paths, accessibility to pathways, traffic speed reduction, cycling/pedestrian specific infrastructure, mode shift, safe school travel, education and awareness, transportation data collection
- 7 Indirect Road Safety Policies
 - 2 general city development plans
 - 3 development guides specific to areas of the city
 - 2 general guides to street design
- Topics: New community and city centre guides, land use, enhanced public space, liveable neighbourhoods, improved neighbourhoods, accessibility for all, green space

Breakdown of Intervention Types outlined in Road Traffic Policy Documents in Calgary



- Built Environment
- Awareness
- Policies/Plans
- Regulatory
- Technology/Innovation
- Education
- Enforcement

Proportion of Road Traffic Policy Documents in Calgary with Specific Interventions



Summary

- Calgary has yet to officially adopt a VisionZero Policy
- Explanations for many interventions, but virtually no cited evidence
- Long, dense documents that are relatively accessible to the public
 - Primary aim appears to guide future administration and Council actions
- Documents are generally high-level and broad
 - High proportion of interventions directing action for more specific plans/guides/policies
- Traffic Calming Policy is older (2002) and is based heavily on Canadian Traffic Calming Guide (1998).

Vancouver Results

Policy scan - Vancouver

33 Total Documents

Direct Policies

- 25 total Direct Policy Documents
 - 19 were on School active travel
- **Transportation 2040** accounted for the greatest amount and variety of interventions.
- **Active Transportation Promotion & Enabling report**
- **Transportation Safety Plans - 2**

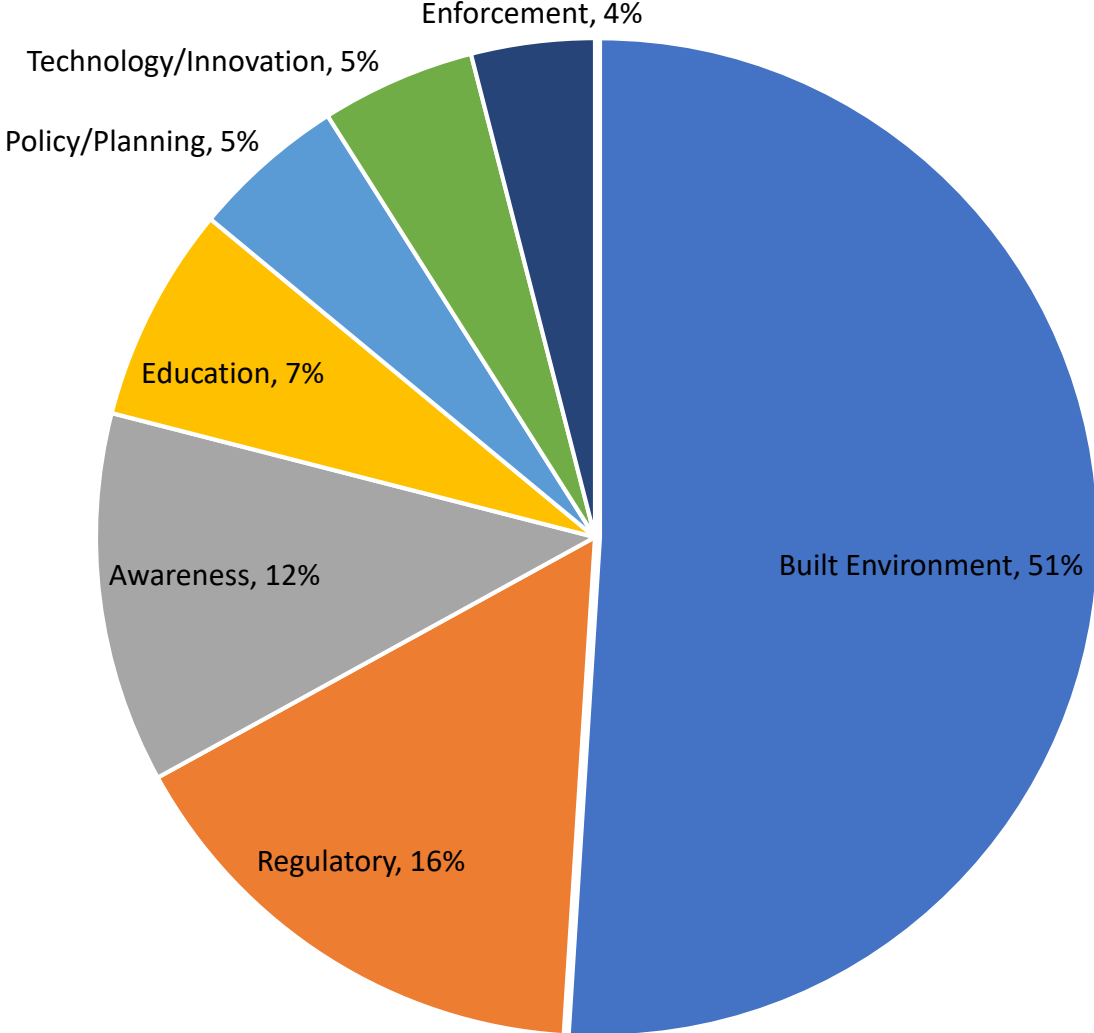
In-Direct Policies

- 8 total In-Direct Policy Documents
- **Safety Studies – Pedestrian & Cycling**
- **Bike Parking & Bike Share**
- **Greenest City Action Plan**
- **Healthy City Strategy**
- **Accessible Street Designs**

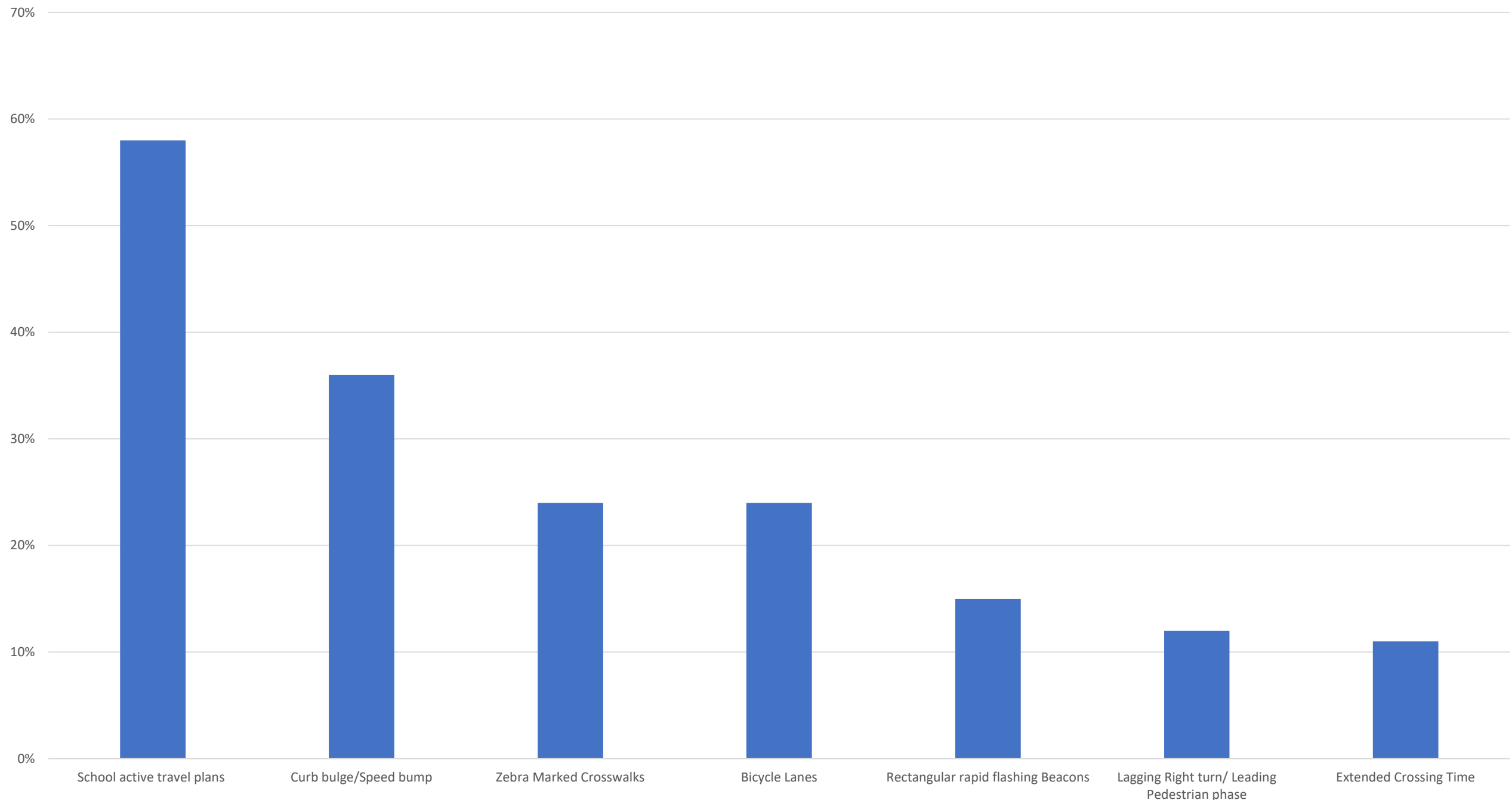
Transportation 2040

By 2040, we envision a city with a smart and efficient transportation system that supports a thriving economy while increasing affordability; healthy citizens who are mobile in a safe, accessible, and vibrant city; and a city that enhances its natural environment to ensure a healthy future for its citizens and the planet.

Breakdown of Intervention Types outlined in Road traffic Policy Documents in Vancouver



Proportion of road traffic policy documents in Vancouver with specific interventions



Context Vancouver

- Evidence
 - Pedestrian & Cycling Safety Studies
 - Public Consultation
 - Pilot Projects
 - Best practices (Other Jurisdictions)
- No Official Vision Zero Policy
 - Elements present in documents
- Differences from Other municipalities
 - Awareness interventions – Early Stage
 - Safety Incorporated into variety of documents

Transportation 2040

Our goal is to move toward zero traffic-related fatalities.

Vancouver's ultimate safety goal is to eliminate all fatalities from its transportation system. We recognize the magnitude of this challenge, and that responsibility is dispersed across multiple jurisdictions. However, we also see that great strides are being made around the world to this end and that more and more public and private agencies are recognizing that zero fatalities is the only acceptable goal.

Active Transportation - Promotion & Enabling

MARKETING CAMPAIGNS

1. Marketing Walking
2. Marketing Cycling

Pilot Projects

1. Active School Travel (Elem School)
2. Cycling Promotional Events
3. Peer support
4. Cycle training & education
5. Active School Travel (Gr. 7-9)
6. Driving training & education
7. Strategic enforcement

Montreal Results

Environmental Scan - Montreal

- 47 documents
 - 32 documents (general policies/warrants targeting all users)
 - 1 documents (school focus)
 - 4 documents (cyclist focus)
 - 10 document (pedestrian focus)
- Topics covered: Orientation, objectives and transportation policy, traffic Calming, street design, Walkability, bikeway network, active transportation planning

Environmental Scan - Montreal

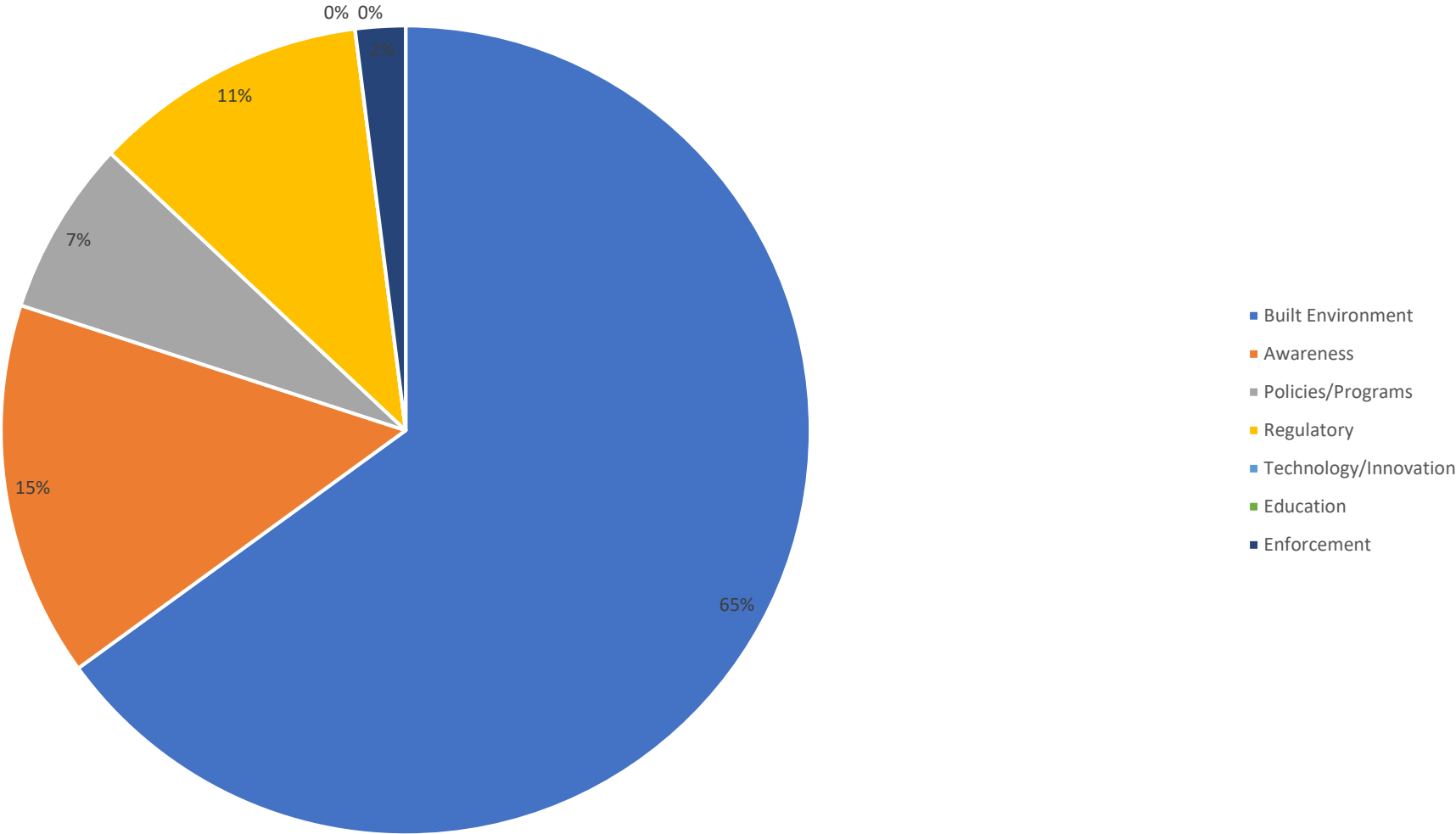
Total # of documents – 47

- Direct: 17 documents (36 %)
- Indirect: 30 documents (64 %)

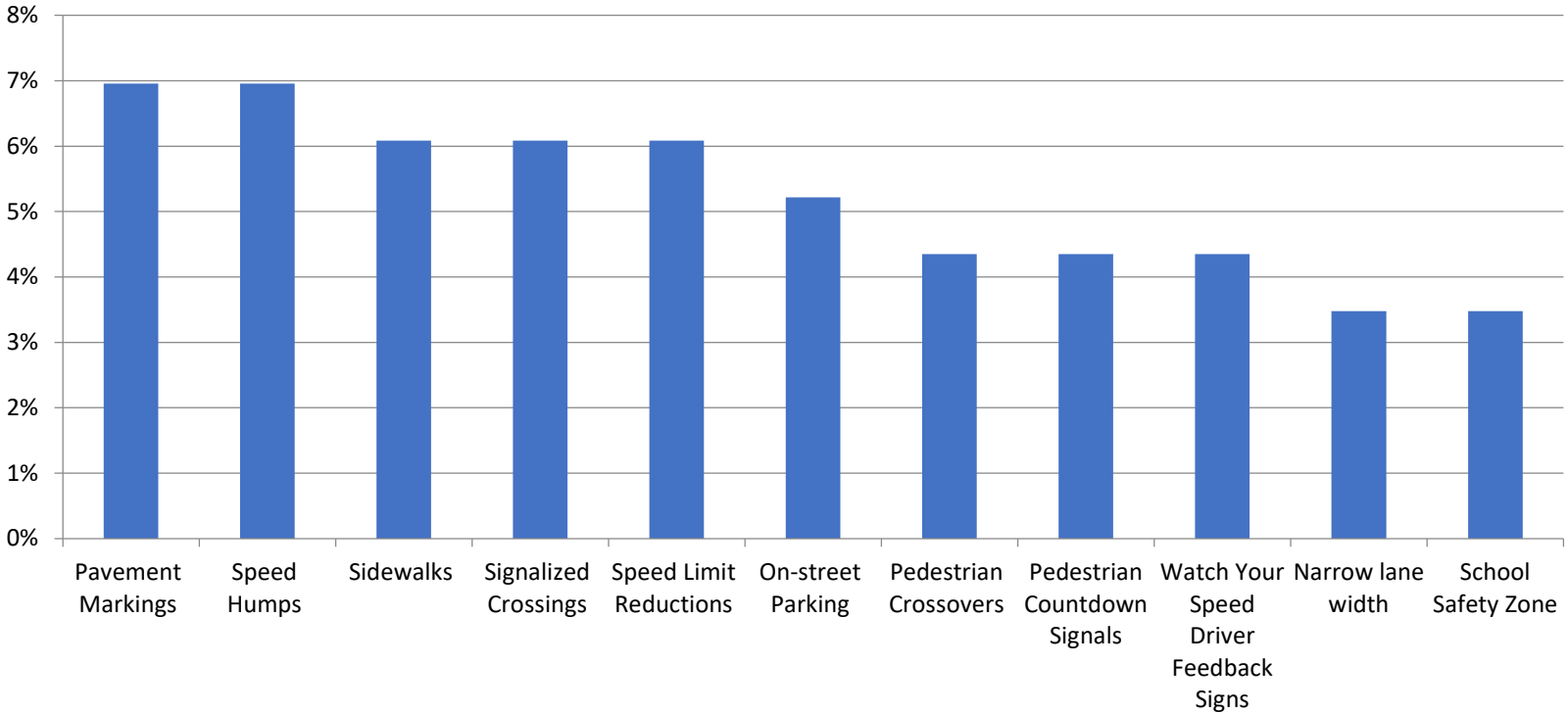
Indirect policy document topics:

- Sustainable mobility, guides/manuals for operation or design of streets, bicycle lanes, traffic calming and traffic signals, safety travel,

Breakdown of Intervention Types outlined in Road Traffic Policy Documents in Montreal



Proportion of Road Traffic Policy Documents in Montreal with Specific Interventions



Summary: Montreal and Laval

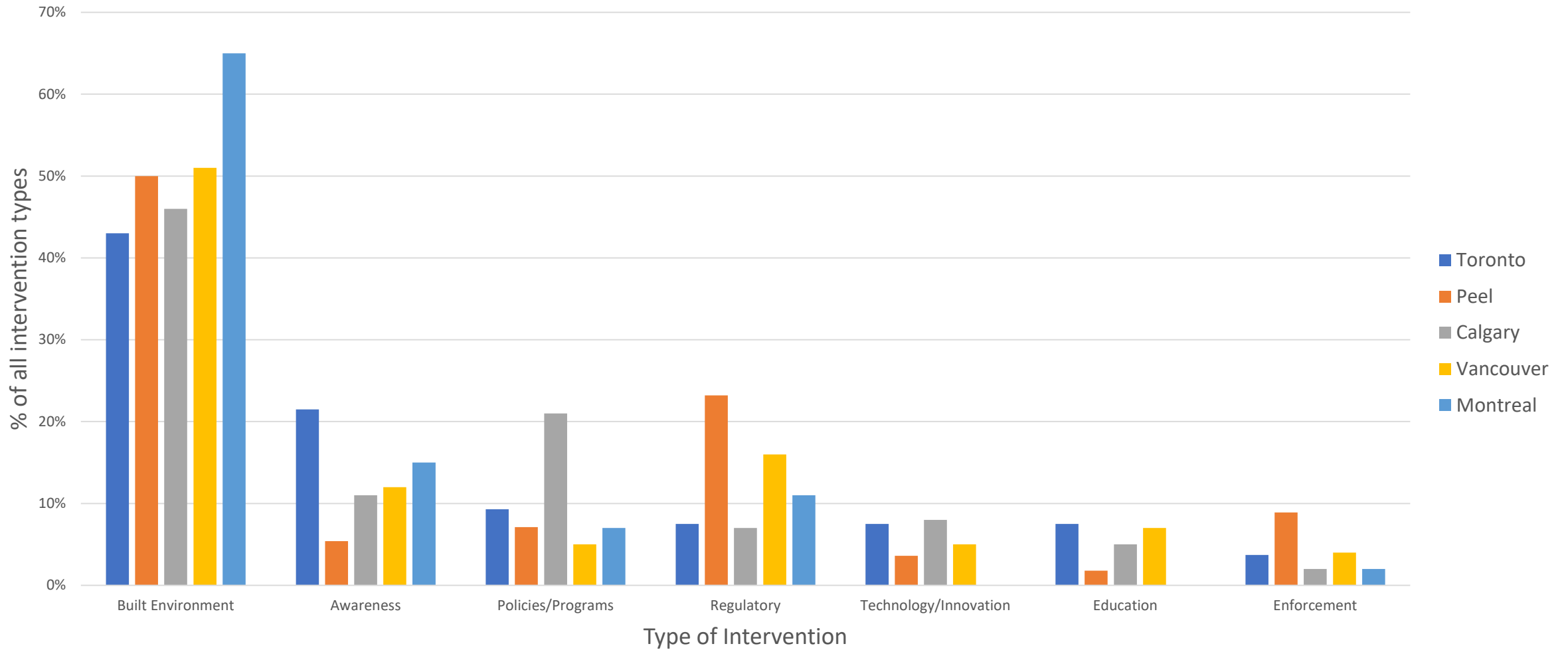
- The 2008 Montreal Transportation Plan 2008-2018 should be replaced this year by a new one...
- Montreal adopted the Vision Zero approach 18 months ago, but is still working on a first action plan related to it (NEW ADMINISTRATION!)
- Because of the 19 “boroughs” within the city:
 - many documents are very similar (*plan local de déplacement: local mobility plan* all under the same template).
 - No integrated plan for specific topic (for example: school travel/safety)
- Laval pedestrian plan coming!
 - Little road safety in the mobility plan

BOTH cities:

- Explanations for many interventions, but virtually no cited evidence.
- Some interventions not cited in these documents: red-light or speed cameras, local traffic-calming interventions, etc.

Comparison Across Municipalities

Road Traffic Safety Policies - Comparison of Municipalities by Intervention Type



Future Steps: Evidence Based Interventions

1. Are the interventions outlined in road traffic safety policy documents evidence based?
2. If evidence is not cited within the policy document, what is the justification for using a specific intervention (e.g. cost efficient, proven to work in other countries/cities, etc.)

Thank You!

