

Transport Action Canada
(formerly Transport 2000)

Hotline 1056
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Calendar

Jan. 25: Sault Ste. Marie: CAPT Northern Growth Plan workshop at 1:30 p.m. in the Shingwauk Auditorium <http://www.captrains.ca/>

March 27: Toronto: Transport Action Ontario Annual General Meeting: Metro Hall, Room 302: 10:30 a.m. 1:30 the Detroit River International Crossing and Environmental Assessments

Avril 27-28: Québec: Le Groupe TRAQ 14e Colloque ferroviaire; L'Hôtel Plaza Québec
<http://www.groupe-traq.com/>

April 27-28: Québec: Le Groupe TRAQ 14th annual railway conference: L'Hôtel Plaza Québec
<http://www.groupe-traq.com/>

An invitation from Michel Lambert, Chairperson of le Groupe TRAQ

Le Groupe TRAQ invites all interested parties to the 14th annual railway conference which will be held on Tuesday 27 and Wednesday April 28, 2010, at Hotel PLAZA Québec. The year's theme, "The revitalization of rail", will emphasize developments in energy, environment and safety aspects. The conference will be convened by François C. Hébert and Réal de Carufel from CN, respectively Vice-President and Superintendent. Le Groupe TRAQ is a non-profit organization dedicated to the promoting the socio-economic importance of the rail mode. The group has more than 475 members.

<http://www.groupe-traq.com/>

Le Groupe TRAQ vous convie au 14e Colloque ferroviaire

"C'est avec plaisir que le Groupe TRAQ vous convie au 14e Colloque ferroviaire qui se tiendra les mardi 27 et mercredi 28 avril 2010, à l'Hôtel PLAZA Québec, sous la présidence d'honneur de messieurs François C. Hébert et Réal de Carufel du CN, respectivement Vice président et surintendant," Michel Lambert, Président Groupe TRAQ a écrit. De plus cette année, la société VIA Rail Canada Inc. vous offre un rabais sur le meilleur tarif disponible afin de vous rendre de votre municipalité au Colloque ferroviaire 2010 et retour. Pour prendre les arrangements nécessaires, rendez-vous sur le site Internet à l'adresse suivante :

<http://www.viarail.ca/fr/tarifs/voyages-daffaires/tarifs-pour-conferences>

Nova Scotia's Kings Transit: The little bus company that could

"Kings Transit, which began providing transit service in the early 1980s with just two buses and six employees, now has 15 buses on the road and more than 30 full-time employees. And the route the

municipally owned bus company services has grown from the Kentville-Wolfville corridor to cover the entire Annapolis Valley and beyond, from Windsor to Weymouth," the Chronicle Herald reported on Jan. 18.

"Now, officials with Kings Transit are looking at possibly expanding the route to Mount Uniacke. They are also examining the possibility of expanding to the South Shore and possibly even adding a commuter service to Halifax," the Chronicle Herald's Gordon Delaney wrote.

<http://thechronicleherald.ca/NovaScotia/1162891.html>

Transport Action's John Pearce notes: "While living in the eastern Annapolis Valley, I have had opportunity to ride all of the 160 km Kings Transit Network. It's great service and low fares have won it awards. Transport 2000 Atlantic has been involved with supporting a group working for separate route development in Lunenburg County.

"I have also initiated the idea of express rush hour buses from Kentville or Wolfville to the relatively new Halifax Metro Transit "LYNX" express service to downtown at their terminal on the Beaverbank Rd., in Lower Sackville, 24 minutes from downtown Halifax. (10 minute frequency in rush hours). Many people drive and park free there now and head downtown. There is currently no bus service for thousands that drive 50 to 80km to Halifax from the Annapolis Valley. The parking lot is overflowing so Metro Transit would appreciate transferring Valley cars to a Kings Transit Express. Transport Action Atlantic understands that the province has set aside \$500,000 in this year's budget for support for "transit for underserved areas of Nova Scotia," Pearce reports.

Ontario Ministry of Transport decides against widening Highway 7/8

"The Ministry of Transportation has decided against widening Highway 7/8 (parallel to the 401 between Waterloo and Stratford) through Shakespeare. Expanding the roadway to five lanes would have taken 20-30 feet off several historic buildings. It also would have separated the village into two communities. The province will now host workshops in March to look at alternatives. Officials were looking at widening the highway because traffic is expected to double to 24,000 vehicles a day over the next 30 years," CTV News reported on Jan. 12.

Transport Action's Tony Turrutin comments: "I don't know if the full battle is won. The folks there have been asking GO Transit to go west of Kitchener. Not widening the road also builds the case for the VIA upgrading of the North Main Line. Transport Action needs to help beat the drum at the "March workshops" to get the track upgrade, which is funded, started." Turrutin notes VIA wants to offer six trains a day on the North Main Line (which also parallels the 401).

Aviation Safety News: Fast Air, Keystone Air, Seair Seaplanes

Aviation Safety News is a project of Transport Action Canada the Public Interest Advocacy Centre. Public Interest Advocacy Centre monitors aviation legislation. PIAC has standing before the Canadian Transportation Agency and the courts.. Transport Action Canada is represented on the Canadian Aviation Regulation Advisory Council. The Jan. 18 issue features stories on airline passenger rights, ICAO greenhouse gas strategy, Fast Air, Keystone Air, Seair Seaplanes, Full Body and Behaviour Screening, safety management systems, pilot fatigue and more. Aviation Safety News is posted at:

<http://aviation.web.net>

Ahmed Galipeau, Transport 2000 Québec

Ahmed Galipeau, président d'AGC Communications a été nommé en décembre dernier, administrateur au sein du conseil de l'association Transport 2000 Québec. Entre autres expériences de travail, monsieur Galipeau a été directeur des communications de l'entreprise Gaz Métro, sans compter ses fonctions au sein de Bombardier aéronautique et de nombreux mandats d'affaires publiques qui en font un expert de premier plan. Passionné des dossiers de transport, il aura notamment collaboré aux interventions publiques d'entreprises comme Alstom, Dessau et le transporteur aérien Nordair dans les années 70.

Regina: To succeed downtown plan must limit the outward expansion of the city

"The goal for the review of our transit system should be to create an efficient, affordable transit system that encourages more people to use public transit instead of their car to travel downtown, to work or to recreational facilities. The downtown plan will not succeed unless city council stops bowing to developers and limits the outward expansion of the city. The main reason the downtown died in the first place was because of the unfettered expansion of the suburbs and big box stores," Cheryl Stadnichuk wrote to the editor of the Regina Leader-Post. "It is time for city council to stop thinking in narrow compartmentalized ways and ask: "How will these plans make our city more environmentally sustainable?," Stadnichuk a research officer for the Canadian Union of Public Employees, wrote in the Jan. 20 edition of the Leader-Post.

<http://www.leaderpost.com/business/Planning+process+worrying/2461918/story.html>

Globe Vancouver columnist: Bring on taxes - if they spur transit

"I was no different than many: My trip into Vancouver from the suburb in which I live was more convenient in my car. The times I had tried the bus it was always jammed. I didn't enjoy having to listen to some Motley Crue song seeping out from the headphones of the rocker sitting next to me before the sun had even risen. The buses often crawled along the major arteries into town. It took longer to get there than it did in my car," the Globe and Mail's Gary Mason wrote on Jan. 16.

"Then along came the Canada Line, Greater Vancouver's new rapid transit train that goes from the airport into downtown. At the same time, TransLink, the regional transit authority, made it easier and quicker for buses leaving my neighbourhood to access the train. Once on it, the ride downtown was 15 minutes. Overall, the Canada Line, and improvements to bus routes, helped shave 15 minutes (and sometimes much more) off people's commute from where I live. The entire experience was more enjoyable, too. Now I take the Canada Line all the time," the Globe columnist wrote.

<http://www.theglobeandmail.com/news/national/bring-on-taxes---if-they-spur-transit/article1433571/>

How to finance TransLink: Michael Goldberg, UBC

"Finances once again plague Trans-Link. Despite more than \$7 billion invested in public transit, Trans-Link has little ability to pay for capital or operating expenses and earn a return for British Columbians. The TransLink board is forced to reduce desired service levels and expansion plans to meet this financial stress. Relatively simple and proven solutions abound in dozens of cities around the world. The tools to implement these solutions unfortunately are not within TransLink's limited powers, resting largely with the province. For TransLink to prosper it needs greater powers to meet its responsibilities and expectations," Michael Goldberg from the Sauder School of Business at the University of British Columbia wrote in the Vancouver Sun.

"In successful transit systems, transit is planned and operated as part of an integrated urban transportation system. Transportation and land-use planning and development are closely integrated and often within the same agency. Given this integration, transit-transportation agencies usually have broad powers to set transit fees and road tolls to balance the real costs borne by automobile and transit users," Goldberg wrote in the Jan. 18 edition of the Vancouver Sun.

<http://www.vancouversun.com/opinion/finance+TransLink/2453881/story.html>

New streetcar line in Vancouver: Stephen Rees

"On Thursday, January 21, the Olympic Line - Vancouver's 2010 Streetcar – began service. In advance of the launch, Bombardier and the City of Vancouver invited a small group of media and bloggers for an "exclusive sneak preview" of the BOMBARDIER FLEXITY streetcars and to meet one of the operators who will be driving the streetcars," Stephen Rees reported on Jan. 15.

"The City of Vancouver has spent \$8m on 1.8km of track upgrades. For that money I would expect an excellent ride, and certainly when comparing the old and new track at the east end of station at "Olympic Village" you can see the difference. Heavier rail, concrete ties ("sleepers") and insulated Pandrol® rail clips as well as some significant amount of new ballast," Rees reported.

"The FLEXITY streetcars will provide a free service, 18 hours a day, 7 days a week, between January 21 and March 21, 2010 between Olympic Village and Granville Island," the former Greater Vancouver Transportation Authority planner blogged.

<http://stephenrees.wordpress.com/2010/01/15/sneak-preview-inside-the-olympic-line---vancouver's-2010-streetcar/>

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<http://www.transport-action.ca>

Please circulate.