



DECEMBER 2010 NEWSLETTER

This is the official newsletter of the
TORONTO PARTY FOR A BETTER CITY

Goodbye Transit City!

By James Alcock, Chair, Transportation Committee

2010 Municipal Election

The Toronto Party for a Better City extends its congratulations to Mayor Rob Ford for his election victory. Since the election of Mayor David Miller to a second term in 2006, the Toronto Party has sought a new Mayor and a new direction for our city's government. Residents have been over-burdened by taxes and user fees, while Toronto's government has continued to spend tax revenue unwisely.

With Mayor Ford at the helm, we will support his mandate of reducing waste at City Hall and putting a halt to the "gravy train" that has epitomized the spending habits of our past city governments.

The party also has some unfinished business in the courts. A legal challenge commenced last Christmas to get over \$150,000 of taxpayer money back remains outstanding. We plan to win this fight for the taxpayer of Toronto.

Website:

www.thetorontoparty.com

Email:

info@thetorontoparty.com

Mayor Ford's announcement that "Transit City" is dead is a good thing for Toronto. We need subways, not the light rail plan previously announced, without debate, by former Mayor David Miller.

Transit City is an outdated plan

While the original plan for "Transit City" can be traced back to 1972, in 1986 the TTC advised that the mini-trains proposed for Eglinton and Finch (changed to Sheppard) should be completed as full subways. In addition, the TTC proposed the addition of a downtown relief subway line, which would run along Queen Street. This plan was called "Network 2011." However only the short section of the Sheppard Subway from Yonge to Don Mills was constructed. Although work to build a subway along Eglinton was started, the provincial government cancelled its construction in 1995.

Negative effects from light rail transit

When David Miller came to power as Mayor in 2003, completion of the Sheppard Subway from Don Mills to the Scarborough Town Centre was changed to the streetcar-type "Transit City" light rail. The original 1972 plans for lines along Eglinton, Jane and Don Mills were resurrected under this form of technology. Proponents argued that light rail was cheaper to build than subways and therefore more could be built with less money. But running light rail lines down the middle of major roadways has proven to be an economic disaster.

The dedicated streetcar route along St. Clair Avenue West has increased traffic

congestion and resulted in the closure of many small businesses. In addition, this project has proven that light rail lines are not as cheap to build as the proponents suggest. Originally projected to cost \$46 million in 2004 to complete, the St. Clair line has cost more than \$100 million to build.

Proponents for light rail have further argued that dedicated light rail lines along city streets will decrease travel time. But studies suggest that the St. Clair line has reduced transit travel time by only five minutes and made car travel worse.

Light rail has not worked in U.S.

Contrary to claims made by Transit City supporters, light rail has not been a success in other cities.

The best recent example is Houston, Texas. According to the Houston transit authority, prior to the construction of light rail transit, transit ridership was growing very quickly at a rate of 4.4 percent per year. After light rail construction, transit ridership fell 7.5 percent. In order to build light rail transit in Houston, bus fares were increased by 10 percent and eventually bus routes were cancelled because of the increased operational costs required to fuel light rail transit.

Similar declines have also been seen in Portland.

We can build subways

Those opposed to the building of subways argue that subway construction is too costly. However costs vary depending on

**...Let the debate on Transit City versus subways begin...
con't from page 1**

where the actual line is constructed. In some cases, landowners must be compensated because the line runs underneath their property. This is true of the proposed subway extension into Vaughan. However this would not be true of the extension of the subway line along Sheppard Avenue or a proposed subway along Eglinton Avenue.

In addition, building subways generally leads to the recovery of significant tax revenue. For example, the Sheppard Subway cost \$900 million to construct. In comparison, since completion in 2002, over \$5 billion in new development has occurred along this subway line and thus much higher property tax revenue has been returned to the city.

In my view, with new subway construction along Sheppard Avenue and Eglinton Avenue intensification of the industrial area around the Scarborough Town Centre and the old Downsview airbase, and of the commercial areas in Etobicoke would provide significant increased revenues that would easily offset the cost of new subway lines.

Furthermore these subways would supply more than enough capacity for the next fifty years rather than the 20-year life capacity of the proposed light rail transit system.

Time for open and honest debate

The Toronto Party for a Better City welcomes a debate on Transit City versus subways because so far the only people speaking on the subject have been the proponents of Transit City.

Accordingly, until the election of Mayor Ford, Premier Dalton McGuinty and transportation minister Kathleen Wynne had turned a deaf ear to subway expansion in Toronto.

We suggest that Premier McGuinty and the Honourable Ms. Wynne begin to listen to the other side. The City of Toronto belongs to the taxpayers and we are demanding subways over train tracks on our city's streets and the 2011 provincial election will soon be upon us.

TORONTO PARTY CANDIDATE RESULTS: 2010 MUNICIPAL ELECTION

Ward 5	Votes	%	Ward 27	Votes	%	Ward 40	Votes	%
Peter Milczyn	9778	41.16	Kristyn Wong-Tam	7527	28.28	Chin Lee	12557	70.62
John Chiapetta (TP)	1245	5.24	Gary Leroux (TP)	283	1.06	Danny Chien (TP)	2507	25.39
Ward 10	Votes	%	Ward 28	Votes	%	Ward 43	Votes	%
James Pasternak	3159	19.16	Pam McConnell	11883	62.86	Paul Ainslie	9334	60.56
Edward Zaretsky (TP)	326	1.98	Howard Bortenstein (TP)	3730	19.73	John Laforet (TP)	4440	28.81
Ward 15	Votes	%	Ward 31	Votes	%	<p>The Toronto Party extends its congratulations to Councillor Michael Del Grande for his re-election and to new councilor Michelle Berardinetti for her resounding victory in Ward 35.</p> <p>We also extend our congratulations to new Councillors Doug Ford (Ward 2) and Ana Bailão (Ward 18), and to the following candidates who were not successful but who have an open door to join us in the future: Nick DiNizio (Ward 7), Gus Cusimano (Ward 9), Jane Pitfield (Ward 16), and Diane Hall (Ward 44).</p>		
Josh Colle	6668	40.37	Janet Davis	11177	63.27			
Ron Singer (TP)	2275	13.77	Rob Walker (TP)	1945	11.01			
Ward 24	Votes	%	Ward 36	Votes	%	<p>We also extend our congratulations to new Councillors Doug Ford (Ward 2) and Ana Bailão (Ward 18), and to the following candidates who were not successful but who have an open door to join us in the future: Nick DiNizio (Ward 7), Gus Cusimano (Ward 9), Jane Pitfield (Ward 16), and Diane Hall (Ward 44).</p>		
David Shiner	10523	56.38	Gary Crawford	4392	25.25			
Bob Nahiddi (TP)	903	5.01	Sean Gladney (TP)	2233	12.84			
Ward 25	Votes	%	Ward 38	Votes	%	<p>We also extend our congratulations to new Councillors Doug Ford (Ward 2) and Ana Bailão (Ward 18), and to the following candidates who were not successful but who have an open door to join us in the future: Nick DiNizio (Ward 7), Gus Cusimano (Ward 9), Jane Pitfield (Ward 16), and Diane Hall (Ward 44).</p>		
Jaye Robinson	9258	46.49	Glenn De Braeremaker	11166	62.44			
Joanne Dickins (TP)	1968	9.67	Glenn Middleton (TP)	4541	25.39			