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URBAN TRANSPORT IN CANADA

The Urban Transport Problem, by Dennis J. Reynolds, a senior economist with Central Mortgage and Housing Corporation, is the third in a series of six research monographs providing detailed technical and analytical documentation for the report *Urban Canada: Problems and Prospects*. It was released in July by Mr. Robert Andras, Minister of State for Urban Affairs.

"While we do not have an urban transport crisis in Canada, as Mr. Reynolds points out, we do have a great need to understand and to better move on transport and allied problems in and between our cities before we get in real trouble," Mr. Andras said.

Urban transport, he said, was a "vital key to the whole style and character of a city and changes in an area's transport system can radically change its face".

"The Ministry of State for Urban Affairs," Mr. Andras continued, "recognizes transport as one of the priority areas for research and for action co-operation and is working closely at the federal level with the Ministry of Transport in this context. We are also in the process of determining some

on-the-ground studies and projects of co-operation in certain Canadian urban areas in transportation and allied community problems, in addition to special Ministry research being started."

Mr. Reynolds' monograph follows:

"This economic, environmental and technological study assesses the urban transport problem in Canada up to the end of the century under five main headings: the future demand for urban, inter-city and rural transport; the supply of transport facilities; the plans of the major cities; the pricing of urban transport systems; and urban transport and the environment.

"The analysis indicates that the Canadian population is likely to increase to between 30 and 40 million by the end of the century and that a large part of this increase will be concentrated in the nine largest cities which can be expected to have the most serious transport problems - Montreal, Toronto, Vancouver, Ottawa, Winnipeg, Edmonton, Calgary, Hamilton and Quebec City. In addition, some 46 further cities might exceed a population of 50,000 by end-century, much of this population increase being concentrated between Quebec City and Windsor. On top of this population increase, increased car-ownership per head can be expected to double urban traffic volumes by end-century, most of the increase (60 per cent) taking place in the decade 1970-1980. However, the demand for inter-city rail-passenger services would decline and future demand for urban bus services would be uncertain.

"Most forms of transport should be able to respond to increased demand without increases in real costs (in constant \$), the major exception being urban bus services, and with some diversion of road investment from rural to urban, the supply of highways should be adequate to meet demand. However, there seemed little prospect of new and substantial technological advance in urban transport systems,

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