

Subject: [Fwd: FW: The resurrection of the Third Crossing or how to love the con crete jungle and more pollution.]

Date: Mon, 18 Feb 2002 14:18:57 -0800

From: Brian Platts <brian_platts@telus.net>

To: Corrie Kost <kost@triumf.ca>

Subject: Re: FW: The resurrection of the Third Crossing or how to love the con crete jungle and more pollution.

Date: Mon, 18 Feb 2002 21:56:04 +0000 (GMT)

From: Elizabeth James <cagebc@yahoo.com>

To: Ernie Crist <CristE@district.north-van.bc.ca>, "FONVCA \ (E-mail\)" <fonvca@fonvca.org>

CC: Mayor and Council - DNV <Council@district.north-van.bc.ca>,
Directors Team <managecomm@district.north-van.bc.ca>

Dear Clr. Crist:

Once again, I find that I have to say with emphasis.....

There is no credence *whatsoever* in pointing fingers at owners of automobiles, or in asking them to get out of their cars and use public transit when there *is* no transit which can take them from where they are, to where they need to be in an economy of time at a cn economy of cost.

The day that I see the politicians and bureaucrats who make such - with respect - sanctimonious accusations get out of their cars and use public transit to get to, for example, council meetings and ribbon cuttings, is the day that I will offer them a measure of respect and look for ways in which we can work together to reduce automobile use.

In the meantime, I have *absolutely* no respect for federal and provincial governments who misuse the taxpayer dollars they already get to such an extent that they cannot afford the transit options that *would* do the job and who, then, point fingers at me because I use a car to get where I need to go in under a day!

As to the current tunnel discussion - municipalities today are in a unique position - they can either enter fully into that discussion, adopt a vision for the future and ensure that the third crossing that is built:

- places a priority on public transit - preferably light rail;
- accommodates the vehicles that, despite your best efforts, will continue to exist; and lastly,
- that it frees up the newly-refurbished Lions Gate Bridge for cyclists, more transit and pedestrians;

.....or they can bury their heads in the sand, stay out of the 'alternatives' discussion altogether and put up with whatever the result may be. For example, what about even more SkyTrain [to UBC and/or the airport] to bankrupt whatever might be left in taxpayers' pockets after the last Glen Clark/George Puil/Ken Dobell fiasco?

As to the - undesirable - additional population that might result from a third crossing - whatever form it might take - the seven North Shore municipalities could, working cooperatively, control that quite easily by the simple expedient of OCP's and zoning. [Why seven? Because it's past time that everyone recognized that there *are* seven governments on the North Shore - the five we always talk about plus the Squamish and the Tseil-Waututh.

In the meantime, anyone who thinks that, by regulation or otherwise, cars will just disappear is I'm afraid, living in fantasyland - if for no other reason than that our economy would collapse without them.

Sincerely,

Liz James

P.S. I'm also curious to know what will be the argument when we have cars that do not 'pollute' because they run on fuel cells?

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