

# REFORM METRO

BOX 54  
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TORONTO



december/january 78

# REFORM METRO

## tTC forum

THURSDAY, JANUARY 26, 1978  
8pm

TORONTO CITY COUNCIL CHAMBERS...

- CARE ABOUT THE TTC FARE HIKES?
- SHOULD USERS PAY 70% OF TTC COSTS?
- SHOULD MUNICIPALITIES TAKE OVER THE TTC?

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## REFORM METRO

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# STOL? OH NO! but BMR says YEA#

by LARRY BAIN

The Bureau of Municipal Research has just released its study entitled "Should the Island be an Airport?". The report outlines the seven alternatives that were studied in depth over the past 2-1/2 years. The scenarios referred to range from a regional parkland plan through two innovative housing schemes and concludes with the ultimate exploitation of the airport by using it as a regional and extended STOLport (Short Take-Off and Landing airport). The report quickly dismisses the park proposals as being too costly. The housing schemes "would commit this unique site to a routine use and eliminate a prized open space." Neither of these objectives are raised in reference to a STOLport. The conclusion of the BMR report is simple. "It seems to us that retention of the island airport and the addition of extended STOL services...fulfills a real need... and is the most logical and desirable choice."

The BMR's concept of real need is difficult to understand. The chapter that discusses the housing proposals admits: "there is a serious demand for housing in the Metro area;" that the island site is unique in that it is publically owned and is large enough to permit a comprehensively planned complete community--that this site could accommodate more than one year's housing target for the whole city in that the central location of the site makes it ideal for housing.

Alderman Sheppard's statement seems à propos. "The report presents an irresponsible disregard for the human assets that the Toronto Islands represent."

While there is admittedly disagreement on the question of housing on the airport site, there is no disagreement about Alderman David White's comment: "I can't imagine a more irresponsible expenditure of government transit dollars than the subsidization of an elite sector of the populace which is already the most heavily subsidized for travel."

The STOL service will cater to less than 3 per cent of the travelling public--mostly business executives. On the other hand, rail service, which is a far more energy efficient form of transportation, serves most of us. If the Federal Government made improvements in the trains and rail beds between Toronto and Ottawa, usership would jump 200 per cent. If, alternatively, the Government continues to pour money into STOL and the Island is converted into an extended STOLport, rail use between Toronto and Ottawa would drop 28 per cent and according to Bruce Budd of the Ontario Transportation Alliance, "rail service will be doomed to perpetual debt."

It is apparent through careful manipulation of the facts that the BMR has managed to support the proposal that "fulfills the real need" of Ontario's elite at the expense of the environment and the majority of the people.

## **schools...**

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## **MORE COMMUNITY CONTROL !**

by BRIAN CONWAY

A group of about 30 people from across Metro attended the Education Forum of November 19 "The Accountable Trustee" sponsored by Reform Metro.

The meeting chaired by Reform Metro Chairperson Liz White began with a panel discussion. Peggy Gemmell, chairperson of the Downsview West Action Committee, represented the parents' view of the role of the school trustee. Peggy was most concerned about the lack of real input by community people and the after-the-fact consultation that exists in the North York Board of Education.

Brian Conway of Reform Metro's Education Committee spoke from the students' point of view. Brian reiterated Reform Metro's call for the setting up of community-school councils as a method of ensuring accountability from trustees elected on a reform platform.

Jean Unda, a teacher, spoke of the need for progressives to scrutinize the implementation of programs in addition to board votes on programs.

Following the panel discussion, those attending the forum discussed the role of the trustee and the topic "Metro Boards Today."

An outline of the state of affairs at each of the seven boards, prepared by workers at the Education Editor, was most useful in this discussion.

Karen McCutcheon, Bob Spencer, Lorenzo Colle and Harold Koehler discussed their election campaigns and literature from numerous other campaigns was studied. It is hoped that Reform candidates in the next election will learn from the successes and defeats of past campaigns.

Following the lunch break, the group discussed projects for the future. It was suggested by Sheila Meagher that the Education Committee campaign against the threatened regulation proposed by the Toronto Board that would limit community input in secondary school principal and VP selection to schools where 10 per cent of the parents must attend to elect community representatives. That is, if there were 1000 students, 100 parents must be present at the meeting. Meagher's suggestion was debated and acted upon. Reform Metro held a press conference and lobbied against the regulation. At the Toronto Board's Nov. 24 meeting the proposal was soundly defeated.

A definite commitment was made by those attending the meeting from North York to begin organizing around the North York Board. One meeting has been held to discuss the 1978 budget and it looks as if good things will start happening in North York. All in all, the education forum was a success. Reformers from across Metro interested in education had a chance to meet each other and exchange ideas. It was recommended that the Education Committee act as a resource group for trustee candidates in 1978 and work on this proposal should begin shortly.

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**REMEMBER:**

by JOAN DOIRON

Reform Metro was successful in the last election in seeing several of its supported candidates elected. We have not, however, been at all successful

in creating a mechanism for ensuring that Reform Metro members will discuss current issues and decisions at the Council and School Board levels.

We would like suggestions from our politicians and other members about how this mechanism can be created. It must be done. Otherwise we are in that ugly traditional game of asking people to work but giving them no ongoing and immediate role in the political process.

Few people watch our Councils and Boards. We must take up this role as a means of responding and organizing on immediate issues and of recruiting people to our ranks.

One suggestion is that we should have public forums (in the form of Council and Board agenda review sessions) at each Board or Council.

What do you think? Are you willing to work on these ideas? LET US HEAR FROM YOU.

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## TTC FARE INCREASE HITS POOR

by JOAN DOIRON

*Metro Council proves again and again its incredible prejudice against the poor. Nov. 1 saw Metro repeating this blatant prejudice by voting (24 to 11) to increase TTC fares each year for the next five years. In the typical Borough/City split, North York's Ron Summers was the only suburban alderman voting against the fare increase.*

Metro suburban aldermen, of course, defended this vote by claiming they were protecting homeowners from a property tax increase. We don't support the regressive property tax; however, even if this tax were increased to alleviate TTC costs, it would amount to only \$10 per household per year. If just one person in each household uses the TTC, the increase would be \$18 per year. This fare increase is a clear case of taxing the poor--immigrants, women, students, pensioners etc. Worse, it is taxing the poor for a service that benefits everyone and creates a healthy city.

On Oct. 31, Reform Metro issued a press statement explaining that a fare increase

would mean poorer service, decreased ridership, more cars and congestion. Cars cause 75 per cent of the city's pollution and use up 70 per cent of urban space. Forcing the poor to spend up to 40 per cent of their income on a car is criminal. The rest of us suffer too; the average North American spends 28 per cent of his time travelling or working to pay for his transport (as compared to 5 per cent in 'poorer' countries such as India and China). All of us are cheated out of our life time as a result of Metro's ridiculous planning and transportation policies. As Ivan Illich says, high speed and high energy technology is inconsistent with social equity and participatory democracy.

Reform Metro calls for a decentralization which will make locally-oriented public transit, walking and cycling the regular transportation modes. Our successful press conference on Oct. 31 included many groups supporting our position: The Labour Council, Energy Probe, Downstreet Weston Action Committee, Metro NDP, Ontario Federation of Students, Is-Five Foundation, the Metro Tenants Federation, Council for Racial Harmony etc. In a matter of days we managed to get over 10,000 petitioners against the fare increase (in addition to the 15,000 from the last campaign!). In spite of this, we lost.

## **TTC INCREASE INSTIGATES PUBLIC RALLY**

by JOAN DOIRON

Reform Metro committed ourselves to continuing action on this key issue. We're planning a large public meeting on the fare increases and public transit policy:

THURSDAY, - JANUARY 26

8 pm

COUNCIL CHAMBERS, CITY HALL  
TORONTO

Every Reform Metro member needs

to work to make this forum a success through publicizing and distributing flyers to petitioners and other community groups and individuals in their wards. We're using the 26th and the flyer as a means of organizing and of recruiting people to Reform Metro. Use it as a way of initiating discussion with your local people. The message?--one sure way we'll stop future fare increases will be to elect accountable reform politicians in Metro! Contact the committee working on this meeting: (367-7903):

Frank Burns  
Hank Einarson  
Joan Doiron  
Mike Jackel  
Susan Sparrow

We are trying to make contacts with as many progressive groups on this issue as possible (including those groups fighting specific issues such as the 400 Expressway extension). Let groups you are in touch with know about Reform Metro's interest.

We want to look at all aspects of this crucial issue because the TTC seems to be reneging on its most important functions:

- 1) attracting people to use the service,
- 2) providing good service at reasonable prices.

**WE CAN'T AFFORD TO LET THE TTC DESTROY  
ITSELF AND OUR CITY.**

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## **HERE WE GO AGAIN!**

by MIKE JACKEL

A meeting sponsored by Reform Metro, the Harwood Ratepayers and the Silverthorne Ratepayers was held on Dec. 6 at the Harwood Community Hall to discuss the implications of the proposed Highway 400 Extension.

Approximately 30 people attended to hear about the effects of the extension--including the widening of both Weston and Rogers Roads to six lanes to accommodate the continuation of Highway 400 south through the ravine to the Humber Blvd. area just south of Eglinton.

York Controller Alan Tonks is in favour of extending the route all the way to the Gardiner Expressway! The curious thing about

Tonks is that before he ran in the provincial election, he was opposed to the proposal.

Mayor White and Alderman Gayle Christie are resigned to the fact that the extension is a reality and figure that the province should foot the bill for necessary road widenings in York.

Much of the land for the 400 extension was purchased cheaply as far back as 1948. The majority of the sewer work has been done. One of the remaining projects is the re-routing of Black Creek.

Toronto Alderman David White, representing Reform Metro's point of view, opposed the extension. He especially doesn't like the concept of bringing people from Brampton and dumping them into the Humber Blvd. area. As a result, Lawrence, St. Clair and Eglinton will be jammed well beyond capacity. (More widenings to come?!)

The official position of the Borough of York is one of support for the 400 extension while the City of Toronto is opposed.

We need your support in changing the Province's mind. For more information contact: LIZ WHITE  
367-7903.

# elections!

by ALLAN SPARROW.

At the last Reform Metro Delegate Assembly, a new Organizing Committee was established with a clear mandate to actively prepare for the next municipal election (only 10 months away).

Three sub-committees have been established and are now active. All of them are seeking people with any combination of interest, time or talent.

**RECRUITING:** Joan Doiron  
929-5483(H) 598-0018(W)  
Sue Sparrow  
964-9106(H) 367-7914(W)

This committee is developing public forums on major issues to encourage people to become involved in Reform Metro activities.

Members of this committee are also actively recruiting people to join the organization.

**ISSUE DEVELOPMENT:** Leon Mitchell  
667-6008(H)  
Frank Burns  
924-6305(H)

The five or six key issues we anticipate will be important over the next year are being analyzed and sharpened up by this committee. The important issues will be highlighted in a basic booklet, in flyers, and ultimately for use in campaign literature.

**ELECTORAL ORGANIZING:** Larry Bain  
469-4828(H)  
Allan Sparrow  
964-9106(H) 367-7914(W)

Various strategies and alternatives for the November, 1978 election are being formulated by this committee. Setting up of technical resources, scheduling and candidate selection are all being considered.

Liz White, chairman of Reform Metro, is concentrating on establishing good relationships with progressive groups such as the NDP and the Labour Council to ensure that we don't trip over each other.

The aim of all the people working on the Organizing Committee is to ensure that we have a well thought out plan of action for 1978. As we approach the election, more and more of the effort will centre on recruiting and actual election work in campaigns endorsed by Reform Metro.

For the post-election period, it is our intention to develop a meaningful process of accountability to ensure that elected officials are more responsible and work together better than they have during the past two years.

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mike jackel  
joan doiron  
brian conway  
larry bain  
liz white  
allan sparrow  
krisantha sri bhaggiyadatta  
editor: susan sparrow

RACING OR RACISM:  
WHAT IS METRO'S PRIORITY?

# ..racism

from a Reform Metro press release...

The race is on! Will Metro be more concerned with the Grand Prix than with eliminating racism?

On Friday, December 9, Metro Executive dealt with these two issues. So far its handling of the issues shows the Grand Prix to be well in the lead.

This was the scenario:

10 am: 10 deputants (initiated from Reform Metro) from South Asian and West Indian groups appeared at Metro Executive to speak on the issues raised in the Pitman report on racism. The issue was clearly listed on the agenda for deputation. Metro Executive voted, however, to limit speeches to discussion of the process of selecting the implementation committee and not on the content of the report. Deputants were severely restricted and constantly reminded by Chairman Paul Godfrey to stick to discussing the process.

1 pm: A 10-member delegation from the pro-Grand Prix lobby appeared without the item being a visible agenda item. There was no formal vote to deal with the issue as a deputation item. Several members of the delegation were allowed to speak on the issue and the process. Metro Executive voted to report as soon as possible on the immediate implementation of holding the Grand Prix at the CNE.

Sorry. Looks like the race is fixed. Metro Executive has already set Metro's priorities without even consulting Metro Council (let alone the rest of us).

P.S. Just try getting any major issue on the Metro Executive agenda the night before the meeting as the Grand Prix lobbyists did. Better still, try speaking on the issue without the Executive voting to hear you.

"Many of the criticisms of the police made by the Pitman Task Force on racism are totally absurd and too harsh. We have made great strides here. Our police are more aware that this is a multicultural society than any police force in any other community."

Phil Givens, Chairman, Police Commission  
Globe & Mail, Nov. 29/77

"Chronic complaining by some of the South Asians has caught the ear of the media and certain segments of society."

Al Evelyn, President, Police Association  
Toronto Star, November 29/77

"Dr. Reva Gerstein said in a report two years ago that the Metro Police's hiring procedures are excellent."

Harold Adamson, Chief of Police  
Globe & Mail, Nov. 29/77

"The Metro Police Commission doesn't want to change its height and weight requirements despite a recommendation that they be waived to accommodate members of visible minorities. We're opposed to that. Height and weight requirements are job related...a heftier policeman makes a healthier policeman. This police force hasn't excluded anybody... children of immigrants generally reach up to the requirements. In other jurisdictions where requirements have been changed it hasn't resulted in the recruiting of the so-called 'excluded races'...they just got sloppy looking white guys."

Phil Givens, Toronto Star, Nov. 28/77

At its meeting on Nov. 28, Reform Metro's Coordinating Committee adopted a resolution to organize a press conference as well as deputations to the Metro Executive Committee and the Police Commission to repudiate the public statements of the Chairman of the Police Commission and other police officials and to demand the implementation of the recommendations directed towards the Police Commission by the Pitman report on racism.

It is Reform Metro's view that such

"off the cuff" and "fired from the hip" responses are not appropriate. We would have hoped that the Chairman of the Commission, the Chief of Police and the President of the Police Association would have reserved judgement on the report until they had consulted with their associates and other interested parties. Instead, many of the 18 recommendations to the police were immediately rejected out of hand.

Judge Givens reported comment that a statement of concern and intent regarding racism from him, his Commission and senior police officers is "superfluous" indicates how shockingly ill-informed he is on community concerns.

To contemplate remaining silent on this point is to encourage racism in the police department and to undermine public confidence in the policing function.

At this stage, the damage may already be done. Even if Judge Givens backs off from his stated public position, he will do so with little credibility.

Instead of using the occasion of the publishing of the report to achieve some constructive improvements, Judge Givens has adopted a blind-eyed fortress mentality which can do nothing except isolate him and his department even more from the community.

Even on such matters as psychological testing and physical requirements, Judge Givens refuses to budge.

Psychological testing is, of course, imperfect, but it would aid in weeding out unsatisfactory applicants. If nothing else, it would make applicants aware of the department's concern about their attitudes towards different types of citizens.

Policewomen who are smaller and frailer than most of their male associates have surely by now laid to rest the notion that all officers operating in the field have to have a particular bulk to their bodies before they can function effectively.

The Chairman of the Police Commission does not appear to clearly understand his function. He is a civilian appointed to a Commission to ensure that the policing function is carried out in such a way that it meets the requirements of the law and, just as importantly, the needs of the community.

In the latter regard, Judge Givens has failed miserably. He does not seem to appreciate the fears and concerns of a large segment of the population he is appointed to serve. His constituency appears to be the employees of the police department.

While the members of the police department undeniably deserve his concern and attention, it should not be to the detriment of citizens-at-large or the minority groups in our society.

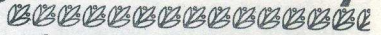
It is imperative that Metro Council and the Police Commission give serious attention to the recommendations of the Pitman report.

It is unfortunate in the extreme that the recommendations calling for changes in the police department have to be emphasized over the other equally important recommendations. The responsibility for that emphasis lies with Judge Givens and his intractable public posture.

REFORM METRO RECOMMENDATIONS RE THE PITMAN REPORT... "NOW IS NOT TOO LATE"

1. That Metro Council support in principle the recommendations of the Pitman Report and develop a strategy and mechanism for implementing them.
2. That Metro Council, in developing a strategy and mechanism for dealing with racism, give particular consideration to dealing with the underlying economic and job market problems. The Pitman report is notably weak in this regard.
3. That Metro Council emphasize to the Police Commission the need for immediate implementation of the recommendations affecting the policing function.
4. That the Police Commission adopt the recommendations affecting policing and that, in particular, the Commission immediately adopt a strongly-worded statement of concern and intent regarding racism.
5. That the Premier of Ontario and his cabinet review the first six month's performance of their

# january



Jan. 4: ELECTION STRATEGY  
8 pm  
CITY OF TORONTO  
Toronto City Hall  
Aldermen's lounge

Jan. 6: ORGANIZING COMMITTEE  
10 am  
regular meeting  
Toronto City Hall  
2nd floor, room 5

Jan. 9: COORDINATING COMMITTEE  
6 pm  
regular meeting  
North York Borough Hall

7 pm  
ELECTION STRATEGY,  
NORTH YORK  
North York Borough Hall

Jan. 11: ELECTION STRATEGY  
8 pm  
YORK BOROUGH  
York Borough Hall

Jan. 12: AGENDA REVIEW  
3:30pm  
TORONTO CITY COUNCIL  
Toronto City Hall  
Aldermen's lounge

Jan. 13: COORDINATING COMMITTEE  
10 am  
regular meeting  
Toronto City Hall  
2nd floor, room 5

Jan. 20: ORGANIZING COMMITTEE  
10 am  
regular meeting  
Toronto City Hall  
2nd floor, room 5

Jan. 23: COORDINATING COMMITTEE  
6 pm  
regular meeting  
Toronto City Hall  
Aldermen's lounge

Jan. 26: AGENDA REVIEW  
3:30pm  
TORONTO CITY COUNCIL  
Toronto City Hall  
Aldermen's lounge

8 pm  
TTC FORUM  
TORONTO CITY HALL  
COUNCIL CHAMBERS



their appointee to the Police Commission, Phil Givens, and give consideration to his replacement by a provincial appointee who is more sensitive to community concerns.

6. That the Government of Ontario immediately implement the recommendation in the Robarts Report which would turn over control of appointments to the Police Commission to the Metro Council, to ensure better local control over the policing function.

GROUPS OR INDIVIDUALS INTERESTED IN ADDRESSING THE POLICE COMMISSION ON THE PITMAN REPORT IN JANUARY SHOULD CONTACT SUE SPARROW, 367-7914.

## REFORM METRO COORDINATING CMTEE.

Chairperson:	LIZ WHITE
Vice-Chairperson:	KERRY MC QUAG
Secretary/Treasurer:	SUSAN ATKINSON
Education (separate): (public):	LORENZO COLLE BRIAN CONWAY
Liaison:	NINO D'APRILE
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York representative:	NINO D'APRILE
Toronto representative:	JOHN ARGUE
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East York representative:	GORDON CRANN
Membership/newsletter:	SUSAN SPARROW
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