

TRANSPORTATION INFORMATION PAPER



Where Do We Go and How Shall We Get There

Prepared by:
Alderman Barbara Hart
City of Dartmouth

Printed & Distributed by:
Nova Scotia Division
Community Planning Association
of Canada

published early 1977(?)

INTERNATIONAL TRAVEL IN 1945



When Do I Travel? How Far Do I Travel?

Traveling in 1945 is a new experience for many people. The war has ended, and the world is beginning to open up again. There are many new destinations to visit, and many new ways to travel. This book will help you decide when to travel and how far to travel. It will also give you some ideas on how to make the most of your trip.

Published & Distributed by
The Travel Association
1000 Pennsylvania Avenue, N.W.
Washington, D.C.

TRANSPORTATION INFORMATION PAPER

PREPARED BY ALDERMAN BARBARA HART

Within the next few months unquestionably there will be increased emphasis in Municipal Councils relating to transportation.

Because of a profound interest and a moderate input to a regional transit system since elected, it was my view that some basic background information in a condensed form might be somewhat helpful to all Aldermen.

BRIEF PAST HISTORY

Harbour Travel

In 1752 Governor Cornwallis issued a franchise to row or sail a vessel across the Harbour six days a week.

In 1815 Samuel Cunard formed the Halifax Steam Boat Company.

In 1829 the first steam powered double ended ferry was seen on the Harbour.

In 1890 the Steamboat Company sold out and the Ferry Commission began running two boats across the Harbour.

Land Travel

This initially was accomplished by horse and buggy - those without their own relied upon Ezra Witter's four passenger wagon.

By 1829 the Eastern Stage Company offered a two day trip to Truro and by 1865 this service was expanded to run three times a week to Tangiers, and twice a week to Sheet Harbour.

In 1921 Lawrence Bell began the first bus service when he mounted a home made body on a Ford chassis and drove people to Imperoyal. Soon his service was increased and progressively he acquired 22 busses, a new terminal, and handled 2,215,000 people a year over four routes.

In 1947 Mr. Bell died. His brother R.J. bought the business, added the Port Wallis and Westphal routes, and made money in the process.

In 1955 bus service and ferry service were dealt a heavy blow with the MacDonald Bridge opening. The car-truck ferries were abandoned for passenger ferries and the increased use of the private automobile forced Mr. Bell out of business by 1957.

A group of downtown merchants headed by Mr. Roy Dooks concerned about the downtown area of the City purchased 17 Bell busses and took over the routes as the Dartmouth Transit Service, a service still active today.

In 1957 there was a good deal of energy generated toward transportation both at the Federal-Provincial policy level and at the Citizenery level in the form of local studies.

FEDERALLY

July 30, 1975: CAPITOL ASSISTANCE PROGRAM FOR URBAN TRANSPORTATION NEWS RELEASE

The Federal Government will provide \$100 million for an urban capitol assistance program to help t provinces and municipalities manage urban growth and combat traffic and related problems . . . over five years beginning April 1, 1977 and extending to March 31, 1982. The program will be managed by the Ministry of Transport . . . the measures now announced are intended to encourage planned management of urban growth

and greater use of the alternate to the automobile, namely, Public Transportation Services.

To qualify for assistance the Province, the Municipality concerned, and the Federal government must agree upon an overall strategy for metropolitan growth management within the urban region.

. . . The Ministers noted that capitol assistance for Muni ipal urban transit services as distinct from commuter services remains under consideration.

August 25, 1976: OTTAWA PRESS RELEASE -
MINISTERS OTTO LANG and BARNEY DANSON

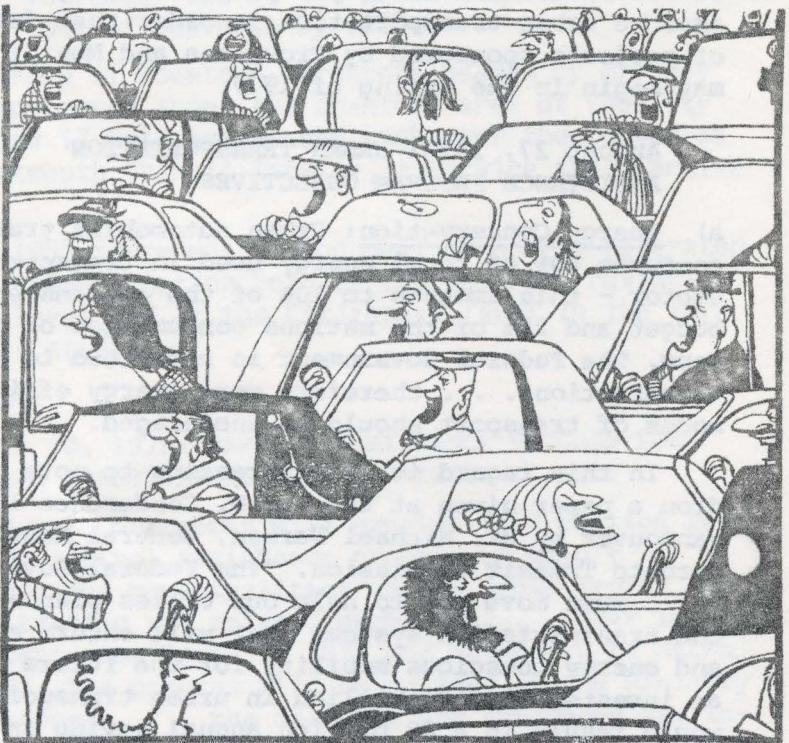
Ministers prepared to redirect funds currently available under existing programs to a wider variety of Provincial and Municipal projects designed to improve urban transportation in order that funding of projects sponsored by Provinces and Municipalities may begin in the Spring of 1977.

August 27, 1976: URBAN TRANSPORTATION
ASSISTANCE PROGRAM OBJECTIVES

a) Energy Conservation: Urban automobile travel consumes 40% of total energy used in transportation sector - this amounts to 10% of the nations energy budget and 25% of the nations consumption of petroleum. The Federal Government is committed to energy conservation . . . therefore more energy efficient modes of transport should be encouraged.

In this regard it is interesting to note excerpts from a paper given at the F.C.M. Conference 1976 Vancouver by Mr. Michael Warren, General Manager, Toronto Transit Commission. "The Federal Government . . . must move now to help our cities plan and build the transportation systems that will ensure efficient and energy conscious mobility for the future . . . an investment of \$1 billion in urban transportation would result in a \$2 billion annual saving in energy costs.

- b) Urban Environmental Improvements: . . . urban public transportation can play an important role in improving the urban environment. It can contribute to:
- 1) the objective of improving housing, working and transportation conditions in the core of the City;
 - 2) a policy of reducing reliance on automobiles in new urban growth areas;
 - 3) concentrating urban travel along major corridors and strategic links in the urban region;
 - 4) improving the mobility of disadvantaged groups, handicapped, senior citizens, improve job opportunities for the unemployed.



"I think it's a great idea if it stops all those other cars cluttering up my streets."

PROVINCIALY

The Regional Development Plan articulates . . . "the level of transit service will be encouraged to increase, through effective transit management, demonstration projects, expansion of the number and type of vehicles, additional ferry service, and any other effective, innovative methods that may be identified so as to provide viable alternatives for movement of people as compared to the private motor vehicle."

" . . . a provincial program of financial assistance will be established to help provide for expansion of the transit system within the Region".

" . . . the Provincial and Municipal governments will be encouraged to work towards creation of a regional transportation planning and administration authority".

Clearly the Provincial Government through its participation in MAPC has indicated a strong desire to participate in a Regional Transportation approach. To date many studies have been done at the MAPC level all too numerous to quote in this paper, each of them expanded upon in a further study. Sufficient perhaps to identify the studies by name should there be individual added interest.

REGIONAL TRANSIT STUDY, by Development Planning Associates Ltd., April 16, 1976.

NOVA SCOTIA PROVINCIAL TRANSIT STUDY, by same group, February, 1976.

Special attention should be drawn, however, to a section of the Regional Transit Study section IV-12 subsection Scenario 3 which in effect has been the Scenario of service MAPC members have identified as a reachable goal in Regional Transit and would improve the standard of service in Dartmouth and portions of the County to that already being experienced in the City of Halifax at the present time.

A most recent indication of the Provincial Government's positive approach to an urban transit policy is projected in the Assembly Debates, Wednesday, April 6, 1977 when the Hon. Glen Bagnell spoke to the House . . . "I have spent a year working on this urban transit policy, our government has backed me in it and there are \$800,000. in this budget as the money to lead us into the program of next April 1. In the meantime, I have arranged meetings with the Hon. Mr. Ouelett and the Hon. Mr. Lang. Two weeks from today I won't be in the House, I will be in Calgary, meeting on the matter of urban transit with the above mentioned Ministers, to try and find out what their stance will be on all urban transit. I have invited the Hon. Andre Ouelett to come here on the 20th of June to hold a meeting with Municipal leaders of this Atlantic area; and one of our key concerns will be urban transit."

DARTMOUTH

RESULTS FROM THE STUDIES INDICATING VIEWS OF THE PEOPLE LOCALLY

1975 - A student Community Services Program funded by the Secretary of State indicated:

281 responses received from agencies and individuals:

- 26.6% saw transit as their first need
- 9.2% saw transit as their second need
- 3.4% saw transit as their third need.

Compared with data relating to other services an improved transit system was highest on the needs list.

1975 - Summer/Fall Survey from a questionnaire submitted to 250 households in Ward 5 shows transit high on the service priority:

list: Day Care 10%; Recreation 27%; NIP 12%;
Transit 22%; Multi-Service 22%.

To the question "Does Dartmouth Transit require improvement?" - YES 74% NO 15% NO OPINION 11%.

In September/October, 1975, DTS gave notice to the City of Dartmouth that they would request of the Public Utilities Board abandonment of service.

This application was in fact made and the P.U.B. granted the abandonment.

While the application was before the P.U.B., however, Dartmouth City Council and staff were diligently engaged in coming to some agreement with DTS to have it retain its services.

APRIL, 1976: A final agreement had been reached between the City and DTS, Dart Enterprises Ltd., Lake City Company Ltd., and Roy Dooks. Copies of the full agreement are available from City Hall, however, briefly, five main points form the nucleus of the agreement:

1. The City must confirm that the assets of the Companies have a minimum value of \$850,000.
2. The agreement shall be effective for a term of 2 years commencing February 1, 1976.
3. The companies shall continue to provide transit service subject to P.U.B. regulations.
4. Four new areas would be considered for service including a) half hour service in the evening to the Notting Park area; b) general service to Mount Edward Road; c) a transit service to Colby Village through MAPC; d) service to the Gaston Rd. area.

5. Except as may be otherwise specifically provided in the agreement, the Companies would operate their business and transit service without City interference.

Since that agreement was reached Councils of the day have shown a further interest in regional transportation - Past minutes will show:

December, 1975: Recorded intent that Dartmouth consider a regional transit approach. This was delayed because of the DTS issue.

March 2, 1975: Council gave approval for the initiation by Dartmouth of a meeting of representatives from the three municipalities to discuss the establishment of a Regional Transit Authority.

September 15, 1976: A meeting of representatives of the three municipal councils and the Minister of Municipal Affairs.

October 5, 1976: Approval of Council that staff study the N.S. Provincial Transit Study - this was completed, and work has continually gone on and is still going on at the MAPC level with regard to the financial implications of a Regional Transit System.

MAPC representatives have set a start-up date for regional transit to begin by April, 1978, and has indicated that the Regional Authority manage the system. Between now and then the financial input must be scrutinized by all three Municipal governments, the Provincial and Federal financial input assessed, by-laws drafted, etc. It would be my sincere hope that the background information within this paper will be of some value when a final decision is being made regarding regional transportation.

REPORT

MANAGEMENT CENTER

The following information was obtained from the records of the Management Center regarding the activities of the various departments during the period from January 1, 1950, to December 31, 1950. The data is presented in the form of a summary of the major accomplishments and activities of each department.

The Management Center has been successful in carrying out its primary responsibilities during the year. The major accomplishments of the Center are summarized as follows:

- 1. The Center has successfully completed the annual budgeting process, resulting in the adoption of a budget for the year 1951.
- 2. The Center has successfully completed the annual performance appraisal process, resulting in the adoption of a performance plan for the year 1951.
- 3. The Center has successfully completed the annual financial statement process, resulting in the adoption of a financial plan for the year 1951.
- 4. The Center has successfully completed the annual strategic planning process, resulting in the adoption of a strategic plan for the year 1951.

The following information was obtained from the records of the Management Center regarding the activities of the various departments during the period from January 1, 1950, to December 31, 1950. The data is presented in the form of a summary of the major accomplishments and activities of each department.

The following information was obtained from the records of the Management Center regarding the activities of the various departments during the period from January 1, 1950, to December 31, 1950. The data is presented in the form of a summary of the major accomplishments and activities of each department.

TRAFFIC MANAGEMENT CENTRE

Massive expenditures for new and improved roadways are inevitable unless we are successful in finding ways to make public transit economical and popular with commuters. In the Halifax-Dartmouth area the three levels of government are working with developers to establish a traffic management centre which will become responsible for all traffic planning and management in the metropolitan area.

The Traffic Management Demonstration Project is a two-year program with two basic goals. The first is the trial of several innovative techniques for traffic management with an emphasis on, and priority for, the use of public transit vehicles. The second goal is the evaluation and possibly permanent establishment of a Traffic Management Centre which would become responsible for all traffic planning and management in the area. At the present time, major decisions which have significant impact on traffic volumes and patterns are made by all three levels of government with no single co-ordinating body.

The project commenced in August 1975 and while the innovative projects and techniques to be tested during the initial two-year period remain to be determined by a newly-constituted Traffic Management Board, it is expected that the following are some of the measures that will be included: an analysis of parking supply and rates, development and marketing of a flexible work hour system to stagger employee arrivals and departures to alleviate the peak traffic periods; an analysis of conventional traffic control systems to select the most effective with special consideration of the use of a computerized system; development and implementation of policies giving absolute priority to public transit over private vehicles by adjustments to roadways to permit rapid movement of public transit vehicles. Metropolitan Area Plan. Commis. 1828 Upper Water St., P.O. Box 505 Halifax, N.S. B3J 2R7 (902) 424-3940

For more information or to obtain additional copies please phone CPAC, 422-5564 or write P. O. Box 211, Halifax, N. S.