

Through Road/Main Street Interventions

Not By Accident – London, ON.
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- Support public health actors in their efforts to promote healthy public policies

Our areas of expertise

- The effects of public policies on health
- Generating and using knowledge about policies
- Intersectoral actors and mechanisms
- Strategies to influence policy making



Through road/main street interventions

Through Road/Main Street Interventions: Towards a More Balanced Coexistence Between Road Traffic and Life in Small Municipalities

March 2015

The term “through roads/main streets”¹ refers to sections of public roadways that have a dual purpose, serving both as the main streets of small or medium-sized communities and as through-routes for motor vehicles. Due to a design that generally favours motorized through traffic, through roads/main streets negatively influence many health determinants. They increase the frequency and the severity of collisions, create noise pollution, decrease the use of active modes of travel, discourage social links (communities are “cut in half”), and so on.

The aim of this brief document is twofold. First, we want to familiarize public health actors with the interventions that can be made on through roads/main streets so as to mitigate their impacts on health. To this end, we will provide an overview of certain dimensions of practices and policies related to through roads/main streets, as well as evaluations of such actions. Secondly, we wish to suggest ways that those who are interested may strategically promote such interventions.

What is a through road/main street intervention and why implement one?

The concept of through road/main street interventions refers to interventions affecting the design of public roadways and the land adjacent to them. The purpose of this type of intervention

roads/main streets illustrates this idea well: “Trafic routier : oui à la cohabitation, non à la domination” (road traffic: yes to coexistence, no to domination).²

The objectives associated with these interventions are multiple, and vary from one intervention to another. The priority assigned to each objective also varies. Nevertheless, the aims almost always include improving road safety and reducing feelings of insecurity generated by motorized traffic flow. In many cases, aims also include reducing noise or vibrations, encouraging safe active transportation, and creating a more coherent urban environment, for example. Often, these interventions are also integral to strategies for revitalizing the social and economic core of the municipalities concerned.

In what contexts are such interventions carried out?

The years 1930-1940 marked the beginning of a dynamic of expansion of both the population and of territorial occupation, and the large-scale use of motor vehicles. The synergy of these trends led to an increase in distances travelled and in regional and supraregional motorized traffic. In response to these trends, the main streets of many municipalities were redesigned using a “road” design approach. That is, one focused on ensuring the fluid flow of motor vehicles crossing through towns at relatively high speeds. Other

Plan

(1) What? Why?

(2) Evaluation results

(3) So what?

What? Why?



Source and credit: Commune de Köniz (Switzerland)

What? Why?



Source: Wikimedia
Credit: Tomo_suzuki

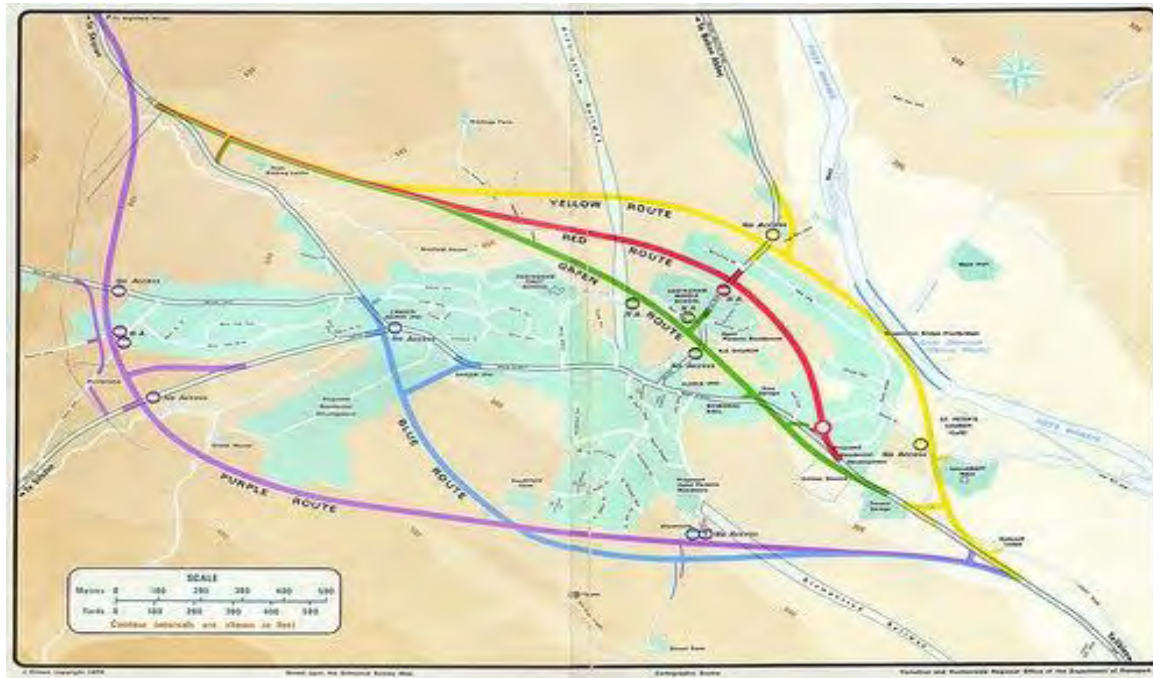


Source: Wikimedia
Credit: Dr. Eugen Lehle



Source: Wikimedia
Credit: Fuzzytnht3

What? Why?



Source: wikicommons
Credit: Don Barrett

What? Why?

"Yes to coexistence,
no to domination."



Source and credit: Commune de Köniz (Switzerland)

Through road/main street interventions: what? why?

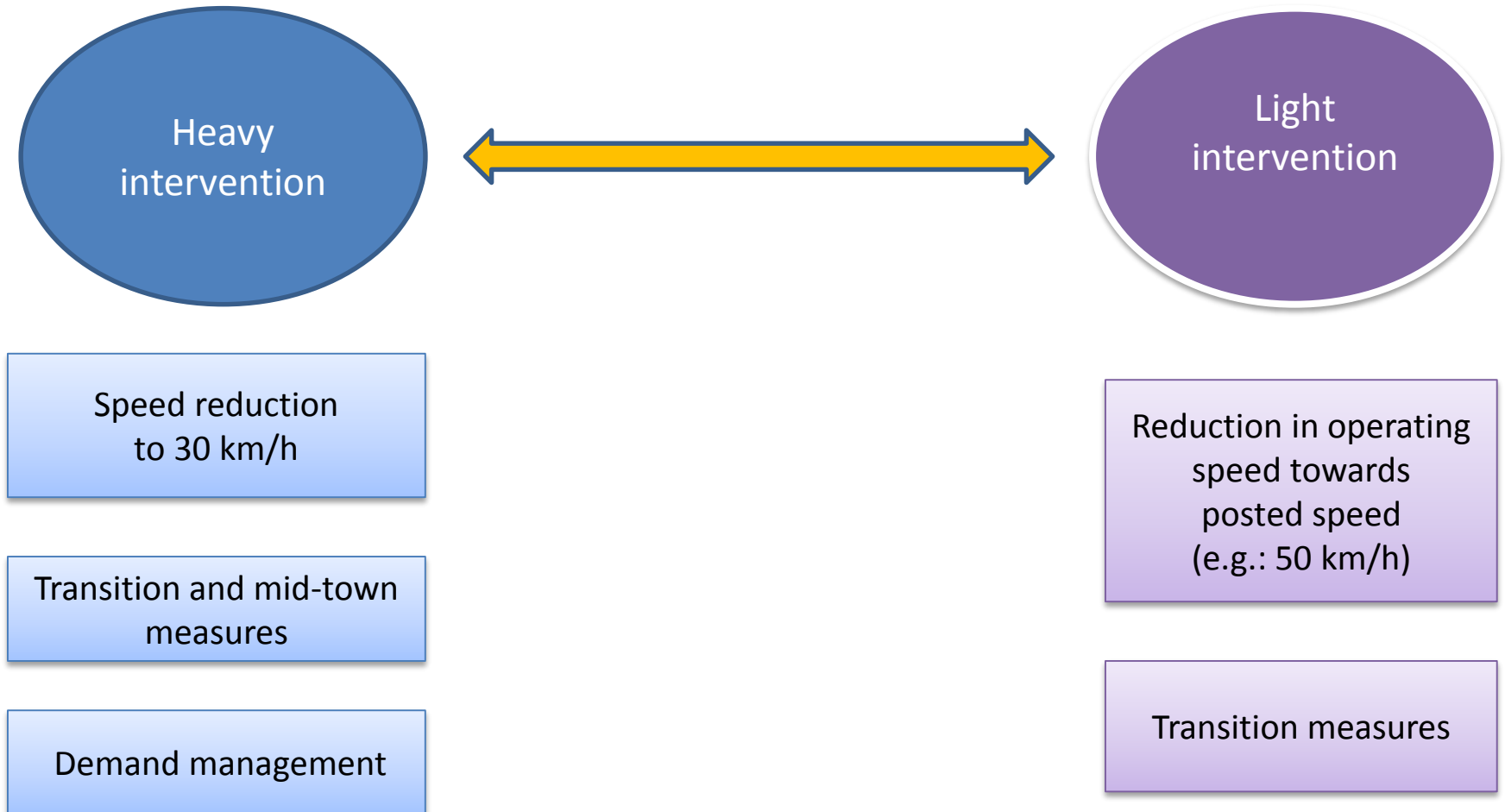


Source and credit: Commune de Köniz (Switzerland)

Through road/main street interventions: what? why?

<https://www.youtube.com/watch?v=2OhRm2huqJk>

Through road/main street interventions: what? why?



What? Why?



Source: flickr.com
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Proven highway safety
countermeasure (FHWA)



Through road/main street interventions: what? why?



Source and credit:
Dan Burden

Proven highway safety
countermeasure (FHWA)



Through road/main street interventions: what? why?



Source and credit
Dan Burden

Through road/main street interventions: what? why?



Source and credit:
Dan Burden



Source: flickr.com
Credit: Jean-Louis Zimmermann

Proven highway safety
countermeasures (FHWA)



Evaluation results

Notes:

(1) Diversity of interventions

(2) Methodological limits

(3) Coherence with similar interventions

Evaluation results

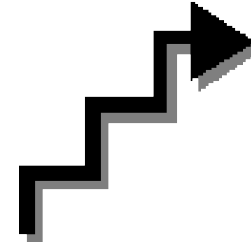
Speed

V85, average
speed and
speed
variations



Evaluation results

Travel time



Traffic flow

Exception:
Köniz



Source and credit: Commune de Köniz (Switzerland)

Evaluation results

Traffic flow

Level of service
(congestion)



Evaluation results

Annual average
daily traffic
(AADT)



Traffic volumes

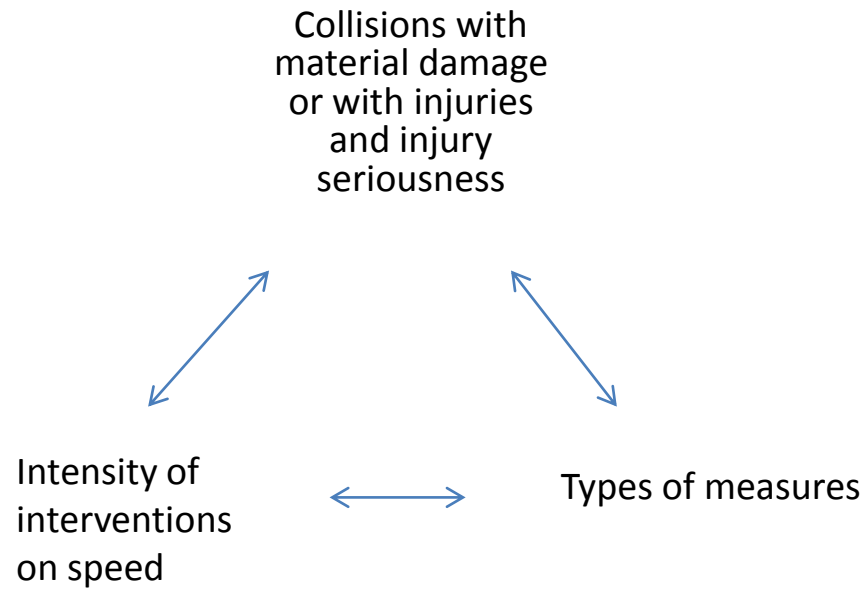
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Evaluation results

Road
safety



Evaluation results

Ambient noise and
noise emissions



Noise



Rumble strips as
transition
measures

Evaluation results

Expectations

Perception
of noise and
of operating
speed



Specific
measures

Evaluation results

Crossing or
parallel travel



Uses and
perceptions of
the street and
of its edges

Insecurity

Place
conviviality

So what?

Speed management:
Road safety and more

Street/road design: difficult
changes, easier changes

Thanks!

Inspiring examples to share?

You're interested in this topic?

Visit us at www.ncchpp.ca for more resources
or contact francois.gagnon@inspq.qc.ca

