

We will start  
at 2 p.m.

## Through Road/Main Street Interventions

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Webinar | January 21, 2016

Teleconference:

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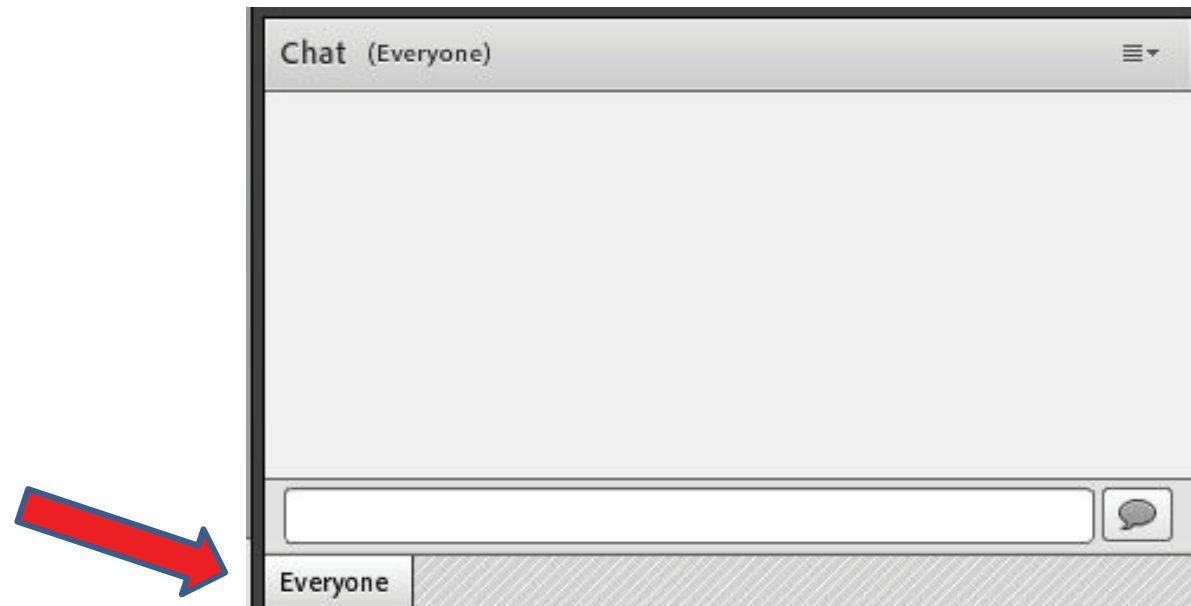


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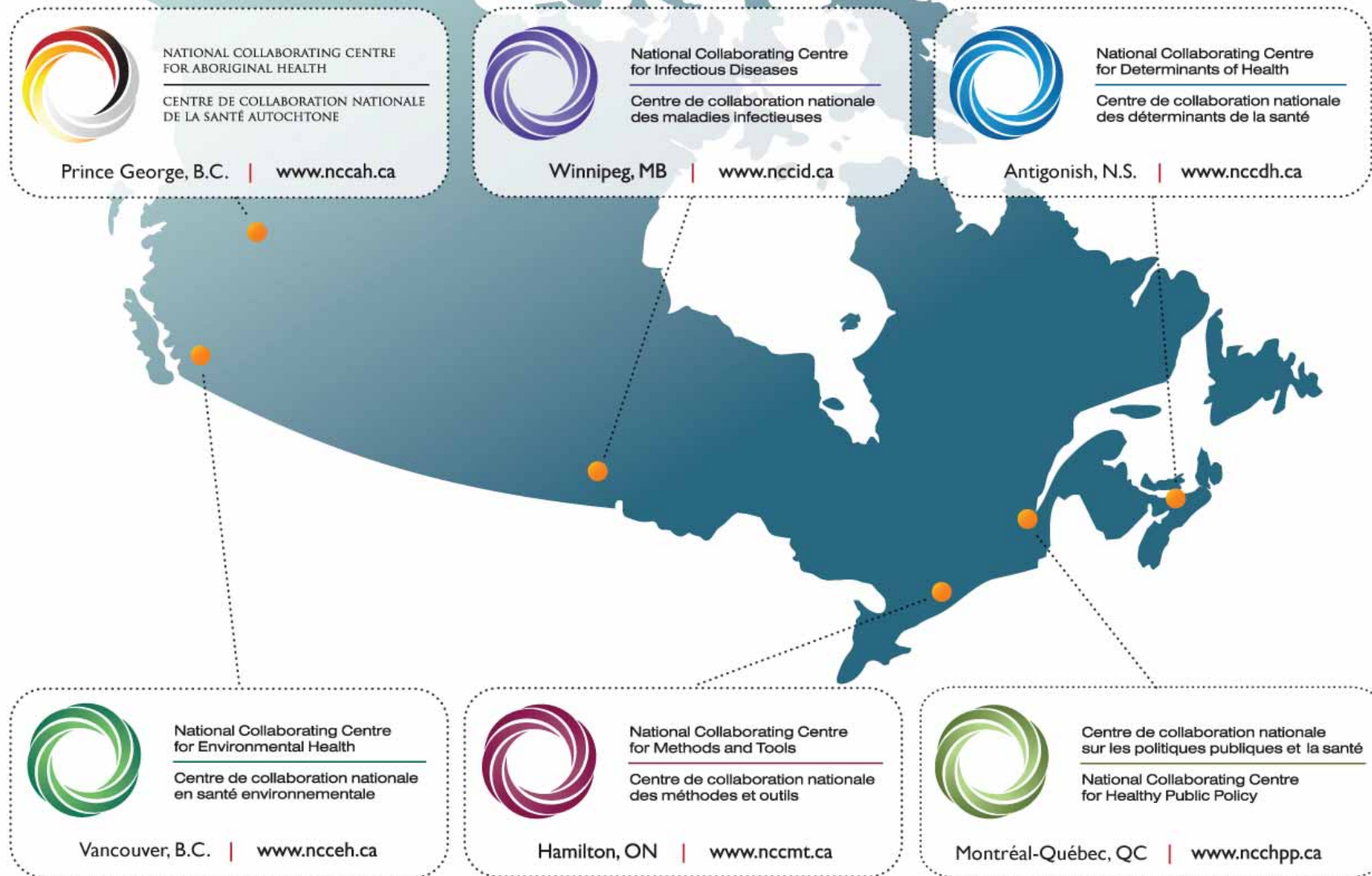


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# The National Collaborating Centres for Public Health



# National Collaborating Centre for Healthy Public Policy (NCCCHPP)

## Our mandate

- 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



# With the support of

**Alizée Rico (INSPQ):** technical support

**Marianne Jacques (NCCHPP):** webinar organization



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# Declaration of real or potential conflicts of interest

Presenter: François Gagnon



I have no real or potential conflict of interest related to the material that is being presented today.



# 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”<sup>1</sup> 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 is

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).<sup>2</sup>

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) Through road/main street interventions:  
what? why?

(2) Evaluation results

(3) Implications for practice

# Through road/main street interventions: what? why?



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# Through road/main street interventions: what? why?



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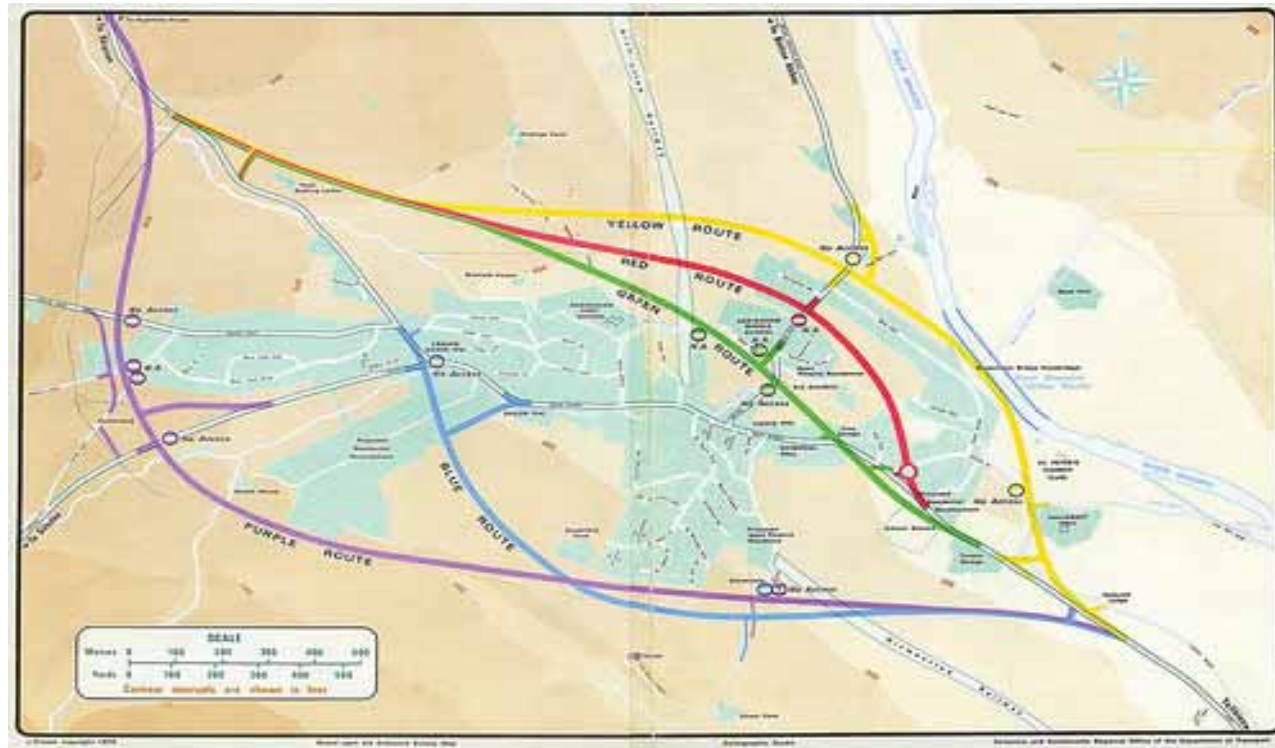


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# Through road/main street interventions: what? why?



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# Through road/main street interventions: what? why?



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# Through road/main street interventions: what? why?



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# Through road/main street interventions: what? why?

Intensive intervention

Speed reduction to 30 km/h

Transition measures

Preferential measures for CT and AT

Demand management

Medium intervention

Reduction in operating speed towards posted speed (e.g.: 50 km/h)

Transition measures

+ Lane width reduction  
+ Central island

Light intervention

Reduction in operating speed towards posted speed (e.g.: 50 km/h)

Transition measures

# Through road/main street interventions: what? why?



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# Through road/main street interventions: what? why?



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# 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



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# Evaluation results

Traffic flow

Level of  
service  
(congestion)



# Evaluation results

Annual average  
daily traffic  
(AADT)



Traffic volumes

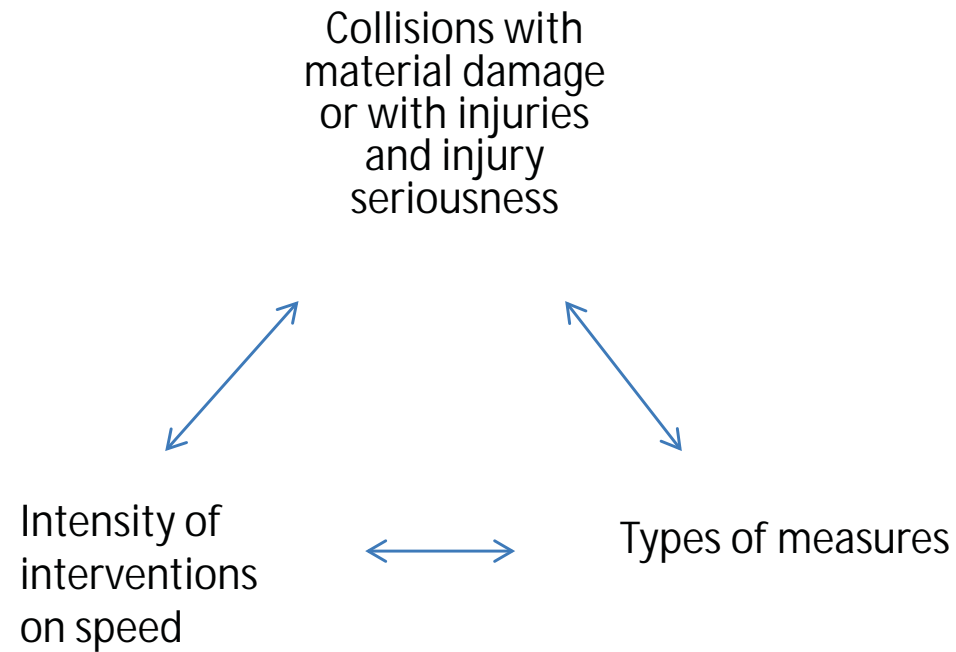
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# Evaluation results

Road  
safety



# Evaluation results

Ambient noise and  
noise emissions



Noise



Rumble strips as  
transition  
measures



# Evaluation results

Expectations

Noise and  
operating  
speed  
perception



Specific  
measures

# Evaluation results

Crossing or  
parallel travel



Uses and  
perceptions of  
the street and  
of its edges

Insecurity

Place conviviality

# Evaluation results

Uses and perceptions of the street and of its edges



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# Implications for practice

+ Identifying opportunities

+ Qualifying opportunities



+ Collaboration to help realize an intervention

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