




INVESTING IN
EDMONTON'S ACTIVE
TRANSPORTATION
NETWORK

HARRISON MOORE
CITY OF EDMONTON
2023-26 BUDGET
HEARINGS
NOVEMBER 29, 2022



WHO AM I?

- Palliative care physician at the University of Alberta Hospital
- Lifelong Edmontonian
- Husband and father of two young children
- Someone who rides a bike, sometimes a scooter, pushes a stroller, pulls a chariot, walks, runs, and also drives a car

WHY INVEST IN EDMONTON'S ACTIVE TRANSPORTATION NETWORK?

- Beneficial for local businesses
- Reduce traffic congestion
- Lower carbon emissions and improve air quality

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- Beneficial for local businesses
- Reduce traffic congestion
- Lower carbon emissions and improve air quality
- **Improve safety**
- **Promote good health and positive wellbeing**



IMPROVE SAFETY





All services ▾

Public engagement

Initiatives

News

Bike-friendly routes

Dedicated bike lanes

These are your safest option while cycling.

Bike lanes are only for cyclists and cannot be used by other motorists. When you are riding beside parked cars or other vehicles, always keep to the left side of any lane. That way, you are outside of the 'door zone', which is the area along the side of a parked car when an opening door can hit or seriously injure you while riding your bike.

Source:

<https://www.alberta.ca/paths-and-visibility.aspx#:~:text=Dedicated%20bike%20lanes&text=When%20you%20are%20riding%20beside,you%20while%20riding%20your%20bike.>

Separated Bike Lanes Means Safer Streets, Study Says

A 13-year study of a dozen cities found that protected bike lanes led to a drastic decline in fatalities for all users of the road.

By Aaron Short | May 29, 2019 |  16 COMMENTS

Source: <https://usa.streetsblog.org/2019/05/29/protect-yourself-separated-bike-lanes-means-safer-streets-study-says/>

Collisions cause many cycling injuries with other vehicles

Another Edmonton physiotherapist, Steven Cindric, believed driver behaviour to be a significant factor in the rise of cycling injuries, noting that vehicles may not be observing or watching bicyclists.

According to the City of Edmonton, almost 70% of the 140 cyclists injured or killed in a collision last year were hit by other drivers. The City states that the cyclists usually followed the road rules and had the right of way. Steven Cindric pointed to the lower number of protected bike lanes in Alberta compared to other provinces as a contributing factor.

In 2021, CAA compiled the following **statistics** for cycling in Canada:

70%-Edmonton

- An average of **74** Canadians die in cycling collisions each year. **73%** of those deaths involved a collision with a motor vehicle.
- Road safety rules may not have been respected in approximately **1 in 3** cycling fatalities.
- Most cycling injuries and deaths occur between **4 p.m. and 8 p.m.** (i.e. during rush hour and as it gets dark outside).
- Areas where cycling is more prevalent tend to have **lower** rates of bicycle-related collisions and fatalities.

73%-Canada

Source:

<https://www.cuminggillespie.com/blog/serious-personal-injury/data-shows-spike-in-cycling-injury-hospitalizations-in-first-year-of-covid-19/#:~:text=An%20average%20of%2074%20Canadians,1%20in%2003%20cycling%20fatalities.>

Cyclist killed on Whyte was U of A track athlete



CBC News · Posted: Aug 28, 2012 1:55 PM MT | Last Updated: August 28, 2012



Isaak Kornelsen was killed Monday in a cycling mishap on Whyte Avenue. (University of Alberta)

Source:

<https://www.cbc.ca/news/canada/edmonton/cyclist-killed-on-whyte-was-u-of-a-track-athlete-1.1146236>



**PROMOTE HEALTH
AND
POSITIVE WELLBEING**



Health Benefits of Physical Activity for Adults

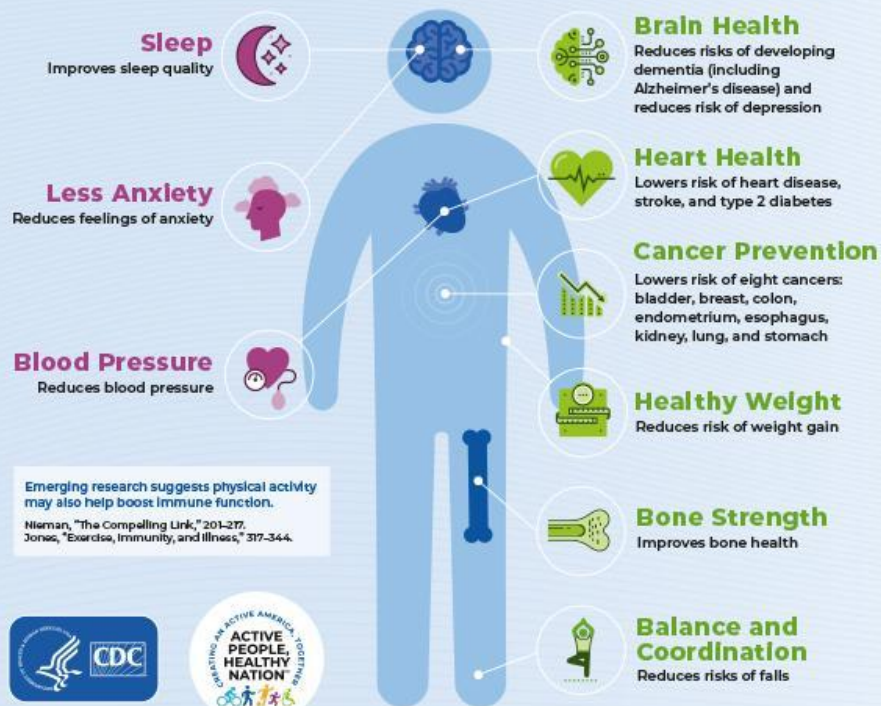


IMMEDIATE

A single bout of moderate-to-vigorous physical activity provides immediate benefits for your health.

LONG-TERM

Regular physical activity provides important health benefits for chronic disease prevention.

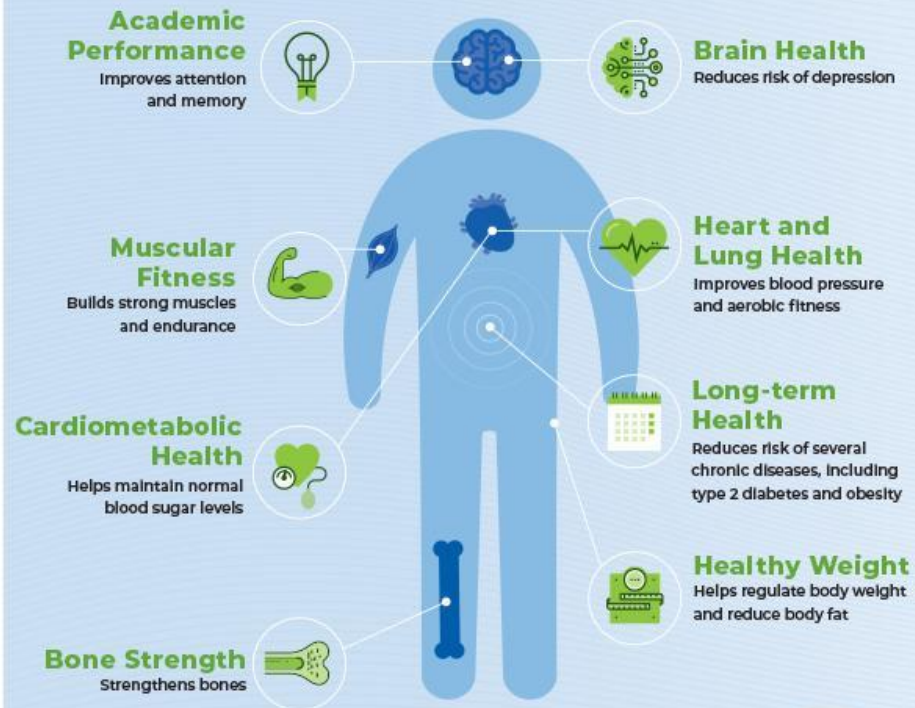


Source: *Physical Activity Guidelines for Americans*, 2nd edition

To learn more, visit: <https://www.cdc.gov/physicalactivity/basics/adults/health-benefits-of-physical-activity-for-adults.html>

August 2020

Health Benefits of Physical Activity FOR CHILDREN



Source: *Physical Activity Guidelines for Americans*, 2nd edition

To learn more, visit: <https://www.cdc.gov/physicalactivity/basics/adults/health-benefits-of-physical-activity-for-children.html>

October 2021

8 OCTOBER 2020



Access to bike lanes increases physical activity in children

Source:

<https://www.bicyclenetwork.com.au/newsroom/2020/10/08/access-to-bike-lanes-increases-physical-activity/>

One of the key questions in the active travel research space is: can bike facilities contribute to increased physical activity in children? If we build it, will they come? A new study suggests yes.

A group of researchers across several universities have conducted a systematic review of the health science literature to investigate associations between access to bike lanes and childhood obesity.

This new study, published in the journal [Obesity Reviews](#), suggests that children will engage in increased physical activity when they have access to bike lanes.

Hoping to advance worldwide efforts to combat childhood obesity, the research group screened over 1300 existing studies and found that the overwhelming majority of relevant research showed a positive link between access to bike lanes and increased physical activity in kids.

Looking at studies from Australia around the globe, six studies reported a significant positive correlation between bike lane access and children's sports activities. One study reported that children with low access to bike paths had more sedentary time than those with medium or high access.

A systematic review of the effect of infrastructural interventions to promote cycling: strengthening causal inference from observational data

[Famke J. M. Mölenberg](#) , [Jenna Panter](#), [Alex Burdorf](#) & [Frank J. van Lenthe](#)

International Journal of Behavioral Nutrition and Physical Activity **16**, Article number: 93 (2019) | [Cite this article](#)

Results

The review included 31 studies and all were conducted within urban areas in high-income countries. Most of the evaluations found changes in favor of the intervention, showing that the number of cyclists using the facilities increased (median relative change compared to baseline: 62%; range: 4 to 438%), and to a lesser extent that cycling behavior increased (median relative change compared to baseline: 22%; range: – 21 to 262%). Studies that tested for statistical significance and studies that used subjective measurement methods (such as surveys and direct observations of cyclists) found larger changes than those that did not perform statistical tests, and those that used objective measurement methods (such as GPS and accelerometers, and automatic counting stations). Seven studies provided information on changes of physical activity behaviors, and findings were mixed. Three studies tested for equity effects following the opening of cycling infrastructure.



Success Story!



INVESTMENT IN ACTIVE
TRANSPORTATION IS
INVESTMENT IN
PUBLIC HEALTH





INVESTMENT IN ACTIVE
TRANSPORTATION IS
INVESTMENT IN THE
PEOPLE OF
EDMONTON





THANK YOU!

