

OVERVIEW

How we design our transportation networks has a significant impact on our health. Prioritizing active transportation (e.g., walking, cycling, and the use of public transit) and encouraging mobility of all people helps to achieve increases in physical activity, leading to better health outcomes.

Canadian research, practice, and policy specialists indicated a need for practice-based evidence on active transportation policies to support evidence-informed

policy development. In response, the Canadian Partnership Against Cancer partnered with the Propel Centre for Population Health Impact to generate practice-based evidence on three innovative municipal active transportation policies using a theory-driven¹, multiple case study approach².

METHODS

Data collection involved in-depth document reviews and key informant interviews. All data were analyzed using NVivo qualitative analysis software. Key informants validated the case study reports to confirm an accurate portrayal of their policy development process.

RD RED DEER, AB

Red Deer's Commuter Bike Pilot Project tested, over 3 years, an 18.5 kilometer network of bike lanes on city streets, connecting these to existing trails, allowing cyclists to access practical routes to a range of locations – both for commuting and recreation. The goal was to reduce the number of cars on the roads, promote healthy and active lifestyles, increase the use of public and green space, and improve the community's environmental stewardship.

Through the leadership of the local primary care network and city council, the City of Red Deer was selected as a co-winner in the transportation category for the 2013 Federation of Canadian Municipalities Sustainable Communities Awards.

18.5 KMS

VAN VANCOUVER, BC

Vancouver's transportation planning uses a hierarchy of modes to place priority on the most vulnerable road users first:

- 1 Walking
- 2 Cycling
- 3 Transit
- 4 Taxis/Commercial Transit/Shared Vehicles
- 5 Private Automobiles

This hierarchy is intended to help ensure that the needs and safety of each group of road users are sequentially considered when decisions are made, that each group is given proper consideration, and that any changes will not make existing conditions worse for more vulnerable road users, such as people on foot, bicycle, and motorcycle. Each time a new roadway is designed or an existing one changed, opportunities for improving walking and cycling are reviewed. Separated cycling facilities are considered in all new major roadway design and construction.

HAM HAMILTON, ON

Traditionally, road projects consider the needs of automobiles first and treat the needs of pedestrians and cyclists as afterthoughts.

Hamilton's new pedestrian mobility plan introduced a new decision-making process into city transportation planning, called "routine accommodation," wherein emphasis is placed on pedestrian and some cycling considerations – such as sidewalks, crosswalks, and bike lanes – with every roadwork project the city undertakes.



COMMON THEMES ACROSS CASES³



Drawing on the **Commitment** of Key Partners and Champions to Push the Policy Agenda through to Adoption

See summaries on *Partners and Public Health's Role*



Community **Engagement** to Demonstrate to Council Citizen Support for Policy

See summary on *Public Engagement*



Creating a Shared **Vision**, the Importance of Framing

See summary on *Framing*



Using **Evidence** to Understand the Problem and Inform the Policy Process

See summary on *Evidence*

¹This study was informed by a realist approach (Pawson and Tiley, 1997) and employed a multiple case study design (Yin, 2009; Stake, 2006) to understand the key mechanisms associated with the development of road modification policies that incorporated active transportation across the three innovative Canadian municipalities. Kingdon's notion of Policy Streams (Kingdon, 2003), Sabatier's (1998) Advocacy Coalition Framework, and Weiss's notion of Knowledge Creep (Weiss, 1980) guided the study.

²Yin, R. (2009). *Case study research design and methods, 4th edition*. Thousand Oaks, California: Sage Inc.

³Propel Centre for Population Health Impact. (2014). *Understanding healthy public policy processes: A multiple case study of the use of road modifications to improve active transportation*. Propel Centre for Population Health Impact, University of Waterloo, Waterloo, Ontario.