

LE MOUVEMENT COLLECTIF POUR UNE VILLE CARBONEUTRE

Brief presented to the Office de Consultation Publique de Montréal by:

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3.03.2016



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Executive Summary

Mass transit system users call on the City of Montreal to make mass transit the centre-piece of the strategy to reduce Montrealers dependence on fossil fuels.

Since 58% of Montreal's fossil fuels are consumed in the transport sector, any sensible strategy for reducing our dependence on fossil fuels must start with a massive reinvestment in mass transit options for Montrealers and a massive push forward on car-sharing options.

The City of Montreal has a unique opportunity to assume a leadership role in Québec, Canada, and North America.

Our brief outlines how we can double the number of Montrealers using mass transit and make a significant dent in greenhouse gasses arising from the burning of fossil fuels in the next ten years.

- 1) Vision : The city of 2042 is a mass-transit city, where cars are shared and private car ownership plays a reduced role in urban transport.
- 2) To get there, Montreal must make affordable mass transit a top priority. More buses, more reserve bus lanes, smarter connections, and an expanded Metro system.
- 3) The City should legalize and promote all forms of car sharing.
- 4) Montreal Metropolitan Chamber of Commerce reports demonstrate the important economic benefits of investing in mass transit, notably reducing congestion, increasing disposable income for residents that can be spent in the local economy, and decreasing travel time for workers. Mass transit should be the centrepiece of our economic development strategy.

Increased mass transit also makes measurable improvements in quality of life and health of Montrealers : less pollution, fewer miscarriages, less road rage, more flirting and more reading.

This transit plan must flow from a broader vision that sees all city plans share the same common destination. Thus, the City of Montreal should first and foremost establish a sustainable vision, aiming to be carbon neutral by 2042. Measuring progress at least every two years is a fundamental tool required to evaluate efficacy of programs and policies intended to realize that vision.

Preamble

We, the undersigned users of Montreal's mass transit system, call on the City of Montreal to make mass transit the centre-piece of our strategy to reduce Montrealers' dependence on fossil fuels. With 58% of Montreal's fossil fuels consumed in the transport sector, the lion's share of Montreal's dependency on fossil fuels is in the private use of automobiles. Any sensible strategy for reducing our dependence on fossil fuels must start with a massive reinvestment in mass transit options for Montrealers and a massive push forward on car-sharing options.

The City of Montreal must lead in the Montreal region in reducing dependency on fossil fuels : many suburban dwellers still use their car to get to Montréal, and this must change.

The City of Montreal should set an ambitious goal for 2025, to move over 40% of residents in the Montreal region by mass transit at rush hour : today, only 25% use mass transit during the morning rush hour, according to the AMT.

By 2042, we should aim to move 65% of Montrealers by mass transit or active transport, at rush hour.

We should join the international movement of cities that seek to become carbon-neutral by mid-century. A unifying aspirational target should be to achieve carbon neutrality by 2042, our 400th anniversary.

The following brief outlines how we can double the number of Montrealers using mass transit and make a significant dent in greenhouse gasses arising from the burning of fossil fuels in the next ten years.

But first:

A Vision for our city

What will our city look like in 2042, the 400th anniversary of the City of Montréal?

Imagine a city where we can move around easily and quickly via a whole range of transport options. Imagine Montreal with a high-functioning rapid mass transit system that is affordable and operates with seamless transitions to other modes, like BIXI, car-shares and buses.

Imagine a city where buses have top priority on the roads, cruising through tough intersections ahead of private cars, to get through traffic ahead of all other modes. Maybe we even have some tramways.

Imagine a city where you never have to miss a bus because there are too many people packed into it, on a -30C winter day, at 8:27am. Because the STM has finally figured it out, thanks to intelligent data streams. Imagine!

Imagine our Metro system doubled : double the number of stations, double the kilometres, moving Montrealers super-quickly through the urban space to many destinations. Even in winter.

Imagine a host of small connections that make our Metro system even better, like a pedestrian tunnel directly to the Jean Talon market from Jean Talon metro, or a direct pedestrian link from Metro Rosemont to the mega-blocks on Casgrain in the Mile End. Nice eh?

Imagine a city where the escalators in the Metros work all the time. And they get fixed within 2 weeks if they break down. Imagine also: we actually have elevators in the Metro!

Imagine a city with optimized car-sharing, where members can pick up an electric car just about anywhere, because they need to get to a fiddly destination, or to move a bunch of children and some toboggans. Imagine a city with thousands of these cars, ready to be borrowed for a little grocery shopping or booked for a trip to a ski hill.

These systems are not science fiction, they are available right now and they work. We need only to scale them up. They are the future of the car. We must embrace it. Sure, maybe some of them will be driverless too.

Imagine a City of Montreal optimized for active transport. A much more agreeable and safer and slower city, optimized for pedestrians. A city full of people and children, with affordable housing (that is another topic for another consultation)

We will finally have bike shuttling options for combining bus and bike trips (as is found in many other North American cities already, this is not rocket science, people) and bus and taxi trips. We can do much better, here and now. But by 2042, these options will be commonplace. Because we are smart and we will finally implement them.

Imagine a city where only one third of trips are taken in private cars, most of them with electric car shares: less pollution, less noise, fewer accidents, less congestion.

Montrealers want this city and it is perfectly possible to have it, but we need to make decisions now if we want to get there by 2042. If we are to get there, we will need strong leadership from the City of Montreal. The City must favour urban dynamics now that will take us there.

Montrealers are ready for the massive investment that will take us to this new city. The last two major new services offered in Montreal, the metro extension to Laval and the new bus service to the airport both had double the expected volumes within the first year.¹

Montrealers are HUNGRY for this. We are hungry for better transit.

But:

¹ En un an, l'achalandage de la station Montmorency dépasse du double les prévisions

<https://www.stm.info/sites/default/files/pdf/fr/ra2007.pdf>

L'Express Bus 747 de la STM transporte deux fois plus de voyageurs que prévu

http://www.mouvementcollectif.org/en/grand_projets/la-ligne-747-express-bus-succes-sur-toute-la-ligne

Finding the Funding

How will we finance mass transit?

The cost of the status quo on climate change dynamics is unimaginably high, both in economic but more importantly in human costs. To eliminate our dependence on fossil fuels, do our fair share to avoid this calamity, we must drastically reduce our dependence on the private automobile.

Montrealers will need real alternatives and very soon, that cost less and get them where they want to go faster than they can get there in their private car.

So we need to invest heavily in mass transit. OK.

The estimates below are drawn from public information on potential revenue sources and costs of infrastructure, via newspapers and various public documents. The sources are in footnotes.

Here are three measures that can finance new mass transit in Montreal :

1) A levy on gasoline.

Around 3,2 billion litres of gasoline are sold annually in the Montreal region. The price of gas climbed to a high of 1,50\$ recently, but is currently at less than a 1\$.

The AMT gets **three cents per litre** sold to support mass transit, a dedicated revenue stream that nets them 100\$ million a year. Meanwhile, Vancouver charges **seventeen cents a litre** for mass transit.²

Why not increase our levy on gasoline and change it to a percentage (rather than a flat amount per litre) say seven per cent? (7 %)? With a percentage, when the price of gas rises the revenues for mass transit will also rise. Such an approach would have the same political cost, but would be much more advantageous to the mass transit system in the long run. Seven percent levy, with gas prices at 1,25 \$ a litre, would net the AMT an additional **183\$ million** per year.

2) A toll on all the bridges.

The Canadian EcoFiscal Commission recently proposed tolls on all the Montreal bridges. A toll of 4,80\$ a day would generate **449\$ million** per year.

3) « Cap and Trade » revenues.

According to the Quebec government, the cap and trade system will generate **410\$ million** per year.³

² Source : CMM : Portrait du prix de l'essence à la pompe, page 4
http://www.sbr.gov.bc.ca/documents_library/bulletins/mft-ct_005.pdf

³ Les revenus du système québécois de plafonnement et d'échange sont estimés à 2,5B \$ en 6 ans
<http://www.thestar.com/news/canada/2015/04/13/quebecs-cap-and-trade-system.html>

With these three sources alone, we can generate more than 1\$ billion dollars a year to finance mass transit options in the Montreal region. Half of this will go to operations, but we can easily afford to service a debt of 13\$ billion dollars. What can we get for 13\$ billion dollars? Let's take a look.

Major investments in mass transit: a top priority for the City of Montreal

We propose that Montreal immediately move to double the number of buses in Montreal in the next five years. This means 2 000 more buses on the roads at a cost of 500 000 \$ each, for a total of **1\$ billion dollars**. These buses must roll in dedicated reserve bus lanes. They ain't cheap.

We propose that the City build 200 kilometres of dedicated reserve bus lanes, that are physically separated from cars, so that they can roll fast and without hindrance through the city streets. The cost per kilometre is 1\$ million, with total capital costs estimated at **200\$ million dollars**.⁴

(This proposal rhymes well with the STM's action plan, which call for 170 kilometres of "preferential measures" for buses, but the difference between the STM's proposal⁵ and this one is that ours are grade separated: we are calling for buses to have top priority and their own reserved lanes. No nonsense here, we mean business.)

Buses need drivers. At 58 000 \$ per driver per year, two drivers per bus, and considering that 50% of the operating costs will be covered by users, we estimate that the operating costs will be **514\$ million a year**.⁶

In the medium term, but starting right away, we need to start reinvesting in our Metro system. The Metro has proven itself to be the most efficient and much loved part of our transport system and is closely linked to Montreal's identity.

It is also very expensive.

To double the number of stations between now and 2030, with the addition of 50 kilometres at 250\$ million per kilometre,⁷ requires an investment of 12,5\$ billion dollars. Buying new wagons will cost an additional 3\$ billion dollars.⁸ We don't

⁴ Coût des mesures préférentielles pour bus : https://www.stm.info/sites/default/files/affairespubliques/Nouvelles/mpb_briefing_24oct2013_stm_0.pdf

⁵ Rapport annuel 2014, STM, page 2 : <http://www.myvirtualpaper.com/doc/stm/rapport-annuel-stm-2014/2015060801/#0>

⁶ Salaire des chauffeurs de bus : <http://www.tvanouvelles.ca/2010/07/15/salaires-extraordinaires-pour-des-employes-de-la-stm>

⁷ Estimation du coût au km du métro : <http://www.cbc.ca/news/canada/montreal/montreal-metro-s-blue-line-to-get-major-extension-1.1861770>

⁸ Coût des wagons de métro : <http://www.cbc.ca/news/canada/montreal/bombardier-unveils-new-metro-cars-for-montreal-1.2439833>

need drivers of the metros if we install the right technology: Vancouver has had a driverless Skytrain since 1986!

We must also invest in elevators and other improvements in our existing Metro network, to make it even better, just always more awesome. An injection of 3\$ billion should get us some of these improvements.

These investments will have generate major benefits for the economy of the region of Montreal and create thousands of good quality jobs.

In short:

Capital costs:

Buses: 1,2\$ billion

Metro: 18,5\$ billion

Total: 19,7\$ billion

Operating costs:

Buses: 514\$ million

Investments from the federal and provincial government: 6,7\$ billion.

Debt to service: 13\$ billion over 40 years, at 500\$ million a year. A tidy little packet of interest for the banks and investors. C'est pas beautiful, ca?

Economic Benefits of Investing in Mass Transit

The Chambre de commerce du Montreal métropolitain (CCMM) has amply demonstrated with two detailed and carefully written reports published in 2004 and 2010 that public transport is much better for the Montreal economy than the private automobile, and that investing in mass transit brings with it many advantages.

Some 50% of moneys spent on private transport goes to parts imported from outside the province, as compared with only 10% for mass transit. ⁹ Spending by mass transit agencies brings twice the benefits to the local economy than spending on private transport. ¹⁰

The 2010 report shows that with a small increase in public transport use of 3%, we can reduce the number of parking spaces by 17 949 in the downtown core.¹¹

⁹ Transport en commun: un puissant moteur du développement économique de la région métropolitaine de Montréal, Chambre de commerce du Montréal métropolitain, 2004, page 3

¹⁰ Transport en commun: un puissant moteur du développement économique de la région métropolitaine de Montréal, Chambre de commerce du Montréal métropolitain, 2004, page 3

¹¹ Le Transport en commun : Au cœur du développement économique de Montréal, Chambre de commerce du Montréal métropolitain, 2010, page 38.

The *Chambre de commerce de Montreal métropolitain* is convinced and has been convinced for over a decade that we must make public transport a priority, and at a recent conference in November 2015, this was again confirmed. The CCMM is even in favour of new taxes if they are devoted to improving mass transit.

The benefits of reinvesting in mass transit are many, not just economic, of course, and this is now commonly recognized. It is worthwhile citing the president of the CCMM Michel Leblanc, who wrote, in November 2010 :

Le transport en commun diminue à la fois la congestion routière, les temps de déplacement des travailleurs et des marchandises, les accidents de la route et la pollution.

We could not have a more pertinent perspective on the benefits of investing in mass transit in the region of Montreal than Mr. Leblanc and the CCMM, and his recognition of the positive health effects reflects a broad consensus in Montreal, Quebec and the world on the links between health and transportation, thanks in a large part to the work of the *Direction de santé publique de Montreal* over the past ten years.

The Virtues of Speed

Public Transit: Speed, Speed and SPEED.

We need our public agencies to work on one simple factor: how do we move **people** as fast as possible in the region? Not cars, **people**.

We should give buses 40 times more space in the city than cars, if they move 40 times more people. The articulated buses should have 70 times more space.

Our public agencies should pursue three simple objectives: speed, speed and speed, for mass transit.

Recently, the STM guaranteed a bus every 10 minutes on over a hundred bus lines in Montreal. This was a major improvement to the service, a great leap forward.

Now, the STM must establish guaranteed transit times along the major axes. Can we push the limits on speed? Can we mobilize tow trucks to clear the way of cars on reserve bus lanes, as they do in other cities, relentlessly? Can our agencies focus on spots where there is recurrent congestion and fix the problem permanently and at the expense of private car mobility?

For example, the 24 bus on Sherbrooke gets caught every day in bridge traffic as it approaches Papineau where cars clot while trying to get to the Jacques Cartier Bridge. A reserve bus lane in the middle of Sherbrooke, separated from the cars by cement from Montcalme to Fullum, would enable buses to cruise through the traffic without pain. Why do we make many hundreds of Montreal bus users (read:

Montreal voters) suffer traffic every day, for South Shore residents? There is ample space on this arterial road to do it. It should be done.

There are probably hundreds of spots like this one, in the city and **each one** should be fixed, with speed for mass transit as a top priority.

The Promise of Car-Sharing

All the car-share options, all the time, as of right now! Why not?

We will end our brief with a few words on car sharing.

The City of Montreal should act now to recognize and permit all forms of car sharing, right now.

The future is sharing. We must embrace this and let it happen. Again, the models are in place, they work, they are popular and all we need to do now is scale up. The City should lead in this change, not fight it. “Transport Network Companies” (TNC) like Lyft and Uber should be legalized.

Car-sharing models like Car2Go and Auto-mobile (Communauto) should be allowed across the City and downtown. Future models that aren’t invented yet should be fostered, such as cooperative versions of Uber that are Made-in-Montreal with homegrown smartphone technology and cut out the private corporation that skims away profit.

All of these should be encouraged because they are all alternatives to the private car, and are therefor part of the solution to reducing our dependency on fossil fuels.

Conclusion

À l’heure où l’humanité prend conscience de l’urgence d’agir pour contrer les changements climatiques, on n’a pas le choix. On doit réduire massivement notre dépendance sur le pétrole et sur les carburants fossiles.

La pierre angulaire? Un investissement massif dans le transport en commun.

Merci d’avoir pris le temps de lire notre mémoire.