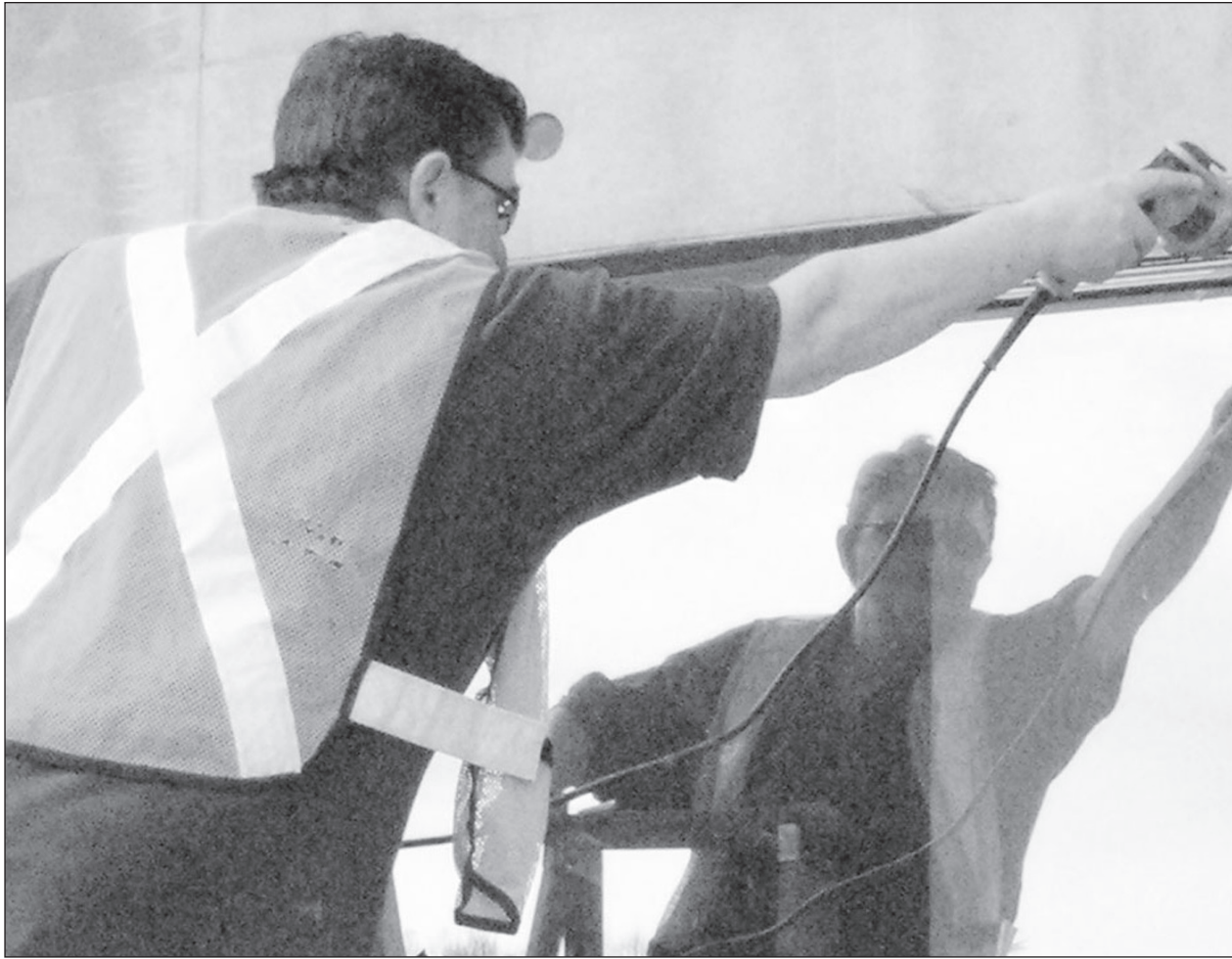


WORKER HAPPY WITH SUN

Fred Babin, a construction site foreman of the new library at Langara College said it's much easier to work when it's sunny; when it's raining he can't pour concrete and the wood gets water logged.

PATTI SHALES
LEFKOS photo



Transit to digitize displays

TransLink wants to improve and inform riders rather than put more busses on city streets

By CARLY SHERIDAN

TransLink is proposing the Main Street bus route get digital bus displays, said Ken Hardie, director of communications for TransLink.

In Vancouver these bus displays run along the 98 B-Line, but they have been malfunctioning and raising some concern.

Hardie said a cause of the malfunctions is because so much of the technology TransLink uses is intertwined. "For example, the radio system," said Hardie. "The radio system costs roughly \$35 million but provides better GPS tracking, better communication between the TransLink control and each bus, and more."

Another issue surrounding the possible development is people want more busses, not more technology.

"The number of busses really isn't the issue here," said Hardie. He said that TransLink is more concerned with updating technology at this point, rather than simply putting more buses on the streets. "This way," he said. "People will at least be able to stay informed."

Simon Jones, a Langara College university transfer student, doesn't think it's a bad idea. "It's terrible that it's not working but once it's fixed and expanded upon, I think it will really help the city's transit system," he said.

The price cannot be confirmed because the plan has not yet been approved but Hardie said it would depend on how many stops were involved.

"For cost we would have to simply compare to the 98 B-Line which was roughly \$5,000 per shelter," said Hardie.

Main Street is not the only route that may get the displays. According to Hardie, there are other areas throughout the city that are potentials, including the new B-Line that goes from Hastings Street to SFU and South of Fraser, in areas like Surrey and Langley.

"Once the radio system is made more available, everyone will prosper," said Hardie.

Safe Harbour to fight racism

B.C. Businesses promote equality, acceptance throughout province

REFUGE from racism

The project is one year old and has expanded into 21 British Columbia communities.

Over 200 business, government agencies and organizations participate.

City councils in Terrace, Langley, Campbell River, Richmond, Kamloops, Quesnel and Chilliwack are all on board with the program.

Source: Safe Harbour Website

By SHANNON SLED

Businesses around British Columbia are joining a new program to assure all members of their community are treated equally and fairly.

By becoming members of the Safe Harbour program businesses are taking part in a program that aims to promote cultural equality and acceptance in their community. The Safe Harbour program is giving businesses an opportunity to become active members in their communities and leaders in taking a stand against racism.

The Safe Harbour program started in Nanaimo, B.C., in 2004 after businesses in the area decided to step forward to promote and accept diversity within the community. Since the beginning of the program, Nanaimo's Action for Diversity Team has received national recognition from the Canadian Race Relations Foundation for developing the Safe Harbour program.

On Friday, March 23 Dave Heyer, Parliamentary Secretary for Multicul-

turalism, announced the provincial government has awarded \$225,000 to the Affiliation of Multicultural Societies and Service Agencies of BC to further develop the Safe Harbour program.

"We're really excited to have this funding," said Lindsay Marsh, a coordinator at AMSSA. The money will be divided among 21 communities across the province and will be spent on implementing, developing and promoting the Safe Harbour program.

"We hope this money will help to increase the effectiveness of the program. The businesses that participate can become leaders in their community in celebrating diversity and taking a stand against racism and hate," Marsh said.

To become a member of the Safe Harbour program businesses must send their employees to a two hour training session. The training focuses on ways in which employees can be aware of discrimination in the workplace and ways in which they can aid someone who has been mistreated.

Upon completion of the training, businesses will receive a window decal

designed to display their commitment to promoting diversity in the community.

"I think the program is something we as a business should support. It's a really good idea," said Lindsay Stone, an employee at Aveda in Oakridge Centre.

Businesses wishing to participate in the Safe Harbour program, or anyone wishing to find out more, can visit www.amssa.org/safe-harbour.

"As British Columbians, we are proud of the diversity that we have come to represent," said Naeem Noorani, president and publisher of the Canadian Immigrant Magazine on the Safe Harbour website.

“

I think the program is something we as a business should support

LINDSAY STONE

Langara students more interested in driving own cars to school

Company wants people to share vehicles; good for environment and less noise and congestion

By EMILY WRIGHT

Sharing a car might be a way to save money, but many Langara students would rather pay extra to have their own vehicle.

Members of the non-profit Co-operative Auto Network (CAN) are paired up to jointly own vehicles.

"A lot of university students use it. At UBC there are about a half dozen cars on site, if any of the members need to use them," Michael Smith, worker at CAN said. "I think it's a good idea because once you become a member, you just pay by usage. So, if you're having a relative come in, or needing to haul around your hockey stuff."

Members of CAN, pay a one-time, refundable \$500 share purchase, \$20 registration fee and a monthly administration fee for using a car. When using a car, they pay per kilometre and per hour, calculated on how often they take it out.

There are three possible usage charges available based on how much you feel you'll use the car. Higher Usage: \$40.00 monthly admin fee and 18¢ for every kilometre driven. Moderate Usage: \$15.00 monthly admin fee and 28¢ for every kilometre driven.

“*I drive my car every day, I don't think Co-op Auto would work for me*”

JESSICA LANIGAN

Supporters of the co-op argue it's low cost access to a car when you really need one. It also helps the environment and air quality because people drive less. There are fewer cars in the communities, meaning less noise and less congestion.

Some Langara students aren't sold on car sharing.

"I drive in every day and the only way I could see this working is if it was a family sharing," said arts and science student Jan-Michael Williams. "No one wants to share a car with a stranger."

"I drive my car everyday, I don't think Co-op Auto would work for me because my schedule is always changing, I would need to know that my car was there and reliable," said arts and science student Jessica Lanigan.

"I either carpool or drive my own car. I wouldn't use Co-op Auto because first you'd have to figure how to even pick up the car," nursing student Nicole Klomp said.

HOW TO join car co-op

- Have a good credit rating.
- Have at least three years driving experience.
- Have a British Columbia driver's license (or willingness to get one after joining).
- Three or fewer traffic violations in the last five years.
- No at-fault accidents in the last three years.
- Must commit for three years.



RACHEL MANNING photo
Cars in Langara College parking lot