

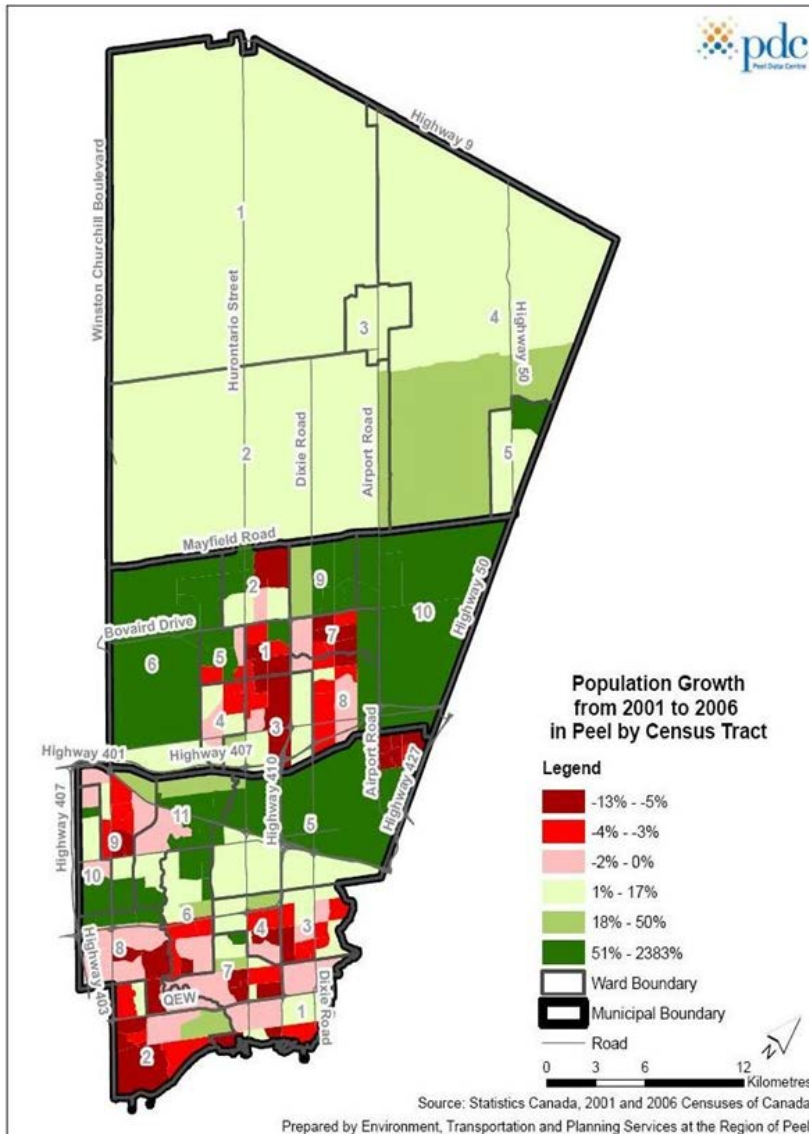
# Integrating Health Considerations into Transportation & Planning Projects in the Region of Peel



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**Peel Public Health**

**Bike Brampton**  
**November 21, 2016**

# REGION OF PEEL



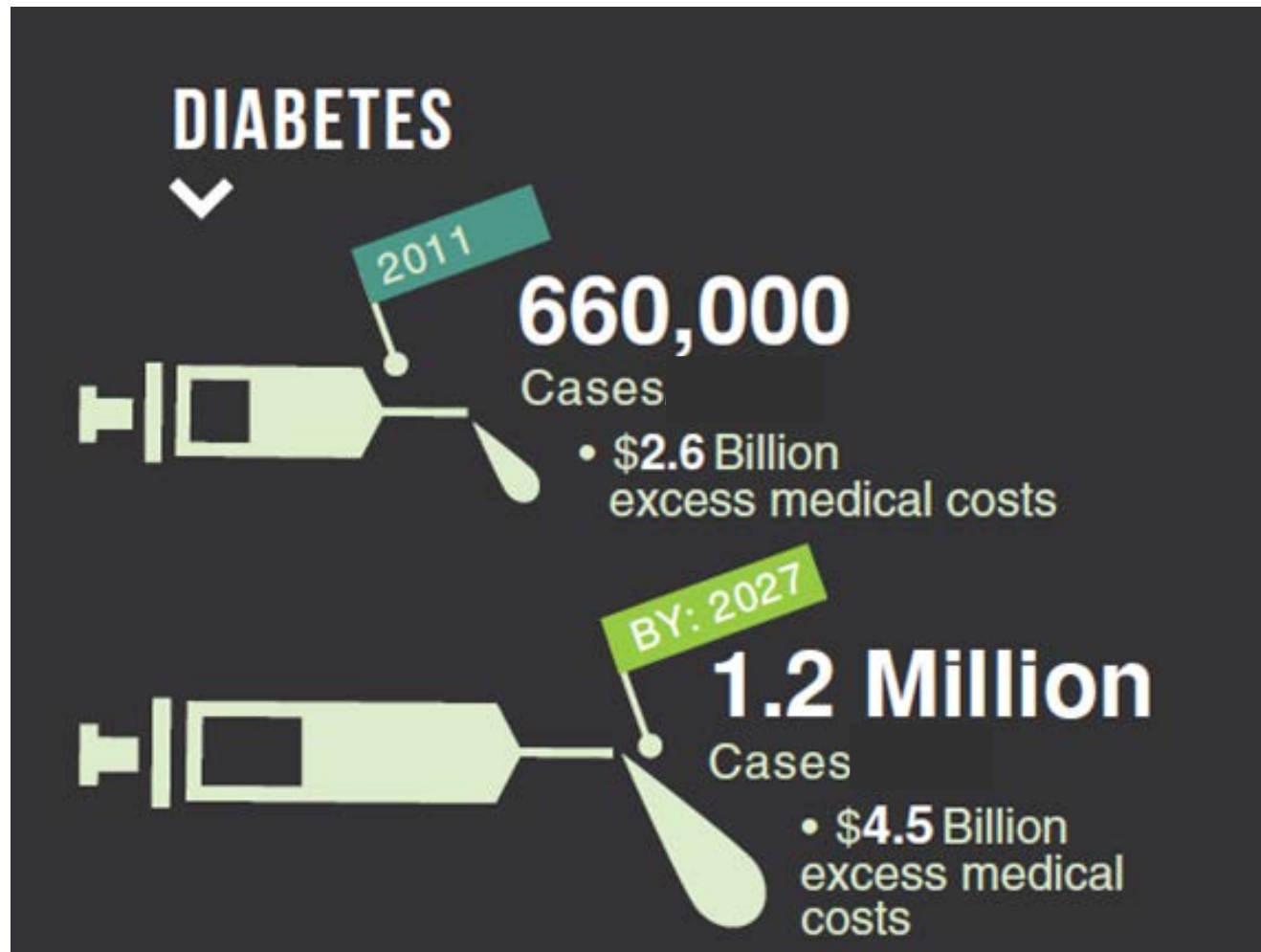
- Peel's **population is rapidly growing**
- **Over half** of Peel's population (50.5%) report being born outside of Canada
- Mix of **urban, suburban and rural**
- Region is dominated by **low density** development
- **Five** 400-series highways



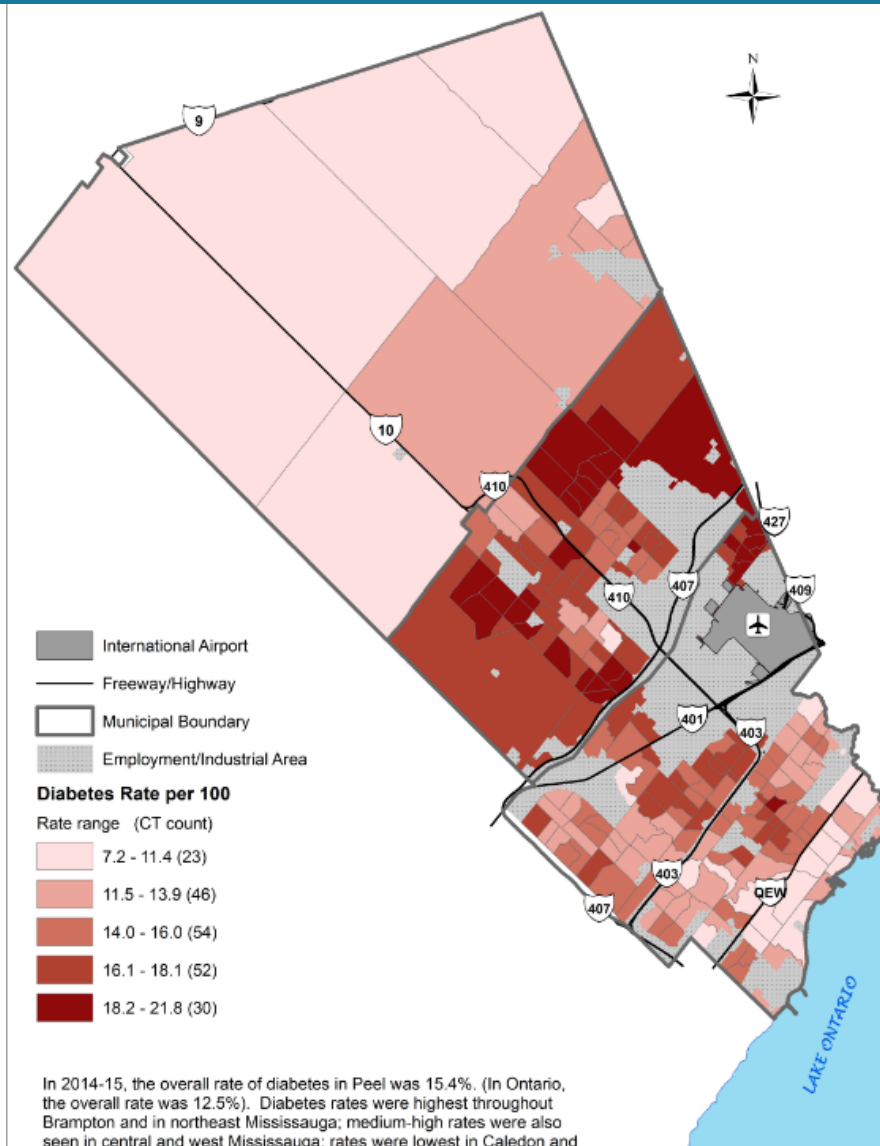
# Health Supportive Environments?



# Travel Behaviour & Health



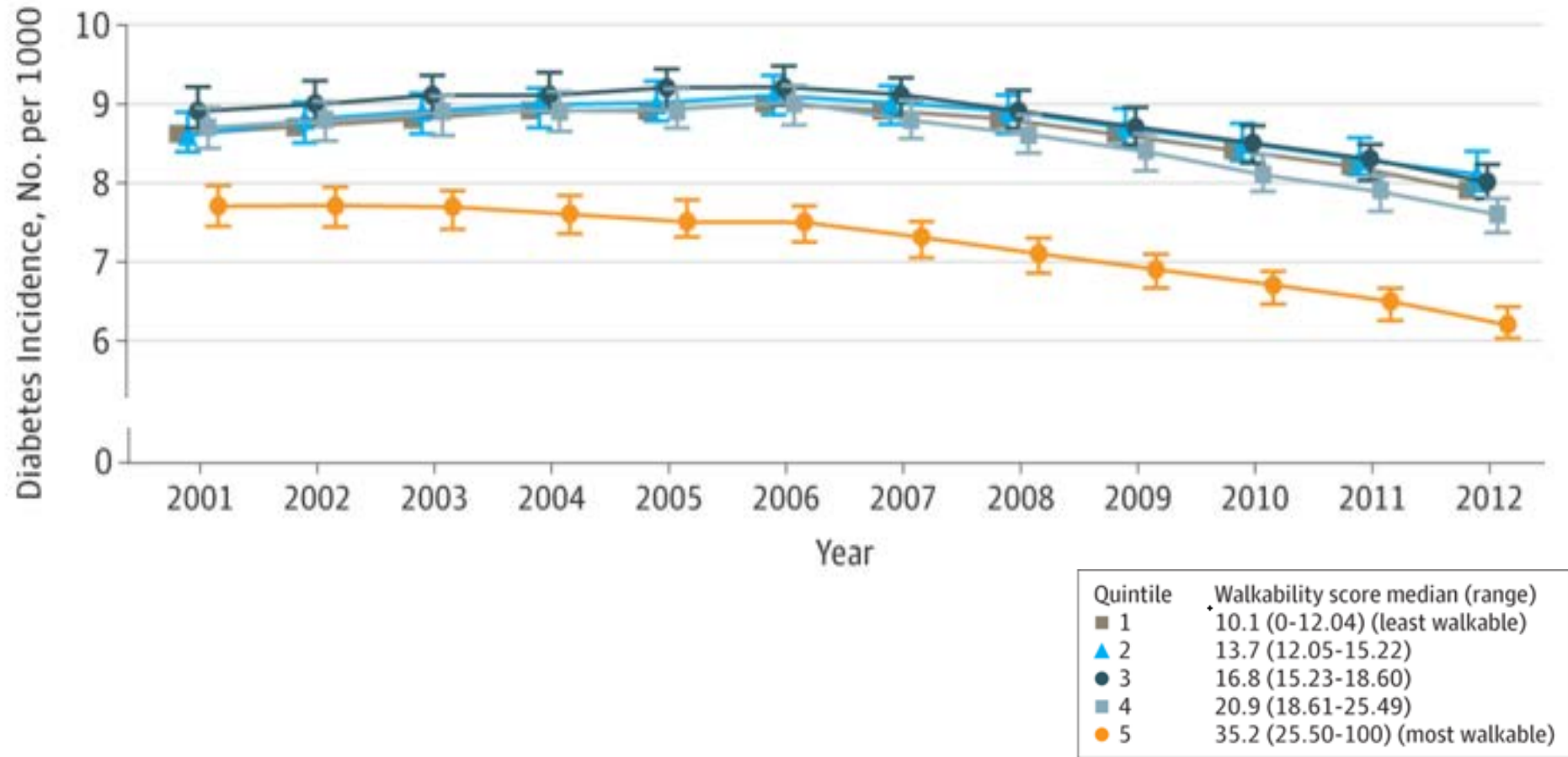
# Diabetes Prevalence in Peel



January 2014  
to March 2015

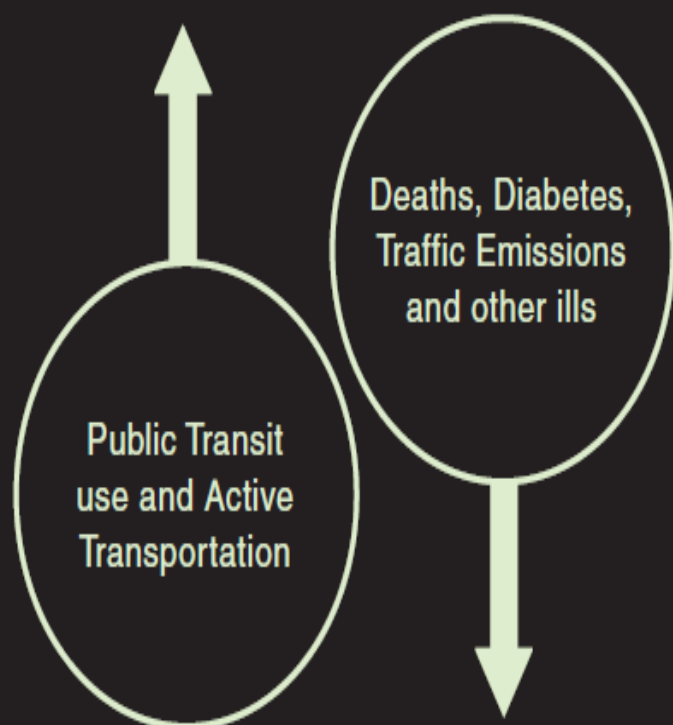
# Impact of Neighbourhood Walkability on Chronic Disease Rates

In Ontario, people living in walkable neighborhoods have a lower risk of diabetes:





# Projected Health Benefits in the GTHA



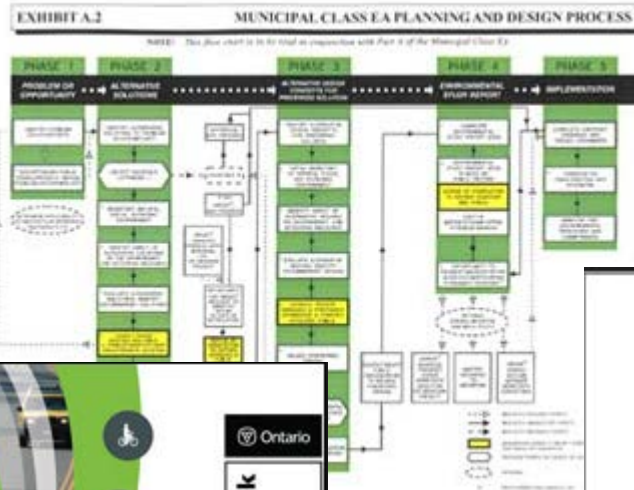
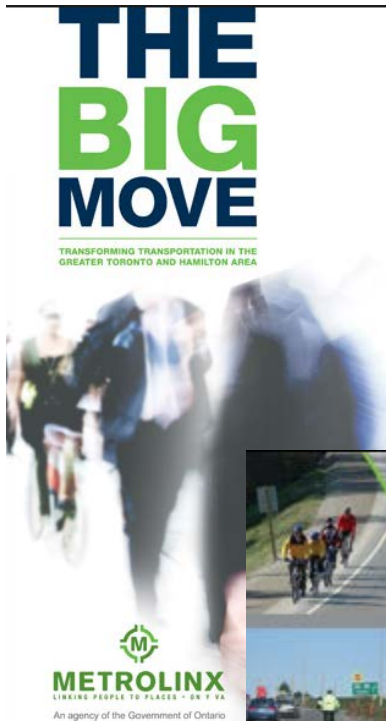
## IF WE:

- Increase public transit use by **9.8** percentage points (Metrolinx)
- Increase Active Transportation (AT) by **5** percentage points to work and **5** percentage points to school
- Substitute **5%** of current short trips by car with AT

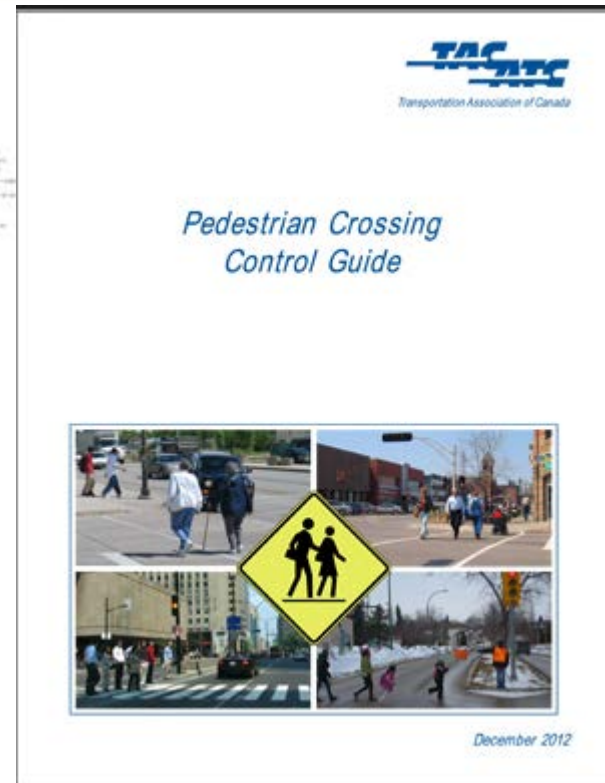
## THEN, WE WILL:

- Prevent **338** premature deaths/year (**\$2.2 billion**)\*
- Prevent over **1,000** cases of diabetes/year\*
- Prevent over **90** hospitalizations from heart and lung conditions/year\*
- Prevent other chronic diseases, improve transportation equity, social connectivity, reduce injuries and create more supportive communities for an aging population

# Land Use and Transportation Planning in Ontario



## 2014 Provincial Policy Statement

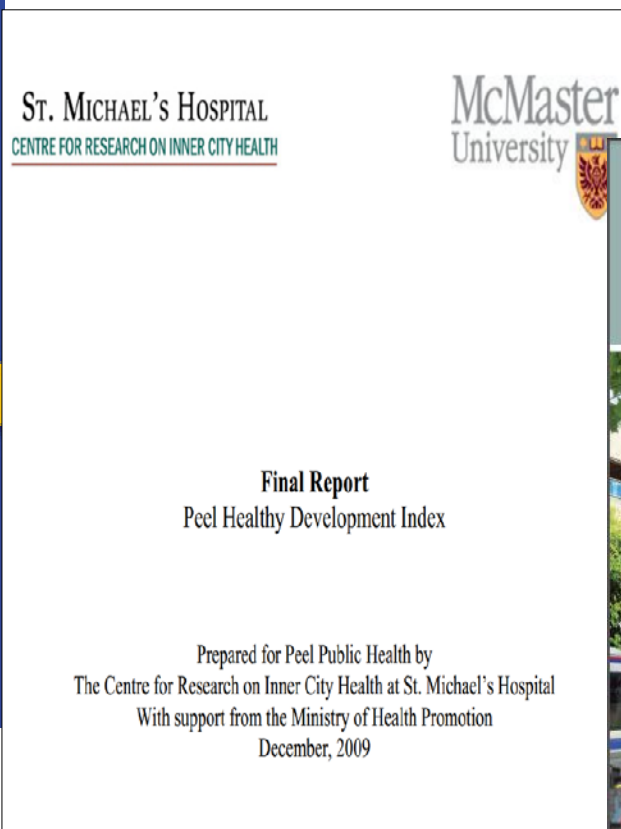
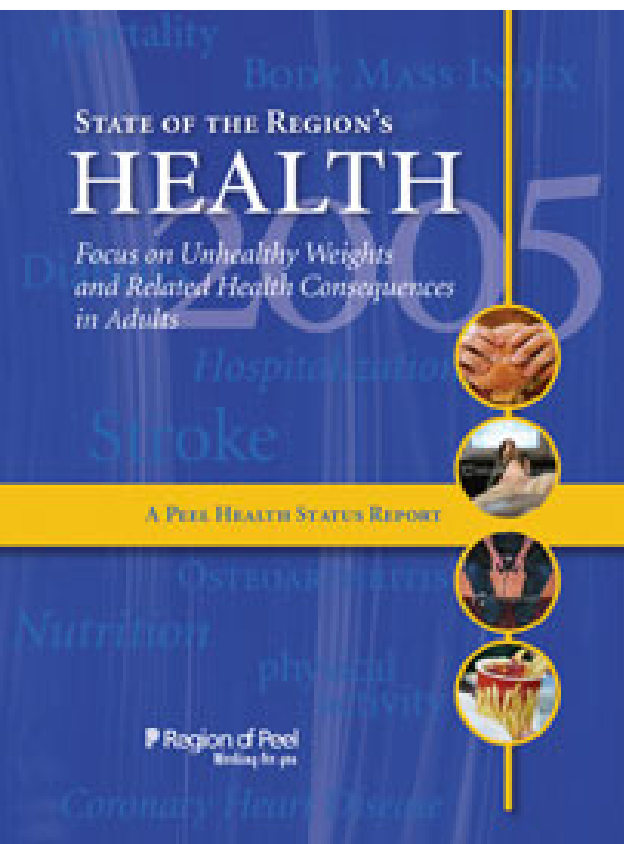


Planning Act





# Public Health's Evolving Role



# Public Health and Transportation System Planning



# Shifting Practices in EA's: Healthy Community Evaluation Criteria

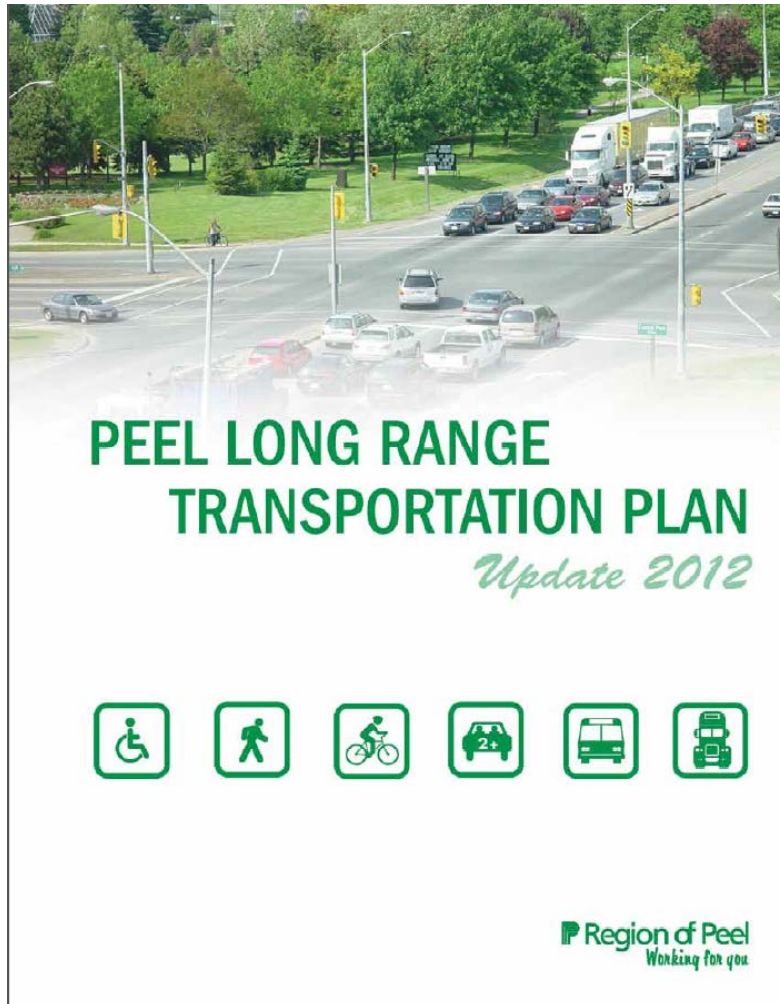
Evaluation Category	Evaluation Criteria	Proposed Pilot Evaluation Measures
Healthy Community	Reduces the risk of chronic conditions through Active Transportation (AT)	Ability to contribute to the AT infrastructure network by providing: <ul style="list-style-type: none"> <li>• Continuous AT infrastructure</li> <li>• Separated pedestrian and cycling infrastructure</li> <li>• Physical barrier or wide separation between the roadway and AT infrastructure</li> <li>• Increasing access to destinations within or near the study corridor using active means (destinations include transit stops, stations or hubs, mixed use employment, schools, parks, recreation areas)</li> <li>• Reduced roadway design speed</li> <li>• Shaded, green AT facilities</li> <li>• Transit prioritization</li> <li>• Multi modal level of service</li> </ul>
	Supports Age Friendly and Accessible living (accessibility)	Ability to enhance accessibility of the roadway for all road users
	Reduces the risk of respiratory and cardiovascular outcomes associated with exposure to traffic related air pollution (air quality)	Air quality parameters meet MTO criteria or mitigate negative air quality impacts (as per chart)



Alternative impacts on Air Quality	The design alternative meets all air quality requirements and criteria, including frequency and distribution analysis, described in the MTO Guidance.	The design alternative neither increases nor decreases emissions, or includes implementation of measures to mitigate exceedances of air quality criteria.	The design alternative exceeds air quality criteria as per MTO guidance, and no mitigation measures are planned.
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# Shifting Practices in Transportation Planning



- 2017 Peel Long Range Transportation Update
- Sustainable Transportation Plan

# Thank you!

