

- Make Summerside Safe for Pedestrians
 - Over 335 voters have signed a petition agreeing that Summerside Community will be made safer for pedestrians by decreasing the speed at which vehicles travel through our subdivision
- Summerside Community is idyllic, yet dangerous
 - Still being developed in South-East London
 - Near highways 401/402; Highbury at Commissioners; Bradley at Jackson
 - Homes within walking distance of two schools (a third area zoned), parks, recreation areas, convenience stores
 - Narrow (30' to 40') lots = more homes, more families, more children
 - Shallow lots = force families into front yards, walking to nearby parks
 - Many winding roads = difficulty seeing cars/pedestrians; cars tend to accelerate
 - Current, unposted speed limit = 50 km/h (with an 'enforcement tolerance' of 20 to 40% = drivers generally drive between 60 km/h and 70 km/h)
 - Little (and ineffective) signage to reflect demographics (i.e, children), area (i.e, schools, parks)
 - Meadowgate Blvd. and Chelton Rd. will become through streets between Commissioners and Bradley. This will exacerbate the current problem of speeding in the area and the volume of traffic
- Traffic Statistics
 - Two-thirds (2/3) of children who are hurt or killed in traffic accidents are struck and injured within several blocks (.25 miles) of their homes (According to the ITE)
 - More than half (53%) of fatal head injuries in an eight year study were to children who were playing in/crossing the street when injured (According to the World Report on Road Traffic Injury Protection)
 - The #1 cause of death for individuals age 1-44 is unintentional injury (According to the CDC)
 - The #1 unintentional injury for people age 5 through 24 is motor vehicle crashes (MVC)
 - The most common condition for MVC is during daylight, normal conditions when children are most likely to be walking or bicycling and when they are *most likely to have their guard down*
 - Traffic accidents that involve pedestrians are most likely to occur between the hours of 6-9a.m. and 3-6p.m.
 - (The hours that students are traveling to and from school).
 - Traffic calming was more effective in preventing child pedestrian injuries than road safety education, which was "unable to exert meaningful changes in the behaviour of children"
- Traffic Facts
 - For each 1mph (1.6 km/h) reduction in vehicle speed reduces collisions by 5%
 - A motorist driving at 65 km/h who sees a pedestrian 100 feet ahead will be driving at 61 km/h when s/he hits him.
 - The same driver travelling at 40 km/h would have time to stop completely before reaching a pedestrian at 100 feet away.
- "Ontario Questions the Need for Speed",
 - Globe and Mail, Renata D'Aliesio; Sept 20, 2012.
 - Ontario's Chief Coroner, Andrew McCallum calls for an overhaul of the province's streets to bolster pedestrian safety
 - [The Chief Coroner suggests that] residential speed limits be lowered to 30 km/h.
 - Of 95 pedestrian deaths of Ontario roads in 2010:
 - 76% of the fatalities took place on streets with a posted speed limit above 50 km/h
 - only 5% occurred on roads with a lower speed limit
 - Ontario's top death investigators are urging municipalities to lower speed limits to 30 km/h on residential streets and to drop the unsigned limit to 40 km/h (from 50 km/h)
 - People struck by a car travelling at 50 km/h are twice as likely to die than at 40 km/h
 - People struck by a car travelling at 50 km/h are five times more likely to perish than at 30 km/h

- With the recommended changes the coroner believes pedestrian fatalities could be cut by 50% by 2022
- Avoidable Tragedy (occurred March 7, 2013)
 - Kayleigh Callaghan-Belanger, 5 years-old, was struck and killed by a garbage truck while walking home from school
 - Two other children were sent to hospital
 - The garbage truck driver was so distraught with emotion that he was reported to have passed out at the scene
 - City Counselor Gary Crawford "had received a petition from residents in 20102 requesting speed humps... the area did not meet the necessary criteria for speed humps."
 - Crawford admitted that "the winding road... poses serious safety risks." And that "there had never been accidents around there, but there had been a lot of close calls."
 - In April 2012, Toronto's Mayor, Rob Ford had "balked at the idea of lowering the speed limits by 10 to 20 km/h".
 - In March 2013, Mayor Ford stated that he "was shocked and deeply saddened... and will do everything we can to assist the families".
 - An ounce of prevention is worth a pound of cure.
- Traffic Calming Options
 - Decrease (and post) speed limit to 30 km/h
 - increase (doubled) fines/penalties, especially in school zones
 - Flashing beacons (solar powered)
 - shown to decrease vehicle speeds by up to 11 km/h
 - Permanent (rather than temporary) speed display signs/message signs
 - shown to decrease vehicle speeds by up to 11 km/h
 - More/larger stop signs
 - decrease likelihood of 'invisibility'; 'yield confusion'
 - Rubber speed cushions, speed tables
 - removable (for winter plows), allow emergency vehicles to pass through while forcing other vehicles to slow down; appropriate nearest to schools/school zones