

Subject: RE: Bus Depot issue

Date: Mon, 17 Oct 2005 16:10:39 -0700

From: "Ernie Crist" <ernie_crist@dnv.org>

To: "Lyle Craver" <lcraver@shaw.ca>, "Elizabeth James" <cagebc@yahoo.com>, "Corrie Kost" <corrie@kost.ca>

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>

A MESSAGE FROM ERNIE CRIST;

The argument presented in the name of logic, if I understand it correctly goes something like this - Buses pollute more than automobiles since they are not only bigger but also because they use diesel. This situation is exacerbated when buses are held up in the traffic. If I am correct so far, I have the following comments to make. Buses are indeed bigger than automobiles because they carry up top 100 people whereas the automobile carries only a fraction of that number. Indeed most of the time only one person.

As I understand it, a bus pollutes twice or three times as much as a car which translates into a net clean air benefit of up to SEVERAL THOUSAND %. As for road space - a Bus takes the size of two cars but it takes 40 cars to achieve the same commuter efficiency as one bus.

One of the reasons for the depot is that we will get more modern buses which pollute much less than the old buses we will continue to have if we do not go for this depot.

The third point of logic is the alleged traffic congestion of the effected area. The whole idea of buses is to encourage people to get out of their cars and use buses thus freeing up space presently taken up by cars. The idling and stalled trucks which are being used as an argument for polluting the AIR do so mainly because they are the victims of the cars which are on the road because of the poor public transportation service.

The bottom line is that cars are the single most inefficient form of transportation. They are the main culprits of all the other transportation problems in the urban area. It goes without saying that cars are here to stay and many people simply need cars to get around but the whole idea of public transportation to reduce that number by encouraging people to use public transportation.

The more efficient this public transportation the more people will use it. This is my logic and it is the peoples logic and they will never go against this logic. And there are people who cannot and do not accept this logic which plus poor political leadership is the reason why we have the backward transportation system we have as compared to other cities in the world. As for noise, here again, modern buses have far less impact on noise levels than the old buses we will get if we do not accept this location.

The argument that buses are more dangerous to our health than cars reminds me of the argument that it is the secondary smoke which is deadly to our health rather than the smoking.

As to whether this is the right place? No, of course not. There is no right place because neither the public nor the North Shore politicians will ever manage to find a right place. They haven't for the last 20 years. The people on the North Shore do not elect politicians who would find a right place.

Allow me to summarise my logic. The whole idea of public transportation is to encourage people to use public transportation as opposed to using single vehicle occupant cars. Some people must use cars for various reasons but there are many who would use public transportation if it were cheap, efficient and convenient and this is why we need a bus depot, so we can accommodate such a system. Technology will deal with both pollution and noise ever more effectively - I wish some of the opponents of this concept would travel to Europe, which is light years ahead of us, ditto with pouring raw sewage into the ocean, streams and rivers

Cheers,

Ernie Crist

From: Lyle Craver [mailto:lcraver@shaw.ca]

Sent: Monday, October 17, 2005 9:03 AM

To: Elizabeth James; Corrie Kost; Ernie Crist

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

Subject: Re: Bus Depot issue

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 ; pairofknees@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