

Subject: Re: Bus Depot issue

Date: Mon, 17 Oct 2005 18:19:01 +0100 (BST)

From: Elizabeth James <cagebc@yahoo.com>

To: Lyle Craver <lcraver@shaw.ca>, Corrie Kost <corrie@kost.ca>, Ernie Crist <ernie_crist@dnv.org>

CC: Cathy Adams <cathyadams@canada.com>, DNVCouncil <DNVCOUNCIL@dnv.org>, Senior Management Committee <managecomm@dnv.org>, cagebc@yahoo.com, hunterjohn@telus.net, paiofknives@telus.net, bplatts@shaw.ca, fonvca@fonvca.org

Thanks, Lyle, for your message. I have not, nor would I question the need for a cost-effective, efficient public transit system. All I ask is that all levels of government follow due process and that decisions are made for common sense, not for political expediency.

The bottom line for me is that we've all learned that there is only one reason the people have decisions thrust upon them --- it is to satisfy expediency because the politicians know the decision would not survive the light of day.

As Ms. Adams has noted in another email, she lives in the Lions Gate neighbourhood, not the Norgate neighbourhood which would be adversely affected by a bus depot in the Pemberton -1st Street location.

It is ironic that, following transmission of my email this morning, I traveled the 1st Street route as usual. At 9:18 a.m. I approached the Pemberton intersection in a very slow line of traffic which, so far as I could count, included 12 eastbound trucks, some of which wished to go southbound across the CN tracks. I soon became aware that there was a CN train traveling through - or rather not traveling. I inched my way forward and finally made it through the light, and was able to concentrate on counting the westbound trucks, which were 8 in number. They also were being impeded because of the inability of southbound trucks to clear their left-turn lane.

I know, for certain, that many of these trucks were in violation of the District's "no idling beyond 3 minutes" bylaw - as were the other vehicles caught in the line-ups. I know, because I timed it while I worked my way through the congestion.

In view of that type of common occurrence, and in view of the fact that TransLink has admitted that 80% of buses will travel east from Pemberton and 1st Street, does it really make sense to add 125 buses to that mix by putting the new depot in that location? As you have ably pointed out, it does not.

Regards,
Liz James

Lyle Craver <lcraver@shaw.ca> wrote:

The important point is not WHETHER a depot is needed but where the most appropriate place for it is.

Clearly public transit in North Vancouver is sub-standard - the real issue is where the most appropriate place for support works like depots to be located. Where is the most appropriate place in terms of servicing the needs of the fleet? Given the main Translink operations focus on Lonsdale Quay and Phibbs Exchange 1st & Pemberton seems an "interesting" choice to put it mildly.

Even if no other factor was at work than operational efficiency I would think the BC Rail site would be a LAST choice instead of a FIRST choice and I am far from convinced this is the one and only suitable location.

All of this can fairly be said even without the tax issue which (as Elizabeth James has said) is a major minus for the District particularly now. Even if Cathy Adams' concerns about her neighborhood were completely irrelevant the site looks questionable. Norgate has legitimate concerns that should not be glossed over. James' and Adams' concerns only make a challenging situation much worse.

I think the District has legitimate tax concerns on ANY site on DNV lands given the extent that District taxpayers are already paying much more than we receive from Translink and Translink's 10 year plan shows no sign of relief for DNV taxpayers anytime soon. The whole point of planning for redeveloping this area is to provide for businesses that can reasonably be expected to pay their share to the District. While I believe in doing "our share" I think we have done more than our share with respect to Translink and I would encourage Senior Staff to seek the best possible deal in locating the depot regardless of where it turns up finally.

Best regards,
Lyle Craver

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

From: Elizabeth James

To: Corrie Kost ; Ernie Crist

Cc: Cathy Adams ; DNVCouncil ; Senior Management Committee ; cagebc@yahoo.com ; hunterjohn@telus.net ; paiofknives@telus.net ; bplatts@shaw.ca ; fonvca@fonvca.org ; lcraver@shaw.ca

Sent: Monday, October 17, 2005 8:35 AM

Subject: Re: Bus Depot issue

....To say nothing of the congestion that transport trucks must already negotiate on the roads that will be affected by relocation of 125 buses onto First and Pemberton! Perhaps a few trips down there during the morning "rush" hour would assist understanding of the issue. I find this "the sky is falling" approach to the discussion unhelpful. What on earth is the use of dealing with a perceived economic cost, to the detriment of health care and environmental costs?

....The significance of this is emphasized by the finding of several studies reported on some while ago by Paul McKay of the Ottawa Citizen - a series that was truncated by our local Vancouver Sun: "The pollution caused by the emissions of one transport truck is equal to that of 150 automobiles. Moreover, that pollution is of a more carcinogenic type. 375,000 of those trucks travel Canadian roads every day and 2,500/day cross the 49th Parallel at Pacific Border crossings." The articles went on to point out that, to some degree or another, every diesel-powered vehicle adds to the problem - that implicates dump trucks, cement trucks, **and** buses, as well as many other vehicles.

....Most North Shore citizens will already have noticed that, once again, the exhaust from transit buses is "as black as the Ace of Spades." This is because TransLink has reverted to use of 'dirty diesel' in order to save costs in this era of high fuel prices.

....It should also be noted that, although TransLink responds that it is moving toward vehicles that are powered by natural gas, many scientists claim that emissions from those vehicles carry even greater health risks.

....Even if TransLink were to commit to payment of District property taxes, with the drop of a pen, the Province can enact legislation which would grant tax-exempt status to GVTA. Recent experience has shown that this can happen outside the legislative process [Orders-in-Council] and whether or not accommodations are made for public comment.

It is disappointing to see that even though some profess to believe in direct democracy, there's the proverbial Hell to pay when concerned citizens speak up. I hope that this will be made an election issue....especially if it is in the context of the wider debate of how government can be made more accountable to the people. If that is done, perhaps we can bring to the attention of politicians like NS Transportation representative, City Mayor Sharp, the importance of following due process before imposing controversial decisions on neighbouring municipalities.

You and Ms. Adams have my whole-hearted support for your positions.

Liz James