

The TORONTO PARTY

LEADING THE WAY

TTP UPDATE FEBRUARY 2009

This is the official newsletter of The Toronto Party.

Party Update

The last two months have seen a lot of activity for The Toronto Party. We have received some great press coverage, had party representatives attend a public meeting with respect to the proposed beautification project planned for Jarvis St., and worked on a platform that will help brand our party.

We have also mailed our petition asking for formal party recognition on election ballots to Queen's Park and are expecting it to be read into the record of the Legislative Assembly.

This month promises to be as exciting as last month. Please continue to support us and please continue to spread word of our party.

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TRANSPORTATION WAR MUST END

Party's transportation committee chair, Mr. James Alcock, comments on the proposed narrowing of Jarvis Street

Here we go again — City Hall is sense since city planners have attacking the automobile once admitted the proposed project to more.

First, Mayor Miller champions a \$60 tax on car registrations that does not go back into repairing roads, and then Councillor Giambrone narrows part of the proposal, The Toronto Party's Lansdowne Avenue over the objections of local residents. This is followed by a decision to tear down the eastern portion of the Gardiner Expressway and now Councillor Rae champions eliminating the reversible lane on Jarvis Street. The reason for the latest assault: to "enhance the cultural and historical significance of Jarvis Street."

This is nonsense.

Jarvis Street is a vital roadway in the downtown core. The reversible lane represents a well-thought out idea to help traffic flow in and out of the city, and has proven itself to be very efficient. It is a roadway that brings people into the city and helps downtown businesses, like those at the St. Lawrence Market, thrive.

In an era of environment consciousness, the plan makes no

replace the reversible lane with a landscaped median will cause increased traffic congestion in the area. Based on information provided by the city and gathered at a recent open house to explain the transportation committee has determined that the removal of the reversible lane will increase the number of highly congested intersections from 2.5 to 4, and the number of moderately congested intersections from 2.5 to 5.5.

It is also expected that traffic will spill over onto nearby parallel streets such as Sherbourne St. and Church St.

The plan is bad, and we are opposed to it.

Our opposition falls into line with members of the North Rosedale and Moore Park Ratepayer Associations. Like us, they believe that Jarvis St. should be maintained as a good traffic route in and out of the city so as to ensure that traffic is kept off of local streets.

Aside from the arguments made

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above, the proposal to narrow Jarvis Street represents yet another bad expenditure. This project should not be a priority especially when roads throughout Toronto are in poor condition and the backlog of road repairs continues to grow worse. It is now nearly \$400 million.

The people neither want the narrowing of Jarvis Street, nor do they need it. Since the party's inception, the transportation committee remains steadfast in its view that our public money should be spent on meeting the needs of the people.

From a transportation perspective, this means that the needs of car drivers, transit users, cyclists and pedestrians must all be met in a fair, adequate and safe way without inconvenience to anyone.

Instead what we currently see is a transportation strategy that is driven by political ideology and self-interest.

The proposed narrowing of Jarvis Street is further proof that regime change is desperately needed at City Hall.

CITY PASSES TORONTO PARTY PLAN ON SUBWAY RELIEF LINE

Recently, City Hall gave its approval to construct a Downtown Relief Subway Line by 2018. In the National Post, the plan was described as follows: "The proposed subway line would let passengers travelling downtown avoid the Yonge transfer point at Pape station where the busy Don Mills bus empties onto the Danforth line. The route would dip south to Eastern Avenue, follow the railway line and then Front Street past Union Station to Fort York before turning north along the railway through Liberty Village and Parkdale, ending at Dundas West station."

This "U-shaped" description is the exact "U-shaped" downtown relief subway line proposed in The Toronto Party's "Get Toronto Moving" plan. While some have suggested that the proposal dates back to 1985, the "U-shape" was not part of the original plan. The 1985 "Network 2011" plan was designed only to implement the eastern half of the current proposal.

The Toronto Party's transportation committee revived this plan, and proposed that it be extended west to Dundas Street Station, thus forming a "U-shape" through downtown. This plan was then adopted by the party's membership in February 2007 and has been a key part of its public transit strategy ever since.

Now, almost exactly two years later, the City has adopted it, and we are in total support.

President's Corner by Stephen Thiele, President of The Toronto Party

Recently, City Hall rejected a motion to immediately re-open debate on the decision to increase the salaries of our politicians. At a time of economic crisis in which family members, neighbours, friends and colleagues have lost their jobs, our political leaders should have demonstrated leadership and compassion and given up their pay increase. In my view, the failure of our politicians to control their own wages symbolizes everything that is wrong with Mayor Miller's government. With some exceptions, most of our politicians have forgotten that they work for us. Accordingly, Torontonians must stand up and in 2010 say to their local politicians: "You're Fired!"