

Gagnon, F. (2016). *Pedestrian priority streets*. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/175/Publications.ccnpps?id_article=1563

This document is part of a series on innovative municipal norms that have the potential to help create environments promoting safe, active transportation. Here, we discuss pedestrian priority streets. Pedestrian priority streets aim principally at creating more user-friendly streets for people crossing them or for using their immediate surroundings. In this document, we discuss evaluation results on user-friendliness and security as well as issues related to implementation.

Bellefleur, O. (2016). *Healthy public policies to shape the built environment, streets and roads*. [Web Presentation]. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/288/Video.ccnpps?id_article=1573

In this narrated web presentation, we set out to do a brief overview of the built environment as a field of intervention in public health before taking a look at the ways Canadians move and the evolution of our built environments. We also present some of the effects of these environments on health determinants and some healthy public policies that can shape them.

2015

Gagnon, F. (2015). *Through road/main street interventions: Towards a more balanced coexistence between road traffic and life in small municipalities*. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/175/Publications.ccnpps?id_article=1460

This briefing note presents the term “through roads/main streets.” It refers to sections of public roadways that have a dual purpose, serving both as the main streets of small or medium-sized communities and as through routes for motor vehicles. The aim of this brief document is twofold. First, we want to familiarize public health actors with the interventions that can be made on through roads/main streets so as to mitigate their impacts on health. To this end, we provide an overview of certain dimensions of practices and policies related to through roads/main streets, as well as evaluations of such actions. Secondly, we suggest ways that those who are interested may strategically promote such interventions.

Bellefleur, O. & Gagnon, F. (2015). Influencing public policies: Two (very good) reasons to look toward scientific knowledge in public policy. *Canadian Journal of Public Health*, 106(Supplement 1), eS9-eS11. Available online at: http://www.ncchpp.ca/175/Publications.ccnpps?id_article=1485

In this short commentary published in the Canadian Journal of Public Health, we examine how knowledge from the scientific disciplines investigating public policies can help with anticipating the effects of policies and their political viability.

2014

Bellefleur, O. & Gagnon, F. (2014). *Registry of recommendations that foster safe and active transport*. [Online tool]. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/175/publications.ccnpps?id_article=1358

This resource, in the form of a table, provides a range of examples of recommendations concerning the promotion of safe active transportation in residential developments.

Bellefleur, O. (2014). *Traffic lane width of 3.0 m in urban environments*. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/175/Publications.ccnpps?id_article=1097

This document is the second in a series of briefing notes documenting innovative municipal standards that have the potential to help create environments promoting safe active transportation. In this document, we discuss reducing the default traffic lane widths to 3.0 m in urban environments. The main objectives of this norm are to reduce motorized traffic speeds and to enable public space to be reallocated for other uses and other users—specifically in order to make active transportation safer and more pleasant. We will also examine the potential drawbacks and challenges related to implementing this norm.

Bellefleur, O. & Gagnon, F. (2014). *Innovative municipal norms conducive to safe active transportation: Introduction to a series of briefing notes*. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/175/Publications.ccnpps?id_article=1240

In this paper, we will first briefly describe the evolution of the built environment and of the normative context which have seen a century of decline in modal share for active transportation in Canada. The goal of this first part is to offer an idea of the context within which municipalities can nevertheless promote active transportation. Following that, we explain the objective of this series of briefing notes, their common structure as well as how we understand the notion of "municipal norms."

Gagnon, F. (2014). *A 30-km/h speed limit on local streets*. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/175/Publications.ccnpps?id_article=1080

This document is the first in a series of briefing notes documenting innovative municipal standards that have the potential to help create environments promoting safe active

transportation. In this short paper we will discuss the reduction of speed limits on local streets to 30 km/h. We will focus our attention particularly on the benefits of such speed limits for promoting safe active travel, as well as on implementation issues.

Tremblay, É., Navert, P., Blackburn, M., Dufort J, Drapeau, J.-B., Noisel, N., ... Gagnon, F. (2014). *Health impact assessment of the TOD neighbourhood project in Sainte-Catherine. Report on potential impacts and recommendations*. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/175/publications.ccnpps?id_article=1247

This document presents the analyses and recommendations produced within the context of a health impact assessment (HIA) of a residential development project, characterized as a transit-oriented development (TOD). The HIA was conducted by the Direction de santé publique (public health unit) of Montérégie, Québec. The project, comprising nearly 950 residential units, commercial spaces, a bus station, a park-and-ride lot and new streets, represents a major development for its insertion environment, the town of Sainte-Catherine, a typical Montréal suburb of about 19,000 residents. The analyses and recommendations focus on various aspects of the project that are likely to affect a number of health determinants. These aspects include the configuration of public roadways and other project elements that can encourage or discourage more widespread use of active modes of travel, such as walking and cycling.

2013

Bellefleur, O. (2013). *Urban traffic calming and health inequalities: Effects and implications for practice*. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/175/Publications.ccnpps?id_article=917

This summary is the final one in a series of five short documents based on Urban traffic calming and health: A literature review. It presents the effects of two traffic-calming approaches -the black-spots approach and the area-wide approach - on health inequalities.

Bowman, S. (2013). *Road diets: Fitter, healthier public ways*. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/175/Publications.ccnpps?id_article=946

This briefing note introduces the road diet, a traffic-calming measure that can help mitigate the impact of motorized traffic on health. In this text, the author defines road diets, shares some study results, and outlines some practical considerations for how to implement them.

Gagnon, F. (2013). *Roundabouts for public health*. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/175/publications.ccnpps?id_article=866

This document presents roundabouts as traffic-calming devices of interest for the public health sector. This briefing note provides a frame of reference for public health actors by: (1) Summarizing some of the significant characteristics of this intervention (history, design, reasons for and conditions of implementation); (2) Briefly summarizing the evaluative literature concerning the effects of roundabouts on a few public health determinants; (3) Identifying some potential courses of action for their promotion, along with some related considerations.

Dan Burden. (2013). *Road Diets: What are they?* [Video]. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/288/Video.ccnpps?id_article=932

Road diets are traffic-calming measures that can help mitigate the impact of motorized traffic on health. In this 2-minute video, Dan Burden, Executive Director of the Walkable and Livable Communities Institute, explains the main characteristics of “road diets” and the reasons, including health reasons, why these interventions are usually put in place.

Dan Burden. (2013). *Road Diets: Effects on Health Determinants*. [Video]. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/288/Video.ccnpps?id_article=934

Road diets are traffic-calming measures that can help mitigate the impact of motorized traffic on health. In this 3-minute video, Dan Burden, Executive Director of the Walkable and Livable Communities Institute, explains the main effects of road diets on health determinants.

Dan Burden. (2013). *Road Diets: Technical and Political Dimensions*. [Video]. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/288/Video.ccnpps?id_article=936

Road diets are traffic-calming measures that can help mitigate the impact of motorized traffic on health. In this 6-minute video, Dan Burden, Executive Director of the Walkable and Livable Communities Institute, discusses the technical and political dimensions of implementing road diets.

Berthod, C. (2013). *What is the "Code de la rue"?* [Video]. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/288/Video.ccnpps?id_article=938

In this 3-minute video, Catherine Berthod, engineer and urban planner for Québec's Ministry of Transport explains what the "Code de la rue" (or Street Use Code) is, and presents the main results of European experiences.

2012

Bellefleur, O. (2012). *Urban traffic calming and road safety: Effects and implications for practice*. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/175/Publications.ccnpps?id_article=719

This summary is the first in a series of five short documents based on *Urban traffic calming and health: A literature review*. It briefly presents the effects of traffic calming on the number and severity of collisions. In this document, we first present the mechanisms of action underlying traffic-calming strategies, as these mechanisms help to explain and predict the effects of calming interventions on the number and severity of collisions. Next, we summarize the results of studies having evaluated two approaches to traffic calming (black-spots and area-wide approaches). Lastly, we consider the implications of such results for public health actors.

Bellefleur, O. (2012). *Urban traffic calming and air quality: Effects and implications for practice*. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/175/Publications.ccnpps?id_article=751

This summary is the second in a series of five short documents based on *Urban traffic calming and health: A literature review*. It briefly presents the effects of traffic calming on air pollution produced by traffic. We first present the mechanisms of action underlying traffic-calming strategies, as these mechanisms help to explain and predict the effects of calming interventions on air pollution produced by traffic. Next, we summarize the results of studies having evaluated two approaches to traffic calming (black-spots and area-wide approaches). Lastly, we consider the implications of such results for public health actors.

Bellefleur, O. (2012). *Urban traffic calming and environmental noise: Effects and implications for practice*. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/175/Publications.ccnpps?id_article=753

This summary is the third in a series of five short documents based on *Urban traffic calming and health: A literature review*. It briefly presents the effects of traffic calming on traffic noise. We first present the mechanisms of action underlying traffic-calming strategies, as these mechanisms help to explain and predict the effects of calming interventions on traffic noise. Next, we summarize the results of studies having evaluated two approaches to traffic calming (black-spots and area-wide approaches). Lastly, we consider the implications of such results for public health actors.

Bellefleur, O. (2012). *Urban traffic calming and active transportation: Effects and implications for practice*. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/175/Publications.ccnpps?id_article=794

This summary is the fourth in a series of five short documents based on *Urban traffic calming and health: A literature review*. It briefly presents the effects of traffic calming on active transportation. We first present the mechanisms of action underlying traffic-calming strategies, as these mechanisms help to explain and predict the effects of calming interventions on active transportation. Next, we summarize the results of studies having evaluated two approaches to traffic calming (black-spots and area-wide approaches). Lastly, we consider the implications of such results for public health actors.

National Collaborating Centre for Healthy Public Policy. (2012). *Health authorities and the built environment: Actions to influence public policies*. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/175/Publications.ccnpps?id_article=851

This document, structured around interviews, presents the experiences of six Canadian health authorities (Vancouver Coastal Health, Vancouver Island Health, Fraser Health, Peel Public Health, Toronto Public Health, and Direction de santé publique de Montréal), regarding political actions to foster healthy built environments.

2011

Bellefleur, O. & Gagnon, F. (2011). *Urban traffic calming and health: A literature review*. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/175/publications.ccnpps?id_article=686

This literature review examines the effects of traffic calming in urban environments on four determinants of health (collisions, air quality, noise, and active transportation).

Bellefleur, O. & Gagnon, F. (2011). *Urban traffic calming: Summary tables of evaluative studies*. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/175/publications.ccnpps?id_article=684

These tables constitute a synthesis, with comments, of the evaluations of traffic-calming interventions referred to in the document *Urban Traffic Calming and Health: A Literature Review*. Although they are presented individually, those studies are grouped into three broad categories: those evaluating individual traffic-calming measures, those evaluating a series of measures installed on a single road, and those evaluating a series of measures in an area including more than one road.

Bellefleur, O. & Gagnon, F. (2011). *Traffic-calming measures. Glossary*. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/175/Publications.ccnpps?id_article=688

This bilingual glossary describes and illustrates 28 traffic-calming measures.

Gagnon, F. & Bellefleur, O. (2011). *Traffic calming: Political dimensions*. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/175/Publications.ccnpps?id_article=670

This document situates and describes the key policy differences between two general approaches to traffic-calming: the black-spots approach, and the area-wide approach.

Gagnon, F. & Bellefleur, O. (2011). *Traffic calming: An equivocal concept*. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/175/Publications.ccnpps?id_article=648

This briefing note is a historical introduction to three meanings of the concept of traffic calming.

Hamel, G., Gagnon, F., & Ladd, B. (2011). *Transportation policies and health inequalities: Workshop*. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/175/publications.ccnpps?id_article=607

In May 2009, a workshop on health inequalities associated with transportation policies was jointly organized by the Population Health team of Edmonton's regional health authority (formerly Capital Health), and the NCCHPP's François Gagnon. The goal was to highlight transportation as a determinant of health and to reflect upon effective policy responses. This document summarizes the exchanges that took place.

The Conference Publishers. (2011). *Built environment: Public policy, actors, barriers, and levers - Knowledge exchange colloquium*. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/175/Publications.ccnpps?id_article=602

This publication presents a report from a session facilitated by François Gagnon during a knowledge exchange colloquium on the built environment, organized in November 2010 by the

Healthy Canada by Design Coalition. During this session, the Advocacy Coalition Framework (ACF) was used as a knowledge base to provide participants with an analytical tool that can allow them to map the more or less coordinated networks of actors involved in different policy fields, and the opportunities for changing them.

2010

Gagnon, F. (2010). *Public health authorities, public policies and the built environment: Reference framework*. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/175/Publications.ccnpps?id_article=590

This document presents a reference framework to contextualize the concept of "built environment" while linking it to the actions of public health authorities in Canada.

Gagnon, F. (2010). *Mapping a policy field. Using an "advocacy coalition framework"*. [PowerPoint slides]. Montréal, Québec: National Collaborating Centre for Healthy Public Policy. Available online at: http://www.ncchpp.ca/175/Publications.ccnpps?id_article=602

These PowerPoint slides are from a session facilitated by François Gagnon during a knowledge exchange colloquium on the built environment, organized in November 2010 by the Healthy Canada by Design Coalition. During this session, the Advocacy Coalition Framework (ACF) was used as a knowledge base to provide participants with an analytical tool that can allow them to map the more or less coordinated networks of actors involved in different policy fields, and the opportunities for changing them.

Spady, D. & Gagnon, F. (2010). *Public health in the era of peak oil. An interview with Dr. Donald Spady*. Montréal, Québec: National Collaborating Centre for Health Public Policy. Available online at: http://www.ncchpp.ca/175/Publications.ccnpps?id_article=541

Interview with Dr. Donald Spady, University of Alberta Professor, on the potential effects of peak oil for population health.

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All of these resources are available on the NCCHPP's website:

<http://www.ncchpp.ca/175/publications.ccnpps>

Toutes ces ressources sont également disponibles en français :

<http://www.ccnpps.ca/187/Publications.ccnpps>



The National Collaborating Centre for Healthy Public Policy (NCCHPP) seeks to increase the expertise of public health actors across Canada in healthy public policy through the development, sharing and use of knowledge.

The NCCHPP is one of six centres financed by the Public Health Agency of Canada. The six centres form a network across Canada, each hosted by a different institution and each focusing on a specific topic linked to public health. In addition to the Centres' individual contributions, the network of Collaborating Centres provides focal points for the exchange and common production of knowledge relating to these topics. The National Collaborating Centre for Healthy Public Policy is hosted by the Institut national de santé publique du Québec (INSPQ), a leading centre in public health in Canada.

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