

Sustainable Transport by Design or by Default? Either Way, the Wasteful Ride is Over

NATIONAL TRAVELWISE ASSOCIATION CONFERENCE




Dr. Barry Wellar
Professor Emeritus
University of Ottawa,
Distinguished Research Fellow
Transport 2000 Canada

PowerPoint Slides for
a Presentation at the
**NATIONAL TRAVELWISE ASSOCIATION
(NTWA) CONFERENCE**

**Transport & Climate Change:
Understand the Problem –
Be Part of the Solution**

Belfast, Ireland
8-9 November 2007





Kiwanis Club of Ottawa, February 23, 2007

Sustainable Transport: Does Anybody Here Know How To Win This Game?

Dr. Barry Wellar
President, Wellar Consulting Inc.
Distinguished Research Fellow
Transport 2000 Canada

**Sustainable Transport by Design or by Default?
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How Long Does It Take To Get It Right?

Housing for the future

B. Wellar
Ministry of State for Urban Affairs
Government of Canada

1975

“Taking steps towards the end of the automobile era”

B. Wellar
Ottawa Citizen

1975



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Meaning of Win in Sustainable Transport

**Principles Are Not Enough
to Simultaneously Increase Walk,
Cycling and Transit Trips, and
Decrease Private Motor Vehicle Trips**

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Meaning of Win in Sustainable Transport

Achieving Practices

Achieving Practices

Achieving Practices

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Sustainable Transport by Design or by Default?
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Sustainable Transport Suggestion: City of Ottawa

Apply a Sustainable Transport Test to
Every Initiative That Generates, Induces
or Distributes Traffic of Any Kind



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Sustainable Transport Suggestion: City of Ottawa

Publish Annual Report on What City of
Ottawa **Has Done** to **Increase** Walk,
Cycling and Transit Trips, and
Decrease Private Motor Vehicle Trips

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Sustainable Transport Suggestion: Ottawa Corporations

Publish Annual Reports on What
Company X **Has Done** to **Increase**
Walk, Cycling and Transit Trips, and
Decrease Private Motor Vehicle Trips

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Sustainable Transport Suggestion: Ottawa Residents

Leave Your Cars at Home, Folks

Leave Your Cars at Home



Take a Hike

Ride a Bike



Board the Bus

Take a Train



But Leave Your Cars at Home



Geographic Factors as a Core Element of Sustainable Transport Best Practices in Metropolitan Regions in Canada



Dr. Barry Wellar

Distinguished Research Fellow

Transport 2000 Canada

wellarb@uottawa.ca

<http://wellarconsulting.com/>

2007 Annual Meeting

Association of American Geographers

San Francisco, CA, April 17-21

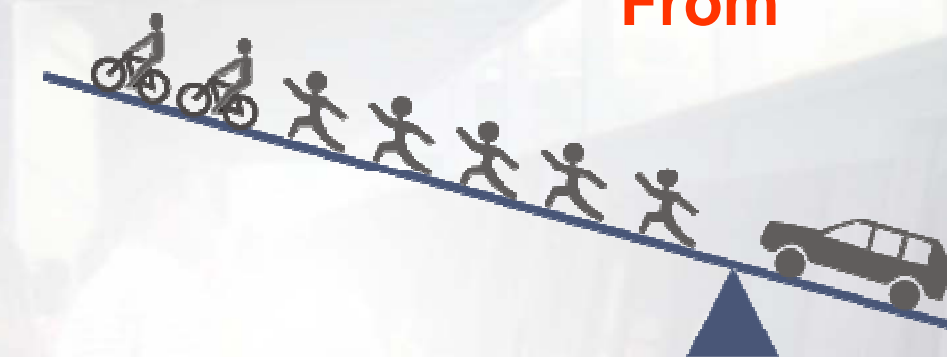


Fleming Lecture - Organized by the University of Washington

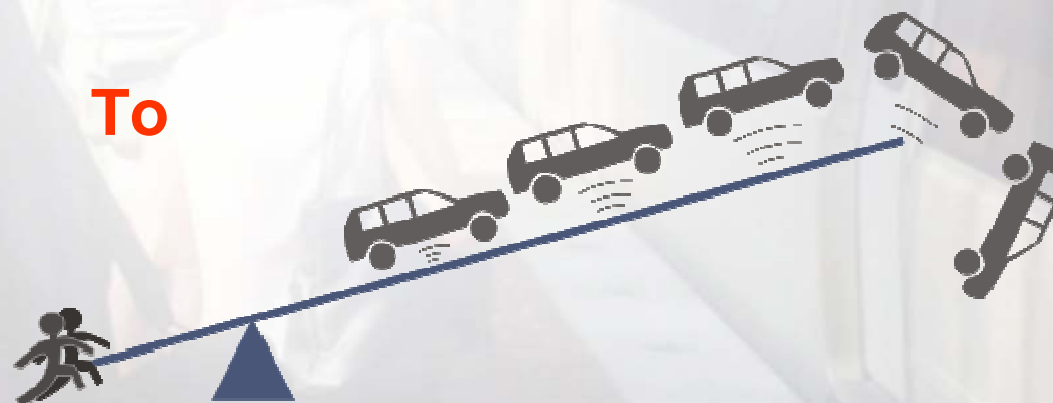
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It's past time for a change!

From



To



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Scenes for the video '*Automobilitis*'

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**Does anybody here understand
the concept of half?**



**Either way we are
in big trouble!**

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Where are the sustainable transport tests?



**SUSTAINABLE
TRANSPORT
TEST
?**

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Sustainable transport practices begin with pedestrians

PEDS
Rule

PED
Charter
of
Rights

PED
Zone



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**In the fullness of time?
I don't think so!**



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**Sustainable Transport by Design or by Default?
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**Look to children as the key people for
achieving sustainable transport practices
by design rather than by default**

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**Look to children to pressure adults about
acting on climate change issues**

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MAKING CONNECTIONS:

**GLOBAL WARMING?
GLOBAL FRYING?**

Scientists finding many 'leaks' in northern zone

Baltimore Sun

Ozone threat: Time for action, not panic

Ottawa Citizen



Europeans try to plug ozone hole

Philadelphia Inquirer

Ozone-hole conditions spreading: High concentrations of key pollutants discovered over U.S.

Washington Post

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A lament and a solution for “the great masses”

“As for the great masses
They can be divided into two classes;
Those for whom thinking is painful
And those for whom it is impossible”.

If that be true, then

**“Find ways to ease the burden of thinking
in order to achieve the desired actions”.**

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The Sustainable Transport Practices Score Card: Are You up to Winning the ST Challenge Cup?

Keeping Score in the Sustainable Transport Practices Game					
2007 State of ST Practices	Future State of ST Practices				
	2008	2009	2010	2011	-----
Best Better Good Bad Worse Worst	Best Better Good Bad Worse Worst	Best Better Good Bad Worse Worst	Best Better Good Bad Worse Worst	Best Better Good Bad Worse Worst	Best Better Good Bad Worse Worst

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Applying the KISS Principle to Track Sustainable Transport Practices

Sustainable Transport Practice	Year in Which Practice		
	Identified	Adopted	Implemented

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Experience of Panacea, Ontario with Sustainable Transport Best Practices

Sustainable Transport Practice	Year in Which Practice		
	Identified	Adopted	Implemented
Integration of land use and transportation	1974	1991	-----
Application of sustainability test to transportation projects, planning applications, and rezoning applications	2006	-----	-----
Bike rack requirement at private commercial buildings and public facilities	1993	2001	2005
Signal activation by transmitters in city buses	1988	1999	2006
Application of Walking Security Index to assess intersection performance for pedestrians	1998	2004	-----
Use of traffic calming devices to promote walking and cycling	1983	1985	1987
Moratorium on road widening	2000	2001	2003
Restrictive motor idling by-law	1991

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Bad, Worse, and Worst Sustainable Transport Practices in Urban Metro Regions: List 1

- Uncontrolled ring roads built to increase speeds and reduce trip times
- Intersections expanded to reduce private motor vehicle congestion
- 'Green' private motor vehicle purchases subsidized
- Hiring of transit operators who dislike people
- Disconnected bike paths
- Bike paths in structural disrepair

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Bad, Worse, and Worst Sustainable Transport Practices in Urban Metro Regions: List 2

- Construction of new inter-urban roads
- Reducing budgets to maintain sidewalks and bike paths
- Traffic signals timed to increase flow speeds of private motor vehicles
- Lack of sidewalks along arterial roads
- Inadequate sidewalk maintenance programs
- Inadequate vehicle traffic enforcement

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Bad, Worse, and Worst Sustainable Transport Practices in Urban Metro Regions: List 3

- Speed limits raised to appeal to vehicle operators
- Free parking for private motor vehicles at shopping centers
- Standard for 'HOV' lanes set at 2 occupants in a private motor vehicle
- Roads widened to reduce congestion
- Transit service reduced to balance the transport budget
- Cutting transit fare subsidies for seniors and students
- Cosmetic vehicular windshield and window tinting

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Good, Better, Best Sustainable Transport Practices in Urban Metro Regions: List 1

- Land use and transportation system integration based on walk, cycle and transit as primary transport modes
- Signal light priority given to pedestrians at intersections
- Intersections designed to achieve safety, comfort, and convenience of pedestrians
- Roundabouts designed to achieve safety, comfort, and convenience of pedestrians
- Intersections designed to achieve safety, comfort, and convenience of cyclists
- Roundabouts designed to achieve safety, comfort, and convenience of cyclists

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Good, Better, Best Sustainable Transport Practices in Urban Metro Regions: List 2

- Transit vehicles equipped to change signal lights
- Transit vehicles given priority right-of-way to enter traffic lanes
- As private motor vehicle use declines, roads and streets removed from city networks and converted to alternative transport uses, or other land uses
- Surface parking lots removed from areas served by transit
- Moratorium imposed on road and street expenditures
- Road maintenance budgets reduced to accelerate the shift from private motor vehicle to walk, cycle and transit modes

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Good, Better, Best Sustainable Transport Practices in Urban Metro Regions: List 3

- Sustainable transport test applied to transportation projects, official plan amendments, rezoning applications
- Truck trailers loaded onto rail cars based on ST criteria
- Standard for high occupancy vehicle (HOV) lanes set at 4, 5, and 6 or more occupants in a private motor vehicle
- Standard for high efficiency vehicle (HEV) lanes set at 3 or more occupants
- Strict, zero-tolerance enforcement of vehicle speeds in school, seniors, and community zones

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Analysis of Share of Trips by Mode, Swagger, Ontario, 1990-2007: LOSER

Mode	% Share by Year									
	90	91	92	93	94	95	04	05	06	07
Walk	3	3	3	3	4	4	4	5	5	5
Cycle	1	1	1	1	1	2	2	2	2	2
Transit	12	12	12	13	13	13	13	13	14	14
Private Vehicle	84	84	84	83	82	81	81	80	79	79



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**Analysis of Share of Trips by Mode,
Exemplary, NI, 1990-2007: WINNER**

Mode	% Share by Year									
	90	91	92	93	94	95	04	05	06	07
Walk	10	12	14	16	16	17	22	23	24	25
Cycle	3	3	4	4	5	9	10	11	12	14
Transit	22	23	25	26	27	28	32	33	35	38
Private Motor Vehicle	65	62	57	54	52	46	36	33	29	23



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***Sustainable Transport:
Is There Anybody Here
Who Can Win This Game?***

Yes, Anyone Who

**Understands the
consequences of losing the
sustainable transport game**

Has the wits to win

Has the will to win

**Has the powers
of persuasion needed
to achieve the win**

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Thank You

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