

**Subject: [Fwd: Fwd: LRTA - The Light Rail Transit Association site - news items -sent by Malcolm Johnston and the Light Rail Committee]**

**Date:** Mon, 15 Dec 2003 14:30:48 -0800

**From:** Brian Platts <bplatts@shaw.ca>

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

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**Subject: Fwd: LRTA - The Light Rail Transit Association site - news items -sent by Malcolm Johnston and the Light Rail Committee**

**Date:** Mon, 15 Dec 2003 19:24:13 +0000 (GMT)

**From:** Elizabeth James <cagebc@yahoo.com>

**To:** North Shore TransLink Representative <bsharp@cnv.org>

**CC:** dmjohnston@imag.net, pwlegood@sfu.ca, fonvca@fonvca.org

15 December 2003

Mayor Barbara Sharp  
CITY OF NORTH VANCOUVER

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Dear Mayor Sharp:

We have serious concerns regarding the process by which the interests of five North Shore Councils are represented - or, more accurately, not represented - at the TransLink table.

It is the expectation of taxpayers that, when a single representative is appointed to represent the whole of the North Shore, s/he should take care to solicit the official opinion of all five Councils. We believe that the five opinions should evolve at each council table and should be followed by a 2/3 majority vote to approve. Why 2/3? It is because taxpayers are being committed to expenditures of many billions of their dollars. And it is because, to quote the words of one North Shore councillor, the CEO of TransLink is "...often cavalier in her attitude to financial matters."

As things stand, many of us have a strong suspicion - which we have reason to believe is shared by members of other councils - that you, and other TransLink representatives before you, have voted according to your own preference or expedience of the day. In your understandable and supportable eagerness to see more public transit in the region, it seems you will agree to anything TransLink puts forward just to get the ball rolling - regardless of whether the proposal will give good value for hard-earned money, regardless of whether the proposal can do the job or is the best job that can be done, and completely heedless of the fact that the 10-Year Plan is not, by any stretch of the imagination, a sound Business Plan.

Because we have heard all the promises before, we can say that the "plan" offers very little of substance for the North Shore. Moreover, it promises to bankrupt the entire regional transportation system for decades to come. In fact, one could be forgiven for suggesting that perhaps the very best consequence that might arise out of it, would be that TransLink, as it now exists, would collapse.

Much is made of the fact that "we want our gasoline tax back!" There is no doubt that British Columbia needs 'federal' money for transportation infrastructure, but the worst thing that could happen is for the Paul Martin government to return hundreds of millions of dollars to this province, only to have it frittered away on land-based Pacificats - squandered in the hands of TransLink - with nothing left over for more appropriate solutions.

The current TransLink model allows for little, if any, democratic process. The system must be changed in a meaningful way and we urge all members of council who agree to initiate that change - immediately.

The material below is just one small example of just how far TransLink has strayed from current transportation theory and practice.

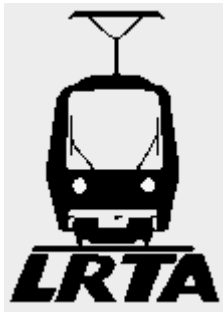
Yours truly,

Liz James, Chair  
*Coalition for Accountability in Government Enterprises*  
Box 16090, 3017 Mountain Highway,  
NORTH VANCOUVER, B.C. V7J 2P2  
[604] 988-2066

Donald Malcolm Johnston <dmjohnston@imag.net> wrote:

Subject: LRTA - The Light Rail Transit Association site - news items -sent by Malcolm Johnston and the Light Rail Committee  
Date: Sat, 13 Dec 2003 22:38:21 -0800

Interesting news from overseas!  
Malcolm Johnston  
Light Rail Committee  
604-889-4484



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TRANSIT" EVERY MONTH

## **URBAN TRANSIT NEWS**

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**New tram lines across Europe:** The weekend of 13/14 December saw the annual rail timetable change throughout Europe (excluding the UK), and many urban transit operators also introduce timetable changes from this date. In addition to route reorganisations, such as that carried out in Den Haag (The Hague), several new tram lines were inaugurated at this time.

In Paris tram line T1 was extended from Bobigny-Pablo Picasso by 3 km to Noisy-le-Sec, where there is interchange with RER line E. Line T1 (**a classic on-street light rail or streetcar operation which replaced a local bus route. MJ.**) has been carrying **80 000** passengers/day requiring **a four-minute peak (no traffic chaos at intersections here in a city with over ten times the population and auto traffic of Vancouver! MJ.)** headway. Also in Paris, automatic metro line 14 (Météor) was extended by one station to reach Gare St-Lazare.

In Germany the city of Frankfurt-am-Main inaugurated its tram route 17 over the new line to Rebstock, providing a link from this business quarter to the Messe (Fair Grounds) and Hbf (main railway station). Not far away, in Darmstadt, the local operator HEAG opened its new tram line to Kranichstein, with route 5 working to the city centre.

In addition to these openings, dummy timetabled operation has started on the new tramway systems in Bordeaux (France) and Barcelona (Spain) in readiness for public service over the coming weeks. (**The Meteor carries over 40,000 persons per hour per direction. Put another way, in just 1 1/2 to 2 hours the Meteor carries the same ridership as the entire SkyTrain operation carries in one day! MJ**)

**13 December 2003**

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