

# Transportation & Urban Solutions



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Dianne Zimmerman, Policy Director, Transportation & Urban Solutions

# Leading Canada's transition to clean energy

The Pembina Institute is a non-profit think-tank that advocates for strong, effective policies to support Canada's clean energy transition.



# Our track record in Ontario



## Why King Street?

For anyone who's travelled on King Street during rush hour, it's clear that the current flow isn't working. There are around 65,000<sup>1</sup> weekday transit riders on King Street, compared to 30,000<sup>2</sup> vehicles. Clearly, something needs to change and we need to prioritize transportation solutions that will serve the most people. Testing options for improving the King Street corridor through a pilot project is critical to getting people moving.

## Re-thinking King Street

There are huge opportunities to increase transit ridership on King Street in the short term by making streetcar service more convenient and dependable through larger operational improvements and capturing new residents and workers that are quickly moving to neighbourhoods along King Street. Plus, improved service will attract more choice for riders who currently would not consider using the streetcar because of overcrowding or unreliability.

There's a one-size-fits-all approach to King Street. King Street from Dundas Street to River Street is a 1.1 kilometre long and cuts through the neighbourhoods of Liberty Village, Trinity Spadina, Fashion District, Entertainment District, Financial District, St. Lawrence, and Corktown. Each segment of King Street may require a different transit solution, and now is the time to re-think the role of King Street in our transit network and how it can best serve these diverse neighbourhoods and the 65,000 daily transit commuters.

Read more on re-thinking King Street:  
[pembina.org/blog/king-street-rethinking](http://pembina.org/blog/king-street-rethinking)

<sup>1</sup> City of Toronto, "TTC Ridership - All Day Weekly by Surface Route," Report, September 28, 2014, <http://www.toronto.ca/wp-content/uploads/2014/09/14-09-28-ttc-ridership>  
<sup>2</sup> City of Toronto, King Street Transit - Operational Study, Transit Report, 2014, <http://www.toronto.ca/wp-content/uploads/2014/09/14-09-28-ttc-ridership>



The character and location of a neighbourhood shapes the lives of the people who live there. A community's access to transit, or housing options for different family sizes, plays a key role in determining who can live there and what kind of community it will become.

More compact and centrally located neighbourhoods provide many benefits for residents. By living closer to where they go, people spend less time commuting and more time doing the things they love. Living in a neighbourhood served by transit means that not everyone has to depend on — or pay for — a personal car. When homes and shops are closer together, they generate the critical mass needed to support businesses and sidewalk culture, as well as providing enough demand for rapid transit lines.

In the Greater Golden Horseshoe (GGH), urban development and land use is guided in part by the Growth Plan. This plan, which was established under Ontario's Plan to Grow ACT, has helped encourage more compact development and transit-oriented development in the designated greenfield areas near the Greenbelt. Municipal and regional official plans use population and employment growth targets to guide development at the local level.

This report reviews some of the ways focusing on compact development and building complete communities can make life more affordable and enjoyable. It also includes examples of the benefits of density and how it can help create compact, walkable and transit-oriented neighbourhoods.

1. Close to home: The benefits of compact, walkable, transit-friendly neighbourhoods.



Kathryn Grund, Eli Angen  
 April 2014  
 TORONTO ATMOSPHERIC FUND  
 PEMBINA INSTITUTE



## Make Way for Laneway

Providing more housing options for the Greater Toronto Area

There is a lack of housing diversity in the Greater Toronto Area. In particular, there is a short supply of affordable homes in walkable, amenity-rich urban neighbourhoods that are close to rapid transit. These desirable residential streets are comprised mostly of detached and semi-detached houses, with purchase prices and rental rates beyond the reach of most residents. Because of the declining affordability of housing in many urban neighbourhoods across the GTA, people in lower-income households are forced to move to the periphery.

Many condominiums and apartment buildings are being built in urban centres and along transit lines to provide more affordable home options in these areas. But there are other ways to provide more homes in these established neighbourhoods — and without changing the look, feel and character of these low-rise residential streets. Laneway houses, garden suites and infill townhouses are examples of small-scale housing options that can help address the affordability gap near transit.

Read more on Make Way for Laneway:  
[pembina.org/blog/make-way-for-laneway](http://pembina.org/blog/make-way-for-laneway)

Make Way for Laneway: Providing more housing options for the Greater Toronto Area



# Reducing GHGs from freight

Photos: Roberta Franchuk, Pembina Institute

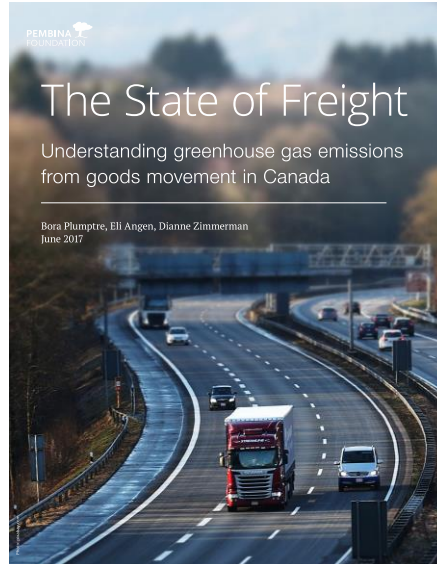


# Promoting transit expansion



# Freight efforts

# Freight research

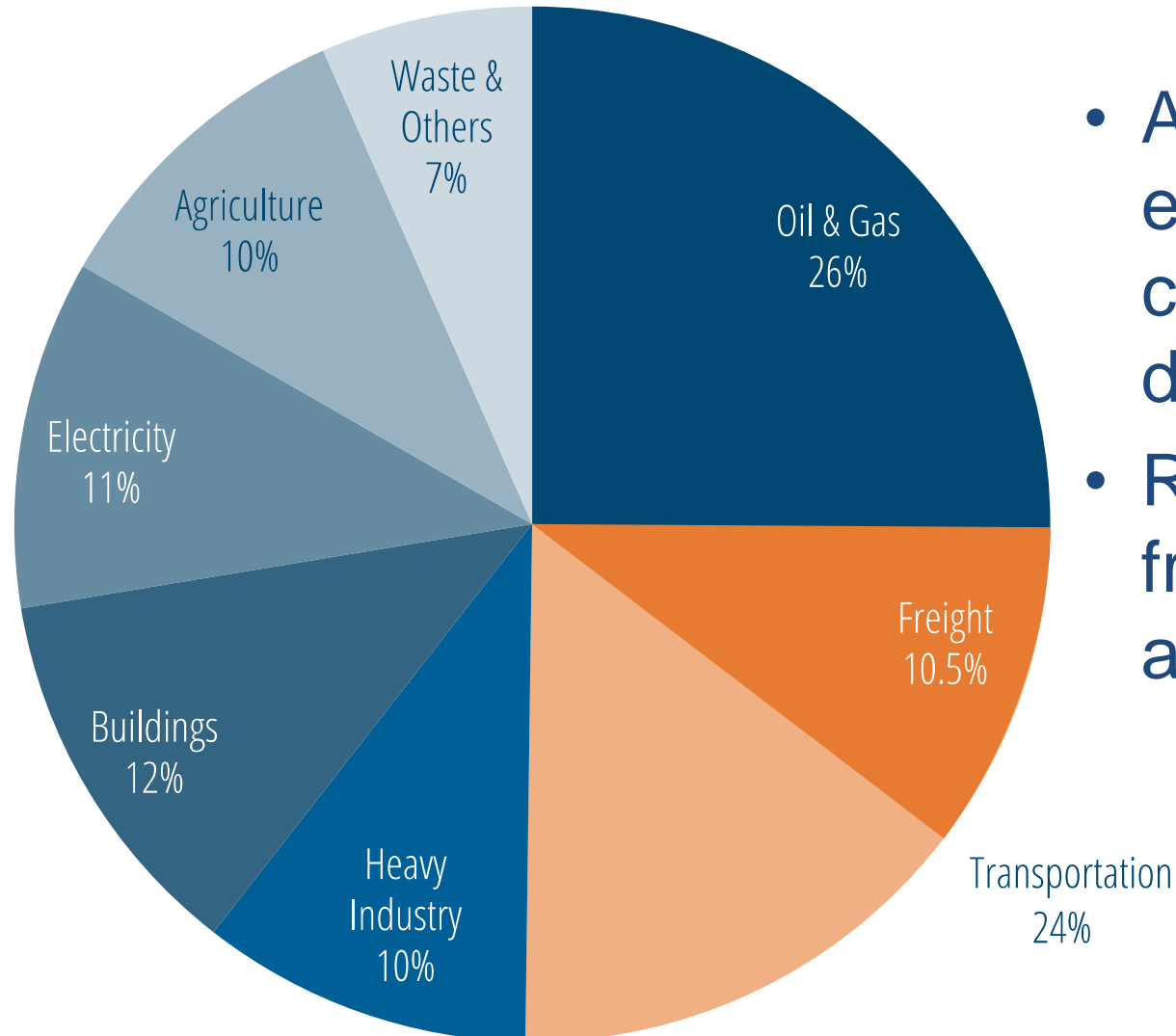


We are taking a top down and bottom up approach

**Top down** - broad policy pushes (Prov & Fed) and new research

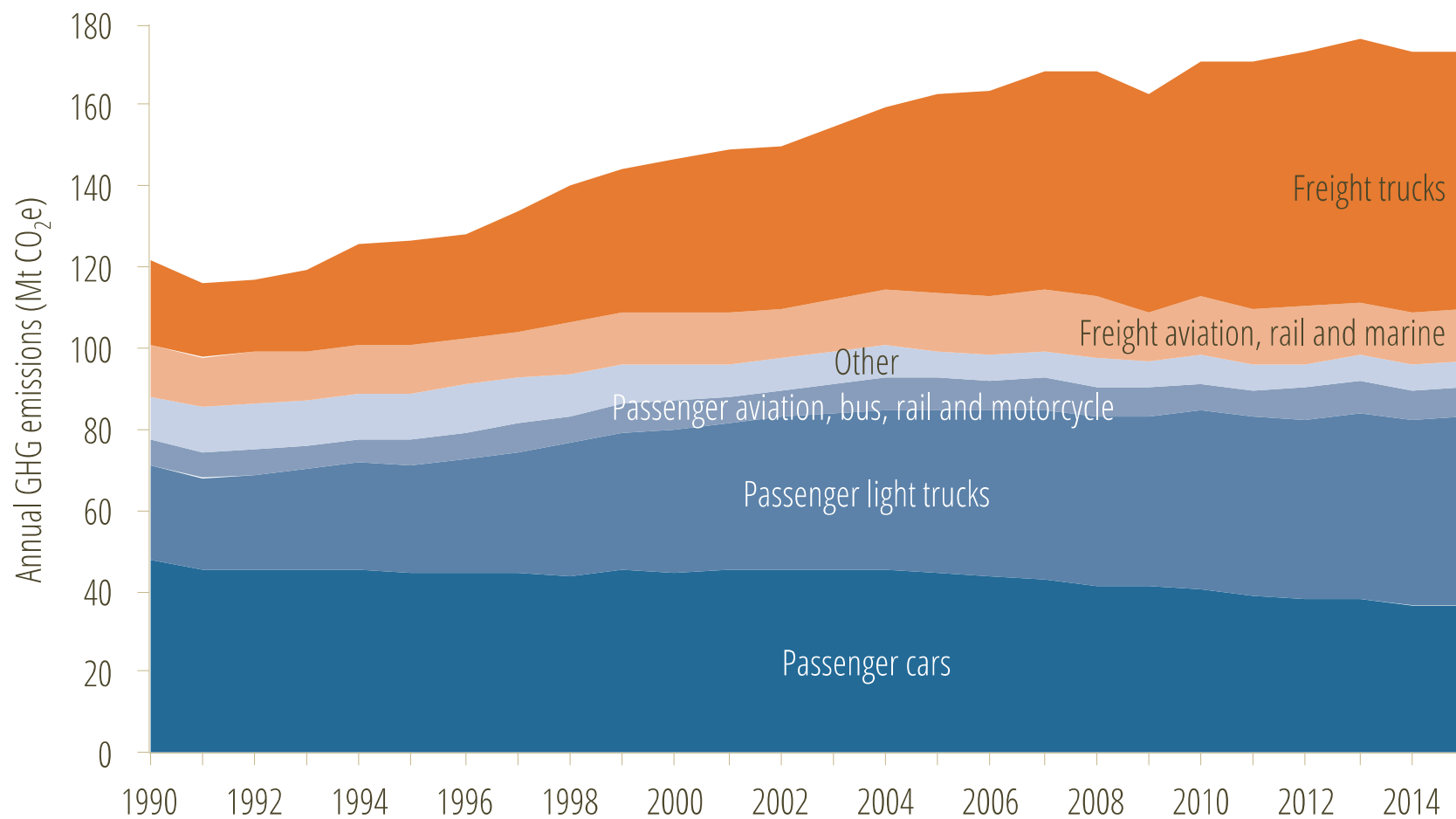
**Bottom up** - working with municipalities, pilot projects, convening and new research

# Importance of freight



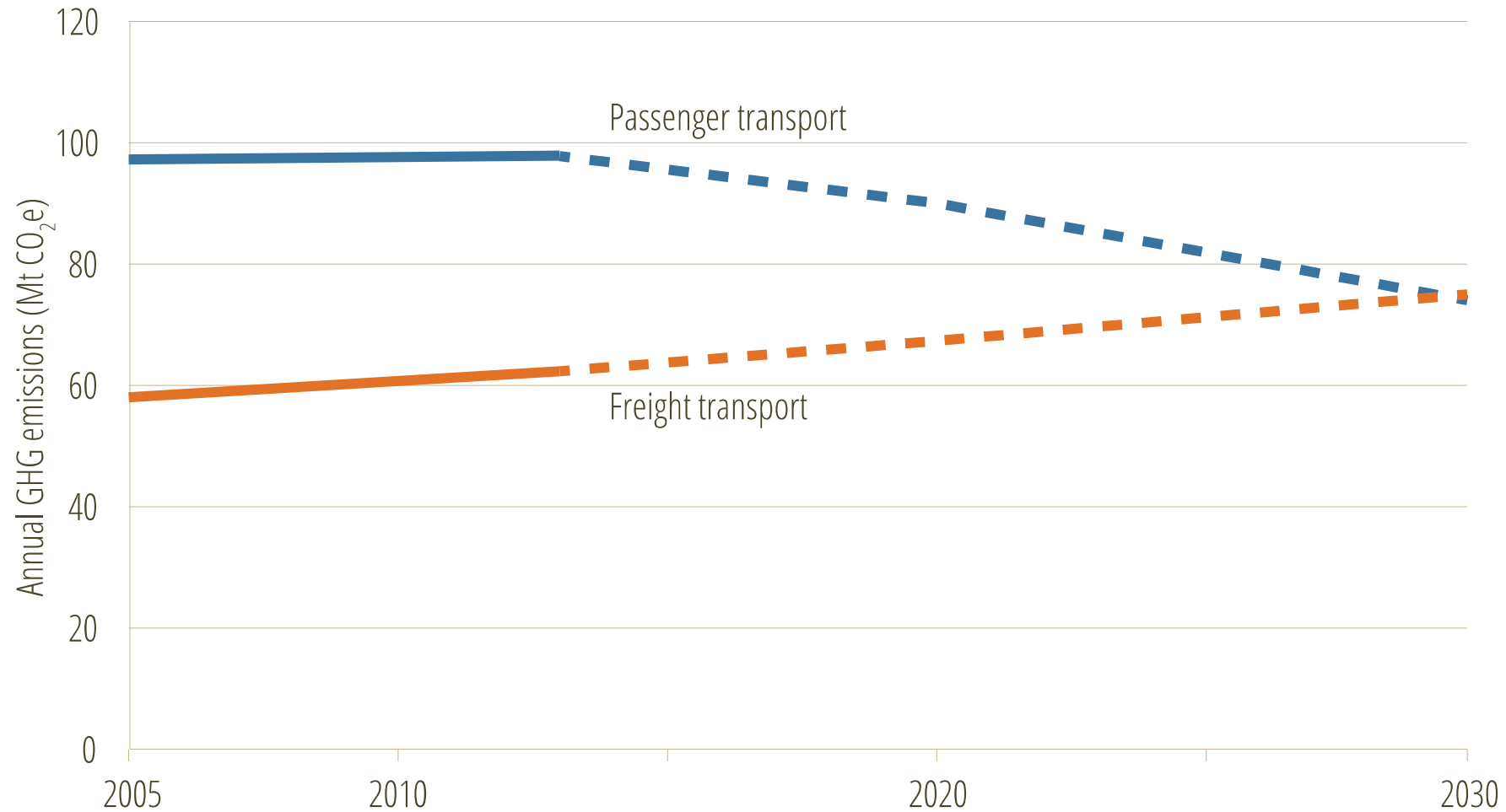
- Almost 9% of total emissions in Canada come from heavy duty trucks
- Remaining 1.5% from rail, marine and air

# Transportation sector breakdown





# Growing freight emissions



# Economic importance

- 5% of Canada's workforce
- Average distance shipped >600 km
- Critical enabler of our economy
  - Imports - \$547 billion
  - Exports - \$521 billion

# Our current freight activities

## 1. National Clean Fuel Standard

- Expand outreach and engagement with the freight industry

## 2. Cyclelogistics

- Exploring last-mile deliveries and services by bicycle or cargo bicycle (October 2017)

## 3. Neighborhood Freight Forum

- 3 year pilot with Duke Heights BIA, north west city of Toronto

# Our current activities

4. Freight thought leader forum (November 16, 2017 in Mississauga)
  - Collaborating on sustainable urban goods movement
  
5. Municipal goods movement planning
  - Surveying Ontario municipalities about goods movement planning (October 2017)

# Clean Fuel Standard

Closely tracking policy implementation of this critical policy:

- 1) Technical and policy **working groups**
  - engage at the design principles level (i.e. overlap with provincial policies; credits; compliance and enforcement; sustainability criteria for biofuels, etc.)
  - North American and international comparative analysis
  
- 2) Proactive **communications**
  - Public communications (social and traditional media), outreach and education

Will share information with ENGOs, labour and Indigenous communities

# Cyclelogistics in Toronto



Photo: <http://radkompetenz.at/en/693/trendthema-lastenrad-konferenz-in-san-sebastian/>

- Profile existing actors & activities in the City
- Identify barriers & opportunities to expand cyclelogistics in Toronto
- Completion: October 2017
- Funded by the Metcalf Foundation

# Neighbourhood Freight Forum: DUKE Heights BIA



Photos: Lindsay Wiginton,  
Pembina Institute

- 3-year pilot funded by the Atmospheric Fund
- First neighbourhood led freight forum in Canada
- Working with local businesses and stakeholders to develop solutions
- Develop a scalable approach across regions
- Launched in spring 2017
- Next meeting in October 18, 2017

# Emerging issues



- Congestion
  - Signal timing
  - Road connectivity
  - Transit/traffic cohabitation
  - Parking/enforcement
  - Hydro corridor opportunity
- Neighbourhood change
  - Subway & LRT
  - Development & construction at Keele/Finch
- Access to data



# Next steps

- Next meeting is October 18, 2017
- Workshop forum to focus on 3-5 solutions that have higher degree of success
- Pembina to work with companies to implement

# Freight Thought Leaders Forum



# Freight Thought Leaders Forum

- The Pembina Institute is convening leaders to envision a path towards excellence and efficiency in urban goods transportation.
- As a leader in advancing the transition to a clean energy future, we are committed to helping move people and goods in clean, smart and efficient ways.

# Municipal freight planning in Ontario



Photo: Rachel Brown

- Identify status of municipal freight planning in Ontario
- Uncover opportunities to support municipalities & to incorporate freight into other efforts, e.g. climate planning
- Report to be published October 2017