



PHOTO: WENDY WARD

An art hater took objection to this piece outside Administrative Studies this week.

TTC approves proposal to relieve overcrowded route

By JONATHAN GOODMAN

The Toronto Transit Commission has approved changes to its Steeles West route to rectify overloading and decreased service in the York University/Steeles area, says Juri Pill, General Manager of Planning for the TTC.

In a meeting this Tuesday, it was decided to extend the current short-turn to Bathurst to Petrolia Rd.—just short of Keele.

In a phone interview Pill explained that "as soon as we recognized the problem—and we received a number of complaints—we looked into it in detail and found the best solution to be implemented as best we could."

The problem began at the start of the school year when many students and regular riders on the Steeles West route found themselves waiting unusually long for the buses to arrive—some attested to waiting up to 30 minutes—and being crammed in when buses finally arrived.

Judy McGill, employed by The National Institute on Mental Retardation at Keele and Steeles and a regular patron on the route, became so incensed with the service that she started a petition to demonstrate riders' anger.

But the problem actually dates back to before the summer. At that time, the Steeles West route consisted of two buses, both originating from the Finch/Yonge station—one that went up to Steeles and all the way over to Kipling Avenue, and a second which also went along Steeles but short-turned at Jane.

During the spring and summer, however, surveys and counts were taken by the TTC which determined that "at the time, there was not much ridership demand between Jane and

Bathurst," Pill said. As a result, the bus that short-turned at Jane was rerouted to turn at Bathurst.

To facilitate this change, a new express route was created from the Wilson West station which ran up the Allen Expressway, through the industrial district, and across Steeles to Jane.

Pill said there were four issues that the commission hadn't anticipated:

- Enrollment at York was up by 2,000 this fall and because of scheduling changes, more students rode the Steeles West route during peak times;
- People had moved into the new housing developments north and south of Steeles between Dufferin and Bathurst much quicker than the TTC anticipated;
- A lot of the industrial workers who had been laid off in the Alness-Weston area have recouped their jobs;
- There has been a general increase in traffic.

Pill said that the proposal which the Commission approved will reduce the crowding on the Kipling branch—the Steeles West route used most often by York University students—by encouraging the industrial and residential riders to use the Petrolia route.

The approved change will be effective November 20—due in part to the time it takes to reschedule service and have drivers sign up for new routes. "In the meantime, we will use as many extra buses as we can, and by November there certainly will be a substantial improvement," said Pill.

University releases proposal: dome stadium bid official

By MARK ZWOLINSKI

York University president H. Ian Macdonald released York's submission to accommodate a potential dome stadium complex on its main campus, *Excalibur* learned late Wednesday afternoon.

The 21-page submission, titled "Sportsplex," contains a detailed overview of public benefits stemming from the proposed dome site, which would realize the Ontario government's proposal for a complex of major sports and presentation facilities in one central position.

Macdonald foresees major community developments from the installation of a public transportation corridor to the university site.

"We believe that the maximum service and benefit to the greater community from the expenditure of the public monies on transportation and other related facilities will be achieved by locating the stadium at York University," Macdonald said in the report.

Proposed public transportation developments include a new LRT (Light-Rapid-Transit) line running from the Wilson subway station, through the York campus, onto Yonge Street where it would link up at Finch Station.

This loop would further be supported by a network of upgraded bus routes and schedules contained in a "Rapid Transit Study" compiled by the Toronto Transit Commission and the Metro Planning Department to benefit a stadium on the York site.

An existing North/South CNR railway line, in close proximity to university grounds, offers the potential for a new GO Transit line which would serve the inner city and outlying northern communities.

An "economic impact study," based on 1979 data, shows York generating more than \$124-million and 9,400 jobs in the Metro and surrounding communities through direct expenditures.

The same report calculated York to be indirectly responsible for 18,000 jobs and some \$281-million in income which backs the dome proposal with a strong economic and financial base.

However, the "Sportsplex" project has been met with both favor and objection by the university's administrative departments.

"Both the football field and ice arena desperately need to be upgraded, along with a host of other facilities in the Physical Education department and the University as a whole," said Stuart Robbins, chairman of the Department of Physical Education.

Vice-President George Bell maintains however, that there are no funds available now, or in the future with the present funding cutbacks in sports programming.

Bell's plans call for the improvement of campus sporting facilities with the addition of the dome stadium while spending little, if any, of the University's money.

"The idea is based on an exchange of university-donated land for certain student and university user's rights," Bell said. "A place on the board of the corporation would eventually be worked in. It would be a similar arrangement already in existence with the Metro Toronto Track Centre."

The submission is being forwarded to Queen's Park where a "Stadium Council Committee" headed by Hugh Macaulay, will review the entire document alongside several others from varying factions around the city.

Financial trouble for CYSF

By JOHN WRIGHT

The Council of the York Student Federation (CYSF) was to have discussed the acceptance of the 1982-83 year-end financial statements at its meeting last Tuesday. The meeting, however, was canceled after Quorum was not obtained 30 minutes after the scheduled starting time.

The year end report was prepared by the firm of Touce-Ross and Co., and had been eagerly anticipated for some time. The statements show that CYSF is in more serious financial difficulty than most observers had imagined.

At 30 April 1983, the year end of the administration of Maurizio Bevilacqua, CYSF would have been unable to meet the demands of its creditors should such a demand have been made. The accumulated deficit (that is the total deficits of all councils to 30 April 1983) amounted to \$63,417 set off by assets of \$40,832. The deficit of the Bevilacqua year totaled some \$55,381.

CYSF first ran a deficit in the 1981-82 year, when the year end report showed a net excess of expenditure over revenue of \$8,036.

Earlier that year, however, Greg Gaudet, then CYSF president, had approached the University for an increase of funds of \$4 per student in order to both recover the deficit he expected to run and to offset inflation in the year that was to be run by Bevilacqua. This increase was granted and became effective on the first day of the 1982-83 year.

However, the increased was insufficient to cover the demands of the Bevilacqua council. In this one year alone salaries increase by \$22,138, advertising by \$9,000, Radio York losses by \$11,078, and "bad debts" by \$3,377. One large increase came under the portfolio of Social and Cultural Affairs.

During the 1981-82 year with Lisa White as director, the bill for club grants and entertainment came to \$8,036. The figure rose to \$29,635, including close to \$13,000 in concert losses, under the direction of Bipin Lakhani. The increase was almost \$22,000.

When Bevilacqua took office in May 1982, he was left with \$32,618 in cash and term deposits. When Chris Summerhayes arrived just one year later he was faced with a bank overdraft of \$2,592, and no term deposits.

CYSF's largest creditor is the University. Through a courtesy arrangement, the University pays many of the CYSF bills on the understanding that they will be repaid within 30 days. The amount owing on this account was \$46,088 at year end.

This year's budget, now in preparation by finance director Darren Chapman, will be necessarily lean. Chapman reports that negotiations are now underway to arrive at a repayment schedule with the University. It is hoped that a two-year agreement will be obtained in order that all essential CYSF-funded services may continue to operate.

Finally...

The Yeomen rugby team finally took one from the U of T Blues, breaking a streak of losses. See page 13.



PHOTO: MARIO SCATTOLONI