



## OttoCYCLE: Making Roadwaves

With great fanfare and support from the City of Winnipeg, on Apr. 29, 2009 the CST launched the ground breaking OttoCYCLE project. This first-of-its-kind project aims to have 900 Winnipeg cyclists carry a GPS device that accurately records when, where and how they are cycling. *more OttoCYCLE, page 4.*



Number of trips taken:  1 to 5  6 to 10  11 to 50  51 to 100

### In this issue of the Complector:

 **DRIVE SMART AND \$AVE!** *THE UW GOES GREEN - PAGE 2*  
*NEW ECODRIVER MANITOBA PROGRAM: PAGE 2*

*CHILD AND YOUTH GUIDELINES UPDATE: PAGE 3*  
*OTTOCYCLE: PAGE 3*

*CANADA'S FIRST CICLOVIA: PAGE 4*   
*SAFEMILES: EARN POINTS FOR DRIVING SAFE: PAGE 4*  
*INTRODUCING THE SUSTAINABLE TRANSPORTATION BLOG: PAGE 4* 

 *ASSESSING TRANSPORTATION IN CHURCHILL: PAGE 5*

*FUEL USE AT BLUE MOUNTAIN*  **RESORT SHUTTLE**  
*PAGE 6*

*THE FUTURE OF TRUCKING: PAGE 6*  
*MORE GREEN TRUCKING: PAGE 6*  
*CST'S ROLE IN THE 2010 OLYMPICS: PAGE 6*

Autumn Newsletter  
October, 2009 Vol. 2.1

### MEMBER NEWS

**Join now and receive membership privileges until January 2011!**

**The online members' area is now open. To receive your access, email [j.bergen@uwinnipeg](mailto:j.bergen@uwinnipeg).**

### JOIN THE CST

Become a member of the CST and enjoy all the benefits membership has to offer!

- Explore the CST's new online members' area and the exclusive privilege to documents and reports
- Receive access to CST executive and staff, including valuable brainstorming and personal attention from our leaders in sustainable transportation.

For information on membership opportunities, contact the CST's communications coordinator at [j.bergen@uwinnipeg.ca](mailto:j.bergen@uwinnipeg.ca) or 988-7180.

The Centre for Sustainable Transportation  
at The University of Winnipeg

103-520 Portage Ave.  
Winnipeg, Manitoba  
R3C 0G2

p: 204-899-7182

f: 204-943-4695

e: [cstinfo@uwinnipeg.ca](mailto:cstinfo@uwinnipeg.ca)

# UWinnipeg Cleaning Up Green

## WATER: NOT FOR SALE

The University of Winnipeg is the first university in Canada to ban disposable plastic water bottles.

In March, students voted to ban the sale of disposable plastic water bottles on campus and University President and Vice-Chancellor Lloyd Axworthy agreed to institute the eco-friendly policy by September 2009.

Approximately 38,400 plastic water bottles were sold in the cafeterias and vending machines on UWinnipeg campus annually. Students will also be encouraged to refrain from bringing retail, disposable bottles on campus and to switch instead to reusable bottles.



*Photo by Boris Minkevich, Winnipeg Free Press; Students Vinay Iyer and Stephanie Chartrand.*

To encourage this practice, The University of Winnipeg Students' Association is partnering with UWinnipeg to provide all first year, incoming students with reusable bottles for free as part of their orientation package. *submitted by UW communications*

## UWINNIPEG EMBRACES ECO-FRIENDLY CLEANING PRODUCTS ON CAMPUS

The industrial-sized dishwasher in The University of Winnipeg's kitchen will be using only phosphate-free detergent as part of the University's commitment to create an environmentally sustainable campus and community.

As Diversity Food Services Inc. takes over all food services on campus, an environmentally-friendly product line of cleaners is being introduced in the kitchen and cafeterias including phosphate-free dishwashing detergent, counter sanitizers and floor cleaners. A green cleaning products procedure has been in place for three years for all other areas of the University with Bee Clean using only enviro-labeled products.

"We expect to be serving thousands of meals each day on the UWinnipeg campus so with that kind of volume we need to be responsible about the impact we are having on the environment," said Executive Chef, Ben Kramer. "Using eco-friendly products is consistent with the University's mission and the vision of Diversity Food Services."

The mandate of Diversity Food Services is to develop nutritious, fairly-priced food options that reflect both traditional and ethnic options focusing, wherever possible, on locally sourced, organic ingredients, with a commitment to fair-trade practices.

In 2005, President Lloyd Axworthy committed to a comprehensive Sustainability Management System for UWinnipeg, which means potential environmental impact is factored into all decisions. The short-term goal is to be Kyoto Protocol compliant, and the long-term objective is to achieve zero net green house gas emissions. UWinnipeg recently became the first university in Canada to place sustainability at the executive table by adding this responsibility to one of its Vice-President positions. *submitted by UW communications*

## ecoDrive and Save GHGs & \$\$\$

Manitobans now have a new resource to help them reduce their fuel consumption and emissions. Building on programs in Ontario and Nova Scotia, ecoDriver Manitoba is a joint public education project coordinated by Green Manitoba and conducted by Resource Conservation Manitoba, Manitoba EcoNetwork and the CST.

This new program will inform drivers of habits and car maintenance that can help them get the best fuel economy possible, no matter what they drive. This includes driving smart, planning your trips, reducing idling, and basic maintenance that will not only reduce the cost of driving, but lessen the potential for costly repair bills.

ecoDriver Manitoba also promotes Idle-Free Zones and can help Manitobans make informed choices when it comes to buying fuel efficient vehicles.

The ecoDriver Manitoba team is offering free presentations and maintenance clinics covering all aspects of ecodriving.



**DRIVE SMART AND SAVE**

For information or to book a workshop:

- email [info@ecodrivermanitoba.ca](mailto:info@ecodrivermanitoba.ca)
- call 204-925-3779
- visit [www.ecodrivermanitoba.ca](http://www.ecodrivermanitoba.ca).

## OTTOCYCLE: MAKING ROADWAVES (FROM PAGE 1)

The Otto, a product of local Winnipeg company PersenTechnology Inc., uses real-time Global Positioning System (GPS) satellite signals to identify and record a cyclist's position within five metres.

This enables the CST to collect data sought after by city planners that precisely tackles the question everyone wrestles with: what routes do cyclists actually take to get to their destination.

OttoCYCLE graphically illustrates the routes cyclists take and superimposes it on a map of Winnipeg. This helps the City determine where they need to focus their attention and build better bikeways.

Participants also fill out a short survey to collect information about their cycling habits, opinions on cycling and their suggestions for improving cycling in Winnipeg.

Having already tracked 550 routes, scheduled 700 volunteers and with over 900 potential participants, we are still looking for more! We would like anyone who cycles more than once a week within the Winnipeg city limits to volunteer – and volunteering is easy!

The Winnipeg project is expected to be completed by December 2009, with the intention to replicate the project in other municipalities. For more information, visit the CST website.

## TO VOLUNTEER:

Email the OttoCYCLE project team at [ottocycle@uwinnipeg.ca](mailto:ottocycle@uwinnipeg.ca) with your:

- name
- phone number
- email address
- home address

There are only two volunteer blocks left for the Winnipeg OttoCYCLE project:

October 5 - October 16  
October 19 - October 30

Volunteer for your block today!

||||| Check out the CST on twitter as TheCST, add us as a friend on Facebook, |||||  
||||| TheCentrefor SustainableTransportation or be a fan of The Centre for Sustainable Transportation |||||

# UPDATE: Child and Youth Friendly Guidelines

This project is led by CST research associates Dr. Richard Gilbert and Dr. Catherine O'Brien. The Public Health Agency of Canada (PHAC) has extended funding for this work until March 2010, which is now our deadline for finalizing the 10 sets of guidelines, one for each province.

The guidelines are for municipal land-use and transport planners who are interested in fashioning communities that have child and youth friendly transport and associated land-use arrangements. They are also for municipal councils, who ideally would adopt them as policy that their planners would follow. The guidelines could also be adopted by provincial governments as policy statements that municipalities would have to take account of.

We are working towards having the same set of guidelines for each of the ten provinces. However, the supporting text for each province is different, acknowledging legal and other differences among the provinces.

Presently there are 21 guidelines arranged in six groups: Putting children and youth first (Guidelines 1-3); Providing for children and youth as pedestrians (Guidelines 4-7); Providing for children and youth on bicycles, and other wheels (Guidelines 8-12); Providing for children and youth as transit users (Guidelines 13-15); Providing for journeys to and from school (Guidelines 16-18); Reducing transport's adverse impacts on children and youth (Guidelines 19-21).

Guidelines documents, each about 70 pages in length, are in near-final form for most of the provinces. They are being posted at the project's website, [www.kidsonthemove.ca](http://www.kidsonthemove.ca). Work in Quebec is just starting. The process in Quebec is being conducted in French only. The processes in the other provinces are and have been conducted in English only.

The extended funding by PHAC provides for some dissemination of the respective draft guidelines documents to municipalities in British Columbia, Manitoba and Nova Scotia. Partner organizations within the three provinces are leading these dissemination activities.

The extended funding is also supporting preparation of a common rural supplement to each of the guidelines documents. Some of the 21 guidelines do not apply well to rural communities. The supplement is designed to provide these communities with further help.

If all goes well, by March 2010 we will have final versions of 10 guidelines documents, one for each province, and the rural supplement. We will also have a brief document in English and French that sets out the Canadian Guidelines on Child and Youth-Friendly Land-Use and Transport Planning.

# The blogger and the blog

Introducing CST's lead blogger, Michael Dudley, pictured at the headquarters the CST shares with IUS at the UW.



New this summer, the Sustainable Transportation Blog, available at [www.centreforsustainabletransportation.org/blog.htm](http://www.centreforsustainabletransportation.org/blog.htm), provides informed commentary on current issues, trends, events, technologies, personalities, institutions, media coverage, publications or electronic resources related to sustainable transportation. As well, it acts as a journal of the CST's activities, updating readers on interesting developments related to our projects.

The blog offers an immediate and accessible means to inform our members and the wider "sustrans" community about key transportation issues. And it provides you the opportunity to contribute to the ongoing debate.

The blog adds value by providing insights, expertise, background, themes and concepts that readers won't be able to find elsewhere. Readers will get a glimpse at the generation of new ideas – concepts that perhaps won't see full fruition in the form of an article or more formal publication for some months or years. In a sense, it will document the CST's "thought processes."

Above all, the blog is a source of timely content: the blog gives CST researchers an immediate venue for disseminating content germane to its research interests and projects. It enables members to comment on posting, as well as on the comments of other members, making the site highly social. In this way, the CST blog can contribute to the online community of the Centre's membership.

# Safemiles

*Driving for Points. Safety Earns Rewards*

The SafeMiles study took to the road with great roar and great success.

Equipped with OttoView devices, 50 participants are now earning points by driving within the posted speed limit and maintaining a safe following distance from vehicles in front.

These points translate to rewards in the form of gift cards for gas stations, grocery stores and more elaborate spa weekend passes. Participant are about half way through the program and are expected to earn up to \$350 worth of rewards for their safe driving practices.

Safemiles is an applied research program that allows the CST to assess providing positive incentives to reach a desired behaviour. It's the first of its kind in Canada and is modeled after a Danish study. The program will run until mid November.



Radar unit installed on participating SafeMile car measures following distances to earn drivers points.



Article submitted by Downtown Winnipeg Biz.

Photo from the streets of Ciclovía, children decorating their bikes with the help of Art City for Canada's first ever Ciclovía.

Photo taken by Jolene Olive, Downtown Winnipeg Biz.

# Canada's First Ciclovía

The sun shone and Winnipeggers showed their spirit during Canada's first-ever Ciclovía! On Sunday, September 13 the north side of Broadway was closed from Osborne Street to Main Street as 10,000 people took to the road cycling, jogging, blading and skating their way down a road free from traffic.

Originating in Bogota, Colombia, Ciclovía is about promoting active transportation and healthy living. Ciclovía-inspired events have been held throughout the world and Winnipeg's event marked the first official Canadian event.

From 9am-4pm programming filled the streets as people participated in fitness classes like yoga, zumba and stroller fitness, listened to local musicians and enjoyed the fresh air. A kids zone had the little ones entertained with a hay maze, balloon bouncer and bike rodeo.

Cyclists defied gravity during the bike polo tournament and BMXers wowed audiences with their tricks. The street was also home to sandboxes, a farmers' market and artisan market. Numerous community groups came out to promote their services and a bike zone offered free bike repair clinics, bike decorating and information about safe cycling.

The road closures took advantage of regular Sunday closures along Wellington Crescent and Wolseley Avenue so that Winnipeggers could travel all the way from Assiniboine Park to The Forks on a street free from traffic.

At 4pm a concert by local all-girl band Oh My Darling at The Forks Oodena Circle wrapped up the day. The event was sponsored by the City of Winnipeg, Manitoba Homecoming 2010 and the Downtown Winnipeg BIZ.

# Churchill's Transportation Plan

The Institute of Urban Studies (IUS) at The University of Winnipeg has partnered with the Town of Churchill to develop a sustainability plan for the northern community. The plan will identify key ways to enhance the quality of life by improving the ecological, economic and social conditions of Churchill.

Pedestrian activity in Churchill is influenced and confined by the presence of these large predators. Automobile doors and homes are left unlocked to give residents shelter should a bear come through town.

Andrew Kaufman, CST researcher, recently joined the IUS delegation in Churchill, actively consulting residents, businesses and local government about transportation issues. The many discussions highlighted several common themes.

There is a strong desire from some residents to connect Churchill by road to the rest of Manitoba. This road would serve to ease shipping costs while opening the community to further growth. It is important to note that some residents are sceptical about a new road and worried about the negative impacts it may have on the town.

The importance of Churchill as a hub of northern shipping was also stressed. Several businesses ship freight by water to communities like Rankin's Inlet and Arviat. Through the winter months, residents of Rankin's Inlet and Arviat run sledges of supplies from Churchill to their respective communities.

The Hudson's Bay Railroad and the Port of Churchill serve as anchors for the community, enabling grain, goods, foodstuffs and tourists make their way to the town. Because of poor environmental conditions, trains to the town are sometimes delayed or derailed, restricting food availability in Churchill. As a remote northern community, Churchill residents also face high food costs associated with narrow transportation options for shipping products to the town.

While pedestrian friendliness is determined by issues of safety and walkability in southern urban centres, Churchill has issues of its own. As the polar bear capital of the world, pedestrian activity in Churchill is influenced and confined by the presence of these large predators. Automobile doors and homes are left unlocked to give residents shelter should a bear come through town. Manitoba Conservation officers patrol the perimeter of Churchill to ward off bears; however, some animals still make it into town.

The Churchill Sustainability Plan seeks to provide the missing pieces to the Town's current development plan. Transportation issues are emphasized as key components to ensuring a sustainable future for Churchill.



All photos by CST Researcher Andrew Kaufman.

## Winnipeg Celebrates Active Transportation!

In addition to Ciclovía, the CST was involved with Bike to Work Day and Car Free Day



Left: Arne Elias, executive director of CST at Bike to Work Day. Photo by Terry Zadan. Right: the outdoor living room at Car Free Day. Photo by Andrew Kaufman.



## Truck to the Future

The trucking industry is evolving. Wireless technologies, global supply chains, e-commerce, information sharing, security and environmental sustainability concerns are changing the way we transport goods in North America.

The CST, together with University of Manitoba Transportation Institute (UMTI) and other project partners are in the preliminary stages of planning a workshop to discuss the future of trucking.

Join leaders, regulators, academic, strategic thinkers and government officials for speakers, workshops and panel discussion on the future of trucking across the continent. Discussions will focus on policy and programs, science and technology and future infrastructure requirements for commercial motor vehicles and supply chains.

More information will be posted on the CST website as plans are made. To receive email updates on the workshop, send your contact information to [cstinfo@uwinnipeg.ca](mailto:cstinfo@uwinnipeg.ca).

## CST at the 2010 Olympics

### Transportation Demand Management for Large Events Requires Planning

In 2008, the CST and UrbanTrans Consultants Inc. prepared a report of Transportation Demand Management (TDM) recommendations. This work was commissioned by TransLink in preparation for the 2010 Winter Olympics to be held in Vancouver, British Columbia.

The review undertook a best practices and legacy review of previous Olympic events. Development of TDM recommendations for the 2010 Olympics was based on a thorough assessment of existing conditions in and around the greater Vancouver area. A comprehensive set of proposed TDM measures addressed a full spectrum of transportation modes from active transportation to commercial goods movement. CST and UrbanTrans recommendations successfully address the requirement of managing an influx of thousands of athletes, dignitaries and visitors to Vancouver in 2010.

## GrEEEn Trucking Motors Along

The CST introduced the GrEEEn Trucking incentive program in late May, 2009, together with Manitoba Infrastructure and Transportation (MIT), the Manitoba Trucking Association (MTA), and the University of Manitoba Transport Institute (UMTI).

GrEEEn Trucking, which stands for Economically and Environmentally Efficient Trucking, offers incentives to companies to install technological improvements on long-haul freight trucks and trailers. The program provides flexible ways for Manitoba's trucking industry to use improved technologies to reduce fuel consumption and greenhouse gas (GHG) emissions.

The application process for the first phase of the program is now complete. Applications have been received from 17 different companies for a total of 49 tractors and trailers.

Phase II applications are being accepted from September 15 to November 30, 2009.

To increase the interest in the program and encourage greater use of fuel saving technologies, companies will now be able to apply for grants for five tractor/trailers plus five per cent of their complete fleet. This is increased from one tractor/trailer plus three per cent of their complete fleet in Phase I.

The CST is tracking the real-world improvements of GHG emissions and fuel economy resulting from the technologies installed through this program. The tracking is done with a reporting system created by the Centre, and the results will benefit industry, government and researchers by identifying the most effective options for improving fuel economy.

As the freight trucking industry accounts for approximately a quarter of all transportation related GHG emissions, the CST views this program as an important development in addressing climate change. For more information on the GrEEEn Trucking program, visit [www.greentrucking.ca](http://www.greentrucking.ca) or email [cstruck@uwinnipeg.ca](mailto:cstruck@uwinnipeg.ca).

## Measuring Fleet Fuel Use at Blue Mountain Resort

CST research director, Terry Zdan and researcher Andrew Kaufman took to the friendly sky to visit Blue Mountain Resorts Limited in Blue Mountains, Ontario. Carrying 10 OttoView units and accompanied by local Winnipeg designer and maker, Frank Franczyk from Persen Technologies Inc. the crew set out to outfit a sample of the resort's fleet vehicles.

Blue Mountain has a fleet of vehicles it uses to run errands, move passengers around their facilities and for other miscellaneous purposes. The OttoView units will not only measure the amount of fuel the resort is using for these trips, but also trip costs, idling time, speed, distance, time of travel, and other driver habits. The device also calculates fuel emissions, including greenhouse gas (GHG) and particulate emissions.

"We're eager to show how changes in transportation can save money and improve overall sustainability," said Terry about this opportunity to work with a private fleet.

This study can be replicated for any fleet in any industry and will save on fuel costs and emissions. The second phase of the program is scheduled for March 2010 and will focus on driver education to maximize fuel use.

If you would like to learn more about fleet fuel measuring or discuss bringing the program to your workplace, contact Terry Zdan at [t.zdan@uwinnipeg.ca](mailto:t.zdan@uwinnipeg.ca).

