

TRANSMIT DARTMOUTH

The following is a summary of possible long range goals for the TRANSMIT DARTMOUTH summer project. The summary is based on the "Brainstorm session" held on 12/6/75 at Rose Anne Ware's house. Two questions were raised and dwelt with over the course of the brainstorm session. I. What informations is needed?
II. What is to be done with the information once it is obtained?

I. What information is needed?

- A. General information on transit to be incorporated into a one page pamphlet.
- B. Information on federal and provincial programs, funds, subsidies etc. available for public transit. This should include purchase arrangements for urban transit hardware, Are grants available from DREE? from Urban Affaires?
- C. Information on Alternative Transit Systems.
 - 1. Dial -a- bus system in Winnipeg.
 - 2. Monthly pass system in Stockholm, Sweden.
 - 3. Free transit service but each household pays \$1.25 per month for transit.
 - 4. Ottawa experiment- neighborhoods rented school buses to service their residents to and from their offices. The system was making a profit.
 - 5. New York City - buses on railways.
 - 6. Railways and ferries as alternatives to cars.
- D. Cost Comparisons.
 - 1. Personal user cost comparisons
 - a) What does the first car cost per family?
 - b) The second or third car.
 - 2. Provincial highway costs vs. transit costs
 - a) paving costs vs. transit
 - b) Minister of Highways office expenses
 - 3. Dartmouth vs. Halifax cost comparisons.
 - a) historical data.
 - b) cost per capita on road maintenance
 - c) tax rate comparisons
 - d) parking lot costs vs. transit costs.

- e) cost of roads vs. cost of transit (MAPC data)
- f) cost projections (MAPC projections of population and highways)
- 4. Time Costs.
- E. Energy Comparisons.
 - 1. Given passenger miles per year convert to barrells of oil consumed
 - 2. Energy costs of private car vs. public transit.
- F. Card file of
 - 1. Resource people in Metro area.
 - 2. Community groups interested in transit issues.
 - 3. Media - press people etc.
 - 4. Authors/titles of articles and books on transportation in local libraries and at Ecology Action Centre.
 - 5. Mailing list of people interested in transit - including community groups and alder people and potential alder people candidates.
- G. Level of knowledge of alder people and potential alder-people candidates in Dartmouth with regard to transportation.
 - 1. An introductory letter to alderpeople needs to be drafted. The objectives of the project should be explained and an interview requested.
 - 2. A reference sheet or form questionnaire needs to be drawn up for use when alderpeople and candidates are approached.

II. What is to be done with the information once it is obtained?

- A. Pamphlets
- B. Press coverage - invite press members to a coffee party
- C. Distribute pamphlets to alderpeople and Candidates.
- D. Distribute pamphlets to public.
 - 1. at shopping centers and ferries and during peak traffic times.
 - 2. through mailmen (3¢ per pamphlet.)
- E. One day workshop in September.
 - 1. Show NFB films on transit.
 - 2. Bring in a resource person.
- F. Public forum on transit in September.

Susan Mayo
Co-ordinator
Ecology Action Center
21/6/75.

TRANSMIT DARTMOUTH

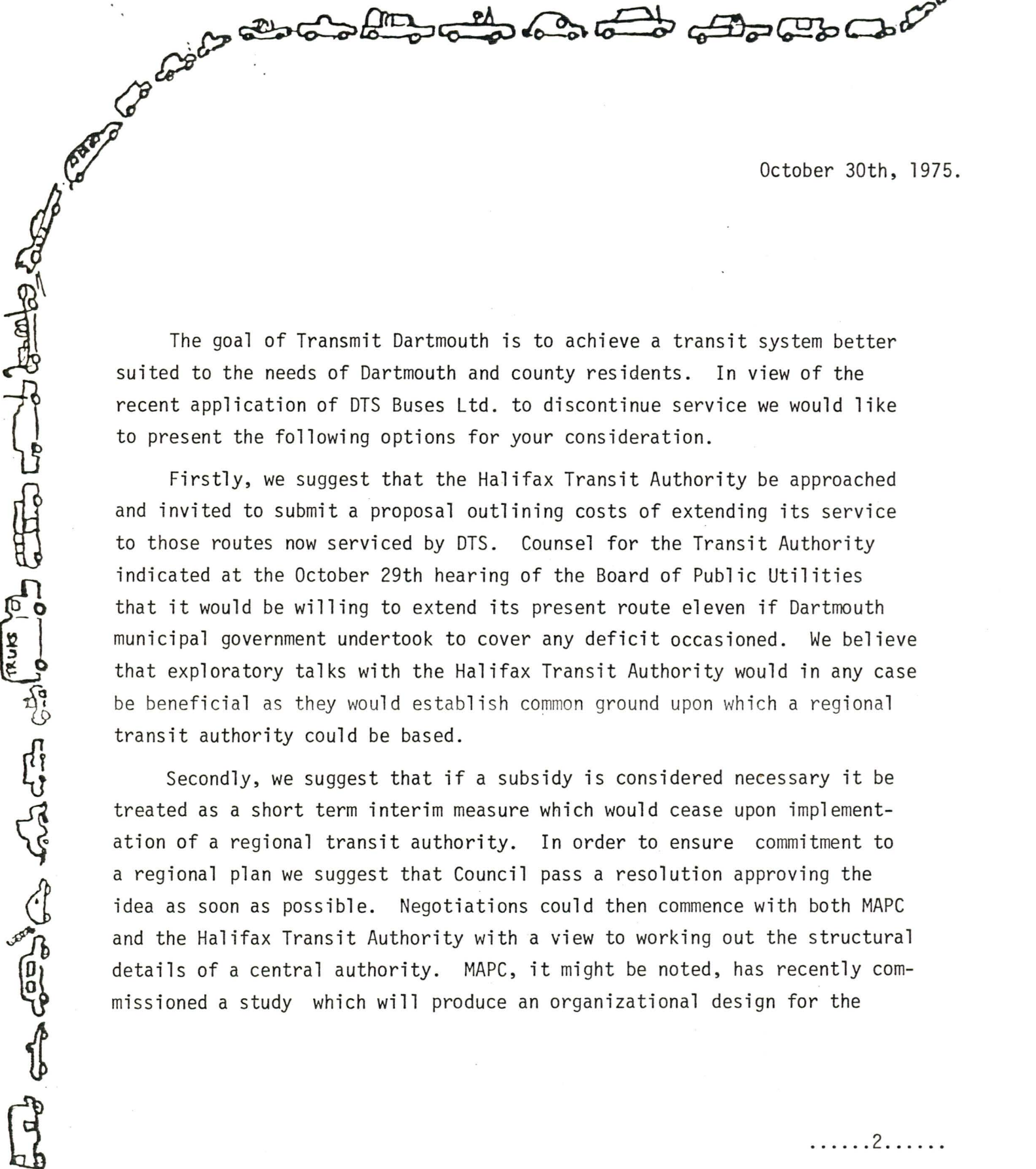
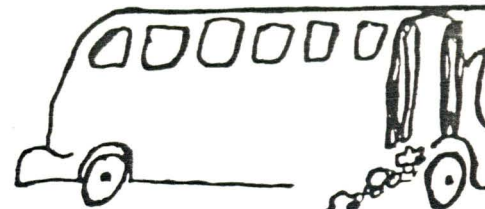
TRANSMIT DARTMOUTH is the name given to a student summer project sponsored through Ecology Action Centre. The project began 9/6/75 when three university students were hired. On 12/6/75 a group of individuals met to determine operational objectives for the project. The following is a list of objectives for the first three weeks as well as tentative longer range goals for the duration of the project.

1. To obtain Dartmouth citizen support for an efficient public transit system in Dartmouth.
 - a) Within a week to choose a name for the project that will identify it as a transit study in Dartmouth.
 - b) To establish a storefront office in downtown Dartmouth within the first week.
 - c) To prepare and have ready for distribution by the third week a one-page pamphlet on general transit concerns, questions and comments.
 - d) To inform the public through the radio and press media about the overall objectives of the project by inviting radio and press people to coffee party during the third week.
2. To establish a Dartmouth Transit Citizens Group to be made up of citizens throughout the city.
 - a) To form liasons with the existing transit groups in Dartmouth.
 - (i) The Dartmouth Ecology Group
 - (ii) Dartmouth Association Community Services - D.A.C.S. Transit Committee
 - (iii) Eastern Passage Transit Committee
 - (iv) Waverly Road Area Residents Association - Transit group
 - b) To build a mailing list of Dartmouth citizens concerned about transit.
 - c) To build a resource file of people in the Dartmouth-Halifax metro

TRANSMIT DARTMOUTH

11 Belvedere Drive,
Dartmouth.

Draft #1



October 30th, 1975.

The goal of Transmit Dartmouth is to achieve a transit system better suited to the needs of Dartmouth and county residents. In view of the recent application of DTS Buses Ltd. to discontinue service we would like to present the following options for your consideration.

Firstly, we suggest that the Halifax Transit Authority be approached and invited to submit a proposal outlining costs of extending its service to those routes now serviced by DTS. Counsel for the Transit Authority indicated at the October 29th hearing of the Board of Public Utilities that it would be willing to extend its present route eleven if Dartmouth municipal government undertook to cover any deficit occasioned. We believe that exploratory talks with the Halifax Transit Authority would in any case be beneficial as they would establish common ground upon which a regional transit authority could be based.

Secondly, we suggest that if a subsidy is considered necessary it be treated as a short term interim measure which would cease upon implementation of a regional transit authority. In order to ensure commitment to a regional plan we suggest that Council pass a resolution approving the idea as soon as possible. Negotiations could then commence with both MAPC and the Halifax Transit Authority with a view to working out the structural details of a central authority. MAPC, it might be noted, has recently commissioned a study which will produce an organizational design for the

proposed regional body. This design will include recommendations as to structure, cost-sharing formulas and project administration. The study is expected to be available in approximately ten weeks.

It is our belief that no decision concerning the future of transit in Dartmouth should be made before a thorough analysis of the implications of the various alternatives is conducted.

Enclosed you will find a copy of the brief presented to the Public Utilities Board and an excerpt from the Graham Report.

Roseanne Ware

Results of Barb Hart's recent survey in
ward 5 - Oct./75

SURVEY RESULTS

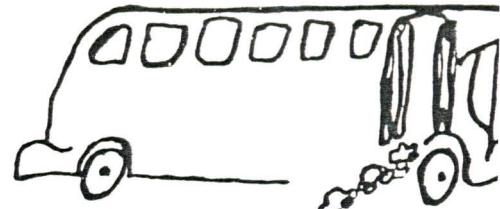
1. Did you have information about the election?
No - 71%; Yes - 29%
2. Would you like more information about Council decisions?
Yes - 76%; No - 10%; No Opinion - 14%
- * 3. Which do you think has the highest priority?
Day Care - 10%; Recreation - 27%; N.I.P. - 12%;
Transit - 22%; Multi-Service - 22%
4. Should School Boards be elected or appointed?
Elected - 68%; Appointed - 18%; No Opinion - 14%
5. Should schools be used for community activities?
Yes - 84%; No - 7%; No Opinion - 9%
6. Who should pay for this school use?
Users - 33%; City - 32%; No Opinion - 35%
- * 7. Does Dartmouth Transit require improvement?
Yes - 74%; No - 15%; No Opinion - 11%
8. Should transit be regional or municipal?
Regional - 41%; Municipal - 11%; No Opinion - 48%
9. Should the regional landfill site be at Burnside?
Yes - 31%; No - 41%; No Opinion - 28%

These results are based on a questionnaire which was taken to 250 households spread evenly throughout the Ward. If there are aspects of these results which you would like to discuss, please phone me (434-1900). I will continue to seek responses to the questionnaire during my campaign.

N.B. Barb Hart was elected to Dartmouth
City Council Oct 18 /75

TRANSMIT DARTMOUTH

11 Belvedere Drive,
Dartmouth.



October 31st, 1975.

The goal of Transmit Dartmouth is to achieve a transit system better suited to the needs of Dartmouth and county residents. In view of the recent application of DTS Buses Ltd. to discontinue service and our belief that alternatives to a subsidy should be investigated we would like you to consider the following.

Firstly, we suggest Council immediately invite a proposal from the Halifax Transit Corporation outlining costs of extending its service to those routes now serviced by DTS. Counsel for the Halifax Transit Corporation indicated at the October 29th hearing of the Board of Public Utilities that it would be willing to extend its present route eleven if Dartmouth municipal government undertook to cover any deficit occasioned.

A second alternative we urge Council to consider is the outright purchase of DTS Buses Ltd.. It is possible that the province would be prepared to assist in such a purchase, particularly if it were seen as a first step in regional transit co-operation. City staff should be instructed to prepare a preliminary proposal immediately.

While a thorough analysis of the implications of the various alternatives before you is conducted Council must develop and approve a general policy statement on public transit which will serve as a broad framework for future decisions. Clearly this statement should be a commitment to transit as a public service and an alternative to the private automobile. The ultimate



goal of such a policy statement should be the development of regional co-operation in public transit.

Further, Council should urge MAPC to expedite the recently commissioned study on an organizational design for the proposed central transit authority. This design will include recommendations as to structure, cost-sharing formulas, levels of service and project administration. Such a study will be invaluable in overcoming what has been to date the major stumbling block of the municipalities, namely, the lack of a practical legal and political structure for achieving a co-ordinated regional transit service.

Dartmouth City Council is urged to seriously consider the above suggestions before making a decision on the future of transit in Dartmouth.

Roseanne Ware

April /75

ment in ecologically sensitive areas and the municipalities shall in their zoning by-law provide for the regulation of conservation districts;

Within those areas designated as "Regional Park" on Map II, Appendix "C", only the following uses will be permitted: recreation uses, forestry and related uses, agriculture, schools and public buildings, marinas, campgrounds and similar public and recreational uses except where these uses would destroy the natural processes of the area or surrounding water bodies.

6. (A) OBJECTIVE

To create an effective regional transportation system, including an efficient highway system and the development of an effective transit system which will provide a viable alternative to the use of the private automobile.

(B) POLICIES

The regional highway system shall be as shown on Map III attached herewith as Appendix "D". It is to be noted that on Map III are shown two proposed routes for the highway by-pass 107. Both of these routes are to be considered as part of the regional highway system until the Governor in Council has made a decision as to which of the two routes is to be constructed. Once such a

decision is made along with a decision that the other route is to be abandoned then only the route chosen will form part of the regional highway system of the Regional Plan;

The design of new arterial roads and highways shall reflect the need to accommodate the public transit and, where necessary, or desirable to improve the flow of transit, provide for "transit only" lanes at potential congestion points, and "transit bays" at reasonable and regular intervals:

The level of transit service will be encouraged to increase through effective transit management, demonstration projects, expansion of the number and type of vehicles, additional ferry service, and any other effective innovative methods that may be identified so as to provide a viable alternative for the movement of people as compared to the private motor vehicle:

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A provincial program of financial assistance will be established to help provide for expansion of the transit system within the Region;

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The Provincial and Municipal governments will be encouraged to work towards creation of a regional transportation planning and administration authority;

The municipal units shall control by regulation or otherwise, the number, location and spacing of access points, and the

intensity of frontage development along highways and shall institute good sign control in order to insure that the function of the road system is protected where these are not already controlled by the Department of Highways.

7. (A) OBJECTIVE

To develop a core area that will serve as a focal point for the Region and the Province; to ensure that the central business districts of the two cities are developed with a pedestrian orientation as exciting urban activity centres through a harmonious mixture of contemporary and historic landscapes; and with a functional mixture of residential, commercial, business and entertainment uses.

(B) POLICIES

The detailed boundaries of the Central Business Districts (hereafter called the CBD's) of Halifax and Dartmouth shall be determined as part of the municipal development plans but shall be generally in accordance with the areas shown on Map II, Appendix "C", as "Central Business Districts";

Detailed plans for each CBD shall be developed as part of the municipal planning process and, when adopted, shall be made part of the municipal development plan;

MR. BUCHANAN: Then, is the minister saying that his department has now made recommendations to cabinet as to the choice of consultants.

MR. MITCHELL: Yes, Mr. Speaker.

MR. BUCHANAN: A final supplementary, Mr. Speaker. Would the minister indicate when last negotiations and I'll preface t by saying this, that at the Industry Committee meeting last, his officials, the Department of Development officials indicated that they would obtain a green light from the Department of National Defence by the end of 1975. Now, in connection with that announcement, would the minister indicate when you have last held negotiations with the Department of National Defence in connection with cleaning the ocean bottom or the seabed rather at Wright's Cove of ammunition and also moving the blast areas of the armament depot.

MR. MITCHELL: Well, I think we should just clarify, the honourable member preceded the question with a statement. I don't think it was suggested that were in fact going to get a green light by that time. I don't think so at all, Mr. Speaker. What was stated was, in fact that by that date we would know for sure if we were going to be able to go ahead or not.

MR. BUCHANAN: Well, it is the same thing.

MR. MITCHELL: Well, I think it is different, however, that is neither here nor there. If the honourable member agrees with what I said, that is neither here nor there..

MR. BUCHANAN: Yes, let's not fool around with it.

MR. MITCHELL: With respect to the second portion of his question, to be accurate I would have to take it as notice and give him an answer on the next question day.

MR. SPEAKER: The honourable member for Dartmouth South.

RE: PUB AND DARTMOUTH TRANSIT

MR. THORNHILL: Mr. Speaker, I have a question for the Minister of Municipal Affairs. In view of the statement or the announcement today by the Board of Public Utilities that the Dartmouth Transit System has been given authority to abandon itself as of February 1, 1976, can the minister advise the House if active negotiations or any negotiations are going on between the Department of Municipal Affairs and the City of Dartmouth or MAPC with regard to transit in Dartmouth at this time?

HON. J. FRASER MOONEY: No, there are no negotiations going on, Mr. Speaker, between the City of Dartmouth and ourselves, the Department of Municipal Affairs. I had been approached in the past and the problem was outlined to me that this action would possibly take place and now that it has, I wasn't aware of it until I just entered the building this noon, we have stated that municipal transit is a municipal responsibility, Therefore, anyone who is in public service or in public life hates to see any service cease that can be of benefit to any Nova Scotia citizens. However, we reiterate the case that municipal transit is a municipal responsibility and I do think that it is up to the Mayor and the councillors in the City of Dartmouth, that they shouldn't disassociate themselves from their responsibilities and look into this problem.

MR. THORNHILL: A supplementary question, Mr. Speaker. I am sure that possibly the Mayor and the members of council of the city have no desire to abandon their responsibilities in looking after this job, but the question I want to ask, Mr. Speaker, is, has the Department of Municipal Affairs come to any conclusion through its agency or its sponsored agencies of MAPC, as to what would be the best method of tackling the transit problem in the metropolitan region, whether it should be done on a regional basis or whether there should be subsidies paid out to the existing transit system on the Dartmouth side of the harbour?

MR. MOONEY: In MAPC, Mr. Speaker, we don't align ourselves with just the Dartmouth side of the harbour but rather take a regional approach to transit. This matter has come up before the MAPC committee, the matter of regional transit. Such being the case, we have set up experimental routes and we are taking a costing on these as well as having a survey done to the possible institution of a regional transportation corporation of which, of course, Dartmouth and Halifax and the municipal area would be — the county area — would be involved, so we are investigating this, taking a survey and until such time as the details are in, the action on regional transit for the metropolitan area cannot be determined, nor a policy. So, there is some activity in that area on regional transit. We are investigating the possibilities, the possible routes, the possible types and modes of transportation in the area, and until such things are assessed it is very difficult to come down with any policy.

MR. SPEAKER: The honourable member for Lunenburg East.

RE: JOBS LOST — MUNICIPAL TOURIST SERVICES

MR. RON BARKHOUSE: Mr. Speaker, my question is to the Minister of Tourism. Has an estimate been made of the number of jobs that will be lost as a result of reduced assistance to municipal tourist services?

HON. GLEN BAGNELL: Mr. Speaker, I'm not aware that there will be any loss of jobs in the area of municipal services or people employed by municipalities with relation to tourist facilities or tourist bureaus.

MR. BARKHOUSE: Is the minister saying that there will not be any closing down of tourist information facilities in the province?

MR. BAGNELL: Would you repeat it, please?

MR. BARKHOUSE: Will all the tourist information booths remain open in 1976?

MR. BAGNELL: All the provincial tourist bureaus will be open in the next year, a decision about municipal tourist bureaus, of course, as they are owned and they are primarily funded by the municipalities, they have received assistance for their operations in two different manners. One, a total provincial grant with respect to some of their operations, and a 50 per cent shared grant with Ottawa on some other functions that they have. We have been informed that the Ottawa assistance is cut off for the existing year and will not be in place for the following year, and recently I informed municipalities of this cutback, and in addition that there may be some reduction, or elimination of certain programs to municipal units, but certainly not all programs.

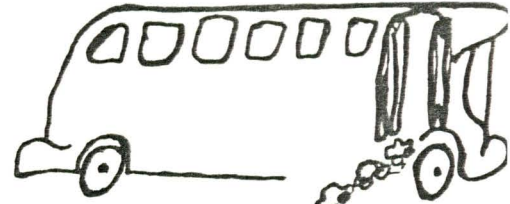
Offices of DTS Buses and associated companies as of September 2, 1975
- Reference, Registry of Joint Stock Companies.

1. DTS Buses Ltd. (i.e. Dartmouth Transit)
President, Roy Dooks
Vice President, J. S. Drury
Secretary, Herbert Titus.
2. Dart Enterprises Ltd.,
President, Roy Dooks
Vice-President, Herbert Titus
Secretary, John S. Drury
3. Lake City Company
President, Roy Dooks
Vice President, J. S. Drury
Secretary, Herbert Titus
4. Raypark Ltd.,
President, Ray Dooks
Vice President, H. Titus
Secretary, J. S. Drury
5. Carls Taxi - no files are available. According to the clerk,
Carls Taxi is no longer registered because they have failed
to pay their fees.

Note: J. Stewart Drury is also retained by the City of Dartmouth.

TRANSMIT DARTMOUTH

11 Belvedere Drive,
Dartmouth.



October 31st, 1975.

During the past week a crisis situation has developed in the Dartmouth Transit system. This crisis has afforded an opportunity to consider the alternative of immediate formation of a central transit authority which would service the entire region. Transmit urges you, as it urged Dartmouth Alderpersons in its position paper of October 30th, to develop and approve a general policy statement on public transit which will serve as a broad framework for future decisions. Clearly this statement should be a commitment to transit as a public service and an alternative to the private automobile. The ultimate goal of such a policy statement should be the development of regional cooperation in public transit.

Transmit, a Dartmouth and county based community group, has collected considerable information while pursuing its goal of alerting citizens and politicians to the need for an improved transit system. We feel the enclosed items will aid you in reaching a decision as to the future of public transit. Included are the following:

1. Time for Transit
2. Dartmouth YM-YWCA Research Group, Transmit Dartmouth, Survey Results and Recommendations.
3. Dartmouth Handbook on Public Transit, Transmit Dartmouth.
4. Graham Report - part of Chapter 12.
5. MAPC - Results of Citizen Attitude Survey - questions relating to transit.
6. St. Mary's University Research - Preliminary Results.
7. A Case for Transit - A brief, Waverley Road Area Resident's Association Transit Committee.

8. Barb Hart - Survey Results, Ward 5, Dartmouth.
9. MAPC Plan - Transit Objectives.
10. Position Paper - Transmit Dartmouth.

Yours truly,

Roseanne Ware

TRANS -FACTS III

Presently there is no public transit service operating in the City of Dartmouth. This is rather unfortunate because we have a population of over 70,000 people and this in itself is indicative to the fact that there is a large number of automobiles travelling our City's streets.

In order for a person to be mobile in Dartmouth one must have a car - have good friends with a car - be fortunate enough to live where a bus might pass - or have enough money to take a taxi. This situation is fine for a city with no intention of expanding in the near future and not too bad for a city whose sense of reality is not in keeping with the needs of its citizens. It seems apparent that Dartmouth does not have the best interests of its citizens in mind when formulating transportation policies.



"People who move to these areas (sparsely populated areas of the City) plan to use their cars and won't use transit".

"I am opposed to trying to give every person in Dartmouth a transit system".



These statements are not part of an election platform or speech but are comments on transit by one of the present aldermen of our City.

We are of the opinion that a number of citizens in Dartmouth are in need of transit and that if a good service were provided it would be used. We are also of the opinion, as well as some of the present aldermen of this City, that we can afford a good transit system. Funds are available from other government sources.

ONE REASON DARTMOUTH DOES NOT HAVE AN ADEQUATE SYSTEM IS BECAUSE YOU HAVE NOT VOICED A PRO-TRANSIT OPINION STRONGLY ENOUGH. DEMAND A STAND ON TRANSIT FROM YOUR ALDERMAN.

On the reverse is a copy of the Halifax Transit Corporation's Save A Buck Calculator. We are reproducing this calculator because it is a good way of assessing the cost of your car as compared to transit. Although Halifax's transit system could be improved, at least Halifax has a public transit system.

SHOULD WE HAVE TO SAY LESS FOR DARTMOUTH



Save a buck calculator

The Car



Our Figures

We're driving an average North American 8 cylinder four-door car with automatic transmission meeting pollution standards.

Your Figures

I'm driving an
.....
.....

Total mileage

We're driving 10 miles round trip each day. That's about 2600 miles per year.

I'm driving miles round trip each day. That's about miles per week \times 52 weeks in a year. That's about a year.

Gallons of gas per year

We get 12 miles to the gallon. That's:
$$\frac{216}{12} = 21600 \text{ miles per year}$$
or 216.6 gallons per year.

I get miles to the gallon. That's:
.....
or gallons per year.

Gas and Oil Bill



We will be paying about 65c per gallon of high test gasoline. That's 216 gallons \times 65c per gallon - \$140.40 for gas per annum.
Our oil is about \$3.50.

I will be paying about c per gallon of high/low test gas. That's gallons \times c per gallon - \$..... for gas per annum.
My oil for the same mileage is probably the same \$3.50.

Maintenance



Our tires and maintenance will probably come to about \$68.64 according to Automobile Association figures.

My tires and maintenance last year came to \$..... but my drive to work mileage is about per cent of total mileage. So it will cost me about the same percentage of my last years maintenance bill.

Insurance



Because we drive our car to work we are charged an additional \$23 on our PL & PD insurance.

My cost is probably the same. Actual

Depreciation



Because we put about 2600 miles on our car, local car dealers say this may reduce our trade in value by about \$160 - that's depreciation!

I put about miles driving to work and back. Depreciation is probably about the same. Perhaps \$600 to \$700 per annum over four years or 60,000 miles. Whichever is first.

Parking

We pay \$30.00 a month to park downtown. That's \$360 per year.

I pay/do not pay a year to park my car.

Damage

Your chance of receiving a \$50 dent or scratch while driving your car to work each year is pretty good. You pay for this.

As memory serves me, over the past few years I paid about per year for 'mysterious' bumps and scratches on my car.

Costs Total



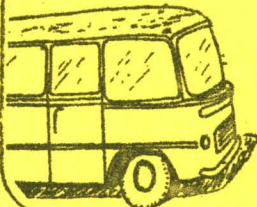
That's What We Spent

gas	\$140.40
oil	3.50
maintenance	68.64
insurance	23.00
depreciation	160.00
parking	360.00
dents	50.00
<hr/>	
	\$805.54

I Spent

gas
oil
maintenance
insurance
depreciation
parking
dents
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\$

Save a Buck



A 25c bus fare comes to \$2.50 per week round-trip. For every week in the year round-trips total \$130.00. So by taking HTC this year we subtract \$130 from the \$805.54 we spent

Our saving was **\$675.00**

What I spent
I subtract \$130.00

My saving may be \$

for more info call 469 1611