



## Transit's role in fighting climate change

- BFAST supports the draft Plan overall
- Transit can play a much bigger role than projected in the draft Plan
- The draft Plan understates the benefits of transit



## Transit's contribution

- Transit's greatest contribution:  
**reducing the number of vehicles on our roads**
- Average GHG emissions from one car:  
4.6 tonnes/year
- An obvious target for GHG reduction



## Are electric vehicles the solution?

- “While electric cars are part of a strategy to reduce GHG's, the real solution is to reduce the number of private cars on the road.”

## EDITORIAL

## Canada's cities are about to add millions of new residents. They can't all drive to work

## EDITORIAL

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Canada has recently been the fastest growing country in the G7, with a population rising at double the pace of the United States and United Kingdom, and four times that of France and Germany.

According to Statistics Canada's [projections](#), our country could have 48.8-million people by 2050. And that's the agency's "medium" growth projection; under a high-growth scenario, there could soon be 56-million Canadians.

Nearly all of these future residents are going to live in this country's handful of big cities. That means millions of new urban dwellers – and millions of new commuters.

If we want to raise the quality of life in Canada's cities, rather than choking on our growth, we will need better planning, so that cities build up more and sprawl out less. As part of that, we need a lot more of the key piece of infrastructure that makes city life possible: mass transit.

## TRENDING

1 Toronto Police believe 14-year-old boy was abducted as pawn in failed multimillion-dollar cocaine deal

2 OPINION  
Why the Canada Revenue Agency should do our taxes for us

RITA TRICHUR

3 Postcard from the front lines of the coronavirus outbreak: Rome as ghost town

4 'Isn't the flu worse?' And other coronavirus questions answered by André Picard

ANDRÉ PICARD

## Vehicle Infrastructure

- “Besides their very large GHG emissions, cars require huge, heat-radiating infrastructure in the form of roads and parking lots, regardless of the fuel they use. This infrastructure requires large quantities of petrochemical products to build and maintain.”



## How environmentally friendly?

- EVs are more damaging to the environment than fossil-fuel-powered cars where manufacturing is concerned
- They begin life with a carbon deficit
- Result of the lithium extraction process

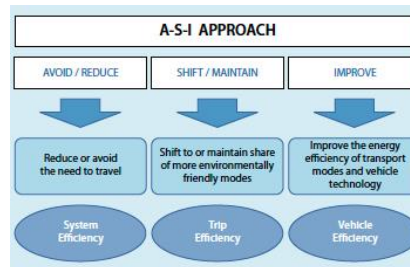


## A cornerstone of environmental policy?

- EVs will help to reduce greenhouse gases
- They can be a part—but not the extent—of a policy to fight climate change
- Priority must be to reduce the number of vehicles on the road

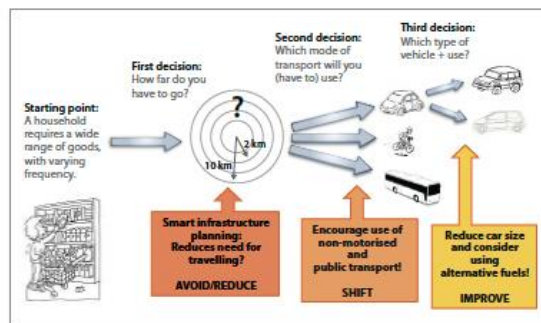
## The A-S-I approach

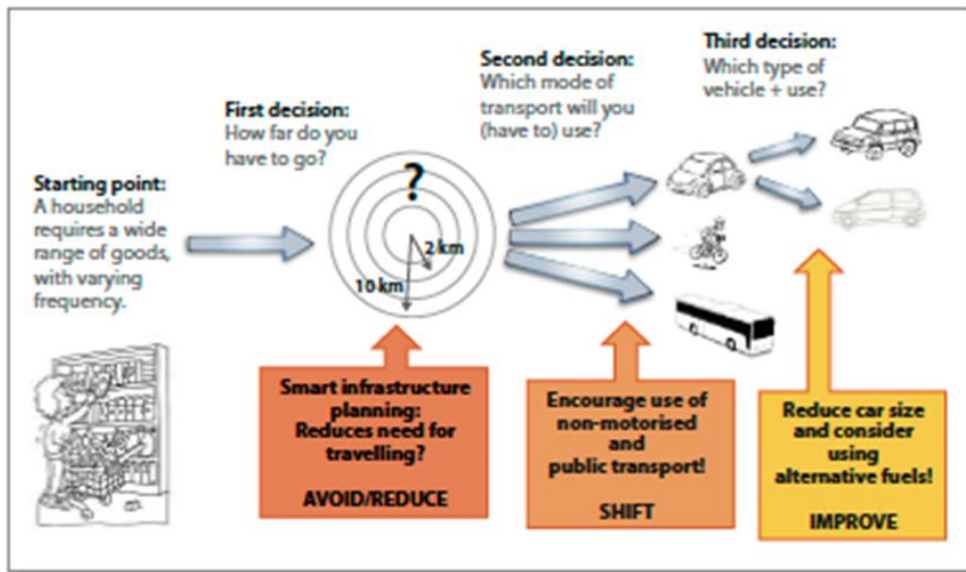
Burlington's draft Plan pays lip service to the A-S-I approach...



## The A-S-I approach

- ...but Burlington's draft Plan applies the ASI priorities backwards





## Economic benefits of more transit

- The draft Plan grossly underestimates the economic benefits of transit
- Studies have been done in other communities across Ontario, (e.g. Hamilton) which determined much larger benefits from increased transit
- Burlington needs a study of the economic benefits of transit in our community



## How compounding works

How the draft Plan  
calculates ridership  
growth:

Year 1:  $100+10\%=110$

Year 2:  $110+10\%=120$

Year 3:  $120+10\%=130$

Year 4:  $130+10\%=140$

Year 5:  $140+10\%=150$

How it really works:

Year 1:  $100+10\%=110$

Year 2:  $110+10\%=121$

Year 3:  $121+10\%=132$

Year 4:  $132+10\%=143$

Year 5:  $143+10\%=157$

The draft Plan's calculations are off by about 15%