

# Webcast Summary

Globe and Mail Event

**Global Drive Urban Mobility Summit**

**“The Future of Transportation in Canada”**

March 28, 2023

[Link to the Webcast Recording](https://www.theglobeandmail.com/events/article-globe-drive-urban-mobility-summit/)

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# 1. Future-Proofing Transit – Ridership and innovation in focus

Josipa Petrunić

President & C.E.O., Canadian Urban Transit Research  
& Innovation Consortium CUTRIC

Bem Case

Executive Director, Innovation and Sustainability  
Group, Toronto Transit Commission.

- No other choice – there must be growth in public transit
- Communities must push hard to find solutions;
  - Immigrants
  - Women in the workforce
  - Environmental protection
  - Infrastructure limitations
- Transit ridership currently at 70% of pre-pandemic levels (Toronto, Brampton, Mississauga)
- Safety concerns cited as a big reason riders are not returning
  - Safety is a current TTC priority
  - Need better data and understanding of risk factors
  - CCT Cameras / footage review
  - Real-time user warnings (as implemented in India)

# 1. Future-Proofing Transit – Ridership and innovation in focus (cont'd)

- TTC electrification shift
  - Advancing quickly
  - Ahead of 2040 net 0 targets
  - Installing infrastructure ahead of the buses
  - Will have 400 electric buses before the end of 2025
- Federal target for electric buses is 5,000 – but currently supply chain constrained
- Solutions to incent transit use;
  - Safety
  - Dedicated lanes – favour buses over cars (transit must be convenient, cheap, frequent)
  - Automobile congestion charging
  - Prioritize investment
  - Key decision makers, influential people, and politicians must be seen riding transit
  - Promotion
  - Treat people as customers and not riders
    - Cross-promotions
    - Discounts
    - Frequent Flyer

## 2. Micromobility – How can cities accommodate the surge?

Jamie Stuckless

Owner & Principal Consultant  
Stuckless Consulting Inc.

- E-bikes, E-scooters, Mopeds
- Much more likely to replace a car than a conventional bike;
  - Longer distances
  - Manage hills
  - Carry children or cargo
- They are easier than conventional bicycles – but not significantly faster (only 1 to 4 km/hr)
- Need to overcome a real stigma that users are lazy or cheaters
- Needs to see significant growth;
  - Less expensive to acquire or having community share solutions
  - Separated lanes for rider's safety / get them off the sidewalks for walker's safety
  - Secure and dry bike storage

### 3. E-Vehicle Charging

Brent Hartman

Director, Standards - Fuels & Transportation at CSA Group

Alec Tsang

Manager, Electric Vehicle Infrastructure Planning, BC Hydro

- Currently 85% of EV owners live in single family homes
- There must be more public charging centres in urban areas
- Standards are being developed for all alternate fuel sources;
  - Hydrogen
  - Fuel-cells
  - Bio-gas
  - EV's
- Standard solutions must be;
  - Developed with an equity-lens
  - User friendly
  - Reliable
  - Allow different payment options

### 3. E-Vehicle Charging (cont'd)

- User friendliness will require consumer feedback in order to achieve standardized solutions
  - Two ways that can happen;
    - Government
    - Market dynamics
- Good analogy for market dynamics are cell phones
  - Clearing house
  - Charge “roaming”
  - Competitive plans
- Electricity suppliers will have challenges (per BC Hydro)
  - Load management tools will be required
    - Black-out periods
    - Different rates
    - Incentives

## 4. Autonomous Vehicles – What will mainstream adoption look like?

Charles Boulanger  
CEO, LeddarTech

- Needs;
  - Education
  - Standardization
  - Technology reliability
- Advanced driving systems will roll out in phases;
  - Level 1 – e.g. airports – with limited and highly controlled traffic
  - Level 2
  - Level 3
- Fully autonomous vehicles;
  - Require huge data
  - Highly complex
  - Will not happen quickly

## 5. Mobility by Design – Approaches for healthier neighbourhoods

Jay Pitter

Award-Winning Placemaker, Author and Urban Planning Lecturer, Planner-In-Residence, University of Waterloo

- Planners tend to be too focused on quantitative data – we must consider qualitative factors
- **Mobility Equity** considerations;
  - Persons with disabilities
  - Indigenous people
  - Designed specifically for women
    - with children
    - as care-givers
  - Marginalized individuals (e.g. rural areas)
  - Wealth disparity