Innovative Streets Case Study

A project that has been undertaken by CITE with funds provided under the Healthy Canada by Design CLASP Initiative.

David Patman, P.Eng.

HEALTHY CANADA by design

CLASP
COALITIONS LINKING ACTION & SCIENCE FOR PREVENTION

An initiative of:

CANADIAN PARTNERSHIP AGAINST CANCER
PARTENARIAT CANADIEN CONTRE LE CANCER

Active Transportation in Canada

- Active Transportation has well-documented health benefits
- However, many Canadian municipalities lack adequate active transportation infrastructure
- Are we (transportation planners and engineers) the “roadblock”?

CITE TLC / CLASP Initiative

The project has three related elements:

1. University of British Columbia (UBC) review of current conditions and perspectives
2. Review of case studies using Region of Peel's Healthy Development Index / Health Background Study Framework
3. Report on issues impacting transportation planners and engineers

1. University of British Columbia (UBC) Interviews

UBC interviewed Canadian municipalities, land developers & active transportation advocacy groups to obtain information regarding:

- The status of AT in Canadian municipalities
- The local policies in place
- Local perspectives on AT

This information will be presented later during this conference:

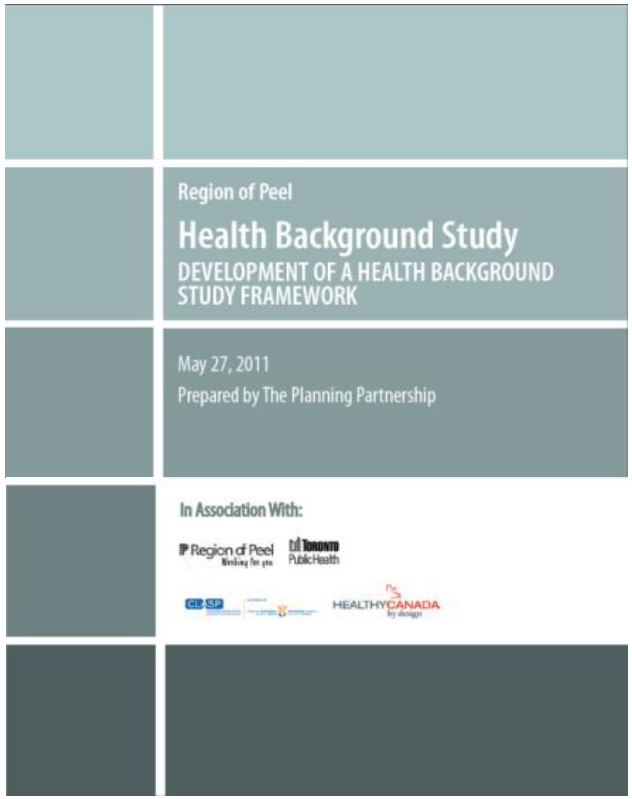
Session 6A: Considerations for Active Transportation

2. Healthy Development Index Tool (Region of Peel)

- The Healthy Development Index (HDI) is **a framework to provide consistent, quantifiable standards to inform planning decisions**
- The HDI considers seven elements – categories of built environment characteristics that are known to be associated with health:

1. Density
2. Proximity to Services and Transit
3. Land Use Mix
4. Street Connectivity
5. Road Network and Sidewalk Characteristics
6. Parking
7. Aesthetics and Human Scale

2. Health Background Study Framework (Region of Peel)



Health Background Study Framework Includes:

- Refined elements and measures (from the HDI)
- Terms of Reference
- Visually-appealing user guide that aids implementation
- Healthy Canada by Design project

Task: Apply this tool to a selection of active transportation case studies in Canada

Case Studies

- UBC is using the HDI tool to systematically review AT infrastructure projects.
- Case studies were selected from across Canada
- For the case studies, the review will identify critical elements, including opportunities and roadblocks

Projects under Review (Preliminary)	Location
Hadden Park Bikepath	Vancouver, BC
Assiniboine Avenue Bikeway	Winnipeg, MB
Expansion of On-Street Bicycle Facilities	Red Deer, AB
Laurier Avenue Segregated Bicycle Lanes Pilot Project	Ottawa, ON
Garrison Woods (Residential Development)	Calgary, AB
Gore Road AT Facilities	Peel Region, ON

3. Report: Barriers to AT Implementation

- What are the issues that hinder greater AT implementation?
- How do we overcome these challenges?

Lack of uniform standards re: best practices

- Standards in use for active transportation vary across Canada
- Older infrastructure standards do not include AT
- Wide variety of best practices in use, constantly changing (rather than standardized)
- Debate re: best practices - on-street vs. segregated infrastructure for cycling
- Liability considerations

Lack of support from decision-makers & public

- AT is not seen as a priority
- Implementation is perceived as an imposition on the public, local businesses, when ROW has to change.
  - "War on cars" mindset
- Lack of time/inconvenience in using slower travel options
- Transportation profession seen as anti-AT by AT advocates
- Need for champions and leaders
- Need for education

Lack of resources for active transportation projects

- Individual projects may be lower-cost but there is a backlog of needed infrastructure in many jurisdictions in Canada
- AT is often not incorporated into large “highway” infrastructure projects
- Need for various levels of transportation authority to work together
- Resources include staffing, education, and metrics

Challenges to retrofit into Canadian cities & towns

- Transportation professionals are not the only gatekeeper/decision-maker, we work with other stakeholders
- Need for ROW must be given up by other modes & reassigned
- Competing priorities on roads
- Change will take time: existing infrastructure / development patterns have long lifespans
    - Grid vs. Curvilinear
    - Hierarchy of streets
    - Dispersed destinations
    - Design for winter (or not)

Lack of integration between land use & transportation planning

- Transportation professionals are not the only gatekeeper/decision-maker, we work with other stakeholders
- Need to work more closely with other stakeholders (land use planners, health care professionals)
- Centralized development vs. dispersed development
- Lack of connectivity
- Infrastructure to support AT
- Education, advocacy, support needed

Looking for feedback…

- Transportation profession can play a role in education and advocacy – *are we prepared to do this?*

- Desire by other stakeholders in health profession to work with transportation professionals and land use planners more closely

Please contact me to share your thoughts…

David Patman, P.Eng.

dpatman@winnipeg.ca

Webinars

Look for one or more webinars coming this summer to complete this project!

Innovative Streets Case Study

A project that has been undertaken by CITE with funds provided under the Healthy Canada by Design CLASP Initiative.

David Patman, P.Eng.

HEALTHY CANADA by design

CLASP
COALITIONS LINKING ACTION & SCIENCE FOR PREVENTION

An initiative of:

CANADIAN PARTNERSHIP AGAINST CANCER
PARTENARIAT CANADIEN CONTRE LE CANCER