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CONTEST CLOSSES FEB. 27, 1970

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Cars, expressway are devastated in The Bad Trip

By JOHN FISHER

"The automobile," urbanologist Patrick Moynihan says, "more than any other factor is destroying the North American city."

"Once you understand the problem," Barry Commoner, a prominent U.S. ecologist says, "you find that it's worse than you ever expected." He was referring to the U.S. penchant for paving up to one million acres of oxygen producing trees annually.

Is it later than we think? Possibly. . . but not while we are blessed with people like David and Nadine Nowlan, who have written the most significant social document since Ralph Nader's Unsafe At Any Speed, and delivered a devastating twin blow to the myth of expressway planning in Toronto and the ubiquitous automobile. The Bad Trip, by The New Press and House of Anansi, \$1.25, is deserving of some kind of award for producing Toronto's book of the year.

This little 105-page package of political dynamite is superbly written and researched, it's anger held tightly in check to prevent overstatement, and its message made more compassionate by that saving grace — a sense of humor. But there is nothing funny about the underlying message to all of us in Metropolitan Toronto, and that message is support the Nowlans and the Stop The Spadina Committee.

With the irrefutable logic of taxpayers concerned with preserving what is left of our environment, they point out: ". . . the fact that \$70 million has been spent on the Spadina Expressway is no reason to send more good money after the bad."

This kind of irritating common sense is enough to send any egotripping politician right up the Don Valley Parkway.

"As long as budget limitations prevent us from planting more trees, from acquiring more park areas, from cleaning up our waterfront, providing better schools. . . or constructing more than one subway at a time, we should not consider a scheme of this magnitude without careful analysis." Are you listening Ralph Day, with your half fares for our senior citizens?

To those of us who feel the whole system of values and priorities in North America has been twisted and subverted, these words come as a refreshing breeze of sanity in an era where politicians are hungry for domed stadiums, supersonic jetports, and the phoney competition to see who can go broke first: Montreal or Toronto.

The most shocking indictment against the fantastic known and unknown costs of this concrete Trojan Horse, come in the section stressing the ultimate cost per round trip for the estimated 7,000 to 9,000 motorists using Spadina in the rush hours — \$9.52 for a total time-saving of 12 minutes a day. Say the Nowlans: "If you take

into account the years of inconvenience and delays while it is being built, you'd find it would take (him) six years of commuting time on the expressway just to make up for lost time."

The uncharitable or subversive-minded might continue this logic to ponder what our motorist would do with the 12 minutes saved?

Perhaps consider the folly of an expressway that forces him to park his car in a vast lot miles from downtown, and finish the journey by overly-expensive and inefficient public transit — always presuming there is any city left to make the drive worth while in the first place.

In a final piece of logic, the Nowlans point out we'd all be better off if ". . . instead of building the expressway, we could offer each of the 7,000 potential rush-hour users at least \$2,700 a year, tax-free. . . forever." It would be a bargain if we could stop this latest monument to the planner's outdated thinking.

The book is liberally footnoted, (always a problem in a well-researched non-fiction book) and two important pieces by Ron Haggart, formerly of the Toronto Daily Star, reveal North York controller Irving Paisley's unsavory pressure tactics in 1962, plus a piece by Jane Jacobs (The Death And Life Of The American City) that might have been written for Basil Hall, James Service, Paisley et al.

She says: "The dream that expressways help the suburbanite seems especially seductive to the innocents of North York. Of course the suburbanites are visualizing a journey to the same downtown they already know. . . but as expressways, interchanges and parking lots downtown proliferate, as the local streets grow ever more congested, and the pollution and noise intensify, the quality of the inner city deteriorates. The suburbanite is even cheated of his dream of a swift journey if he travels during commuting hours."

Shades of the Don Valley Parkway!

The Bad Trip is a must for everyone with a future that's worth fighting for. Buy, beg, wheedle, borrow, look over someone's shoulder, but get this book. Then act now.

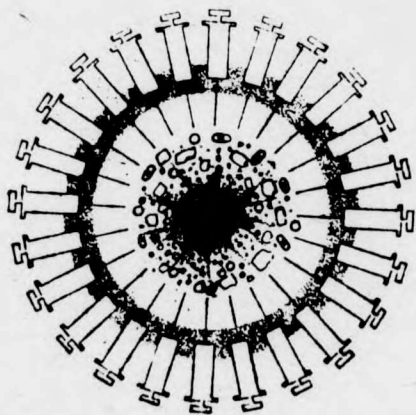
The Spadina Expressway system is about to become Toronto's Vietnam. . . it's more than a road; it's an issue; a symbol. If we can win this one, the environmentalists have turned the corner.

**Second printing set
for The Bad Trip**

Toronto readers have shown so much interest in The Bad Trip that the publishers — New Press and House of Anansi — are preparing a second printing.

By Jan. 26, bookstores had ordered 6,500 copies. The first printing was 6,000. In Canada, a book that sells 5,000 copies is generally considered a best-seller.

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