

**Subject: [Fwd: Re: 8 cents a day parking!]**

**Date:** Fri, 12 Dec 2003 14:40:55 -0800

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

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

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**Subject: Re: 8 cents a day parking!**

**Date:** Fri, 12 Dec 2003 19:59:59 +0000 (GMT)

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

**To:** pwlegood@sfu.ca, transp-grp@interchange.ubc.ca, dmjohnston@imag.net,  
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james\_ridge@dnv.org

**CC:** ahbbl@shaw.ca, jrwhistler@telus.net, deming@shaw.ca, houlahan1980@shaw.ca, gvieieb@hotmail.com,  
northernsky@telus.net, fonvca@fonvca.org

12 December 2003

Dear Phil:

Regrettably, both you and the Vancouver Councillor have made my *own* argument, viz: Far from wishing to rid roads and highways of the dreaded automobile and their wilful drivers, TransLink's entire 10-Year Plan and our local so-called *transit system* is predicated upon the existence of more and more cars on the road.

If TransLink and the provincial and federal governments had not the revenue they obtain from....

- gasoline taxes
- vehicle sales taxes [billions/year on sales of cars/SUV's]
- associated taxes on service invoices
- parking fees
- over-parking fines
- battery, oil and other recycling fees
- PST/GST from sales of associated products - tools, windshield covers, cleaning products, tires, batteries, seat covers, coffee cups and a myriad other items that we buy because we are able to carry them in the car/truck
- to say nothing of all the income taxes, EI and CPP on the jobs and salaries paid to manufacture and support those sales and services.....

the whole economy would collapse, let alone TransLink and its ill-conceived considerations, commitments, promises and regurgitated *plans!*

Yes, we should all work together to reduce road congestion and the associated pollution. We're still waiting, however, for any level of government to enact stringent regulations aimed at (a) universally reducing the sulphur-content of diesel - that most carcinogenic of fuels; and (b) eventual elimination of diesel-powered vehicles altogether.

We have the science. We know that polluting emissions from just one transport truck equal that from 150 automobiles. There are 375,000 of those trucks [**56.25 million autos**] on Canadian roads. 2,600 [390,000 cars] cross BC/US borders every single day. Add to that: diesel-powered transit and tour buses, delivery trucks, concrete mixers, dump trucks, pick-up trucks, etc.

The science has been studied and verified to death. The science supports a Kyoto-sensitive action that could begin tomorrow....**IF** there was any political will or sincerity to take it. [Ever wonder why George W. Bush refused to sign the Kyoto accord? It is because his US of A would soon lose its world dominance without oil and its associated industries. In the face of that fact, why would we expect TransLink to be any different? Its whole political existence depends upon retention of the automobile as the primary mode of transportation.]

It's time some fundamental truths and recognition of reality were injected into local discussions. And it's more than past time citizens called TransLink and our senior governments to account for their hypocracies.

Regards,

Liz James  
[604] 988-2066

I would like to thank the Vancouver councillor and Translink director for helping me advance my argument that very little of Translink's plans have anything to do with significantly reducing the number of vehicles on the road.

The parking tax will do little to reduce the number of vehicles transporting the region's residents to their shopping destinations. The Vancouver councillor was quoted on the CKWX News Radio as saying the parking tax amounts to only 8 cents a day.

Will an 8 cent a day parking fee cause someone to walk, bike or take transit to shop rather than use their car? At 8 cents a day for parking why would anyone who owns a car put \$4 into a bus fare box to go shopping?

The parking tax on store-owners will be passed on in the price of consumer goods. Those who travel to their local stores or shopping centres on their own power or by transit will pay the tax in the price of the goods they've purchased.

So if it's not an effective TDM measure or equitable then what is the purpose of the tax?

What will mitigate against 200,000 more cars travelling on the region's roads by 2013?

Faith?

"...it's gone from the sublime to the ridiculous." George Puil

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