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HAVE YOU RENEWED YOUR MEMBERSHIP ?

IT'S MEMBERSHIP RENEWAL TIME AGAIN

April is membership renewal month. Our target for 1977 is 750 members, and every day new memberships come in from concerned people who want to see a change at city hall.

Over 75 people have renewed their memberships so far, and this means we already have a 10% head start. This is not just a head start for this year, but it is also for the next municipal election. December 4, 1978 is only 600 days away and we must go into the battle with a well organized machine. This means we need active ward organizations right across Metro, and now is the time to be building them. That is why you are so vital right now. A membership renewal form is provided at the bottom of this page for your convenience. Please don't delay. Get out your cheque book and renew your REFORM METRO membership today.

The membership committee has also established a \$25.00 sustaining membership for those who wish to make a healthy contribution. Even if you can't afford twenty-five bucks, an extra five or ten along with your membership is most welcome. Your support is needed now, so that on December 4, 1978 the Old Guard will be turfed out and a new era will begin.

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Would you like to participate in one or more of the standing committees, and/or would you like to direct your participation in any other way ?

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EDITORIAL

The focus of the TTC seems to be changing. In a public meeting held several weeks ago, the TTC again confirmed the trend to provide more commuter facilities while cutting back on local service. The present Bathurst and Dufferin routes have high riderships. The Bathurst and Dufferin buses carry 37,274 and 49,863 passengers per day respectively. This ridership includes a high non-commuter component. Therefore, a very important day-long local service is provided.

The TTC report called "Proposed Surface Changes Associated With the Spadina Subway Line" not only indicates the move to commuter service, but also the need to make the Spadina Subway line a success. The TTC are rerouting already successful bus routes without sufficient consideration for local travel patterns. As studies have shown, the Northwest Area which includes the Dufferin bus route does not have a general orientation to downtown but rather to movement within the Northwest Areas. It would seem logical to continue to service that movement rather than downtown travel.

Multi-million dollar deficits continue to grow and another fare increase has already been suggested. The present Bathurst and Dufferin bus routes combined make a profit. If the routes are changed to service long-distance commuters it is possible that they will need subsidies in the future. It is clear that if the TTC wanted to avoid increasing deficits it would not turn a profitable route into a route needing subsidies. This, however, does not seem to be a consideration.

The Public Works meeting on March 9th, indicated the need for Reform Metro to work to stop this trend. Without strong pressure from groups like Reform Metro, the trend towards the emphasis on commuterism will continue.

CONVENTION REPORT BY KERRY McCUAIG

The Reform Metro convention proposed that it concentrate its work in the coming year around transportation problems affecting Metro Toronto. It noted that Metro citizens are facing a fight to halt the extension of the Spadina and 400 expressways, the land acquisition for the Scarborough Transportation Corridor and the building of the Scarborough expressway, increases in public transportation fares at the rate of 7% a year, the danger of the city owned transportation corporation facing bankruptcy through heavily increased capital expenditures and the cutbacks in public transportation services and routes.

In other business the convention supported a motion to work with the Canadian Labour Congress in the 3rd phase of its fightback against wage controls to elicit their support against the Anti-Inflation Board. It also agreed to launch a campaign during the upcoming Provincial election to raise municipal issues including the control of the Provincial Government over civic democracy and financing, and to support the Federation of Metro Tenants in their campaign to extend and strengthen rent control beyond the July 31 expiry date.

(Postscript - Davis has just announced that rent review will be extended to December.)

Minutes of the convention will be available shortly to Reform Metro members on request.

BY BILL LONGRIDGE, PAST PRESIDENT

A year of Reform Metro activity, its first year, has been one of exciting new experiences for most of us. It has been a lesson in ground level politics, on the Metro scene, of people advancing a program that goes beyond narrow area sectionalism and seeks to unite people on broad Metro issues. This unity of course has been and must continue to be, if we are to remain a force in Metro politics, the keystone of our organization. Broad issues demand broad unity. They require the welding of people on agreed issues, and programs that are arrived at through consensus and democratic decisions. This unity must go beyond just the unity between various areas and political groupings and loyalties. The answer must be first, is the issue a correct one in the interests of the working people, and those groups in society who have the same basic needs (the small merchant, the pensioners, the unemployed and disadvantaged). The second decision becomes one of tactics and timing. Sometimes an honest and principled issue, in the eyes of some, must mark time in favour of another issue; not forgotten but just waiting the opportune moment. Sometimes there will have to be compromises, which if they do not abandon principle, are a requisite to the winning of a democratic Metro run in the best interests of the people.

I wish to thank all of those whom I have had the pleasure of working with as chairman of the Co-ordinating committee. I hope that anyone who might have regarded me as an autocratic chairman will be kind enough to admit that disciplined meetings are vital to the success of our organization. Finally, I wish to express not only my personal gratitude but also the thanks of all the members of Reform Metro for the sacrifices and unstinting work of Sarah Power. She is the stuff of which all successful organizations are made. Thanks, Sarah, we know you will be in the fight as long as it is needed to win. Another thanks to alderman Dan Heap, our experienced fighter and believer in unity. Lastly our best wishes to our new chairperson, Liz White. She will be good - give her your support.

CHAIRMAN'S REPORT BY LIZ WHITE

Reform Metro is entering a new phase. Over the past two years we have established a progressive municipal policy. At the convention in February, we set priorities for the coming year.

Action is now the key to success. It is time to take our issues and goals to the people of Metro Toronto. It is time to begin to put our ideas into action.

Transportation and Land Use issues affect all Metro residents. It is crucial to reach these people and talk to them about our ideas and alternatives. It is important to discuss our long term goals in relation to their immediate problems and needs. This requires all committed Reform Metro members to become actively involved in this process.

Many decisions will be made at the City, Borough, and Metro levels in the next two years that will have a tremendous impact on the kind of city we live in. Transportation is probably the most outstanding example. Decisions will be made about funding for private versus public transit, and commuter versus local service; priorities set concerning private and public transit. Directly related to these decisions is the obvious commitment by the Metro and Provincial governments to continue to allow urban sprawl. Nineteen seventy-eight will be too late for many of these issues. Reform Metro must act now.

CITY HALL REPORT BY DAVID WHITE

On March 1, 1977, City Council passed several motions which will form the basis of Toronto's position regarding Metroplan. Metroplan is the public discussion document produced by the Metro Planning Department prior to the adoption of an Official Plan for Metropolitan Toronto.

Four of the more significant motions adopted were the following:

- 1) That an urban design be encouraged where trips within Metro will be handled by public rather than private transportation.
- 2) That the area and goals of Metroplan need to be clearly defined and should not be allowed to sprawl into other jurisdictions in order to be ensured that its local requirements are met.
- 3) The review standards set out in "Urban Development Standards" and a minimum net residential density of fifteen units per acre on parcels of land five acres in size or more, will be included in the basis for developing objectives, general guidelines and targets for housing policies in local area municipalities.
- 4) That Metro is opposed to commuter rail or transit systems which encourage the location of jobs in the core, recognizing that such commuter systems do not strengthen regional centres.

By adopting these positions, Council has taken a strong position in favour of public transit and has asked that the urban design be such that public transit will work. It has also taken a strong position against long distance core oriented commuter facilities.

By adopting position 2, Council has taken a stand against future urban sprawl. This is logical since sprawl implies an urban design where transit does not work. Position 3, calls for reasonable housing densities to prevent sprawl, although the wording is somewhat weak.

Reform Metro can be reasonably satisfied that City Council is becoming aware of the need to look at the aspects of urban design that makes public transit work. However, there are some areas where Council has failed to take a position. Notably a motion calling for no further expansion of arterial roads was defeated. This is quite distressing especially in light of the recently released Arterial Roads Report that calls for more than one hundred miles of road widenings in Metro Toronto. Clearly urban sprawl is difficult to reverse when the building of the roads that feed it can proceed without challenge.

The task ahead is to make sure that Metro Council begins to address itself to the problems of low density and urban sprawl, concentration and the related transportation problems. Reform Metro has an important role to play in helping the public to understand these important issues and to force the Metro politicians to respond in a useful way.

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