

Active Transportation - Making It Work In Canadian Communities



Presented to the Sustainable Mobility Summit – November 2010
IBI Group

Approach



Photo by Richard Drdul

An **exploratory** study

Not a design manual

Not an exhaustive search

Not recommendations



Survey of Municipalities

- Web-based
- Exploratory
 - Who is getting things done?
 - What has been effective?
- Sent to 283 municipal members, received 64 responses

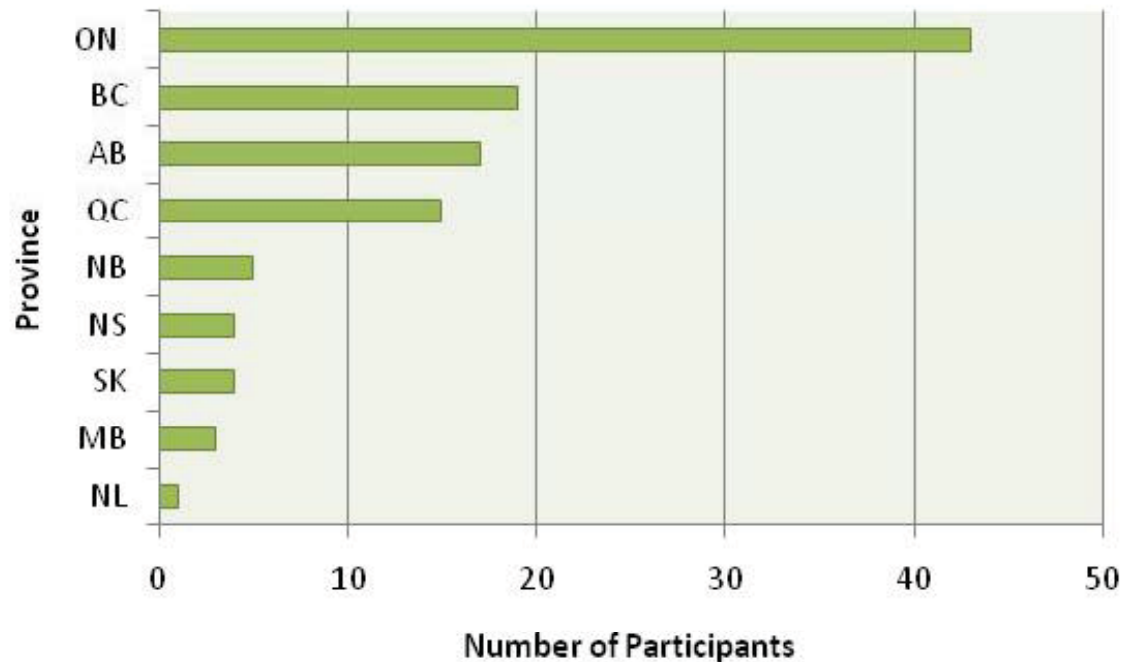
The screenshot shows the 'TAC Active Transportation Survey' interface. At the top, there are logos for TAC (Transportation Action Committee) and IBI GROUP. Below the logos, the survey title 'TAC Active Transportation Survey' is displayed. The main content area contains instructions: 'Using the checkboxes below, please identify the active transportation initiatives that have been undertaken in your municipality, followed by the requested details. In some cases there may be several projects that fall under a particular initiative category. We are interested in those that have had the greatest impacts on walking and cycling. If you close the survey window, please wait at least 10 minutes before returning to your survey link because the server needs time to process any new data you have saved.' A text input field for '1. Municipality' is provided. Below this, a note states: 'In completing the survey, please include active transportation initiatives of other organizations within your community, except those of regional, provincial or federal governments.' The survey is divided into three sections: 'Policy and Planning Initiatives', 'Municipal Process Initiatives', and 'Transit Integration Initiatives'. Each section contains a list of initiatives with checkboxes and links to 'Examples'. The 'Policy and Planning Initiatives' section includes: 'Dedicated plan or policy for cycling / walking', 'Inclusion of walking / cycling in community plans', 'Policies or regulations requiring walking or cycling facilities in new developments or as a part of road projects', 'Road design standards or classification system that prioritizes walking / cycling', and 'Stimulate supportive land use patterns such as compact or mixed use development in nodes or along avenues'. The 'Municipal Process Initiatives' section includes: 'Coordination / partnerships among agencies or organizations', 'Staff training and development on active transportation issues', 'Development approval process addressing walking / cycling needs', 'Coordination of capital works schedules / priorities with walking / cycling needs', and 'Public advisory body on walking / cycling issues'. The 'Transit Integration Initiatives' section includes: 'Walking / cycling access to transit stops or stations', 'Bicycle parking at transit stops or stations', and 'Transport of bicycles on or inside transit vehicles'. At the bottom of the form, there are two buttons: 'Save & Go Back' and 'Save & Continue to Next Page'. A progress bar shows 48% completion. At the very bottom, there is a small link: 'Take a look under the hood' and 'Online Survey Powered by SurveyOno'.

Interviews

- Interviewed 17 expert and practitioners across Canada

Focus Groups

- 2 English focus groups – 26 invited participants
- 2 French videoconferences – 29 invited participants
- Review study findings and a set of principles

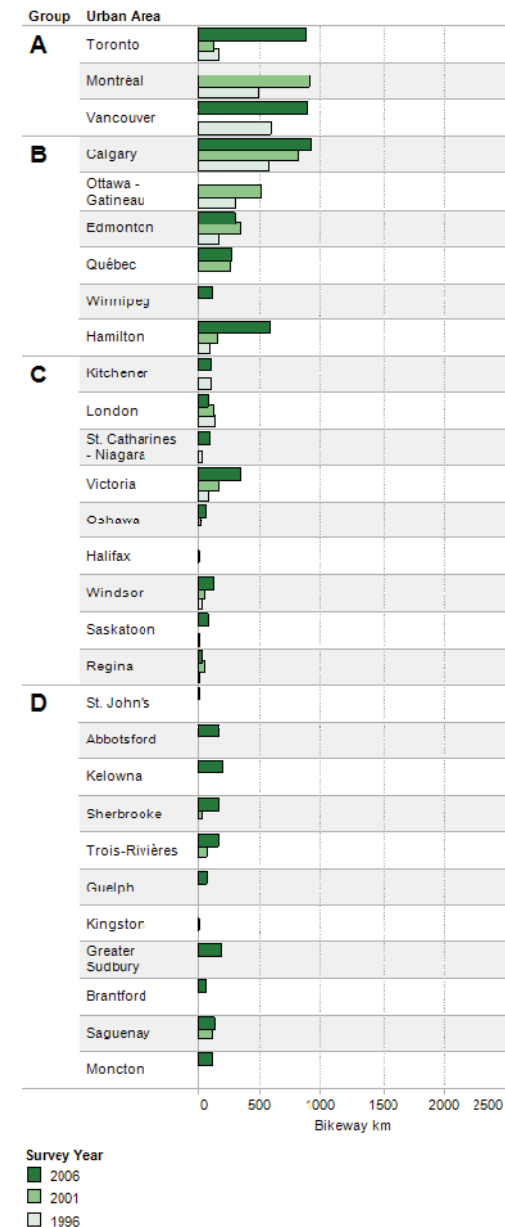


Literature Review

- 60 international references
- 28 active transportation plans

Trends Review

- Report on research monitoring supply and demand over time
- 13 questions
 - How is the rate of walking/cycling changing?
 - How is the proportion of trips that are shorter than 5 km changing?
 - How is the safety (crashes, injuries / fatalities) of AT changing?
 - Etc...

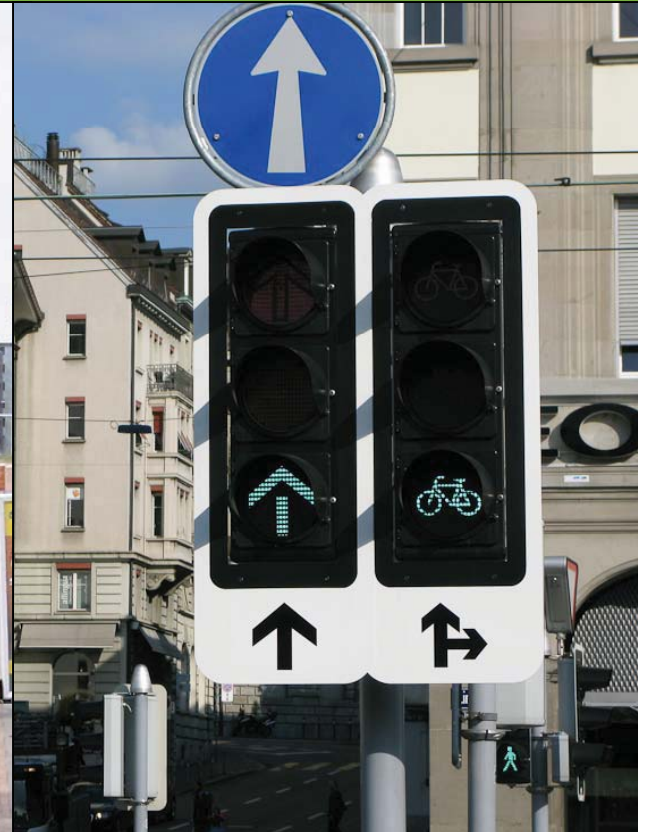


Central Question

What successes have Canadian communities had and **how** did they accomplish them?



Inspiration important, but local context?



Initiatives divided into 9 categories:

- 1. Leadership**
- 2. Partnerships**
- 3. Public Involvement**
- 4. Financial and human resources**
- 5. Knowledge and skills**
- 6. Policy and planning**
- 7. Travel facilities**
- 8. Improving safety and security**
- 9. Influencing individual travel choices**

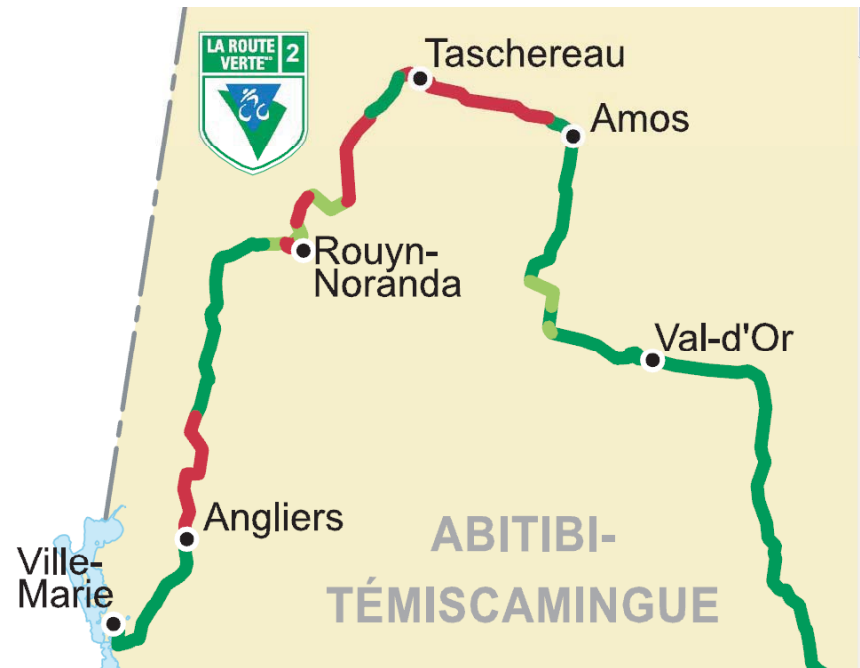
Leadership:

- Diverse leadership
- Creating safe opportunities for politicians
- Upper-level government supporting tough local decisions
- Master plans as catalysts
- Building leadership is long-term
- AT practitioners aren't necessarily good at PR



Partnership:

- Regional facilities “raising the bar”
- “De-politicizing” events
- Consensus in large political structures?
- Research and promotion with health services
- Schools focusing on access
- Opportunities through AODA conformance push



La Route verte linking small Québec municipalities

Public involvement:

- Creative events
- Maintaining engagement through the web
- Benefits of neighbourhood-based approaches
- Upfront “warm-up” to new concepts
- Empowering advisory committees

GLACE BAY/NEW WATERFORD Cape Breton Post
Monday, November 5, 2007 A9

Groups discuss active transportation barriers

Velo Cape Breton working with CBRM to improve conditions

By EREN POTTIE
CAPE BRETON POST

GLACE BAY — A Sunday stroll amid high winds will help identify active transportation barriers in Glace Bay. Members of the Glace Bay Youth Committee met with consultants working to formulate an active transportation plan for the Cape Breton Regional Municipality.

Beginning at 4 p.m. at St. Anne's Church, the two groups moved through the downtown area discussing the barriers that keep people from walking and biking more often.

"The job is to create a plan for improved walking, improved cycling, improved rolling, connect neighbourhoods to skate parks that sort of thing," said Andre Gallant, Velo Cape Breton representative for the CBRM active transportation committee.

The weekend's walking and biking assessments is among the first phase of public consultations. Bike tours scheduled throughout Sydney were impeded by high winds, however, assessments did take place at 1:15 p.m. in North Sydney.



Project manager of the CBRM Active Transportation plan, Brian Hollingworth, speaks with students of Glace Bay High School, Brittany Debow and Chad Sinclair, about the proposed pathway that links healthy recreation activities at the Glace Bay Skatepark, Sunday afternoon. Scott McIntyre - Cape Breton Post

CBRM – Media can help, with some creativity

Financial and Human Resources:

- Identifying opportunities in public works schedules
- Linking AT budgets with overall transportation budgets (%)
- Requiring staff resources to ensure things get done
- Public transit as funding source from upper-levels of government
- Collaboration with regional governments to lobby for provincial/federal support



Photo by Flickr account "Waferboard"

The Central Valley Greenway's new Winston Overpass, which links to the Sperling Skytrain Station in Burnaby, BC

Knowledge and Skills:

- Including data collection in project definitions
- On-going staff training across diverse departments
- Expanding existing data collection methods to better address AT

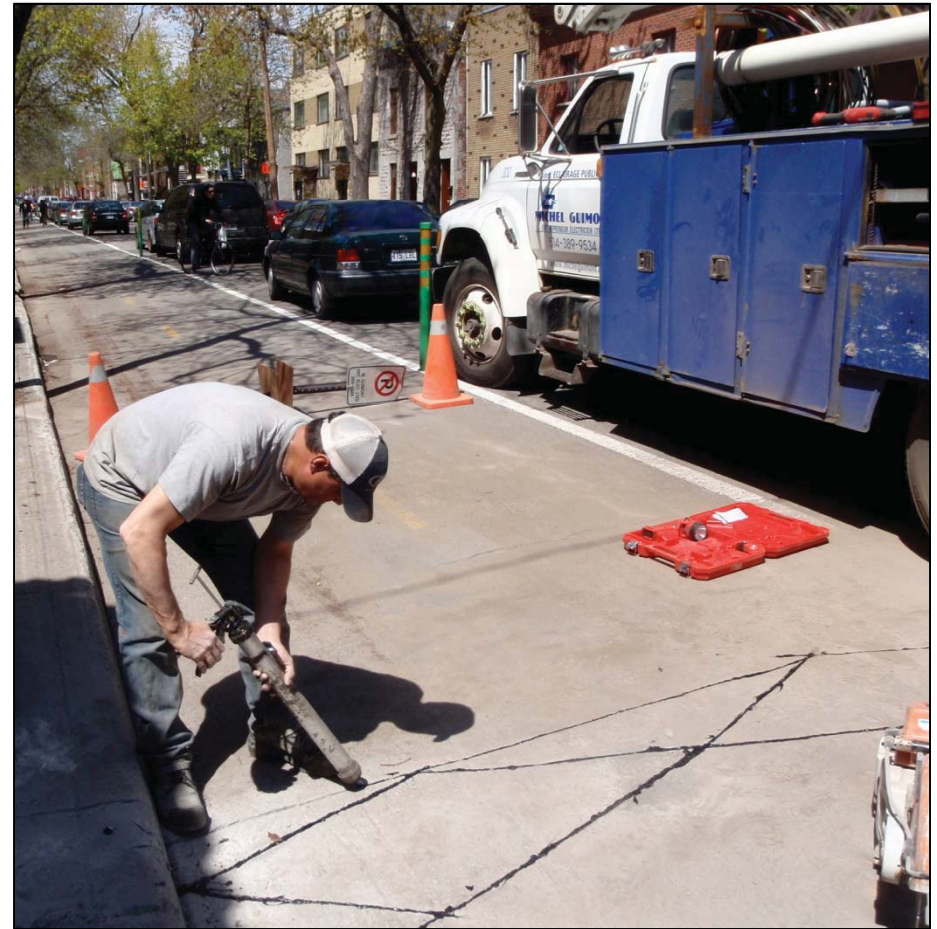


Photo by Velo Québec

MTQ automated counting station

Experiences of Participants (cont'd)



Photo by Flickr account "SqueakyMarmot"

**Construction of the Carrall Street Greenway
revitalization initiative in Vancouver, BC
includes a cycle track**

Policy and Planning:

- Clear and feasible implementation plans
- Neighbourhood-based targets
- Clear links to existing policy
- Development approval and impact study processes
- Mandating AT facilities in new roads and developments

Travel Facilities:

- Dramatic impact of visible and symbolic projects
- Increasing opportunities to cross arterials
- Securing space through rapid transit projects
- Creating room by removing or narrowing vehicle lanes
- Encouraging AT facilities as a matter of course
- Prioritizing snow removal corridors



Photo by Flickr account "Kieran2009"

Winnipeg's new iconic Esplanade Riel pedestrian bridge

Improving safety and security:

- Data collection generally inadequate (e.g. little information on injury rates)
- Working groups to identify and improve problem locations
- Improving sense of security through CPTED audits
- Lots of concern with road safety, but not well understood



Photo by John Luton

Curb extension in Sydney, BC

Influencing Individual Travel Choices:

- Reframing walking and cycling
- Building support through bicycle boulevards
- Activities that promote rethinking the role of streets



Photo by Flickr account "Valerie27"

A Jane's Walk tour through the Annex neighbourhood in Toronto, ON

Broad Observations



Photo by John Luton

Challenges:

- Scant and unreliable sources of funding
- Missing data
- Existing land uses
- Diversity in cycling culture
- Institutional barriers (e.g. complex approval and funding processes)
- Weather and physical geography
- [Walking often overlooked]

Broad Observations (cont'd)



Photo by John Luton

Successes:

- Supportive policies and guidelines are necessary, but no guarantee
- Progress about consistent long-term dedication, not community size
- Champions and leadership make a big difference
- Infrastructure renewal provides opportunities
- Working across departments is key
- Transit and AT are mutually supportive
- Provincial leadership plays a role

Thank you!

Brian Hollingworth
IBI Group

The full report will be available shortly through the TAC website: www.tac-atc.ca

