

# Neighbourhood Freight Forum

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# Leading Canada's transition to a clean energy future

The Pembina Institute advocates for strong, effective policies to support Canada's clean energy transition.



# Leading Canada's transition to a clean energy future

The Pembina Institute is a national non-profit think tank that advances clean energy solutions through research, education, consulting and advocacy.

In Ontario:

- focus is on transportation and urban solutions (promoting livable, transit-friendly communities)
- At 35%, transportation is the largest source of emissions in Ontario and many other provinces including BC, Quebec and Manitoba
- Road transportation is the biggest contributor (close to 70%)

# Our team has two focus areas

## 1. Promoting Demand Management

Reducing personal transportation-related GHG emissions through transit



## 2. Goods movement

Curbing emissions from the freight sector



# Our track record



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## Fare Driving

Exploring the benefits of traffic pricing in Toronto and the GTA

Lorie Srivastava and Cherise Burda  
December 2015



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## Greening the Goods

Opportunities for low-carbon goods movement in Toronto

Kathryn Grond, Eli Angen  
April 2014

TORONTO ATMOSPHERIC FUND

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## Close to Home

The benefits of compact, walkable, transit-friendly neighbourhoods

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 by past by the Growth Plan. This plan, which was established under Ontario's Places to Grow Act, has helped encourage more compact development.

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 a more vibrant community.



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## Let's get King Street moving

**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 20,000<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 no one-size-fits-all approach to King Street. King Street from Dufferin Street to River Street is 6.1 kilometres 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.

**Why King needs a pilot project**

A transportation pilot project is the best method to understand how King Street and neighbourhood roads will be affected by changes to transit and road space allocation, and how these changes can improve transit for the most people, and how these changes can improve transit for the most people.

Pilot projects are the best way to modify or test planning ideas by collecting data, monitoring and evaluating performance or effectiveness at achieving objectives. They're also a great way to make adjustments on-the-ground. Pilots are implemented at a lower cost than permanent projects and can be easily removed or modified.

By embracing pilot projects, we can better understand the effectiveness of different transit solutions, and get our city moving. A proposed pilot project next year on King Street to prioritize transit should be seen as an opportunity to answer questions about use, public reaction and traffic impacts, rather than a threat to current road operations.

**Read more on why King Street needs a pilot project:**  
[pembina.org/hip-4-pilot-projects](http://pembina.org/hip-4-pilot-projects)

**Footnotes:**  
1. City of Toronto, "TTC Ridership – All Day Weekday for Surface Routes," Toronto, September 30, 2014. <http://www1.toronto.ca/citypage/2014/09/30/ridership/>  
2. City of Toronto, King Street Revenue – Operational Study (draft report), 2014. <http://www.toronto.ca/legdocs/mmis/2014/09/04/040000000-7514.pdf>



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## Cycle Cities

Supporting cycling in Canadian cities

Nithya Vijayakumar, Cherise Burda  
November 2015  
Updated December 2015

# Pembina's Greening the Goods

## Recommendations:

- 1. City of Toronto to develop an urban freight strategy**
- 2. Establish Neighbourhood Freight Forums**
- 3. The Province and Metrolinx conduct GHG impact, health impacts and cost-benefit analysis of freight policies**

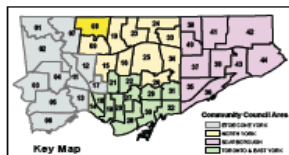
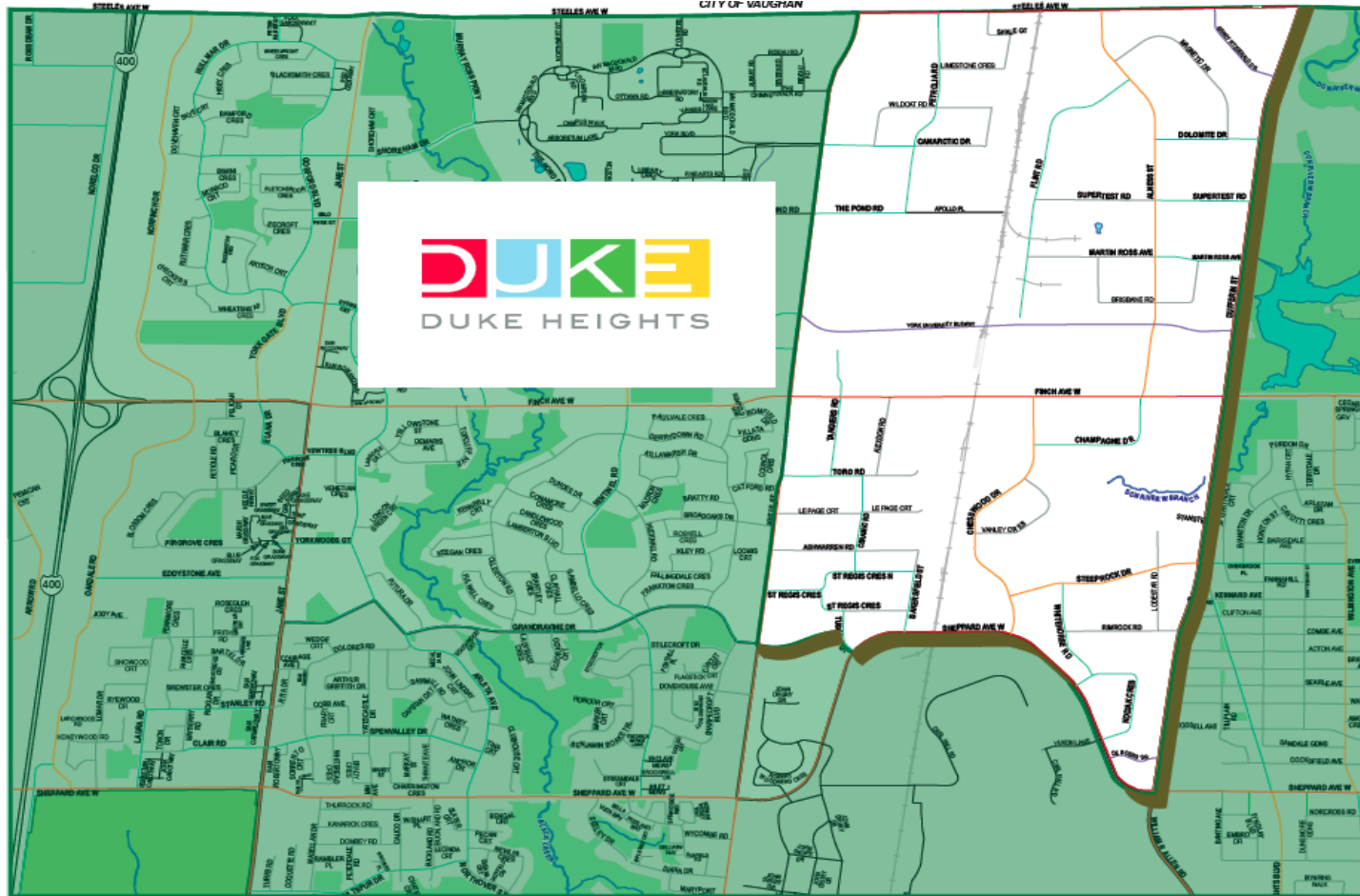


# Neighbourhood Freight Forum

- Received funding from TAF to develop a 3-year pilot project
- Partnering with a local BIA
- Designed to be on the ground solutions that could be scaled up across Toronto and other regions in the Greater Golden Horseshoe



# DUKE Heights BIA region



**Ward 08 York West**

COUNCILLOR  
ANTHONY FERRELLA

**Legend**

Collector Street	Local	Other Road	Parkland
Highway	Major Arterial Road	Proposed Roads	Cemetery
Laneway	Minor Arterial Road	Shoreline	Golf Course
	Railway	Watercourse	

CITY OF TORONTO  
INFORMATION & COMMUNITY ENGAGEMENT  
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SCALE: 1:8,000

WARD BOUNDARIES SHOWN HEREON ESTABLISHED BY ONTARIO REGULATION 693/05 AS AMENDED BY 693/06, 693/08, AND 428/02 PURSUANT TO CITY OF TORONTO ACT, 1997, EFFECTIVE THE 1ST DAY OF DECEMBER 2003.

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# Why DUKE Heights BIA?

- Highly congested – few through streets
- Close access to 400 series highways (400 and 401)
- Unusually high volumes of fuel tank trucks
- 2,500 local businesses
- Highly industrialized – large commercial, industrial, manufacturing and retail activity
- Subway extension and Finch West LRT along their borders will likely attract new businesses in the BIA as well as increased transit use.
- Previous transit and cycling assessment research highlighted

# NFF Objectives

- Identify local challenges/issues
- Recruit local businesses and other stakeholders to participate in the NFF
- Build relationships
- Identify opportunities and introduce solutions to improve freight movement with intention to save money for businesses and reduce emissions from the freight sector
- Develop a data management plan to track progress
- Widely communicate the NFF to other BIAs and across regions

# Status of NFF pilot

- Established a Project Advisory Group  
(Pembina, DUKE Heights BIA, TAF, City of Toronto, Metrolinx, WSP, Ontario Trucking Association, Canadian Fuels Association, UofT)
- Letters to go to local businesses to attract “anchor” companies
- General communications out to BIA
- First Forum – April 27<sup>th</sup> (100 participants)
- Public Facing Report – Freight Stakeholder Engagement processes (March 2017)

# Status of pilot

- Sign up local businesses to participate in the three-year pilot
- 6 other face-to-face meetings
- Meetings with other BIAs across Toronto and broader outreach to GTHA
- Compilation of outcomes, implementation practices and lessons learned

Public facing: Ongoing outreach and communications throughout the pilot



# Project Contact

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## QUESTIONS?

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