

**From:** [Alexander Harding](#)  
**To:** [Transportation Commission](#); [Zwieg, Andrew](#); [Traffic](#); [Vision Zero](#); [Transportation Policy Board](#); [All Alders](#)  
**Subject:** The Atwood Ave project prioritizes additional motor vehicle capacity over safety of children  
**Date:** Wednesday, September 21, 2022 3:06:58 PM  
**Attachments:** [PastedGraphic-3.tiff](#)  
[ATT00001.htm](#)  
[PastedGraphic-4.tiff](#)  
[ATT00002.htm](#)

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Hello!

I see the design of the Atwood Ave reconstruction maintains two lanes westbound. Multiple lanes per direction creates a blind spot when one driver stops and the other lane is open for drivers to speed through.

How do you justify more motor vehicle capacity over the safety of children?

<https://twitter.com/nextdoorsv/status/1572344859612119041> Clip is from San Francisco, but Atwood will have a similar design.

Atwood should've been designed with one lane per direction. I suggest you seriously self reflect on why you think it's acceptable to prioritize additional motor vehicle traffic over the safety of children.

Intersection approaches should have only one entry lane since multi-lane approaches create problems especially for children.



**Abstract**

Vehicle speeds should be 30 km/h or less wherever children (regularly) cross streets. However, safety can be further improved at sites already reconstructed to ensure low speeds. Results based on field data collected at sites close to schools in Malmö, Trollhättan and Borås in Sweden, and analyses of Finnish and Swedish police-reported crashes including in-depth studies, suggest that safety for children and elderly is further improved at sites where visibility, orientation and clarity are sufficient. Also, marked crosswalks may increase yield rates towards pedestrians and speed cushions situated at a longer distance from the zebra crossing increase yield rates towards pedestrians and cyclists.

It is also concluded that bicycle facilities promote biking and that the risk for bicyclists and pedestrians decrease with increasing bicycle and pedestrian flows. Some key issues are here outlined for the design of a safe, non-restrictive cycle network.

Key words: Traffic Safety, Mobility, Child, Behaviour, Road design, Speed reducing devices, Speed cushions, visibility, orientation, clarity

Traffic-environment-for-children-and-elderly-as-pedestrians-and-cyclists  
PDF Document · 199 KB

Thank you.  
Alexander Harding

P.S. RRFB didn't stop this from happening. A single lane westbound instead of two would've, though.

P.P.S. The Atwood project at many crossings doesn't even have a pedestrian refuge (in order to squeeze in the additional westbound lane). Pedestrian refuges are an important safety features (especially for the elderly - see linked study) that's in the video from San Francisco.

