

Transportation:



Inspiring a Sustainability Action Agenda

Dr. Barry Wellar, MCIP

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Professor Emeritus, University of Ottawa,
Policy and Research Advisor, Federation of Urban Neighbourhoods,
Principal, Wellar Consulting Inc.,
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Presentation materials for

*2nd Annual Sustainable Community Summit:
Identifying Barriers and Providing Solutions*

Summit organized by:

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Ottawa Centre
ynaqvi.mpp.co@liberal.ola.org
yasirnaqvimpp.ca

Ottawa, Ontario
May 14, 2011





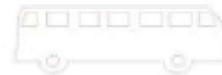
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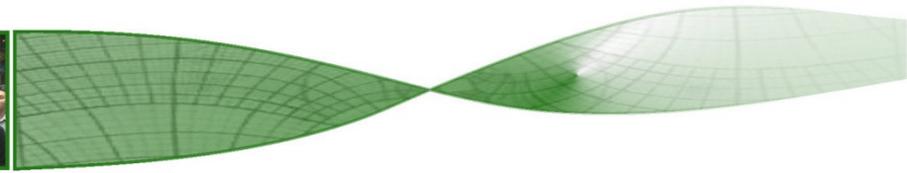
Presentation Assignment



To promote and guide discussion into the barriers and solutions associated with achieving the transportation element of a sustainable community.



Either way we are in big trouble!



Transportation: Inspiring a Sustainability Action Agenda



Why “Inspiring”?



Because, based on the record of the past 35 years, informing Canadian citizens, corporations, and governments about the ABCs of sustainable transport through facts and logic has proven to be at best a ‘baby step’ way of effecting change.

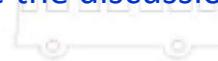
As a result, and by ways yet unknown to me, it seems that a stimulus is needed to *INSPIRE* citizens, corporations, and governments to move

Practice Sustainable Transport

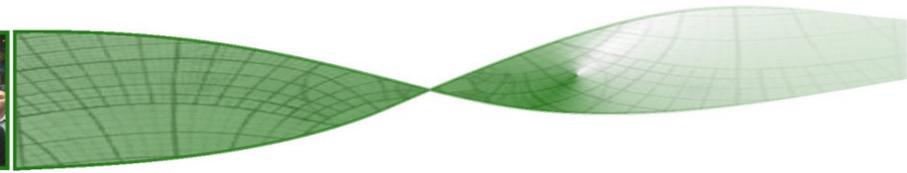


to the very top of their Must Do Lists, and to then act accordingly.

Today, Summit attendees will be asked for words of wisdom, guidance, and motivation to *INSPIRE* a sustainable transportation transformation across Ottawa, Ontario, and beyond. My task is to help frame the discussion.



Either way we are in big trouble!

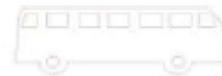


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Sustainable Transport Concepts in Context

More than 150 years ago, John Stuart Mill expressed elements of the concept of sustainability. My initial comments on sustainable transportation were published in the mid-1970s, and built on Mill's thoughts. PowerPoint slides from several previous presentations provide a brief overview of parts of that work, and a context for today's Summit presentation. Information is included about e-access to the materials.



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Selected Wellar Presentations on Sustainable Transportation

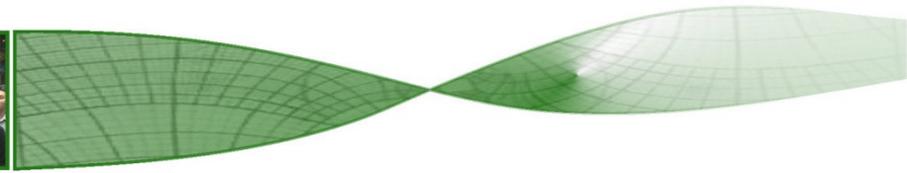
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Taking steps towards the end of the automobile era



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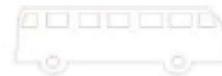
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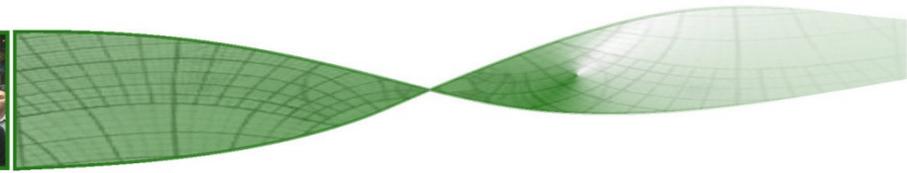
Sustainable Transport:
Is There Anybody Here
Who Can Win This Game?



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



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Sustainable Transport Best Practices and
Geography: Making Connections



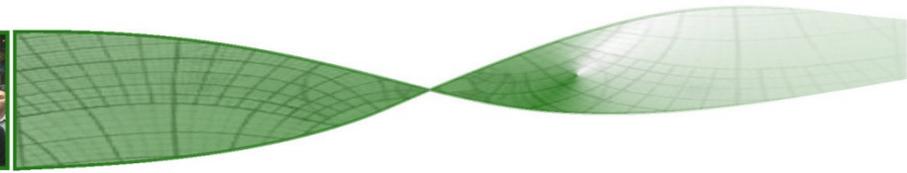
Sustainable Transport Practices in Canada:
Exhortation Overwhelms Demonstration



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



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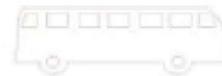
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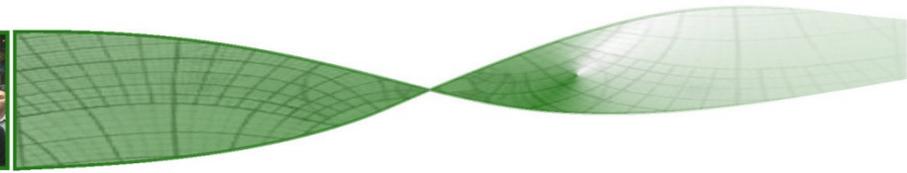
Cutting to the Chase in
Designing New Measures of
Transportation System Performance



Designing New Planning Measures of
Transportation System Performance



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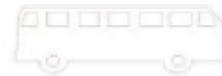
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Best Practices for Walkability



How Citizens Can Make a Difference in Defining and Achieving Walkability



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Selected Wellar Presentations on Sustainable Transportation -- Ottawa

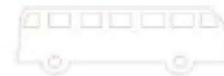
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Sustainable Transport: Does Anybody Here Know How To Win This Game



An Advisory to Council About Solving Ottawa's Transportation Mess



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Selected Wellar Presentations on Sustainable Transportation -- Ottawa

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The Bottom Line in
Tran\$it Financing101:
They're All Taxpayer Dollar\$



Questions, Questions, and More Questions
About Ottawa's LRT Plan, 2009 Edition



Analysis of Responses to
'Questions, Questions, and More Questions
About Ottawa's LRT Plan, 2009 Edition'



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Recent Wellar Research Into the Sustainable Transport Decision Process

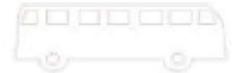
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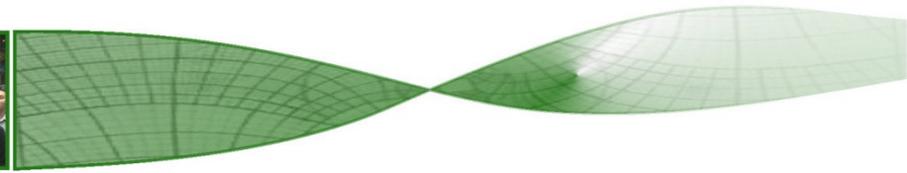
Transport Canada Project,



Methodologies for Identifying and Ranking Sustainable Transport Practices in Urban Regions



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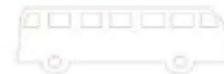
*Inspiring a Sustainability Action Agenda
Will Not Be a Walk in the Park!*



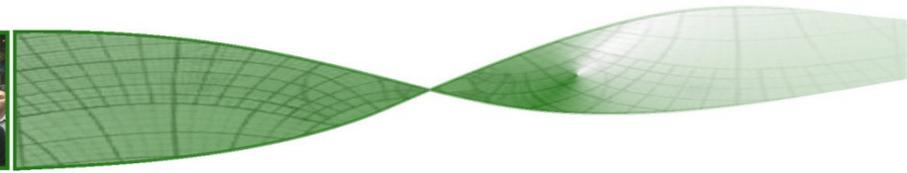
"... Besides, increased traffic is
a natural outcome of
the city's intensification goals."



*Ottawa Sun Editorial, March 11, 2011.
"Walkley driving ban unwarranted"*



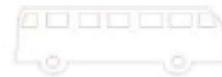
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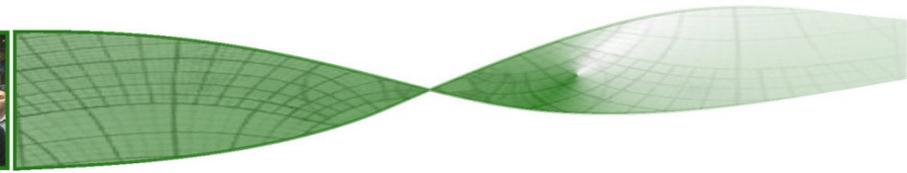
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Letter to Editor by B. Wellar Submitted March 11, 2011 but Not Published

I expect that your statement "Besides, increased traffic is a natural outcome of the city's intensification goals." will come as one hell of a surprise to all the urban planners, urban designers, etc., in Ottawa and around the world who are under the impression that a primary reason for urban intensification is to reduce the number of trips made by private motor vehicles, and increase the number of trips made by walking, cycling, and transit.



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Essence of a Sustainable Transportation Action Agenda (1)



SIMULTANEOUSLY



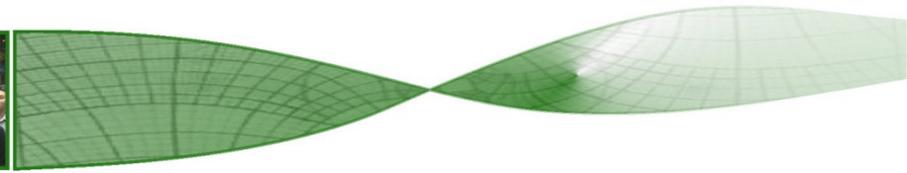
a) **Reduce** the number of trips made by private motor vehicles, and



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Essence of a Sustainable Transportation Action Agenda (2)



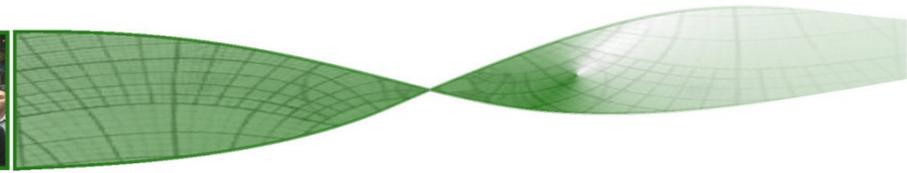
Actions are explicitly designed and
methodologically implemented to
increase transportation system flexibility



(Source: William L. Garrison, contact B. Wellar for references.)



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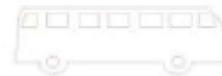
Fundamentals of Sustainable Transportation 101: Basic Output-Input Relationships

Increased ABC with **Increased** Use of XYZ Mode of Transportation

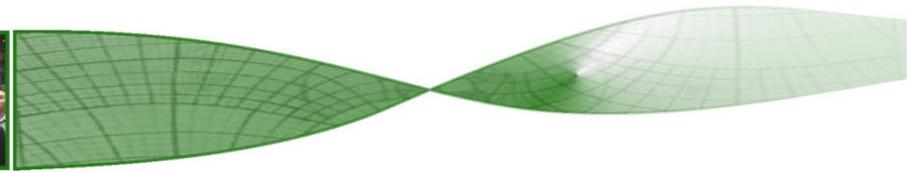
Increased ABC with **Decreased** Use of XYZ Mode of Transportation

Decreased ABC with **Increased** Use of XYZ Mode of Transportation

Decreased ABC with **Decreased** Use of XYZ Mode of Transportation



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Fundamentals of Sustainable Transportation 101: Name Your ABCs (1)

Accessibility

Accidents

Cardiovascular illness

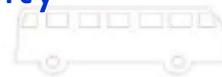
Comfort

Congestion

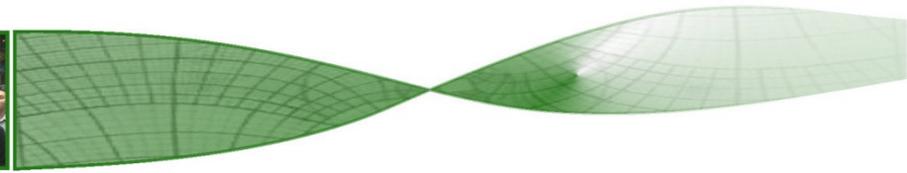
Convenience

Density

Diversity



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Fundamentals of Sustainable Transportation 101: Name Your ABCs (2)

Economic development

Energy consumption

Environmental impact

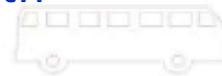
Fitness

Greenhouse gases

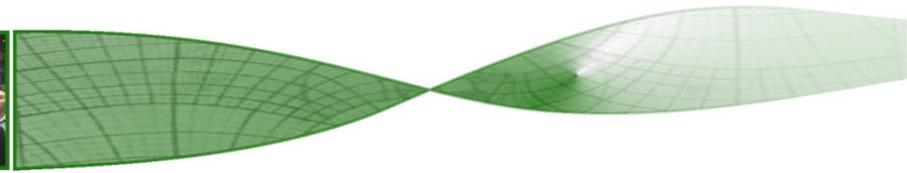
Green space

“Gridlock”

Growth



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Fundamentals of Sustainable Transportation 101: Name Your ABCs (3)

Health problems

Infrastructure capital costs

Infrastructure maintenance costs

Infrastructure operating costs

Intensification

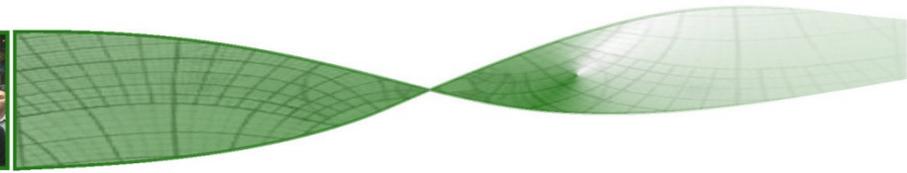
Land consumption

Mobility

Obesity



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Fundamentals of Sustainable Transportation 101: Name Your ABCs (4)

Open space

Parking lots

Parking spaces

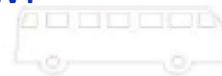
Pollution

Resource consumption

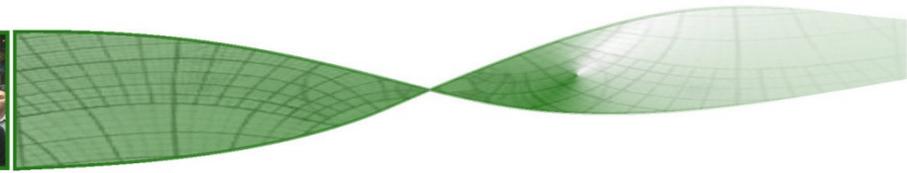
Respiratory illnesses

Safety

Sprawl



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Fundamentals of Sustainable Transportation 101: Name Your ABCs (5)

Taxes

Traffic deaths

Traffic injuries

Trip cost

Trip distance

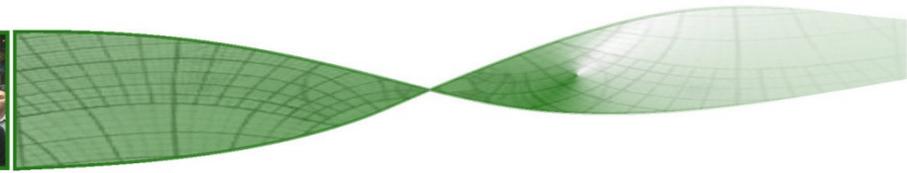
Trip interruptions

Trip risks

Trip time



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Fundamentals of Sustainable Transportation 101: Name Your ABCs (6, 7, 8, 9 ...)

40 ABCs are sufficient for the Summit.

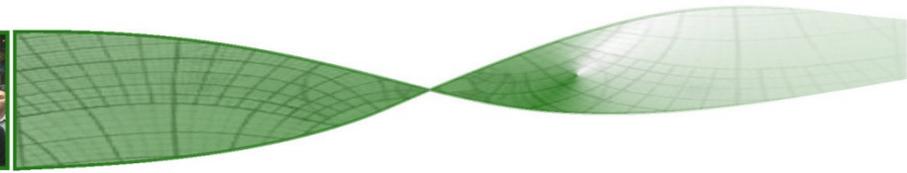


There are dozens of other ABCs,

Fill in the blanks



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Fundamentals of Sustainable Transportation 101: Name Your XYZ Mode(s) For Moving People

Cycling



Motorized scooter



Motorized wheelchair

Private motor vehicle



Rollerblading

Skateboarding

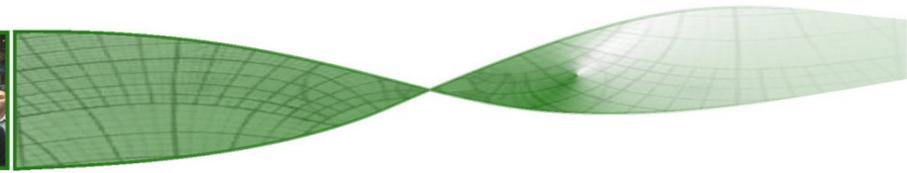
Transit



Walking



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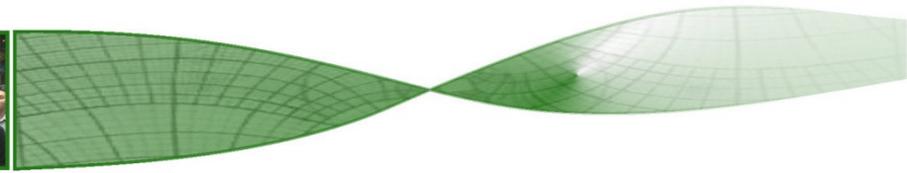
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Fundamentals of Sustainable Transportation 101: Name Your Alternative Means for Not Moving People

Telecommute
Teleconference
Telehealth
Telemarket
Telemedicine
Teleservice
Teleshop
Telework



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Questions about Barriers to Achieving a Sustainable Transportation Action Agenda

Barrier Question 1.

What are the reasons that **citizens may not actively engage in practicing** sustainable transportation by



SIMULTANEOUSLY

- a) **Reducing** the number of trips made by private motor vehicles, and
- b) **Increasing** the number of trips made by walking, cycling, and transit?



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Questions about Barriers to Achieving a Sustainable Transportation Action Agenda

Barrier Question 2.

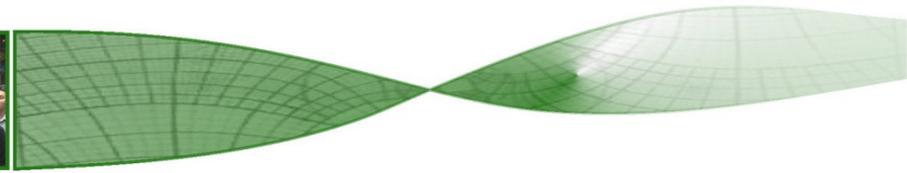
What are the reasons that **corporations may not participate in efforts to achieve** sustainable transportation by

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Questions about Barriers to Achieving a Sustainable Transportation Action Agenda

Barrier Question 3.

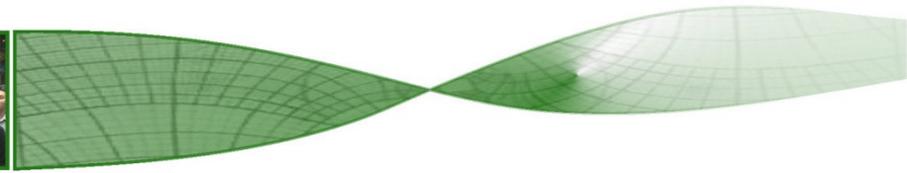
What are the reasons that **the City of Ottawa may not implement policies, plans, and programs that give top priority to practicing** sustainable transportation by

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Questions about Barriers to Achieving a Sustainable Transportation Action Agenda

Barrier Question 4.

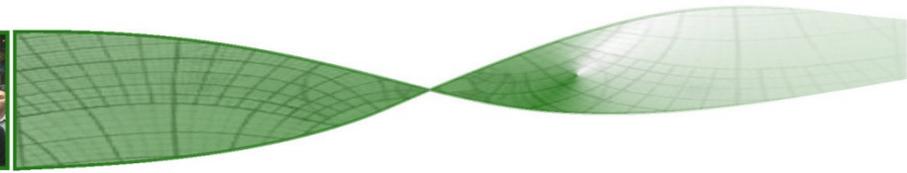
What are the reasons that **the Province of Ontario** may not implement policies, plans, and programs that give top priority to practicing sustainable transportation by

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Questions about Barriers to Achieving a Sustainable Transportation Action Agenda

Barrier Question 5.

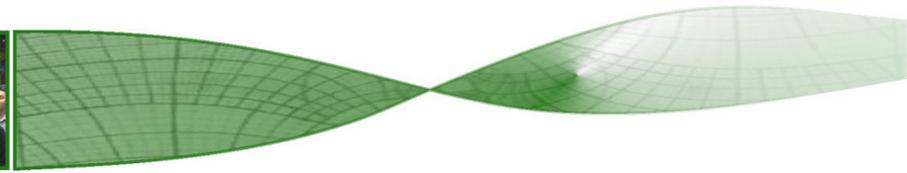
What are the reasons **that the Government of Canada may not implement policies, plans, and programs that give top priority to practicing** sustainable transportation by

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Questions about Barriers to Achieving a Sustainable Transportation Action Agenda

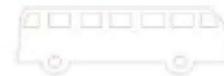
Solution Question 1.

What are the ways to *inspire* citizens to

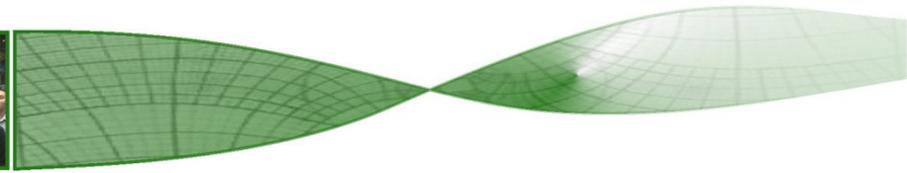


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Questions about Barriers to Achieving a Sustainable Transportation Action Agenda

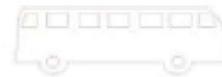
Solution Question 2.

What are the ways to *inspire* corporations to

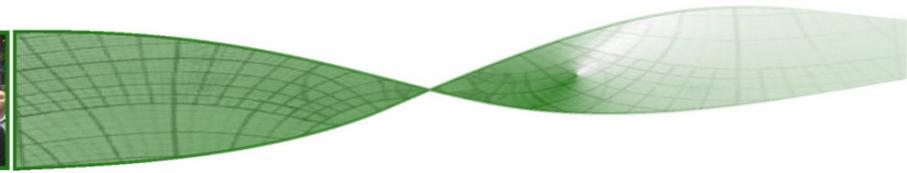


SIMULTANEOUSLY

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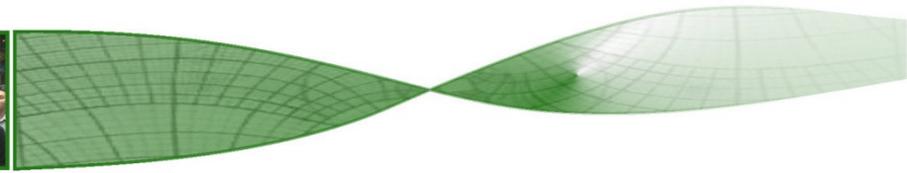
What are the ways to *inspire* the City of Ottawa to implement policies, plans, and programs that give top priority to practicing sustainable transportation by

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Questions about Barriers to Achieving a Sustainable Transportation Action Agenda

Solution Question 4.

What are the ways to *inspire* the Province of Ontario to implement policies, plans, and programs that give top priority to practicing sustainable transportation by

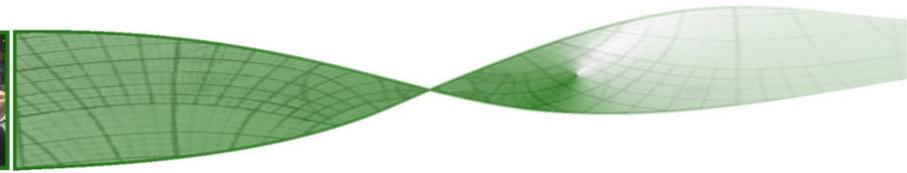


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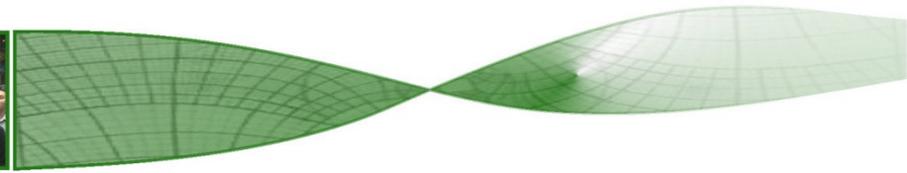
What are the ways to *inspire* the Government of Canada to implement policies, plans, and programs that give top priority to practicing sustainable transportation by

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Again, Why “Inspiring”?



Because, based on the record of the past 35 years, informing Canadian citizens, corporations, and governments about the ABCs of sustainable transport through facts and logic has proven to be at best a ‘baby step’ way of effecting change.

As a result, and by ways yet unknown to me, it seems that we need to **INSPIRE** our citizens, corporations, and governments to move Practice Sustainable Transport from the To Do List to the top of the Doing List. **NOW!**

Today, Summit attendees are asked for words of wisdom, guidance, and motivation to *inspire* a sustainable transportation transformation across Ottawa, Ontario, and beyond.



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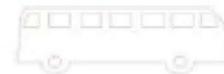
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Closing Comment



Congratulations to MPP Yasir Naqvi for creating the Sustainable Community Summit, and to the Summit participants who care enough about their community to put achieving greater sustainability at the very top of their To Do Lists. May numerous others join us in common cause.



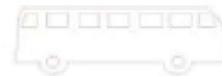
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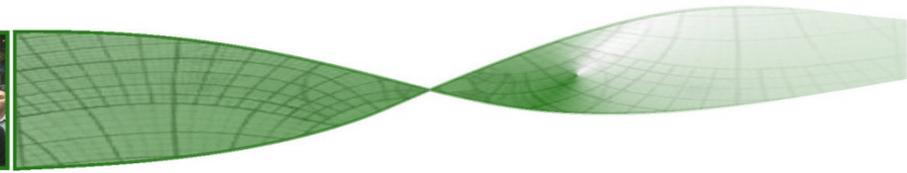
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Let the Inspiring Begin



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Note about Barry Wellar

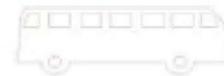


Barry Wellar has been engaged in community affairs since the early 1970s.

Information about his academic, research, public service, and consulting activities can be found at various websites, including: wellarconsulting.com; transport2000.ca; slideshare.net; urbanneighbourhoods.ca; <http://www.geomatics.uottawa.ca/>; and urisa.org. In addition, a Google search for B. Wellar and Barry Wellar will yield a number of results.

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Either way we are in big trouble!