Walk, Bike, Wheel: Helping communities thrive through active travel policy

Part of the Healthy Futures Webinar Series

Webinar Outline

- Introduction: Alberta Policy Coalition for Chronic Disease Prevention
- Presentation: Alberta Health Services
- Presentation: Sustainable Calgary
- Conclusion and questions

The Alberta Policy Coalition for Chronic Disease Prevention *(APCCP)*

About Us

- A coalition of 17 organizations from across Alberta that work together to advocate for healthy public policy change to **reduce chronic disease.**

APCCP
Alberta Policy Coalition for
Chronic Disease Prevention

Objectives

- Increase the **capacity** of policy makers and decision makers in Alberta to use policy as a strategy for chronic disease prevention.

- Provide **leadership** in the development, implementation, and evaluation of policy related activities for cancer and chronic disease prevention.

- Promote and inform policies that advance **health equity** by increasing opportunities for Albertans, including the most vulnerable, to improve health and reduce chronic disease risk.

- Facilitate practitioners, policy-makers, researchers, and community organizations from various sectors **working together** to enhance public acceptance of policy-related activities.

APCCP
Alberta Policy Coalition for Chronic Disease Prevention

Policy areas of focus

- Healthy eating
- Active living
- Tobacco reduction
- Alcohol related harm

APCCP
Alberta Policy Coalition for
Chronic Disease Prevention

Why focus on policy?

- Policy is an important tool for improving community quality of life and well-being.
- Policies that create environments where healthy choices are the "easy" choices can provide opportunities for all Alberta *including the most vulnerable* to improve health and reduce risk of chronic disease.

APCCP
Alberta Policy Coalition for
Chronic Disease Prevention

Active Travel

Helping Communities Thrive Through Active Travel Policy

April 8, 2020

Brian Ladd, Healthy Public Policy Unit, AHS and Celia Lee, Sustainable Calgary

Alberta Health Services

How has local travel been impacted by COVID-19?

Agenda

- What is Active Travel?

- What affects how we move?

- Mode share in Alberta

- Why does Active Travel matter to municipalities?
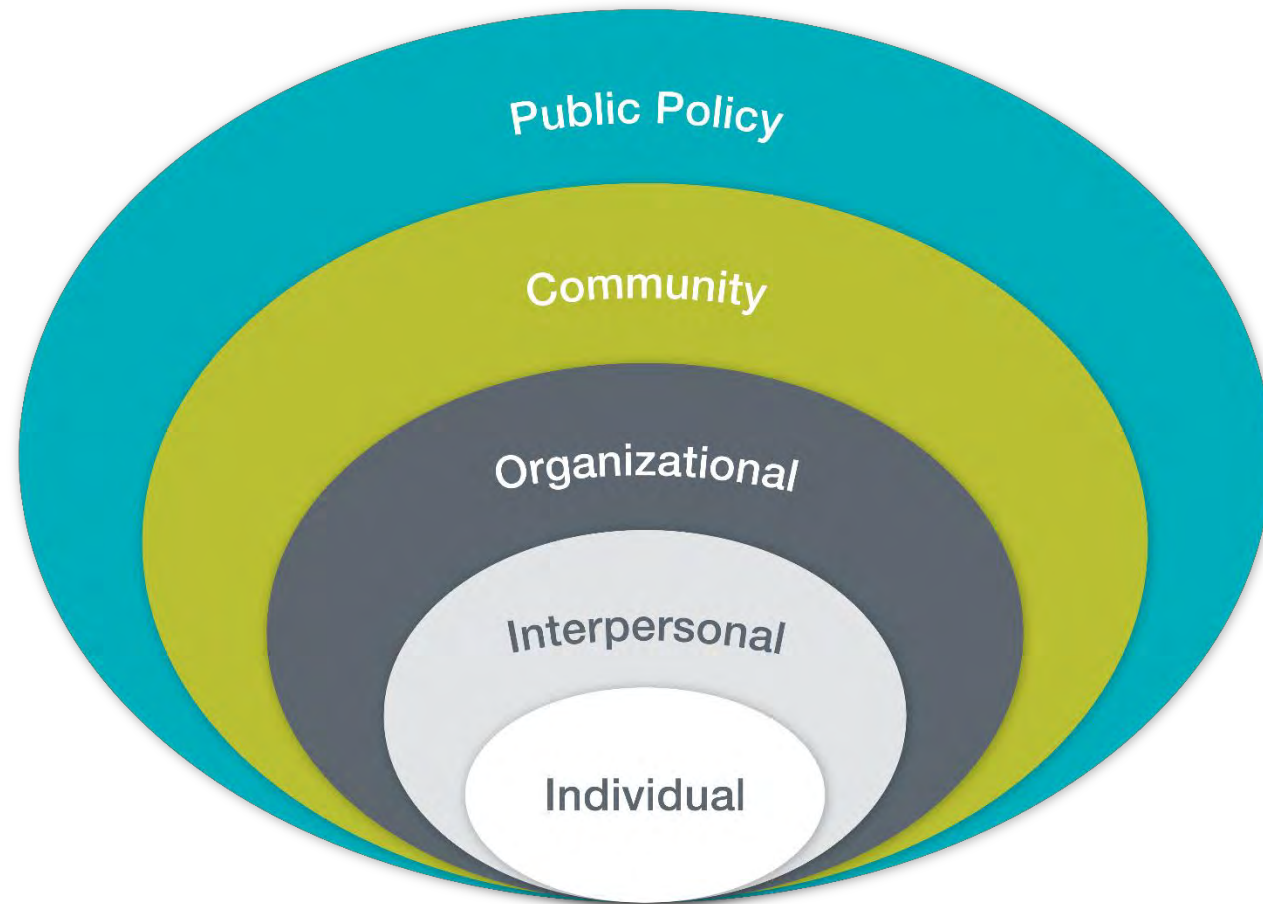
- Active Travel and Policy

What is Active Travel?

**Freeways grow ever-more clogged
with traffic, and infrastructure bends
and cracks under the strain.**

- The Guardian

North-West Anthony Henday
Photo: http://collingsjohnston.com

What affects how we move?

Mode Share – Commuting to Work (2016)

	No Active Travel (Private vehicle)	Some* Active Travel (Public transit)	All Active Travel (Walking or bicycling)
Edmonton	82.3%	11.3%	4.7%
Calgary	77.9%	14.4%	6.2%
Lethbridge	90.7%	2.9%	5.4%
Grande Prairie	92.6%	2.2%	4.2%
Lloydminster	93.1%	0.2%	5.2%
Sylvan Lake	93.1%	0.8%	4.1%
Wood Buffalo (Ft. McMurray)	63.2%	32.3%	3.6%
VICTORIA B.C.	69.8%	10.9%	16.9%

*Some individuals may not have engaged in some AT in this category (e.g. bus stop right outside their house or they drove to train station)
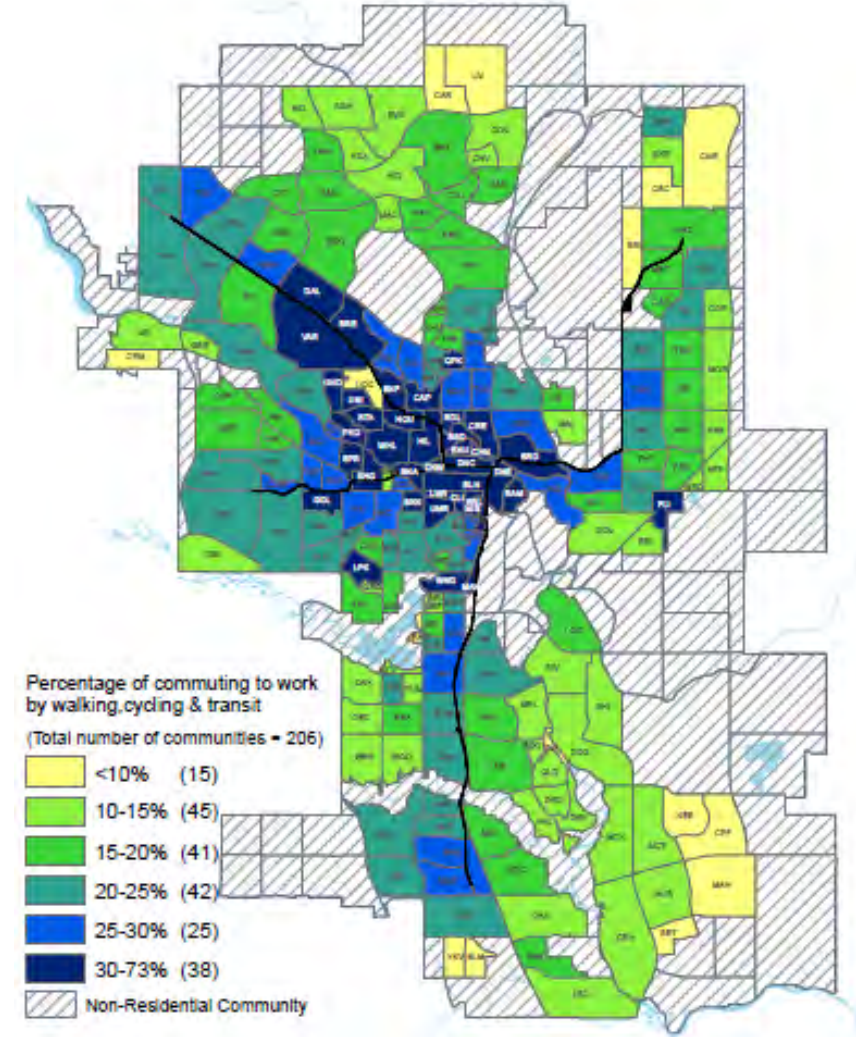
# Mode Share

– Calgary, A Case Study (2016)

Drive Alone

Walk, Bicycle & Transit

Percentage of driving alone to work
(Total number of residential communities = 206)

	<50%	(23)
	50-60%	(23)
	60-70%	(69)
	70-80%	(71)
	80-90%	(19)
	>90%	(1)
	Non-Residential Community	

Percentage of commuting to work
by walking, cycling & transit
(Total number of communities = 206)

	<10%	(15)
	10-15%	(45)
	15-20%	(41)
	20-25%	(42)
	25-30%	(25)
	30-73%	(38)
	Non-Residential Community	

The City of Calgary, Transportation Data
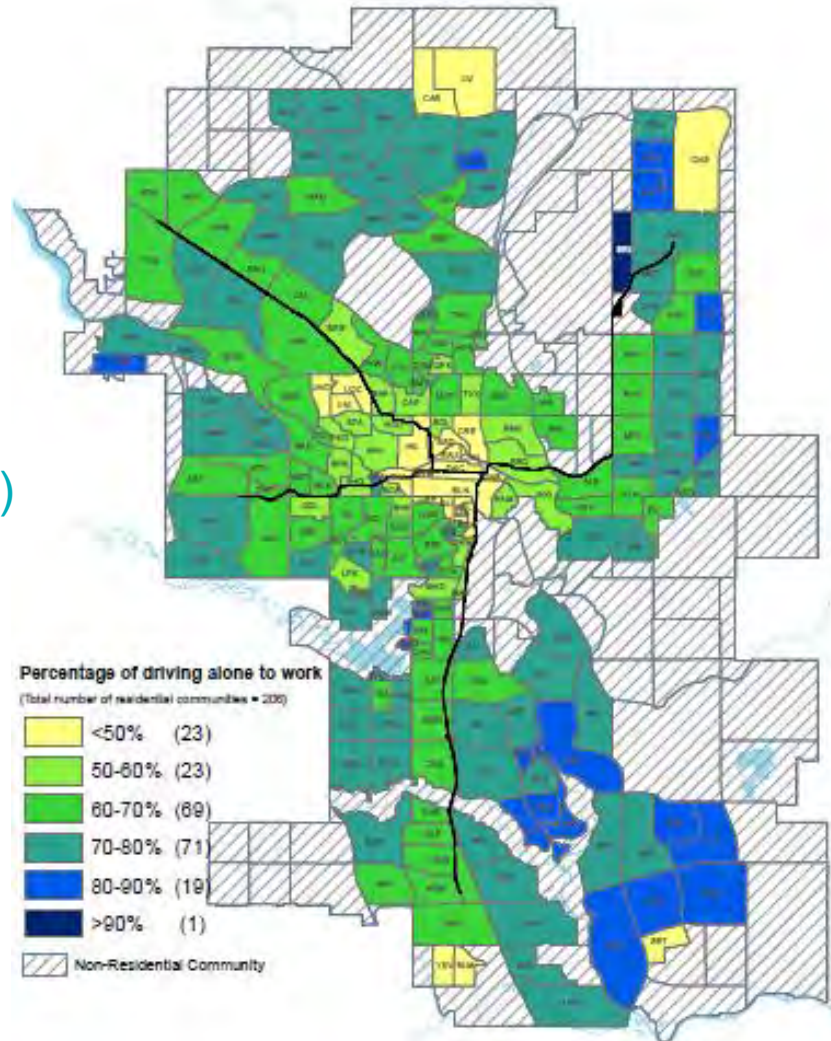
What factors do you feel most affect the extent of AT in your locale currently?

- environmental conditions

- economic influences

- social influences

Why does it matter to municipalities?
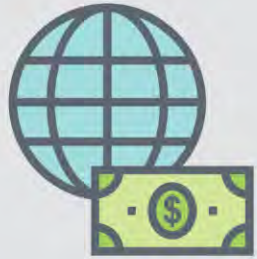
Economy

Population Health

Social Justice

Climate and Environment

Equity

Why does it matter to municipalities?

Economy

- Tax base – building for automobiles and fiscal sustainability

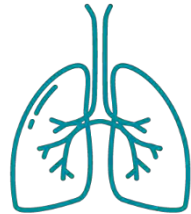- Active Travel keeps money in local economies

Equity

Why does it matter to municipalities?

Population Health

- Multiple exposures, multiple outcomes
- Environments matter

Equity

Active Travel and Health

Why does it matter to municipalities?

Social Justice

- Social gradients in the health impacts of our transportation system

- Are benefits from AT growth equitable?

Equity

Why does it matter to municipalities?

Climate and Environment

- Active Travel is an essential part of a greening municipality

Equity

Active Travel and Policy

Public Policy

Community

Organizational

Interpersonal

Individual
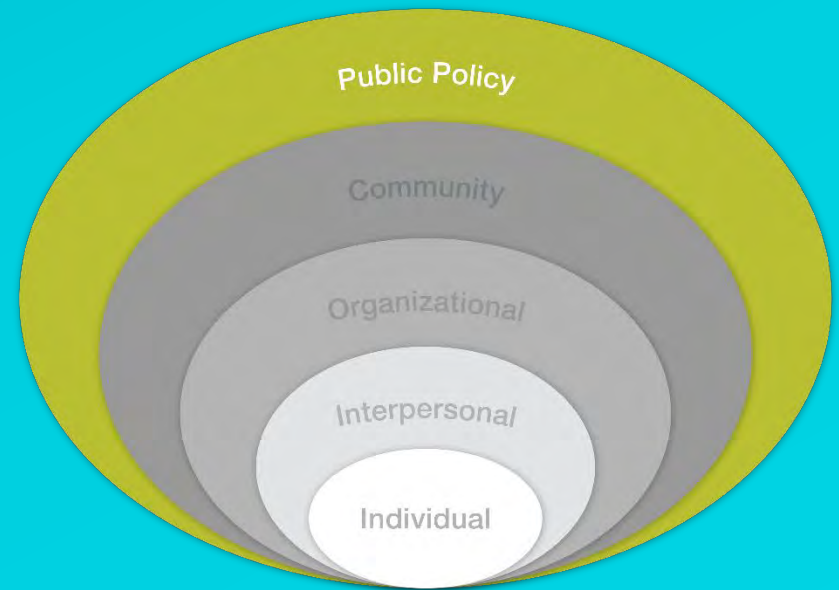
Who supports Active Travel?

	Policy Influencers (2019)	General Public (2019)
Promote safe, active transportation to school through walk- or cycle-to-school programs	96.3%	95.2%
Build and maintain AT infrastructure in communities	88.2%	88.4%
Invest in public transit to improve frequency, routes, and scheduling for multi-modal transportation	80.0%	86.4%
Mandate active transit infrastructure when updating current features	69.2%	--

We see strong support for AT among policy influencers and the general public; what holds us back?

Policy can support…

- Changing land use to reduce average distance per trip

- Building infrastructure for walking, cycling and public transit

- Limiting expansion of infrastructure for automobiles
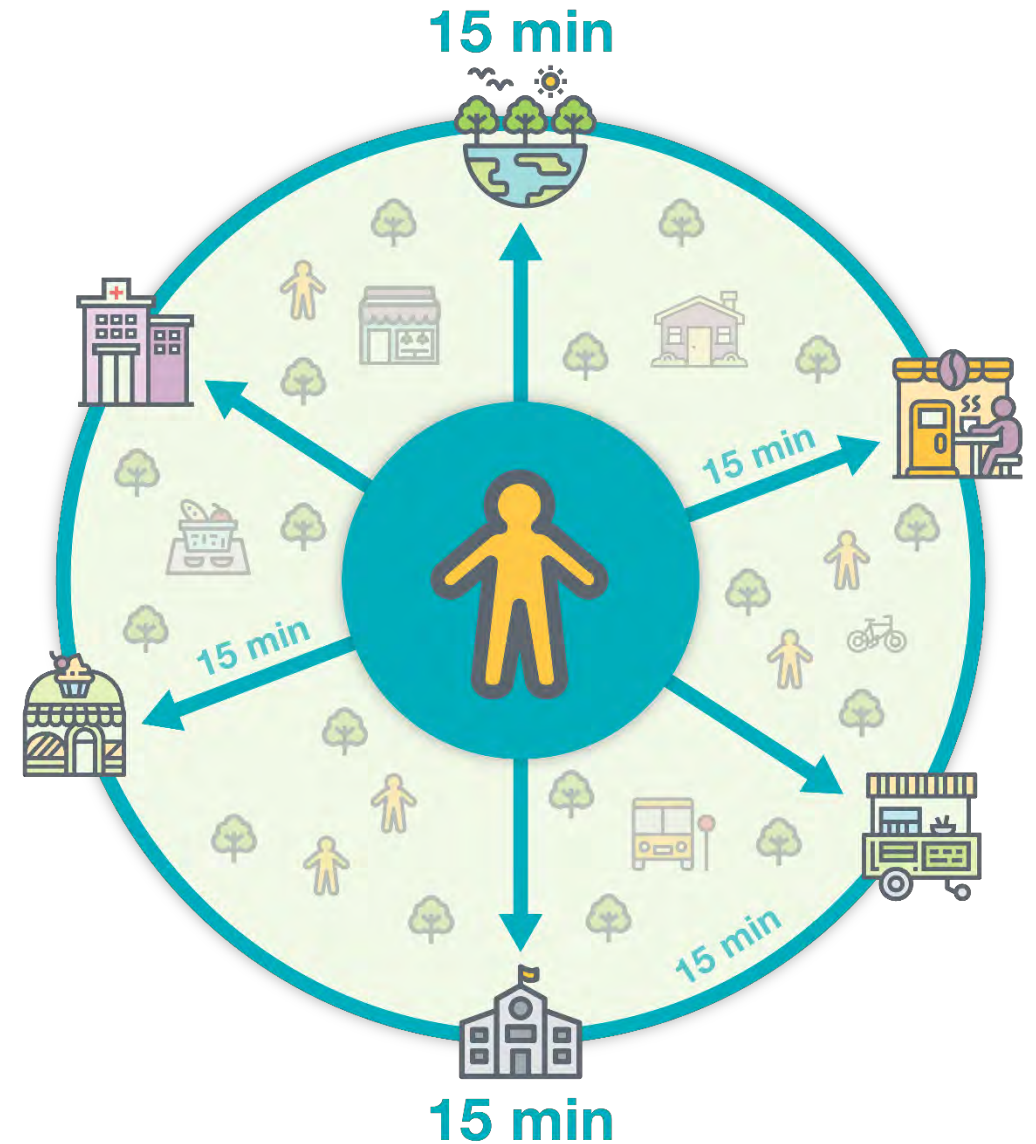
Active Travel and Policy

Portland

Concluding Remarks

Some Active Travel Resources

- Active Neighbourhoods Canada - participatoryplanning.ca

- The Centre for Active Transportation - tcat.ca

- Victoria Transport Policy Institute - https://www.vtpi.org

- Jeff Speck (TED talk) – 4 ways to make a city more walkable: https://www.ted.com/talks/jeff_speck_4_ways_to_make_a_city_more_walkable

Next Up: Celia Lee

Active Neighbourhoods Canada

We practice
co-design.

participatoryplanning.ca

NEW ACTIVE NEIGHBOURHOODS CANADA WEBSITE : **PARTICIPATORYPLANNING.CA**

How can the design of communities contribute to public health and health equity?

1. LAUNCH

Establish a partnership with local stakeholders and lay out an action plan.

2. UNDERSTAND

Create a portrait of the use of public space.

3. EXPLORE

Identify design scenarios that will meet needs and resolve issues.

4. DECIDE

With the various stakeholders, validate and improve upon the developed solutions.

5. ACT

Implement the design solutions and advocate for citizen visions.

6. CELEBRATE

This question inspired the development of Active Neighbourhoods Canada (ANC), a partnership of the Montreal Urban Ecology Centre, the Centre for Active Transportation, and Sustainable Calgary. Funded by the Public Health Agency of Canada, we work with communities to design walkable, bikeable and liveable places. We have developed a co-design approach that brings citizens, design professionals and decision-makers together to identify and work toward changes in their neighbourhoods. Our approach makes urban planning accessible, community-driven and fun. We believe that blending local and expert knowledge leads to strong
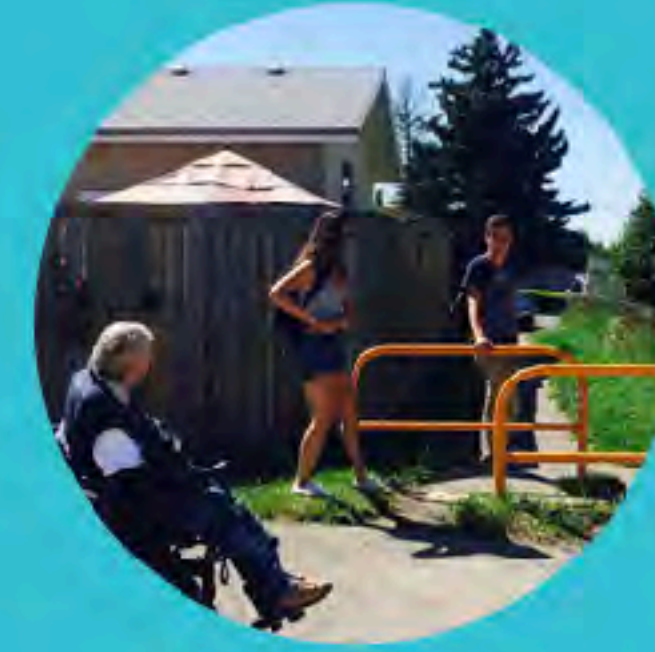
We focus on communities experiencing lower than average incomes or those with higher proportions of new Canadians, because these places are often underserved when it comes to active transportation infrastructure, and as a result experience health inequities. Our approach is uniquely founded on the connection between health equity, community participation, and built environments that support active transportation.

Through this program, Sustainable Calgary has worked with over 1200 community members, collaborated with more than 20 governmental and non-profit organizations, and 75+ professionals in design and
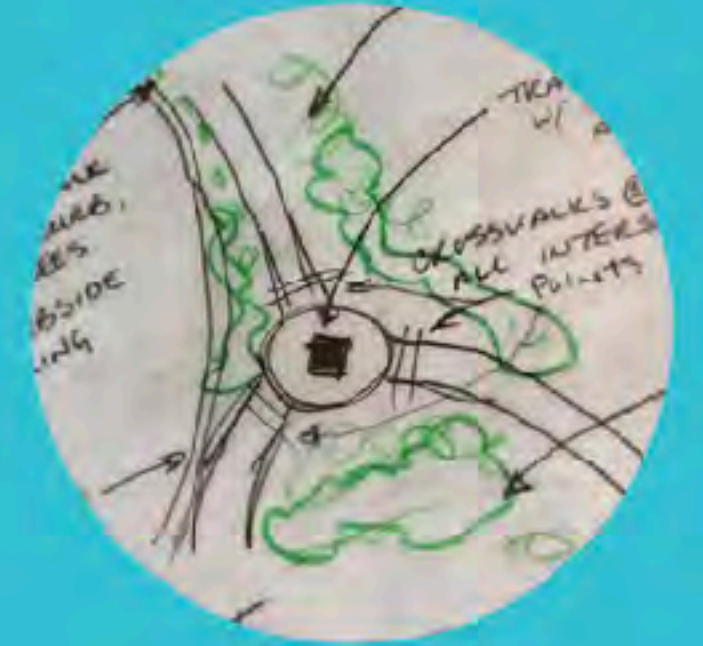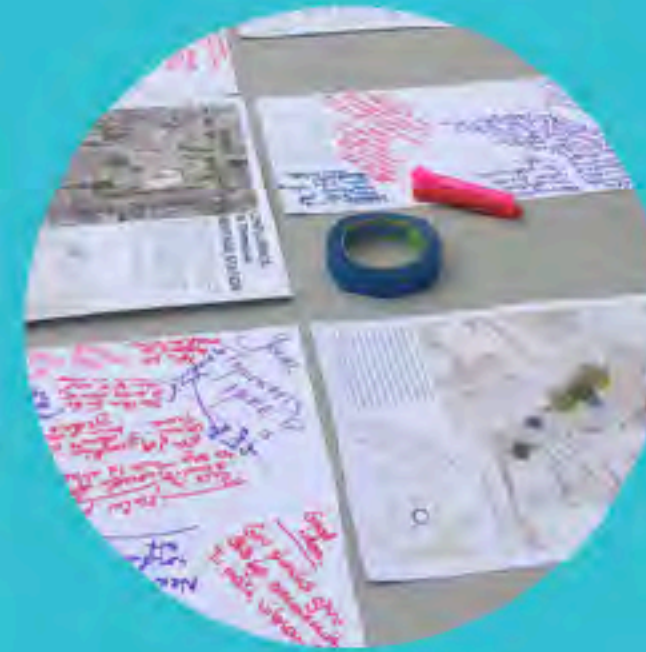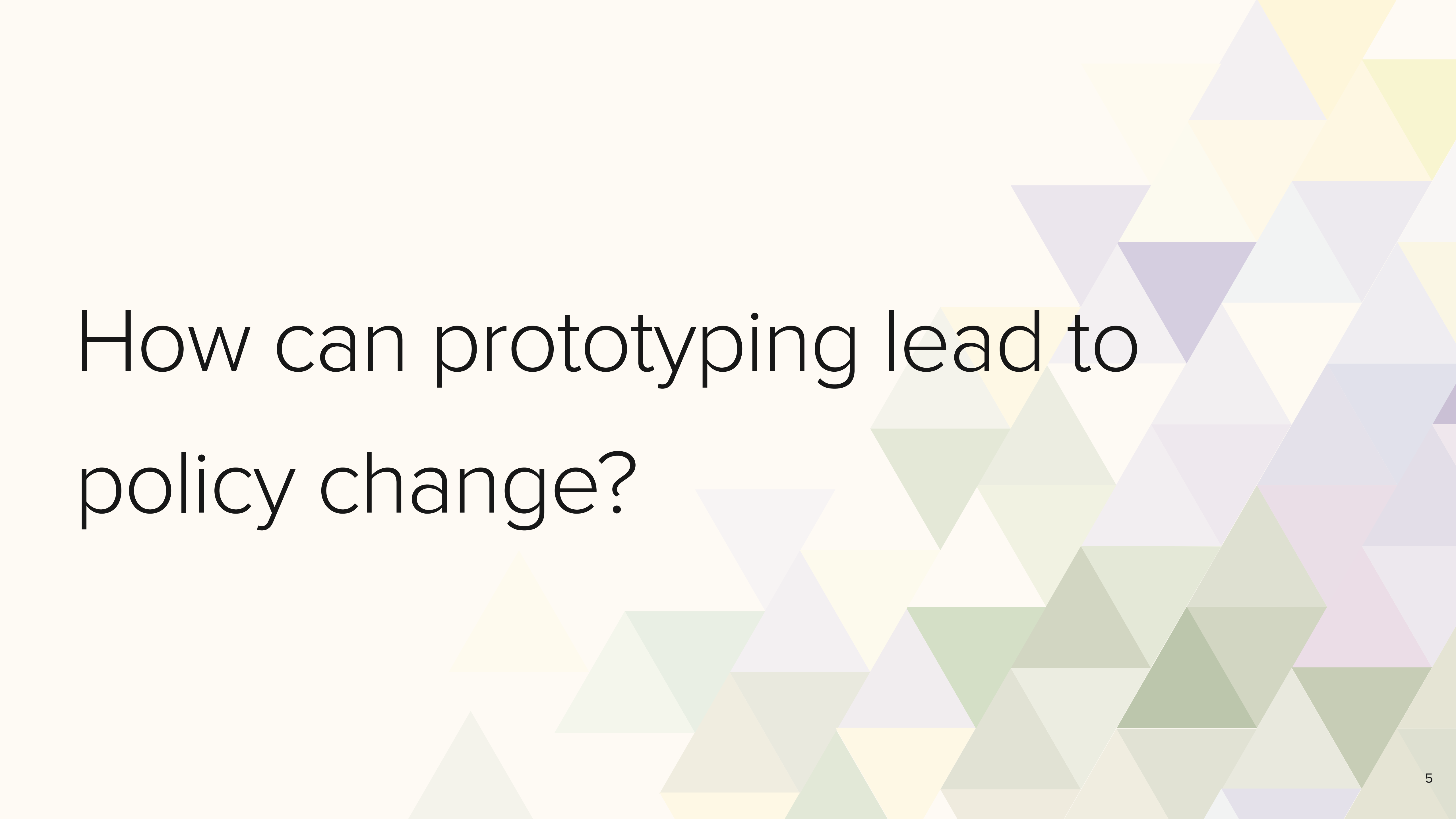
Participatory planning is an approach to designing active, liveable cities, which makes urban planning accessible, community-driven, and fun. It is grounded in the belief that blending local and expert knowledge leads to strong outcomes. We work on the

infrastructure, and

How can prototyping lead to policy change?

Our communities

- Bridgeland, Calgary
- Acadia, Calgary
- Marlborough, Calgary
- Manchester, Calgary
- High River, Alberta
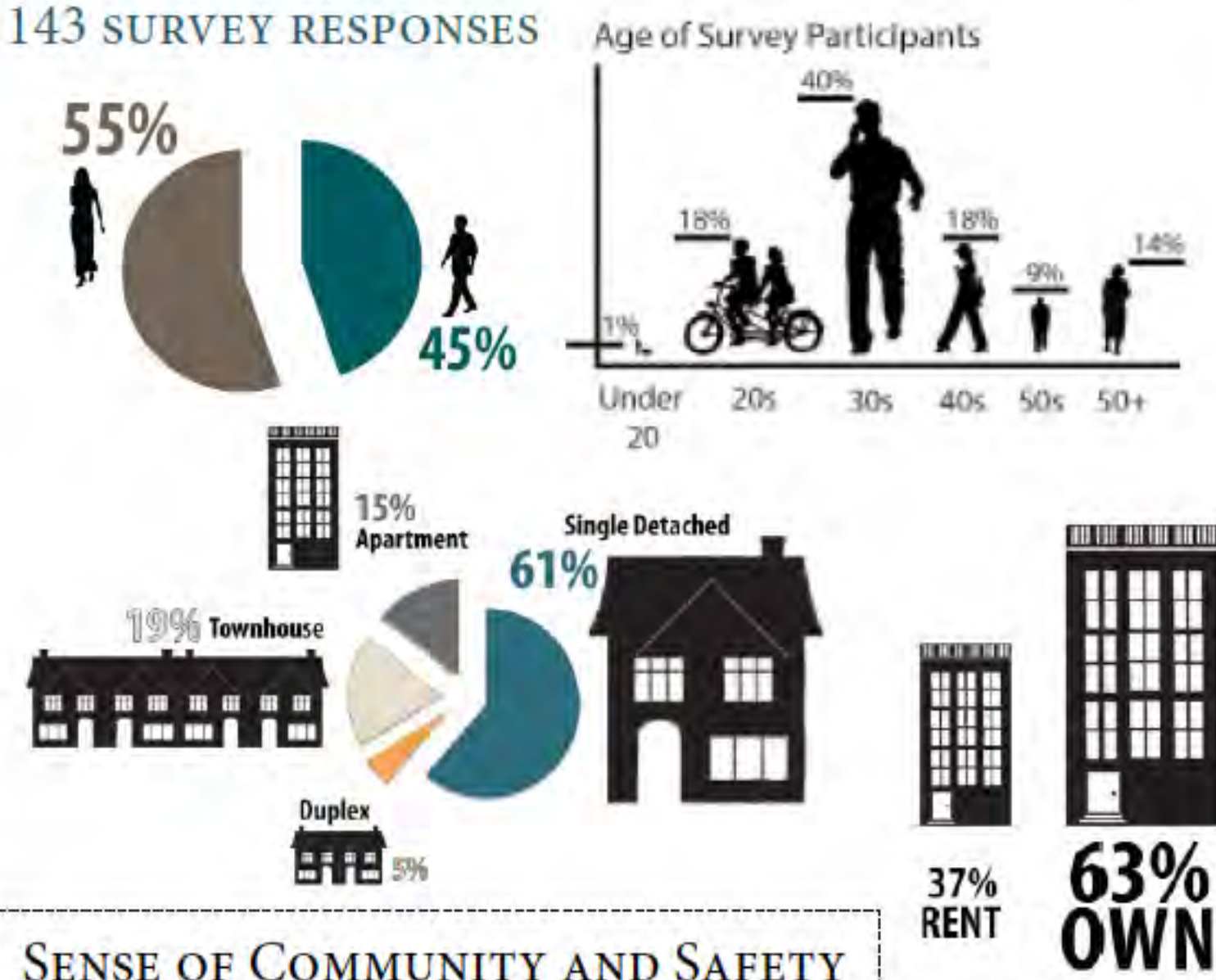- Anderson-Heritage Communities, Calgary

2. UNDERSTAND.: Research and Engagement, with visiting NHTV University (Breda, Netherlands) students

ACTIVE NEIGHBOURHOODS: HOUSEHOLD SURVEY

Andrew Cuthbert
Geneva Chaudary
Nathan Grivell
Nuzhat Butt
Geoff Noble
Chad Peters

EVDP 631

PARTICIPANT INFORMATION

143 SURVEY RESPONSES

55%
45%

Age of Survey Participants

40%
18%
18%
14%
9%
1%

Under 20 | 20s | 30s | 40s | 50s | 50+

15% Apartment

Single Detached 61%

19% Townhouse

Duplex 5%

37% RENT

63% OWN

SENSE OF COMMUNITY AND SAFETY

HOW STRONG DO YOU THINK THE 'SENSE OF COMMUNITY' IS IN BRIDGELAND?

1 - Not that strong
2 - Somewhat strong
3 - Strong
4 - Very Strong
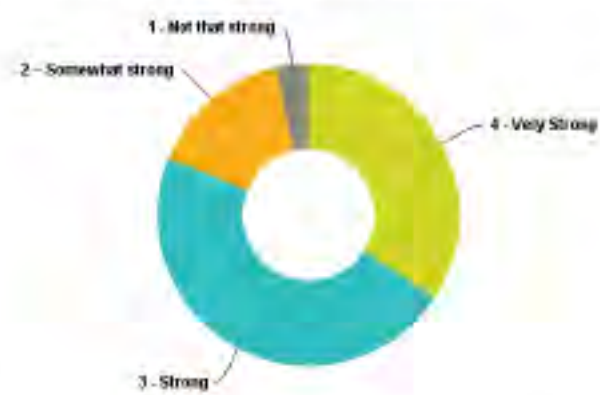
I COULD COUNT ON PEOPLE IN MY NEIGHBOURHOOD FOR HELP IN AN EMERGENCY

4 – Strongly agree
3 – Slightly agree
2 – Slightly disagree
1 – Strongly disagree

MY NEIGHBOURHOOD IS A SAFE PLACE TO LIVE
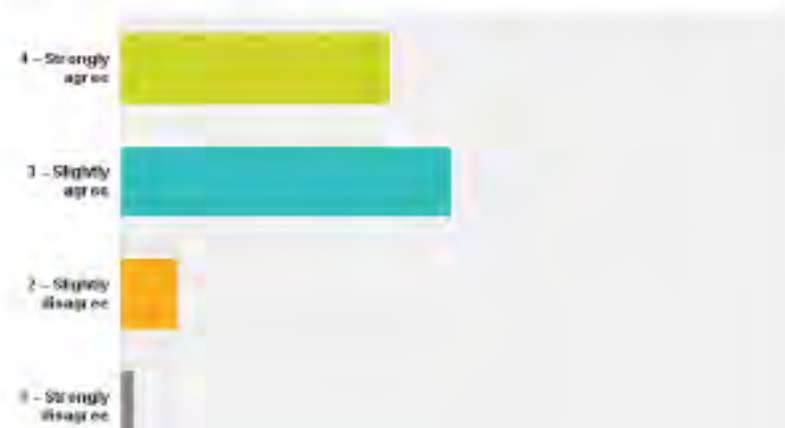
ACTIVE TRANSPORTATION

HOW EASY IS IT TO GET AROUND IN YOUR COMMUNITY BY WALKING?

very easy
easy for the most part
somewhat difficult
very difficult

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

WHAT IS THE MAIN REASON SOMEONE MIGHT CHOOSE NOT TO BIKE IN YOUR NEIGHBOURHOOD?

TOO MUCH TO CARRY 20%

DISTANCE 20%

SAFETY 21%

0 1 2 3 4 Kilometres

TIME 19%

WEATHER 41%

WHAT IS THE MAIN REASON SOMEONE MIGHT CHOOSE NOT TO WALK IN YOUR NEIGHBOURHOOD?

Personal security
Weather
Distance
Time
Lack of pleasant routes
Children
Poor sidewalk conditions
Traffic safety
Inconvenient

HOW WOULD YOU RATE THE LEVEL OF WALKING ACTIVITY?

people walk all the time
i see a lot of people walking
i see some people walking
i never see people walking

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

76% OF RESIDENTS BELIEVE IT IS 'VERY EASY' TO GET AROUND THE COMMUNITY BY WALKING

HOW EASY IS IT TO GET AROUND YOUR COMMUNITY BY BIKING?

very easy
easy for the most part
somewhat difficult
very difficult

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%
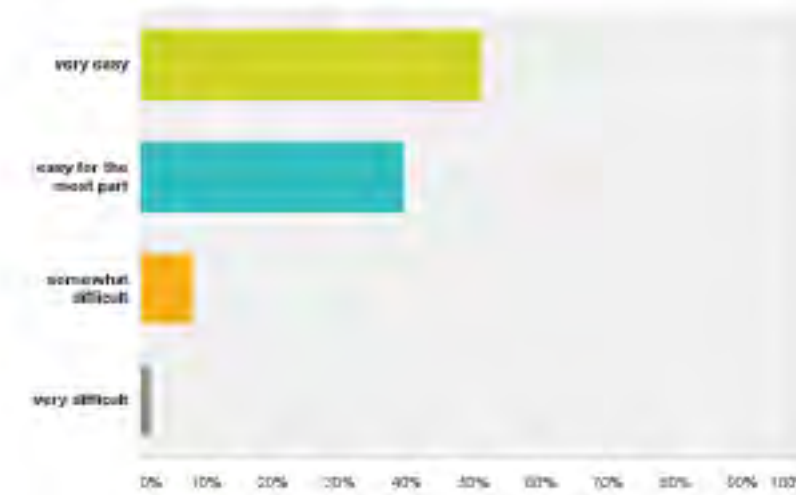
WHAT IS THE PRIMARY REASON YOU CHOOSE TO GET AROUND BY FOOT OR BIKE?

recreation
i tend not to walk or bike

NEIGHBOURHOOD SECTORS

DIFFERENCES OF OPINION IN BRIDGELAND

1. How strong do you think the 'sense of community' is in Bridgeland?

Very Strong
Somewhat Strong

2. My neighbourhood is a safe place to live

Strongly Agree
Tend to Disagree

9. I have an influence in changing my neighbourhood for the better

Strongly Agree
Strongly Disagree

14. How easy is it to get around your community by walking?

Very Easy

Design Scheme rooted in feedback from Calgary Immigrant Women's Association

Observations
- [U]nderpass creates opportunities for illicit [a]ctivities
- [N]ot well designed for pedestrians despite [b]eing a key point of connection between [B]ridgeland and downtown
- [D]esigned for vehicles; noise pollution

[Re]commendations
- [I]mprove lighting and visibility from [s]urrounding streets to prevent criminal [a]ctivity
- [I]mprove quality of public space for [p]edestrians and cyclists; improved [c]onnectivity with downtown and river [p]athway system

Observations
- Poor lighting
- Areas with lack of "eyes on the street" fosters illicit activities

Recommendations
- Improve street lighting
- Reduce places hidden from street view and improve use of the park to deter illicit activities

- Pedestrian-oriented streetscape
- Vibrant place with many amenities and destinations
- Good permeability
- Wide sidewalks, many with buffers from street
- High density and mixed use buildings

Recommendations
- Provide more seating

- Large, empty, unattractive lot
- Poor street lighting
- Narrow sidewalk
- No marked crosswalk to east side of 11 St NE

Recommendations
- Widen the sidewalk along Bow Valley Road N[E]
- Paint a crosswalk across 11 St NE since it is [on a] bus route and surrounded by several seniors lodges
- Develop lot with appropriate commercial use [and] public space and integrate recycling depot at back of the lot

12 Street NE

Observations
- Oversized and awkwardly sha[ped] intersection with McDougall R[oad] and poorly visible stop sign
- Lack of marked crosswalks ac[ross] busy, high volume road despit[e] presence of school, church an[d] daycare

Recommendations
- Redesign intersection to be narrower
- Install marked pedestrian cros[s...]
- Improve signage

LEGEND
- Positive
- Somewhat Positive
- Somewhat Negative

General Recommendations

- Focus needed on improved physical c[...] connectivity between Bridgeland and [...]
- Create destinations and desirable pla[...] perhaps including some amenities ap[...] area.
- Improve public realm and connectivi[...] part of the neighbourhood along [...] river pathway system.

Inspiration Guide

MASTERPLAN MAP
Legend

Surfaces

- Malborough Centre
- Residential parks
- Thematic parks
- Semi-public space
- Active mode green zone
- Current sport facilities
- Lots
- Parking lots
- Building blocks in the context
- (added) building blocks

Lines

- Subareas
- Transfomed alleys with parking lots (access of houses)
- Upgraded alleys
- Routes connecting with the active mode green zone
- Slow traffic routes and catwalks
- Upgraded access roads

Symbols

- Changed orientation
- Pedestrian boulevard
- Landscape design
- Social spots

Green Bridge

The back alleys will disapear completely and will be replaced by a semi - underground parking facility for residents, that is only accessible by residents.

By building the garages semi - underground, costs are reduced by half. This also means the main roads don't need parking spaces anymore. Donald Shoup stated in The high cost of free parking: "Sprawl makes cities more fit for cars than people, and a nationwide fleet of motor vehicles that consumes one-eighth of the world's total oil production. Cities would be in much better shape if planners regulated the quality, rather than the quantity, of parking spaces.(Donald Shoup, 2005) Combining with the vision formed from years of research of Jan Gehl, when offering less, people will use it less, when offering more, people will use it more.(Jan Gehl, 2010)

The garage itself can be entered with an access card or mobile phone. This way, it's a safe environment and the users know that the only other people coming there are their own neighbors. (Barry Webb, 1992)

Inside these garages residents will have their own box parking, where they can park their cars and have their utility space. The entrance from and to every residents box is in their garden, and will be only accessible by the person(s) living there.

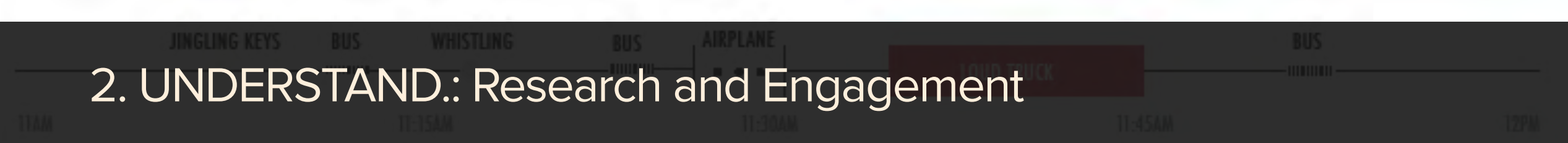This will not only create a safe area for residents

Mobility
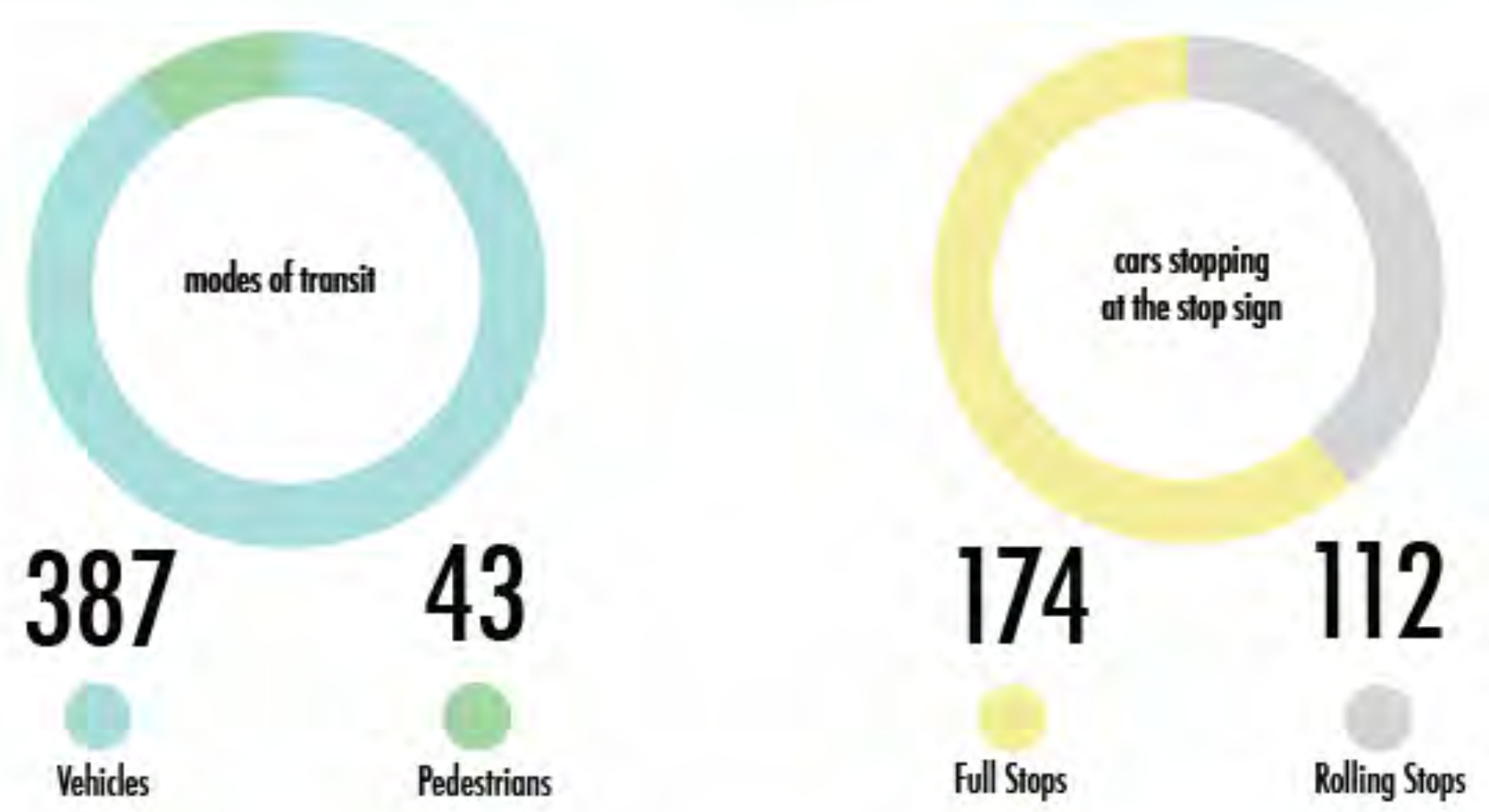
modes of transit

387 Vehicles **43** Pedestrians

cars stopping at the stop sign

174 Full Stops **112** Rolling Stops

Random Activities

CARRIES A YOGA MAT WHILE TEXTING

CROSSES THE ROAD WITH 2 GROCERY BAGS

ILLEGALLY PARKS HER CAR

HITS CAR DOOR ON LIGHT POST

LEAVES THE MARKET WITH TAKE OUT

UNLOADING TRUCK

Customer Count

1 1 6 3 3 2 1 1 1

11AM   11:15AM   11:30AM   11:45AM   12PM

Parked Cars

10 9 16 17 17

11AM   11:15AM   11:30AM   11:45AM   12PM

Noise

JINGLING KEYS   BUS   WHISTLING   BUS   AIRPLANE   BUS

Accessibility

SIDEWALKS AND CROSSWALKS
NO CYCLISTS
NO DOG WALKERS

TAZZA RESTAURANT

- ACCESSIBLE AREAS
- VEHICULAR REALM
- SEMI-PUBLIC
- PRIVATE RESIDENCE
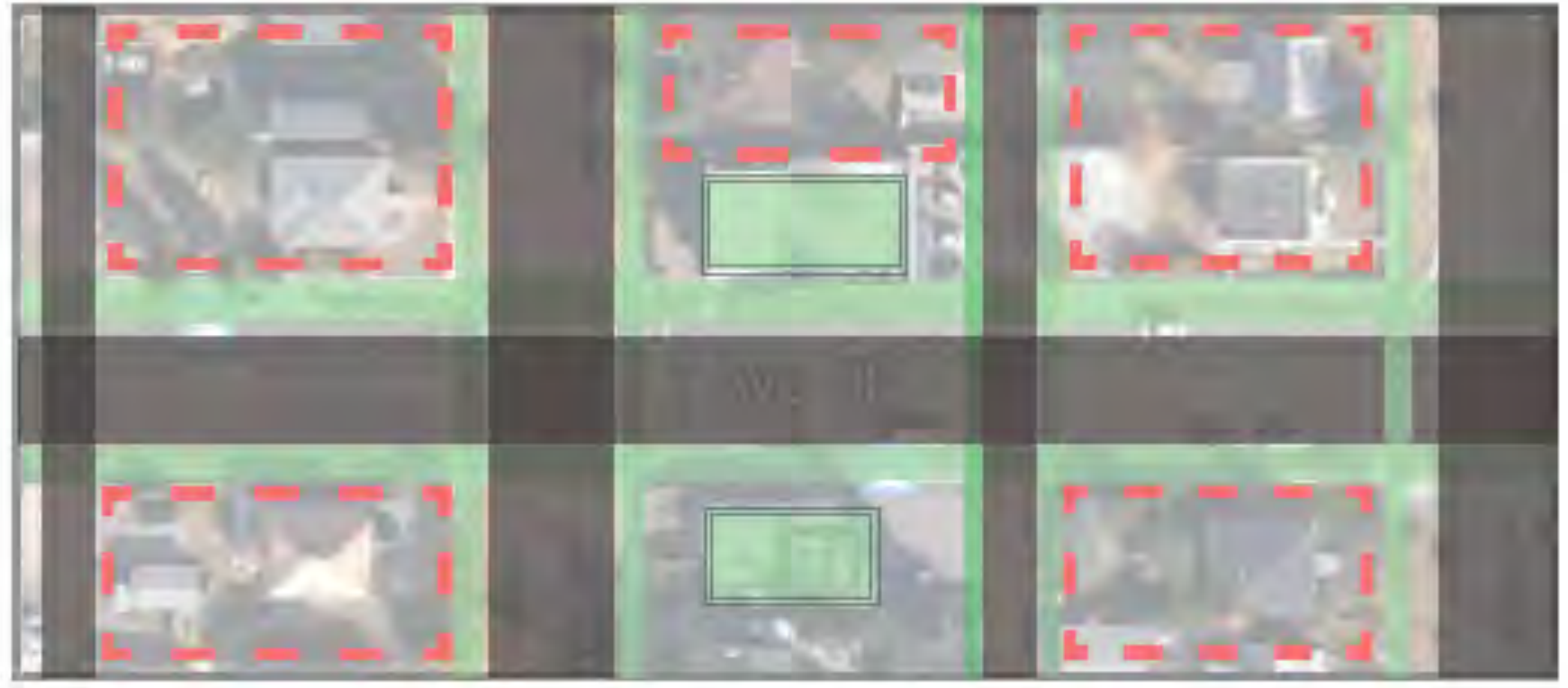
Activity Spots

- LONG STAYS
- SHORT STAYS

OBSERVATION:
LACK OF STREET FURNITURES ON THE SITE; THE ONLY LONG STAYS WERE AT THE MARKET AND THE RESTAURANT

1 Ave NE

6 3 4 8

Summary

Vehicular Scale

Pedestrian Flow **10%**
Vehicular Flow **90%**

Greetings **1**
Short Conversations **2**
Long Conversations **4**

Friendly Vehicles **61%**   Short Stays **17**
Hostile Vehicles **39%**   Long Stays **14**

Lack of Human Rhythm & Minimal Publicness

HIGH RIVER

A community portrait prepared by
Active Neighbourhoods Canada.

Sustainable Calgary | Quartiers verts | Active Neighbourhoods Canada

Active Neighbourhoods Canada

How can the design of our communities contribute to public health, well-being and safety? Respond to traffic congestion? Stimulate the economy? Work towards the overall sustainability of our city?

These are questions that inspired the development of Active Neighbourhoods Canada, a collaboration between Sustainable Calgary, the Montreal Urban Ecology Centre and the Toronto Centre for Active Transportation. Funded by the Public Health Agency of Canada's "Healthy Weights" program, Active Neighbourhoods supports walking, cycling and vibrant streets. Our philosophy is that people will walk more if they have destinations nearby to go to,

and great pathways – safe, accessible, beautiful – to get there with.

Sustainable Calgary is working alongside 4 communities in Calgary and Alberta over 4 years, with High River as our fourth community. We help neighbourhoods identify strengths and weaknesses in their neighbourhoods, explore design solutions with professionals, and work towards the implementation of at least one design change within 2 years. These experiences are shared with professionals, decision–makers and community organizations over the course of the project to contribute to best practices in participatory planning and sustainable urban design.

Active Neighbourhoods in High River

Active Neighbourhoods has been partnering with Our High River and Alberta Health Services (AHS) since June 2016 to find out the good, the bad, and the "meh" of High River's public spaces. Engaged in this project are local residents, representatives from the Town of High River, local businesses, Family and Community Support Services, and Spinal Cord Injury Alberta.

We gathered information from High River residents in a number of ways: we collaborated on a community event led by the AHS WalkABle program and hosted by Our High River's monthly Community Café; we drew on the brand new High River Vital Signs report; and we shared findings at a bimonthly meeting of local experts, who provided additional insight on needs, priorities and possibilities for High River's public infrastructure.

Spinal Cord Injury Alberta became involved in December, sharing invaluable observations on the

built environment from the perspective of sight, hearing and mobility impairments. In March, we presented our findings back to community members, who identified gaps in our assessment and gave additional recommendations for improving High River's pedestrian spaces.

This Community Portrait aims to distill the information we collected, and provide a snapshot of High River – what does it look like, physically and socially? How do residents feel about walking, biking and hanging out in their community? What changes would they like to see?

This information feeds into the 2017 Urban Design Invitational, where designers and decision-makers develop a series of "design schemes" for High River and evaluate their feasibility. Design schemes go back to residents for feedback at the Design Selection Kiosk.

Population and Dwellings

Population

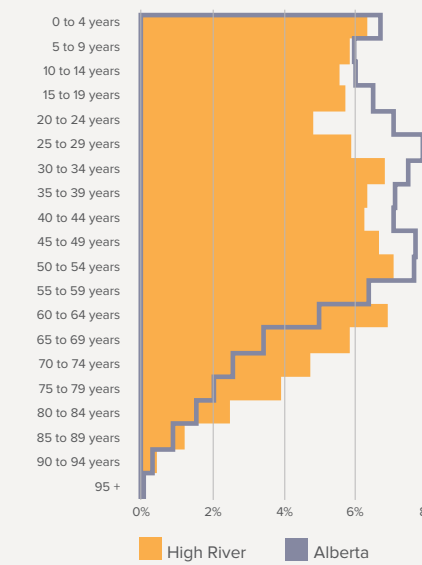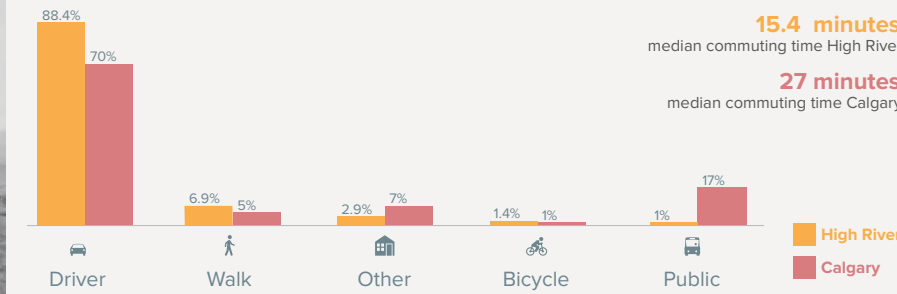|		
Total Population	12,920 High River	3,645,260 Alberta
Median Age	41.8 High River	36.5 Alberta
Percent on low incomes	8.5% High River	8.2% Alberta

Age Distribution

0 to 4 years
5 to 9 years
10 to 14 years
15 to 19 years
20 to 24 years
25 to 29 years
30 to 34 years
35 to 39 years
40 to 44 years
45 to 49 years
50 to 54 years
55 to 59 years
60 to 64 years
65 to 69 years
70 to 74 years
75 to 79 years
80 to 84 years
85 to 89 years
90 to 94 years
95 +

0% 2% 4% 6% 8%

■ High River   ■ Alberta

Housing

17.9% Duplex
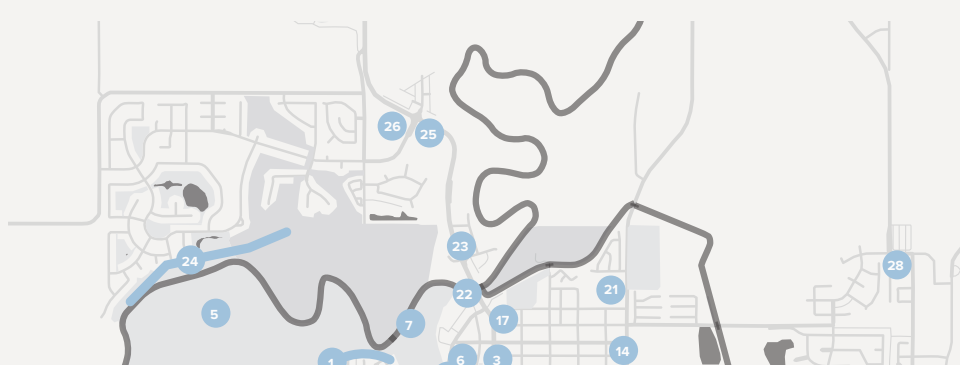9.5% Apartment
13.5% Townhouse
0.9% Other
5.7%
52.5% Single Family Homes

Mode of Transport

15.4 minutes median commuting time High River.

27 minutes median commuting time Calgary.

	Driver	Walk	Other	Bicycle	Public Transit
High River	88.4%	6.9%	2.9%	1.4%	1%
Calgary	70%	5%	7%	1%	17%

■ High River   ■ Calgary

Hotspots

1. Continue paving Happy Trails; consider larger signage along trails in future.
2. Missing sidewalk; decreases access to Library.
3. Improve pedestrian access across Centre St and 1 St SW.
4. Make parking lot more accessible for all users.
5. Great place to waste an entire day! Increase access with unpaved paths.
6. More street events please! Parking is confusing. Potential to transform to pedestrian only?
7. Great place to waste an entire day. Can lighting be improved along the trail?

11. Pedestrian safety has improved here.
12. Challenging for pedestrians.
13. Gap in sidewalk, and access from Highwood High School needed across 12 Ave SE.
14. Fast moving vehicles; challenging intersection to cross.
15. Missing sidewalk
16. Great green space!
17. Connect Happy Trails across intersection and to Sobey's; pedestrian buttons not working?

22. Widen centre street bridge; prioritize pedestrian access and enjoyment.
23. Potential as park and festival space, with proximity to downtown and campground; opportunity for trails along Highwood River.
24. Create pedestrian access between Highwood Village / Vista Mirage and Beachwood Estates / McLaughlin Meadows.
25. Improve link to Happy Trails and add lighting on trail.
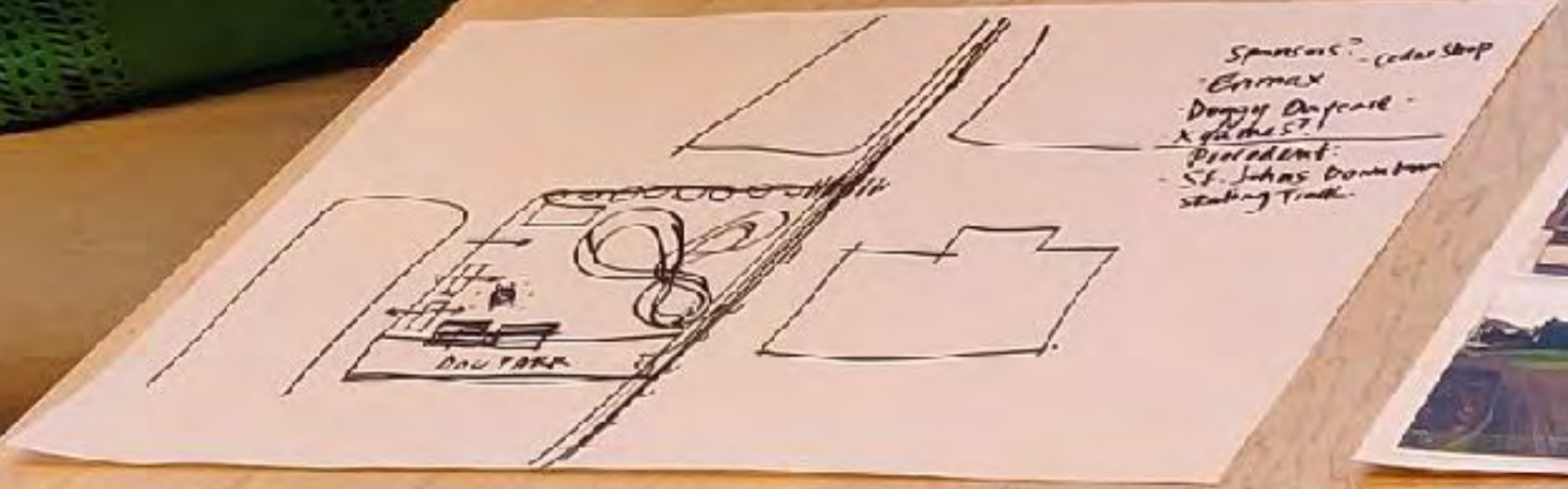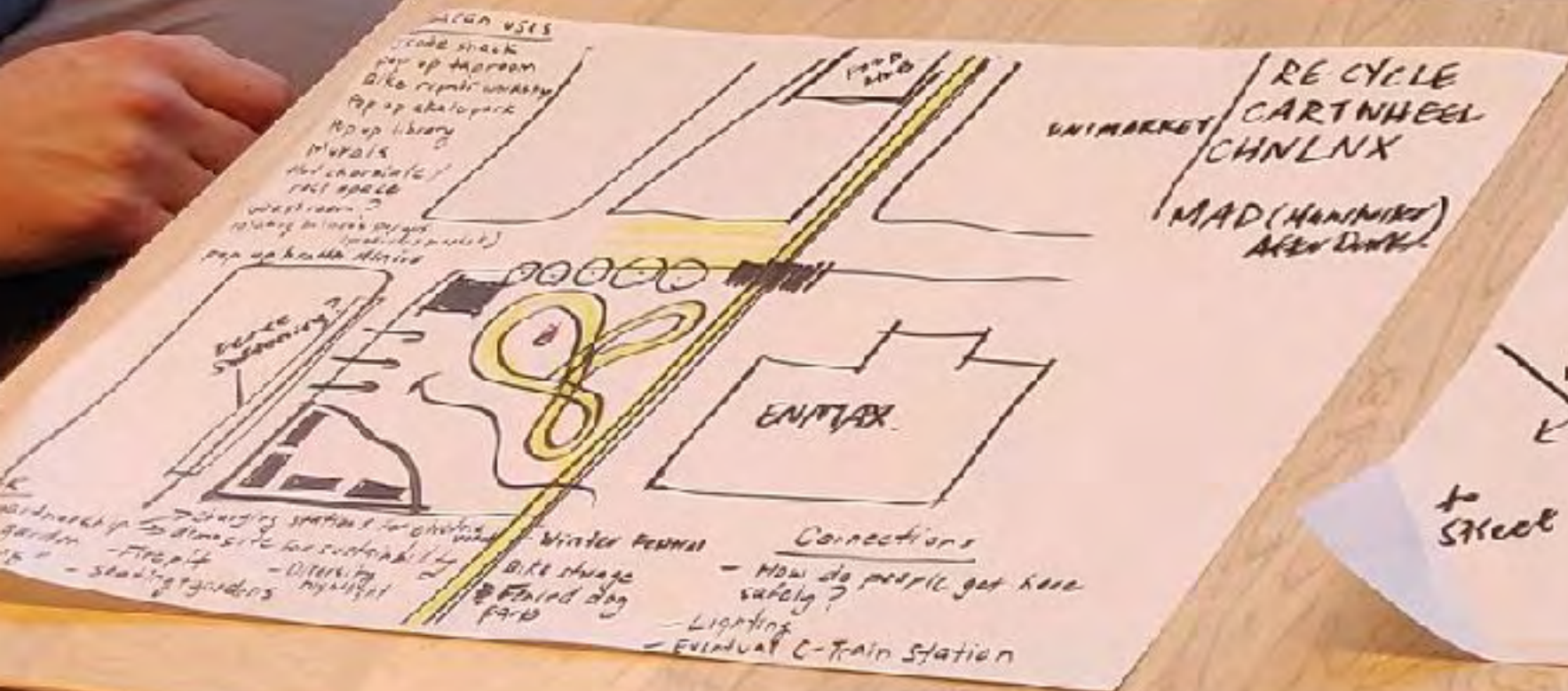26. Walking destination.
27. Community garden in green space.

Activity Surveys

Vital Signs Data

The following data is drawn from the Vital Signs Survey carried out in High River in 2015.

57% work in High River.

60% said they or someone in their family would use public transit if it was available.

5,207 in-town Handi-bus trips.

483 Out-of-town Handi-bus trips.

10 Traffic-related injuries 2014-2015

6 Traffic-related injuries 2015-2016

55% 55% agree or strongly agree that they participate in healthy activities in High River (Sports, Recreation, Leisure, etc.)

#1 citizen priority to **improve livability**
Increase transportation options including public transit

#1 way to improve **quality of life for seniors**
Increase access to transportation

#1 way to improve **quality of life for youth and young families**
Increase social, recreation, and arts opportunities

Walkscore

According to walkscore.com, Marlborough has the following scores:

Location A	Location B
78 Walkability	**5** Walkability
Town Overall	
39 Walkability	

Connectivity Across Barriers

Future growth

Centre St

498 Ave

Highwood River

Highway 2

River acts as barrier

Centre Street bridge

12th Ave & Centre St traffic circle

12th Ave acts as barrier

Resident Priorities:

- Continuous Pathways (closing the gaps)
- Access to wooded areas
- Safe crossings
- Accessibility for all users (surface texture)
- Lighting
- Increasing Streetlife /Nightlife
- Linking NW to SW
- Flood-friendly design practices
- Creating fun alleyways

"We need a multi-purpose downtown, especially in a small town — a downtown that can host businesses, a farmers' market, weddings, dances."

"You can bike end-to-end in 20 minutes. We should fill in the gaps in our pathways so the kids have continuous routes across town - or down the street to get slushies!"

Structures.

Locally Fabricated - Film Industry. Crafts people.
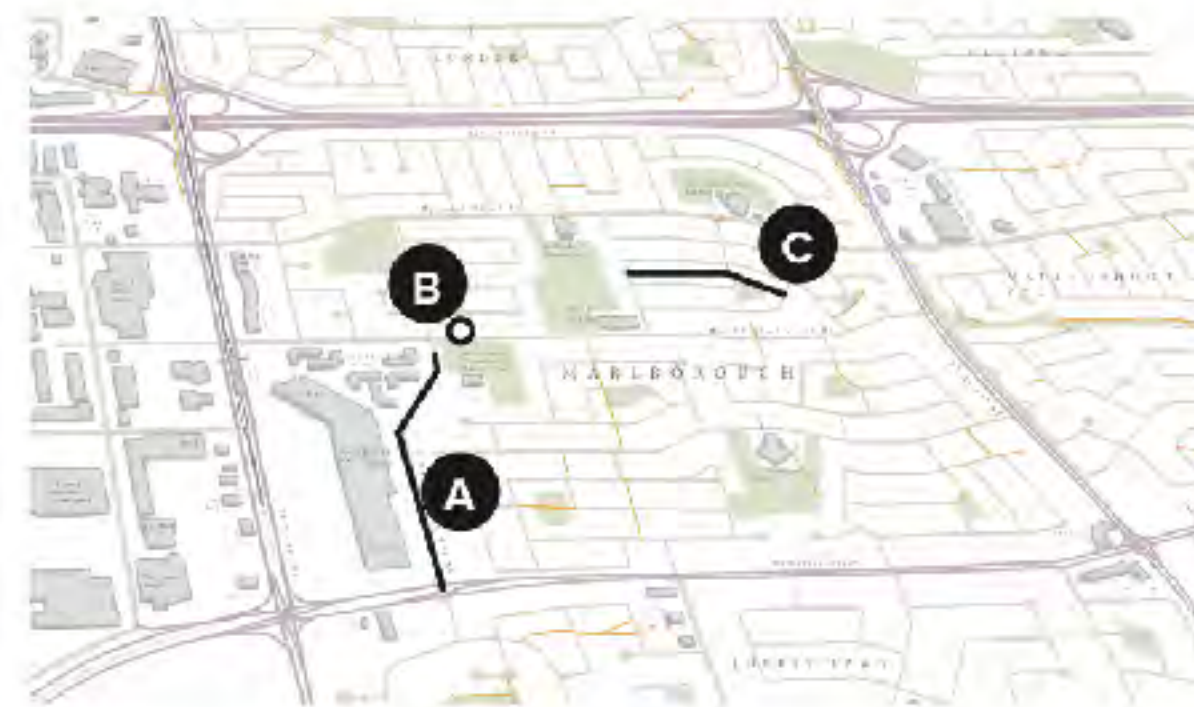Local Products (Industrial Materials, Circular Economy).
↳ what are the by-products?

= fits
↳ open two sides

↳ street

Design Uses

Connections
- How do people get here safely?
- Lighting
- Eventual C-Train Station

ENMAX.

Winter Festival
Bike storage

2017

2017 Active Neighbourhoods Canada
MARLBOROUGH
Design Schemes

2017 Active Neighbourhoods Canada
MARLBOROUGH
Design Schemes

2017 Active Neighbourhoods Canada
MARLBOROUGH
Design Schemes

ACTIVE NEIGHBOURHOODS CANADA

MARLBOROUGH DESIGN SCHEMES

How can the design of our communities contribute to public health, wellness and safety? Respond to traffic congestion? Stabilize the economy? Work towards the overall sustainability of our city? These are questions that inspired the development of Active Neighbourhoods Canada, a collaboration between Sustainable Calgary, the Montreal Urban Ecology Centre, and the Toronto Centre for Active Transportation.

Active Neighbourhoods has been working with Marlborough to find out the good, the bad and the "meh" of its public spaces. The schemes presented here are the result of community engagement and design sessions held in February 2017.

Citizen Engagement
· gather values
· map assets & issues
· built support

Scheme Development
· assess potentials
· generate possibility
· tell new stories

Design Selection
· inspire and motivate
· arrange priorities
· build support

YOU ARE HERE

A MARLBOROUGH WAY GATEWAY

This scheme establishes a calmer, greener, more welcoming entrance to the Marlborough community off of Memorial Drive.

B MINI COMMUNITY SPACES

This scheme envisions informal gathering spaces along Marlborough's streets.
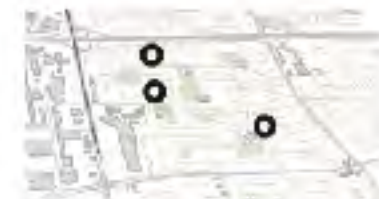
C LANEWAY + PARKWAY

This scheme looks at ways to make Marlborough's laneways, small roads, and crosswalks work together.

How can the design of communities contribute to public health and health equity?

The Participatory Planning Process

1.
LAUNCH

Establish a partnership with local stakeholders and lay out an action plan.

2.
UNDERSTAND

Create a portrait of the use of public space.

3.
EXPLORE

Identify design scenarios that will meet needs and resolve issues.

4.
DECIDE

With the various stakeholders, validate and improve upon the developed solutions.

5.
ACT

Implement the design solutions and advocate for citizen visions.

6.
CELEBRATE

This question inspired the development of Active Neighbourhoods Canada (ANC), a partnership of the Montreal Urban Ecology Centre, the Centre for Active Transportation, and Sustainable Calgary. Funded by the Public Health Agency of Canada, we work with communities to design walkable, bikeable and liveable places. We have developed a co-design approach that brings citizens, design professionals and decision-makers together to identify and work toward changes in their neighbourhoods. Our approach makes urban planning accessible, community-driven and fun. We believe that blending local and expert knowledge leads to strong
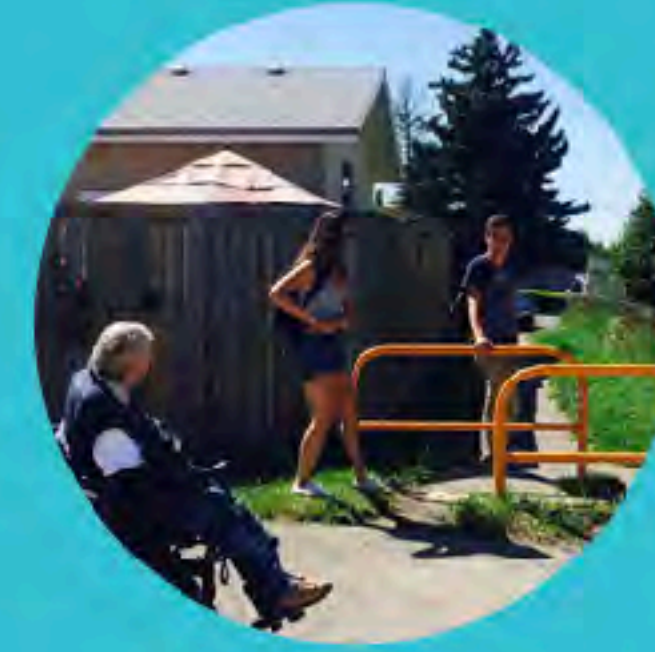
We focus on communities experiencing lower than average incomes or those with higher proportions of new Canadians, because these places are often underserved when it comes to active transportation infrastructure, and as a result experience health inequities. Our approach is uniquely founded on the connection between health equity, community participation, and built environments that support active transportation.

Through this program, Sustainable Calgary has worked with over 1200 community members, collaborated with more than 20 governmental and non-profit organizations, and 75+ professionals in design and
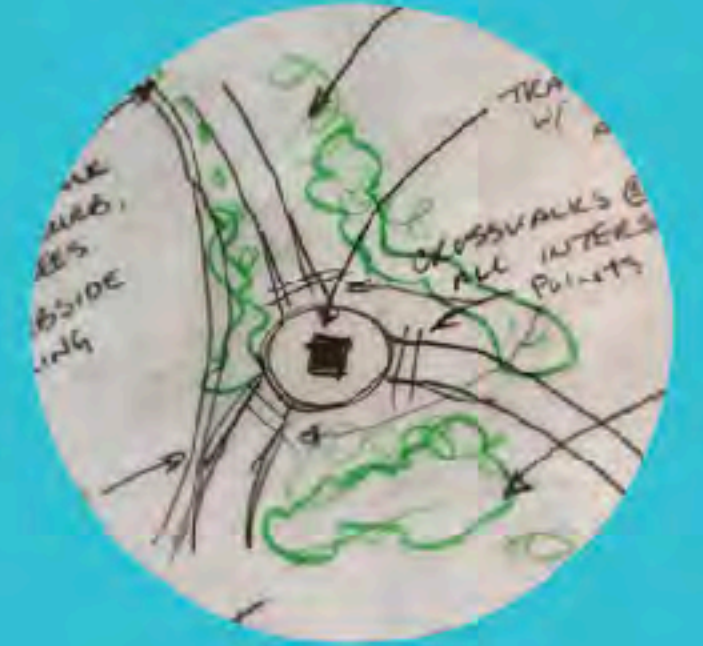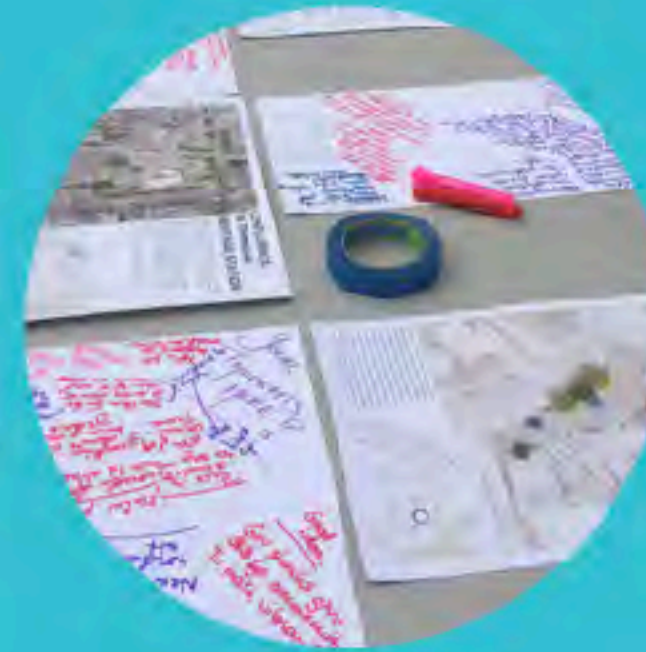
Participatory planning is an approach to designing active, liveable cities, which makes urban planning accessible, community-driven, and fun. It is grounded in the belief that blending local and expert knowledge leads to strong outcomes. We work on the infrastructure, and
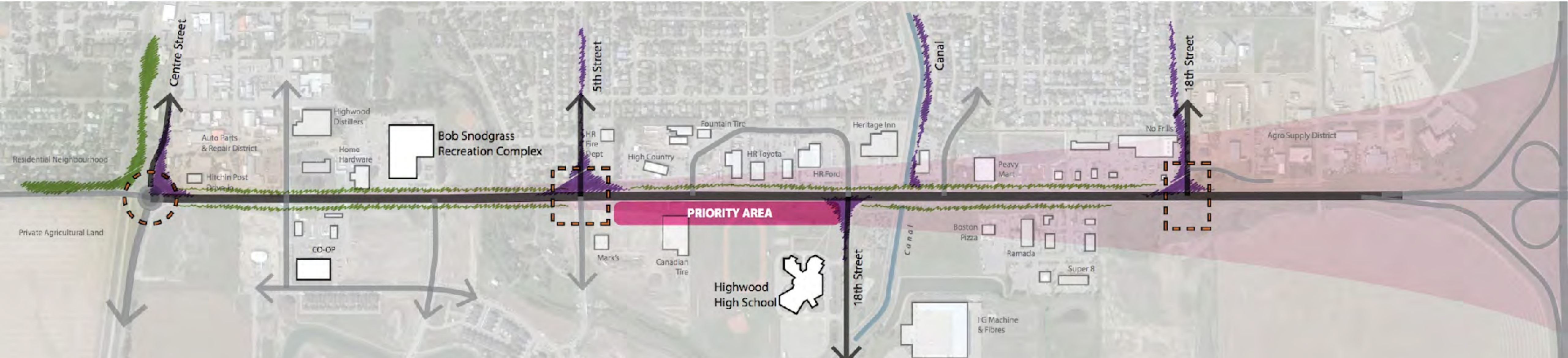
Design Schemes / Built projects

12th Avenue Happy Trails Complete

🖶

opportunity for
new mural

parking area can
easily be converted
to event space

funky birdhouses
create habitat and
visual interest

simple planters help
define the street edge

DESIGN SCHEMES: High River

41

DESIGN
FOR THE
EPHEMERAL:
RE-
INVENTING
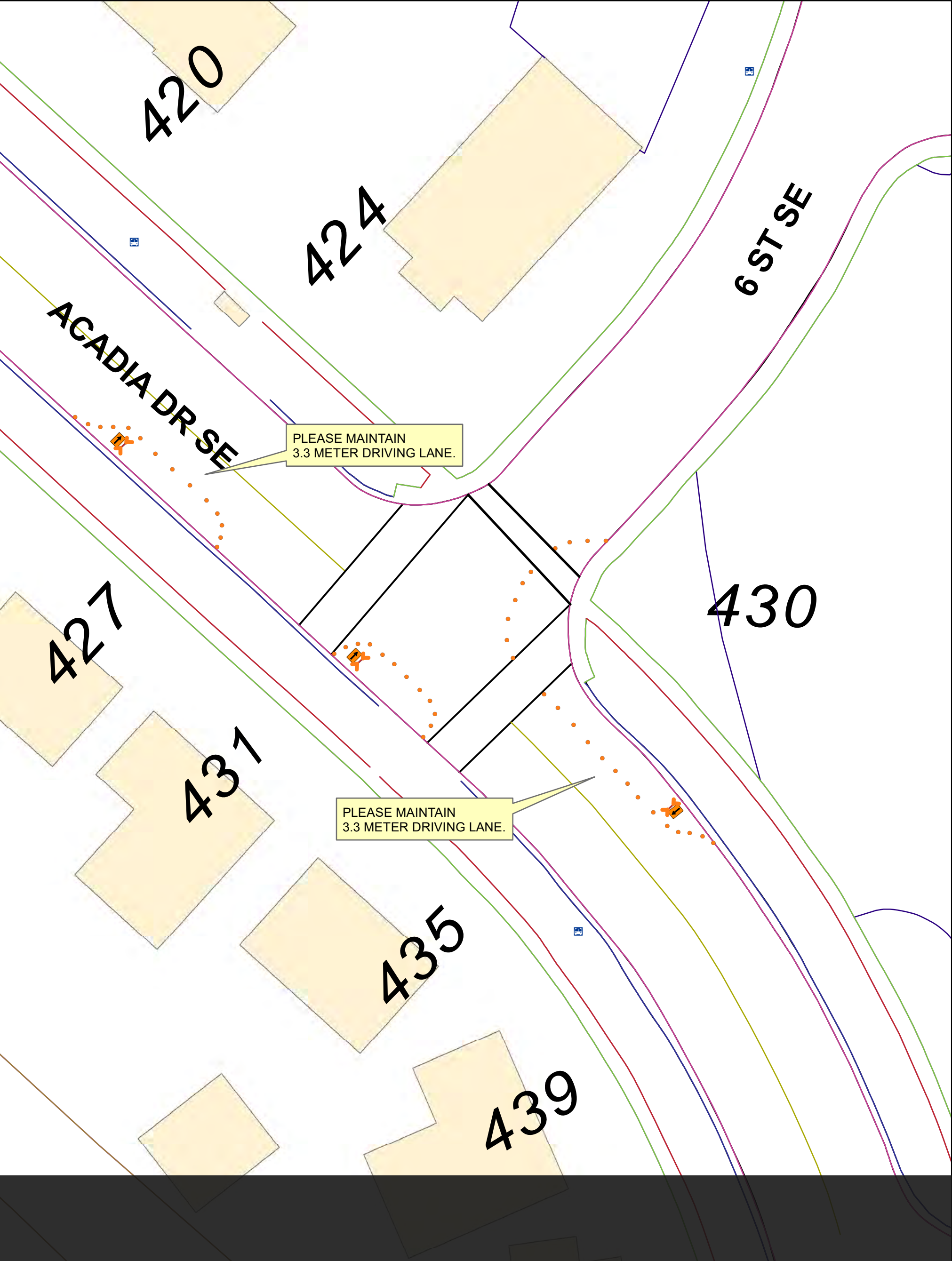THE
PARKING
LOT

caboodle
OPEN TO ALL, DEDICATED TO NONE
A concept by Juliana Morar (Northern Land Studio) and Celia R Lee (Sustainable Calgary)

Accordion Street - COVID response

0 1.75 3.5   7   10.5   14
Meters

THE CITY OF
CALGARY
ROADS

420

424

6 ST SE

ACADIA DR SE

PLEASE MAINTAIN
3.3 METER DRIVING LANE.

430

427

431

PLEASE MAINTAIN
3.3 METER DRIVING LANE.

435

439

46

A Container Couplet
A Funky Shopping District Creates a Community Gateway

by Matt Knapik

Existing Space

destination: marlborough
A Beautiful Place

The goal of destination: marlborough is to create an inviting space at a bus stop that can be enjoyed by everyone. The project includes seating and planting beds for the community use, an interactive public art installation, and other elements for a useful, safe, comfortable, and interesting space.
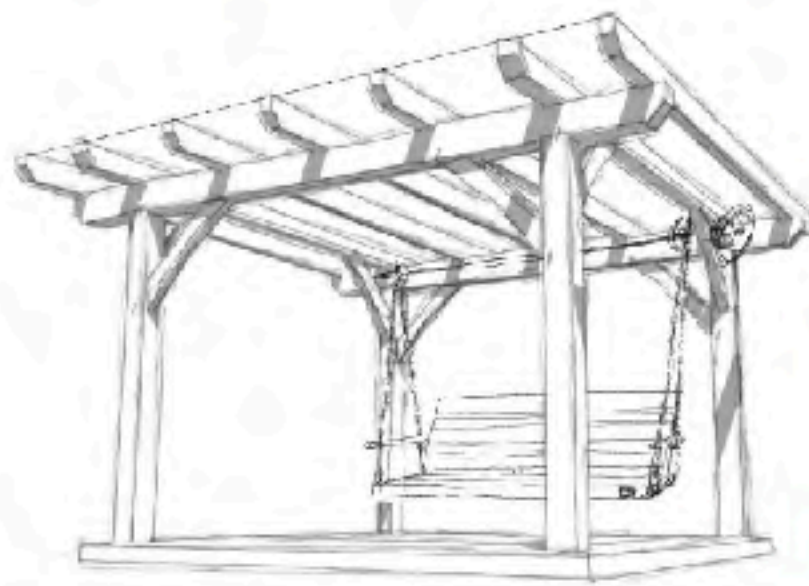

Creating an interactive and desirable destination

Planting bed for community use incorporated with seating

Interactive social elements

Public Art Concept by Daniel Kirk of Blank Page Studios

Danielle & Americo

We've seen more people walking through the space. The other night one of the neighbours came over with his wife and picked enough kale, tomatoes, and onions for their salad and brought a watering can in hand!

useful | safe | comfortable | interesting

How can prototyping lead to policy change?

Synthesizing takeaways from co-design

Collaborating on
Area Redevelopment Plans
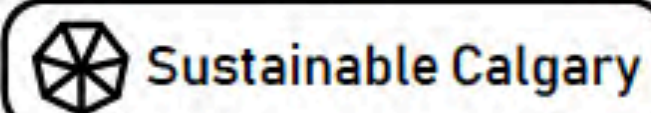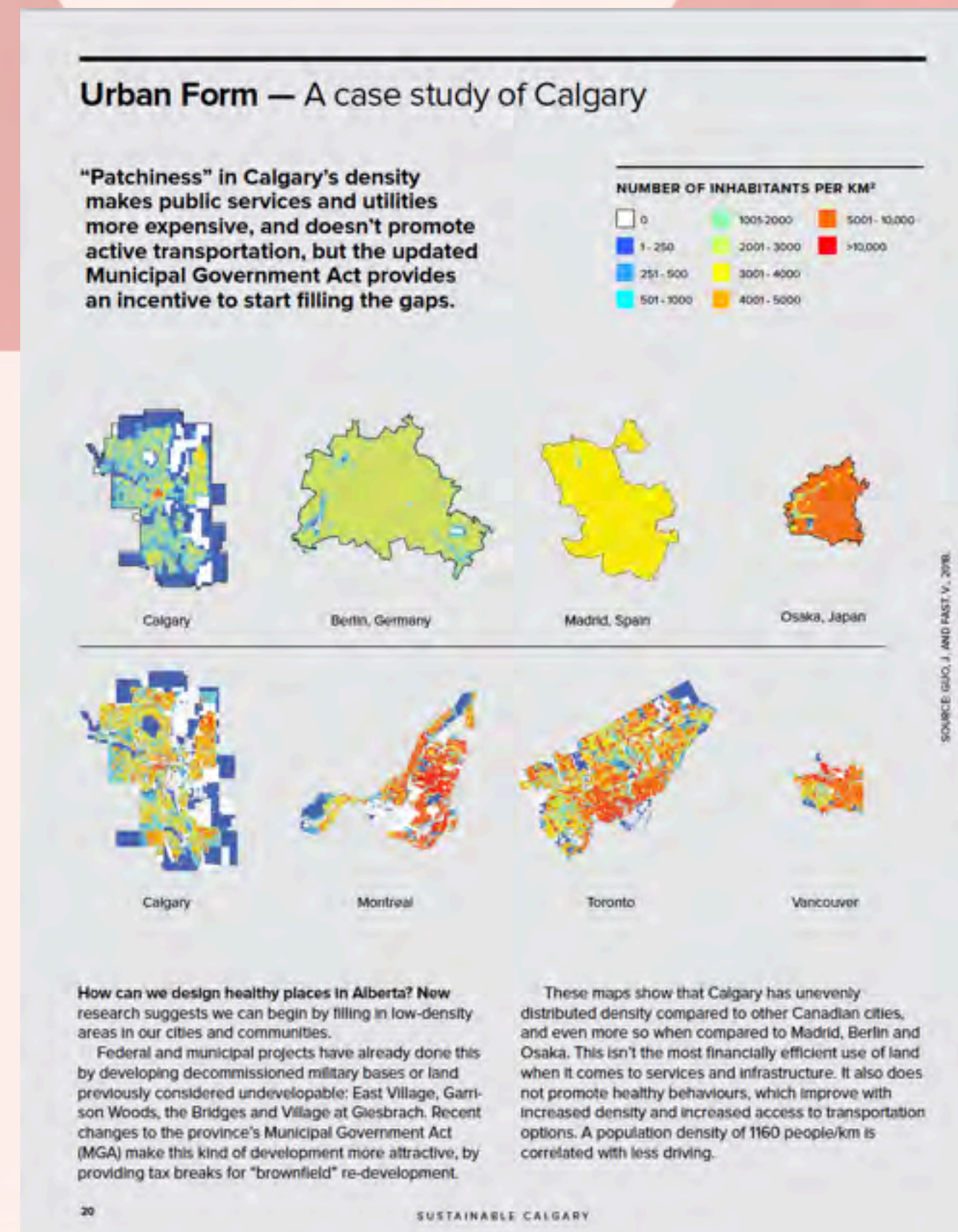
City Hall

Sharing new and accumulated research, and community feedback to inform budgets

To summarize: We need to keep Calgarians moving. Calgarians we've spoken with are calling for change. Health agencies are calling for built environments that promote healthy behaviours. The reality of an aging population calls for changes in our snow clearing practices. Our City strategy calls for keeping Calgary moving, healthy and green. We should consider the costs of *not* taking more action, acknowledging that there are two sides to the balance sheet. We should experiment with designing for winter and pre-empt the inevitable: it's probably going to snow next year. And this, I believe, will help us embrace and celebrate being a winter city.

Urban Form — A case study of Calgary

"Patchiness" in Calgary's density makes public services and utilities more expensive, and doesn't promote active transportation, but the updated Municipal Government Act provides an incentive to start filling the gaps.

NUMBER OF INHABITANTS PER KM²

Calgary · Berlin, Germany · Madrid, Spain · Osaka, Japan

Calgary · Montreal · Toronto · Vancouver

How can we design healthy places in Alberta? New research suggests we can begin by filling in low-density areas in our cities and communities.

Federal and municipal projects have already done this by developing decommissioned military bases or land previously considered undevelopable: East Village, Garrison Woods, the Bridges and Village at Giesbrach. Recent changes to the province's Municipal Government Act (MGA) make this kind of development more attractive, by providing tax breaks for "brownfield" re-development.

These maps show that Calgary has unevenly distributed density compared to other Canadian cities, and even more so when compared to Madrid, Berlin and Osaka. This isn't the most financially efficient use of land when it comes to services and infrastructure. It also does not promote healthy behaviours, which improve with increased density and increased access to transportation options. A population density of 1160 people/km is correlated with less driving.

SUSTAINABLE CALGARY

Healthy Places:

Publication and Event Series on designing for health in Alberta - and how policy can help. Rooted in co-design & research.

Resources for Engaging in Political Process

Health for All Ages

By 2032, 1 in 4 Canadians will be a senior. Walkable communities can reduce social isolation and improve access to amenities. Canadian children are increasingly sedentary and experience obesity, but creating safe and walkable communities can help reverse these trends.
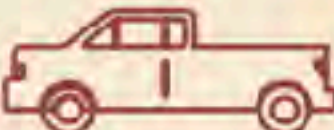
DID YOU KNOW?

Physically active children have **better academic achievement** and concentration		
4-5 times the risk of hospitalization for seniors experiencing isolation.	**48 km** of cycling per week can reduce the risk of heart disease by **46%**.	
1 billion hours of volunteer time are contributed by seniors annually. Without access to their city and community, seniors cannot make these contributions.	**$10 billion** is the estimated cost of inactivity annually.	
8.4 hours engaged in sedentary behaviour among children and youth, on average.	**D+** on physical activity among children and youth (ParticipACTION Report Card on Physical Activity for Children and Youth).	**3 times** increase in obesity rates in less than **30 years** (1985-2011).

In Canada:

Health Equity

People living in low-income areas are more likely to have poor infrastructure: less green space, fewer sidewalks, and less connectivity. They experience more traffic and pedestrian collisions. As a result, they disproportionately experience poor health.

DID YOU KNOW?

The more affluent are 3-4 times more active. Households in Alberta with an annual income between $125,000 and $149,000 are 3-4 times more likely to be physically active than those with less than $20,000.

In Calgary, Montréal and Toronto, neighbourhoods with lower household incomes are correlated with **more pedestrian collisions**.

$8,600-$13,000 is the annual cost of owning a motor vehicle which represents 20 % of a middle-class household, after-tax income.

In Ontario, lowest-income children are **52 %** more likely to be struck, compared to highest-income children.

Healthy Environment

Healthy places are climate-friendly. Developing walkable and bikeable communities contributes to reducing household greenhouse gas production.

DID YOU KNOW?

2/3 of household greenhouse gas emissions are from transportation in Canada.

32 % increase in household transportation emissions 1990–2008.

14,440 premature deaths annually linked to air pollution in Canada.

4.35 million trips could shift from motor vehicles to bicycles because they are **5 km** or less in the Greater Toronto and Hamilton Area.

1:10 is the environmental footprint ratio of someone cycling vs. driving to work.

Healthy Economy

Healthy design can reduce health care and congestion costs, and increase productivity. Commercial districts and homeowners benefit from healthy design through increased property values and increased sales.

DID YOU KNOW?

$10.1 billion is the cost of congestion for Greater Vancouver, Greater Toronto and Greater Montréal in 2015.

$255/trip is the average amount spent by cycling tourists in Ontario. That is **$84** more than the average visitor at **$171/trip**.

0.03 % to 0.17 % increase in home values alongside a 1 point increase in WalkScore™ for Québec in 2015.

$1.2 billion is the total spending generated by bicycle tourism and the bike industry in Québec. This industry alone creates the equivalent of **10,000 jobs**.

LET'S HAVE A CONVERSATION ABOUT HEALTHY PLACES

Toward Healthy Canadian Communities!

CO-DESIGNING THE ACTIVE CITY

Research for
Policy Change

Manchester

Land Uses

Manchester, Calgary 7

Direct Control

Residential

Commercial

Industrial

Special

Diversity (Residents)

%

Visible Minority	36	50
Immigrants	31	43
1st Generation Immigrants	34	50
Indigenous Population	3	7

☐ Calgary ■ Manchester
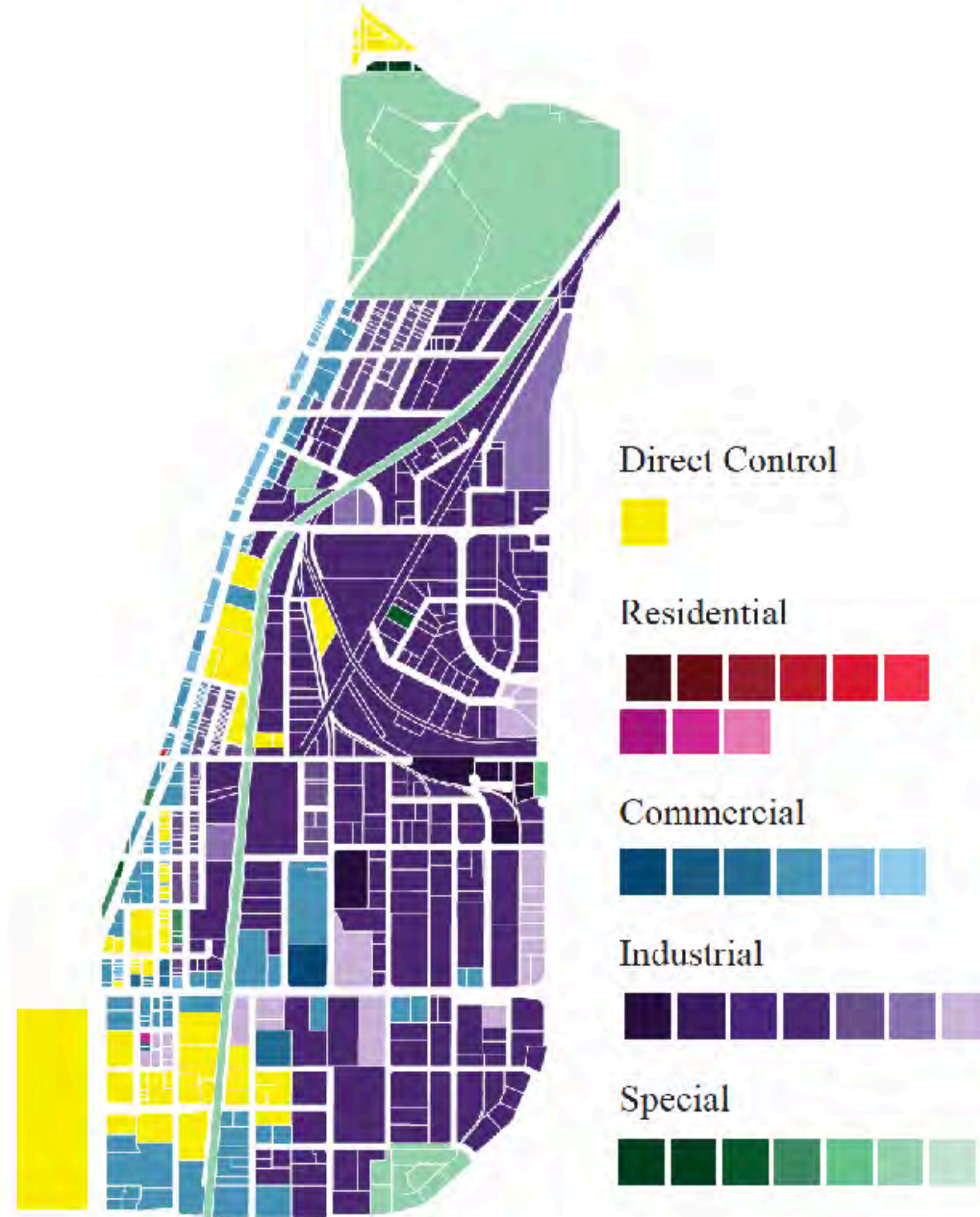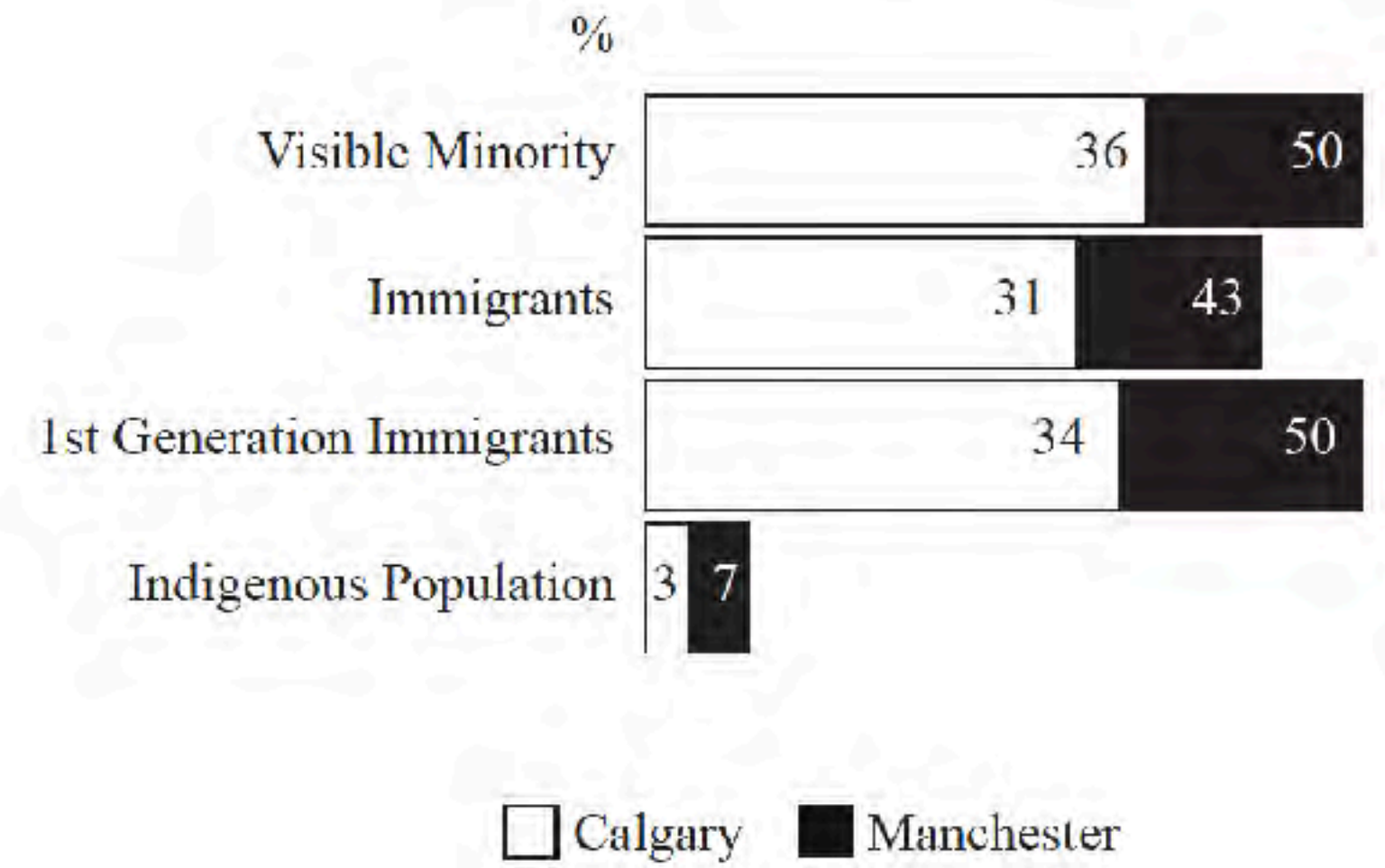
Persons with Disabilities (Residents)

34% 3rd Highest Community in Calgary

Manchester Population Projection

brunch & bike

Barley Belt TAP TOUR
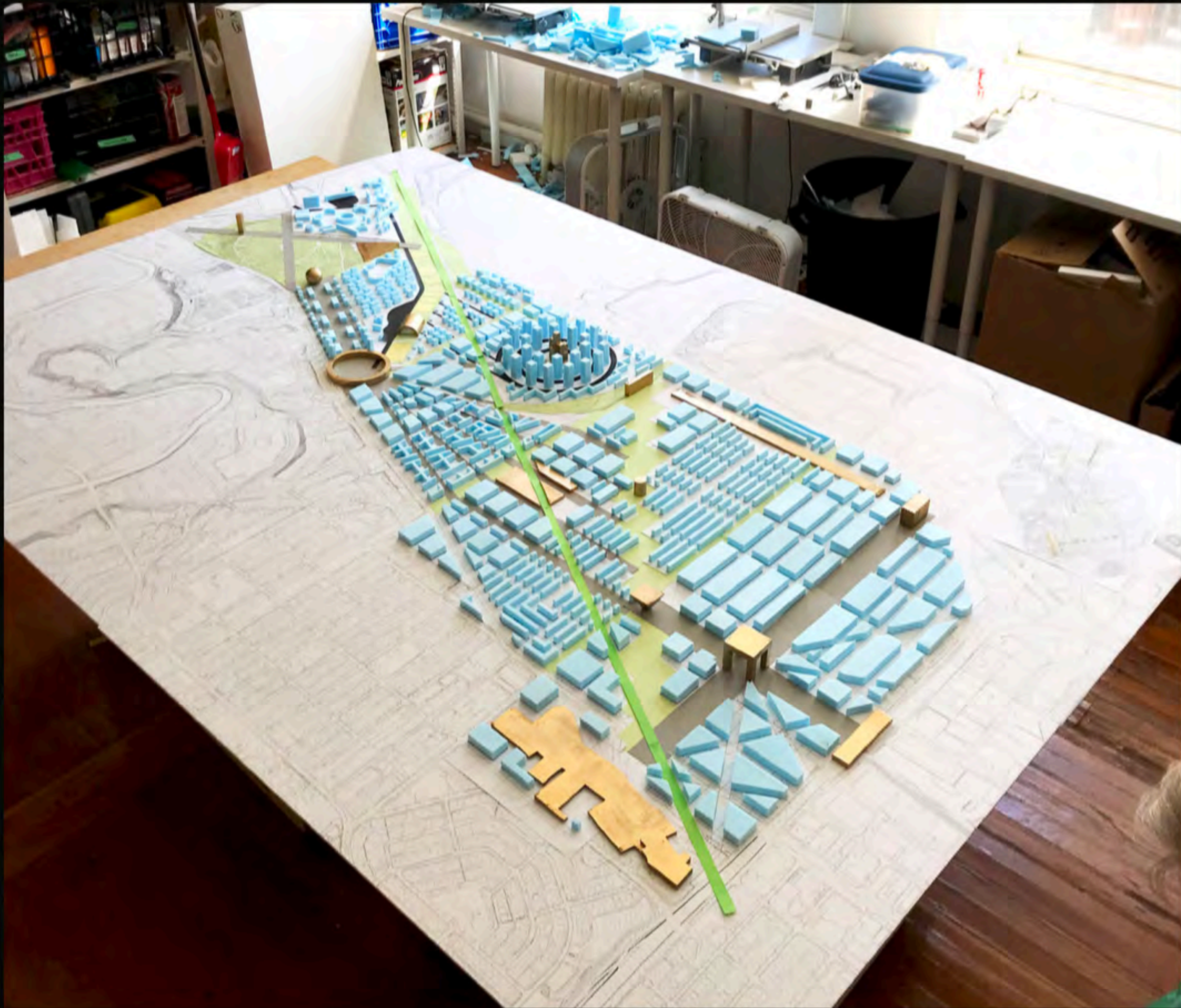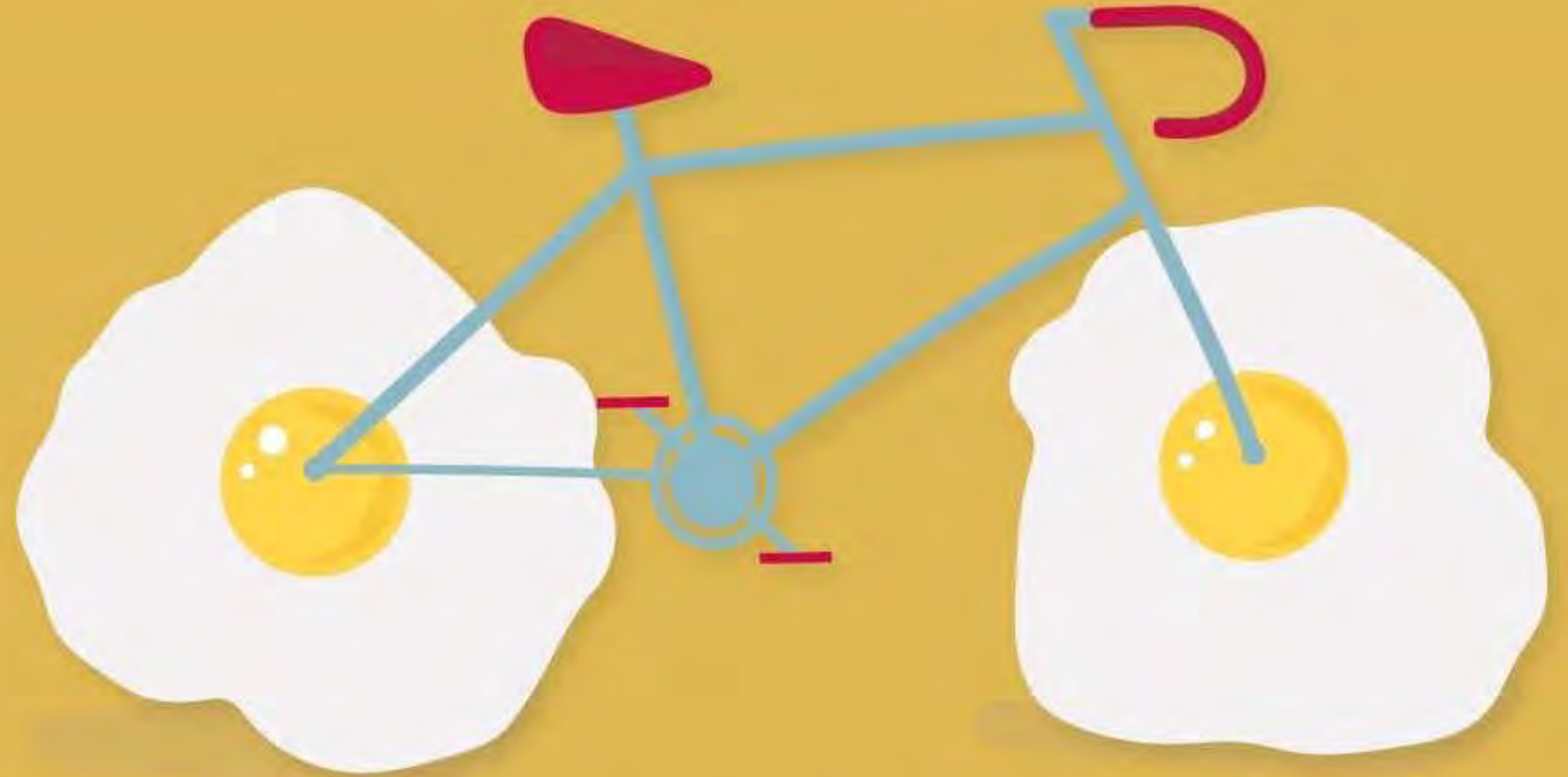
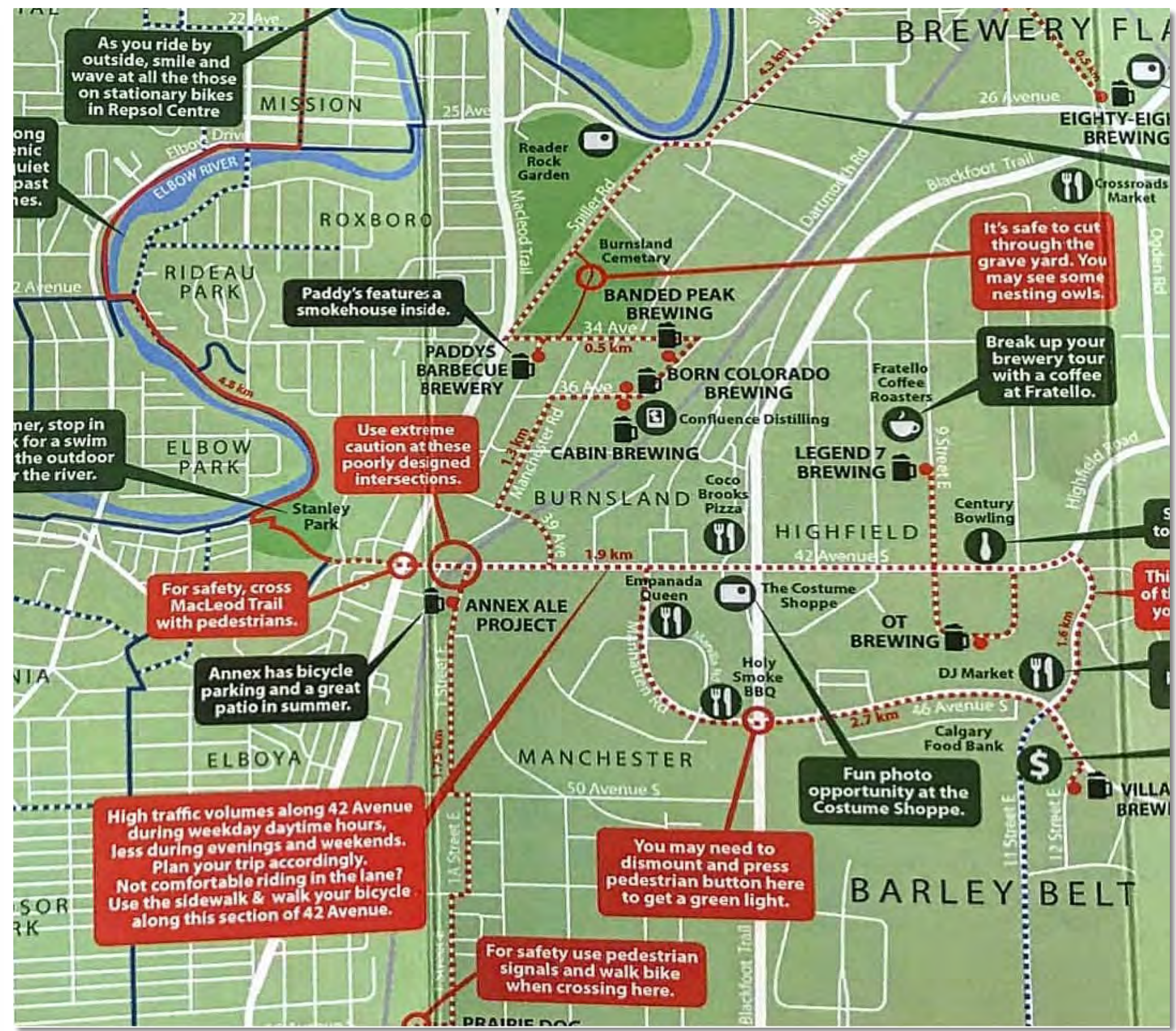AUG 27TH   10AM - 12PM
TOUR LEAVES AT 12PM

OFFICIAL DOWNTOWN STARTING POINT

NATIONAL
FINE FOOD, BEER & SPIRITS

17th ave location

$25 BEER PASSPORTS AVAILABLE FOR PURCHASE
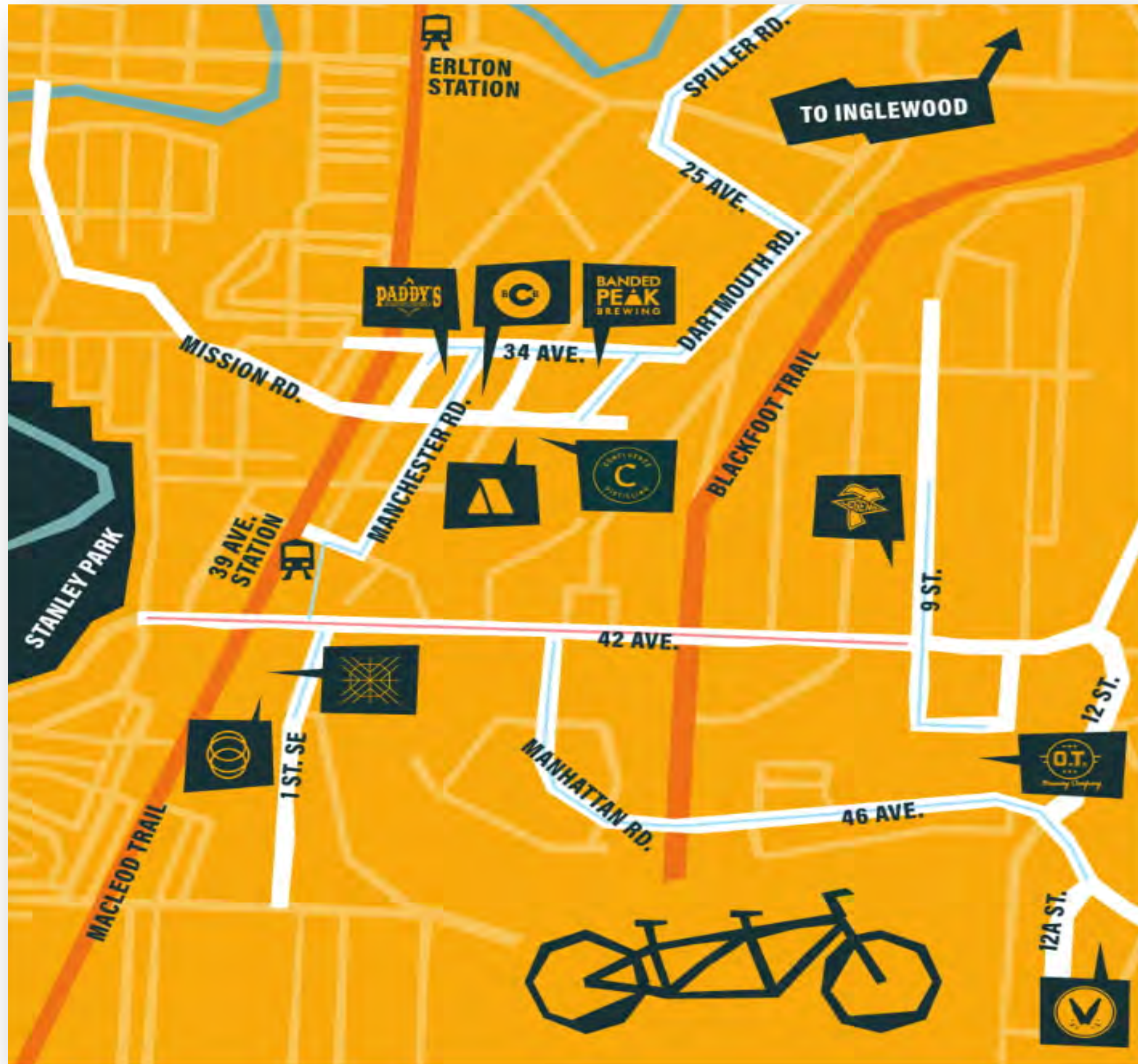
2018 Calgary Budget

Fostering Strategic Growth in Existing Neighbourhoods

- By: City of Calgary
- Budget: $100 million, $5.5 million to case study
- For: Active Transportation Infrastructure on 42nd Avenue
- Duration: 4 years

42 Avenue S.E. Complete Streets Project

The City is seeking input to improve accessibility and connectivity along 42 Avenue S.E. for people who bike, walk and take transit.

Top-left sketch panel:

Sponsors? - Cedar Shop
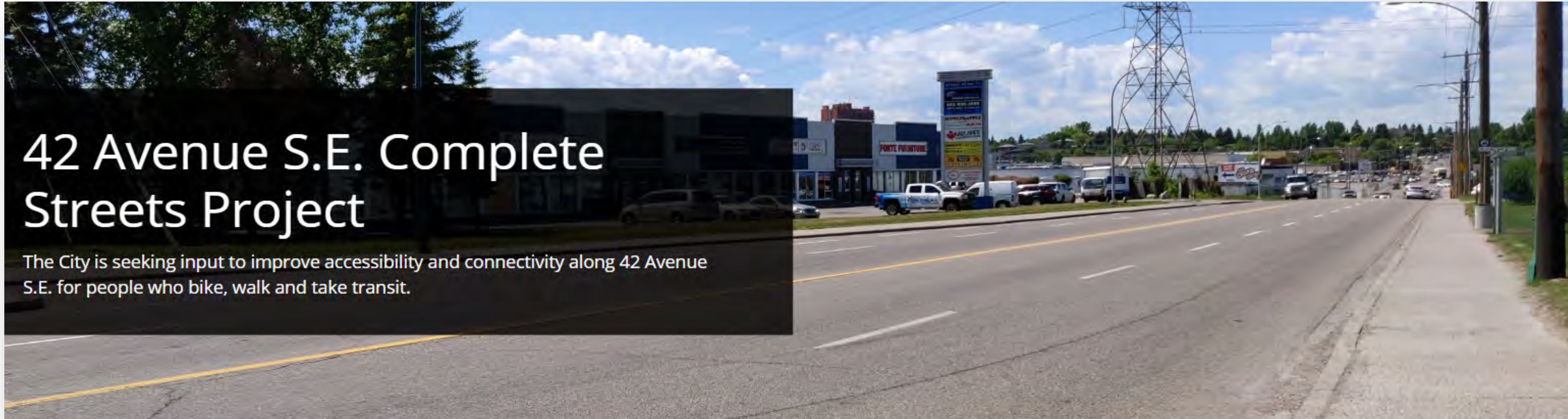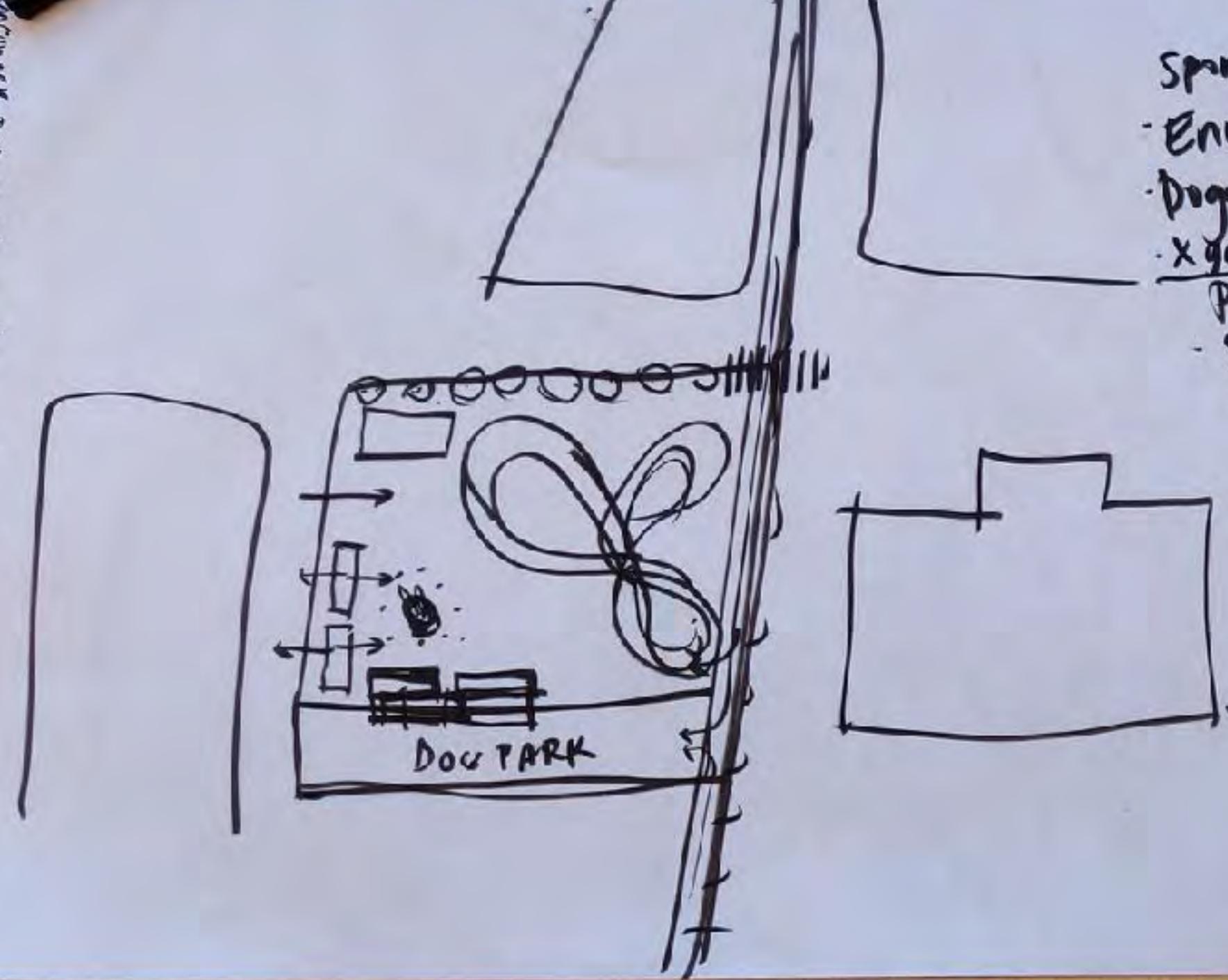- Enmax
- Doggy Daycare.
- X games?
Precedent:
- St. Johns Donation
  skating Track.

DOG PARK

(side text, vertical) Partner: Peak Maal Resort. Industrial Materials.

Bottom-left sketch panel:

Seacan uses
Skate shack
Pop up taproom
Bike repair workshop
Pop up skate park
Pop up library
Murals
Hot chocolate /
  rest space
Washroom?
rotating business pop ops
  (producers market)
Pop up health clinics

FOOD HUB
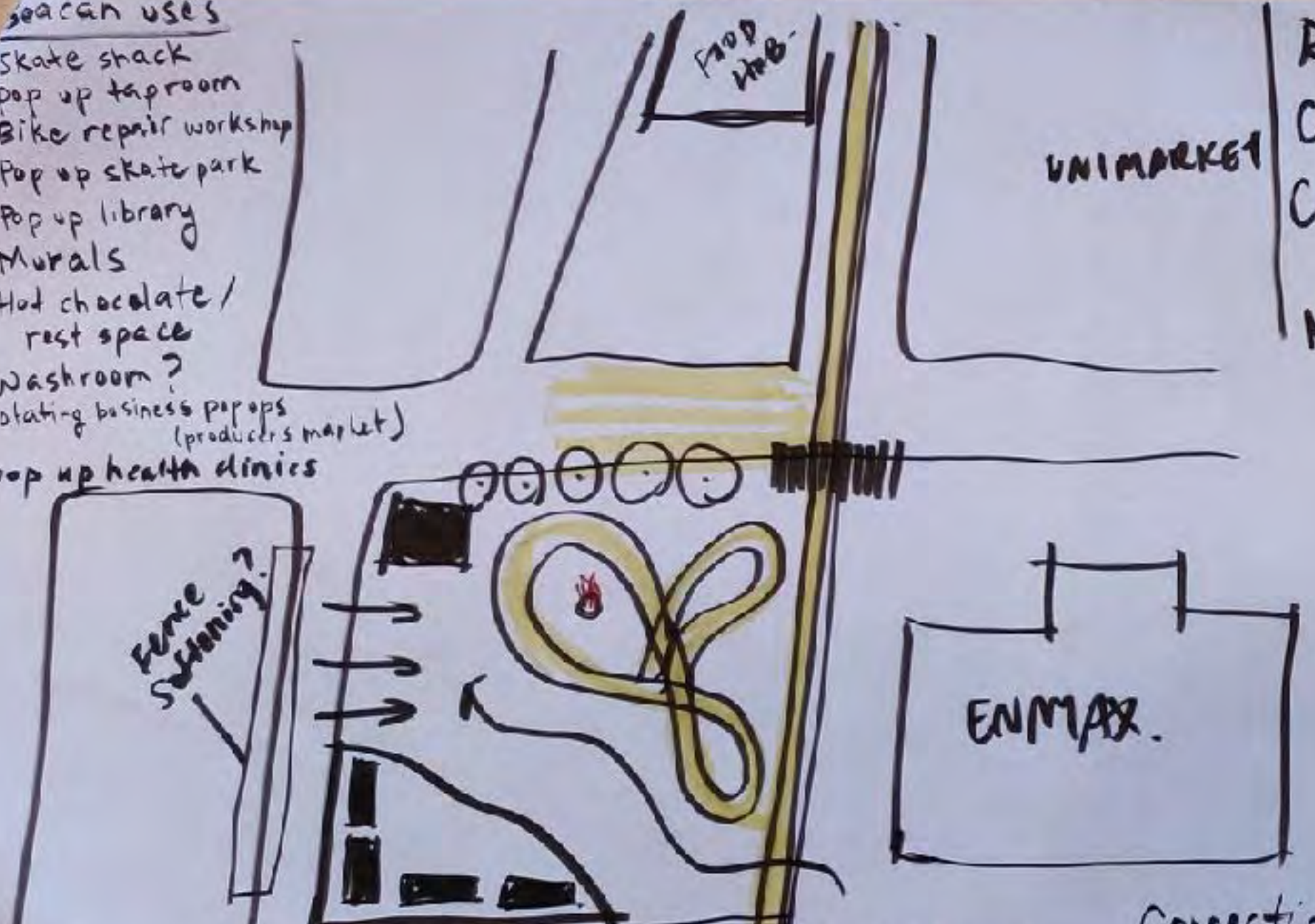
UNIMARKET

RE·CYCLE
CARTWHEEL
CHNLNX

MAD (Manchester)
After Dark.

Fence Sectioning?

ENMAX.

→ charging stations for electric... → Winter Festival
Enmax partnership → demo site for sustainability → Bike storage

Connections
- How do people get here
  safely?

Bottom-right panel:

Structures.

Locally Fabricated - Film Industry. Crafts people.
Local Products (Industrial Materials, Circular
  Economy).

↳ what are the by-products?

open two
sides

to
Street
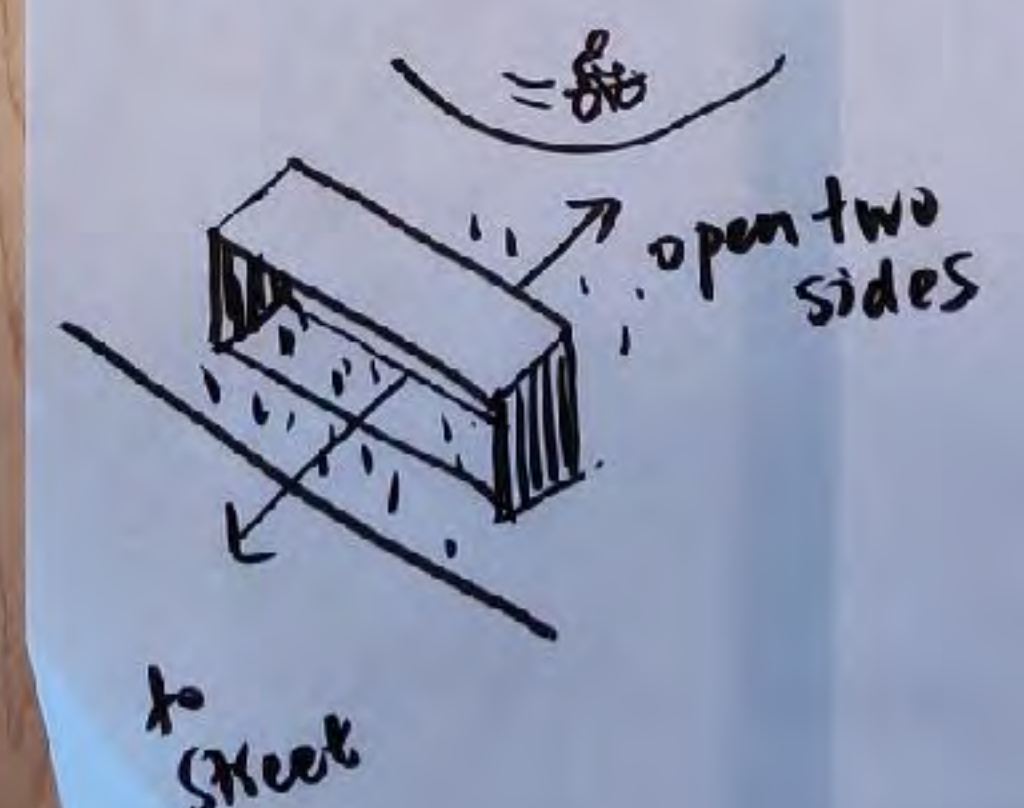
The Triangle That Moves The Mountain:

Modelling Policy Change

A strategic approach to influencing policy at the intersection of built environment, participatory planning, and health equity.

Step 1: Build Relevant Knowledge

Activities:
- **Policy mapping:** Create maps and historical timelines that highlight major milestones in knowledge and policy development related to health, active transportation, equity, and participatory planning.
- **Case studies:** Leverage the community success stories from our on-the ground work to demonstrate the ongoing & emergent policy impacts, and to personalize the issue by contextualizing our policy goals within community successes

Step 2: Engagement and Social Action

Activities:
- **Engage professional communities:** Targeted outreach & knowledge dissemination within relevant professional communities & associations (e.g., guest presentations, professional development sessions, conferences)
- **Develop policy change toolkit:** Create tools that enable communities to take action related to policy. Provide communities with examples of best practices and policy examples, supporting

Step 3: Create Political Will

Activities:
- **Create a calls to action to encourage:**
  1) **Professional** associations to develop position statements and internal operational policies in support of participatory planning & healthy built environments
  2) **Communities** to use the policy toolkit and advocate for policy change in their municipalities or provinces
  3) **Decision-makers** to prioritize active transportation and healthy built environments in decision-making and spending (e.g., through supporting initiatives like the National Active Transportation Strategy)
- **Respond to policy opportunities as**

knowledge to support step 2

momentum built to support step 3

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knowledge to support step 2

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  - **Respond to policy opportunities as**

Policy Change

Brownson et al.

1. prepare data for quick and proactive dissemination
2. seek new ways of communicating data by ensuring that data is in a form that
a) shows the public health (or other) burden
b) demonstrates priority of an issue over many others
c) shows relevance at the local level
d) shows (co-) benefits from an intervention
e) personalizes an issue by telling a compelling story of how peoples' lives are affected
f) estimates the cost of intervention

Find collaborators and champions.

Be visionary

Sustainable Calgary

Réseau Quartiers verts / Active Neighbourhoods Canada

THANK YOU!

Celia Lee, M.E.Des
Sustainable Calgary

http://www.sustainabilecalgary.org
celia@sustainablecalgary.org

Resources

- Active Neighbourhoods Canada, participatoryplanning.ca
- The Centre for Active Transportation, tcat.ca
- Jeff Speck (TED talk) - 4 ways to make a city more walkable, https://www.ted.com/talks/jeff_speck_4_ways_to_make_a_city_more_walkable
- Victoria Transport Policy Institute, vtpi.org

Next Webinar:

Food Matters: How municipalities can build stronger communities through healthier eating environments

Alberta Health Services, POWER Research Lab

Friday, May 8 @ 2:00 pm

APCCP
Alberta Policy Coalition for
Chronic Disease Prevention

Website & E-Newsletter: www.apccp.ca

Email: atkey@ualberta.ca

Twitter: @APCCP