

**Subject: [Fwd: rule of the automobile is being challenged]**

**Date:** Sat, 22 Dec 2001 14:25:37 -0800

**From:** Brian Platts <brian\_platts@telus.net>

**To:** Corrie Kost <kost@triumf.ca>

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**Subject: Re: rule of the automobile is being challenged**

**Date:** Sat, 22 Dec 2001 01:43:48 -0800

**From:** "Willy Schuurman" <willy\_schuurman@hotmail.com>

**To:** "Ernie Crist" <CristE@district.north-van.bc.ca>, "Bill Maurer" <billm@millsoft.ca>

**CC:** "Mayor and Council - DNV" <Council@district.north-van.bc.ca>,

"FONVCA \ (E-mail)" <fonvca@fonvca.org>,

"Directors Team" <managecomm@district.north-van.bc.ca>,

"Richard Zerr" <ZerrR@district.north-van.bc.ca>,

"Gavin Joyce" <JoyceG@district.north-van.bc.ca>, <speedhumps@seymourvalley.ca>

Councillor Christ said: [Riverside Drive is just a minute example of our car culture. We want to zoom at 60, 70 and 80 km to the next bottleneck, and then wait in the lineup and inhale fumes.... I look forward to seeing how the Riverside neighborhood will solve this problem](#)

With all due respect, I think you miss the point of our objection to the humps. I and the majority of residents have no desire to zoom down Riverside drive - we live on a street not a roller coaster. Most of my trips along the drive include my children as passengers and I accept my responsibility to set an example of how to be responsible. And when they are out of the car, I have equal concern for my neighbours children. Their kids are as important to them as mine are to me. I recognize this as do most of the families in the neighbourhood. Again we are not underworld characters, we are mostly responsible citizens up here. Please treat us as such.

Regarding Riverside neighbourhood's ability to solve the problem ourselves, well it appears too late for that as the district and council appears to have tried to solve the problem for us. I will quote you your own traffic calming policy which I presume you approved of: *Residents often have greater knowledge of traffic problems than district staff. The residents have the opportunity to observe traffic over extended period where as staff must rely on observational studies which only provide a snapshot of the situation.*

Willy Schuurman

- opponent of imposed solutions.
- Supporter of flat roads
- Guilt free user of the automobile.
- A believer that most people are astute & responsible.
- A despiser of nasty politics.

----- Original Message -----

**From:** [Ernie Crist](#)

**To:** [Willy Schuurman](#) ; [Bill Maurer](#) ; [Ernie Crist](#)

**Cc:** [Mayor and Council - DNV](#) ; [FONVCA \(E-mail\)](#) ; [Directors Team](#) ; [Richard Zerr](#) ; [Gavin Joyce](#) ; [speedhumps@seymourvalley.ca](#)

**Sent:** Friday, December 21, 2001 7:47 PM

**Subject:** RE: rule of the automobile is being challenged

**Hello:**

Take it easy. I am a car driver myself - I am not a fanatic neither am I against cars which are here to stay and neither am I against the people on Riverside or any other Drive who have two or even three cars etc. Of course they need cars what else are they going to do. This is hardly the issue. What I did say is that our automobile mentality is on a collision course with barbarism. I also said that the people are increasingly challenging the supremacy of the automobile in favor of livability. They are reclaiming their neighborhoods. They want peace and quiet and good air.

What I also said is that our priorities are all haywire. We spend billions to accommodate the automobile but we don't

have enough money to treat our storm waters. Our marine life is being poisoned while our cancer wards are bursting at the seams. We are yelling for more concrete hoping that we will get to work faster when in fact the opposite is true. We are demanding more money for bridges not realizing that without the complimentary infrastructure on both sides of the inlet costing hundreds of millions of dollars such an effort is unproductive. It has not sunk in yet that the more concrete, the more traffic and the more traffic the greater the problem. We don't even have enough money to build sidewalks but in our arrogance, we assume that the people of Vancouver will spend hundreds of millions of dollars and say yes to more pollution, more noise and more traffic jams just to keep us happy. Well they will not.

Riverside Drive is just a minute example of our car culture. We want to zoom at 60, 70 and 80 km to the next bottleneck, and then wait in the lineup and inhale fumes. We have been asked by our neighbors to slow down for a few seconds on our own street but instead of joining to address the problem, real or perceived, we vow revenge. I think there is something wrong here.

I look forward to seeing how the Riverside neighborhood will solve this problem, whether it will be on the basis of I'm alright Jack or something a little more neighborly.

Ernie Crist

[Ernie Crist] -----Original Message-----

**From:** Willy Schuurman [mailto:willy\_schuurman@hotmail.com]

**Sent:** Friday, December 21, 2001 3:19 PM

**To:** Bill Maurer; Ernie Crist

**Cc:** Mayor and Council - DNV; FONVCA (E-mail); Directors Team; Richard Zerr; Gavin Joyce; speedhumps@seymourvalley.ca

**Subject:** rule of the automobile is being challenged

Councilor Crist said: *Still, the people are trying to make their neighborhoods more livable. ....The unrestricted rule of the automobile is being challenged.*

With time, eventually everyone's position comes out. I won't apologize for becoming a two car family after moving into this neighbourhood. I moved here from East Vancouver where I used a bicycle, my feet and public transit frequently. I've logged tens of thousands of miles on a bike as a primary mode of transportation for about 8 years. I moved to this neighbourhood for the same reason that many of the people who want speed humps did. One of the only negative aspects of living here is I knew I'd have to rely more on the automobile but that's the price you pay when moving to an isolated community. This is not the city we live in.

Instead of providing negative incentives against car drivers, governments should provided appealing alternatives. I presume the district developed this remote corridor and put in about 300 homes for a good reason. You can't now make us to be the bad guys just because we have to use the auto to get to schools, shops, community centre etc.

This challenge to automobiles that you are making is the same challenge I'm feeling from my neighbours who imposed speed humps on me. I sense that they are telling me that I should not trespass with my car through their neighbourhood. Sorry, but I'm not buying it. I am not the bad guy and Mr. Crist nor the current SVCA nor the fanatical group called "the bike people" will not successfully pin that label on me. I will continue to defend my right to drive an automobile in a safe manner down Riverside drive unimpeded. And I think this is the crux of the issue. People with the "lets take back our community" have wrapped themselves in the safety issue for too long, but the issue goes way deeper. I'm glad its finally coming out.

Thank you.

Willy Schuurman

- Supporter of flat roads

- Guilt free user of the automobile.

----- Original Message -----

-----Original Message-----

**From:** Ernie Crist [mailto:CristE@district.north-van.bc.ca]

**Sent:** Thursday, December 20, 2001 7:55 PM

**To:** 'Bill Maurer'

**Cc:** Mayor and Council - DNV; FONVCA (E-mail); Directors Team; Richard Zerr; Gavin Joyce

**Subject:** RE: Comments on FONVCA site

Bill:

I am trying to get you involved as I think this is the only solution to this and many other problems. If you take over THE SVCA YOU WILL PROBABLY AGREE TO LEAVE THE HUMPS BUT WITH SOME MODIFICATIONS I VENTURE TO SAY. Traffic calming measures are nothing new in the world and they are spreading including in North Vancouver. Yes I do blame the CCA endorsed District Council for much of the present debacle. Not to do things right has become a culture in the District. This includes the Lynn Valley Core Plan where they promised a Pedestrian Oriented Town Center and delivered a regional car mall. What they did not understand is that there is a difference and that Pedestrian Oriented Town Centers are the wave of the future and that wherever they exist they are more successful than Car malls. In any case why promise something and then do the opposite. That was politics pure and simple. Our staff became the willing pawns in this conspiracy against the public.

Still, the people are trying to make their neighborhoods more livable. It is unstoppable. The unrestricted rule of the automobile is being challenged. It is a slow process but it is coming. The hegemony of the automobile is giving way to pedestrians. It is a trend Bill. Though exceedingly slow on the uptake politicians reflect this trend. Though here to stay, the automobile is becoming the very opposite of what it started out to be. It has become a "hostile" and an expression of the self centered alienation of society. Imagine for a minute everybody in your neighborhood getting excited because people are asking to slow down a bit.

The lady who was expecting and spoke last Monday night as well as Mrs. Smith were in the minority but they spoke with the authority of a hundred because history is on their side. How Bill are you going to argue with a woman with children pleading for more safety? Also keep in mind that the original idea for the speed humps came from the SVCA. We installed them only after our survey indicated majority (slight) approval. It was not my idea and I did not force it on you. In fact three years ago I voted against it because there had been no survey done.

Ernie

-----Original Message-----

**From:** Bill Maurer [mailto:billm@millsoft.ca]

**Sent:** Wednesday, December 19, 2001 8:54 PM

**To:** Ernie Crist

**Cc:** speedhumps@seymourvalley.ca

**Subject:** Comments on FONVCA site

I was reviewing some of your responses on the FONVCA site regarding the Riverside Speed Humps and I've noticed a common theme. Whenever someone expresses the majority "remove" interest you point to the minority "keep" residents as the problem.

We're already operating like a community association should operate. Everyone's included in our mailouts and all viewpoints are being expressed in meetings. We even have over-representation of the minority viewpoint in our meetings. Don't you understand that it is okay to have differences of opinion on issues? That doesn't make one side or the other the bad side and certainly doesn't mean our community is divided.

The real problem is that council is oppressing the majority interest in its rulings. This is undemocratic and interference. This makes council the bad guy, not our residents. I am going to begin pointing this out whenever I see these kind of divisive responses coming from councillors. Our web site now also reflects this.

The problem is council, not our community. The issue of the speed humps has been resolved by our community and we are demanding that they be taken out. Council, including you, are not listening. We have not achieved the impossible state of unanimity but we have an incredibly strong consensus. The perceived problem of speed will be dealt with by other means.

Our problem is council interfering with internal issues which it cannot relate to. And believe me, if you're not driving over speed humps getting home every day then you can't relate to the problem.

Councillors need to start facing the residents they're oppressing by coming to advisory meetings or holding community meetings of their own if they insist on meddling in our affairs like this. You're all working in a bubble right now and using staff to shield you from personal involvement.

Bill