

CO-DESIGNING THE ACTIVE CITY

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Q&A

Public Policies and Development Projects Putting Health Equity at the Forefront

1. Are there actions or tools we can use to reach people less concerned about development projects such as Traverse du Coteau?

Yes. Part of the solution lies, among other things, in the participatory approach. As soon as we consider a transformation of the public space, it is important to ensure upstream consultation with all the different stakeholders that could be impacted by the project, including car drivers. Mobilizing and involving them in the design process may not only lead to better compliance, but to greater awareness towards active mobility.

Local measures can also be taken to strengthen adherence to projects that prioritize users of active mobility such as new signage, information campaigns, increased police presence, etc.

2. In healthy public policies, is there anything we can put the focus on other than active transportation?

Absolutely. First, we can think of the food component. Many fast-food restaurants in cities influence the way we eat. The amendment to the zoning by-law is part of a measure that may restrict access to these establishments, particularly near schools, a measure that has been taken by the Côte-des-Neiges borough in Montreal.

We can also think of heat islands. Some policies can target this issue by addressing health inequities. In a context of an aging population, among others, where the number of vulnerable populations is increasing, such policies are necessary. The latter can target areas with much-increased heat risks and act by enhancing the canopy, planning tree planting, offering depaving programs, etc.

3. Are there cities that have addressed and tackled the issue regarding drive-thrus?

Drive-thrus are becoming increasingly popular across Canada in many types of establishments such as pharmacies, banks, and fast-food restaurants. A reflection has been initiated in the province of Quebec to reduce the permission given to merchants who want to append a drive-thru to their store. In fact, some boroughs in Montreal such as Saint-Laurent, Verdun, Southwest and Rosemont-La Petite-Patrie were the initiators of the movement by adopting a zoning by-law prohibiting this type of service.



Montréal Urban Ecology Centre



the centre for active transportation



Sustainable Calgary