

Street design for safer school environments, a strategy for Mexican Cities

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Dublin

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We are a team of specialists that plans, designs, implements and evaluates sustainable urban mobility projects.

We believe in the potential of cities as a central element to improve the quality of life of people, and in urban mobility as a powerful instrument to generate better urban environments that are more competitive, sustainable and socially equitable.

Road safety in Mexico City

- In 2016, a total of **659** people died in crashes (Conapra, 2018), almost **2 persons per day**.
- Pedestrians represent **51%** of these deaths.
- **42% walk to school**, 31% use the bus, 12% by car, 9% subway, **1.3% bike to school** (OD Survey, 2017).



@NiUnaMuerteVial

- Not one more road death
- Compilation of information in Mexico of pedestrians and cyclists who died because they were run over, which appear in online digital media notes and posts verified in social networks.
- <https://niunamuertevial.mx/>

Peatones y ciclistas fallecidos en México en 2019 [al 31-may]:

950

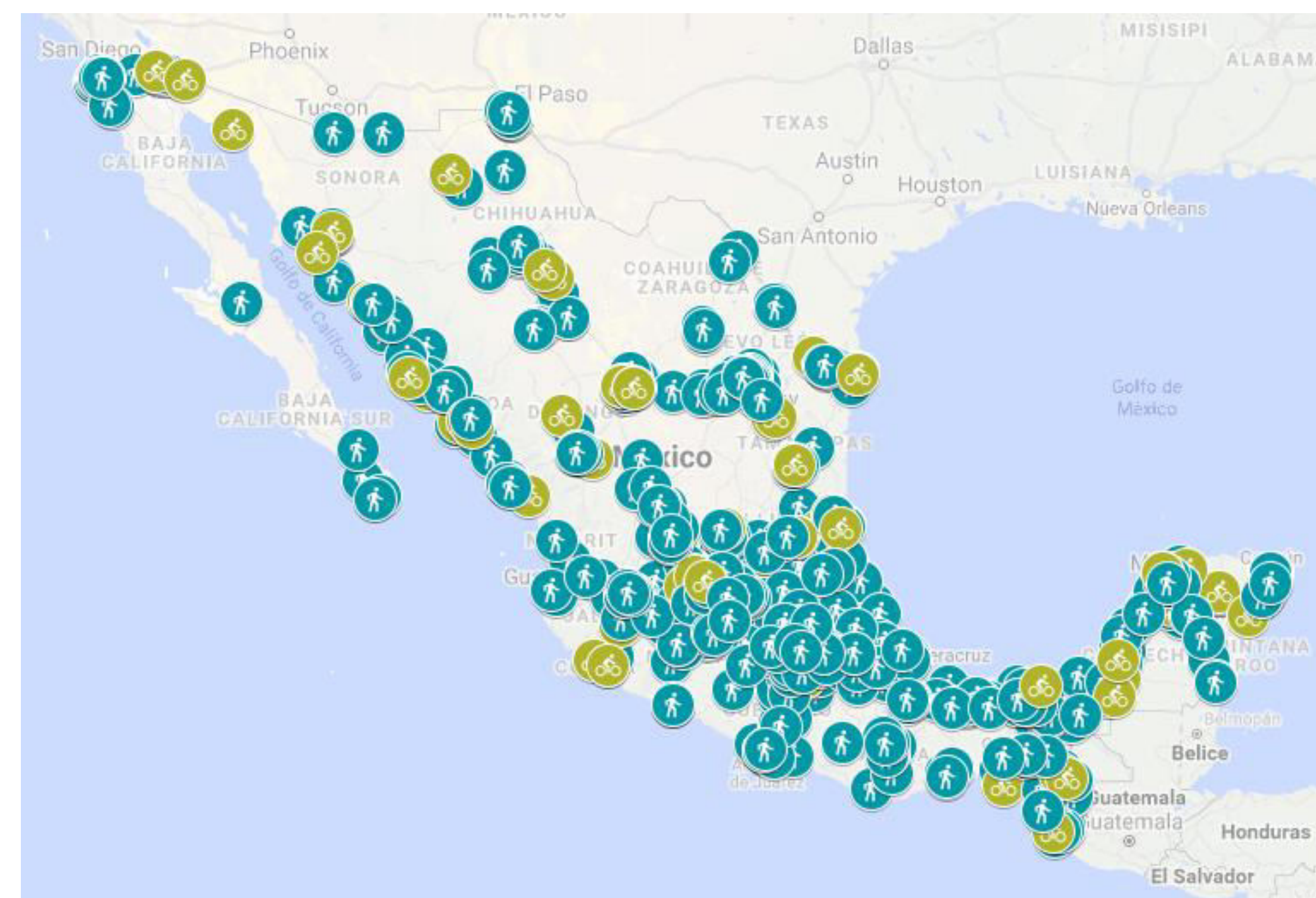
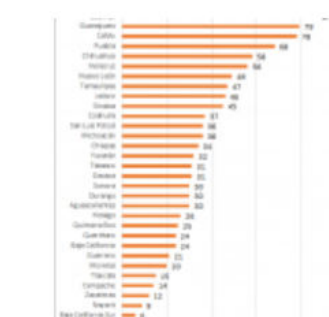
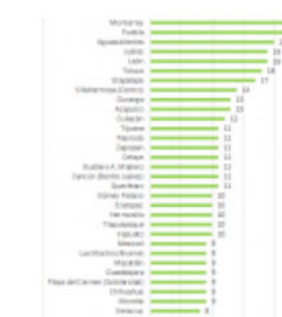
peatones

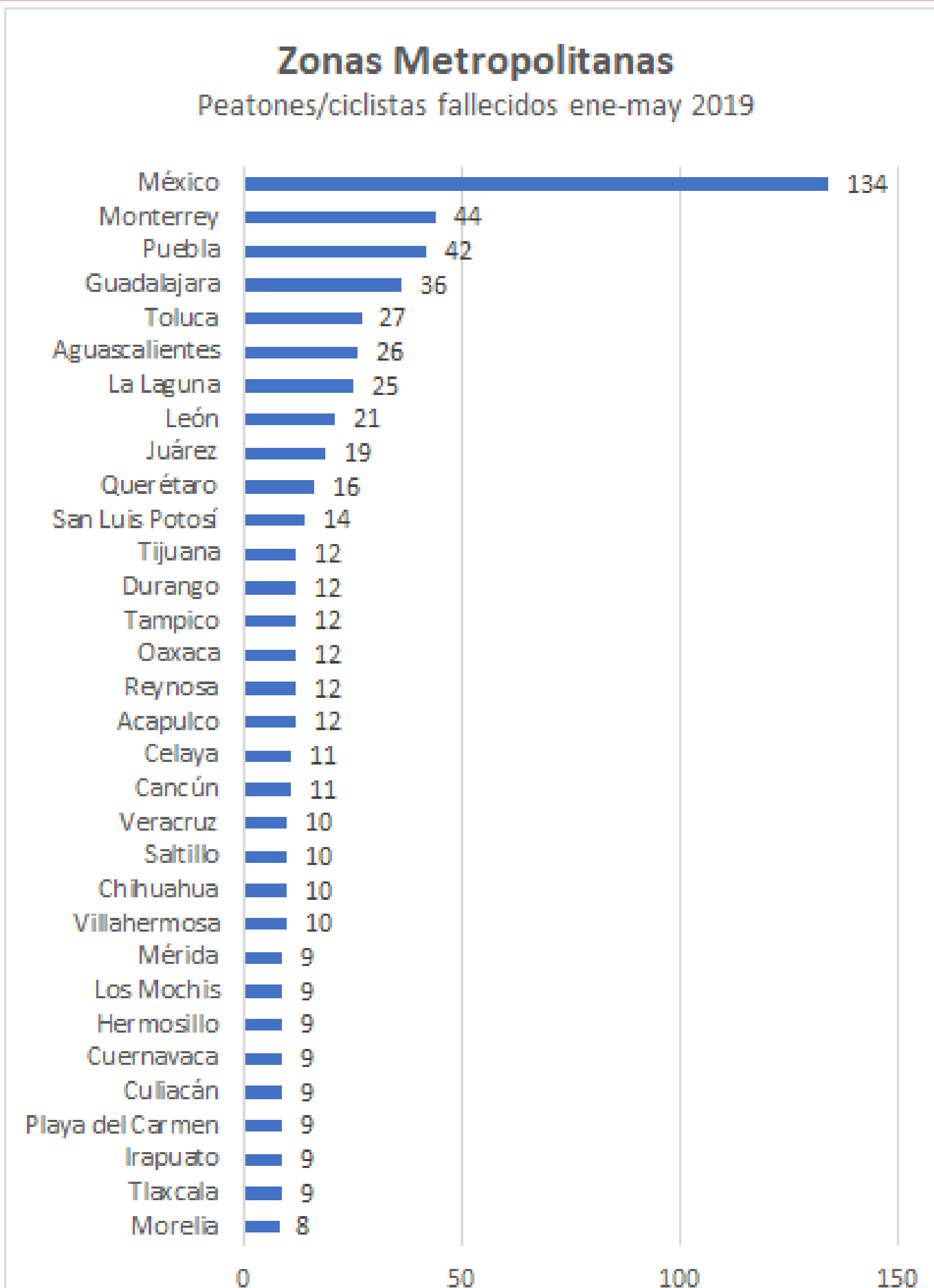
189

ciclistas

1

patines, patinetas o monopatines





fuelle: @niunamuertevial

Ni una muerte vial CDMX

- Metropolitan area with the most deaths of pedestrians and cyclists, 134 persons (Jan –May 2019).
- Number, date, name, gender, age, mode, location of accident, time, type of street, responsible vehicle, legal status of the responsible, URL news.

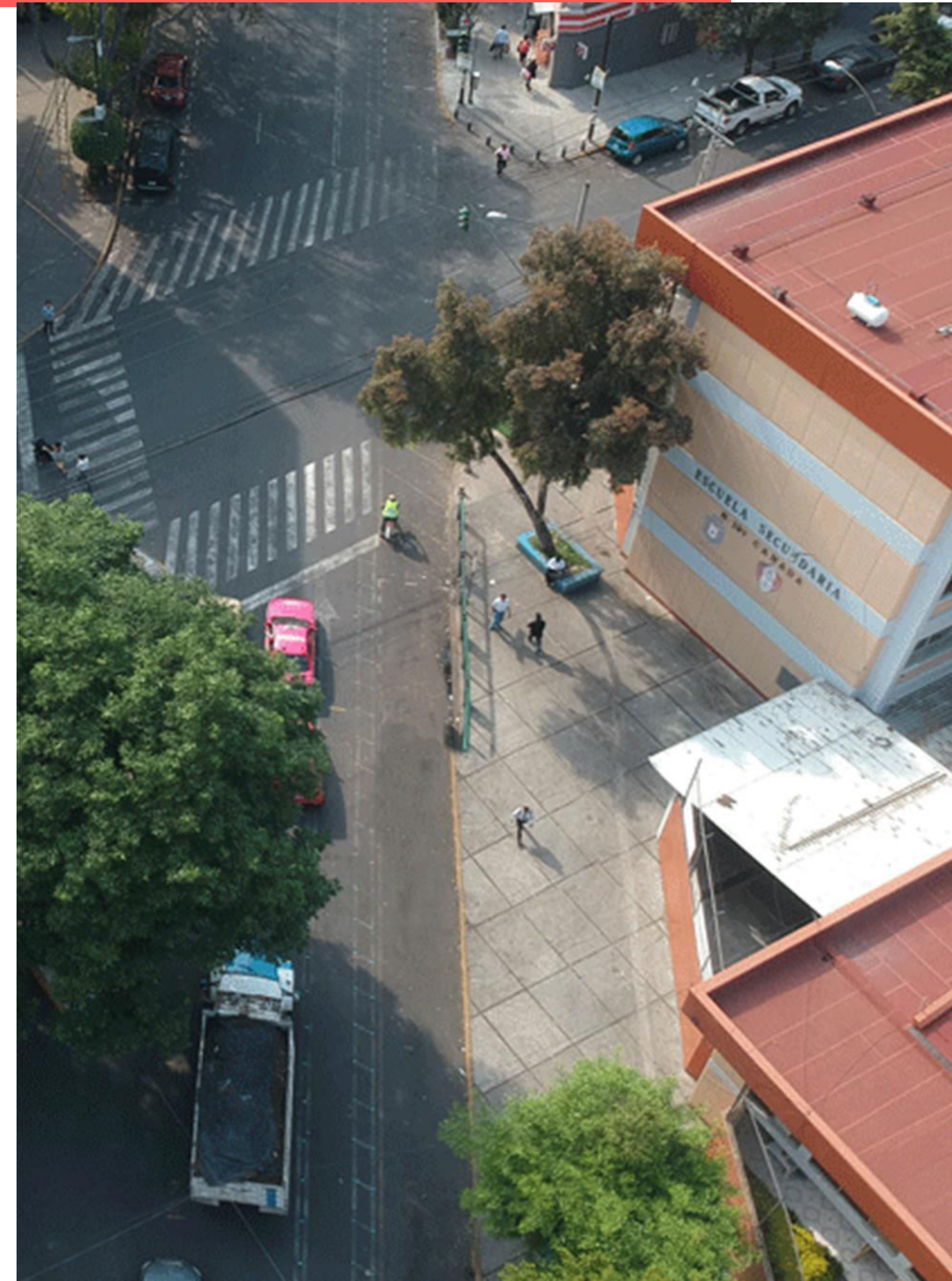
CDMX School Mobility Pilot Program

- To improve the **quality of daily transfers to school**, especially for children and young people, prioritizing their safety, needs and wellbeing.
- **Principles**
 - Right of children to **autonomous mobility**
 - Reduction of **negative social and environmental effects** when these trips are made in private cars.
 - **Social importance of trips to school**



Strategies

1. Adequate road infrastructure
2. Drop-off and pick-up logistics
3. Incentive of sustainable modes
4. Reduction of the use of the private automobile
5. Speed control and compliance with the Traffic Regulation



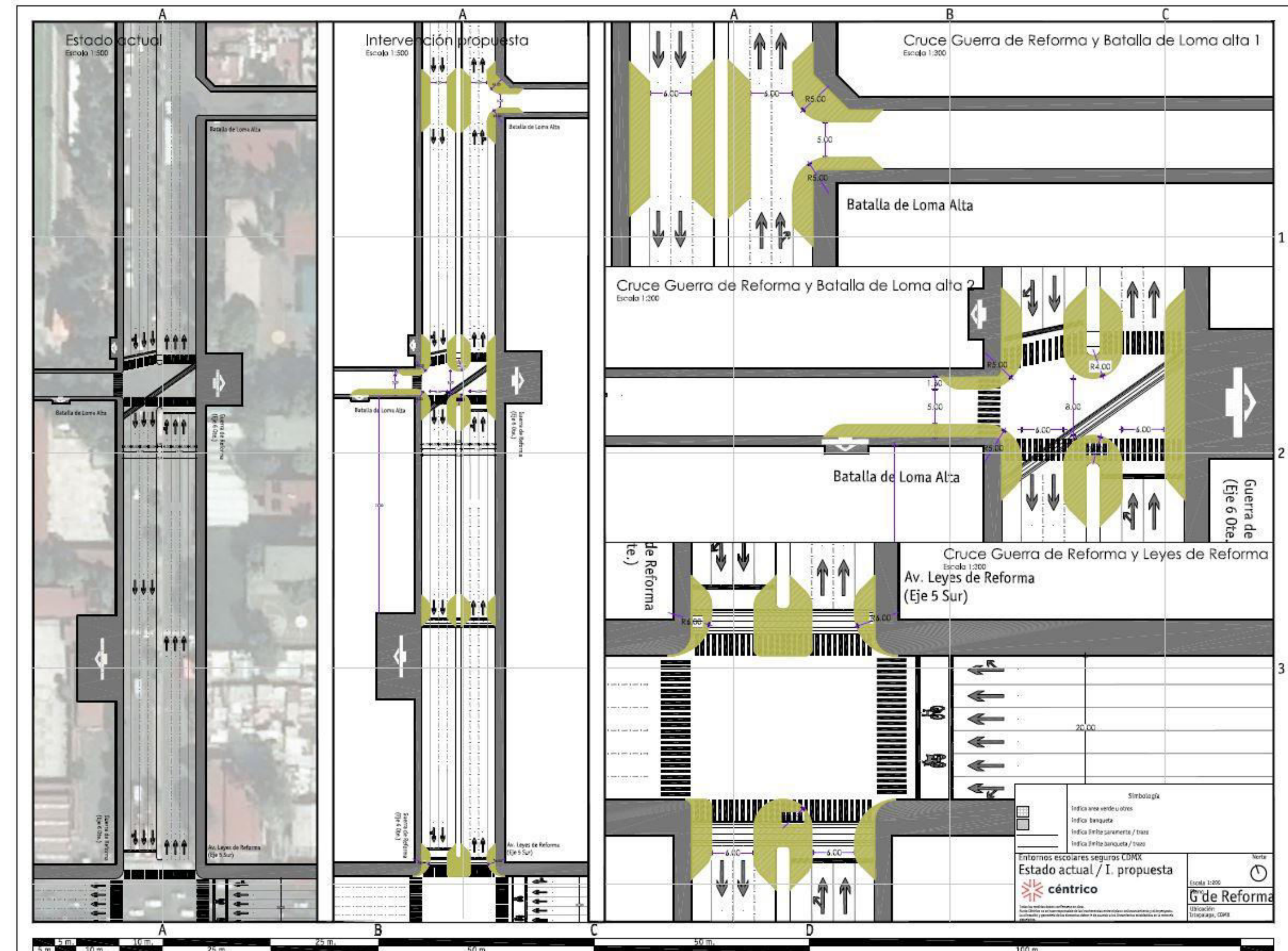
Schools selection

- Spatial analysis: Accidents, number of students, clusters, urban layout characteristics.
- Field visits to 10 schools to verify priority and selected 3 of them.
- Feasibility of implementation at immediate environment of the schools.



Street design around schools

- Drawing up of blueprints to demonstrate the real situation and the redesign proposal.
- Carry out tactical urbanism to evaluate proposal.
- Modifications once tested during the intervention.













Conclusions

- Tactical urbanism allows to document behaviors of all users and adjust blueprints. It also communicates plans tangibly to the school community and neighbors.
- From the safe system approach, to obtain the multiplier effect it is necessary to strengthen all its parts.
- More pedestrians, more cyclists, lower speeds, safer school environments.





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