

Transportation in New Brunswick: How did we get here, where are we going, where do we want to be?

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Freedom *with* the automobile?

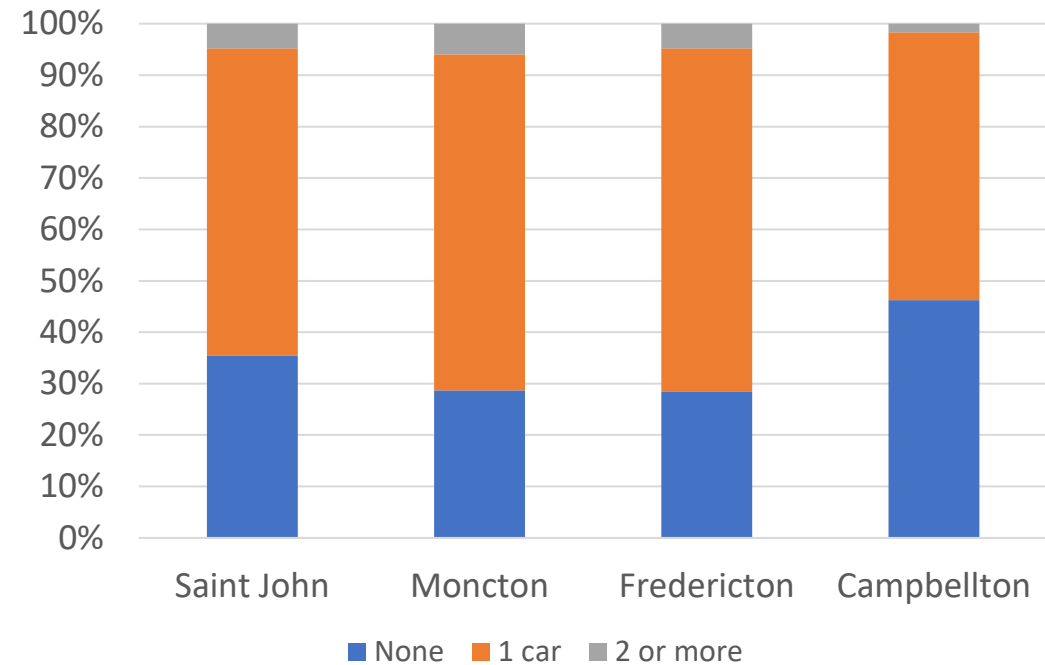
Freedom *from* the automobile?

How did we get here?

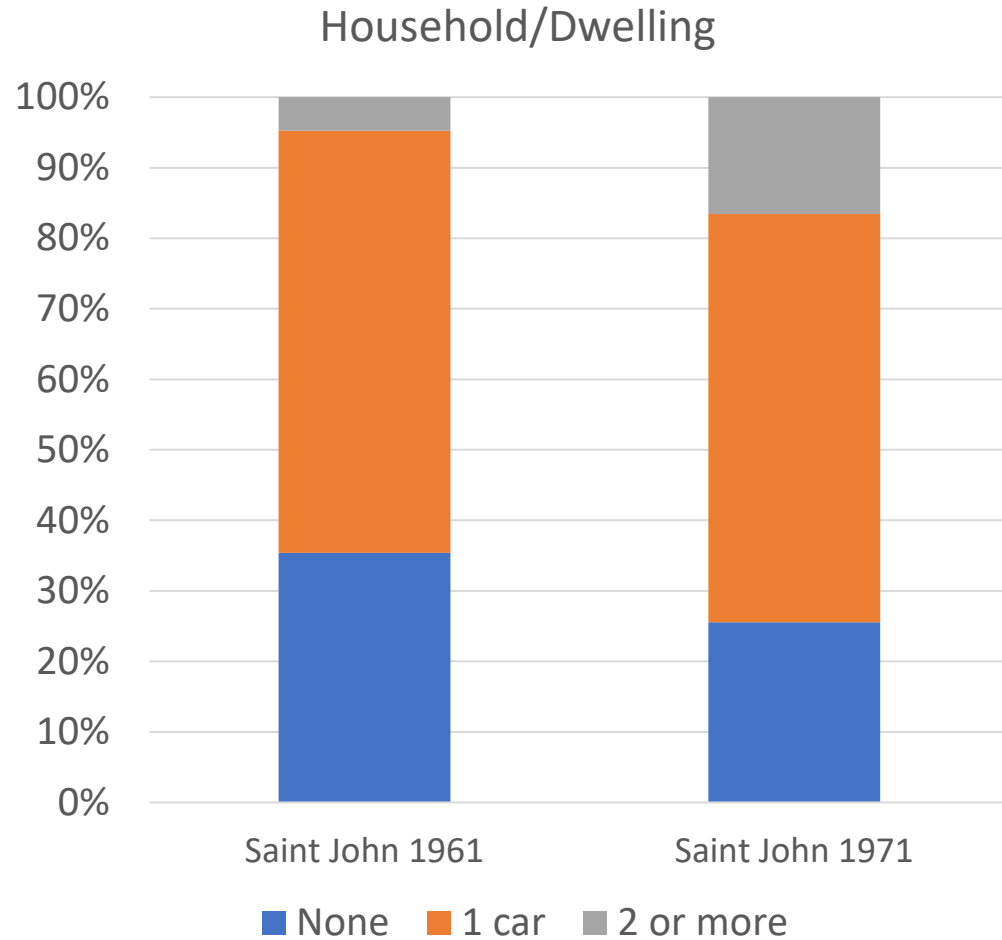
1960s in New Brunswick



Household car ownership 1961



1970s in New Brunswick



1970s – 1980s Municipal takeover of transit



Fredericton Transit #64 (GM "old look") 22 July 1980.
Peter Cox collection. Used by permission. All-time
List of Canadian Transit Systems.

1980s in New Brunswick



Feb 1980 © Bob Boudreau

1980s – 1990s: Railway divestiture

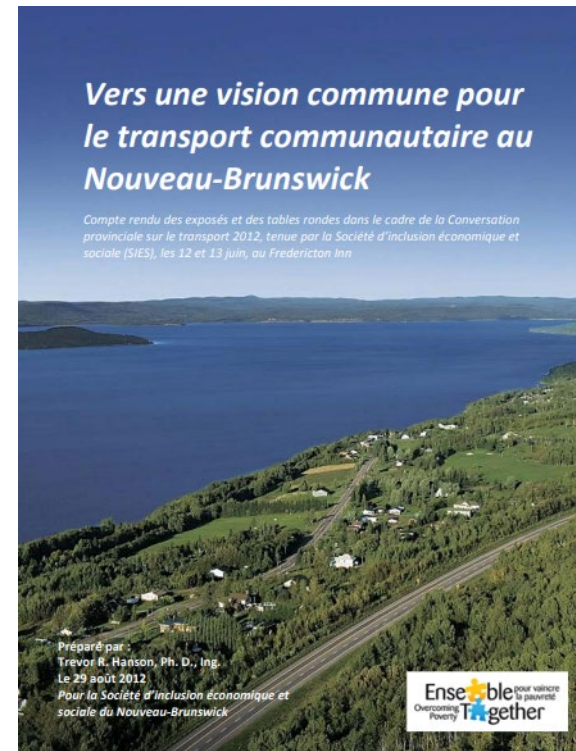
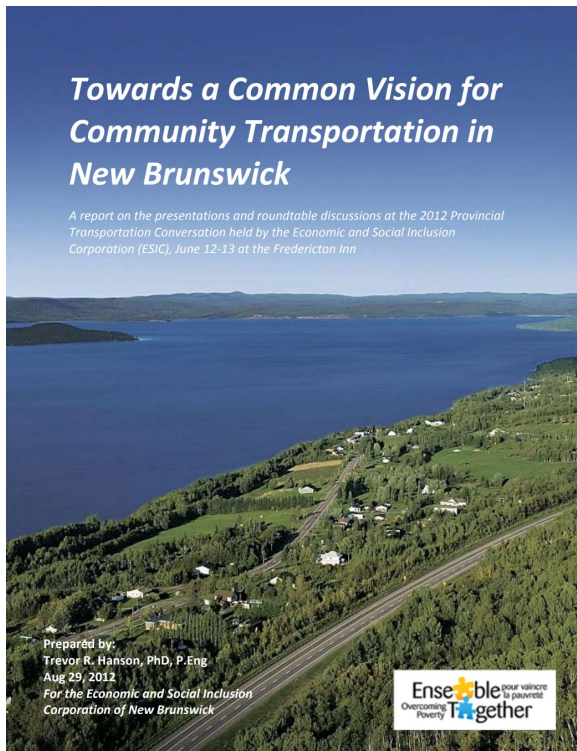


1990s – 2000s: Highway modernization



ESIC/SIÉS

- Overcoming Poverty Together (2009-2014)
- Acceleration in Community Transportation Programs



2015- 2017

From Surfaces to Services

An inclusive and sustainable transportation strategy for the province of New Brunswick, 2017-2037

Rural and urban transportation advisory committee
NB Economic and Social Inclusion Corporation

December 2017



Ensemble pour vaincre la pauvreté
Overcoming Poverty **Together**

Des surfaces aux services

Stratégie de transport inclusif et durable pour la province du Nouveau-Brunswick 2017-2037

Comité consultatif sur les systèmes de transport ruraux et urbains

Société d'inclusion économique et sociale du Nouveau-Brunswick

Décembre 2017



Ensemble pour vaincre la pauvreté
Overcoming Poverty **Together**

Why a new vision for transportation in NB?

- **Reason #1: New Brunswick has largely achieved its previous vision for automobile-based mobility,**
 - *but this mobility now makes populations dependent on the ability to own and drive a car.*
- **Reason #2: There is no broad “vision for mobility” for transit, bus and passenger rail services in New Brunswick today,**
 - *only a duty to provide economical services that have yet to achieve their full potential to attract riders*
- **Reason #3: New Brunswickers are looking for a “vision for mobility”**
 - *that improves access for those in greatest need, lessens the costs to citizens, and ensures support for community initiatives that use transportation to foster economic and social inclusion.*

Why a new vision for transportation in NB?

- **Reason #4: New Brunswickers presently look to the automobile to facilitate their economic and social inclusion,**
 - *therefore changing their behavior can be a long process that needs to begin sooner rather than later.*
- **Reason #5: A common vision is needed by entities responsible for planning and delivering transportation**
 - *to realize efficiency gains with societal benefits through improved public health and access to employment.*

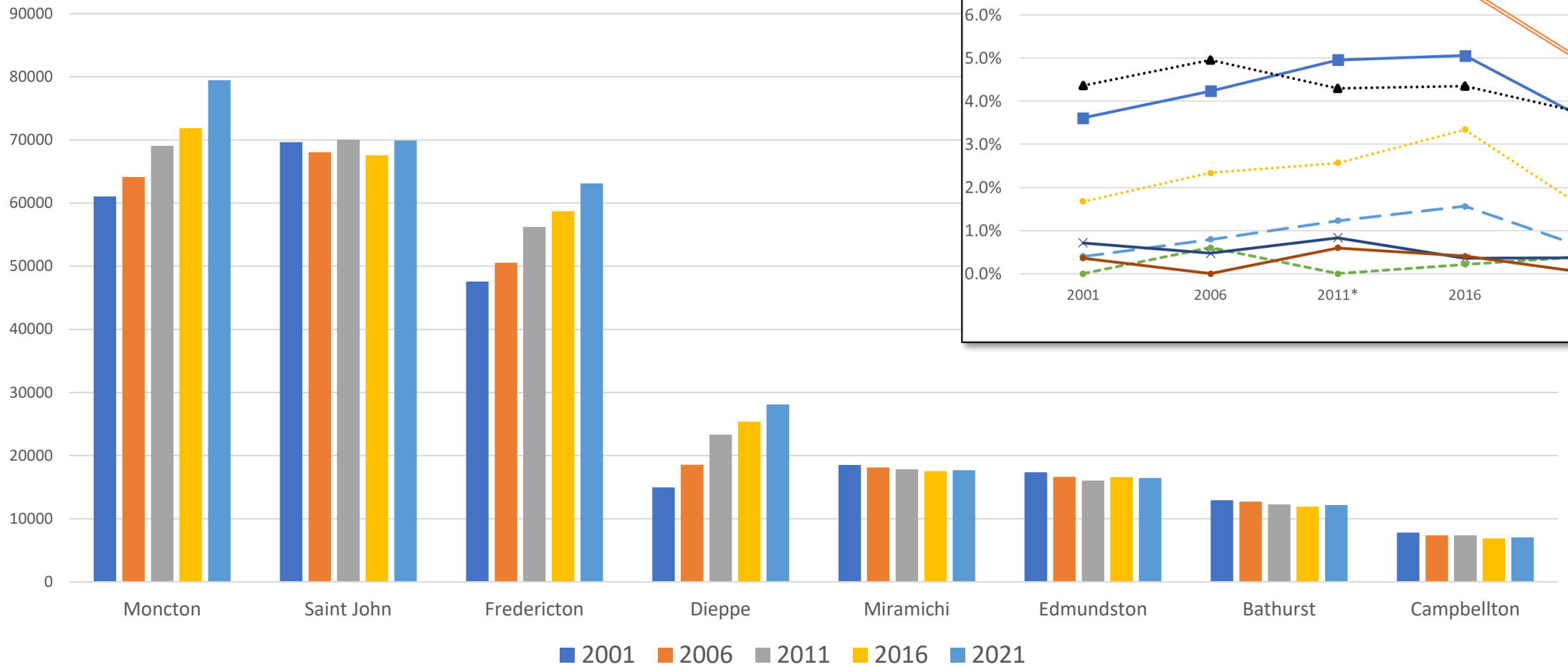


Where are we going?

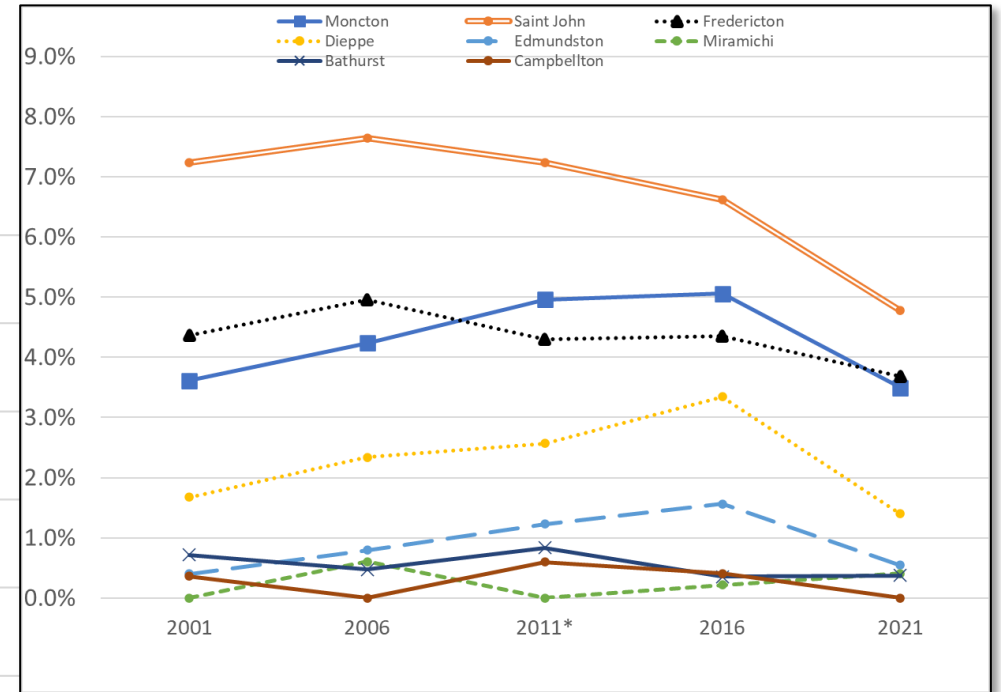
New Brunswick 2043?



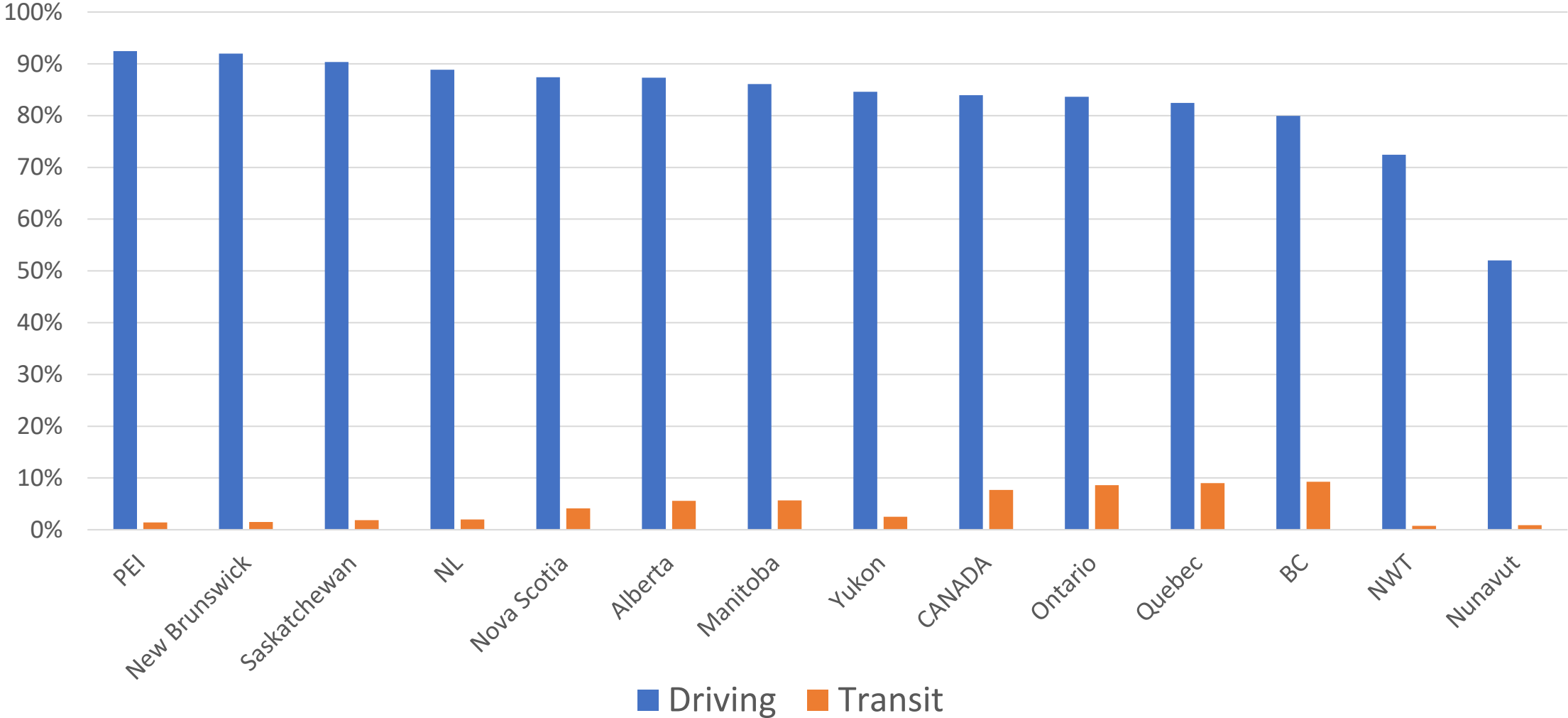
Cities are growing or steady



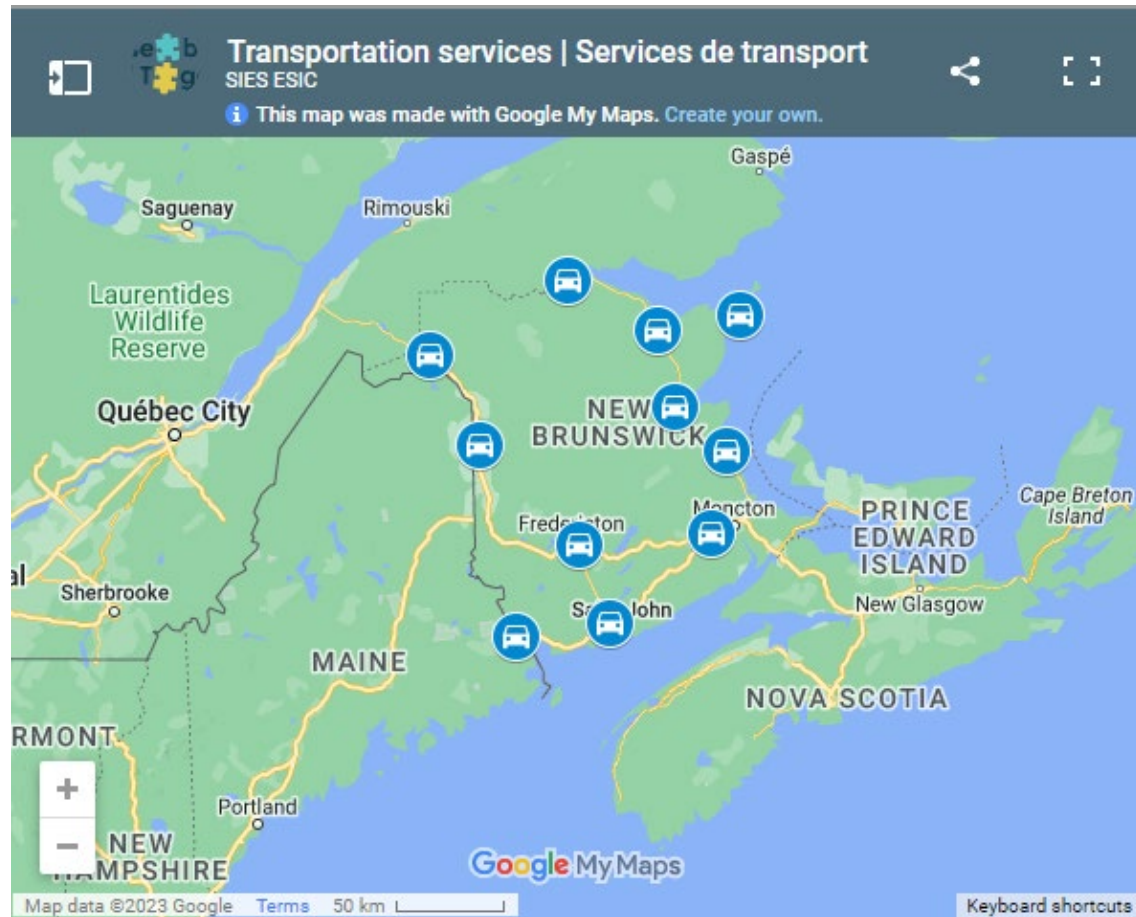
Transit to Work



Journey to Work by Driving or Transit (2021)



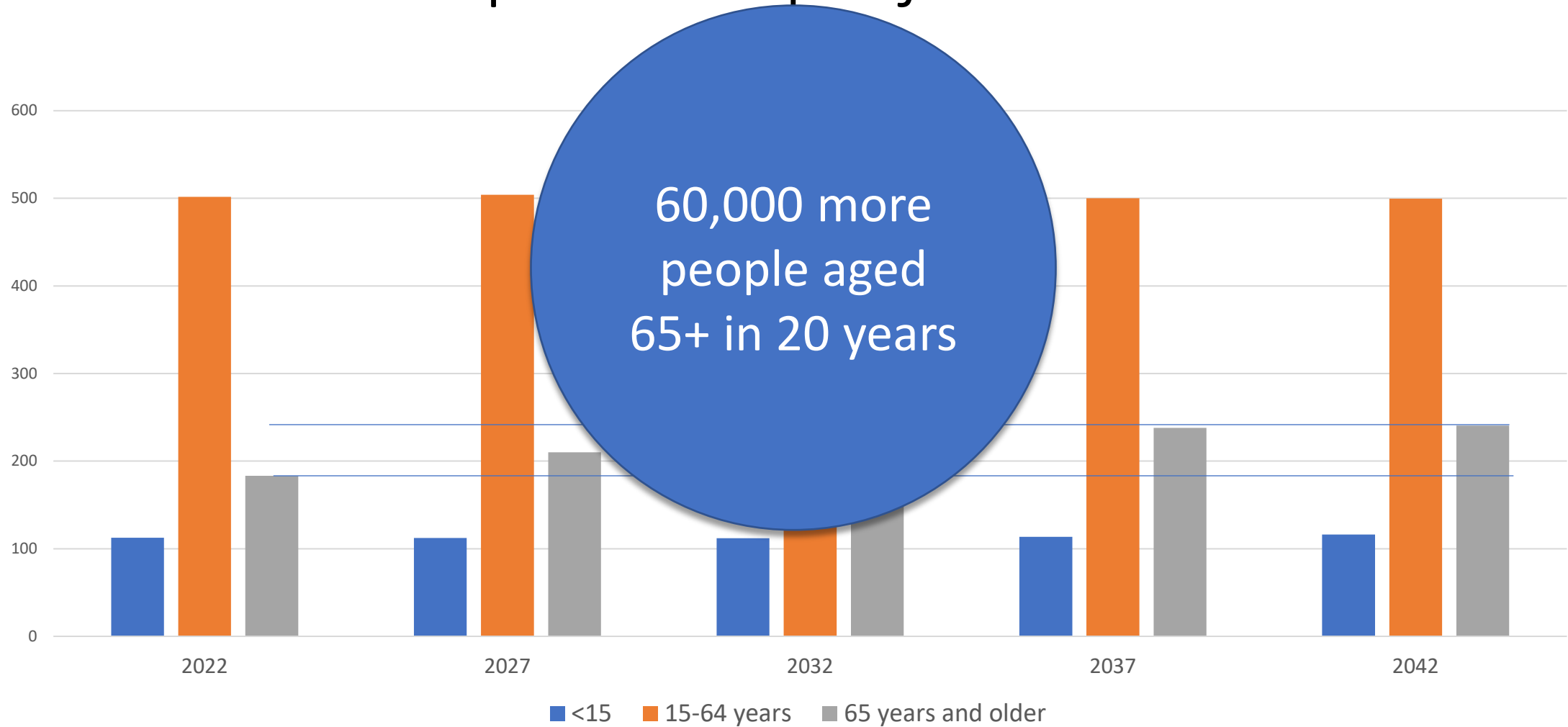
Volunteer and Community Transport growing!



What about long distance travel?

Can we solely rely on volunteers as demands increase?

2022-2042 Population projections



▶ KEY ACTIONS

- Grow the student population to 15,000, including domestic, international, undergraduate, graduate, online and professional learners.
- Lead sustainability and environmental stewardship across Canadian universities.
- Invest equitably and sustainably in an integrated one UNB, two-campus community.
- Deliver vibrant campus communities with improved residence, collaboration and learning spaces.
- Reduce our liability in deferred maintenance by 50%.

Who are
NBCC's
Learners?



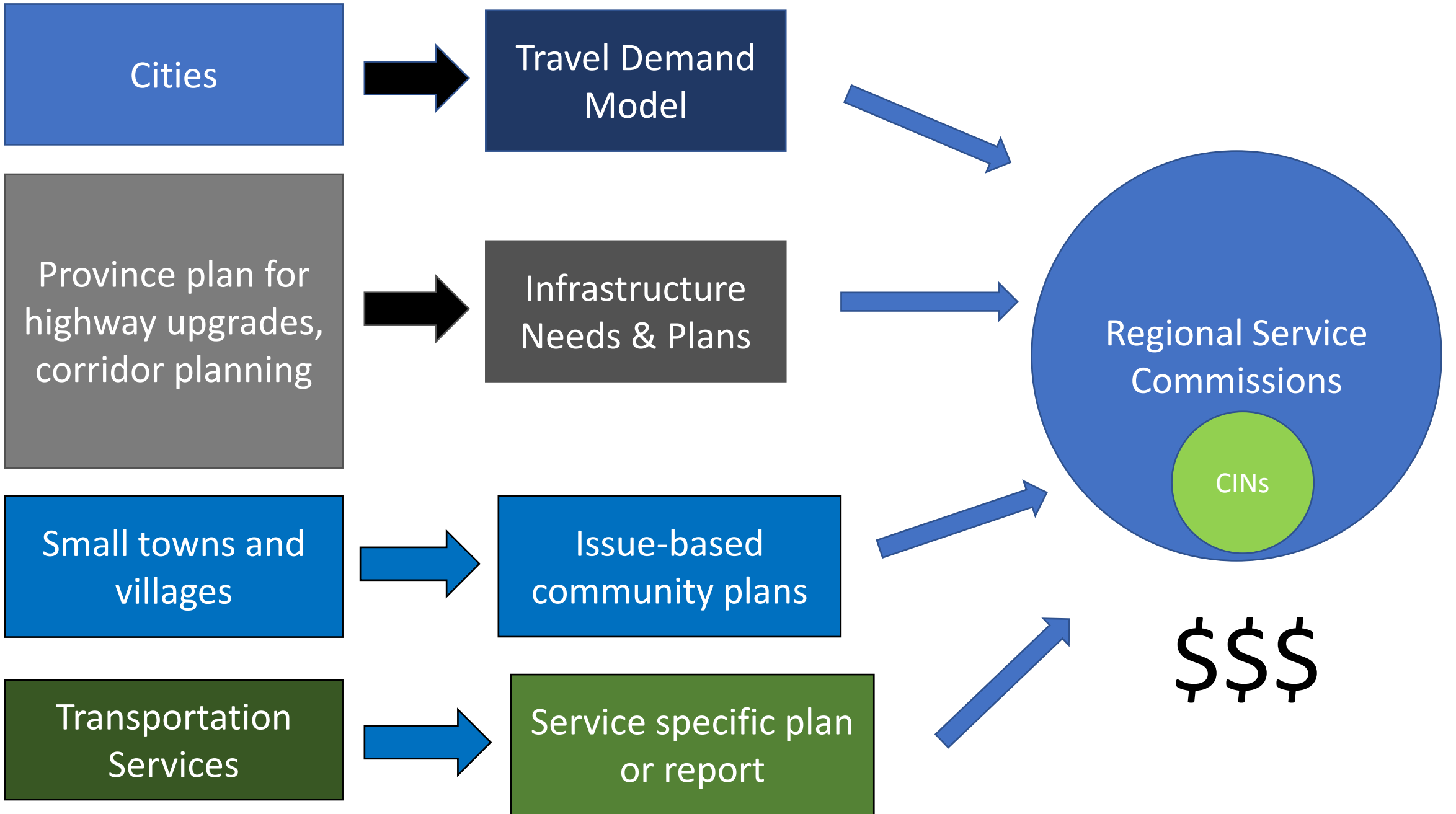
Together
WE RISE



Post-secondary institutions offer one of New Brunswick's strongest connections to the rest of the world – ensuring students can survive and thrive in their respective communities will play a key role in attracting and retaining them

Transportation Governance Gap?

Where is the entity looking at these long term trends, bringing plans together?



The Potential for Regional Transportation Planning

- Infrastructure planning
- Service planning
- Data collection, monitoring and reporting
- Strategic goals and objectives
- Communication and public participation

Where do we want to be?

Where do we want to be?

Build our way
out of
congestion?

Planning in
isolation and
increasing car
dependency?

No provincial \$\$
into transit?

Leaving \$120
million in federal
transit funds on
the table?

If a \$20 million investment in transit would defer the need for a \$200 million highway bridge, would we do it?



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