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For more information on 2+1 Roads, contact GEMS, a road safety advocacy committee affiliated with the Temiskaming Shores and Area Chamber of Commerce. You can see more about GEMS at: tsacc/gems

Helene Culhane, Membership and Events Co-ordinator
Temiskaming Shores & Area Chamber of Commerce
P.O. Box 811, 883356 Hwy.65 East, New Liskeard, ON, P0J 1P0
T: 705.647.5771 E: membership@tsacc.ca



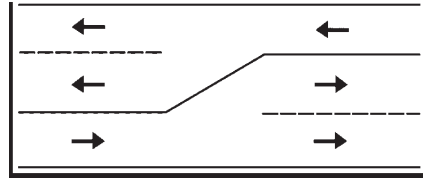
2+1



GEMS Chair:	<i>Helene Culhane</i>	<i>heleneculhane@gmail.com</i>
GEMS Resource Member:	<i>Mark Wilson</i>	<i>westrock8888@gmail.com</i>
GEMS Executive Member:	<i>Carman Kidd</i>	<i>ckidd@temiskamingshores.ca</i>
GEMS Executive Member:	<i>Danny Whalen</i>	<i>dwhalen@temiskamingshores.ca</i>

A viable solution for a safer and improved Highway 11 North

2 WHY + 1 ROADS?



Continuous, alternating passing lanes with the added safety of a dividing barrier.



Northern Ontario drivers are more likely to be killed in a crash than a driver in southern Ontario. Northern Ontarians have been advocating for a safer Trans-Canada through Northern Ontario for a long time and 2+1 roads may be an important step to achieve that goal.

In 1997 the Government of Sweden adopted a road safety program called **VISION ZERO**. This initiative strives to reduce fatalities and serious injuries to zero by engineering safe road systems for road users that will make mistakes. They said that the carnage on their roads must stop and driver training and education alone was not achieving the results they wanted. Sweden has succeeded in making significant improvements in their road safety record and it now has the world's safest roads. One of the most significant measures they have implemented is the building of 2+1 roads on their rural road network. Sweden now has more than 3,000 kilometers of 2+1 roads and continues to build more.

SOME FACTS REGARDING 2+1 ROADS INCLUDE:

- Significantly lower cost to build than divided highways
- Built on existing road platform or slightly wider
- Intersections can be at grade or grade separated
- Do not need to by-pass towns and villages
- Do not significantly affect private entrances
- Function well in all seasons
- Have significant socio-economic benefits
- Work in volumes between 2,000 – 20,000 AADT

GEMS is advocating for a 2+1 Pilot Project in Northern Ontario on the Trans Canada Highway

Safety performance equal to divided highways

HOW DOES A 2+1 ROAD WORK?

2+1 roads work like highways in Canada that have passing lanes, except there are continuous, alternating passing lanes with the added safety of a dividing barrier. This generally means that every two to four kilometers there is a passing opportunity, or 40% of the trip.

WHAT RESULTS CAN BE ACHIEVED FROM 2+1 ROADS?

- Fatality rates reduced 55-80%
- Reduction in motorcycle fatality rates 40-50%
- Safety performance equal to divided highways
- Improved travel efficiency and travel times

GEMS has traveled to Sweden and Ireland to research 2+1 roads and is advocating for the implementation of a 2+1 pilot project on the Trans-Canada Highway between Temiskaming Shores and North Bay. A pilot project will give Ontarians and Canadians an opportunity to see why 2+1 roads can make our highways safer. We are also interested in talking to Advocacy Groups and Road Authorities across Canada who are interested in exploring this road model to make our highways safer across Canada.