

the Automobile-convenient killer

U proposes 'integrated plan

Predicting that the daytime population of the university will increase by 15,000 in the next 10 years, the Campus Development Committee and the Board of Governors have asked the city to provide bypass routes "to reduce the amount of non-University traffic" going through campus.

Apparently content that bus use has increased as a result of improved service, the university's official response to the city's position paper sees rapid transit as no more than "a long-term solution to some transportation problems," and insists that "there is need for the development of a balanced transportation system."

The brief recommends that Groat Road, University Avenue, 82 Avenue and 109 Street carry the flow of traffic around the campus; it opposes "any proposed upgrading of the whole of 87 Avenue as an arterial road through the campus proper." Access to the campus would be provided by a system of one-way streets and "ring roads". This scheme was foiled early this fall by opposition from residents of Windsor Park.

Just as controversial is the request that Saskatchewan Drive between 116 Street and 110 Street be allowed to deteriorate and ultimately closed and landscaped.

Traffic flow to the university could be improved by upgrading roads and intersections, the brief suggests. In particular it says that 114 Street south of University Avenue, the 114 Street-University Avenue intersection and the Emily Murphy Road and 116 Street intersection should be improved.

The brief vetoes the city proposal that a street be built through the University Farm.

Other campus response to the city's proposals have opposed the whole idea of roadways as the solution to urban transportation problems. The Interdisciplinary Committee for Environmental Quality sites the dwindling supply of fossil fuels as a major reason for choosing a public transportation system over continued reliance on automobiles. It proposes that the city should take advantage of research resources at the university in approaching the problem.

Earle Snider, professor in the sociology department, has attacked both the brief and the public hearings on the grounds that they do not facilitate public participation. The city's "intent to introduce citizen participation on some formal basis into transportation planning is both misleading and will generate citizen unrest, if not riot," Snider fears.

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practicum favours electric trains

Although the university prepared one of the handful of briefs which supported the principles of the

city transportation plan, it is also partly responsible for the most creative and valuable submission to the hearings.

The Department of Extension Practicum in Rapid Transit, under the coordination of Gerald Wright, argues that Edmonton needs a network of exhaust-free, single-track electric trains similar to those presently used by a number of European cities.

The trains, which would each carry approximately 200 people, depending on the model used, would run along both sides of already existing streets, except in the downtown area, where they would be underground. As a result, the report observes, it would not be necessary to use ravines, or the river valley or to disrupt residential areas.

According to the brief, the trains are flexible (the number of cars can be varied depending on the time of day), comparatively quiet (if jointless tracks and rubber padding are used) and inexpensive both to install and to operate. (total cost \$135 million, compared to one billion dollars for subway and \$185 million for freeways.)

Three routes are proposed in the brief: one from Jasper Place to the Mill Woods, one from Clareview to the south-west, and one from Northgate to the U of A. Travellers could reach one of the 37 train stations either by bus or by car.

The stations might become community centres, the report predicts. They could even be used as learning centres, contributing to the Worth Commission goal of making education accessible to everyone.

One bug in the system is service to the university; those coming from the south would have to transfer at 109 Street to come west to the campus.

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excerpts from the brief presented to the city hearings by S.T.O.P.

One of the great romances of North America has been the love of man for his automobile.

What has soured the romance has been an excess of zeal. North Americans have become so auto-oriented that they have permitted the objects of their affections to smother them.

In metro areas where one half million motor vehicles are consuming oxygen at a rate equal to the respiration of ten million citizens, decisions will have to be made as to who will survive - man or machine.

It won't be long before the 300,000,000 motor vehicle is built. This pestilence has forced the creation of freeways which slash through residential and historical neighborhoods, strangling cities and their residents. It has been estimated that fully three-quarters of all the millions of tons of urban smog generated every year comes directly from automobile exhausts. With more than two-thirds of Canada's population already concentrated in urban areas, planners are working feverishly to accommodate many more.

There is an appreciable effect on human reactions when even small amounts of carbon monoxide are absorbed into the blood stream. Highway accident researchers attribute many fatal accidents to the dulling of drivers' nerves after they have been subjected to periods of slow-moving traffic.

By rejecting rapid transit and encouraging automobile pollution in urban centres through the construction of freeways, man ignores the reality of the limits of his natural resources - in this case the very air we breathe.

Further, no city that has tried

to solve its transportation problems by the construction of freeway systems has ever succeeded. In fact, freeways tend to be self-defeating because they are used to capacity, in nearly all instances, soon after they are completed.

The effect of the building of freeways is the short term relief from traffic congestion. The cost for the Edmonton plan is 185 million dollars and this includes only a token rapid transit plan. This sum would seem rather optimistic in the face of rapidly rising costs, as high interest rates and revisions to the existing plan are bound to arise. The initial capital investment needed to construct the new transportation system is only the beginning. The cost of maintenance required to keep the system in order is not included and will increase the current annual operational costs. Land acquisition costs are included in the expenditures and it can be asked if the loss of tax revenue from this land is taken into account? Also, land values are lowered in the area of busy arterials.

There are other factors which although difficult to compute in dollars, can nonetheless be considered costs. With the advent of larger arterials running through the city core, retail businesses decline because of the unattractiveness of a city core. It becomes difficult for people to get from place to place in the downtown area due to the congestion during the rush hour. Parking space, already limited, becomes harder to find. The downtown area becomes car-infested with greatly increased air, noise and visual pollution turning people away. Increased service cost should also be considered because after a facility has been built, it becomes inefficient to allow it to deteriorate.

Noise pollution is an additional factor to consider when freeways are undertaken. The use of road systems by vehicles contributes approximately 85% of urban noise. Although many people think noise is simply annoying, the following quote from Pollution Probe states:

"Noise is recognized as a major contributor to a wide variety of disorders - hypertension, nervousness, upset stomach, muscle spasms, ulcers, nervous breakdowns, physical and mental exhaustion. Numerous documented cases of excessive noise being blamed for emotional upheavals which have led to premeditated murder and various other forms of violence exist. Links between noise and medical disorders are growing every day."

Rapid transit has many advantages over freeway systems. Existing rights-of-way can be used in most parts of the proposal so that well-established neighborhoods need not be disrupted. Rapid transit lines make far better neighbors than freeways. The noise factor, comparable to the average trolley bus, would seem to be a strong point in their favor. In fact, while land values fall adjacent to freeways, land values rise adjacent to rapid transit lines. Further the cost of rapid transit is comparable to freeways.

Rapid transit lines have been used in Europe for several years and have shown they can move more people, more safely and much more cheaply than freeways could ever hope to do.

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of the committee's lack of power, would be formed and instructed to render a decision of the fees collecting issue to be binding on the Board of Regents, thereafter to be reshaped into a body more acceptable to both students and administration.

Inexplicably Taylor turned his back on this compromise, completely undermining his negotiator's position and the students' enthusiasm for such negotiations. As well he demonstrated his complete contempt for the students and their attempt to reach an agreement.

On Friday November 17 a referendum denying the administration's right to unilaterally alter the structure

of the CSU by its fee collecting policy and calling on the Board of Regents to present its decision in favour of a student decision on fees collection was held. With 60% of the student body voting, 92% supported the referendum, exploding Taylor's claim that a majority of students supported his stand.

However, Taylor branded the referendum biased and the results unrepresentative and the Board of Regents publically supported Taylor on Sunday November 19th. Moreover, despite receiving public support from a number of trade unions in Newfoundland and a number of Canadian university student bodies, as well as a surprising amount of support

from local businessmen and private citizens, the students as well as many of the more reasonable MUN administrators are stymied by Taylor's obstinacy. For their part, the students will now seek support from the provincial government as well as from the faculty association which met last night to formulate position.

The Conservative administration of Frank Moores is eager to purge "Joey's boys" to reduce Smallwood's pervasive legacy of influence in Newfoundland; it is hoped, perhaps not unreasonably, that Lord Taylor as one of Smallwood's last appointees, can be eased out by government pressure. On the other hand, the government already fighting

for its own popularity, may balk at the student request for fear of tainting itself with "radical" academic associations, and appearing to bow to the demands of "mere" students.

Nevertheless, it is distinctly possible that support for the students will materialize from the faculty--twenty-five of whom recently spontaneously left the Faculty Club when Taylor entered. Such an expression of "adult" disapproval of Taylor's action might move the government to mobilize the power that only it has to solve MUN's problems in the face of Taylor's steadfast unresponsiveness, and rid Newfoundland of one of its latter day English colonial overlords.