

Climate Change Action Town Hall

Hamilton, Ontario

March 3, 2011 – 1 to 5pm

Liuna Station (360 James Street North)

FACT SHEET: MOVING PEOPLE

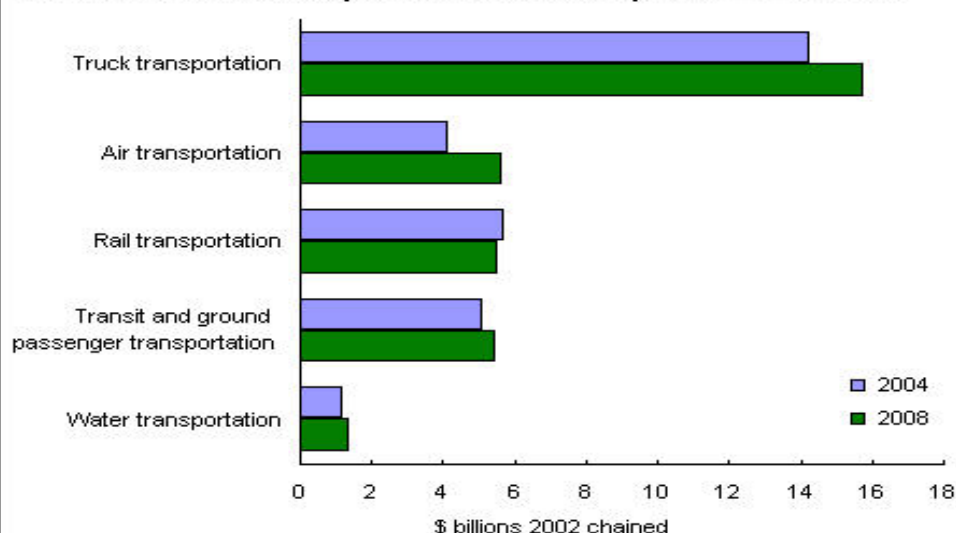
Discussion Points

- What do you think we, as a community could do to deal with moving people and climate change?
- What is happening in Hamilton on moving people and climate change?
- How should we move forward and what do we need to have in place?

Facts

- Transportation is by far the greatest generator of greenhouse gas. Transport is also directly dependent upon the infrastructure surrounding a location. This includes shopping, commuting to work, recreational centres and schools.
- Vehicles emit pollution, including greenhouse gases that have detrimental acid rain, fine particulate matter, and smog cause detrimental cardiovascular, respiratory and environmental effects. Vehicle accidents cause death and injury. Finally, obesity and related diseases and disabilities increase with car dependence.
- Transportation activities generate more than one-quarter of Canada's greenhouse gas (GHG) emissions.
- An estimated 86% of the growth in transportation's emissions came from road vehicles; in particular, light trucks, such as vans, sports utility vehicles and pickup trucks, and heavy-duty vehicles, such as transport trucks.

Chart 30.1 GDP at basic prices, selected transportation industries



Source: Statistics Canada, CANSIM table 379-0027.

- The Hamilton GHG Inventory identified transportation as contributing to 19% of local emissions.
- On an average day, residents of Hamilton make a total of approximately 1 million trips, or 2.5 trips for every person over 11 years of age. Approximately 81% of trips made by residents stay within the City of Hamilton; however, this figure has been declining since 1986 when 86% of trips stayed within the City (TMP, 2005)
- Between 1986 and 2001, local transit went from handling 12% of morning peak period trips to 6%. Most of this was due to increases in the use of automobiles, which now handle about 85% of daily trips (driver and passenger combined). One encouraging travel trend is that the number of trips made by walking or cycling has increased or remained the same since 1986. Over 10% of Hamilton residents walk or cycle for utilitarian reasons in the morning peak period.
- A key challenge for transportation is the many competing needs and objectives for existing transportation facilities, including goods movement, passenger vehicle travel, transit, walking and cycling.
- Hamilton introduced a Transportation Master Plan in 2005 that encourages the creation of a transportation system that offers a choice of integrated travel modes, emphasizing active transportation (walking & cycling), public transit and carpooling. Hamilton introduced a Cycling Master Plan in 2009 and is pursuing Rapid Transit.
- Ontario began building more sustainable, higher density cities, green spaces preserved and communities are more conducive to transit-use and car-free transportation.
- There is a shift to more efficient transportation choices such as rapid mass transit and fostering alternative forms of transportation by creating safe, accessible pathways for pedestrians and cyclists, cities can reduce congestion on roadways thereby decreasing the time spent in cars.