

# OPINION

**Stouffville Sun-Tribune**

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## LETTERS TO THE EDITOR

### Good samaritan unveiled

Re: *Mystery man a kind samaritan, letter to the editor, Jan. 10.*

The kind samaritan Mrs. Parry wants to thank for helping after her fall on Main Street is Billy Hughes of Boyer Street.

It is nice to see in our small community that there are still kind-hearted people who will take time out to help total strangers in time of need. It's also nice of all concerned to recognize such a helpful citizen.

MARK FOCKLER  
STOUFFVILLE

### Solution to parking woes? Clean out your garages

Re: *Too many vehicles, not enough spaces, Jan. 24.*

So the Town of Whitchurch-Stouffville would like to try street parking in areas that have too many cars per household.

Maybe our mayor, who approved these subdivision sites, should have looked at the draft plans a little closer.

The problem, as I see it, is a lot of these driveways are small, and people don't use their garages for parking. The streets are narrow, as are many of our older streets, and they only get narrower in winter.

A lot of streets don't have the snow

### HAVE YOUR SAY, WHITCHURCH-STOUFFVILLE

► What do you think of these issues or others?  
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pushed back to the curb and tend to lose 10 to 15 feet of pavement. It's hard enough for a car trying to pass a car parked on one of these streets, but what about my school bus, the garbage and recycle trucks or, worse, the fire trucks.

On a number of occasions, while picking up students in the subdivisions off Hoover Park Drive, a car coming toward me has had to back into a driveway, so I can pass with my bus. There is not enough room for two vehicles. This is in one of the proposed "test areas" for on-street parking.

If these cars are out when the town is plowing, we lose even more drivable space, as the snow gets farther away from the curb.

Keep things the way they are, and make people clean out their garages.

DAVE BROOKS  
STOUFFVILLE



# Oh great, yet another thing we'll have to plug in

Premier Dalton McGuinty's announcement of new era for Ontario gave me a moment of panic.

The province has partnered with a California-based company to speed up the arrival of electric cars on our roads.

Which, yes, is very exciting, but it's the thought of one more thing to remember to charge that had me worried.

I can't tell you how many times I have gone without cellphone or Blackberry because I forgot to charge them the night before.

The same with my Clarisonic, electric toothbrush, digital camera, hand-held vacuum ... With most of those things, it just means I have to go manual, sigh, but being in a black hole of communication is quite another thing altogether.

So, when the premier talked about bright days ahead with clean, emission-free electric cars, I envisioned myself standing by the outlet, tapping my foot and glancing at my watch every 30

seconds, impatiently waiting for a spark of a charge to crawl into work.

(Looking on the bright side, "Sorry, I forgot to charge my car" would be a new excuse for getting out of going places you don't want to go.)

Our American partner, Better Place, describes itself as a mobility company that sells access to its network. Mr. McGuinty said we will buy kilometres of electricity, much as we download music for our iPods or buy minutes for cellphones.

Which had me worrying more. Great, is this another way to get ripped off and nicked-and-dimed?

Will the \$25 a month plan end up really costing \$50 a month?

Will it be extra for "charge display"?

Will I get sucked into signing a three-year contract for a battery upgrade or better tires?

Will I pay a "kw/h access fee" that ends up in the company's pockets?

Or will there be driveware or TireWire?



Debra Kelly

Would we even be able to charge up at home?

Or would they come up with plugs that only work at the network of battery recharging stations that will replace gas pumps?

Won't the government have to replace the cash cow of gas taxes somehow?

I know, I worry too much and have too many questions.

The premier couldn't say how much this might cost taxpayers or what policies might change, but did say, "It's an idea with the power to reshape our province."

So, this is a good thing, not only for the environment and consumers' pockets, but in creating new green-collar jobs.

It will likely still be a challenge getting us out of our gas-powered cars, particularly since gas prices have dropped.

Many will only buy electric cars if the price is right... which is when gas prices soar.

And their price will remain high — from \$6,000 to \$11,000 more — until we buy more of them.

While I don't pretend to grasp the complexities of energy supply and demand, I know there isn't an endless supply of electricity.

Can we meet the demand when we all start driving electric cars and our air conditioners are on full blast? If so, why, in northern York Region, does the Ontario Power Authority insist we require peaker

plants? When the new era arrives, the environmentalists' joy may be dampened as nuclear plants spring up.

*So, this is a good thing, not only for the environment and consumers' pockets, but in creating new green-collar jobs.*

The real revolution, of course, would be to get us to drive less by providing us with convenient, efficient public transit, rather than drive cars using a different kind of energy.

But that's an even bigger challenge.

Though, I suppose, if I forget to plug in the car, I'll have to take the bus.

### LETTERS POLICY

The Sun-Tribune welcomes your letters. All submissions must be less than 400 words and must include a daytime telephone number, name and address. The Sun-Tribune reserves the right to publish or not publish and to edit for clarity and space.

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