



# Transport 2000 Ontario Report

www.transport2000.ca

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## Ontario, Quebec and the Ottawa Join to Study High Speed Trains

On January 10, 2008, Ontario Premier Dalton McGuinty and Quebec Premier Jean Charest joined together with the federal Minister of Transport Lawrence Cannon to announce the funding of an up-date study of a high-speed rail (HSR) line in the Windsor-Toronto-Ottawa-Montreal-Quebec City corridor. The last major government-supported HSR study was in 1995. Transport 2000 welcomes the study, noting that, on all continents except North America, HSR projects are under-way. High speed trains have proved to be cost-effective alternatives to driving and flying, stimulating economic development on their routes. The advantages of rail take on new urgency given climate change and the looming energy crisis. Join us at our Public Forum on March 29 to hear Richard Gilbert assess the dimensions of the energy crisis (see announcement this page). Mr. Gilbert and Anthony Perl are authors of the 2008 book *Transport Revolutions: Moving People and Freight Without Oil*. ■

## GTA's Metrolinx Starts Regional Plan Process. Public Input Invited

### First Green Paper Issued: Some Gaps Noted

Metrolinx, the transportation planning authority created for the Greater Toronto and Hamilton Area (GTAH) in 2006, has begun its mandated Regional Transportation Plan (RTP) development. Six Green Papers will be produced, the first of which, *Toward Sustainable Transportation*, an overview of transportation trends and challenges, has been already published. The other five will focus on: Mobility Hubs; Active Transportation (walking, cycling); Transportation Demand Management; Moving Goods and Services; Highways and Roads; and Transit.

One goal of the Green Papers is to seek maximum public input both from individuals and organizations. Keep your eye on the clock. The public consultation periods for each paper are short. Input will be through [**Continued 2 >>>**]

## President's Report



Natalie Litwin - President

we have to keep running just to keep up. We have little time for dialogue with our neighbour. The Quebec group is equally preoccupied with their provincial transportation issues, but they have resources we only dream of having (more about that later).

So I was surprised and delighted to receive an e-mail from Normand Parisien, Executive Director of T2000 Quebec, inviting us to work with them on a project related to high-speed rail in the Quebec City-Windsor corridor. A meeting was quickly arranged since I was due in Montreal on a personal visit (I'm a former Montrealer).

President Jean Léveillé, Normand and T2000 Canada Vice-President-East, Justin Bur, bowled me over with their warmth and enthusiasm and the meeting went swimmingly. Once our initial plans were drafted, I was invited to join them at a noisy bar on St. Catherine Street where we toasted each other in typical Gallic fashion. [**Cont.>>> 2**]

**Building a Partnership.** Transport 2000 Quebec and Transport 2000 Ontario are like the two solitudes portrayed in Hugh MacLennan's classic 1945 novel about Quebec society. We work beside each other but interact only on occasion. The reason at our end is that we in Ontario, confronted almost daily with transportation-related events. Limited entirely to volunteer support,

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**AGM and Public Forum**  
**Saturday, March 29, 2008, Metro Hall, Toronto** (details on p. 8)

**T2000 Ontario Annual Meeting:**  
**Room 302 10:30am - 12noon**

**Public Forum: Rm 310 – 1:30pm**

**Speaker: RICHARD GILBERT**  
**Preparing Transport for Oil Depletion: Focus on China/U.S.**

**Panel: Implications for South-western Ontario.** What went wrong? Visioning new transportation alternatives and making them happen.

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## President's Report...more (from pg 1)

The difference in financial health between us is not seen as an obstacle by our Quebec colleagues, so despite this difference, I believe our partnership will work. Transport 2000 Quebec operates in a political culture with a tradition of public funding for non-profit advocacy groups. That funding has helped them assemble a group of generous corporate sponsors. In contrast, the political culture in Ontario is more conservative and ongoing provincial government funding is impossible. As for federal government help, there is also no direct funding, though non-profit groups can apply for charitable status. While we are not political, our advocacy and strict charitable rules do not make receiving such status likely. (Our National group Transport 2000 Canada does have charitable status.) So we rely on the continuing volunteer help and generosity of you, our members, and we thank you for your support.

We are especially pleased that Ontario, Quebec and the federal Ministry of Transport have agreed to restudy high-speed trains in the Quebec City-Windsor corridor. Much has changed since the last major study in 1995. This time around, climate change and an energy crisis are incentives to look at the fast train rail alternative that is being widely implemented in country after country around the world. ■

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## Metrolinx Transit Plan...(from pg 1)

the web ([www.metrolinx.com](http://www.metrolinx.com)), consultation presentations, focus groups, and meetings. The ideas and responses received will be reviewed by an Advisory Committee, and experts, leading staff to issue White Papers on the topics indicated. The White Papers will form the basis of the Draft RTP which will begin a final cycle of public input, with the Final RTP going before the Board of Metrolinx for approval. Metrolinx hopes to hold town hall meetings on the Draft RTP in late spring of 2008.

**RTP overlap with environmental assessment (EA).** The Metrolinx planning process has real legal bite. The RTP is considered to fulfill the first two phases of any future EA that may flow from implementing any element of the RTP. In other words, the RTP legally establishes the need for any element in the Plan, the selection of the preferred transportation system, corridors, and possibly the preferred technology. There will be very little citizens or communities can do to modify or change anything that is in the final RTP through the environmental assessment process.

**#1 Towards Sustainable Transportation.** The first Green Paper has been issued and the public response period is over. This Paper sets down for the GTA the region's growth projections, its key transportation problems, and the transportation, environment, energy and pollution goals for the future. The ambitions of the RTP are to be applauded for their wide scope. There is a welcome candor about both the causes and

dimensions of the region's transportation issues, in particular its auto-dependence linked to low density suburban development and the continuing march of sprawl. Refreshingly, the Paper looks internationally at transportation success stories. (Note: Green Paper #3 is now available from Metrolinx.)

### **Editorial Comment: Gaps, minuses, problems.**

Metrolinx's first Green Paper designates key transit facilities and services that may be included in the RTP. The list includes LRT, streetcars, and buses operating on exclusive lanes or right-of-way, and more local and frequent bus routes. It mentions improved commuter rail services and "electrified trains and more subways serving the more densely urbanized parts of the region." Several times it refers to GO as providing inter-regional transit. But this is not accurate. This is the key unrecognized deficiency of the Paper. Operating commuter trains and bus services into downtown Toronto in the morning and out in the evening, and cross-region buses that don't run on week-ends does not come anywhere near the kind of rail-based inter-regional transit that is found in cities such as Sydney or Berlin, or the Paris RER system mentioned in the Paper. There is no recognition that diesel-powered trains can provide all-day two-way service on the rail network of the region if properly upgraded. If Toronto can declare that its Transit City Plan is equivalent to a "surface subway," then Metrolinx should not have a problem saying that one of its goals is all-day two-way service on an expanded GO rail network, a "surface subway system" for the GTA and Hamilton region.

In the first Green Paper there is what appears to be required genuflection to private sector involvement in delivering transportation infrastructure "due to a shortage of public funds." Is this a solution looking for a problem? There are many ways of delivering infrastructure that do not require the very expensive route of private financing through a contract arrangement. In Montreal, the regional transportation authority, for example, has several revenue streams that help pay for capital projects (and operating costs), though it relies on the province for funding large projects. Since the RTP is not required to address financing, this trial balloon should be left out of the final RTP. In the transportation area, the private sector has always been relied on to provide construction, vehicle building, signal and communications systems, consulting, etc.

The Metrolinx Plan is consistent with the Province's Places to Grow legislation. The RTP envisages that the many urban growth centres of the GTA will be stimulated to revitalize with greater density as a result of better transit. Critics note (see Josh Garfinkle article in this issue) that the density requirements set in the Province's regional growth plan are so low that sprawl is not really deterred. Ironically, the RTP, if it really does bring the GTA an integrated network of all-day two-way transit, is more likely to yield revitalized dense urban nodes in the GTA city-region than the new regional planning act. ■

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## Meet Board Member David Scott



We owe a debt of gratitude to long-serving Board member David J. Scott. For many years David has been responsible for emptying our downtown Toronto mailbox, forwarding materials received to our officers, making all bank deposits, and collating membership renewals.

He has worked closely with Elizabeth Hill in sending out our newsletters and renewal notices, making sure that names and address of members are correct. This is vital work on behalf of our entirely volunteer-run organization.

David was born in Quebec's Eastern Townships and was raised in various parts of Quebec around Montreal. David's father was a public school teacher. His family lived in Asbestos, Campbell's Bay, Morin Heights, Farnham, Lacolle, Hemmingford, North Hatley, and St. Lambert. Growing up, David's family was never far from an active railway resulting in David's interest in trains. His first job was with Canadian National in the Bonaventure freight office. Subsequent jobs were with companies in traffic departments that handled railcar, truck, and air shipments.

David came to Toronto in 1971 staying for three months at the King Edward Hotel, not at that time a posh address, before moving to Toronto's west end. David quickly found work again in transportation. After working for Pilkington Glass, David moved to Beaver Lumber, at that time in a major expansion phase. David worked for Saturday Night Magazine which later became part of CanWest Communications. He retired in 2002.

David has been especially active in his local church Bonar-Parkdale Presbyterian Church where he is currently property chairman. T2000 Ontario held its board meetings at this church during the late 1980s.

One of David's roles in T2000 has been to provide a variety of information to the board. He is an avid newspaper reader and frequently passes on relevant news items that he finds in papers outside of Toronto. David also regularly attends TTC Commission meetings and transit EA consultations.

David mentioned one event that happened while he was working at CanWest. Word was leaked that the Ontario Northland Railway was planning the cancellation of their train, the Northlander. David was able to pass on the information to a National Post reporter (the Post had by then been acquired by CanWest) who turned the leak into a major

story. The story so embarrassed the government at that time, that it backed away from the cancellation or reduction in service. The Northlander still runs between Toronto and Cochrane to this day. ■

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## Ontario News Round-up:

**Windsor Rail Plan Still a Work in Progress.** A City of Windsor study of two-years ago supported moving the Windsor VIA station closer downtown near Wellington Avenue on the CP line that would allow cross-border passenger service into Detroit and Chicago through the present rail tunnel or a new one. This would permit removal of CN track in the Walkerville area for redevelopment. The study also envisaged a new CP inter-modal yard near the airport. Talks between the City, the railways, VIA, and Transport Canada continue. CP has shown reluctance to build the new yard. It is looking for support to replace the existing rail tunnels with a new rail tunnel to modern standards. The benefits of the Windsor rail plan are significant for all of eastern Canada. It would lead to markedly enhanced rail service for passenger and freight for the region and internationally into the U.S.

**Windsor Tunnel Bus.** Transit Windsor continues to operate its Tunnel Bus service to and from Detroit. Ridership has decreased over the years as fares have risen, and since 9/11, delays getting into the U.S. have also increased. One bright spot for Transit Windsor has been its dedicated bus service to various sporting events, including Detroit Tigers baseball games and Detroit Red Wing hockey games. However, in recent months there have been serious problems with getting these buses through the U.S. Customs and Border Protection processes in a timely manner, often with arrivals after games have begun. Now a new Pre-Authorization procedure has been placed into effect. Passengers can reserve a seat on one of two manifested buses giving their full name, sex, date of birth and citizenship (passport numbers will be required if not a Canadian or U.S. citizen). Once on board, passengers will stay on the bus at the check point, rather than getting off as was previously done, and which is done for regular tunnel bus passengers. Anyone who requires secondary inspection will have to leave the bus, and take either a following manifested bus, or a regular bus, which does not go directly to the Joe Louis Arena. No pre-authorization is required for the return to Canada. Fare is \$3.75.

**Windsor Airport.** Since the firm that managed the Windsor airport for the city pulled out of its contract prior to its termination, the City has set up its own management group, called Your Quick Gateway (Windsor) Inc. To date the city is pleased with its results, including a small profit from operations. For a variety of reasons commercial service in recent years has consisted only of Air Canada's Jazz flights, since WestJet pulled out in 2006. This year has also seen no seasonal flights to Mexico and Cuba, that for several >>> 4

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seasons was provided by Sky Service. One possible reason for these service cuts is the real or perceived border delays at the Windsor-Detroit Tunnel and the Ambassador Bridge, which have deterred Americans from coming to Windsor. One unusual recent arrival at the Windsor Airport was a flight from Mexico City on Mexicana Airlines on January 30, for migrant workers coming to the farms and greenhouses around the Leamington area. It is hoped that at least five more such flights will arrive this season.

**Burlington Transit.** Burlington Transit now offers its "BT Get Going Monthly Pass" for exclusive use of GO Transit Fare Integration passengers. A passenger may board a regular fixed route bus to a GO station, and as requested, must show the pass as well as a GO monthly pass for the current month, or a GO Two or Ten Ride Ticket. There must be at least one valid GO ride left on these tickets. A similar arrangement exists from GO stations. The cost of this BT Get Going Monthly Pass is \$20.

**Durham Region.** Only two years after creating a regional transit system connecting GO Transit and five local bus operators, major cutbacks took place at the end of 2007. Four routes were reduced to rush-hours only (4, 5, M3, M26), service hours were cut on five other routes (2, 14, 302, 915 and Flag Bus 3), and the R/M10 in Pickering was cancelled. This is a contrast to most other GTA transit authorities that made service improvements last year with more improvements planned for 2008.

**Toronto - 501 Queen streetcar.** The 501 Queen streetcar was recently named by National Geographic Magazine one of the ten great tram rides of a lifetime. While interesting and a fun ride, it may actually feel like a lifetime to complete a round trip on the route given the many delays often encountered. Queen has long been a busy and slow street, but the problems became worse over the past 15 years. In 1995, the former 507 Long Branch streetcar, was discontinued and joined with the 501, making the 501 the longest streetcar route in the city, 24km between Long Branch on the Mississauga border and Neville Park Avenue. Provincial funding cutback forced TTC service reductions. This allowed the TTC to dispose of its historic PCC fleet even while adding new routes on Spadina and Queen's Quay.

Bunching and short-turning of streetcars on the 501 route increasingly left long service gaps particularly at its far eastern and western ends. Ridership declined. Service has gotten so unreliable that a Fix the 501 Forum was held at Metro Hall last December 4th by concerned transit riders and advocates. The TTC offered its usual excuses of having to run streetcars in mixed traffic and road congestion. However, it did change its operation of the 501 line from a schedule-based system to maintaining fixed headways between cars. While an improvement, patrons still found service reliability lacking. A TTC staff report (Jan. 23, 2008) offers consideration of several solutions including traffic signal priority, increased turn restrictions, and further

restriction or elimination of on-street parking. Other potential fixes include much increased on-the-ground supervision, and splitting the long route into separate sections. Activist Steve Munro ([www.stevemunro.ca](http://www.stevemunro.ca)) has suggested up to four routing variations, including resurrection of the 507 route from Long Branch via the Queensway and north to Dundas West subway station. Munro has been following the Queen streetcar reliability problems for a considerable number of years.

While the Queen line has gotten considerable public attention, other streetcar and bus routes in Toronto have similar problems of bunching and short-turning. Transit riders on other routes should be prepared to speak out and to work with the TTC to improve service delivery.

**Taxi Problems at Pearson Airport.** Pearson Airport limousine and taxi operators who lack a Toronto taxi licence are still allowed to pick up passengers in the City of Toronto as a result of a temporary court injunction in late January. The City of Toronto has passed a by-law to force out-of-city drivers to sign up for a Toronto licence in order to pick up fares in their city. The by-law will now be subject to a court trial expected to begin in the spring. Only taxis and limos with Airport (GTAA) issued permits may pick up passengers at Pearson. Currently, of 360 Airport permits, 191 are held by Mississauga cabs, and Toronto cab companies hold 79. This leads to Toronto taxis and limos delivering customers to the Airport but not being able to legally obtain return customers. In the meantime people arriving at Pearson are often unable to find taxis. The Toronto by-law should be seen as a call for help to higher levels of government to deal with this situation between the GTAA, Mississauga, and Toronto and the taxi/limo industry. No help is currently on the horizon. It's an embarrassing mess.

**CAPT Still Looking for Better Sault-Hearst Rail Service.** Transport Canada has just announced funding of \$4.2 million to the Algoma Central (now CN) for passenger train services between Sault Ste. Marie and Hearst, Ont. Funding will help improve AC's passenger car fleet. But the Coalition for Algoma Passenger Trains has been denied their request to restore the frequency of train service north of the Agawa Canyon to Hearst which has been reduced to 3-days a week during the summer. This train serves resorts and wilderness access points that are not accessible by road. CAPT, while welcoming the funding, notes that it is not clear if there is funding for providing disabled access and lifts for snow machines and all-terrain vehicles. CAPT is concerned that stakeholders are not having their needs met. CAPT co-chair Al Errington has said, "To us, it would make sense to talk to the stakeholders about what would make the train really work for the economy and inter-community transportation. You should talk to the people who use [the trains]." Summer service has been 6 days a week for many years. It was then reduced to 4 days a week and now 3. CAPT points out that Algoma trains generate an economic return at least twice their operating costs. ■

## Sleeping Car Porters and Canadian Railways

The City of Toronto is to rename the Main Street Parkette on Chisholm Avenue near the Danforth as Stanley G. Grizzle Park to honour Stanley Grizzle's many years of public service as a human rights activist and fighter against racism. Grizzle was born in Toronto in 1918 to parents who emigrated from Jamaica in 1911. From 1940 to 1962, Grizzle worked as a sleeping car porter for the Canadian Pacific Railway (CPR). From 1963 to 1978, Grizzle was the first African Canadian to be on the Ontario Labour Relations Board. From 1978 to 1983 he served as a judge of the Court of Canadian Citizenship. Grizzle is a recipient of both the Order of Ontario and the Order of Canada. For 20 years he lived a block away from the park that will have his name.

Grizzle's reflections on the Brotherhood of Sleeping Car Porters (BSCP) in Canada are to be found in his book, *My Name's Not George* (Toronto, 1998). First invented in the late 1830s, it was the Pullman company from 1867 that improved the sleeping car, eventually operating almost all sleeping cars across the U.S. railroad system. By contrast, in Canada railways owned and operated most sleeping cars. Black porters were hired by Pullman at low wages and in keeping with the stereotype of the black servant, although for a number of decades after the U.S. Civil War, blacks were employed broadly on U.S. railroads, also the case in Canada.

The Canadian Brotherhood of Railway Employees (CBRE) was one of Canada's first industrial unions, formed on the Intercolonial Railway in 1908. It signed up all railway employees but excluded porters. Denying membership to blacks, the "...CBRE gave its assent to racism in Canadian Railway unionism" (Mathieu, p. 23). In response, in 1917, porters on the Grand Trunk Railway and the Canadian Northern organized the first black railway union in North America, the Order of Sleeping Car Porters. These two railways became part of the Canadian National Railway (CNR) created by the federal government between 1918 and 1923. By 1927, CNR's labour agreement with the CBRE created two groups of railway employees based on skin colour, with blacks limited solely to porter positions.

During the early decades of the 1900s, the CPR was particularly active in recruiting black sleeping car porters from the U.S. and the Caribbean. With racism rampant and many occupations closed to blacks, being a sleeping car porter brought some economic stability to black families in communities across Canada that were starting points for overnight passenger trains. The railways took advantage of their lack of opportunity by paying low wages arguing that porters could earn additional sums in tips. In the 1920s, after three years, CPR porters earned between \$75 and \$85 per month, but white conductors were paid \$268.57 monthly (Carson, p. 277).

Grizzle describes the working conditions of sleeping car porters before the days of a union on the CPR. Porters were expected to prepare their cars for the night, but were not paid until the train was underway. There were no beds for porters. A porter was responsible for waking up passengers to get off at stops during the middle of the night. Porters often got only three or four hours sleep per night. Grizzle describes working the CPR's *Dominion* between Toronto and Vancouver, a trip that took about 85 hours in 1955. Porters ate meals in the diner in an area that was curtained off. Porters did not wear name tags and were often hailed as George after George Pullman.

An outstanding film documentary on Canada's sleeping car porters made for the NFB in 1996 by Selwyn Jacobs. Entitled *The Road Taken*, the film describes the work of porters, their community life, their aspirations and hopes. While constantly on call for service, porters were also vulnerable to arbitrary discipline by supervisors at times based on unfounded complaints by passengers. Porters had to be consummate diplomats in an environment where everyone else was their boss.

Porters met the occasional celebrities and politicians. Lee Williams recalls conversations with John Diefenbaker on the train between Regina and Saskatoon (later he corresponded with Dief). On the regular run between Ottawa and Toronto, Grizzle recalled enjoying conversations with M.J. Coldwell, leader and a founder of the CCF, forerunner of the NDP. Grizzle noted that not all passengers gave tips. He recalled one prominent MP, John Pickersgill, who frequently travelled between Toronto and Ottawa. "I never forgot him," Grizzle writes. "He always occupied a bedroom, always left his shoes out to be shined, and demanded the best service. We called him 'the Stiff' ...because he never left anyone a tip. He was the most unpopular passenger with the porters" (p. 42). (He's writing about the notorious anti-train Jack Pickersgill who became Transport Minister in the late 1960s in the Pearson government.)

Under the charismatic leadership of A. Phillip Randolph, U.S. porters formed the Brotherhood of Sleeping Car Porters in 1925. It took the BSCP 12 years to get its first contract with the Pullman company, finally with the help of favourable labour legislation passed by the Roosevelt government during the Great Depression. A favourable turn in Canada's labour relations climate came later during World War II and after. The BSCP's first contract with the CPR was negotiated in May of 1945.

Blacks as well as other minority groups faced discrimination in employment, in attending movie theatres, eating in restaurants and staying in hotels. Organized labour joined with black, Jewish, Chinese and civil liberties groups to fight for equality. In 1951 Ontario adopted the Fair Employment Practices Act and in 1954 a Fair Accommodation Practices Act. In 1953 the federal government passed the Canada Fair Employment Practices Act. Starting with challenges >>> 6

by CN porters in Winnipeg lead by Lee Williams, it took from 1955 to 1963 before racial segregation ended in CN unions, finally giving blacks access to all railway trades. In 1955, after a two-year long struggle, George Garraway, William Lowe and Roy Hall became the first blacks hired as sleeping car conductors by the CPR, the first such hires in North America. The struggle for equality went beyond the railways. It wasn't until 1954 that blacks were first hired as operators by the TTC and in Ontario liquor stores.

Overnight trains with sleeping cars began to be cut back in the 1960s and 1970s as long-distance travel switched to cars and planes. T2000 member Dale Wilson estimates that in 1957, between CN and CP there were about 1,000 sleeping cars in a total fleet size of about 6,000 cars. In 1955 sleeping car service from Toronto was available to Winnipeg and Vancouver, Detroit, Chicago, New York, Boston, Philadelphia, Cleveland, and Pittsburgh, to Ottawa and Montreal, and to Kapuskasing, Cochrane, Timmins, Noranda, North Bay, the Sault, and Sudbury. There was sleeper service to Ottawa through Peterborough. Service was also provided through Toronto between Montreal and London, Detroit, Chicago, Hamilton, and Niagara Falls.  
-- Tony Turriffin

Other sources: Sarah-Jane (Saje) Mathieu, "North of the Colour Line: Sleeping Car Porters and the Battle Against Jim Crow on Canadian Rails, 1880-1920," *Labour/Le Travail*, 47 (Spring 2001), 9-41; Jenny Carson, "Riding the Rails: Black Railroad Workers in Canada and the United States," *Labour/Le Travail*, 50 (Fall 2002), 275-95; Agnes Calliste, "Sleeping Car Porters in Canada: An Ethnically Submerged Split Labour Market," *Canadian Ethnic Studies*, Vol. 19, No. 1 (1987), 1-20.

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## Theodore Kenneth Jewell 1932 - 2008

Long-time Transport 2000 member Ted Jewell passed away in Kapuskasing, Ontario on January 4, 2008 after a battle with cancer. Ted grew up in Guelph, Ontario. His father was a sleeping car porter for the Canadian Pacific Railway for many years. Ted graduated from the University of Toronto and the Royal Conservatory of Music. He also held a Diploma in Organ from the American Guild of Organists. Ted began teaching high school in 1951, first in Timmins, then in Kapuskasing. He was organist and choir leader in churches in Guelph, Timmins and Kapuskasing. Ted was mayor of Kapuskasing from 1980 to 1991, received the Order of Ontario in 1999, and was Chancellor of Huntington University in Sudbury (affiliated with Laurentian University). Through the Northeastern Ontario Mayors' Action Group and membership in Transport 2000, he fought for better public transportation for the north including train services. Ted is survived by his two sisters Melba and Patricia of Guelph and the children of his brother Percy. Transport 2000 extends its sympathies to the family. ■

## FEATURE STORY:

### Cities and the Electric Car by Tony Turriffin

Transit, walking and cycling work best in the dense parts of Canada's largest cities. But as Canada has become more urban, Statistics Canada has found that car dependency has increased! Instead of the kind of dense growth patterns that favour transit, urban growth has been stuck in sprawl mode. In 1991, the Bob Rae government in Ontario instituted reforms to planning legislation and transit-oriented planning was required to combat sprawl. As soon as the Mike Harris government was elected in 1995, Rae's planning reforms were abandoned and sprawl was back. Recent Liberal planning legislation for the Golden Horseshoe does not curb sprawl (see "Sprawl plan devouring green" on p. 7). Sprawl and new highway building continue to reign even as climate change and the energy crisis are widely acknowledged. Most Canadians are left with little choice but to live in places that require dependence in the auto.

Meantime, peak oil is here, China and India continue to motorize, oil has hit \$100 a barrel, and greenhouse gas emissions continue to increase. Transport Minister Lawrence Cannon has announced that Canada will require average fuel efficiency of new cars to be 6.7 litres/100 km (or 35 miles per gallon) by 2020. British Columbia, Manitoba, and Quebec want to adopt the California standard that would require reaching better fuel efficiency by 2016. Nationally, the Conservatives and Liberals have rejected a carbon tax recently recommended by the National Round Table on the Environment. Quebec now has a small carbon tax.

**Car trends.** Based on January 2008 newspaper reports, in the U.S., car sales have declined slightly in 2007 compared with 2006. Luxury car sales dropped significantly, medium-sized car sales are down somewhat, and small car sales are up a bit. The large auto builders are investing large sums in the research and development of alternative fuel cars. While small cars are here to stay, auto companies still believe that sedans and cross-over SUVs are what the market wants. While 91.4% of vehicles sold in 2005 used only gasoline, the *Globe and Mail* (Jan. 18'08) reported industry sources projecting that, by 2016, new vehicles sold will be 45.9% gasoline, 34.1% flex fuel (E85), 10% gasoline hybrid electric, and 10% clean diesel. These data suggest that the auto industry is not shifting very fast away from fossil fuels.

Let's take a quick look at alternative fuels and ask if they really deliver any major reductions in carbon footprint.

► **Clean diesel.** Upgraded diesel fuel and improved diesel engines help cars with diesel engines take advantage of the higher energy density of diesel compared to gasoline. Still it is a petroleum product with a large carbon footprint and its price will track the increasing cost of a barrel of oil.

► **Flex fuel (E85).** Substituting ethanol mixed with gasoline really does not reduce the carbon footprint of the car as ethanol requires energy to be processed from corn. Its widespread use also diverts corn from being used as food.

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► **Hydrogen fuel cells for electric power.** Like ethanol, hydrogen carries a large carbon footprint. It requires energy to be produced, and it is not efficiently converted to electricity. Fuel cell technology is so expensive that GM abandoned a fuel-cell powered Chevrolet model for the fuel-cell hybrid Cadillac Provoq because a luxury car already carries a high sticker masking the fuel cell cost.

► **Hybrid vehicles.** Hybrid cars and trucks use fuelled engines to generate electricity for propulsion by electric motor while at the same time using battery storage to recover and use electricity from regenerative braking. Such vehicles significantly improve fuel economy in city stop-and-start traffic. The main power source whether gas, ethanol, or hydrogen will still leave a large carbon footprint.

**An all electric vehicle.** If hybrid vehicles are propelled by electric motors, why not make them all-electric or at least operate them mostly on batteries? General Motors (GM) presented its Chevrolet Volt plug-in electric car using lighter weight and more powerful lithium-ion rather than nickel-metal hydride batteries. The Volt would run on battery power for 40 miles (64 km) fitting a fairly long daily commute. A small backup engine would yield a maximum trip length of 640 miles (1030 km). The Volt is a 4-door liftback holding 4-5 people. In Canada (2001), half of all commutes were 7.2km or less (measured by straight line); 17.8% were 20km plus. The Volt may be in production by 2010. Similar cars are being developed by Toyota, Chrysler, and other large auto makers. New smaller companies are getting into electric car production (Tesla Motors and ZAP in the U.S.).

**Electric vehicles in Canada.** Electric Mobility Canada (EMC) is a non-profit organization that promotes electric vehicles ([www.emc-mec.ca](http://www.emc-mec.ca)). Four firms in Canada currently build some type of electric vehicle. For example, ZENN imports from France a small two-seat car body which it fits out in its Quebec plant with an electrical propulsion system based on lead-acid batteries. ZENN is exploring other battery technologies. As a low-speed vehicle (LSV), it has a top speed of 40 kph. In the U.S., some 43 states permit the use of LSVs on local roads. In Canada, Ontario and BC have pilot project regulations that permit LSV use on public roads. But the federal government has recently proposed highly restrictive regulations, one being limiting LSV use to planned and controlled environments. EMC regards the proposed regulations as excessive and likely to prevent the adoption of electric LSVs that would serve many useful mobility purposes with a very low carbon footprint.

**Conclusion.** Public transit, railways, and electric cars have one thing in common. Where ridership is high, public transit can be electrified (streetcars, LRT, trolley buses, subways). On busy lines, railways too can be electrified. Electric cars will be plugged into the grid. Electrification of mobility would truly constitute a transportation revolution. But we still need the companion revolution: returning to urban forms with high densities that have traditionally be associated with city living, transit use, walking and cycling. ■

## WORTH REPEATING:

### Sprawl Plan Devouring Green

By Josh Garfinkel (NOW Magazine, January 3, 2008)

Environmentalists hoped the Liberals would rein in developers devouring greenspace outside Toronto.

But instead of pushing the powerful development industry to construct livable communities, the Libs have given them a wink and a nudge to let them know it's business as usual on the 905 frontier.

A few weeks back, Ontario Environmental Commissioner Gord Miller delivered a scarring assessment: the Growth Plan For The Greater Golden Horseshoe, the primary piece of legislation that will determine where and how the GTA will accommodate an anticipated 4 million more people by 2031 is, in Miller's estimation, far too weak to encourage the compact communities necessary to allow walking, cycling and transit to be viable modes of transportation.

The plan requires only 40 per cent of new homes to be constructed within existing urban boundaries. By comparison, the target in Vancouver is 70 per cent, and internationally at least 60 per cent of new homes in the United Kingdom and Sydney, Australia, must be built inside present city limits.

The intensification targets are especially weak considering that there's more than enough land within areas already designated for development to accommodate expected growth past 2031, according to the ministry's own research.

Density targets for the remaining greenfield developments allow a minimum of only 40 people per hectare. Most experts agree that communities must have at least 60 people per hectare to support even a bus route, and considerably more for rail.

Why is the government so reluctant to implement intensification measures that have been proven to work? Anne Dunderdale, media relations coordinator at the Min. for Public Infrastructure Renewal, isn't saying.

"It's not something we can speak to now. These things take time."

Time is certainly what the government has given the development industry. The modest targets it has legislated don't take effect until 2021, by which point another million cars will have been added to the GTA's roads.

That means more highways like the proposed 407 are a foregone conclusion.

"A tremendous amount of planning and land acquisition have been involved," says Miller. "To abandon them now would abandon 30 years of planning." (Reprinted with permission. Josh Garfinkel is a campaigner for the environmental group Earthroots.)

Members interested in working on GTA and Hamilton transit issues, or promoting fast trains in the Windsor-Ottawa-Montreal corridor, please contact T2; contact info next pg.

## Transport 2000 Ontario AGM and Public Forum Saturday, March 29

Transport 2000 Ontario's Annual General Meeting will be held on March 29, 2008 as indicated below. The AGM will include the presentation of financial statements and reports, and the election of Officers and Directors for 2008.

### **Saturday 29 March 2008**

**Location:** Metro Hall, 55 John Street, Toronto, Ontario.  
**10:30 a.m. – 12:00 noon.** T2 Ontario AGM, Room 302.  
**12:00 p.m. – 1:30 p.m.** Lunch break  
**1:30 p.m. – 3:30 p.m.** Public forum, Room 310.

**Lunch:** There are many restaurants near Metro Hall. A list of restaurants will be provided at the meeting.

**Keynote Speaker: RICHARD GILBERT**  
**Preparing Transport for Oil Depletion: Focus on China/U.S.** followed by **Panel discussion: Implications for Southwestern Ontario.** What went wrong? Visioning new transportation alternatives and making them happen.

With the depletion of oil clearly on the horizon, and the environmental effects of climate change visible everywhere, in association with its AGM, Transport 2000 is pleased to present a public forum that will bridge the global context with the local. An authority on energy and transportation, our keynote speaker will provide the large picture, and our panel of discussants will consider the implications of his findings for a sustainable transportation network for Southwestern Ontario. Please attend and bring a friend!

**Getting to Metro Hall:** The St. Andrew subway station is one stop north of Union Station on the University-Spadina line. At St. Andrew stay underground and follow the signs to Metro Hall. An alternative is to exit at King/Yonge station and take the King streetcar west to John Street.

## Nominations Call for T2 Ontario Board

At Transport 2000 Ontario's Annual General Meeting, elections will be held for the Board of Directors for 2008-09. Nominations for the following positions are invited: President, Vice-President, Secretary, Treasurer and eight additional directors at large. Candidates eligible to be a Director must be individual members or representatives of organizational members of Transport 2000 Ontario and must be members in good standing. Members willing to stand for office may do so either in person at the Annual Meeting or in writing in advance to the Secretary of Transport 2000 Ontario. It is recommended that prospective Directors have access to e-mail. To put your name forward or for further information, please write our Secretary, Andrew Schultz, at Transport 2000 Ontario, Box 6418, Station A, Toronto M5W 1X3, or e-mail Andrew at [bn90@torfree.net](mailto:bn90@torfree.net).

## T2000 Ontario Board Meetings

T2000 Ontario Board Meetings are typically held on the third Wednesday of each month in the evening (no August meeting). For location and time details, please contact Natalie Litwin by e-mail at [n.litwin@sympatico.ca](mailto:n.litwin@sympatico.ca) or call 416.498.0612.

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Contributions of news and items are welcome, as are offers to assist in the various aspects of the publication. Please direct correspondence to the Editor c/o Transport 2000 Ontario. Note that submissions, including articles and letters, are subject to acceptance and editing. Statements in this publication should be considered those of the respective authors; official policy is approved by the Board of Directors of Transport 2000.

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Join Transport 2000 to help us advocate for sustainable transportation. By joining Transport 2000 Ontario, you also become a member of Transport 2000 Canada. Members receive Ontario *Report* as well as our national newsletter *TransportAction*.

To join, send your name, address, telephone number, e-mail address (if any), and membership fee to our box address above. Our annual membership fees are: regular \$35; senior \$30; student \$25; low income \$20; family \$55; non-profit affiliate \$85; business \$180. Transport 2000 Canada is a registered charity and donations receive a tax-credit receipt. Our website is [www.transport2000.ca/ontario](http://www.transport2000.ca/ontario). A membership form is available at this website.