

Subject: Letter to the Richmond Review from Malcolm of the Light Rail Committee

Date: Tue, 13 Jan 2004 19:16:40 +0000 (GMT)

From: Elizabeth James <cagebc@yahoo.com>

To: Mayor and Council <council@dnv.org>, Mayor and Council <council@district.west-van.bc.ca>, Mayor Sharp <council@cnv.org>, Mayor Lisa Barrett <barrett@bimbc.ca>, Mayor Doug Miller <office@village.lions-bay.bc.ca>

CC: fonvca@fonvca.org

It is of little consequence whether TransLink takes its dollars from gasoline tax, property taxes, parking fees or vehicle levies; it is all the same taxpayer. What does matter, really matter, is that the money be wisely spent, so as to give best value for scarce dollars - all of the evidence shows that this cannot be said of SkyTrain.

One can be totally committed to the need for more public transit and yet be justified in one's opposition to SkyTrain and RAV; they represent the worst possible use of taxpayers' transportation dollars in the Region.

Following, is one more small piece of the mosaic. E.J.

Looks like Richmond's politicians will soon find RAV an Albatross around their necks; this is not what Jane Bird told them one year ago!

Malcolm

From: [Donald Malcolm Johnston](#)

To: [Richmond Review](#)

Sent: Sunday, January 11, 2004 8:28 PM

Subject: A letter for your consideration: Re SkyTrain in Richmond

The Editor:

The article "*RAV debate gets elevated*" illustrates the questions Richmond council should have asked Jane Bird and the RAV Committee, before it ever jumped on the RAV bandwagon. As it stands now, Richmond residents will get what RAVco offers, *whether they like it or not!*

Council must address this unpleasant fact: If RAV is to be a driverless SkyTrain/rapid transit-type system, the route must be completely grade-separated. This means RAV must be elevated or put into a tunnel. **[Since most of Richmond is about 7.5 cms. below sea level, one can guess what the choice will need to be. E.J.]** It could be built at grade but, if so, it must have three-metre, barbed-wire-topped, fencing to prevent access onto the guideway. To see what this *Berlin Wall* effect will have on #3 Road, just look at the present SkyTrain, East of the Nanaimo Street station or at Terminal Avenue. The cost of tunneling is prohibitive and is only proposed for Vancouver to placate the politically important "*creme de la creme*."

Of course, all this could be avoided if modern light rail were to be built. Modern LRT, with lawn or garden rights-of-way, makes transit routes park-like; an ambience that has been proven to attract customers, unlike elevated or underground construction which has proven to discourage patronage.

As for the hoary old saw, used *ad nauseum* by Jane Bird of TransLink - viz. that LRT disrupts traffic at intersections - taxpayers should be told that, to use but one example, in Helsinki, Finland one tram (LRT) route on a major downtown street has over 1,000 tram movements daily, without causing traffic disruption!

RAV's Pandora's box is about to open on Richmond Council - and its residents!

Malcolm Johnston
Light Rail Committee

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