

# Pedestrian Safety in the City of Greater Sudbury



# Walking

- The oldest and most basic method of active transportation
- A fundamental part of the transportation network
- Decision to walk usually considers the distance of the trip and perceived safety of the route
- For many it is the only available mode of transportation and at various times all road users are pedestrians

# Scope of Analysis

- Pedestrian collisions from 2011 to 2015
- Only collisions within the public right-of-way considered
- Collision data provided by Greater Sudbury Police Services (as of February 2016)
- Demographic data provided by the Sudbury District Health Unit



# Key Findings

- Pedestrian Collisions down for past 2 years and below the 5 year average for the CGS
- Most common in November (>50% occur when dark)
- Most common between 5 PM and 6 PM
- Overall 74% during daylight, 79% on clear days

# Key Findings (continued)

- 5 year average for non-fatal injuries is below the 2012 provincial average
- 5 year average for fatal injuries is 1.4/100,000 people vs. 2012 provincial avg. of 0.8/100,000
- People ages 15 to 24 are involved in 2x as many collisions as the next highest age group

# Key Findings (continued)

- 73% occurring on arterial roads
- 60% occurring at intersections
- 49% of intersection related collisions occurring at traffic signals
- 37% of drivers failed to yield the right-of-way
- 40% of pedestrians were crossing with the right-of-way

# Pedestrian Safety Initiatives

- Pedestrian safety has been a long time focus of the Traffic & Transportation Engineering Services section
- Many initiatives began prior to amalgamation and have evolved to the current practice

# Pedestrian Safety Initiatives

- Pedestrian Crossing Policy
- Pedestrian Crossing Time
  - Provincial standards recommend a walking speed of 1.2 m/s
  - Staff study showed 95% of residents can comfortably cross a road at a walking speed of 1.0 m/s
  - Implemented along Paris Street/Notre Dame Avenue corridor & other individual intersections





# Pedestrian Safety Initiatives

Pedestrian Countdown Timers



Accessible Pedestrian Signals

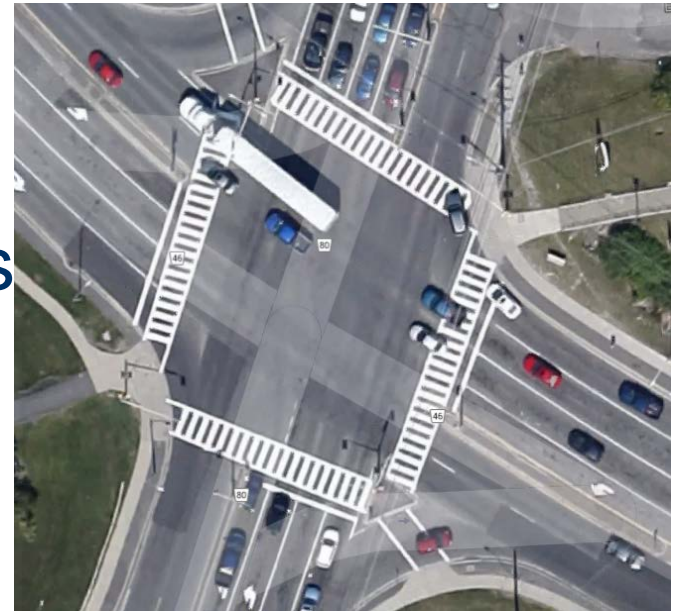
# Pedestrian Safety Initiatives

- Pedestrian Traffic Signals
  - 6 locations
- Refuge Islands
  - Raised median island in the centre of road
  - Pedestrians only need to cross one direction of traffic at a time



# Enhanced Crosswalk Markings

- Heighten driver awareness of pedestrian crossings and increase crosswalk visibility
- 3 types used
  - Ladder crosswalks
  - Zebra stripe crosswalks
  - School crosswalks



# Pedestrian Safety Initiatives

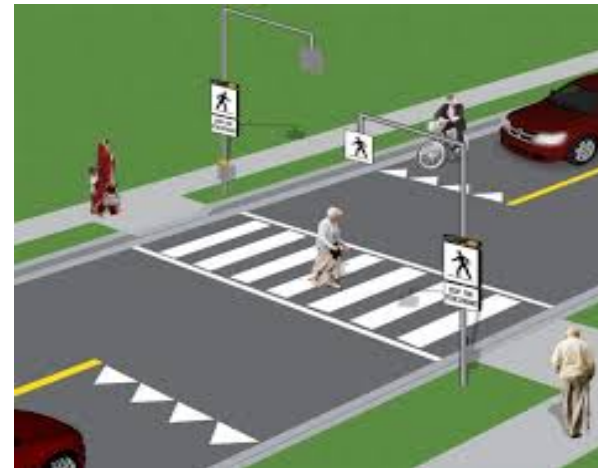
- School Crossing Guard Program
- Tactile Warning Panels



- Uninterrupted Power Supplies (UPS)

# Pedestrian Safety Initiatives

- New Pedestrian Crossover Facilities (PXO)



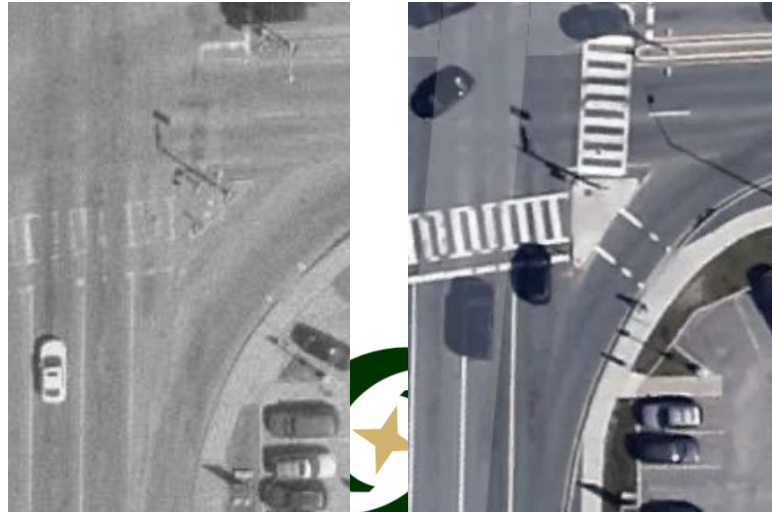
- Traffic Calming





# Pedestrian Safety Initiatives

- Channelized Right Turn Lanes
  - Being removed where possible as part of capital projects
- Smart Channels
  - Used where channelized right turn lanes are required



# Pedestrian Safety Initiatives

- RP-8 Street Lighting
- Sudbury Road Safety Committee



# Next Steps

- Complete a review of all pedestrian collisions involving a fatality and the locations with the highest ratio of collisions to pedestrians to vehicular traffic
- Work with community partners and the City's Communication Services section to develop educational campaigns targeting road users between the ages of 15 to 24
- Complete annual pedestrian collision reviews





# Questions?

