

**Subject: Re: Bus Depot issue**

**Date:** Mon, 17 Oct 2005 16:35:22 +0100 (BST)

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

**To:** 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, pairofknees@telus.net, bplatts@shaw.ca, fonvca@fonvca.org, lcraver@shaw.ca

....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

Liz James

*Corrie Kost <corrie@kost.ca>* wrote:

There is much more to this issue. I am a little surprised that you are willing to further subsidize the City of North Vancouver - considering your position on our having to supply the playing fields etc. CNV get to build more on the lands that they can now vacate of buses - and we get to store the buses in an unsuitable place for the next 50 years. Something is not right with this picture. Note that the congestion of the movement of goods on the North Shore is minimal compared to other places in the lower mainland. However if you promote more growth (in CNV) this will only worsen congestion.

Please re-consider your position on this matter.

Yours truly,

Corrie Kost

Ernie Crist wrote:

> Dear Mrs Adams:

>

> Each and every one of your questions and issues has been on the agenda

> in one form or another for many years, albeit little or nothing has been  
> done to solve them.  
>  
> What may not have been adequately debated are the economic cost if  
> trucks and the goods they carry are held up in the growing congestions,  
> not to mention the pollution this causes plus the pollution caused by  
> the growing number of mostly single occupant cars, small trucks, Vans  
> and SUV'S and the old buses we will be stuck with if we don't move  
> forward.  
>  
> As I understand it, you will make this an election issue in "defence" of  
> your neighbourhood. However, the implications if we stay stuck will be  
> significant. What is at stake is the liveability of the District  
> including ALL its neighbourhoods.  
>  
> There are many people on the North Shore who rely on buses to get  
> around. It includes seniors, students and other young people, single  
> mothers and their children who cannot afford cars. Not all people on the  
> North Shore are rich enough to afford two or three cars in the family.  
> Indeed many Seniors and Students have none and their numbers are  
> growing.  
>  
> They may well play a part in this election. Waiting for buses in the  
> cold rain may well induce them to go out and vote, especially if they  
> are encouraged to do so, as they will this time. Candidates who support  
> the bus depot and move forward may not do as badly as they have in the  
> past. In any case the time has come to take the high road.  
>  
> I agree that the issue was poorly handled but it was poorly handled  
> because in the  
> District ALL major issues are poorly handled. It is no accident that  
> taxes for instance have gone from the lowest in the region to the  
> highest in the span of ten years. I leave it up to you to determine why  
> this is so.  
>  
> Yours truly,  
>  
> Ernie Crist  
>  
>  
> nal Message-----  
> From: Cathy Adams [mailto:cathyadams@canada.com]  
> Sent: Sunday, October 16, 2005 8:18 PM  
> To: DNVCouncil  
> Cc: cagebc@yahoo.com; corrie@kost.ca; hunterjohn@telus.net;  
> pairofknees@telus.net; bplatts@shaw.ca; fonvca@fonvca.org;  
> lcraver@shaw.ca  
> Subject: Bus Depot issue  
>  
> To Mayor and Council, and other interested parties  
>  
> I have attached some comments on the draft acoustical study. Please  
> do look at it.  
>  
> In addition to these comments and questions, I also wonder if there has  
> yet been information provided on the issue of pollution.  
>  
> Economic issues surrounding the different types of uses that could be  
> accommodated on the site are not explored yet, as far as I can tell.  
>  
> Also, Translink has not been asked about what the real ramifications of  
> having two smaller depots would be, or whether increasing the size of

> the West Vancouver depot on Lloyd to accommodate some of the buses has  
> been explored. There seems to be a lot that hasn't been explored,  
> actually!  
>  
> The good news (for those I'm referring to) is that some of you will be  
> off council before having to vote on this, and for those reelected, this  
> November's election will be in the past.

>  
> Cathy Adams

>  
> -----

> Name: winmail.dat  
> winmail.dat Type: application/ms-tnef  
> Encoding: base64  
begin:vcard  
n:Kost;Corrie  
tel;cell:604-790-6615  
tel;home:604-988-6615  
tel;work:604-222-7365  
x-mozilla-html:FALSE  
adr;;;2851 Colwood Dr.;North Vancouver;BC;V7R 2R3;Canada  
version:2.1  
email;internet:kost@triumf.ca  
fn:Corrie Kost  
end:vcard

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