

# Report on CARSP 2024

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Teens Learn to Drive Inc.

# Visit to Transport Canada's Motor Vehicle Safety Investigation Lab (MVSIL)

Mission is to ensure the safety of road users:

- rigorous investigations & innovative research
  - identify and address potential defects
  - enhance vehicle crashworthiness
  - contribute valuable insights to the field of motor vehicle safety
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- Self-driving Vehicle Tests
  - Toyota Rav 4 seatbelts

# Emphasis on Active Transportation

# Cycling





# Cycling ... Healthy, but Risky?<sup>1</sup>





# Walking

# Traffic Collisions Involving Pedestrians in Winnipeg (2012-2020): A Transportation Equity Analysis

## **CONCLUSIONS**

- Regrettably, in Winnipeg, fatal traffic collisions involving pedestrians are on the rise.
  - 42.3% of reported fatal and severe injuries combined: At the Intersection crossing with right of way.
  - There is concentration of all severe or minor injuries in the School Division # 1, the largest school division in Winnipeg.
  - The fact that some pedestrian fatalities occurred on local residential roads is concerning.
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# Traffic Collisions Involving Pedestrians in Winnipeg (2012-2020): A Transportation Equity Analysis

## **III. EDUCATION**

3.1 Review and update Manitoba Public Insurance (MPI) Pedestrian website page and other printed materials to reflect Toward Zero Safety and Complete Street approaches to road safety.

3.2 Implement education campaigns to improve pedestrian safety and crossing behavior at crosswalk facilities

## **IV. EVALUATION**

4.1 Develop and adopt additional performance measures related to non-motorized fatal and severe injury.

4.2 In addition to collecting data and reporting fatalities and severe injuries, it is important to clearly identify – life-altering injuries – in data collection and collision reporting

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# Traffic Collisions Involving Pedestrians in Winnipeg (2012-2020): A Transportation Equity Analysis

## I. **Engineering**

1.2 Expand the definition of pedestrian facilities to include all those elements that facilitate connectivity, accessibility and mobility.

1.3 Conduct Walkability Assessments in proximity to identified collision locations.

## II. **Equity**

2.1 Assess the impact and curtail the practice of filing incomplete Traffic Accident Reports (TAR).

2.4 Consider boiler plate criteria that includes pedestrian and bicycle safety designs for review and update of Local Area Plans, Neighbourhood Renewal and Community Development Plans.



# Walk Shops

## WHAT/WHERE

Walk Shops are mobile workshops on pre-determined routes in urban settings where participants can visit and learn about local Vision Zero projects and transportation projects. The case study was done in Guelph.

## WHO

Participants included: community politicians, public health leaders, community organizers, law enforcement fire department, public transit officials, education leaders, reps from the local neighborhood and nearby neighborhoods, transportation experts & planners.

## WHY

Their Agenda was to review and discuss: Best practices in built environment changes, Equity and inclusivity in safe mobility, Benefits on multi-modal transport options (non cars), Addressing conflict points among road users.

## NEXT STEPS

The case study received very positive feedback. Parachute is seeking funding to help other communities conduct Walk Shops. They are also creating

### For more information contact:

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# Encouraging Active Transportation

- If communities want people to walk and cycle, they must ensure that the areas used are well-lit. The top reason people claimed they didn't walk at night was because they felt unsafe in areas with low lighting.
- Communities that want to encourage year-round cycling must prioritize clearing snow and ice from bicycle lanes.
- One of the companies in the exhibit hall makes a new street light base that is strong but the base will crumble to absorb impact



# Cargo bikes and pedestrian malls

Closing selected streets to motor vehicles – temporarily or permanently – is becoming very popular. The areas can be used for community gardens, farmers markets, play areas, retail stalls, cafes & restaurants, and musical performances.

This brings communities together and encourages physical activity (especially post covid.)

- Montreal is trialing a system where motor vehicles are not allowed into specific retail/residential areas (pedestrian malls).
- Outside of the selected (PM) areas is a storage space that's shared by courier companies. Trucks unload their cargo at the storage space and cargo bikes deliver the goods from there to the stores/ residences. Overall, the system seems to work well and reduces emissions in the retail area.

# Context: Youth road safety in Canada

- Third leading cause of death among young people in Canada
- Young people are killed in crashes at a higher rate than any other age group under 75
- Young people have the highest rate of involvement in fatal collisions per 100,000 licensed drivers



## Context: Youth road safety in Canada

- Youth can be a tricky population to target for awareness, education and advocacy
  - they are highly influenced by their peer group
  - Cognitive, physical and social skills are still developing
  - More likely to drive while distracted
  - Limited driving experience





# Importance of youth partnership in road safety

- Meaningful youth engagement and advocacy leads to:
  - More effective programming
  - Greater adoption of health promotion strategies
  - Youth skill development
  - Culture shifts
  - Greater youth empowerment
  - Healthier youth



## Looking forward in 2024 and beyond

- Change National Teen Driver Safety Week to Canadian Youth Road Safety Week
- Expand Youth Road Safety Grant Program into the Road Safety Youth Ambassador Program, providing \$1,000 grants and more guidance
- Recruit a new cohort of the Canadian Youth Road Safety Council
- Webinars, youth forums, social and digital media campaigns, and more!

# Planning to Achieve Zero

- Sweden is targeting 2050 as the year it will achieve zero deaths and serious injuries on roads
- They recommend backward planning from the target date for communities that want to achieve zero
  - What changes will be made each year to bring you closer to the goal



Child car seats – Current regulations are inadequate

Not all car seats work in all cars