



JULY 2010 NEWSLETTER

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

Municipal Election

The Toronto Party for a Better City is running a slate of candidates for City Council in the 2010 municipal election.

So far, we have six registered candidates and we are continuing to speak to and recruit more.

Our candidates are as follows:

Ward 4

[Glenn Vaughan](#)

Ward 10

Edward Zaretsky

Ward 15

[Ron Singer](#)

Ward 36

[Sean Gladney](#)

Ward 38

[Glenn Middleton](#)

Ward 41

Danny Chien

For more information about our candidates and the party, please visit the Toronto Party's website.

Website:

www.thetorontoparty.com

Email:

thetorontoparty@yahoo.ca

LET'S GET THIS PARTY STARTED!

By Stephen Thiele, President

As we head into the summer, Torontonians remain divided on who to support for Mayor. While former Deputy Premier George Smitherman held an early lead in public opinion polls, he has watched it evaporate while Ward 2 Councillor Rob Ford gains momentum.

In this race for Mayor, the membership of the Toronto Party for a Better City has decided to remain neutral. Instead we are concentrating our efforts on recruiting and supporting City Council candidates who are willing to run under our party's banner.

The Mayor of Toronto, like every City Councillor elected, only has one vote. Accordingly, we believe that it is in the best interests of the City to ensure that as many like-minded Council candidates get elected so that there is a fundamental change in the direction of the city's government.

Toronto's residents have been assaulted with a litany of taxes and user fees since Mayor Miller was first elected. The operating budget has grown from \$6.4 billion to \$9.1 billion in seven years. We are required to pay an extra \$60 per year to own and operate a car. We are required to pay a garbage tax depending on the size of garbage bin we want to utilize.

At the door, seniors tell us that nobody is looking out for their interests. They want change, and so do we.

The people on Bay Street and Main Street tell us they want change. And so do we.

But change does not happen if people only speak of change. Change happens when those who want it work hard and help those who fight for change.

Our candidates are working hard for change, so please help them get the party - the party that brings change to City Hall - started! Without your help a new Mayor might not be any better than the old one.

ROAD TOLLS ARE NOT THE ANSWER TO GRIDLOCK

BY JAMES ALCOCK, CHAIR, TRANSPORTATION COMMITTEE

Recently the Toronto City Summit Alliance announced that a series of road tolls should be introduced on highways in the Greater Toronto Area to pay for transit. With the greatest respect, the TCSA is promoting an outmoded idea, increasing our tax burden and continuing to wage war on car drivers.

Enough is enough. The war being waged against car drivers and the automobile industry must end now with new solutions to a transit problem that has been created by life-long politicians who have demonstrated a collective inability to think of the long term interests of our residents. Road tolls, which are merely another tax, are not the answer.

Indeed, in London, England, where congestion charges were introduced based on arguments that car traffic would be reduced and people would use public transit instead, the zone in which the charges were levied saw a significant drop in retail business as people began to stay away. Londoners complained that the congestion charges merely represented another tax.

Do we really want to pay more taxes on top of the high income taxes that we already pay to the provincial and federal governments and on top of new consumption taxes introduced in Ontario or do we want real solutions to our transportation problems?

In my view, Toronto is a victim of gridlock by design. Plans to fill in the Allen Expressway and turn it into a boulevard, plans to tear down another part of the Gardiner Expressway, plans to remove the on and off ramps on the Allen Expressway north of the 401, and plans to create "European-designed plazas" and "squares" around Union Station represent poor political judgments which will only add to traffic congestion.

Furthermore, the inability of our city to properly synchronize traffic signals, the promotion of streetcars on dedicated rights-of-way, and the many proposals to convert traffic lanes into bike lanes is contributing to increased travel time and the loss of productivity.

Road tolls are not going to solve these problems. Instead they will add to them as those who either cannot afford to pay more taxes or those who are tired of paying more and more taxes seek alternative routes through our residential streets. Is this what we want or do we want alternative solutions?

In my view, the answers to our gridlock woes lie in making progress in the synchronization of traffic signals, the building of more subways and highways, and the abolition of our outdated congestion-causing streetcars. And instead of implementing a plethora of road tolls to pay for new infrastructure, it is time to encourage the issuing of infrastructure bonds and to utilize funding that can be provided by the private sector.

The mentality that government and its ability to impose taxes can pay for everything must end. We must expand our horizons and openly adopt models of public-private funding initiatives which have been successful in other parts of the world.

Furthermore, we must encourage developers to partner with the City of Toronto to build above and around subway stations so that a stream of income can be produced to pay for new subway lines which will have an instantaneous base of new riders.

Also instead of permitting intensification to take place in various neighbourhoods in Toronto without properly planning subway expansion, the city should focus on creating subway hubs and developing lands around Sherway Gardens, the Yorkdale Mall, and the Scarborough Town Centre. Multi-level parking garages, similar to the ones already built at the Yorkdale Mall, should be part of these development plans so that people can leave their cars at these hubs and get onto the subway.

While I agree that new transportation infrastructure, particularly subways, are needed for Toronto and the expanding GTA, the answer to funding the projects that are necessary does not lie in charging drivers .20 cents per kilometer.

It's time for new thinking to tackle old problems.