

LIAISON

March 2008
mars 2008

Vol. 8, No. / n° 2
ISSN 0843-5278

CONTENTS / SOMMAIRE :

Transit (Article) / Trans- 1
port en commun (article)

Congestion Pricing, Toll 7
Roads, and HOT Lanes
(Article) / La facturation
de la congestion, péages
routiers, et voies
réservées pour le
covoiturage (article)

Automobile Reduction 11
Strategies
(Documents) /
Stratégies de réduction
de la circulation
(documents)

Upcoming Conferences / 13
Colloques et Conférences

Information Requests / 15
Demandes d'information

New Documents / 16
Nouveaux documents

Transit / Transport en commun

This is the time of year when the federal and provincial governments present their annual budgets and this spring saw plenty of transit investment announcements. It is clear that after the period in the 1990s where contributions were reduced or even eliminated from the operating component and after years of reduced investments in capital funding for public transit, governments are now making significant investments in transit. After hearing so much about transit in recent weeks, now is an excellent opportunity to look at the big picture and compare the state of transit in Canada with transit in the United States, specifically looking at ridership and funding of public transit in both countries.

Ridership

After a couple of years of decreasing ridership in the early 2000s, public transportation use has reached new peaks every year since 2002. According to the Canadian Urban Transit Association (CUTA), ridership on Canadian public transportation networks (107 networks) has reached 1.71

En cette période de l'année où le gouvernement fédéral et les gouvernements des provinces présentent leurs budgets respectifs, les annonces concernant des investissements en transport en commun se multiplient. Il faut dire qu'après s'être retirés du financement du volet opération du transport en commun au cours des années 1990, les gouvernements sont pressés d'investir davantage dans le transport collectif. Du coup, après avoir les annonces des dernières semaines, nous avons pensé qu'il serait intéressant de dresser un portrait sommaire du transport en commun au Canada. L'article qui suit présente les principales données statistiques concernant l'achalandage et le financement du transport en commun au Canada et aux États-Unis.

Achalandage

Après avoir connu des périodes creuses, en termes d'utilisation, au début des années 2000, l'utilisation du transport en commun connaît une hausse marquée depuis 2002 et atteint des sommets à chaque année.



Just In: Latest Arrivals to the ICURR Library / Toutes dernières acquisitions de la bibliothèque du CIRUR

For complete information, please see page 16 / Pour de plus amples renseignements, veuillez vous référer à la page 16.

- Beider, H. (2007). *Neighbourhood renewal & housing markets: Community engagement in the US & UK*. Oxford, UK: Blackwell Publishing. (HH860)
- Bruun, E. (2007). *Better public transit systems: Analyzing investments and performance*. Chicago, IL: Planners Press. (TG270)
- Feehan, D., & Feit, M. D. (2008). *Making business districts work: Leadership and management of downtown, main street, business district, and community development organizations*. Binghamton, NY: Haworth Press. (UH808)
- Worthing, D., & Bond, S. (2008). *Managing built heritage: The role of cultural significance*. Oxford, UK: Blackwell Publishing. (HH864)

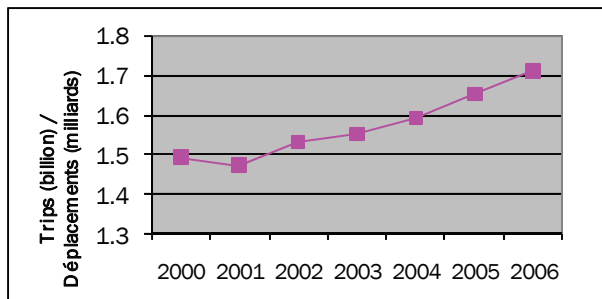


Transit (continued from previous page)

billion trips in 2006¹ (CUTA, 2007a, p. 7). In the United States, no less than 9.3 billion trips were made last year (NTD, 2007, p. 5). That being said, Table 1 shows that since 2000, ridership in Canada has increased almost 15% while for the same period, the increase in the US has only been 7%.

Graph 1 / Graphique 1

Transit ridership since 2000 / Achalandage du transport en commun depuis 2000



Canada, CUTA / ACTU 2007, p. 7

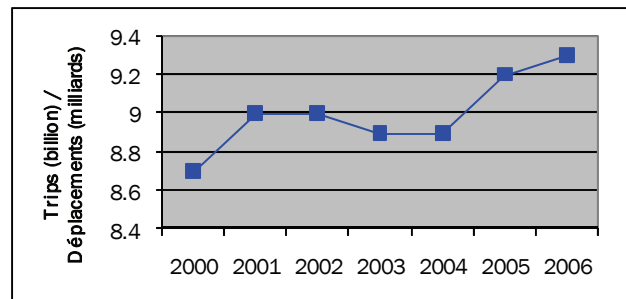
It might not come as a surprise, but it is in Canada's most urbanized provinces that the transit trips per capita are the highest. According to CUTA, Québec has 87.04 trips per capita, Ontario 82.52 and Alberta 72.94. Manitoba with its 62.71 trips per capita and British Columbia (60.67) round up this top 5 (ACTU, 2007a, p. 6).

Other statistics lead us to think that the share of total daily commuting trips made using public transportation is likely to increase in the near future. The data from the 2006 Census show that only 11% of commute trips between home and the workplace in Canada's metropolitan regions are made using public transportation. If we include cyclists and pedestrians, it is 18% of commuters who use modes of transportation other than cars and private motorcycles to get to work (Statcan, 2008). The gas price hike, environmental awareness and the increase of service levels in transit are factors that could stimulate an increase in transit ridership among commuters.

1. CUTA counts the number of trips as being unlinked trips and is equal to the sum of the number of revenue passenger trips and the number of transfers used. If transit systems are not able to provide an estimate of the number of transfers used, we either use the percentage of transfer rate to estimate boardings the same as ridership (CUTA, 2007a, p. 7).

Transport en commun (Suite de la page précédente)

Selon l'Association canadienne de transport urbain (ACTU), l'achalandage des réseaux de transport (107 réseaux) se chiffre à 1.71 milliards de déplacements¹ (ACTU, 2007a, p. 7). À titre d'illustration, on a recensé 9,3 milliards de déplacements aux États-Unis l'an dernier (NTD, 2007, p. 5). Cela dit, on peut apercevoir dans le tableau 1 que depuis 2000, le nombre de déplacement annuel en transport en commun a connu une augmentation de près de 15%, alors pour la même période aux États-Unis, la croissance n'a été que de 7%.



United States / États-Unis, NTD 2007

Il est peu surprenant d'apprendre également que c'est dans les provinces canadiennes les plus urbanisées que l'on retrouve la plus forte proportion de déplacements per capita. En effet, d'après les données de l'ACTU, le Québec compte 87.04 passagers per capita, l'Ontario en compte 82.52 et l'Alberta 72.94. Le Manitoba et ses 62.71 passagers per capita et la Colombie-Britannique (60.67) complètent ce top 5 (ACTU, 2007, p. 6).

D'autres statistiques peuvent laisser croire que la proportion des déplacements journaliers est appelée à croître encore davantage. En effet, selon les données du Recensement de 2006 de Statistique Canada, seulement 11% des déplacements quotidiens entre le domicile et le travail dans les régions métropolitaines canadiennes est effectué par transport en commun. Si on additionne les cyclistes et les piétons, c'est 18% des déplacements de navetteurs qui se font à l'aide d'un moyen de transport autre que l'automobile ou la motocyclette privées. L'augmentation du prix des carburants, les campagnes de sensibilisation environnementales et l'augmentation de l'offre de service de transport en commun sont des facteurs qui risquent, à court terme, de faire augmenter

1. L'ACTU compte le nombre de déplacements comme étant des trajets simples et s'obtient en additionnant le nombre de voyages payants et le nombre de correspondances effectuées. Lorsqu'un réseau de transport ne peut fournir d'estimation du nombre de correspondance, l'ACTU utilise le pourcentage que représente le nombre de correspondances pour estimer le nombre de voyages payants (ACTU, 2007a, p. 7).

Transit (continued from previous page)

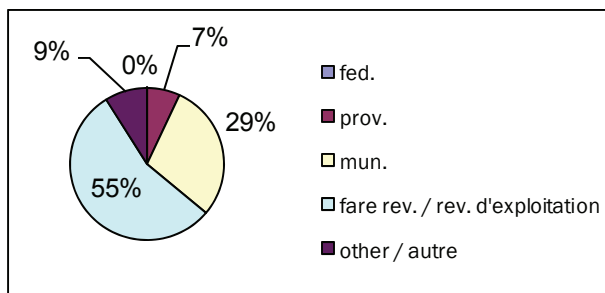
Funding

In terms of funding, it is worth noting that fare revenues count for more than half (55%) of transit operating funding in Canada, whilst in the US, fare revenues represent only 34%. What this means is that the burden in terms of transit funding is larger in Canada than it is south of the border. The increase in ridership mentioned before has obviously generated an increase in fare revenues. In Canada, between 2000 and 2006, regular fare revenues went from \$1.89 billion to \$2.48 billion which represents an increase of 31%. Over the same period, the average fare went from \$1.70 to \$2.02. In the United States, fare revenues grew from \$7.77 billion (U.S.) in 2000 to \$11.68 billion (U.S.) in 2006, a 50% increase (NTD, 2000 et 2006)². The average fare has gone from \$1.13 (U.S.) to \$1.38 (U.S.) between 2000 and 2005³ (APTA, <http://www.apta.com/research/stats/fares/fares.cfm>).

Another important difference between Canadian and American funding is the absence of the federal government in the operating component of the funding. The federal government pulled out of the operating funding of transit in the 1990's and although more increasingly important, its contribution remains limited to capital aid.

Graph 2 / Graphique 2

Sources de revenu du transport en commun (opération) au Canada / Operating revenue sources in Canada, 2006



Transport en commun (Suite de la page précédente)

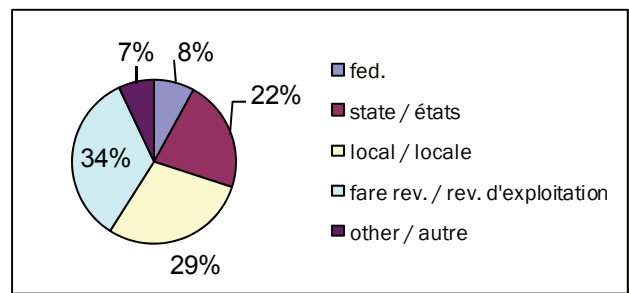
l'utilisation du transport en commun dans les déplacements entre les lieux de résidence et de travail (Statistique Canada, 2008).

Financement

Pour ce qui est du financement, on note que les revenus d'exploitation comptent pour plus de la moitié du financement des opérations du transport en commun au Canada, alors qu'ils ne représentent que 34% des revenus aux États-Unis. C'est donc dire que le fardeau du financement du transport en commun incombe davantage aux utilisateurs canadiens et ils doivent à eux-seuls supporter 55% des opérations des transporteurs publics au pays. L'autre différence importante entre les États-Unis et le Canada est l'absence totale du gouvernement fédéral dans le financement des opérations au Canada. En effet, le gouvernement fédéral s'est retiré du financement des opérations au cours des années 1990 et, encore aujourd'hui, sa participation se limite au financement d'une partie des immobilisations. Cela dit, la contribution du gouvernement fédéral américain aux opérations demeure relativement modeste et ne représente que 8% des revenus totaux. La part des administrations locales est la même au Canada et aux États-Unis, bien qu'aux États-Unis, les administrations locales ont dans certains cas, accès à des sources de financement qui sont dédiés au transport en commun.

Graph 3 / Graphique 3

Sources de revenu d'opération aux États-Unis / Operating revenue sources in the US, 2006



Graphs 2-5 sources: for Canada: CUTA, 2007, p. 3-4 and for the United States: NTD, 2006, p. 43.

Les sources des graphiques 2-5 : pour le Canada : ACTU, 2007, p. 3-4 et pour les États-Unis : NTD, 2006, p. 43.

2. Amounts are in current dollars.

3. Data from the APTA with respect to the average fares are not yet available for 2006 and 2005 data are a preliminary estimate.

L'augmentation de l'achalandage a évidemment entraîné une augmentation des revenus d'opération. En effet, entre 2000 et 2006, les revenus provenant des passagers utilisant les services réguliers est passé de 1,89 milliard \$ à 2,48 milliards \$. Ce qui représente une augmentation de 31%. Le tarif moyen payé par les

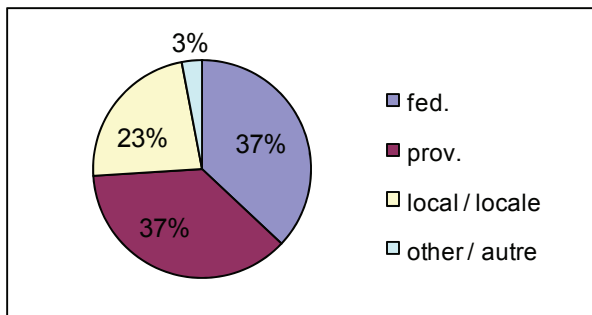
Transit (continued from previous page)

That being said, in the United States, the federal government only contributes 8% of the total operating revenues. Also, with respect with operating funding, the share of local governments is exactly the same in Canada and in the US (29%). However, it is important to note that in the US, revenues dedicated to transit from various other sources are included in the local government contributions. In Canada, local contributions for transit almost exclusively come from the property tax.

As shown in graph 4 and 5, with respect to capital funding, the main difference between Canada and the US is the relatively limited contribution of state governments (13%) compared to Canadian provinces (37%). This difference can be explained in part by the fact that several state governments have given local governments access to dedicated sources of revenues for transit. This is notably the case in Illinois, Georgia, Massachusetts, Pennsylvania, California and several other states where state legislatures have authorized local option taxes and local sales and use taxes, among other things, to be used for exclusively to fund transit.

Graph 4 / Graphique 4

Sources du financement des immobilisations au Canada /
Capital revenue sources in Canada, 2006



Also, it's significant that the average age of the bus fleet in Canada was considerably higher than in the US in 2000. At the time, the average fleet age was almost 11 years while it was 7.3 south of the border (Transport Canada, 2001 and NTD, 2002). The important capital investments of the last few years have contributed to bring this average closer to the US. According to this year's data, the average age in 2006 was 9.61 years in Canada and 7 years in the US (CUTA, 2007b, p. 13 and NTD, 2007, p. 39). In order to improve service levels and rejuvenate the bus fleet, Canadian transit operators have made considerably more new acquisitions in the last few years compared to the late 1990's. Canadian transit authorities

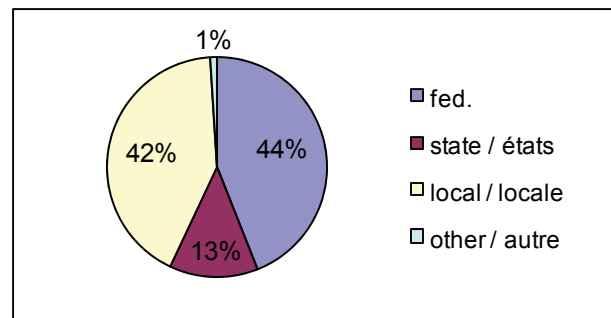
Transport en commun (Suite de la page précédente)

usagers est passé de 1,70\$ à 2,02\$ au cours de la même période. Aux États-Unis, les revenus provenant des passagers est quant à lui passé de 7,77 milliards USD en 2000 à 11,68 milliards USD en 2006, soit une hausse de plus de 50% (NTD, 2000 et 2006)². Le tarif moyen payé par les usagers est quant à lui passé de 1.13 USD à 1.38 USD entre 2000 et 2005³ (APTA, <http://www.apta.com/research/stats/fares/fares.cfm>).

En ce qui concerne les immobilisations, La principale différence entre les deux est la faible participation des états américains au financement des immobilisations (13%) comparativement aux provinces canadiennes qui contribuent à la hauteur de 37%. Cette différence peut s'expliquer, entre autres, par le fait que les états américains ont donné accès aux administrations locales à un plus grand éventail de sources de revenu dédiées au transport en commun. C'est le cas notamment de l'Illinois, de la Georgie, du Massachusetts, de la Pennsylvanie, de la Californie et de plusieurs autres états où les législatures ont autorisé l'implantation de taxes de vente pour financer le transport en commun. Le graphique suivant montre la provenance des revenus d'immobilisations en 2006.

Graph 5 / Graphique 5

Sources du financement des immobilisations aux États-Unis /
Capital revenues sources in the US, 2006



D'autre part, on note que l'âge moyen du parc d'autobus au Canada est légèrement inférieur à celui des États-Unis. En 2000, l'âge moyen au Canada était près de 11 ans, alors qu'il était de 7,3 ans aux États-Unis (Transport Canada, 2001 et NTD, 2002). Il faut cependant noter que les investissements des dernières années ont sans doute contribué à ramener l'âge moyen des autobus à un niveau se rapprochant de celui des États-Unis. Selon les

2. Les montants sont en dollars courants.

3. Les données de l'APTA en ce qui a trait aux tarifs moyens pour 2006 ne sont pas encore disponibles et le montant pour 2005 est une estimation préliminaire.

Transit (continued from previous page)

have leased or purchased 1,339 new vehicles (all types of vehicles) in 2006 after only acquiring 391 in 1997. We are witnessing the opposite trend on the other side of the border since the number of new acquisitions has dropped from 6,637 units in 1997 to 5,347 in 2005. That being said, the yearly new acquisitions in the US does not really follow a definite trend as the number of units purchased or leased peaked in 2001 at 12,083. Over all, the total transit capital budget in the US reached \$12,752.1 million (U.S.) in 2006 compared to \$6,215.1 million (U.S.) in 2000. In Canada, capital investments spending in transit went from \$912.3 million in 2000 to \$2,062.2 million in 2006 (CUTA, 2000, 2007 and NDT, 2000 and 2007).

In conclusion, comparing the state of Canadian public transit with American public transit sheds light on the fundamental differences in the national context as well as illustrating current policy trends in each country. This short benchmark allows us to attest that ridership in Canada is increasing faster than in the US. However, the share of commuters using public transportation in metropolitan regions remains relatively small, but should increase in the near future. In terms of funding, it is worth noting that fare revenues are a much more important part of operating revenues in Canada (55%) than it is in the US (34%). Finally, the evidence would indicate that while Canadian transit authorities are acquiring new units at a much faster pace than in the US, where the number of yearly new acquisitions was, in 2006, down from the figures of 2000. It will be interesting to see how this translates in terms of ridership.

Transport en commun (Suite de la page précédente)

données de cette année, l'âge moyen du parc d'autobus au Canada est maintenant de 9,61 ans et de 7 ans aux États-Unis (ACTU, 2007b, p. 13 et NTD, 2007, p. 39). Afin d'augmenter l'offre de service et de rajeunir les flottes de véhicules, les organismes de transport canadiens ont considérablement augmenté les acquisitions de véhicules au cours des dernières années. En effet, les organismes de transport ont acquis 1 339 nouveaux véhicules (tous types confondus) en 2006, alors qu'ils n'en avaient acheté que 391 en 1997. Aux États-Unis, on note la tendance inverse, alors que les transporteurs ont acquis 5 347 véhicules en 2005 alors qu'ils en avaient acheté 6 637 en 1997. Par ailleurs, on note une fluctuation plus importante des acquisitions de véhicules neufs aux États-Unis puisqu'en 2001, les acquisitions ont connu un sommet avec 12 083 nouvelles unités. En tout, le budget total pour les immobilisations aux États-Unis a atteint, en 2006, 12 752,1 millions USD, comparativement à 6 215,1 millions USD en 2000. Au Canada, les dépenses en immobilisations ont également connu une augmentation importante ayant passées de 912,3 millions \$ en 2000 à 2 062,2 millions \$ en 2006 (ACTU, 2000 2007 et NDT, 2000 and 2007).

En conclusion, il est difficile d'analyser l'état du transport en commun au Canada sans, à tout le moins, comparer notre situation avec celle de nos voisins du sud. L'exercice nous permet de constater que l'achalandage dans les transports publics augmente plus rapidement au Canada. Cela dit, la part modale du transport en commun dans le navettage demeure encore modeste, mais tout porte à croire que la proportion des déplacements entre le lieu de résidence et le lieu de travail est appelé à augmenter. En ce qui a trait au financement, il est intéressant de noter que les utilisateurs du transport en commun contribuent de façon plus importante qu'aux États-Unis (55% au Canada contre 34% aux États-Unis). Finalement, il est intéressant de noter que si les organismes de transport canadiens augmentent la cadence de renouvellement de leur parc de véhicules, c'est tout le contraire aux États-Unis, où on se procure de moins en moins de nouveaux véhicules à chaque année. Dans ce contexte, il sera intéressant d'observer si ces investissements auront un impact sur l'achalandage.

Transit (continued from previous page)

Transport en commun (Suite de la page précédente)

References / Références

Canadian Urban Transit Association = Association canadienne de transport urbain. (2001). *Résumé 2000: Résumé statistique du transport urbain au Canada: Données d'exploitation de 2006*. Toronto, ON: Canadian Urban Transit Association = Association canadienne de transport urbain.

Canadian Urban Transit Association = Association canadienne de transport urbain. (2007). *Résumé 2006: Résumé statistique du transport urbain au Canada: Données d'exploitation de 2006*. Toronto, ON: Canadian Urban Transit Association = Association canadienne de transport urbain.

American Public Transit Association. (2008). *Public transportation fact book*. Retrieved March 31, 2008 from: <http://www.apta.com/research/stats/factbook/index.cfm>

National Transit Database. (2002). *National transit summaries and trends*.

National Transit Database. (2007). *National transit summaries and trends*,

Statistics Canada = Statistique Canada. (2008). *Mode of Transportation (9), Age Groups (9) and Sex (3) for the Employed Labour Force 15 Years and Over Having a Usual Place of Work or No Fixed Workplace Address of Canada, Provinces, Territories, Census Metropolitan Areas and Census Agglomerations, 2006 Census - 20% Sample Data = Distance de navetage (km) (9), groupes d'âge (9) et sexe (3) pour la population active occupée de 15 ans et plus ayant un lieu habituel de travail, pour le Canada, les provinces, les territoires, les régions métropolitaines de recensement et les agglomérations de recensement, Recensement de 2006*. Retrieved March 31, 2008 from:

<http://www12.statcan.ca/english/census06/data/topics/RetrieveProductTable.cfm?Temporal=2006&APATH=3&PID=90657&THEME=76&PTYPE=88971&VID=0&GK=NA&GC=99&FL=0&RL=0&FREE=0&METH=0&S=1>

Transport Canada. (2002). *Le point: Les transports urbains au Canada*. McCormick Rankin Corporation.

Congestion Pricing, Toll Roads, and HOT Lanes

Cities around the world are experiencing escalating traffic congestion, increased travel times and aging infrastructure. To combat some of the problems associated with traffic congestion, economists devised the concept of road pricing, which applies direct user fee charges for the use of a section of road, a bridge or central area of a city. Toll roads were the first type of road pricing to be implemented with the revenues generated from tolls usually used for repayment of funds used to finance construction and/or operation as well as for road maintenance and improvement. Often these are operated either privately or through a private-public partnership. Recently, other forms of road pricing have emerged and are being implemented in cities around the globe. Congestion pricing or cordon tolls, although first implemented in Singapore in 1975, was more recently and successfully implemented in London in 2003. High occupancy toll (HOT) lanes are an emerging trend in the US, mainly in California and Texas.

Toll roads

Toll roads have been used for centuries and are commonly used in cities around the world. In Canada, most tolled roadways are bridges to the United States, although a few domestic bridges in some provinces have tolls. Toll highways in Canada disappeared for the most part in the 1970s and 1980s. Nova Scotia has a toll highway on the Trans-Canada Highway between Debert and Oxford and there is Highway 5/Coquihalla Highway in British Columbia. Another example that has received considerable press is Highway 407. Highway 407 in the Greater Toronto Area is a modern barrier free toll route. The 407 Electronic Toll Route (ETR) uses a system of cameras and transponders to toll vehicles electronically. There are no toll booths for vehicles to stop at, making the trip faster without interruptions. When the 407 ETR highway opened in 1997, it had been developed as a public-private partnership. However, in 1999 it was sold to 407 International Inc., which is presently the sole shareholder of the 407 ETR. 407 International Inc. is owned by a consortium comprised of Spanish company Cintra Concesiones de Infraestructuras de Transporte, SNC-Lavalin, and Capital d'Amérique CDPQ, a subsidiary of the Caisse de dépôt et placement du Québec. The sale of the highway was controversial, not only because of an unprecedented 99 year lease and the unlimited control over the tolls, but also because of the agreement that no other highway was to be built within a close proximity to the 407 so as to avoid competition.

Currently there is a debate in Québec whether to re-introduce tolls on the province's roads and bridges. A recent Leger poll showed that 65 percent of Québécois say they'd be in favour of setting up tolls on bridges and tunnels leading into Montréal, while 67 percent say they

La facturation de la congestion, route à péage, et voies réservées pour le covoiturage

Un peu partout dans le monde, les villes font face à une augmentation de la congestion routière, à une augmentation des temps de déplacements et doivent composer avec une infrastructure vieillissante. Pour combattre certains des problèmes découlant de la congestion routière, des économistes ont suggéré de « facturer » l'utilisation des routes en instaurant des péages pour circuler sur une section de route, sur un pont ou pour accéder à un centre-ville.

La principale utilisation de la facturation routière est celle qui sert au financement des routes. En effet, les revenus générés par ce type de postes de péage servent à financer les dépenses encourues pour la construction ou pour la réparation de la route sur laquelle est installé le péage. Souvent, ces routes sont opérées par une firme privée ou dans le cadre d'un partenariat public-privé. Cela dit, le péage routier est maintenant utilisée à d'autres fins dans certaines grandes villes à travers le monde. La facturation de la congestion ou « cordon tolls » a été instauré pour la première fois à Singapour en 1975 et plus récemment, à Londres en 2003. Finalement, on note également l'ajout de voies réservées pour le covoiturage un peu partout au Canada et aux États-Unis, dans des états comme la Californie et le Texas.

Routes à péage

En place depuis de nombreuses années, on rencontre des voies à péage un peu partout dans le monde. Au Canada, la plupart des postes de péage sont situés à l'entrée des ponts reliant le Canada aux États-Unis. En ce qui a trait aux autoroutes, les postes de péage ont été, pour la plupart, démantelés au cours des années 1970 et 1980. Il demeure néanmoins quelques exceptions dont, un segment de l'autoroute transcanadienne entre Debert et Oxford en Nouvelle-Écosse et l'autoroute 5/Coquilla Highway en Colombie-Britannique.

L'autoroute 407 située dans le Greater Toronto Area est une version moderne des autoroutes à péage traditionnelles en ce sens qu'elle ne compte pas de postes et les automobilistes n'ont pas à s'arrêter. L'autoroute 407 Electronic Toll Route (ETR) utilise un système de caméras et de transpondeurs pour facturer électroniquement les véhicules y circulant. La 407 ETR est le résultat d'un partenariat public-privé conclu en 1997. La 407 ETR est opérée depuis 1997 par le groupe 407 International Inc. une société appartenant à un consortium formé de la firme espagnole Cintra Concesiones de Infraestructuras de Transporte, de SNC-Lavalin, et de Capital d'Amérique CDPQ, une filiale de la Caisse de dépôt et placement du Québec. Il faut toutefois souligner que le transfert des droits pour l'autoroute est accompagné d'une certaine controverse. En effet, le bail d'une durée de 99 ans entre le gouvernement et le

Congestion Pricing, Toll Roads, and HOT Lanes (continued from previous page)

should be put on some of Québec's major highways. It is estimated that a province wide network of tolls would generate \$1.6 billion a year; money that could be reinvested in maintaining and upgrading road infrastructure in the province. Montréal's 20-year transportation plan, which is soon to be released, is expected to include tolls as a means to finance new roads and maintenance of existing ones.

Congestion pricing or Cordon Tolls

Congestion pricing refers to the process whereby fees are paid by motorists to drive in a particular area, usually the city centre. Congestion pricing or cordon tolls is a particularly effective congestion reduction strategy. Singapore was the forerunner in implementing this strategy in 1975. The city had major congestion and air quality problems. After the implementation of the Area Licensing Scheme where drivers were charged a flat fee to enter the area, the city centre saw an immediate 45 percent reduction in traffic and 25 percent decline in vehicle accidents (Environmental Defense Fund, 2007). Initially a manual police control around the Central Business District of an urban area system was introduced; however this system was later replaced by a more sophisticated electronic charging system in 1998.

In 2003, congestion pricing was implemented in London, England. The idea, the brainchild of Mayor Ken Livingstone, was to reduce daytime traffic congestion on London streets and to generate funds for public transit improvement. Motorists entering London's downtown between 7:30 and 18:30 were charged a fee (approximately \$16 per day). This has proven to be enough of a disincentive to take the car into the central city and congestion has decreased by 26% since the program was launched in 2003 (Landis, 2006). The process involves closed-circuit TV cameras installed at the edge of the congestion charging zone taking pictures of license plates entering the zone and matching them to the private vehicle owners and ascertaining whether the fee has been paid for entering the congestion zone. If the fee has not been paid, the owner of the vehicle has until midnight to either pay the fee or they receive a fine of about \$95. Those living in the congestion zone receive a 90% discount on these fees. The tax raises roughly \$244 million per year, most of which is spent on improving the bus system in the zone.

Initially the idea was opposed by many, including business and restaurant owners in the congestion zone, but independent studies have shown that the congestion tax has had a neutral effect on retail and other business in the central city zone and no adverse impact on traffic on the roads immediately surrounding the congestion zone. In fact, it has been praised as a successful program in

La facturation de la congestion, route à péage, et Voies réservées pour le covoiturage (Suite de la page précédente)

d'une durée de 99 ans entre le gouvernement et le consortium, le contrôle absolu du secteur privé sur le montant des péages ainsi que l'entente selon laquelle aucune autre autoroute ne peut être construite à proximité de la 407 afin d'éviter la compétition, ont contribué à alimenter la controverse autour de ce type de PPP.

Le débat sur la réintroduction des péages a repris de l'ampleur un peu partout au pays et plus particulièrement au Québec. Un sondage Léger montre que 65% des Québécois sont en faveur des péages sur les ponts et le tunnel menant sur l'Île-de-Montréal. De plus, selon le même sondage, 67% des personnes interrogées sont d'accord avec l'idée de réintroduire les péages sur les principales autoroutes de la province. Les revenus estimés provenant d'un éventuel réseau de péage sur les routes de la province seraient de l'ordre de 1,6 milliard \$ annuellement. Il s'agit d'autant de revenus qui pourraient être ensuite investis dans les infrastructures routières du Québec. De plus, on s'attend à ce que le plan de transport de la Ville de Montréal prévoit l'implantation de mesures de péage pour financer la remise à niveau de son réseau routier.

La facturation de la congestion et les «cordon tolls»

La facturation de la congestion est en fait un tarif que paient les automobilistes pour circuler dans un centre-ville et s'inscrit dans des stratégies de réduction de la congestion routière. C'est à Singapour - une ville aux prises avec de sérieux problèmes de congestion - qu'on a tenté l'expérience pour la première fois, au milieu des années 1970. À l'origine, le péage consistait en un cordon mis en place par la police autour du quartier des affaires. Cette façon de faire fut remplacée en 1998 par un système électronique.

En 2003, le péage a été introduit à Londres par le maire Ken Livingstone dans le but de réduire la circulation pendant le jour et pour financer des améliorations au service de transport en commun. Les automobilistes qui entrent au centre-ville de Londres entre 7h30 et 18h30 sont facturés un montant équivalent à 16 \$. La mesure semble porter fruit et Londres a enregistré une baisse de 26% de la congestion depuis la mise en place du péage (Landis, 2006). Afin de facturer les automobilistes qui circulent au centre-ville, les autorités ont installé des caméras en circuit fermé aux abords de la zone où s'applique le péage. Les immatriculations des automobiles sont captées par les caméras et le système informatique vérifie ensuite si les frais ont été acquittés ou non au préalable. L'automobiliste a jusqu'à minuit pour payer le tarif ou il se rend passible d'une amende d'environ 95\$. Les résidents qui habitent à l'intérieur de la zone visée par le péage ne paient que 10% du tarif de

Congestion Pricing, Toll Roads, and HOT Lanes (continued from previous page)

Combating congestion, increasing use of public transit and improving air quality in the downtown area (Landis, 2006).

In August 2007, Stockholm, Sweden, also implemented congestion charges on vehicles entering the central district. Presently, officials in New York and San Francisco are studying the issue in their cities.

High occupancy toll (HOT) lanes

High occupancy toll lanes are most commonly used in the United States. A high-occupancy toll is a toll enacted on single-occupant vehicles who wish to use lanes that are designated for the use of high-occupancy vehicles (HOVs, also known as carpool lanes). Tolls are collected either by manned toll booths, automatic number plate recognition, or electronic toll collection systems. Electronic toll collection systems use a transponder attached to the vehicle that allow the system to debit charges for the use of the toll road without delay. HOT lanes are seen as more effective than HOV lanes, which rely on voluntary compliance to keep single occupancy vehicles out. It is important for HOT lanes to have electronic tolling technology to minimize infrastructure costs and allow uninterrupted travel. It also allows for the toll price to be adjusted according to congestion levels, the lower the congestion the lower the toll fees, the higher the congestion the higher the toll fees. Examples of where such measures are implemented are Orange County and San Diego in California. Los Angeles is currently in the process of evaluating the effectiveness of HOT lanes. Higher pricing allows high speeds to be maintained as it deters more drivers from using the HOT lanes. However, HOT lanes have been heavily criticized not only for their lack of equity, but also for promoting sprawl as they make it easier for people to drive farther faster. As of yet, Canada has not implemented any HOT lanes.

La facturation de la congestion, route à péage, et Voies réservées pour le covoiturage (Suite de la page précédente)

d'environ 95\$. Les résidents qui habitent à l'intérieur de la zone visée par le péage ne paient que 10% du tarif de congestion. Annuellement, le péage rapporte des revenus de l'ordre de 244 millions\$, la plupart étant ensuite réinvesti dans l'amélioration des services de transport en commun.

Bien que le projet souleva des inquiétudes chez les gens d'affaires, en particulier chez les commerçants et les restaurateurs installés au centre-ville, des études indépendantes ont démontré qu'au contraire, le péage n'a pas eu d'impacts négatifs sur le chiffre d'affaire des commerçants de la zone visées par le péage. D'autre part, il semblerait que l'imposition du péage au centre-ville n'a pas eu pour effet de détourner le trafic vers les zones limitrophes. En fait, le bilan du programme est plutôt positif. Il a notamment contribué à diminuer la congestion, à augmenter l'achalandage dans le transport en commun et à améliorer la qualité de l'air au centre-ville (Landis, 2006).

En Août 2007, la Ville de Stockholm en Suède, a également mis en place un système de péage pour les véhicules qui accèdent au centre de l'agglomération. De plus, les autorités des Villes de New York et San Francisco sont en train d'étudier le dossier et voir comment des mesures semblables pourraient être mises en place dans leur ville.

Voies réservées pour le covoiturage

Les voies réservées pour le covoiturage ont été instauré dans plusieurs agglomérations des États-Unis. À certains endroits, les autorités ont mis en place un système de péage qui fait en sorte qu'un automobiliste qui voyage doit déboursé un tarif prédéterminé s'il veut circuler sur une voie réservée au covoiturage. Les tarifs sont collectés soit grâce à des postes de péages installés à divers endroits sur l'autoroute ou via un système électronique qui lit les immatriculations des véhicules. Il semblerait que les voies réservées avec péage s'avèrent plus efficaces que celles où on s'en remet uniquement au bon vouloir des automobilistes afin qu'ils respectent les voies réservées. Par ailleurs, afin de minimiser l'impact sur le trafic et la congestion, l'utilisation de systèmes de facturation électroniques sont maintenant indispensables. De plus, ces systèmes comportent des coûts d'infrastructures moindres et permettent également de moduler le tarif en fonction des niveaux de congestion. Par exemple, dans certaines agglomérations urbaines, les automobilistes doivent payer un tarif plus élevé pour circuler sur les voies à péage lorsque le niveau de congestion est plus important et vice-versa. Cette tarification modulée fait en sorte que les automobilistes peuvent circuler plus aisément et à plus grande vitesse

Congestion Pricing, Toll Roads, and HOT Lanes
(continued from previous page)

La facturation de la congestion, route à péage, et Voies réservées pour le covoiturage (Suite de la page précédente)

sur les voies réservées étant donné que les tarifs plus élevés incitent plus d'automobilistes à demeurer sur les voies régulières. La tarification modulée existe pour le moment à Orange County ainsi qu'à San Diego en Californie. Les autorités de Los Angeles sont quant à elles, à l'étape des études de faisabilité de ce type de péage. En dépit de leur impact positif sur la congestion, les voies réservées à péages ont fait l'objet de critiques, notamment en raison de leur aspect peu équitable (les automobilistes plus fortunés peuvent éviter la congestion et rouler plus vite!). De plus, elles tendent à encourager l'étalement urbain en permettant de franchir de plus grandes distances plus rapidement. Il est à noter que ce type de voies réservées à péage n'a encore jamais été instauré au Canada.

Bibliography / Bibliographie

407 ETR. (2008). *407 ETR Receives Gold Award For Privatization Project*. Retrieved March 18, 2008 from: http://www.407etr.com/about/news/release_112399.asp?year=2008.

BBC News. (2007). *Stockholm introduces road charge*. Retrieved August 1, 2007 from: <http://newsbbc.co.uk/go/pr/fr/-2/hi/europe/6926578.stm>.

Derfel, A. (2008). Highway tolls in view. *The Gazette*. Retrieved March 18, 2008 from: <http://www.canada.com/Montréalgazette/news/story.html?id=0e58d867-5582-46be-b241-2c645311648e&k=90867>.

Environmental Defense Fund. (2007). Singapore: a pioneer in taming traffic. Retrieved on March 18, 2008 from <http://www.edf.org/article.cfm?contentID=6166>

Kruger, D. (2004). Would Canadians be too cool for HOT lanes? *Ontario Planning Journal*. 19(5), 29.

Landis, J. (2006, Fall). Dispatching from London. Access. 29.

Lindsey, R. (2007). Canadian cities should take a hard look at road tolls. *The Gazette*. Retrieved June 11, 2007 from: <http://www.canada.com>.

Machalaba, D. (2007). Paying for VIP treatment in a traffic jam. *The Wall Street Journal Online*. Retrieved June 21, 2007 from: http://online.wsj.com/public/article_print/SB11827343090442433.html.

Rabin, J. (2007). Official push for L.A. toll lanes. *Los Angeles Times*. Retrieved November 11, 2007 from <http://www.latimes.com/news/local/la-me-congestion26oct26.1.7915096.story?coll=la-headlines-california&ctrack=1&cset=true>.

Victoria Transport Policy Institute. (2007). Road Pricing. *TDM Encyclopedia*. Retrieved March 18, 2008 from: <http://www.vtpi.org/tdm/tdm35.htm>.

Automobile Reduction Strategies (Documents) / Stratégies de réduction de la circulation (Documents)

Each month we will highlight a particular subject and illustrate what recent materials we have in the library to support it. This month, we have selected items that focus on automobile reduction strategies (congestion pricing, HOT lanes, and HOV lanes).

Chaque mois, nous allons mettre en évidence un sujet particulier accompagné d'une liste de documents de référence récents disponibles à la bibliothèque. Ce mois-ci, nous nous intéressons aux stratégies de réduction de la circulation.

Mehaffy, M. (2007, August). Change of climate. *Urban land*. 66(8), 52-58. (EH987)

Moore, T., Thorsnes, P., & Appleyard, B. S. (2007). *The transportation/land use connection*. Chicago, IL: American Planning Association. (PAS546)

Johnson, M. (2007, May). Tracking traffic: New cameras spot speeders — and raise questions about “big brother.” *Planning*. 73(5), 42-45. (TG248)

King, D., Manville, M., & Shoup, D. (2007, March). The political calculus of congestion pricing. *Transport policy* 14(2), 111-123. (TH544)

Siemiatycki, M. (2007). Traffic jam: Move over megaprojects; small, creative options unlock the grid. *Alternatives journal*. 33(1), 31-33. (TH549)

Weinstein Agrawal, A., & Sciara, G. C. (2006, Winter). Unraveling equity in hot lane planning: A view from practice. *Journal of planning education and research*. 26(2), 174-184. (TI394)

Arnott, R., Rave, T., & Schöb, R. (2005). *Alleviating urban traffic congestion*. Cambridge, MA: MIT Press. (TH537)

Poole, R. W., & Balaker, Ted. (2005). *Virtual exclusive busways: Improving urban transit while relieving congestion*. Los Angeles, CA: Reason Foundation. (TH556)

Swope, C. (2005, May). Fast lane. *Governing*. 18(8), 24-26, 28, 30. (TG224)

Dunphy, R. T. (2004, May). Pricing traffic/pacing growth. *Urban land*. 63(5), 88-91. (TH504)

Commission for Integrated Transport. (2002). *Paying for road use*. London, UK: Commission for Integrated Transport. (TG203)

Schwaab, J. A., & Thielmann, S. (2002). *Policy guidelines for road transport pricing: A practical step-by-step approach*. New York, NY: United Nations. (TF066)

Lindsey, C. R., & Verhoef, E. T. (2000). *Traffic congestion and congestion pricing*. Amsterdam: Tinbergen Institute. (TI295)

Poole, R. W., & Orski, C. K. (2000?). *Building a case for HOT lanes: A new approach to reducing urban highway congestion*. Los Angeles, CA: Reason Public Policy Institute. (TG188)

Hartman, J. (1996). *Urban vision sampler: Briefing*. Ottawa, ON: Transportation Association of Canada. (TA017)

Holtz Kay, J. (1994, January). Hell on wheels. *Planning*. 60(1), 7-10. (TH038)

Plous, F. K. (1994, September). Off the road, vehicles: Three California projects use economic incentives to reduce care use. *Planning*. 60(9), 8-12. (TG034)

Chang-Hee, C. B. (1993). *Automobiles, the environment and metropolitan spatial structure*. Cambridge, MA: Lincoln Institute of Land Policy. (EI092)

Automobile Reduction Strategies (Documents) / Stratégies de réduction de la circulation (Documents)

Comsis Corporation & Institute of Transportation Engineers. (1993). *Implementing effective travel demand management measures: Inventory of measures and synthesis of experience: Final report*. Washington, DC: Institute of Transportation Engineers. (TG170)

Ontario. Ministry of Transportation. (1993, Summer). Ridesharing: A historical view. *Fuelsaver & MTEEAC news*. (TC001)

Transport 2021. (1993). *Derivation of a long-range transportation supply strategy for Greater Vancouver*. Vancouver, BC: Greater Vancouver Regional District. (TH074)

Transport 2021. (1993). *Long-range transportation plan for Greater Vancouver: Transport 2021 report*. Vancouver, BC: Greater Vancouver Regional District. (TE019)

Transport 2021. (1993). *Medium-range transportation plan for Greater Vancouver: Transport 2021*. Vancouver, BC: Greater Vancouver Regional District. (TE018)

Transport 2021. (1993). *Transportation demand management: A forecast modeling approach*. (Transport 2021 Technical report ; 3). Vancouver, BC: Greater Vancouver Regional District. (TE052)

Transport 2021. (1993). *Transportation demand management and their potential for application in Greater Vancouver*. (Transport 2021 Technical report ; 2). Vancouver, BC: Greater Vancouver Regional District. (TE053)

Cervero, R. B. (1992). *Transportation alternatives in a congestion pricing environment*. (Working paper ; no. 583). Berkeley, CA: Institute of Urban and Regional Development, University of California at Berkeley. (TG163)

Giuliano, G. (1992, Summer). Transportation demand management: Promise or panacea? *Journal of the American Planning Association*. 58(3), 327-335. (TI007)

Kain, J. F. (1992). *Increasing the productivity of the nation's urban transportation infrastructure: Measures to increase transit use and carpooling: Final report*. Washington, DC: University Research and Training Program, Federal Transit Administration. (TH168)

McCormick Rankin Corporation. (1992). *Metropolitan Toronto high occupancy vehicle (HOV) network study: Summary report*. Toronto, ON: Department of Transportation, Metropolitan Toronto. (TI038)

Ontario. Ministry of Transportation, & Ontario. Ministry of Municipal Affairs. *Transit-supportive land use planning guidelines = Lignes directrices pour un aménagement du territoire axé sur les transports en commun*. Toronto, ON: Ministry of Municipal Affairs. (TG154)

Turnbull, K. F. (1992). *Assessment of high occupancy vehicle (HOV) facilities in North America: Executive report*. Washington, DC: U. S. Department of Transportation. (TI048)

Gordon, D. (1991). *Steering a new course: Transportation, energy, and the environment*. Washington, DC: Island Press. (TH268)

Poole, R. W. (1991). *Introducing congestion pricing on a new toll road*. Washington, DC: Transportation Research Board. (TG161)

Dunphy, R. T., & Lin, B. C. (1990). *Transportation management through partnerships*. Washington, DC: Urban Land Institute. (TI014)

Meyer, M. D. (1989). *Toolbox for alleviating traffic congestion*. Washington, DC: Institute of Transportation Engineers. (TG149)

Upcoming Conferences (2008) / Colloques et conférences (2008)

April 1-2, 2008 / 1-2 avril 2008

Mississauga (Ontario)

Energy Matters Summit

Information: Peel Region,

10 Peel Centre Drive, Brampton, ON L6T 4B9.

Tel.: (905) 791-7800, ext. 4962.

Internet: <http://www.peelregion.ca/finance/corp-energy/energy-matters08/>

April 3-6, 2008 / 3-6 avril 2008

Halifax (Nova Scotia / Nouvelle-Écosse)

Tenth National Metropolis Conference: Expanding the Debate: Multiple Perspectives on Immigration in Canada / Dixième conférence nationale Metropolis: Élargir le débat: perspectives multiples sur l'immigration au Canada

Information: The Metropolis Project / Le projet Metropolis,

Metropolis 2008 Conference Management, c/o Compart Event Management Limited

5554 Sullivan Street, Halifax, NS B3K 1X7.

Tel: 1-800-910-1154. Fax: (902) 454-4930.

Email: bishop@compartevents.com

Internet: <http://www.metropolis2008.net>

April 9-10, 2008 / 9-10 avril 2008

Tempe (Arizona)

Symposium on Climate Change the Public Works Role, Strategy and Impact

Information: American Public Works Association (APWA),

2345 Grand Boulevard, Suite 700, Kansas City, MO 64108-2625, USA.

Tel.: (800) 848-2972. Fax: (816) 472-0406. Email: education@apwa.net

Internet: <http://www.apwa.net/Events/eventdetail.asp?ID=4227>

April 13-16, 2008 / 13-16 avril 2008

Louisville (Kentucky)

2008 APWA North American Snow Conference

Information: American Public Works Association (APWA),

P.O. Box 802296, Kansas City, MO 64108-2296, USA.

Tel.: 1-800-848-6100. Fax: (816) 595-5372. Email: snow@apwa.net

Internet: <http://www.apwa.net/snow>

April 16-17, 2008 / 16-17 avril 2008

Brandon (Manitoba)

MTCML Trade Show and Municipal Officials Seminar

Information: Association of Manitoba Municipalities,

1910 Saskatchewan Ave. W, Portage la Prairie, MB R1N 0P1.

Tel.: (204) 857-8666. Fax: (204) 856-2370.

Email: lhargest@amm.mb.ca

Internet: http://www.amm.mb.ca/events_tradeshow.html

April 17-19, 2008 / 17-19 avril 2008

Gander (Newfoundland and Labrador / Terre-Neuve et Labrador)

NLAMA'S 36th Annual Convention and Tradeshow

Information: Newfoundland and Labrador Association of Municipal Administrators,

460 Torbay Road, St. John's, NL A1A 5J3.

Tel.: (709) 726-6405. Fax: (709) 726-6408.

Email: nlama@nlama.ca

Internet: <http://www.nlama.ca/conv08.htm>

April 20-22, 2008 / 20-22 avril 2008

Stratford (Ontario)

2008 Annual OACFDC Conference / Le conférence annuel de 2008 d'ONTCFDC

Information: Ontario Association of Community Futures Development Corporations

300 South Edgeware Road, St. Thomas, ON N5P 4L1.

Tel.: (519) 633-2326. Fax: (519) 633-3563.

Email: info@oacfdc.com

Internet: <http://www.ontcfdc.com/frame7b.asp>

April 20-23, 2008 / 20-23 avril 2008

Banff (Alberta)

Energy regulation: in the eye of the storm

Information: Canadian Association of Members of Public Utility Tribunals (CAMPUT),

Suite 970, 105 - 150 Crowfoot Crescent NW, Calgary, AB T3G 3T2.

Tel.: (905) 436-0375. Fax: (403) 547-3305.

Email: conference@camput.org

Internet: <http://www.webreg.org/register.cgi?event=79>

April 24-27, 2008 / 24-27 avril 2008

Haines Junction (Yukon)

33rd Annual General Meeting and Conference of the Association of Yukon Communities

Information: Association of Yukon Communities,

#15-1114 1st Avenue, Whitehorse, YT Y1A 1A3.

Tel.: (867) 668-4388. Fax: (867) 668-7574.

Email: ayc@northwestel.net

Internet: <http://www.ayc.yk.ca/2008-agm.htm>

April 26-30, 2008 / 26-30 avril 2008

Whistler (British Columbia / Colombie-Britannique)

BCWWA Annual Conference and Trade Show

Information: British Columbia Water and Waste Association

221 - 8678 Greenall Avenue, Burnaby, BC V5J 3M4.

Tel.: (604) 433-4389. Fax: (604) 433-9859.

Email: contact@bcwwa.org

Internet: http://www.bcwwa.org/annual_conference/index.php

ICURR will publish, at no cost, brief descriptions of upcoming events of interest to its readers in the Liaison and on the Muniscope website. Submissions should be sent to the attention of Mark Rose (mrose@icurr.org).

Le CIRUR publiera gratuitement une courte description des événement à venir dans le site Muniscope et le bulletin Liaison. Tout avis d'événement doit être adressé au Mark Rose (mrose@icurr.org).

Upcoming Conferences (2008) / Colloques et conférences (2008)

April 27-30, 2008 / 27-30 avril 2008

London (Ontario)

OWWA/OMWA Joint Annual Conference and Trade Show 2008

Information: Ontario Water Works Association

675 Cochrane Drive, Suite 630, East Tower, Markham, ON L3R 0B8.

Tel.: (905) 530-2200. Fax: (905) 530-2200. Email: waterinfo@owwa.ca

Internet: <http://www.owwa.com/hm/inside.php?sid=41>

April 27-30, 2008 / 27-30 avril 2008

Winnipeg (Manitoba)

MMAA 77th Annual Conference

Information: Manitoba Municipal Administrators' Association (MMAA),

533 Buckingham Road, Winnipeg, MB R3R 1B9.

Tel.: (204) 255-4883. Email: mmaa@mts.net

Internet: http://www.mmaa.mb.ca/sched/default.asp?action=tb_Date&tb_Date=4/27/2008

April 28, 2008 / 28 avril 2008

Summerside (Prince Edward Island / Île-de-prince-Édouard)

51st FPEIM Annual Meeting

Information: Federation of PEI Municipalities (FPEIM),

1 Kirkdale Road, Charlottetown, PE C1E 1R3.

Tel.: (902) 566-1493. Fax: (902) 566-2880. E-mail: info@fpeim.ca

Internet: <http://www.fpeim.ca/annual.htm>

April 30 - May 2, 2008 / 30 avril - 2 mai 2008

Midland (Ontario)

Our environment, our heritage, our legacy: 54th annual OSUM conference

Information: Ontario Small Urban Municipalities (OSUM),

200 University Ave., Suite 801, Toronto, ON M5H 3C6

Tel.: (519) 393-5877. Email: ted.b@quadro.net

Internet: http://www.amo.on.ca/AM/Template.cfm?Section=2007_Small_Urban_Municipal_Conference_OSUM_&Template=/CM/HTMLDisplay.cfm&ContentID=145502

May 1-2, 2008 / Le 1^{ère} - 2 mai 2008

Liverpool (United Kingdom / Le Royaume-Uni)

Intercultural Cities Conference

Information: EUCLID,

85-89 Duke Street, Liverpool L1 5AP, United Kingdom.

Tel.: +44 (0) 7000 382543. Fax: +44 (0)161 245 3322.

Email: info@euclid.info

Internet: <http://inter.culture.info/ICC>

May 5-7, 2008 / 5-7 mai 2008

Detroit (Michigan)

Brownfields 2008: Roadmap to revitalization: the national brownfields conference

Information: International City/County Management Association,

Brownfields 2008, 6101 Stevenson Ave., Alexandria, VA 22304, USA.

Tel.: 1-877-343-5374. Fax: (703) 461-2020.

Email: brownfields2008@csc.com

Internet: <http://www.brownfields2008.org/en/index.aspx>

May 6, 2008 / 6 mai 2008

Vancouver (British Columbia / Colombie-Britannique)

Building Envelope Solutions Conference - Vancouver

Information: Building Envelope Forum,

10 Alcorn Ave., Suite 100, Toronto, ON M4V 3A9

Tel.: (416) 512-3809 or 1-800-660-7083 ext 153809.

Email: bharte@mmart.com

May 7, 2008 / 7 mai 2008

Calgary (Alberta)

Building Envelope Solutions Conference - Calgary

Information: Building Envelope Forum,

10 Alcorn Ave., Suite 100, Toronto, ON M4V 3A9

Tel.: (416) 512-3809 or 1-800-660-7083 ext 153809.

Email: bharte@mmart.com

May 7-9, 2008 / 7-9 mai 2008

Calgary (Alberta)

District Energy: Fuelling Sustainable Development Across Canada: The CDEA's 13th annual Conference & Exhibition

Information: Canadian District Energy Association,

555 Richmond Street West, Suite 402, P.O. Box 612,

Toronto, ON M5V 3B1.

Tel.: (416) 365-0765. Fax: (416) 365-0650.

Email: cdea@canurb.com

Internet: <http://www.cdea.ca/html/conference.html>

May 8-9, 2008 / 8-9 mai 2008

Antigonish (Nova Scotia / Nouvelle-Écosse)

2008 UNSM Spring Workshop

Information: Union of Nova Scotia Municipalities (UNSM),

1106-1809 Barrington Street, Halifax, NS B3J 3K8.

Tel.: (902) 423-8331. Fax: (902) 425-5592.

E-mail: mainunsm@eastlink.ca

May 11-15, 2008 / 11-15 mai 2008

Edmonton (Alberta)

Waste: The Social Context '08

Information: Edmonton Waste Management Centre of Excellence (EWMCE),

Suite 310, 13111 Meridian Street, Edmonton, AB T6S 1G9.

Tel.: (780) 496-7316. Fax: (780) 944-5709.

Email: ewmce@edmonton.ca

Internet: <http://conference.ewmce.com/prothos/onware.x/conf/252/index.p?!=public=11921017264471=1=28683651&Conferene=252>

May 14-16, 2008 / 14-16 mai 2008

Sault Ste. Marie (Ontario)

Annual Conference of the Federation of Northern Ontario Municipalities and the Ministry of Municipal Affairs and Housing / Conférence annuel du FONOM et le Ministère des Affaires municipales et du Logement

Information: Federation of Northern Ontario Municipalities,

Tel: (705) 752-2783. Fax: (705) 752-1138.

Email: fonom_info@hotmail.com

Information Requests (February and March 2008) / Notes de recherche (février et mars 2008)

(Examples of research work undertaken for our Muniscope clients and SOS-List requests / Les exemples de travaux de recherche réalisés pour des abonnés Muniscope et SOS-List)

- Market implications and impact on investor confidence of disallowing condominium conversion / Implications sur le marché et sur la confiance des investisseurs de refuser la conversion de condominiums
- Municipal policies and best practices concerning the provision of space to non-profit groups / Programmes municipaux et meilleures pratiques concernant l'offre d'espace aux organismes à but non lucratif
- Municipal Conflict of interest rules / Règles vis-à-vis les conflits d'intérêt municipaux
- Downtown renewal programs in Canada / Revue des programmes de revitalisation des centres-villes au Canada

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

To borrow the items listed in this bibliography, please contact the ICURR Library at icurrlib@icurr.org or log-on to the Muniscope website (<http://www.muniscope.ca>) / Pour emprunter les documents figurant sur cette bibliographie, veuillez communiquer avec la bibliothèque du CIRUR (icurrlib@icurr.org) ou aller sur le site de Muniscope (<http://www.muniscope.ca>)

Communications & Technology / Communication & technologie

QG074 Downtown finds cell phone a good, low-cost way to pay for meter time.

DOWNTOWN IDEA EXCHANGE.
2008.

From/Tiré de: Downtown Idea Exchange 55:4, February 15, 2008, p. 1, 4-5.

[3] p. : ill.

Describes the implementation, operation, and merits of a system allowing users to pay for metered parking by cell phone in West Palm Beach, FL.

QG072 Downtown partners with Google to pioneer modeling a small downtown in 3D.

DOWNTOWN IDEA EXCHANGE.
2008.

From/Tiré de: Downtown Idea Exchange 55:2, January 15, 2008, p. 1, 3-5.

[4] p. : ill.

Describes how McMinnville, TN, modelled its downtown by utilizing SketchUp in partnership with Google as part of the 3D Downtown project and Google Earth. It relates the benefits of 3D modelling, how the Main Street McMinnville organization is using the model for historic preservation, and the process of digitizing the downtown into a model with volunteers and Google.

QG073 Use interactive maps to familiarize newbies with downtown.

DOWNTOWN PROMOTION REPORTER.
2008.

From/Tiré de: Downtown Promotion Reporter 33:2, February 2008, p. 1-3.

[3] p. : ill.

Relates the benefits of showcasing a map of downtown with added information for newcomers and visitors on the Internet. It offers American examples that showcase parking, businesses, and professional services.

Economic Development / Développement économique

EC548 Agglomeration economies : microdata panel estimates from Canadian manufacturing = Économies d'agglomération : estimations de panel de microdonnées du secteur canadien de la fabrication.

/ BALDWIN, John R., & BROWN, W. Mark, & RIGBY, David L.

Ottawa : Statistics Canada = Statistique Canada, 2008.

[30] / [34] p. : tables / tableaux, bibl.

(Economic analysis research paper series ; no. 49 = Série de documents de recherche sur l'analyse économique ; n. 49)

Identifies the main sources of urban increasing returns in support for Marshall's claims about the importance of buyer-supplier networks, labour market pooling and spillovers. It also examines the geographical distance across which externalities flow between businesses in the same industry based on plant-level data from 1989 to 1999.

L'objet premier de la présente étude est de déterminer les principales sources de la hausse du rendement en région urbaine, dans la foulée des travaux de Marshall. L'examen de la distance sur laquelle se manifestent les externalités entre entreprises appartenant à une même industrie constitue un deuxième objectif. Afin d'étudier ces questions, nous utilisons des données au niveau des établissements, structurées sous forme de panel pour les années 1989 et 1999. Les résultats obtenus donnent beaucoup de poids aux arguments de Marshall concernant l'importance des réseaux acheteurs-fournisseurs, des bassins de main-d'oeuvre et des externalités.

EC549 The flight of the creative class : the new global competition for talent.

/ FLORIDA, Richard L.

New York : Collins, 2007.

xxvi, 326 p. : tables, graphs, appendices index, bibl.

Discusses the importance of creativity; the competition for talent; and the migration and location patterns of the creative class, particularly away from the United States post 9/11. It evaluates these trends by means of the Global Creativity Index. The final section recommends policy changes for the United States to increasingly compete for the creative class.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

EC550 How to be successful at sponsorship sales.

/ ALLEN, Sylvia.

Holmdel NJ : Allen Consulting, 2007.

227 p. : appendices, index

Provides guidance on how to obtain sponsorship dollars from local, regional, and national sources in the United States for downtown. It discusses steps in developing and implementing a sponsorship program, the benefits of sponsorship partnerships with the media and retail, effective letter writing and presentation making for obtaining sponsorships, cause-related marketing, selling strategies and techniques, and the legal aspects of sponsorship. It includes a sample: fact sheet, post-event report, contract, inventory/pricing matrix, and event benefits checklist.

Environment / Environnement

EH997 Building on our strengths : an inventory of federal, provincial and territorial climate change policies.

/ BOLLINGER, Jillian, & ROBERTS, Kari.

Calgary : Canada West Foundation, 2008.

[23] p. : tables

Presents a basic inventory of Canadian federal, provincial, and territorial climate change policies aimed at reducing greenhouse gas (GHG) emissions by changing how we produce and consume energy, but does not address policies aimed at adapting to the effects of climate change. Policies include: GHG emission reduction targets, emissions trading, carbon sinks and capture, carbon tax, general energy targets, alternative energy, transportation, public awareness, and demand management. This report is part of the Canada West Foundation's Getting it Right Project.

EH996 Planning for climate change.

/ CONDON, Patrick M.

2008.

From/Tiré de: Land Lines 20:1, January 2008, p. 2-7.

[6] p. : col. ill., graphs, bibl.

Discusses the impact of vehicle miles travelled in North America on the production of greenhouse gas (GHG) emissions, urban design's role in vehicle reliance, the importance of modelling in planning for GHG emissions reduction, and the GHG reduction programs and modelling efforts in Portland, Seattle, and Vancouver. It summarizes the conclusions of a meeting in Vancouver, October 2007, on developing a modelling tool for combatting GHG emissions for the Cascadia region. It concludes by introducing three modelling frameworks: trend modelling, the inherent capacity framework, and the "City as a machine for carbon mitigation."

EI471 Second annual ranking of Canada's most sustainable cities : ranking the most sustainable large Canadian urban centres.

/ HANLEY, Paul. CORPORATE KNIGHTS.

2008.

From/Tiré de: Corporate Knights, Investment Issue 2008, 6:3, 2008, p. 37-42.

[6] p. : tables

The brief article presents the annual ranking of sustainable cities in Canada. It groups the cities by size (large, medium, and small) and assesses them based on five indicators: ecological integrity, green mobility, economic security, empowerment, and social well-being. It highlights the following trends: food initiatives, LED lighting, and LEED building certification. It includes a smaller piece by Paul Hanley on Saskatoon's Rivergreen Ecovillage.

Finance / Finances

MI707 Blueprint for fiscal stability and economic prosperity – a call to action : final report.

CITY OF TORONTO, Mayor's Fiscal Review Panel.

Toronto : City of Toronto, 2008.

[88] p. : graphs

The report, produced by the Independent Fiscal Review Panel, analyzes the fiscal management of the City of Toronto, commenting on what is working and the pressures on balancing the budget. The latter include: pressures from the federal and provincial governments, political culture at City Hall, human resources and labour relations, and from Toronto's boards and agencies (Toronto Police Services, Toronto Transit Commission, Toronto Hydro, Toronto Parking Authority, and the Toronto Community Housing Corporation). The report concludes with recommendations from the panel calling for a reform of governance structures and increase in the power of the mayor; a reduction of fiscal costs; benchmarking performance; increasing the revenue base; a review of capital assets; better management of city owned real estate holdings; developing a long-term human resources strategy; setting goals and targets for agencies, boards and commissions; appointing an Economic Development Senior Officer to work with ABCCs and drive revenue opportunities; and developing regional transportation with Metrolinx.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

MG1124 Implement sustainable funding for Canadian cities. Briefing.

/ GOLDEN, Anne, & HODGSON, Glen, & LEFEBVRE, Mario.

Ottawa : Conference Board of Canada, 2008.

[6] p.

Presents a three-pronged approach to address the lack of municipal powers to generate adequate revenues and the increasing infrastructure deficit. It recommends: the uploading of services and programs to federal and provincial governments; providing municipalities with access to sales tax revenues; and municipal actions to address their budgetary shortfalls. The paper also offers eight principles for tax reform to generate a sustainable prosperity in Canada. Alternate title: Cancompete : implement sustainable funding for Canada's cities Alternate title: Sustainable funding for Canada's cities

MI704 The property tax and the fortunes of older industrial cities.

/ BLUESTONE, Barry, & BILLINGHAM, Chase M.

2008.

From/Tiré de: Land Lines 20:1, January 2008, p. 8-13.

[6] p. : col. ill., graphs, bibl.

Examines the fairness of property taxation and the efficacy of property taxation in the presence of uneven economic development. It then presents research on the trends in assessed values and property tax rates in Massachusetts for older industrial cities with little employment growth and cities and towns experiencing rapid employment growth over the same period. It also describes state revenue sharing and the impact of Proposition 2 1/2, which limits the local property tax levy. It concludes by looking at the variances and equality of municipal funding for public safety and services and amenities given present local revenue sources.

Housing / Habitation

HI565 The dynamics of housing affordability = Dynamique du logement abordable.

/ ENGELAND, John, & FIGUEROA, Roberto, & REA, Willa.

Ottawa : Statistics Canada = Statistique Canada, 2008.

[39] / [47] p. : tables

(Income research paper series ; no. 1 = Série de documents de recherche - revenu ; n. 1)

Studies the dynamics of housing affordability by examining the likelihood of spending 30% or more of household income on shelter, the frequency of this occurring, whether it is an occasional occurrence or persistent, and contrasts those spending 40% or more with those spending less. It highlights a number of factors where there is a higher than average likelihood of exceeding 30%.

Le rapport est seulement axé sur la dynamique de l'abordabilité du logement et ne concerne pas les besoins impérieux de logement. Il examine la probabilité qu'un ménage consacre 30 % ou plus de son revenu au logement, la récurrence d'une telle situation et si elle est occasionnelle ou permanente, et met en opposition les ménages qui consacrent 30 % ou plus de leur revenu au logement aux ménages qui y consacrent une part moins importante. Il accentue des facteurs où il y a une probabilité plus fortement que moyenne d'excéder la dépense de 30% sur l'abri.

HG382 Historic building façades : the manual for maintenance and rehabilitation.

/ FOULKS, William G. (Ed.).

New York : John Wiley & Sons, 1997.

xiv, 203 p. : ill., plans, index, bibl.

Provides information and methodologies for the inspection, maintenance, and restoration of historic buildings. It discusses the nature of walls and the replacement of façade components, including the following façade materials: stone masonry, brick masonry, terra-cotta masonry, cast stone, mortar, concrete, cast iron, sheet metal, wood, and caulks and sealants.

HI560 Housing supply and brownfield regeneration in a post-Barker world : is there enough brownfield land in England and Scotland?

/ DIXON, Timothy, & ADAMS, David.

2008.

From/Tiré de: Urban Studies 45:1, January 2008, p. 115-139.

[25] p. : tables, graphs, bibl.

Traces the emergence of the brownfield policy agenda in the United Kingdom in an international context, examines how the Barker analysis of UK housing supply connects with the UK brownfield policy focus, and compares policy and practice in England and Scotland. It questions whether the Barker review will require significant greenfield development. It concludes by estimating future brownfield supply and makes policy recommendations.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

HI564 A national survey of development standards and the impact on housing affordability.

/ MOORE, Terry, & PARKER, Robert, & GOODMAN, Beth.
2008.

From/Tiré de: Zoning Practice 25:2, February 2008, p. 2-7.

[6] p. : ill., tables

Discusses the impact of zoning and subdivision ordinance requirements on the cost of new housing. It looks at the frequency of regulatory barriers to affordable housing and degree of land-use regulations that increase the cost of housing by exceeding minimum standards (excessive regulation). The article reports the results of a survey of subdivision requirements as regulatory barriers by the U.S. Department of Housing and Urban Development.

HH860 Neighbourhood renewal & housing markets : community engagement in the US & UK.

/ BEIDER, Harris. (Ed.).

Oxford : Blackwell Publishing, 2007.

xvii, 350 p. : tables, graphs, maps, glossary, index, bibl.

(Real estate issues)

Explores housing policy, ethnic influences, and community development in the United States and the United Kingdom. It addresses: changing spatial, ethnic and tenure patterns in England; the changing geography of race and opportunity; housing policy in New York City, 1987-2004; housing policy and practice in Birmingham; race and public housing transformation in the United States; housing, residential segregation and community cohesion in England; political and community mobilization in Harlem; the transformation of English housing associations; community development corporations and black and minority ethnic housing associations; estate regeneration in Tower Hamlets, East London; reconstructing community and property in community development; and the localization of decision-making.

HI561 Residential experience and residential environment choice over the life-course.

/ FEIJTEN, Peteke, & HOOIMEIJER, Pieter, & MULDER, Clara H.

2008.

From/Tiré de: Urban Studies 45:1, January 2008, p. 141-162.

[22] p. : tables, graphs, maps, appendices, bibl.

Reports on a study examining how experience with a certain type of residential environment (rural, urban, or suburban) contributes towards the selection of consequent residential environments. It presents data on migration between city, suburban, and rural areas for 3,650 respondents leaving the parental home in the Netherlands. It also provides background on spatial development in the Netherlands.

HG383 A small-hot housing solution.

/ MACHT, William P.

2008.

From/Tiré de: Urban Land 67:1, January 2008, p. 146-147.

[2] p. : col. ill.

Describes the design of an underground robotic parking garage and single unit per floor layout of the 17-story European Tower in Bellevue, WA, including the construction savings. It also addresses issues related to the price of the units, building security, and privacy of the residents.

Infrastructure / Infrastructures

GI246 Age of public infrastructure : a provincial perspective = L'âge de l'infrastructure publique : une perspective provinciale.

/ GAGNON, Mychèle, & GAUDREAU, Valérie, & OVERTON, Donald.

Ottawa : Statistics Canada = Statistique Canada, 2008.

[27] / [31] p. : tables / tableaux, graphs / graphiques

(Analysis in brief ; no. 067 = Analyse en bref ; n. 067 Analytical paper = Document analytique)

Examines the average age status and trends of five key public infrastructures from a provincial perspective, and compares average ages with the useful life of each infrastructure. The infrastructures covered include: highways and roads, bridges and overpasses, water supply systems, wastewater treatment facilities, and sanitary and storm sewers.

Cette étude se penche sur l'évolution de l'âge de cinq infrastructures publiques clés dans une perspective provinciale et elle compare l'âge moyen de chacune de ces infrastructures avec leur durée de vie utile. L'étude porte sur cinq actifs publics, soit les autoroutes et les routes, les ponts et les viaducs, les systèmes d'approvisionnement en eau, les installations de traitement des eaux usées et les systèmes d'égouts sanitaires et pluviaux.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

EI472 Renewable electricity generation : SD business case = Production d'électricité renouvelable : analyse d'investissement du DD.

SUSTAINABLE DEVELOPMENT TECHNOLOGY CANADA = TECHNOLOGIES DU DÉVELOPPEMENT DURABLE CANADA.

Ottawa : Sustainable Development Technology Canada = Technologies du développement durable Canada, 2005.

[49] / [54] p. : ill., tables / tableaux, graphs / graphiques

This report focuses on renewable electricity generation, examining four primary technology groups or sub-sectors: (1) wind generated electricity; (2) solar photovoltaic generated electricity; (3) stationary fuel cell generated electricity; and (4) electricity generated from biological sources.

Ce rapport porte principalement sur la production d'électricité renouvelable. Dans ce domaine, le rapport examine quatre principaux groupes ou sous-secteurs technologiques : (1) énergie éolienne; (2) énergie photovoltaïque solaire; (3) énergie électrique produite par piles à combustible fixes; et (4) énergie biologique.

TI426 Transit infrastructure needs for the period 2008-2012 = Les besoins en infrastructures du transport en commun pour la période 2008-2012.

CANADIAN URBAN TRANSIT ASSOCIATION (CUTA) = ASSOCIATION CANADIENNE DU TRANSPORT URBAIN (ACTU).

Toronto : Canadian Urban Transit Association = Association canadienne du transport urbain, 2008.

[11] / [11] p. : tables / tableaux, graphs / graphiques

Presents the results of a survey estimating the infrastructure requirements of 72 Canadian transit systems for 2008-2012. It provides numbers for infrastructure rehabilitation and replacement and infrastructure for expansion or ridership growth, including both current plans and those contingent on external funding. This is the fifth edition of the Canadian Urban Transit Association's transit infrastructure needs survey.

Ce rapport présente les résultats d'un aperçu estimant les besoins en matière d'infrastructure - en considérant à la fois les investissements déjà programmés et ceux contingents à un financement externe - de 72 systèmes de transport canadiens pour 2008-2012. Il présente des données sur la remise en état et le remplacement des infrastructures ainsi que l'expansion et l'augmentation de l'achalandage. La cinquième édition de l'enquête sur les besoins en infrastructures du transport en commun par l'Association canadienne du transport urbain.

TG238 Walk for your life : restoring neighborhood walkways to enhance community life, improve street safety and reduce obesity = Pour une ville qui marche : aménagement urbain et santé.

/ DEMERS, Marie.

Ridgefield CT ; Montréal : Vital Health Press, Éditions écosociété, 2006.

xxii, 243 / 287 p. : ill., graphs / graphiques, index, bibl.

Makes recommendations regarding changes to zoning in order to encourage a more active lifestyle among the citizenry, advocating side-walks, bike trails, walking paths, and promoting transportation alternatives. Major sections include: an environment hostile to walking; urban sprawl and car dependence; the burden of a sedentary lifestyle; and solutions [to promote a more active lifestyle]. Includes a foreword by James O. Hill, co-founder of America on the Move.

Cet essai nous montre à quel point nos choix d'aménagement urbain sont lourds de conséquences sur notre santé mais aussi sur notre vie en société. Les impacts du modèle nord-américain de l'étalement urbain et sur utilisation de la voiture sont nombreux et insoupçonnés: obésité; maladies respiratoires; cardio-vasculaires; perte du lien social; destruction des paysages et des écosystèmes et perte d'autonomie. L'auteur revendique une politique urbaine qui multiplie les lieux favorisant la marche et protège le piéton. Ce portrait analyse les liens étroits entre la configuration de nos villes et notre bien-être et démontre les bienfaits de la marche, tant au niveau individuel que collectif. Inclut une préface par James O. Hill, le co-fondateur de « America on the Move ». Traduit de l'anglais par Françoise Forest.

Municipal / Questions municipales

MH1273 No matter how you measure performance, it's the results that count.

/ SHELLHORN, Jeffrey.

2007.

From/Tiré de: Government Finance Review 23:6, December 2007, p. 48-49.

[2] p. : tables

Lists categories of performance measurement and management systems currently utilized by American municipalities and briefly summarizes performance measure initiatives at the Metropolitan Government of Nashville and Davidson County, TN.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

MI708 A study on Prince Edward Island local governance.

/ BAGLOLE, Harry, & GRIFFIN, Dianne, & MACDONALD, Wendy.

Stratford PE : IRIS Group, 2007.

[52] p. : tables, maps, appendices, bibl.

Explores the pros and cons of the present governance model in rural Prince Edward Island, including municipalities and the substantial unincorporated areas. It includes a literature review on the evolution of local governance in PEI and draws comparisons with local governance in Nova Scotia and Iceland. The study examines the efficacy of present service delivery and community development under the present model, identifies issues associated with the current system and discusses the use of regional cooperation as an alternative to amalgamation. It concludes with recommended proactive steps for updating PEI's rural local governance system. The appendices include a background table on PEI municipalities, a discussion of gas tax revenue, and municipal boundary legislation.

UI509 Villes et « best practices ».

UNIVERSITÉ DE PARIS-DAUPHINE.

Paris : Éditions érès, 2008.

From/Tiré de: Espaces et sociétés 4, 2007.

214 p. : ill., bibl.

(Espaces et sociétés ; n. 131)

Explores the concept of urban best practices in the context of urban planning, sustainable development, urban revitalization (Cuba), culture, Wi-Fi, and monumental architecture (Japan).

Ce document explore le concept de bonnes pratiques urbaines dans le contexte de la planification urbaine, du développement durable, de la rénovation urbaine (Cuba), de la culture, du Wi-Fi, et de l'architecture monumentale japonaise.

MH1272 What goes around, turns around.

/ IMAN, Dale.

2008.

From/Tiré de: Public Management 90:1, January / February 2008, p. 32-34, 36-37.

[5] p.

The article explores the importance of change management for local government and how a manager can achieve this turnaround. It focuses on what contributes to an ineffective local government that will require an inspired change manager and the importance of strategic planning with examples from the authors personal experience.

Native Issues / Questions autochtones

GI244 Aboriginal governance index : a 2007 ranking of Manitoba and Saskatchewan First Nations.

/ SANDBERG, Don, & WALBERG, Rebecca, & QUESNEL, Joseph.

Winnipeg : Frontier Centre for Public Policy, 2008.

[41] p. : tables, graphs, col. maps

(Frontier Centre for Public Policy policy series ; no. 39)

The index evaluates 112 Aboriginal communities in Manitoba and Saskatchewan according to six categories: (1) the fairness and impartiality of leadership elections; (2) the effectiveness of the band's administration; (3) the regard assigned to basic human rights; (4) the transparency of the administration; (5) the quality of delivery of health, education, social and municipal services; and (6) the quality of economic development. Includes maps listing the locations of the surveyed communities.

HI562 Aboriginal self-determination and social housing in urban Canada : a story of convergence and divergence.

/ WALKER, Ryan.

2008.

From/Tiré de: Urban Studies 45:1, January 2008, p. 185-205.

[21] p. : bibl.

Provides a history of the development of the Urban Native Housing Programme, advocates for changing state involvement in social welfare and governance over time and transformations in Aboriginal self-determination at the urban scale, and examines Canadian social housing and Aboriginal policy during the 1970s and 1980s and the separation of Aboriginal and social housing policy after 1993.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

GH975 [Consultation with First Nation communities].

/ STINSON, David J.

2008.

From/Tiré de: Ontario Planning Journal 22:4, July/August 2007, p. 30-31 Ontario Planning Journal 23:1, January/February 2008, p. 30-31.

[4] p. : ill.

The first article, "Consultation with First Nation communities," discusses a range of problems related to Aboriginal Rights that planners may come across. It discusses the difficulty in determining Aboriginal title, the importance of performing duty to consult to keep good faith, the issue of sovereignty, and the requirement of third parties to consult. The second article, "The policy basis for consultation with First Nation communities," outlines the policy basis for effective consultation, including the scale and nature of the project, dealing with Aboriginal title, the level of importance attached to their project, and things to remember when dealing with First Nations. The articles are based on a brief prepared for the Ontario Sustainable Energy Association.

Planning & Development / Aménagement & développement

HI563 Commercial buildings – eco-efficiency : SD business case = Éco-efficacité des immeubles commerciaux : analyse d'investissement du DD.

SUSTAINABLE DEVELOPMENT TECHNOLOGY CANADA = TECHNOLOGIES DU DÉVELOPPEMENT DURABLE CANADA.

Ottawa : Sustainable Development Technology Canada = Technologies du développement durable Canada, 2007.

[66] / [67] p. : ill., tables / tableaux, graphs / graphiques, bibl.

(Sustainable development business case report = Rapport d'investissement du développement durable)

Focuses on the impacts of energy and water utilization and solid waste production on commercial building operations in Canada. It examines market characteristics such as building size, construction and type, establishes a set of vision statements for the industry, and identifies the technologies that can help create more sustainable buildings in both the existing and future stock.

Ce rapport porte sur les effets que peuvent avoir l'utilisation de l'énergie et de l'eau et la production de déchets solides sur le fonctionnement des immeubles commerciaux au Canada. Il examine les caractéristiques du marché telles que l'emplacement, les dimensions et le fonctionnement des immeubles, établit un ensemble d'énoncés de vision pour l'industrie et détermine quelles technologies peuvent contribuer à créer des bâtiments plus durables dans le parc immobilier actuel et futur.

UH807 Culture, urbanism and planning.

/ MONCLÚS, Javier, & GUÀRDIA, Manuel. (Eds.).

Aldershot ; Burlington VT : Ashgate, 2006.

xix, 293 p. : ill., tables, plans, index, bibl.

(Heritage, culture, and identity)

A broad examination of the cultural dimensions of planning. It examines the historical and cultural perspectives of urban planning and contemporary issues within contemporary cultural planning. Contents: Introduction – History builds the town : on the uses of history in twentieth-century city planning – The cultural dimension of urban planning strategies : an historical perspective – Speak, culture! : culture in planning's past, present, and future – Capital cities and culture : evolution of twentieth-century capital city planning – The power of anticipation : itinerant images of metropolitan futures Buenos Aires 1900-1920 – Words and history : controversies on urban heritage in Italy – Urban destruction or preservation? conservation movement and planning in twentieth-century Scandinavian capitals – Planning the historic city : 1960s plans for Bath and York – Multiple exposures or new cultural values? : European historical centres and recent immigration fluxes – New urbanism and planning history : back to the future – Branding the city of culture : the death of city planning? – International exhibitions and planning : hosting large-scale events as place promotion and as catalysts of urban regeneration – Contemporary urban spectacularisation – Culture, tradition and modernity in the Latin American city : some recent experiences – 'Cities are fun!' : inventing and spreading the Baltimore model of cultural urbanism.

HF095 EcoDensity : an introduction to building communities that are green, livable and affordable in Vancouver.

CITY OF VANCOUVER.

Vancouver : City of Vancouver, 2007.

[40] p. : col. ill.

Presents Vancouver's EcoDensity plan for sustainable development. It introduces the concepts of EcoDensity and EcoStructure, referring to the right kinds of density and infrastructure to reduce the city's ecological footprint. It also discusses what makes Vancouver sustainable, and how the EcoDensity plan takes into account: land use, housing and affordability, transportation, social and recreational amenities provided by the city, and environmental protection and conservation.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

HH862 Greening retail.

/ LEE, Monique, & MOORE, Avery Taylor.
2008.

From/Tiré de: *Urban Land* 67:1, January 2008, p. 70-75.

[6] p. : col. ill.

Explains how retail centres can achieve LEED certification by describing the development of a LEED certified main street retail centre in Pleasant Hill, a suburb of San Francisco, and its point allocation under the LEED system. It illustrates how green retail design does not necessarily have to add significantly to upfront costs.

MR4000 Local governments and schools : a community-oriented approach.

/ SHARP, Meghan.

Washington : International City/County Management Association (ICMA), 2008.

[40] p. : graphs, bibl.

(ICMA IQ report ; v. 40, special edition)

A guide focusing on the connections between school facility planning and local government desires for smart growth development. It summarizes school trends in the United States, defines the characteristics that constitute community-oriented schools, and examines the impacts of school facility planning on communities (economic, environmental, traffic congestion, community cohesion, social equity, and quality of education) and the factors affecting school facility planning (state policies and local policies). It provides steps to increase coordination between local governments and school districts and community-oriented approaches to school facility planning. It includes eight case studies showcasing collaborative efforts in planning for community-oriented schools in the United States.

HH864 Managing built heritage : the role of cultural significance.

/ WORTHING, Derek, & BOND, Stephen.

Oxford : Blackwell Publishing, 2008.

vi, 220 p. : col. ill., tables, index, bibl.

Examines the management of the built cultural heritage through the use of the concept of cultural significance. It considers how and why cultural significance is assessed and how it can be effectively applied to conservation planning and managing the use and change of the heritage.

UI511 The Mills-Muth model of urban spatial structure : surviving the test of time?

/ SPIVEY, Christy.

2008.

From/Tiré de: *Urban Studies* 45:2, February 2008, p. 295-312.

[18] p. : tables, appendices, bibl.

Reports on the results of an assessment of the modern applicability of the Mills-Muth model of urban spatial structure for US cities, following the example of an earlier study by Brueckner and Fansler. It finds that city structure is still governed by market forces and not uncontrolled sprawl.

MG1125 Monitoring local land markets.

/ KNAAP, Gerrit-Jan, & HOLLER, Elisabeth.

2008.

From/Tiré de: *Zoning Practice* 25:1, January 2008, p. 2-7.

[6] p. : ill., maps, bibl.

Explains the need for land market monitoring and how land market monitoring can support policy decisions, such as an urban growth boundary. Land market monitoring refers to the process of assessing and inventorying the supply of vacant land over time using means such as GIS. It describes three case studies illustrating how land market monitoring is being used to influence land-use decision making in Portland, Orlando, and communities in Maryland.

RI440 Policy implications of excess commuting : examining the impacts of changes in US metropolitan spatial structure.

/ YANG, Jiawen.

2008.

From/Tiré de: *Urban Studies* 45:2, February 2008, p. 391-405.

[15] p. : tables, graphs, bibl.

Looks at how changes in US metropolitan spatial structure has lead to measurable excess commuting and a decrease in measurable transport-land use connections. It studies excess commuting and the strength of transport-land use connections in Boston and Atlanta from 1980-2000. It presents measures for excess commuting and transport-land use connections, explains how excess commuting changes in relation to changes in metropolitan spatial structure, and discusses policy implications.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

HH859 Putting design back into city planning : a three-step recovery program.

/ TROTTIER, Jean.

2007 [i.e. 2008]

From/Tiré de: Plan Canada 47:4, Winter = Hiver 2007, p. 34-36.

[3] p. : ill.

From a planning educator and planning student perspective, the short article details three steps to rectify recent planning complacency regarding clearly defining the built form. The steps tackle: determining what should go where, why it should go there, and how and when to get it there. It recommends reading material to assist in better planning.

GH973 Québec 2008 : taking back the shores of the St. Lawrence River.

/ PRUD'HOMME, Nathalie, & MURPHY, Peter W.

2007 [i.e. 2008]

From/Tiré de: Plan Canada 47:4, Winter = Hiver 2007.

[5] p. : ill., plans

Describes recent initiatives to protect and revitalize the shores of the St. Lawrence River and the Port of the City of Québec, including the work of the Québec National Capital Commission and the Samuel-de-Champlain Parkway as a means of urban renewal. It details some federal projects with the City of Québec and their results in Beauport Bay, Brown Basin, Pointe-à-Carcy, and Louise Basin.

HH861 Retail agenda.

/ HOADLEY, Gregory.

2008.

From/Tiré de: Urban Land 67:1, January 2008, p. 64-69.

[6] p. : col. ill.

Details how the commercial development boom in Europe is seeing a trend towards sustainable design. It describes how, in the UK, shopping centres and big retailers are designing their commercial facilities along the Building Research Establishment Environmental Assessment Method (BREEAM) retail standards and reducing energy consumption. It also describes sustainable commercial development practices in France and in designer boutiques in Italy.

HH863 The spread of TODs.

/ GELLER, Joseph T., & PLUNKARD, Stephen.

2008.

From/Tiré de: Urban Land 67:1, January 2008, p. 102-107.

[6] p. : col. ill., plans

The article looks at the recent positive change in attitude towards transit-oriented development in urban and suburban communities in North America, detailing how different communities are creating a variety of TODs to suit their needs by including light-rail transit expansion, smart growth promotion, mixed-used development, and sustainable TOD design. It describes TOD incentive legislation in Massachusetts; how Vancouver has revitalized over 80 acres of formerly industrial land into a mixed-use community, the Southeast False Creek; as well as similar transit-oriented development and LRT expansion projects in Midvale, UT; Edmonton, AB; and Charlotte, NC.

UI510 Synthesis : final report.

/ NECKAR, Lance.

Minneapolis : Center for Transportation Studies, University of Minnesota, 2007.

[47] p. : col. ill., bibl.

(Moving communities forward ; no. 7)

Summarizes and synthesizes quantitative and qualitative measures and best practices relative to the integration of design in the planning and implementation of beneficial transportation projects in the United States. It examines the composite benefits discovered in research projects of predominantly two types of community enhancement transportation projects: transit-oriented development (TOD) and context sensitive design and solutions (CSD/CSS). The case studies focus on community enhancements through good design in each of five specific areas: economic development; environment, public health and safety; visual improvement; and citizen participation. The title page erroneously lists the report as #1 instead of #7 in the series.

MG1126 Vancouver's evolving visions : the next era of achievement.

/ TODERIAN, Brenton.

2007 [i.e. 2008]

From/Tiré de: Plan Canada 47:4, Winter = Hiver 2007, p. 25-28.

[4] p. : ill.

Highlights three strategies that have created successive and complementary visions of Vancouver's future and have shaped and guided the city's planning culture. It also describes the new EcoDensity initiative to curb sprawl and reduce the city's ecological footprint, the protection of job growth in the downtown by means of a moratorium on residential development in the CBD, and the current debate between the approaches of a "city of design" and a "city by design."

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

Protective Services / Services de protection

MG1127 Being prepared for disaster : strategies and tactics for finance managers.

/ WILSON, Vicki.

2007.

From/Tiré de: Government Finance Review 23:6, December 2007, p. 22-26.

[5] p.

The article provides effective tactics used by American financial managers to respond to requests for public safety spending while managing the budget. These include: annual budget requests for public safety departments, dealing with capital purchases, managing supplies, agreements and partnerships with other jurisdictions and suppliers, procurement solutions for public safety departments, and maximizing claim reimbursement.

GI245 Now is the time to act : youth gang prevention in Ottawa : final report to Crime Prevention Ottawa.

/ CHETTLEBURGH, Michael.

[Ottawa] : Crime Prevention Ottawa, 2008.

[46] p. : appendices

Presents the results from a study of youth gang activity in the City of Ottawa, including reasons for gang affiliation, the location and activities of gangs, social services to combat gang membership, and gaps in service delivery. The results are drawn from an on-line survey and personal interviews with informants and gang members. It concludes with a brief discussion, highlighting some recommended action courses.

GH974 Rebuilding a resilient nation.

/ FLYNN, Stephen E.

2007.

From/Tiré de: Government Finance Review 23:6, December 2007, p. 6-11.

[6] p.

The article expresses a call to action in response to America's failing infrastructure and to plan for resiliency from Dr. Stephen E. Flynn, the Jeane J. Kirkpatrick Senior Fellow for National Security Studies at the Council on Foreign Relations. It presents Yossi Sheffi's take on resilient organizations and the R4 framework of resilience of Tierney and Bruneau. It discusses the importance of investing in resiliency and prioritizing infrastructure need, including the work of private sector and community-based initiatives to assist the community's disaster recovery.

MG1128 Stepping back from the edge of disaster : capital planning for resiliency.

/ KAVANAGH, Shayne C.

2007.

From/Tiré de: Government Finance Review 23:6, December 2007, p. 12-20.

[9] p. : ill., graphs

Identifies ways that local capital planning processes might be revised to explicitly incorporate resiliency concepts. It addresses the following aspects of the resiliency planning process: identifying needs, setting priorities, and funding resiliency, covering both public-public and public-private partnerships. It includes a sample asset resiliency assessment worksheet. For the purpose of the article, resiliency is defined as "the capacity of infrastructure and operations to respond to and recover from emergencies."

Public Administration / Administration publique

GG322 The performance conundrum : getting the right people on the bus through performance forecasting.

/ LOMBARDO, Michael, & MARTIN, Mari.

2008.

From/Tiré de: Public Management 90:1, January / February 2008, p. 25-31.

[7] p. : col. ill., tables

The article discusses the best predictors of job performance and focuses on the importance of conation, defined as the purposeful intention to act, and the Kolbe Method of performance forecasting. It includes examples of the application of the Kolbe Method in Allegan County and Ottawa County, MI.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

Regional / Questions régionales

RH725 Cities and networks in Europe : a critical approach of polycentrism.

/ CATTAN, Nadine. (Ed.).

Montrouge : John Libbey Eurotext, 2007.

xiv, 207 p. : tables, graphs, maps, bibl.

Looks at the dominant representations that at present underpin the issues of territorial organization and planning in Europe. The book is organized into four distinct sections: (1) an evaluation of the relations between polycentric territorial organization and a balanced sustainable development according to the principle of cohesion; (2) a look at the definition of polycentrism from theoretical, conceptual, and public policy point of views; (3) the relational aspects of polycentrism; and (4) the representation of polycentrism and territorial integration in other cultural areas.

RH724 Governing metropolises : profiles of issues and experiments on four continents = Gouverner les métropoles : enjeux et portraits des expériences sur quatre continents.

/ COLLIN, Jean-Pierre, & ROBERTSON, Mélanie. (Eds.).

Laval : Presses de l'Université Laval, 2008.

xii, 381 / xii, 419 p. : tables / tableaux, graphs / graphiques, maps / cartes, bibl.

The papers in this volume detail how metropolitan regions have developed in terms of geographic and institutional organization; how political and institutional settings interrelate with the socio-cultural and economic characteristics of large urban areas and their political processes and public policy; and how various efforts have been made to reform metropolitan institutions. They analyze experiments with metropolitan governance and government on four continents, offering a look at the political dimensions of the dynamics of metropolitanization. Contents: Introduction : metropolitanization and reform of metropolitan institutions – Is the role of the state in local governance diminishing? the case of Israel's metropolitan areas – Metropolitanization and the re-scaling of metropolitan public policies in Canada : strategic planning in medium-sized city-regions – Exploring policy implications of metropolitan size : accounting for the mid-size urban area – Strategic planning : vector or substitute for metropolitan integration : lessons from Italy – Constructing metropolitan political spaces : Montréal and Toronto – New developments in Swiss metropolitan policy : the lost dimension found? – From intercommunal to metropolitan cooperation : changing the French territorial management paradigm – Madrid and Barcelona : alternative conceptions of metropolitan governance – Metropolitan governance in the Czech Republic – Rescaling the city : a comparative perspective of metropolitan reform and regionalism in Toronto and Tokyo – Metropolitan governance reform in Germany – From doing nothing to metropolitan government institutions : governing metropolitan areas in Poland – Metropolitan government reform : the limits of formal organisation.

Les treize études rassemblées dans cet ouvrage font le portrait de l'évolution de l'organisation spatiale et institutionnelle des régions métropolitaines. Un intérêt particulier est porté aux expériences de réformes des institutions métropolitaines de même qu'aux contextes politiques et institutionnels avec les caractéristiques économiques et socioculturelles des processus politiques et d'élaboration des politiques publiques des grandes régions urbaines. Cette compilation de profils concernant les expériences de gouvernance et de gouvernement métropolitain sur quatre continents offre une perspective nouvelle sur les dimensions politiques et les dynamiques de métropolisation. Contenu : Introduction – Métropolisation et réforme des institutions métropolitaines – Diminution du rôle de l'État dans la gouvernance locale ? le cas des régions métropolitaines en Israël – Métropolisation et renouvellement des politiques publiques métropolitaines au Canada : la planification stratégique dans les villes-régions de taille moyenne – Les implications politiques de la taille des métropoles : les zones urbaines de taille moyenne – La planification stratégique : vecteur ou substitut à l'intégration métropolitaine ? un détour par l'Italie – Construire les espaces politiques métropolitains : étude comparative des stratégies de Toronto et de Montréal – Nouveaux développements dans la politique métropolitaine en Suisse : retrouver la dimension perdue ? – De la coopération intercommunale à la coopération métropolitaine : changement de paradigme dans l'aménagement du territoire à la française – Madrid et Barcelone : conceptions alternatives de la gouvernance métropolitaine – La gouvernance métropolitaine en République tchèque – Une nouvelle échelle pour la ville : comparaison de la réforme métropolitaine et du régionalisme à Toronto et à Tokyo – Réforme de la gouvernance métropolitaine en Allemagne – La gouvernance des régions métropolitaines en Pologne – Réforme du gouvernement métropolitain en Afrique du Sud : les limites de l'organisation formelle.

Rural & Agricultural / Milieu rural & agricole

A1113 A comparison of rural and urban workers living in low-income = Comparaison des travailleurs ruraux et urbains en situation de faible revenu.

/ FORTIN, Myriam.

Ottawa : Agricultural Division, Statistics Canada = Division de l'agriculture, Statistique Canada, 2008.

[18] / [20] p. : graphs / graphiques, bibl.

(Rural and small town Canada analysis bulletin ; v. 7, no. 4 = Bulletin d'analyse – Régions rurales et petites villes du Canada ; v. 7, n. 4)

Documents the characteristics of working low income groups in rural and urban areas, i.e. those individuals living in a low-income economic family unit in 2003, who were not full-time students and who worked for pay for at least one hour in 2003.

Notre objectif, dans le présent document, consiste à décrire, documents à l'appui, les caractéristiques des travailleurs ruraux et urbains à faible revenu, et plus particulièrement des personnes vivant dans une famille économique à faible revenu en 2003, qui n'étaient pas des étudiants à plein temps et qui ont travaillé contre rémunération pendant au moins une heure en 2003.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

Social Issues / Questions sociales

UI504 Community quality-of-life indicators : best practices III.

/ SIRGY, M. Joseph, & PHILLIPS, Rhonda, & RAHTZ, Don R. (Eds.).
Blacksburg VA : International Society for Quality of Life Studies, 2007.
viii, 194 p. : col. ill., tables, graphs, col. maps, bibl.
(ISQOLS monograph series)

Presents essays on community quality-of-life indicator projects at local and regional levels. The projects and topics addressed in this volume include: the Santa Cruz County California Community Assessment Project; the Slow City Charter; the Clark County Monitoring System; brownfield redevelopment and community quality-of-life in Milwaukee; spatial distribution of urban indicators in Sao Paulo, Brazil; a theoretical analysis of quality-of-life and cultural diversity in Peel Region using quantitative analysis; an analysis of the Federation of Canadian Municipalities' Quality of Life Reporting System; and a neighbourhood-based approach to quality of life reporting in Calgary, the Community Well-being for Calgary Community Districts program.

GC057 Facing the seniors' services health gap head-on : delivering memory diagnostic and assessment services in an innovative way.

/ MATHESON, Catherine, & PELKMAN, Kimberly.
2008.

From/Tiré de: *Municipal World* 118:2, February 2008, p. 21-24.
[4] p. : bibl.

Details how the City of Greater Sudbury mandated a group of stakeholders to develop a memory assessment service, eventually launching the Northeastern Ontario Dementia Assessment and Consultation (NODAC) Telemedicine Service in 2003. Council took this action in recognition of the increasing need for geriatric services and the potential benefits that a facility would bring to the city. The service connects clients and their families remotely with specialized geriatric health professionals. The article describes the development of the business plan, the launch of the service, the progress of the service, current demand, and NODAC's future.

MI705 Immigrant and municipal services : client perspectives.

/ FRISKEN, Frances J., & WALLACE, Marcia.
[Toronto] : York University, 2001.
v, 51 p. : bibl.

A report on discussions with focus groups composed of multicultural service providers and selected clients in the Greater Toronto Area on immigrant perceptions of and dealings with local government agencies. Part of the discussion is in response to the first report, "The Response of the Municipal Public Service Sector to the Challenge of Immigrant Settlement." See also: The response of the municipal public service sector to the challenge of immigrant settlement (MI706).

HI559 The impact of enforcement on street users in England.

/ JOHNSEN, Sarah, & FITZPATRICK, Suzanne.
Bristol : Policy Press, 2007.
x, 67 p. : appendices, bibl.

Evaluates the impact of enforcement interventions on the welfare of street users in five case study areas across England: Westminster, Southwark, Birmingham, Leeds, and Brighton. It assesses the merits of the following interventions: anti-social behaviour orders; injunctions; arrests for begging or sleeping rough under the 1824 Vagrancy Act; controlled drinking zones; dispersal orders; designing out; and alternative giving schemes.

UH811 Is our faith in multiculturalism on the wane? : ethnic enclaves are not the problem.

/ QADEER, Mohammad A.
2008.

From/Tiré de: *Ontario Planning Journal* 23:1, January/February 2008, p. 8-9.
[2] p. : ill.

Argues against ethnic enclaves being an impediment to the integration of ethnic minorities in Canada, citing some of the functions that ethnic enclaves serve and social costs. It also addresses the misconceptions concerning the homogeneity of an ethnic enclave.

UI506 Population dynamics in ethnically diverse towns : the long-term implication of immigration.

/ SIMPSON, Ludi, & GAVALAS, Vasilis, & FINNEY, Nissa.
2008.

From/Tiré de: *Urban Studies* 45:1, January 2008, p. 163-183.
[21] p. : tables, graphs, maps, bibl.

Presents and tests a dynamic model of population, housing and social change following immigration to two ethnically diverse towns in northern England (Rochdale and Oldham), demonstrating the gradual dispersion of immigrants to new clusters over time due to natural growth.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

MI706 The response of the municipal public service sector to challenge of immigrant settlement.

/ FRISKEN, Frances J., & WALLACE, Marcia.

[Toronto] : York University, 2002.

xiv, 302 p.: bibl.

Examines the ways in which public service agencies in the Greater Toronto Area responded in the late 1990s to challenges posed by the influx of a large number of immigrants. It compares the provision of nine different public services to immigrant clients: social services, housing, public transit, education, policing, public health, public recreation, urban planning, and libraries. For each service it provides an introduction, key issues, historical context, and findings. See also: Immigrant and municipal services: Client perspectives (MI705).

UH810 Some thoughts on civic engagement : do we look at immigrants in the right way?

/ MOORE, Grant.

2008.

From/Tiré de: Ontario Planning Journal 23:1, January/February 2008, p. 6-7.

[2] p. : ill., bibl.

Discusses trends in elector participation within ethnic enclaves and the impact of technology on urban socialization and hence civic engagement. It concludes on a positive note using the support for secular education through the rejection of the public funding for faith-based schools in Ontario amongst ethnic enclaves to dissuade fears that recent immigrants will not assimilate and increase their civic engagement.

Transportation / Transports

TG270 Better public transit systems : analyzing investments and performance.

/ BRUUN, Eric.

Chicago : Planners Press, 2007.

xvi, 341 p. : tables, graphs, glossary, index, bibl.

A primer on topics in public transportation needed for performance and investment analysis. It includes sections on establishing goals and objectives, route and network analysis, the impact of intelligent transportation systems (ITS), modal relationships, space requirements and impacts from land use, simple and complex mathematical models, transit evaluation methods in monetary terms, cost model development, average and marginal costs of services, organizational structures and contract models, and simultaneous evaluations of all factors.

TH561 Le financement du transport en commun : une approche intégrée : document de consultation.

MINISTÈRE DES TRANSPORTS DU QUÉBEC.

Québec : Ministère des Transports du Québec, 2004.

[53] p. : col. ill, tableaux, graphiques, appendices

The document explores the current state of public transportation in Québec as well as the principal stakeholders and challenges associated with the financial framework. It defines the orientations and the principles that should guide the revision of the financial framework and presents a coherent, strategic financial strategy to face the challenges such as: the maintenance, improvement and development of transit services (subway, commuter trains, and bus). The document does not tackle certain questions relating to the management of public transportation, in particular the role of the regional organizations, the role of the Agence métropolitaine de transport (AMT), nor certain aspects of the local taxation and sharing of costs.

Le document expose la situation actuelle du transport en commun au Québec ainsi que les principaux enjeux et défis associés à l'encadrement financier. Il définit les orientations et les principes qui devraient guider la révision du cadre financier et présente une stratégie de financement cohérente et intégrée pour faire face aux défis importants que représentent le maintien, l'amélioration et le développement des services (métro, trains de banlieue, autobus). Le document n'aborde pas cependant certaines questions relatives à la gestion du transport en commun notamment le rôle des organismes supramunicipaux, le rôle de l'Agence métropolitaine de transport (AMT), ni certains aspects de la fiscalité locale et du partage collectif des coûts.

TG271 Streetcars are back.

/ SPIVAK, Jeffrey.

2008.

From/Tiré de: Urban Land 67:1. January 2008, p. 108-110.

[3] p. : col. ill.

Relates how streetcars are once again being implemented in American transit systems in lieu of light-rail systems. It describes issues encountered in implementing new streetcar systems, such as overcoming the slowness stigma, and provides a brief history of urban rail in America. It highlights the cost savings of streetcar systems over light-rail, examples of streetcar implementation in American cities, and issues with the federal government.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

TH562 The year of the superbus.

/ PERLMAN, Ellen.
2008.

From/Tiré de: *Governing* 21:5, February 2008, p. 42-44.
[3] p. : col. ill.

Details how buses are integrating high-tech amenities, such as television newscasts and Wi-Fi, as part of the commuter experience and GPS and cameras for safety in the United States. It also discusses the improvements brought about by bus rapid transit and the trend towards hybrids.

Urban / Questions urbaines

UH809 Do you really want to be the best? : cities see both benefits and drawbacks to being ranked a top place to live.

/ PATTON, Zach.
2008.

From/Tiré de: *Governing* 21:5, February 2008, p. 34-38.
[5] p. : col. ill.

Discusses the benefits and drawbacks of the attention generated from being ranked as a top place to live, including changes in perceptions of residents, the impact on population growth, and the impact of the added attention itself on the area.

UG357 Integrate DT brand in wayfinding work.

DOWNTOWN PROMOTION REPORTER.

Downtown Promotion Reporter 33:2, February 2008, p. 1, 8-9 :
[3] p. : ill., maps

Discusses the merits of combining a downtown brand with a signage and wayfinding system, drawing on the example of Bartow, FL. It relates what to consider, including: identifying the target audience, developing the logo, determining what is to be included on the sign, incorporating interpretive elements, and considering maintenance costs over time.

UH808 Making business districts work : leadership and management of downtown, main street, business district, and community development organizations.

/ FEEHAN, David, & FEIT, Marvin D. (Eds.).
Binghamton NY : Haworth Press, 2008.
xxix, 435 p. : ill., index

(Haworth health and social policy)

Examines a number of aspects of managing a downtown organization, addressing: downtown and business district management (leading the downtown and business district revitalization); organizing the downtown corporation (organization structures, boards and committees, human resources, staffing, and resource raising); strategic planning; the benefits of diversity to downtown organizations; attracting and retaining members of BIDs; marketing and communication; managing the diverse elements of downtown (hospitality, urban design, safety and cleanliness, transportation management, parking, and the social environment of downtown); downtown economic development (BIDs, residential development, retail revitalization, and developing a retail base); economic development, housing, homelessness, and transportation in Canadian cities; commercial urbanism in Portugal; brief case studies from South Africa, Serbia, the United Kingdom, and Ireland; American downtown renewal case studies; and the future of downtowns and business districts.

UG356 Master plan positions downtown to get the growth it wants.

DOWNTOWN IDEA EXCHANGE.
2008.

From/Tiré de: *Downtown Idea Exchange* 55:3, February 1, 2008, p. 1, 6-7.
[3] p.

Details how Pagosa Springs, CO, is using a master plan to bring growth to its downtown core. It explains how the plan: establishes a framework for the vision of downtown, specifies sites for downtown development in-line with the vision, and recommends tools and methods for implementation, including reassessment criteria for projects. It concludes by discussing whether the plan will make the downtown area more appealing to developers.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

UI505 A multiple-perspectives construct of the American global city.

/ BOSCHKEN, Herman L.
2008.

From/Tiré de: *Urban Studies* 45:1, January 2008, p. 3-28.
[26] p. : tables, bibl.

Proposes that the global city is best described and analyzed from a holistic construct of competing perspectives. It identifies seven dimensions drawn from contemporary globalization and consistent with the disparate perspectives defining the global city; subjects data for the dimensions to a principal components analysis; uses the resulting composite factor in a cluster analysis that differentiates 53 major US urban areas into global and less-global cities; and draws implications about broadening the intersubjective base for understanding the global city as a complex system.

UI507 Rethinking the politics of downtown development.

/ STROM, Elizabeth.
2008.

From/Tiré de: *Journal of Urban Affairs* 30:1, February 2008, p. 37-61.
[25] p. : tables, bibl.

Examines who among the business community in the United States is most engaged in downtown development issues in light of the shift from downtowns being an area of business to an area supporting consumption. It presents two narratives: downtown as the centre of fun and downtown as the centre of power, and tracks downtown changes through peak organization leadership and leadership in 2006. It concludes with a discussion of the political implications of the new downtown and the changing role of downtown.

UG354 Revitalizing downtown : the Hastings County experience.

/ REDDEN, Andrew.
2008.

From/Tiré de: *Municipal World* 118:2, February 2008, p. 4-8, 40.
[6] p. : ill.

Discusses the impact of big-box stores and commercial ventures located on the downtown periphery. It addresses why downtowns are important and should be revitalized, presents a four-point approach to main street revitalization, and discusses how Hastings County has utilized this same approach with positive results.

UI508 Scales, regimes, and the urban governance of Glasgow.

/ TRETTER, Eliot M.
2008.

From/Tiré de: *Journal of Urban Affairs* 30:1, February 2008, p. 87-102.
[16] p. : bibl.

An examination of the political economy of urban development urban renewal, and the impact of the European City of Culture festival in 1990 in Glasgow. It also discusses regime theory and its localistic bias, including its application outside of the United States. It demonstrates how the capacity of a ruling coalition to transform the city and to govern effectively was the consequence of the policy and administrative actions undertaken at other geographical scales.

UH806 The suburban assault on democracy.

/ THOMPSON, Michael J.
2007.

From/Tiré de: *The Urban Reinventors*, 2, November 2007.
[11] p. : bibl.

(The Urban Reinventors paper series)

Argues that suburban spatial patterns in the United States promote anti-social behaviour by eliminating common public areas and whose seclusive nature attracts residents with political views lying along more conservative and capitalist lines.

UG355 Various retail development incentives working well for downtown.

DOWNTOWN IDEA EXCHANGE.
2008.

From/Tiré de: *Downtown Idea Exchange* 55:3, February 1, 2008, p. 1-4.
[4] p.

Details the support that the Downtown Hampton Development Partnership in Hampton, VA, provides to enhance retail recruitment in its downtown. These include rent assistance for the buy down of lease rates to attract retail tenants to first-floor storefronts of existing downtown buildings; property improvement incentives to encourage retail/restaurant recruitment and retention for façade improvements, renovations, new signage, landscaping and buildouts; an advertisement grant program for small businesses; and a leasing incentive program for real estate agents who recruit new retail or office tenants into downtown.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

Waste Management / Gestion des déchets

EG583 National guidelines for hazardous waste landfills = Lignes directrices nationales sur les sites d'enfouissement de déchets dangereux.

CANADIAN COUNCIL OF MINISTERS OF THE ENVIRONMENT = CONSEIL CANADIEN DES MINISTRES DE L'ENVIRONNEMENT.

Winnipeg : Canadian Council of Ministers of the Environment = Conseil canadien des ministres de l'environnement, 2006.

Var. pag. / En pagination multiple : ill., tables / tableaux, glossary / glossaire, appendices, bibl.

The national guidelines offer a framework of principles, methodologies, and criteria for the design, monitoring, and closure of engineered hazardous waste landfill facilities. The guidelines cover: the waste characteristics affecting landfill design performance, site selection, landfill design and construction, landfill operations, environmental monitoring programs, landfill closure and post-closure care, contingency and mitigation planning, and financial assurances and record keeping. In addition, the appendices discuss: site selection, site evaluation and facility design assessment, stormwater management, landfill gas control, landfill liners, leachate management systems, operational procedures, site security, performance monitoring, and guidelines for closure and post-closure.

Ce document présente les lignes directrices nationales sur les sites d'enfouissement technique de déchets dangereux. Ils traitent notamment des aspects suivants: les caractéristiques des déchets influant sur la conception des sites d'enfouissement; le choix de l'emplacement; la conception et la construction; l'exploitation et la surveillance de la performance; la fermeture et l'entretien postfermeture; les plans d'urgence et les plans d'atténuation; les garanties financières et la tenue de dossiers. En outre, les annexes discutent : choix de l'emplacement, évaluation du site et de la conception des installations, gestion des eaux pluviales, contrôle des biogaz, systèmes d'étanchéité du site d'enfouissement, systèmes de gestion des lixiviats, procédures d'exploitation, sécurité du site, surveillance de la performance, et fermeture et postfermeture.

EH998 Waste bytes! : diverting waste electrical and electronic equipment in Ontario.

/ CARTER-WHITNEY, Maureen, & WEBB, Carolyn.

Toronto : Canadian Institute for Environmental Law and Policy, 2008.

[58] p. : appendices

Analyzes the disposal of information and communications technologies and the electronic products, referred to as Waste Electrical and Electronic Equipment (WEEE), primarily focusing on WEEE management at the end of a product's useful life. It relates Ontario's current waste disposal practices for WEEE and possible expansion of these practices and new policy. The paper concludes with 16 recommendations concerning Ontario's proposed WEEE diversion Program. The appendices contain Ontario Regulation 393/04, made under the Waste Diversion Act, 2002, and the CCME's Canada-Wide Principles for Electronics Product Stewardship.

Please feel free to make suggestions for material you would like to see made available through the ICURR library.
Nous vous invitons à proposer les titres que vous souhaitez voir ajouter à la bibliothèque du CIRUR.

Prepared by:

Mark Phillip Rose, B.A.Hons., M.I.St

Mathieu Rivard

Monika Ruffolo, BURPI

Richard Copeland

ICURR / CIRUR

Intergovernmental Committee on Urban
and Regional Research = Comité
intergouvernemental de recherches
urbaines et régionales

40 Wynford Drive, Suite 206
Toronto, ON, M3C 1J5

Tel./Tél. : (416) 952-1437

Fax/Télécopieur : (416) 973-1375

E-mail/Courriel : icurrlib@icurr.org

The Intergovernmental Committee on Urban and Regional Research (ICURR) was formed in 1967 at the meeting of First Ministers for the purpose of exchanging information on urban and regional matters between all levels of government.

ICURR is funded by the ministries responsible for local government in the provinces and territories as well as by the Canada Mortgage and Housing Corporation (CMHC). The Committee provides support to subscribing local and regional governments as well as private and non-profit companies through its library and research services. In the past, the Committee has also funded and printed special research projects, which are presently available for purchase from Muniscope.

Le Comité intergouvernemental de recherches urbaines et régionales (CIRUR) a été créé lors d'une rencontre des Premiers ministres en 1967 dans le but de faciliter l'échange et le partage d'information sur les questions urbaines et régionales entre tous les niveaux de gouvernement au Canada.

Le CIRUR est financé par les ministères responsables pour gouvernement local dans les 10 provinces et les 3 territoires ainsi que par la Société canadienne d'hypothèques et de logement (SCHL).

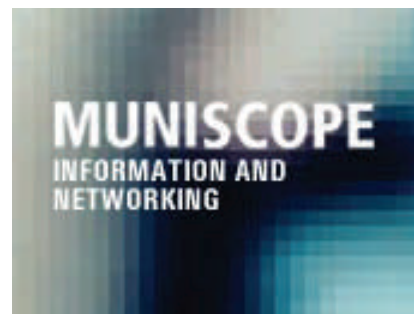
Le Comité, par l'entremise des services offerts qu'il finance en grande majorité, soutient les administrations locales et régionales ainsi que le secteur privé et les entreprises sans but lucratif. Les frais d'abonnement aux usagers assurent le reste des coûts liés aux services d'information et de réseautage.

Antérieurement, le Comité finançait des projets de recherche qui ont été publiés et sont aujourd'hui offerts en vente par l'entremise de Muniscope.



ICURR Intergovernmental Committee on Urban
and Regional Research

Comité intergouvernemental de recherches
urbaines et régionales **CIRUR**



<http://www.muniscope.ca>