

**Subject: Re: Bus Depot issue**

**Date:** Tue, 18 Oct 2005 00:37:11 -0700

**From:** Lyle Craver <lcraver@shaw.ca>

**To:** Elizabeth James <cagebc@yahoo.com>, 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

Dear Liz,

I'm glad to hear you agree that things ought to follow due process and that decisions are made for common sense rather than political expediency.

My first night on the Finance & Budget Advisory Committee they asked me if I had any special agenda. I said "Yeah - good clean cost-effective government" and that while I preferred lower taxes was pragmatic enough to know that a certain level of taxation was a necessary evil. Translink figures they've outgrown 3rd & St. Davids and would like a new site - this begs the obvious question of what their needs are and where they're best met.

My store is close by the BC Rail site and I routinely take Welch to Park Royal or 1st Street to Lonsdale. I've never done either route with a stopwatch but my experience echoes yours. The ONLY time I take Marine Drive is when I'm heading up Keith Road (near the A&W) en route to Westview and the Upper Levels.

My understanding is that Translink has acknowledged that the percentage of buses that would be heading east from the BC Rail site is 90% not 80%. I have long excoriated Dave Barrett who by creating the Seabus completely changed North Vancouver transit from an emphasis on east/west transit to everything being geared to downtown commuters. In my high school years (late 60s early 70s) I routinely rode the buses along Marine Drive which at that time was a 10 minute route in rush hour, every 15 minutes off rush hour. My first two years at UBC were spent the same way.

While we're not going to end the Seabus there's no question that transit in western North Vancouver is nothing like what it was in terms of east / west transit within the District. I'd be all for the BC Rail site if I seriously thought it meant better service in the Marine Drive corridor, Pemberton Heights and Capilano Highlands. If I've missed something I'd count it a pleasure if you could set me straight but it sure looks like the same old same old.

Go back to the Translink 10 Year Plan that was presented at Council in 2004 - one personal hobby horse of mine has been that for that particular vote (which was a \$1.7 billion Translink decision) there were 11 members of the public out yet any time bikes, or dogs, or canoes come up it's Standing Room Only at the Council Chamber just like tonight! Based on the information presented that night in 2004 Translink intended to take \$225 million in levies out of DNV / CNV / DWV over the 10 year period but spend only \$45 million here - of which roughly 1/3 was for this yard, about \$12 million on a new Seabus in 2009 and the balance on buses. I've not heard Translink's plans have changed. I would LOVE to capture the sense of outrage on financial matters that a Council meeting on one of the above topics can be counted on to engender.

Make no mistake about it - I very much DO want good transit service but feel North Shore residents are currently getting a very poor deal from Translink. The BC Rail site would be fantastic if all North Shore transit was operating out of one yard but so long as West Van Transit is separate from Translink I can only say that there has GOT to be a better site than this!

Best regards, Lyle Craver

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

**From:** [Elizabeth James](#)

**To:** [Lyle Craver](#) ; [Corrie Kost](#) ; [Ernie Crist](#)

**Cc:** [Cathy Adams](#) ; [DNVCouncil](#) ; [Senior Management Committee](#) ; [cagebc@yahoo.com](mailto:cagebc@yahoo.com) ; [hunterjohn@telus.net](mailto:hunterjohn@telus.net) ; [paiofknives@telus.net](mailto:paiofknives@telus.net) ; [bplatts@shaw.ca](mailto:bplatts@shaw.ca) ; [fonvca@fonvca.org](mailto:fonvca@fonvca.org)

**Sent:** Monday, October 17, 2005 10:19 AM

**Subject:** Re: Bus Depot issue

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