















# Statement for Wellington's Pedestrianization

Pr. Owen Waygood

Resident of Verdun

Father of 3

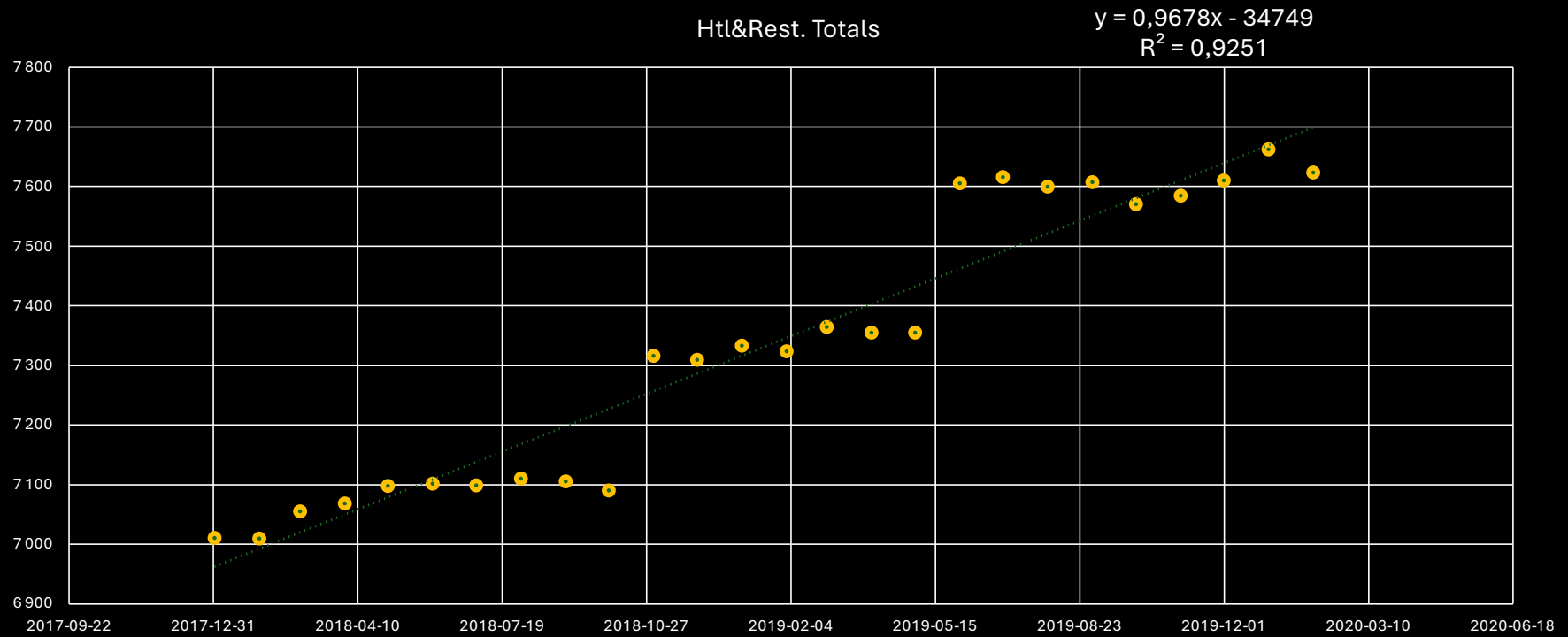


# Restaurants are overall stable, but declining since 2023 in Montreal

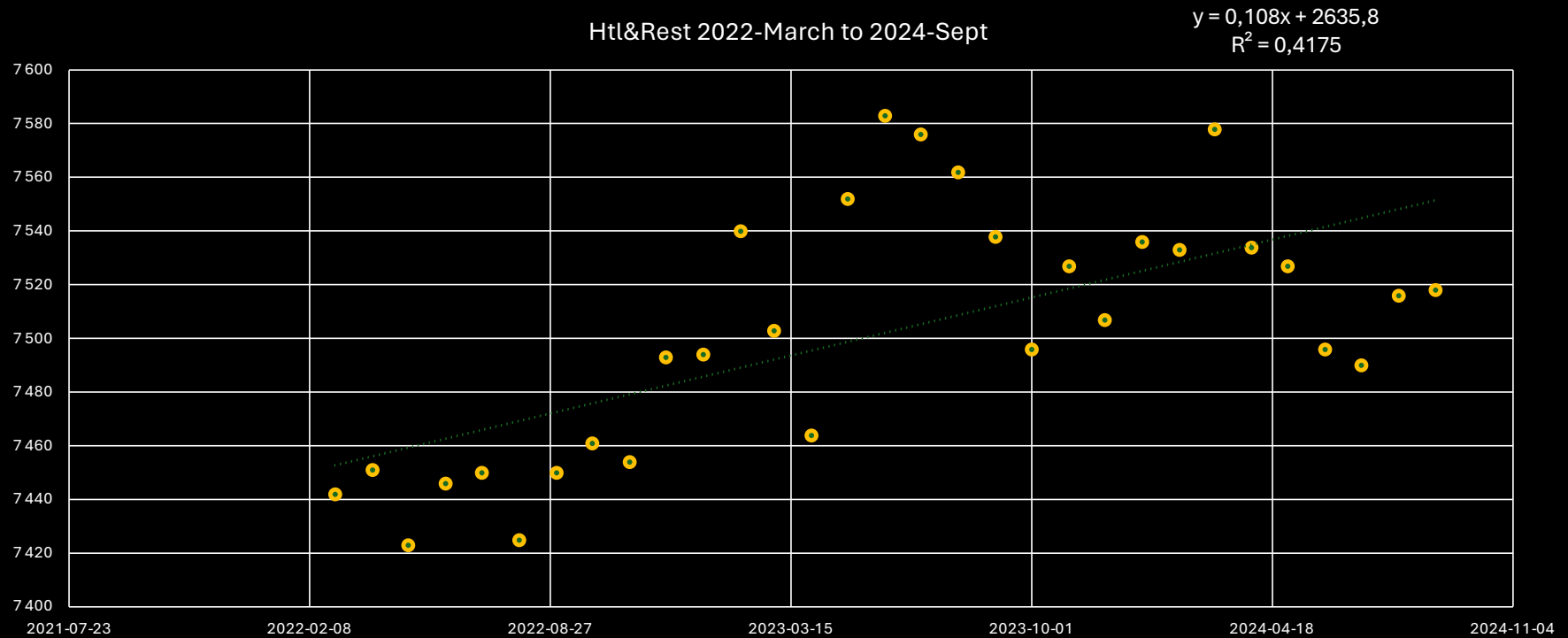
Data from Statistics Canada for Montréal

Table: 33-10-0270-01

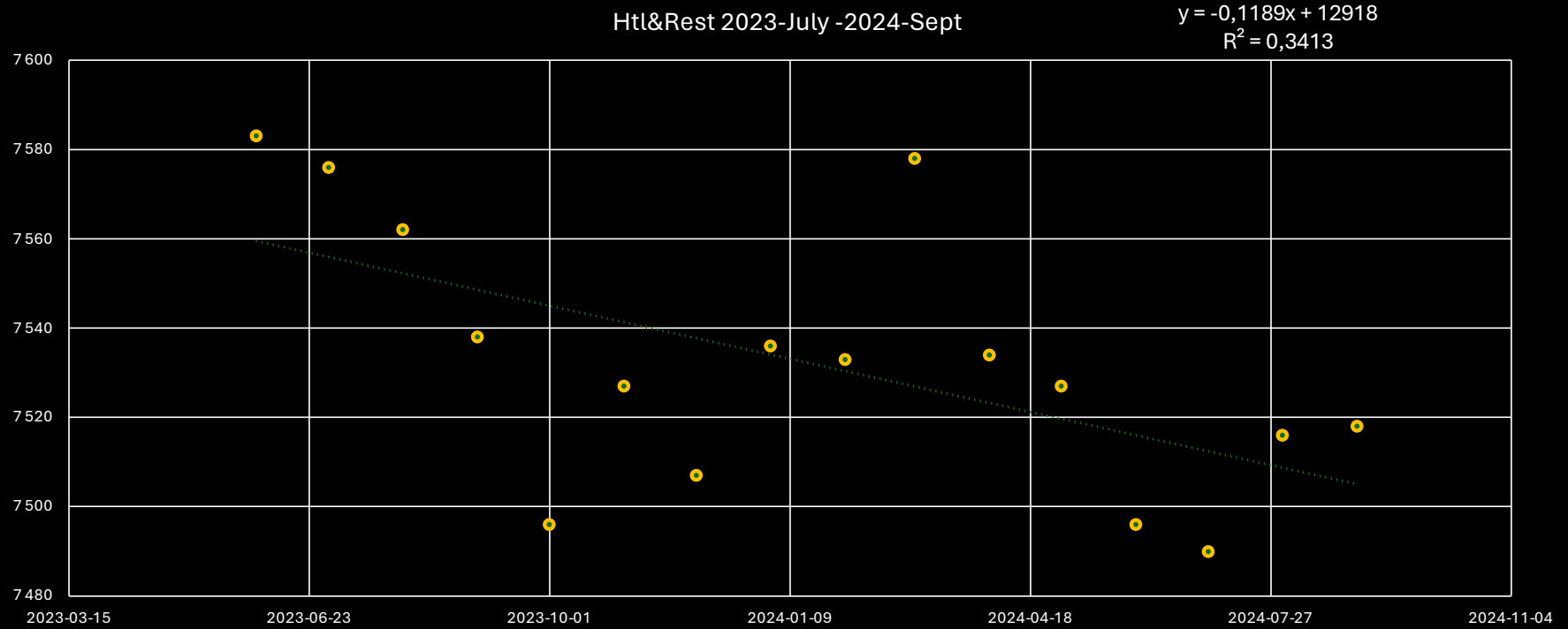
# Hotels and restaurants pre-COVID



# Hotels and restaurants March 2022-Sept 2024 – seems to be increasing



# But since the peak in July 2023...



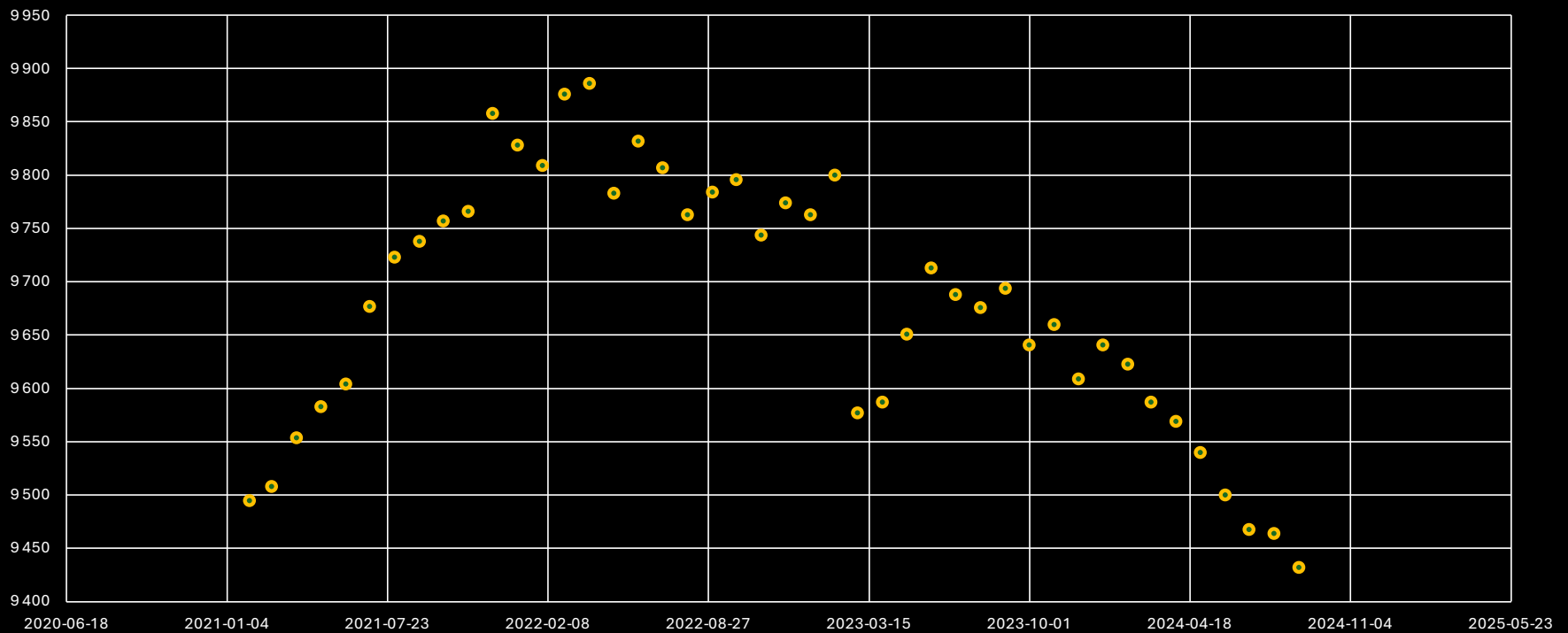
# Retail is in general decline

Retail sales in Montréal

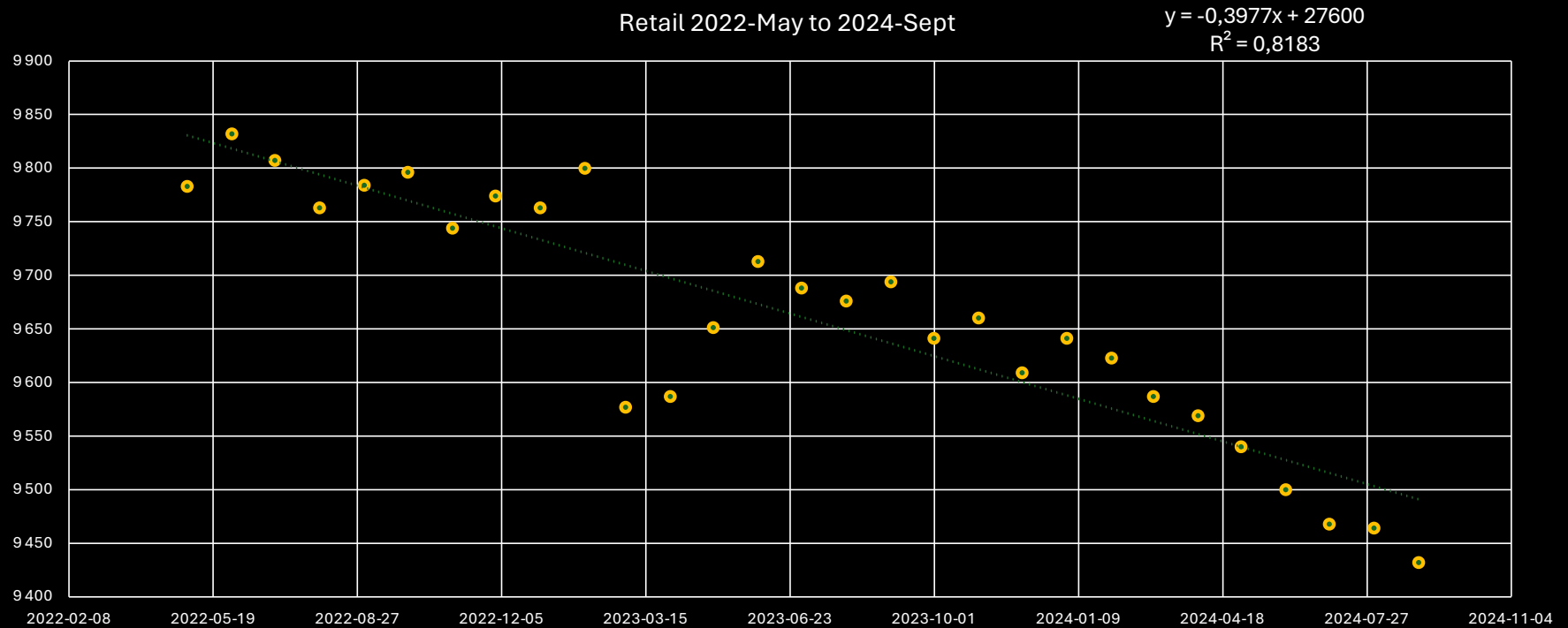
Statistics Canada

Table: 33-10-0270-01

# Post Covid: January 2021 – peak in February 2022 – in decline since then



# Retail in decline in Montreal since March 2022



## Next steps in analyzing this

Because the timing of the pedestrian street and the impacts of Covid-19 it is impossible to assign changes to the pedestrian street.

Retail stores are in a general state of decline, likely due to the step change in people's shopping patterns from instore to online (Amazon).

Wellington should not try to compete with Costco or other suburban development. To do so would ruin the attraction of such a place as a convivial neighborhood commercial street.



# Comparing apples to apples

To help disentangle the impact of the pedestrian street from other changes in commerce, we need data from more than just Wellington.

You need data from before Covid for Wellington and a number of other commercial streets to act as “controls”. Ideally, you would gather data on sales:

- Across Verdun to control for local trends

- For different commercial streets and disaggregate the data by commercial function (restaurants, grocery store, retail, etc.)

# 2018 Enquête Origine Destination

- We examined the data available for Montreal
  - Adults with disabilities have a licensing rate of 37 % versus 87 % for adult population
  - People with disabilities in households 3 x more likely not have a car
  - Many people with disabilities use active modes (e.g. 10.2 % versus 8 % for walking); equal for cycling to the general population
- Verdun: 37.4 % of *all* households don't own a car

# Do people in Verdun go to parks or to shops in Verdun more?

Excluding trips just returning home,

- Magasinage = 23 % of non-return home trips by Verdun residents with a destination in Verdun
  - 38 % are to Wellington
- Loisir = 11 %
  - Parks = **11 % of those**
  - **46 % of all leisure trips go to Wellington**

Trips to shops & businesses are MUCH MUCH more common.

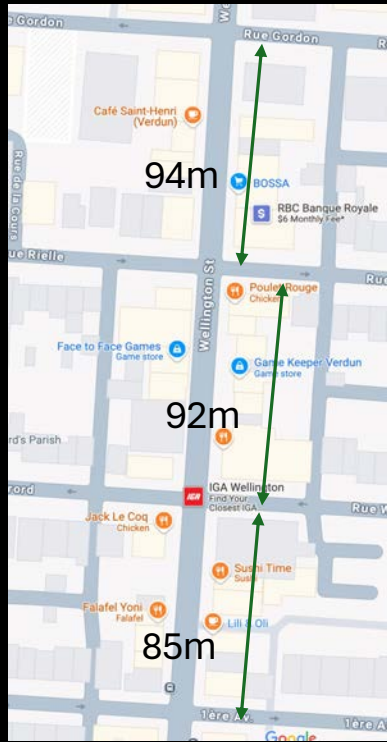


# Distribution of space

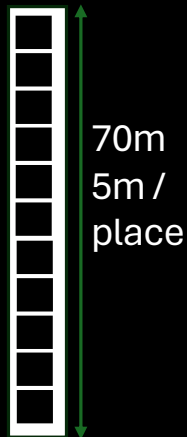


In Verdun, the vast majority (over 70 %) of this public space is dedicated to cars (Lefebvre-Ropas et al., 2021)

# Accessibility



## Parking



## An “ideal situation”

Park in front of store... but how realistic is it that a parking spot would be available at the moment one wants it and in front of the desired store?

To be generous, we will assume an **average of 24 m.** (70 m parking space / 5 m parking place & Each store is 10 m apart, no distance to cross sidewalk)

## Parking at corner

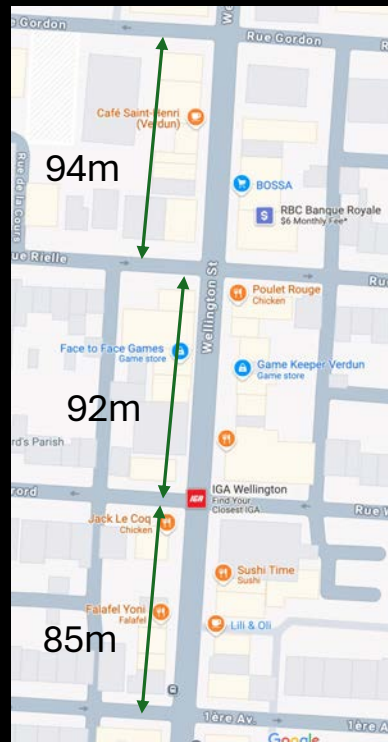
Walking distance from corner parking =

Length of block divided by two +

Average distance from corner for parking

Roughly  $45\text{ m} + 15\text{ m} = 60\text{ m}.$

# Accessibility – accessing two stores



Currently, due to car traffic, one must return to the corner.  
We cannot expect someone with low mobility to dart across the road

Park on Wellington case (“ideal”, previous page):

24 m to walk to first store

Walk to corner from mid-block store, 45 m

Cross street, 15 m

Walk to other store mid-block, 45 m

Exit store and return to corner, 45 m

Cross street, 15 m

Return to car, 45 m (average between shorter 25 m and longer 65 m)

**Total = 234 m**

In pedestrianized situation

Park on corner + parking distance = 60 m

Cross street, 15 m

Return to corner, 45 m

Cross street, 15 m

Go to parking 15 m

**Total = 150 m**



- Car traffic threatens people.
- If you have a crossing, you have to play the “will you stop?” game with drivers.
- Elderly have trouble looking both ways
- Children are held close

# Traffic Reduction (Goodwin, 2001)

- The concerns presented around the pedestrianization of Wellington are not new.
- On pedestrian-only space: “these places manifestly work, deliver commercial and cultural success, and win votes. In the largest areas, there are usually special arrangements to enable public transport vehicles to enter the restricted streets”
- “Traffic can be reduced substantially ... with no impossibly difficult side effects.”

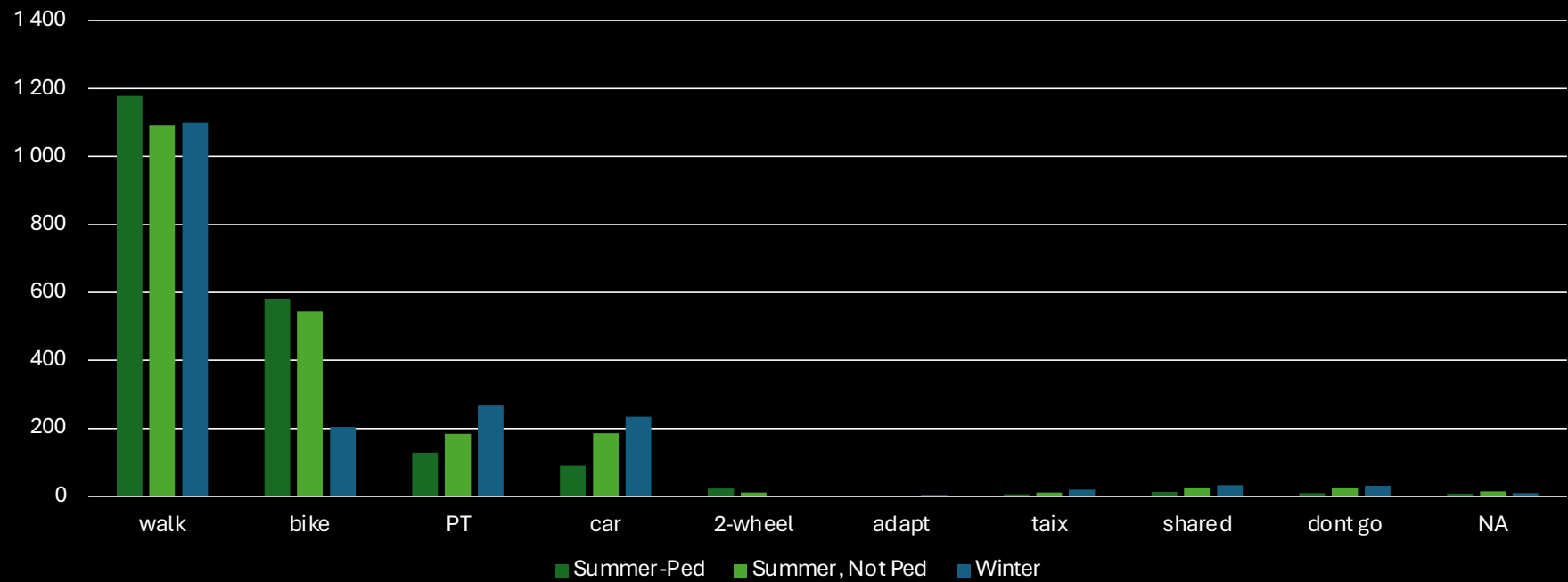


# Survey in 2021 with people about commercial streets

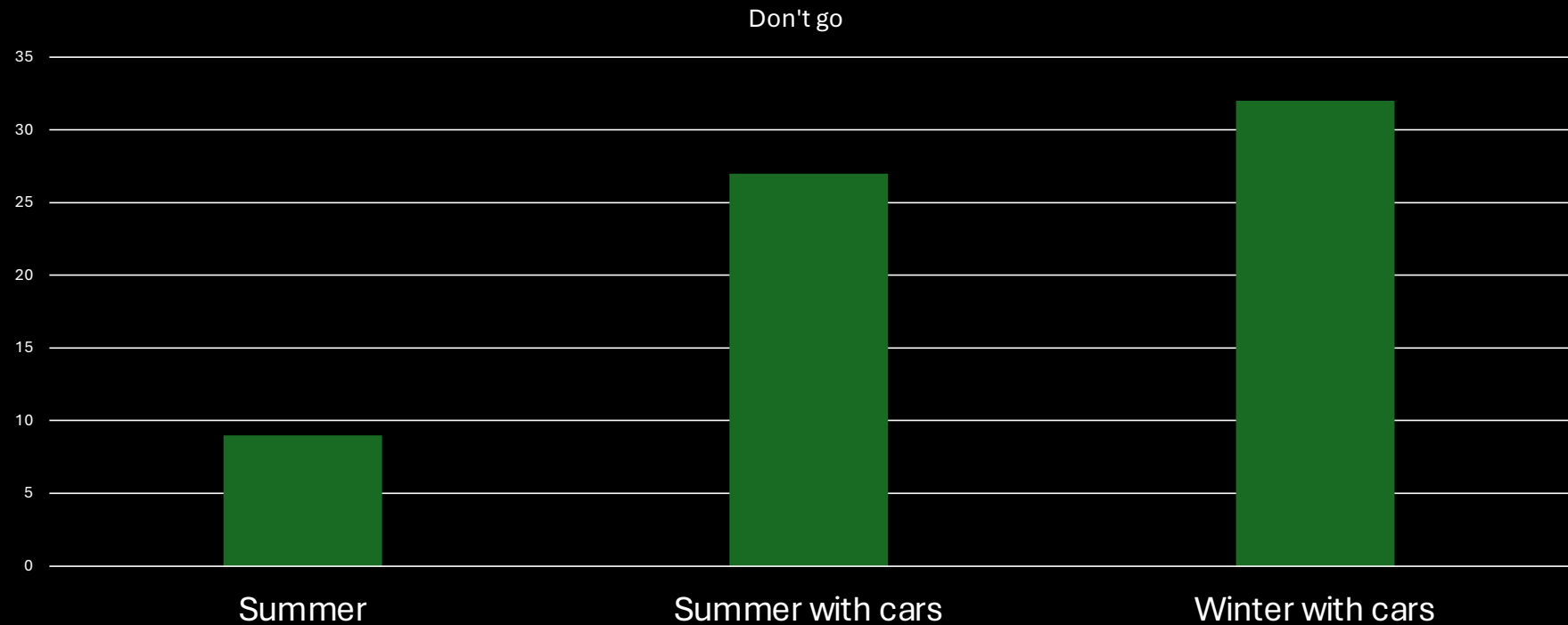
- Distributed by SDCs of Mont-Royal and Wellington
- Over 2000 responses

# How do they get there?

How people get to these commercial streets



Very few people avoid it when it is pedestrianized.



# Meeting people

- Survey not for commercial streets
- 620 people across Montreal (recruitment: Léger Opinion)
- Helps with community connections:
  - People who went to commercial streets in Montreal reported running into people that they knew more often when it is pedestrianized ( $p < 0.05$ ).

# Children like to go to shops (Tavakoli et al., 2024)

- Focus groups with experts, parents, and children in Montreal.
- Adults: parks and formal destinations
- Children: informal social spaces, shops, the community, pedestrianized streets – places where cars aren't
- They do not highlight parks like adults project on them

# Wellington pedestrianization challenges

- Streets that become very popular can suffer from the tendency to shift to just a few types of commercial activities such as cafés, restaurants.
- Rent increase protection is needed – should be combined with incentives for diverse commercial needs.

Finish

# People often say, “but we are not X place that did this great thing”

- Denmark is internationally known for its great human and civic spaces
  - It WAS dominated by cars and they thought, “this is the way it is”
- “We’re Danes, not Italians, and we are not going to sit around in outdoor cafés drinking cappuccinos in the middle of freezing winter!”
- Jan Gehl (author of *Cities for People*), watched people fill the vacuum left by the cars
  - It wasn’t simply that it was easier and less dangerous, it was that people like seeing other people - it is an *attraction* of the street, bringing more customers
- Businesses thrived



# Opens and closing of stores

Concern over stores closing

Overall, vacancies are down

# Restaurants are overall stable, but declining since 2023 in Montreal

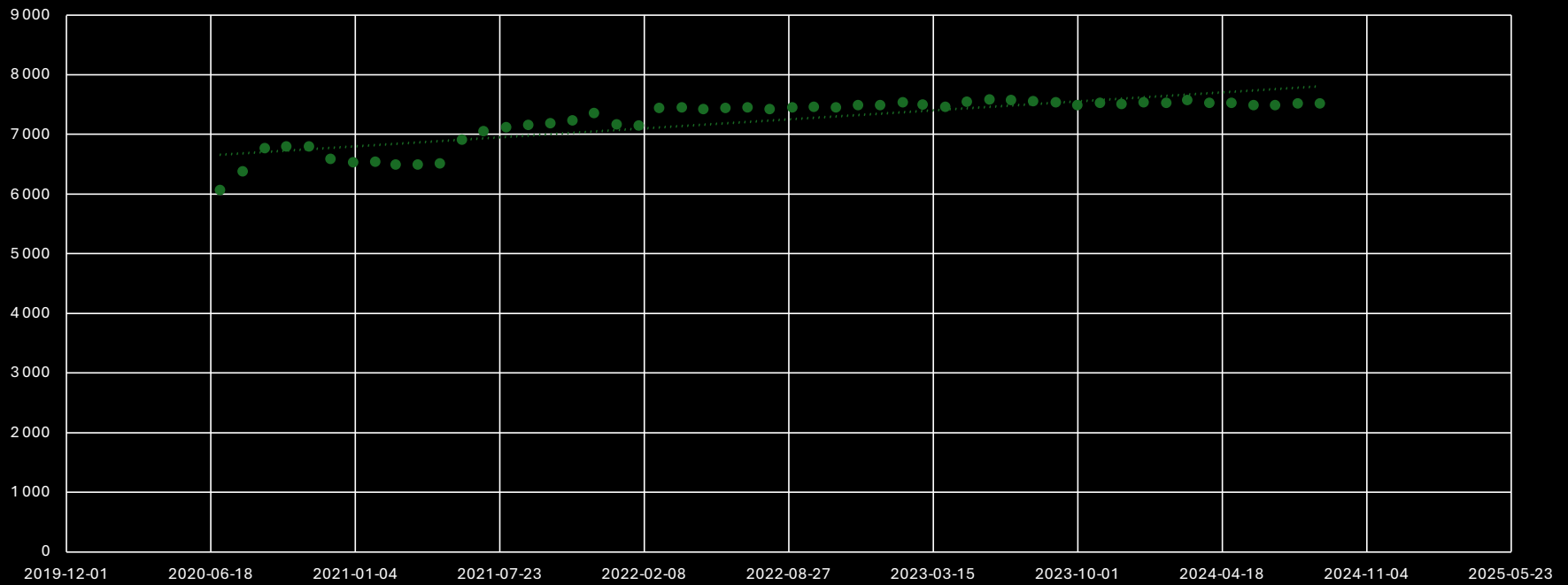
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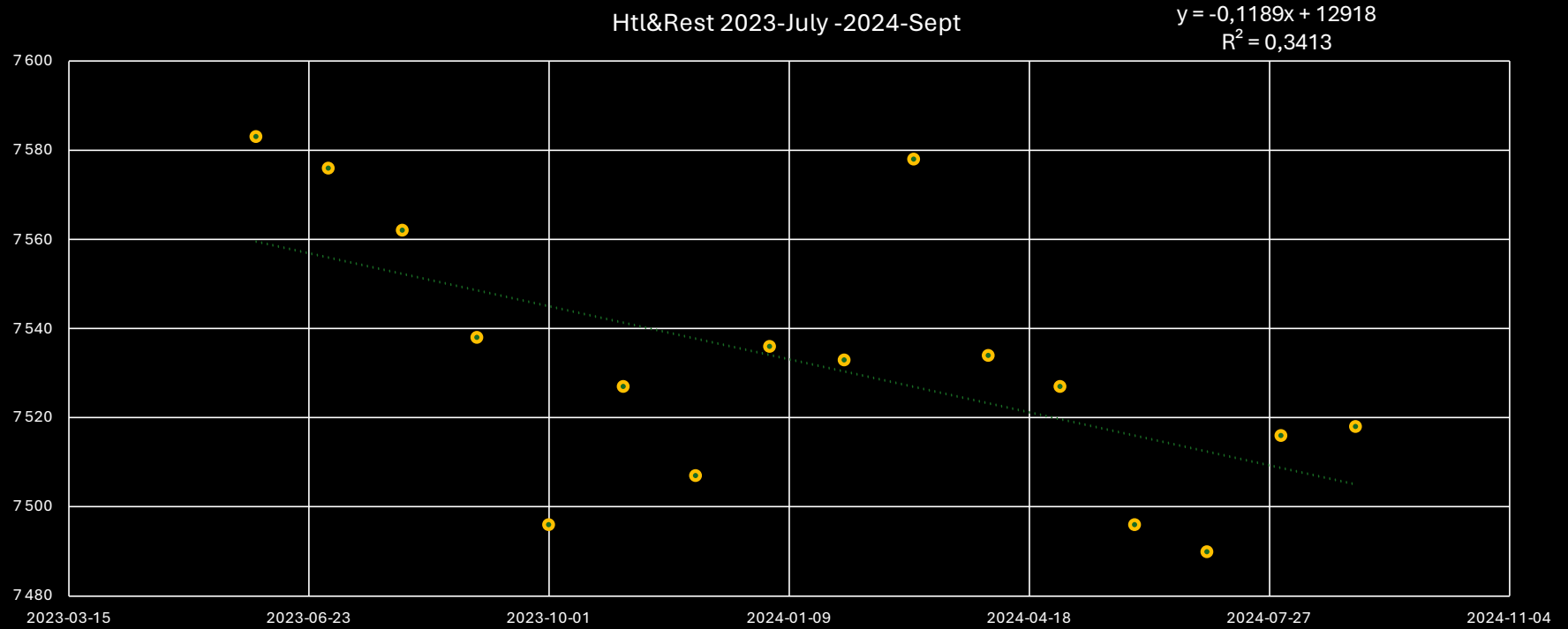
# Hotels and restaurants July 2020 to Sept 2024

Htl&Rest 2020-July to 2024-Sept

$y = 0,7533x - 26496$   
 $R^2 = 0,7132$



# But since the peak in July 2023...



# Retail is in general decline

Retail sales in Montréal

Statistics Canada

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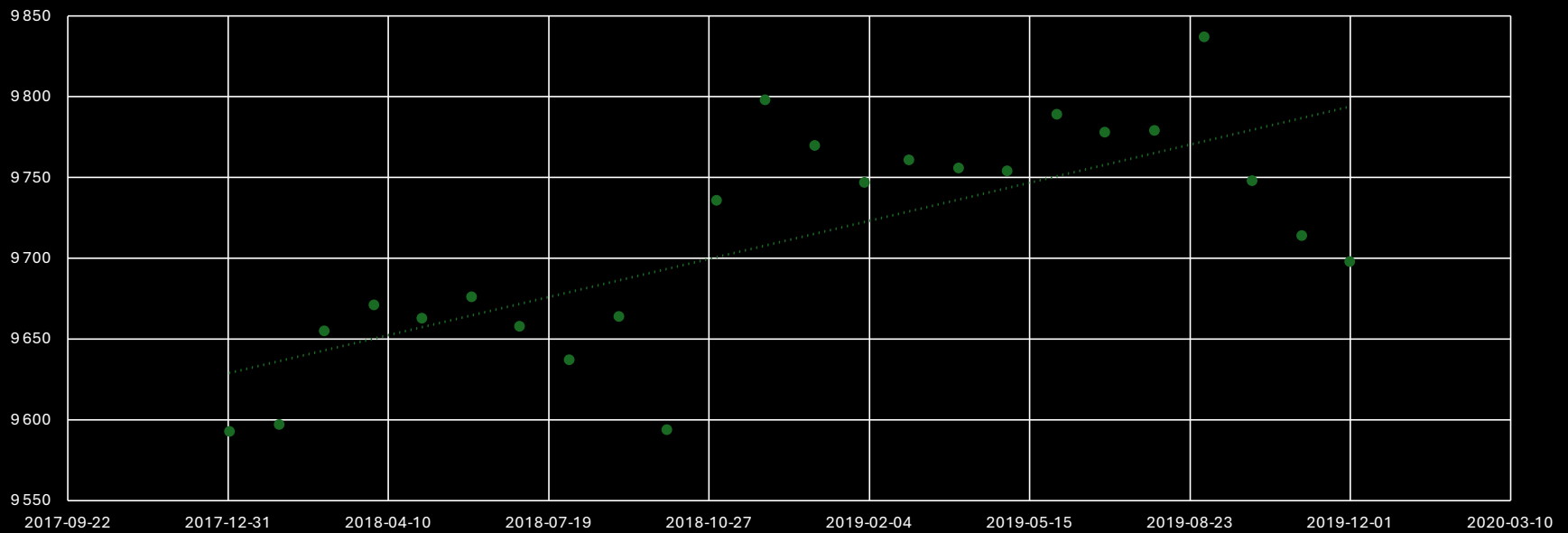
# Retail opening and closing Sept 2017-Sept 2024 - overall small decrease



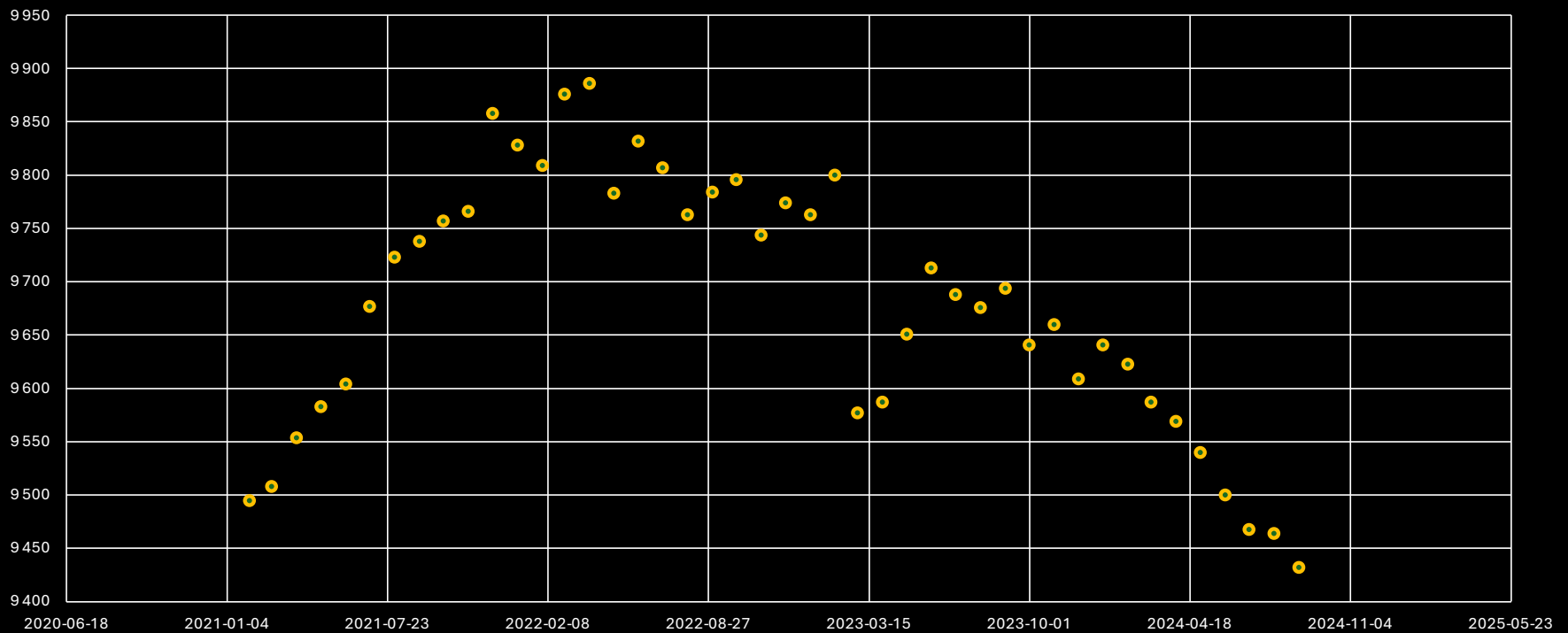
# Pre-COVID it was increasing

Retail 2018-2019

$$y = 0,2358x - 534,87$$
$$R^2 = 0,5315$$

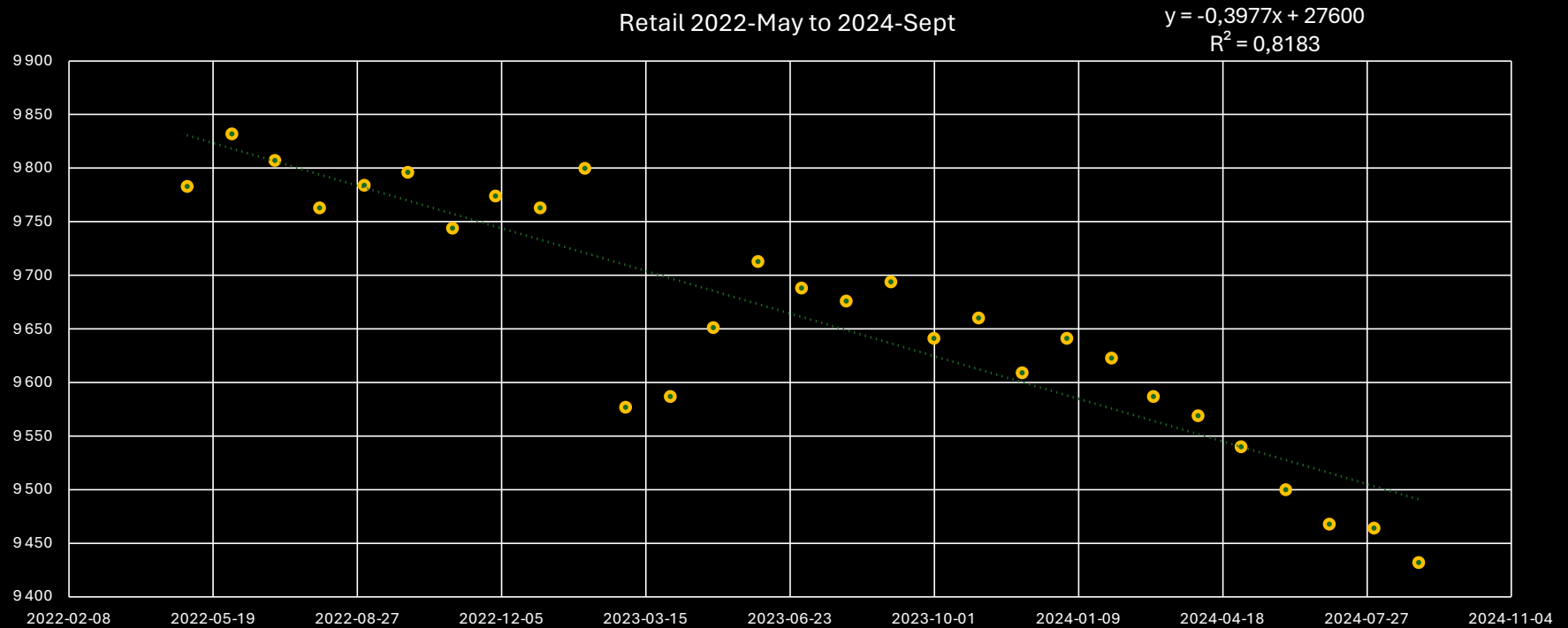


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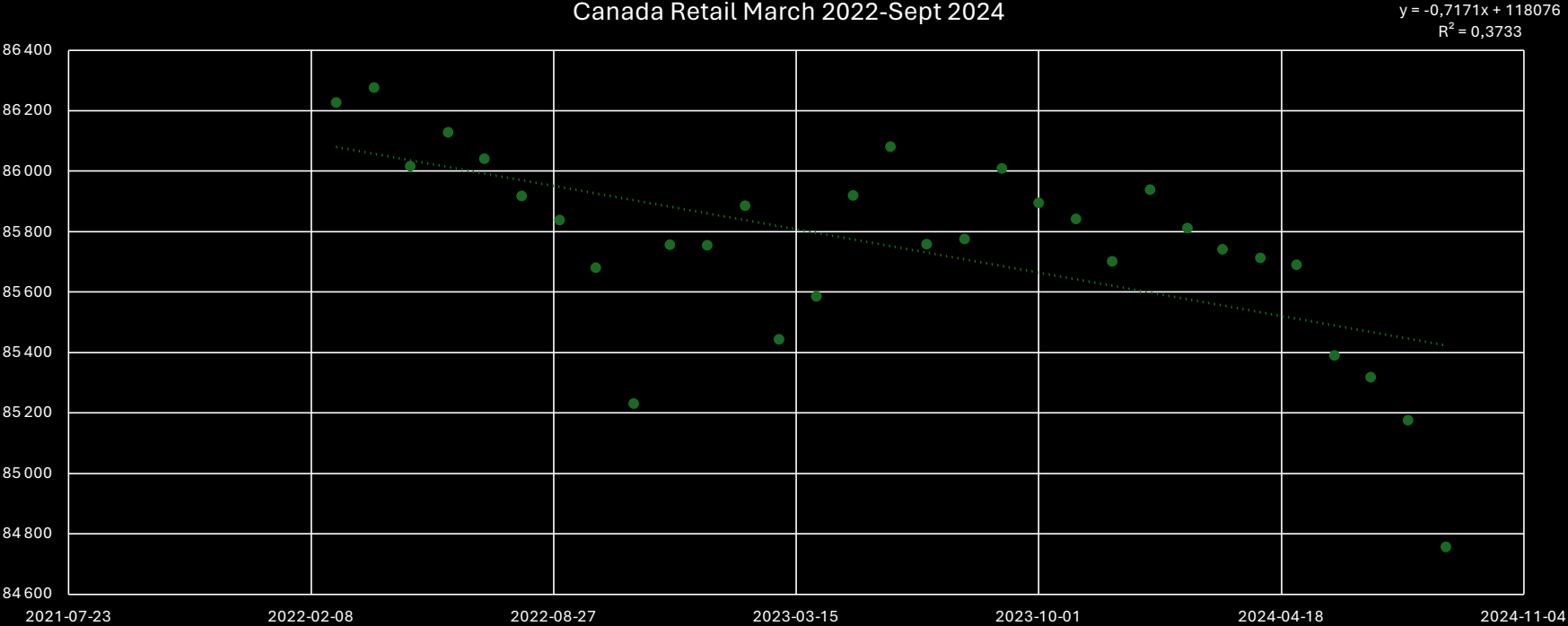




# Retail in decline in Montreal since March 2022



# Side note: Retail in Canada at same time (steeper decline)



## Next steps in analyzing this

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# Comparing apples to apples

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Mobility

# General concerns

## Concern about customers not coming

How are customers coming?

Are there potentially more customers if it's pedestrianized?

## Concern about people with low mobility / mobility challenges

We heard from people with low mobility – who often go by car

If we judge the situation only by people who were able to attend, it isn't necessarily representative

# Isolation

There are concerns that not being able to park directly in front a store would disproportionately impact people with disabilities.

## Assumptions:

- That the majority of people with low mobility use a car

- That restricting car access to cross streets creates an unfair burden

# “Despite what you think, not everyone drives”

Anna Letitia Zivarts is an author who is visually impaired.

She wrote a book, “When Driving is Not an Option” because so many people with disabilities can’t drive

1/3 of people don’t have a licence in the US

They are largely invisible, far from the power structures

They include children, they include the poor, they include people with disabilities

They often don’t feel that their voice counts, or in the case of children, they may be excluded from voting on issues that directly impact their lives

In the US, she reports that 7 % of households have no car – what about Verdun?



# 2018 Enquête Origine Destination

Verdun

37.4 % of households don't own a car

0.4 cars per person

Just because people might avoid a trip because of the danger and difficulty, doesn't mean that they don't want to do the trip

Roughly half of adults with a mobility disability in Montreal didn't do a trip on the day of the study vs 17 % of adult population

More likely to not leave house: 52 % Adults-PWD vs 17 % of adults

If the street is wide and free of traffic, this significantly improves conditions

# Do a majority of people with disabilities use a car?

People with disability (PWD) have significantly lower mobility and transport opportunities available to access spaces and places as compared to the general population.

This is related to car ownership and access to vehicles

We examined the data available for Montreal

Adults with disabilities have a licensing rate of 37 % versus 87 % for adult population -  
> they are much *less* likely to be able to independently use a car

PWD in households without a car is 37 % versus only 11 % of general population → they are *less* likely to have any access to a car

24.1% of disabled adults rely on family, friends, or caregivers for mobility, three times the rate of non-disabled individuals, while far fewer drive themselves (34% vs. 64%).

Many people with disabilities use active modes (e.g. 10.2 % versus 8 % for walking); equal for cycling to the general population

People with disabilities are disproportionately represented in low-income brackets (32.4% earn <30K compared to 14.8% of non-disabled)

# Population that can directly use cars

Not children under 17 (19 % of population)

7 % with disability impacting mobility

-> slightly over 3 % of adult population

It is much higher (13 %) for those over 75 years old.

# Public gathering spaces

A key to getting people together, is having a reason to go.

Parks are great, but people need to shop for many goods and services.

As a result, shopping type trips, stimulate more walking and more trips.

# Icy sidewalks versus traffic

- Studies on falls from icy sidewalks (Bärwolff & Gerike, 2024)
  - No deaths, but some injuries
  - Elderly are less likely to fall, but more likely to be injured if they fall
- Studies in Montreal on pedestrian injuries and death from traffic (Mohamed et al., 2013)
  - Traffic kills people every year
  - Major danger spots are commercial streets because you have many people collecting at these points
  - Taking away the danger would make these places safer and easier to use

Bärwolff, Martin, and Regine Gerike. "Pedestrian's travel distances and risk of falls in snowy and icy conditions in German cities." *Traffic Safety Research* 6 (2024): e000059-e000059.

Mohamed, M. G., Saunier, N., Miranda-Moreno, L. F., & Ukkusuri, S. V. (2013). A clustering regression approach: A comprehensive injury severity analysis of pedestrian–vehicle crashes in New York, US and Montreal, Canada. *Safety science*, 54, 27-37.

# Everywhere is not somewhere else... People are people

People often say, “but we are not X place that did this great thing”

Denmark is internationally known for its great human and civic spaces

It WAS dominated by cars and they thought, “this is the way it is”

“We’re Danes, not Italians, and we are not going to sit around in outdoor cafés drinking cappuccinos in the middle of freezing winter!”

Jan Gehl (author of *Cities for People*), sat and watched – he watched children and old people using this new public space

He watched people fill the vacuum left by the cars

It wasn’t simply that it was easier and less dangerous, it was that people like seeing other people - it is an *attraction* of the street, bringing more customers

Businesses thrived

# Quebec city study of parking and commercial streets

Study of rue Cartier, rue Saint-Jean, and rue St-Vallier.

The street that limited traffic the most was the most attractive, Cartier.

People also found it no problem to access shops on either side of the street.

The street with the best conditions for cars (wide lanes, the largest amount of free parking) was the least attractive

People found it difficult to cross streets to other shops.

Adjanooun, L., Y. Lebel-Gudreault, S. Mackey and C. Potvin (2017). *Artères commerciales de Québec : Proximité, accessibilité, et fréquentation*. Québec, Canada, ATDR, Université Laval.

# Quebec Study Cont'd

- P.14: La distance est une des variables clés pour expliquer la fréquentation d'une rue commerciale.
  - domicile et la rue commerciale est de l'ordre d'un kilomètre : 1199 mètres pour les piétons et 903 mètres pour les cyclistes.
- De plus, les modes de transport entraînent des habitudes de magasinage différentes selon les rues commerciales.
  - Les piétons constituent la population qui fréquentent le plus les rues commerciales d'après le sondage en personne avec une moyenne de 14,74 fois par mois.
- La motorisation a une influence notable sur la fréquentation des rues commerciales.
  - il a été observé que posséder une voiture diminue les chances de se rendre sur une rue commerciale de 1,6 fois en se basant sur les données du sondage en personne.



# Meeting people

Survey not for commercial streets  
Conducted Fall 2021

620 people across Montreal (sampled using Léger Opinion)

People who went to commercial streets in Montreal reported running into people that they knew more often when it is pedestrianized than when it is not (53 % vs 43 %) statistically different at  $p < 0.05$ ).

# Children are part of society

From the introduction of the car, children have been removed more and more from public spaces (Gaster, 1991)

They used to be part of society, interacting with people, living life with the community

Now, they are pushed to “child-focused” spaces like parks - away from society

But cars are a real threat. They take their autonomy away. They take public spaces away from them.

We see this when we pedestrianise this community shared space.

Like flowers in the spring, children appear as if from nowhere, making people smile with their joy

Gaster, S. (1991). "Urban children's access to their neighborhood: Changes over three generations." *Environment and behavior* 23(1): 70-85.

# Children like to go to shops

I'm a parent of 3 children

I do research on children's lives - how transport impacts them, how the built form impacts their autonomy, wellbeing, and life satisfaction\*

If we ask adults and parents, they will highlight parks and formal destinations like organised sports (Tavakoli et al., 2024)

Children talk about informal social spaces

They like to go to shops

They like to go where people are

They do not highlight parks like adults project on them

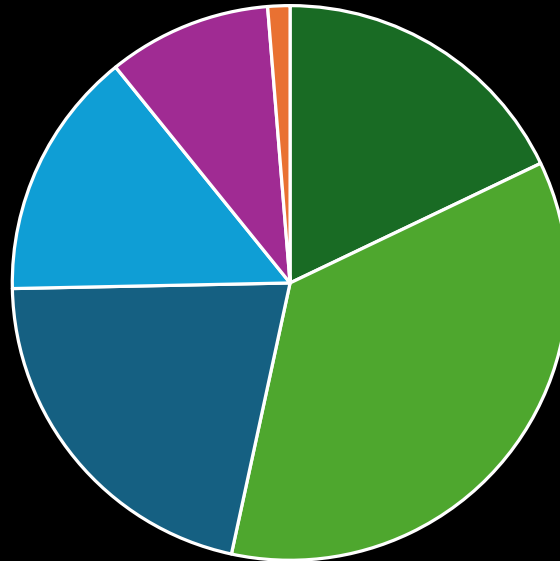
REFERENCES: Waygood, O., M. Friman, L. Olsson and R. Mitra (2019). *Transport and Children's Wellbeing*, Elsevier.

Tavakoli, Z., O. Waygood, S. Abdollahi and A. Paez (2024). "“Where Do Children Go?”: Exploring Children's Daily Destinations With Children, Parents, and Experts." *Urban Planning* 9.

# Most people are in favour; only about 1 in 4 are against.

In favour or not of pedestrianized streets;, Montréal-wide sample, fall 2021

- Very much in favour
- In favour
- Neutral
- Not in favour
- Very much not in favour
- I don't know



# Idea that restricting car access to cross streets creates an unfair burden

## Someone with a disability and access to a car

The inability to park in front of a store on Wellington might encourage them to go to a different street

With a car, they have this option.

They have easier access to privatized pedestrian spaces such as malls

## Population without access to a car

37% of households in Verdun have no car (ARTM, 2019)

They do not have the option to easily access these private pedestrianized spaces.

They do not have these public social gathering points where people go on a daily basis (people don't gather in parks as much as they do on commercial streets because the number of reasons – and the basic needs – to be on a commercial street is higher)

# Disappearing traffic

There are concerns that the traffic will spill onto the adjoining streets.

This idea is generally based on an outdated idea of traffic as water. This is not how traffic works.

A review of pedestrianization found that the fear that traffic would simply move to the adjoining streets was unfounded.

# Traffic Reduction

- The concerns presented around the pedestrianization of Wellington are not new.
- There are two main concerns: “Local traders who feared that restrictions on traffic would lead to loss of trade, and from some traffic engineers who feared that restricting traffic in some streets would cause insupportable [traffic] stress in other streets”
- On pedestrian-only space: “these places manifestly work, deliver commercial and cultural success, and win votes. In the largest areas, there are usually special arrangements to enable public transport vehicles to enter the restricted streets”
- “traffic can be reduced substantially in a specified area, with desirable and popular consequences, and no impossibly difficult side effects.”

# Traffic Reduction cont'd

Questions about whether such schemes reduce traffic overall or just redistribute it.

In a review of such schemes by Cairns et al., (1998), some traffic is redistributed, but not all, some just disappears

- The overall reduction in traffic for the area is roughly 25 %.

- This is not a reduction in the number of people, just a reduction in vehicular traffic



# LaSalle becoming more dangerous

LaSalle is a secondary arterial

- It is designed to carry more traffic at higher speeds
  - This is inherently dangerous.
- I fully agree that more needs to be done to reduce the danger that vehicles impose on others
-

# Micromobility

E-minibuses

# Noise

Traffic noise is demonstrated to increase sleep problems, stress

# Weather

In general, people go out when it's sunny, and stay in when it's raining regardless of the mode they use.

Need to cite some literature

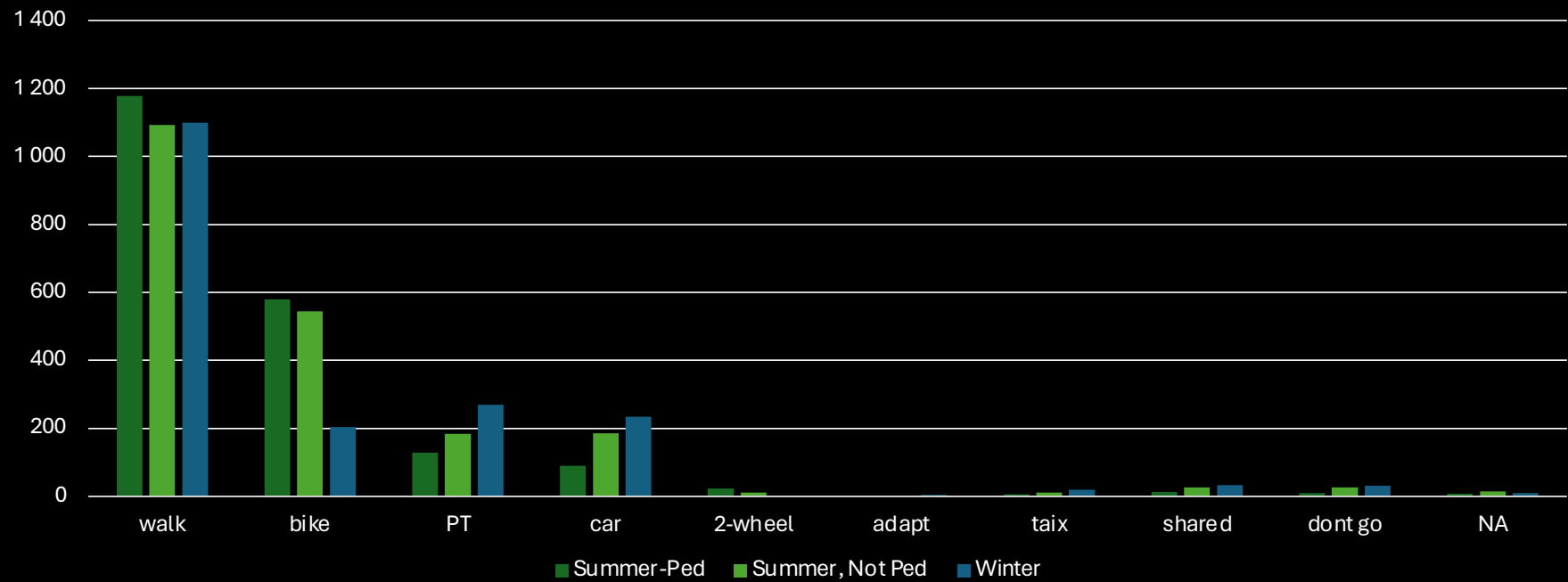
# Survey says...

Survey in 2021 with people about commercial streets

Over 2000 responses

# How do they get there?

How people get to these commercial streets



Walking is higher when it is pedestrianized

- It remains the same when not pedestrianized as compared to winter.
- The number of “don’t go” is much much smaller when it is pedestrianized as compared to when it is not pedestrianized and winter.
  - The similar size of “don’t go” for not-pedestrianized summer and winter suggest that it is so much winter that is the problem, but that it is not pedestrianized.

# Carrying heavy goods

Many solutions possible

Stores with heavy goods can have a cart

Very common practice – grocery stores, hardware stores, etc.

Someone working in the store can help carry items

Wellington, like grocery stores, could have a centralized delivery service that picks items up at the end of the day for delivery

The items can be collected by carts and brought to the delivery trucks at the side street

The items can be passed to the delivery trucks out the back



# Wellington pedestrianization challenges

Streets that become very popular can suffer from the tendency to shift to just a few types of commercial activities such as cafés, restaurants.

This is undesirable because if there are fewer reasons to go a street, it attracts and retains fewer people, reducing the neighborhood benefits.

A structure to support diversity in shop types is required.

The rent on popular streets can increase to the point where only chain-type stores can afford the rent.

This is a major problem in how North America in general deals with real estate and civic taxes.

As far as possible, rent increase protection is needed – should be combined with incentives for diverse commercial needs.

Preference should be given to independent shops as far as possible to both protect the unique character of the neighborhood commercial street and to support the brave individuals who own and operate these essential services for the community.

# Protecting shops like residents

It seems evident that shops need protection from (unfair) rent increases like residents do.

Questions to investigate: Should the tax for the land and building be paid directly by the tenant so that it is not potentially inflated by the landlord?

Should limits on the speculated value of a property be put in place so that an established store can have a stable rent?

Should provisions be made to support a diversity of shops as this is critical to both the attractiveness of the street but also its usefulness to the community?

# Don't project

Not everyone enjoys being outdoors

Not everyone enjoys the winter

But many people do, and just because you may not like to be outdoors in the winter, doesn't mean that we shouldn't make that space attractive for those who do.

# Street space is public space

The street is not the domain of cars, it is owned by the public.

It is paid for by municipal taxes – by everyone, not just by “drivers”

In Verdun, the vast majority (over 70 %) of this public space is dedicated to cars

Residents of Verdun use cars for about 47 % of their trips, for the rest, people are walking, walking to public transport, using a bicycle or similar.

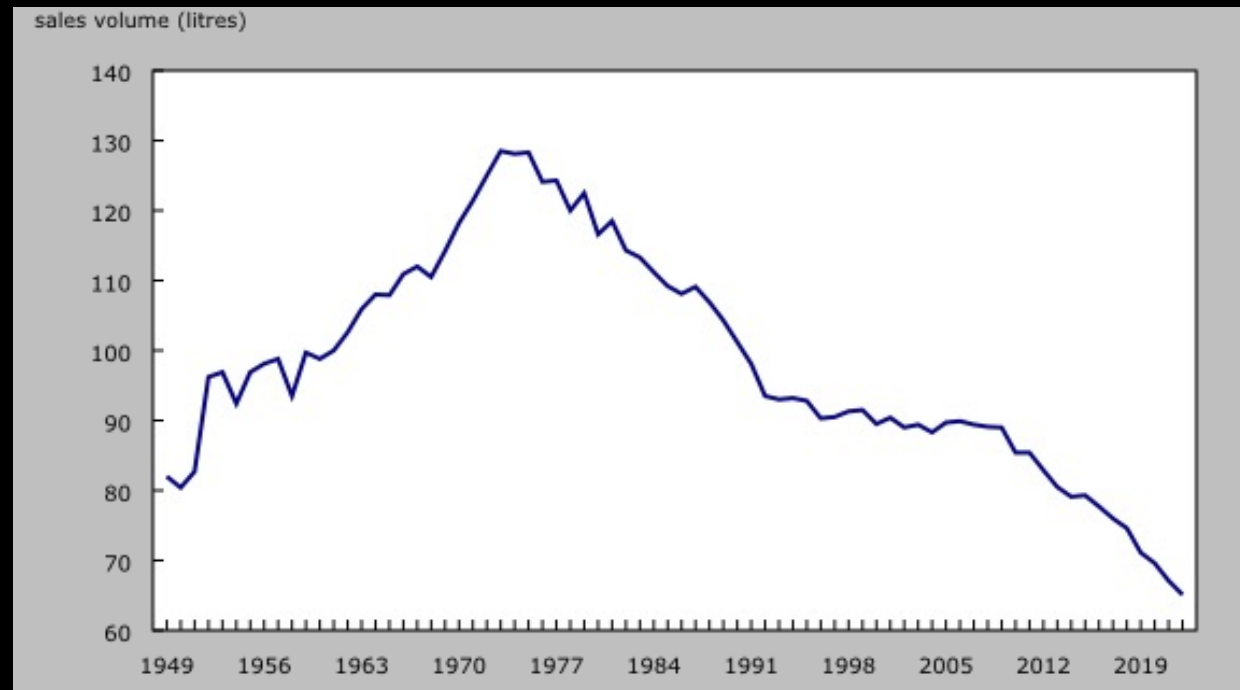
People who are walking are more likely to stop and shop (REF to London study?)

# List of references to add

Studies on how people walking shop (vs cars who just drive by and drive to large shops)

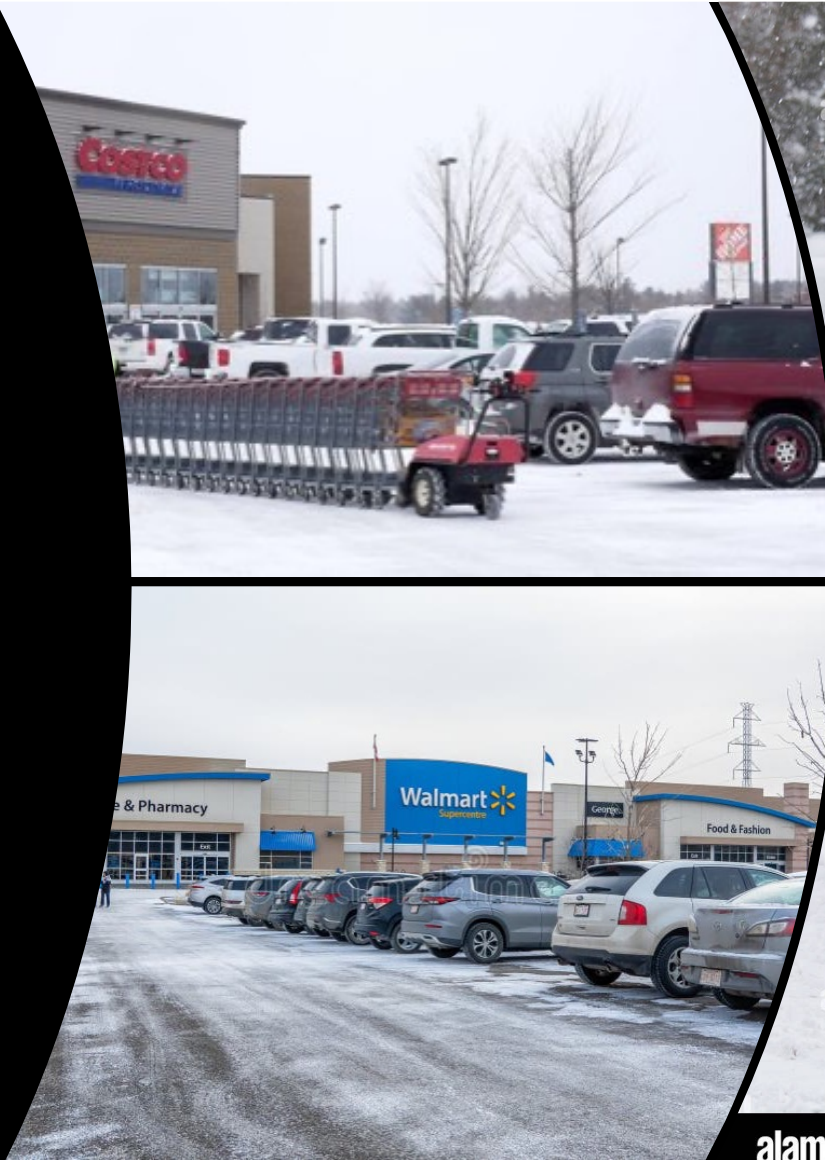
Studies about people gathering in commercial spaces vs parks/green space (Kevin's grey vs green space paper?)

# Alcohol sales – they've been in decline in general



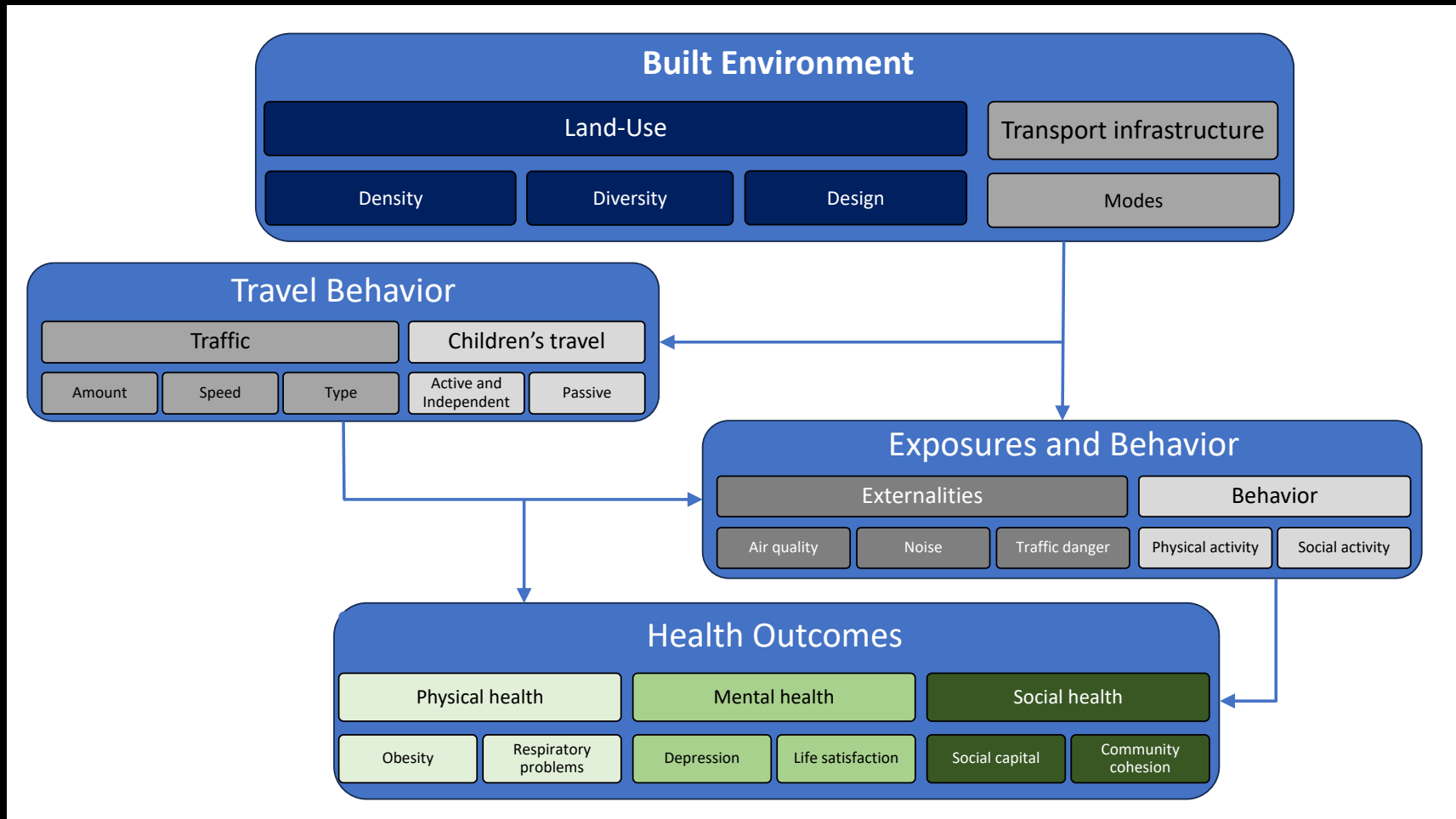
- **Source(s):** Statistics Canada
- Tables [10-10-0010-01](#), [10-10-0029-01](#) and [17-10-0005-01](#).

People use carts in the winter; if we believed the rhetoric, apparently everyone drives up to the front...



alamu

Image ID: BYF3XB  
www.alamy.com

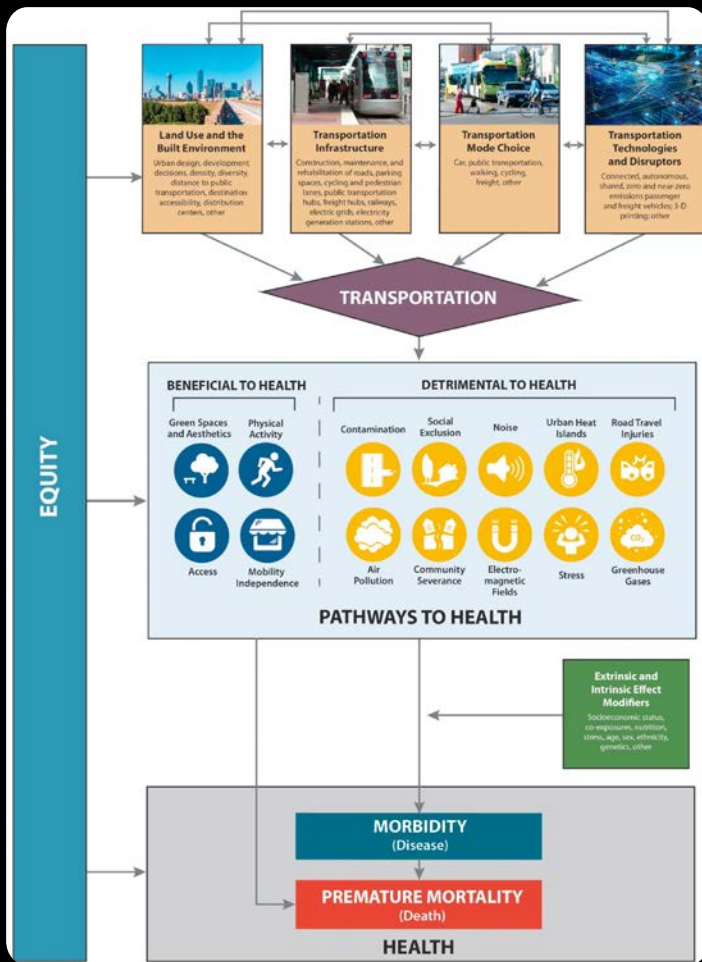


Abdollahi, S., E. O. D. Waygood, Z. Aliyas and M.-S. Cloutier (2023). "An Overview of How the Built Environment Relates to Children's Health." Current environmental health reports: 1-14.



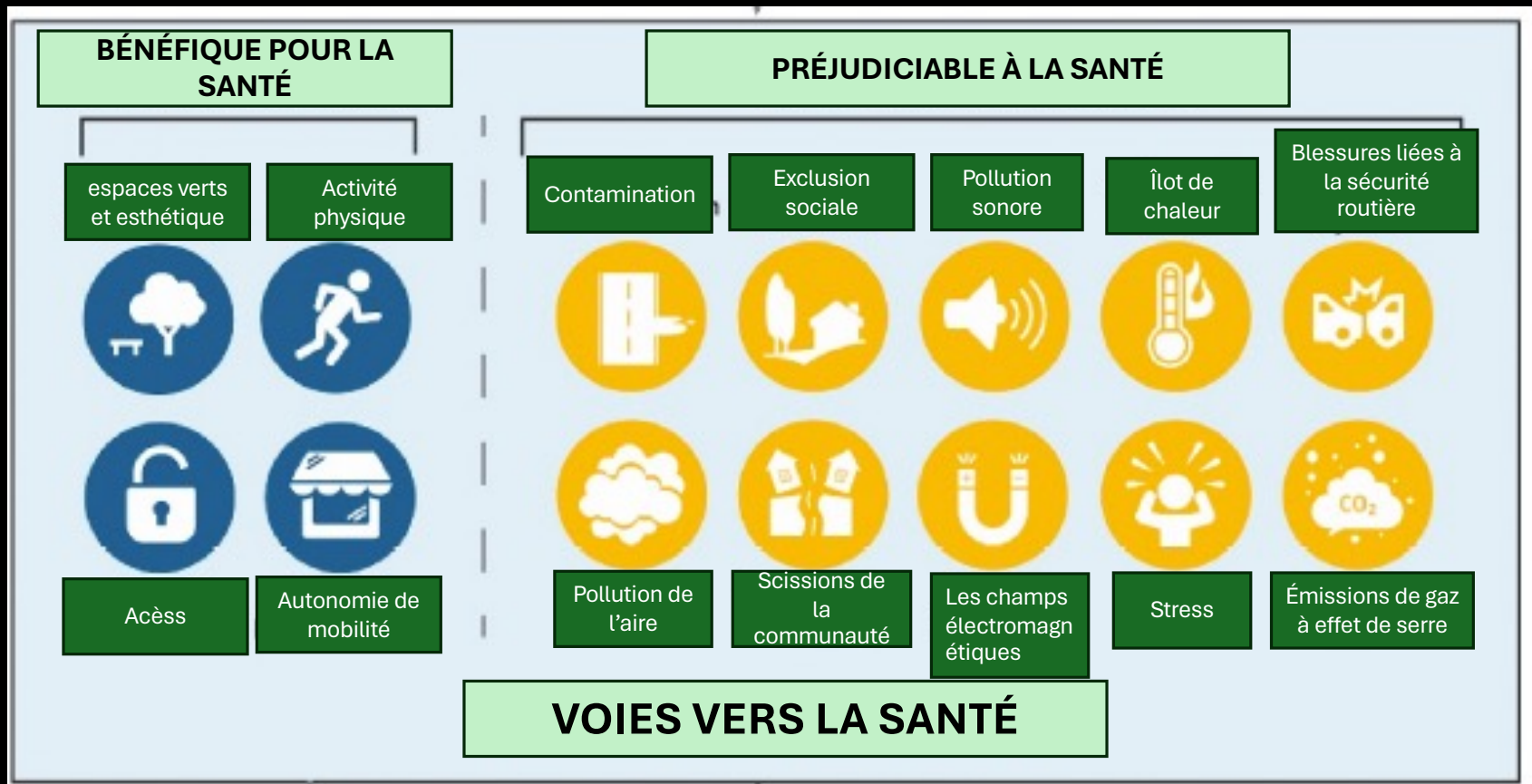
# Le transport en tant que déterminant social de la santé

- Impacts sur l'environnement
  - Qualité de l'air -> problèmes respiratoires, cancer
  - Bruit -> stress, troubles du sommeil, troubles cognitifs
  - Danger -> tués, blessés, limitation de la liberté de circulation
  - Qualité de l'eau -> non-étudiée dans les transports, mais problème majeur
- Comportements sains
  - Comportement sédentaire -> obésité, dépression
  - Interactions sociales -> dépression, mortalité
- Accès aux destinations
  - Soins de santé -> traitement
  - Activités -> activités saines



# Les voies du transport à la santé

- Glazener, A., K. Sanchez, T. Ramani, J. Zietsman, M. J. Nieuwenhuijsen, J. S. Mindell, M. Fox and H. Khreis (2021). "Fourteen pathways between urban transportation and health: A conceptual model and literature review." *Journal of Transport & Health* **21**: 101070.



# Ville de Québec

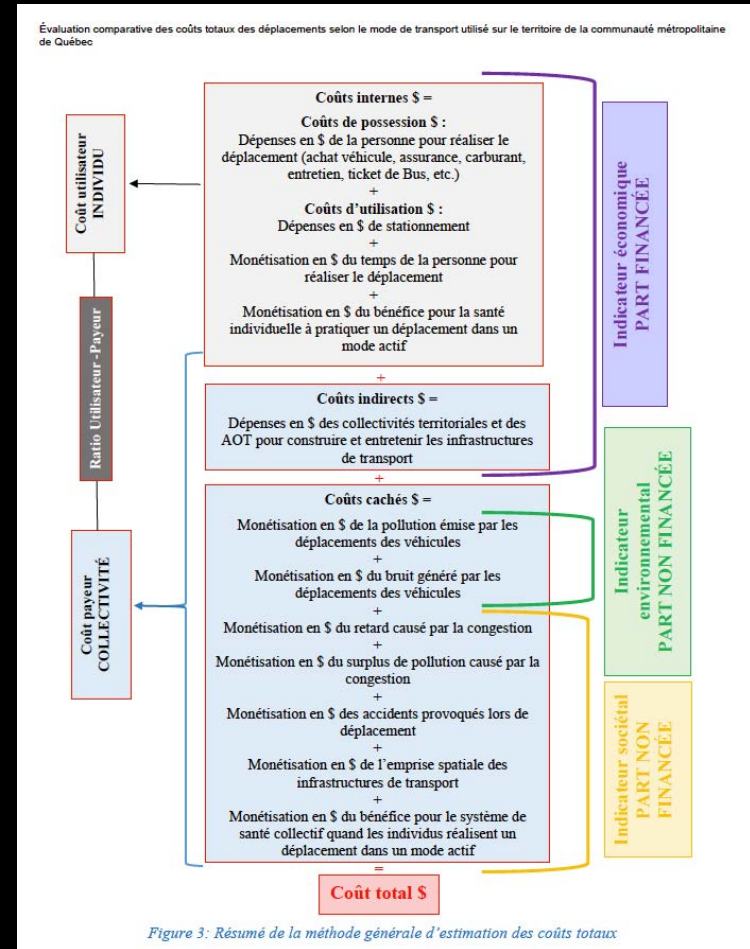
Si l'individu paie un dollar,  
c'est la société qui paie :

En voiture : 5.77 \$

En transports publics : 1.31 \$

À pied : 0.24 \$

En vélo : 0.22 \$



p.124 Voisin, M., J. Dubé and L. C. Coelho (2023). Évaluation comparative des coûts totaux des déplacements selon le mode de transport utilisé sur le territoire de la Communauté métropolitaine de Québec, Bureau de Montreal, Université de Montreal.

# Mobilité Montréal : Les coûts sociaux des transports

## Coût total annuel par personne



## Coût total annuel (M\$)

Mode de transport	privé	public	externe	Total
Voiture	3 682	1 756	3 955	9 393 <sup>M</sup>
Autobus	2 591	1 320	-49	3 862
Bicyclette	129	37	-52	113
Piéton	339	34	-39	335

## Coût social par \$ en coûts privés



### Coûts privés :

Acquisition, utilisation des véhicules, carburant, stationnement, utilisation des services de transport en commun, maintenance, péage, assurance, taxes, accidents (mort), coût du déplacement

### Coût social :

Coût public : Conservation et entretien des infrastructures (bénéfices, privatisation municipale), développement, coût de fonctionnement des installations (transport en commun)  
 Coût/bénéfice externe : Émission de GES, congestion (GES, carburant), utilisation et temps passé, impact environnemental (bénéfice), bruit, pollution, bénéfices du système de santé de l'collection de données

## Coût par km/personne

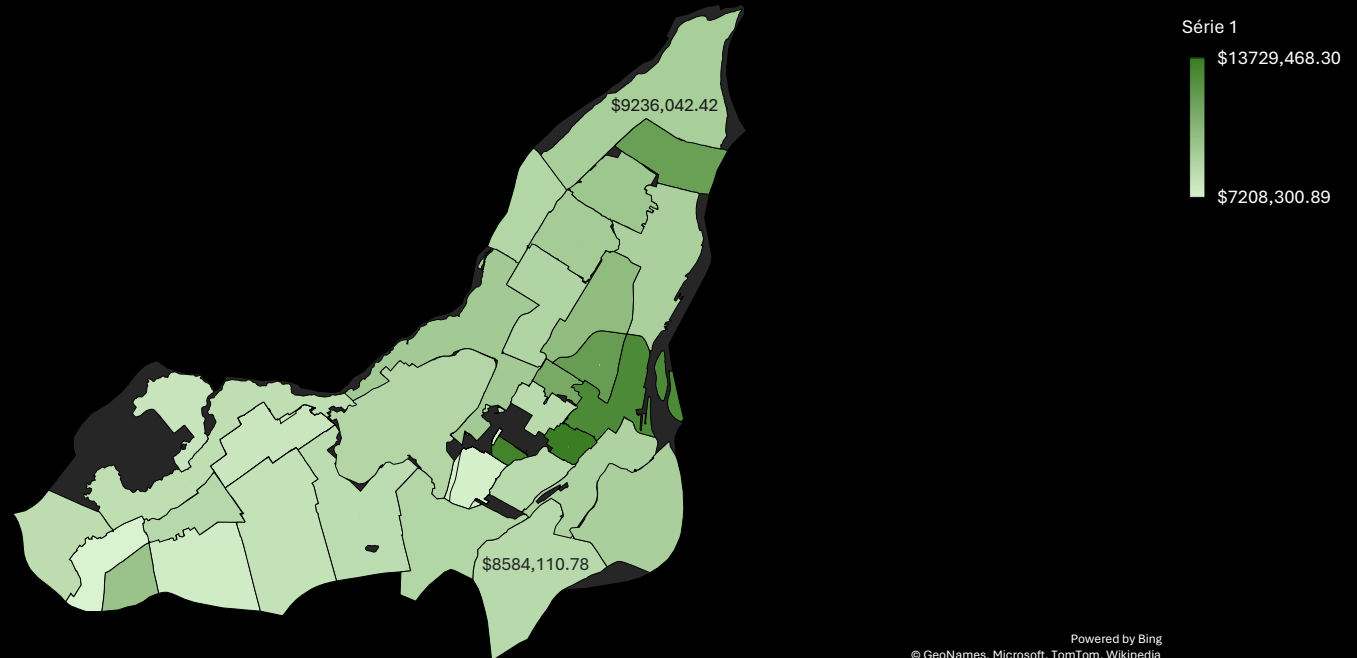


Source : Gabrielle Beaudin, Nuriel Julien, David Benoit (2018). Mobilité Montréal : les coûts sociaux des transports. IEC Montréal

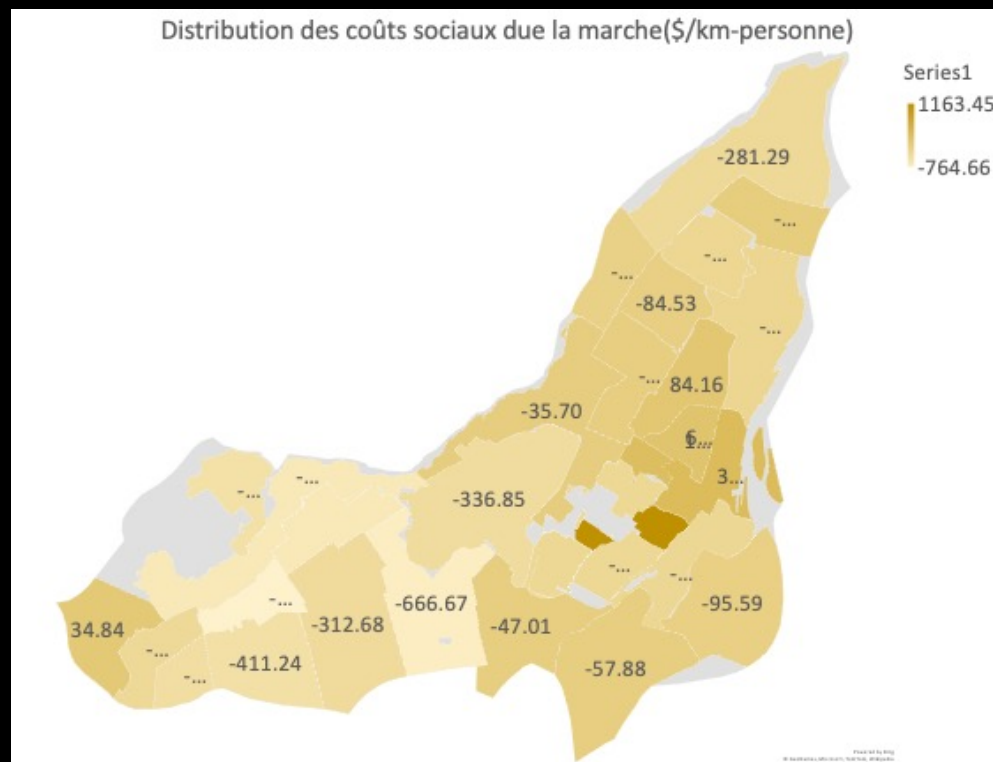
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# Montréal – Coûts sociaux de l'automobile

Distribution des coûts sociaux de l'automobile (\$/personne-année)



# Lorsque les gens marchent, la société y gagne



# Bicyclette - Elle permet généralement à la société d'économiser de l'argent

Répartition des coûts sociaux du vélo (\$/personne-année)

