

**Chart 13.1
Kilometre
Guide**

	Calgary	Charlottetown	Edmonton	Fredericton	Halifax	Montréal	Ottawa	Québec	Regina	St. John's	Saskatoon	Thunder Bay	Toronto	Vancouver	Victoria	Whitehorse	Winnipeg	Yellowknife
Calgary	●	4917	299	4558	5042	3743	3553	4014	764	6183	620	2050	3434	1057	1123	2385	1336	1811
Charlottetown	4917	●	4949	359	232	1184	1374	945	4163	1294	4421	2878	1724	5985	6051	7034	3592	6460
Edmonton	299	4949	●	4598	5082	3764	3574	4035	785	6212	528	2071	3455	1244	1310	2086	1357	1511
Fredericton	4558	359	4598	●	346	834	1024	586	3813	1622	4070	2527	1373	5634	5700	6684	3241	6109
Halifax	5042	232	5082	346	●	1318	1508	912	4297	1349	4554	3011	1857	6119	6185	7168	3726	6593
Montréal	3743	1184	3764	834	1318	●	190	270	2979	2448	3236	1693	539	4801	4867	5850	2408	5275
Ottawa	3553	1374	3574	1024	1508	190	●	460	2789	2638	3046	1503	399	4611	4677	5660	2218	5086
Québec	4014	945	4035	586	912	270	460	●	3249	2208	3507	1963	810	5071	5137	6120	2678	5546
Regina	764	4163	785	3813	4297	2979	2789	3249	●	5427	257	1286	2670	1822	1888	2871	571	2297
St. John's	6183	1294	6212	1622	1349	2448	2638	2208	5427	●	5684	4141	2987	7248	7314	8298	4855	7723
Saskatoon	620	4421	528	4070	4554	3236	3046	3507	257	5684	●	1543	2927	1677	1743	2614	829	2039
Thunder Bay	2050	2878	2071	2527	3011	1693	1503	1963	1286	4141	1543	●	1384	3108	3174	4157	715	3582
Toronto	3434	1724	3455	1373	1857	539	399	810	2670	2987	2927	1384	●	4492	4558	5528	2099	4966
Vancouver	1057	5985	1244	5634	6119	4801	4611	5071	1822	7248	1677	3108	4492	●	66	2697	2232	2411
Victoria	1123	6051	1310	5700	6185	4867	4677	5137	1888	7314	1743	3174	4558	66	●	2763	2298	2477
Whitehorse	2385	7034	2086	6684	7168	5850	5660	6120	2871	8298	2614	4157	5528	2697	2763	●	3524	2704
Winnipeg	1336	3592	1357	3241	3726	2408	2218	2678	571	4855	829	715	2099	2232	2298	3524	●	2868
Yellowknife	1811	6460	1511	6109	6593	5275	5086	5546	2297	7723	2039	3582	4966	2411	2477	2704	2868	●

Official highway distances

14.3 million in 1982. Of that total, 73.6% were passenger cars and 23.0% were trucks and buses. Total registrations by province and territory are given in Table 13.9 and detail by type are shown in Table 13.10. Because of interprovincial differences in vehicle classification, the data are not fully comparable among the various jurisdictions.

Motive fuel sales. Most provinces levy taxes on motive fuels at point of sale. To estimate the amount of fuel sold for road motor vehicles, tax-exempt sales, exports and sales on which tax refunds are paid are eliminated from gross sales. A summary for the years 1978-82 is shown in Table 13.11. However, because Alberta and Saskatchewan no longer collect road fuel taxes, data are unavailable for Alberta from 1979 and for Saskatchewan from April 1, 1982.

13.4.3 Urban transportation

Almost 60% of all transportation activity in Canada is in urban areas, where 75% of the population lives. About 80% of all urban travel is by private automobile. Adverse public reaction to further road building and concern over energy, air pollution and congestion generated by private cars has led to new emphasis on public transit, including buses, subways and streetcars.

Although provincial and municipal governments have prime responsibility for urban transportation,

the federal government has taken some initiatives in the urban transit field. Transport Canada, in an urban research program to develop improvements to traffic management and public transport, has reviewed urban transportation services for the disabled and supported the development of a training program for urban transit personnel, a project carried out jointly with the provinces and the transit industry. A federal urban transportation assistance program (UTAP) provides the provinces with funds but does not specify their use. From April 1978 to the end of March 1983, projects selected by the provinces have included bus and equipment purchases, construction of garage and maintenance facilities, provision of bus shelters and pedestrian walkways, and grade separations.

Demand for adequate transport facilities in urban areas has placed a heavy financial burden on municipalities. Formerly, provincial cost-sharing programs which assisted in meeting the capital and operating costs of urban transportation systems were strongly oriented to freeways and roads. Several provinces are now shifting their emphasis toward transit planning and construction.

13.4.4 Intercity buses

In recent years buses have to a considerable extent supplanted the train for relatively short journeys by