



NEWSLETTER

PROBUS CLUB VANCOUVER

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Clubs for retired and semi-retired professional and business persons, former executives and others

www.probusvancouver.com

February 2010

Next Meeting: February 9th, 2010
Time: 9:30 am
Location: H.R. MacMillan Planetarium and Space Centre, Lower Level
Speaker: Dr. S. Larry Goldenberg
Topic: "Are you on the right path? The need for a men's health initiative"

UPCOMING EVENTS

March—Visit to Quest University in Squamish (Details to come)

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DR. S. LARRY GOLDENBERG



Dr Larry Goldenberg received his medical degree in 1978 from the University of Toronto, and became a fellow of the Royal College of Surgeons of Canada in 1984, following urology residency at the University of British Columbia (UBC). He is the

founding Director of the Vancouver Prostate Centre and is now Professor and Head of the Department of Urologic Sciences at UBC. Through his vision and leadership, the Prostate Centre at Vancouver General Hospital has developed into one of the top prostate research, education and healthcare delivery programs in the world.

Dr Goldenberg is a Past-President of the Western Section, American Urological Association, the Northwest Urological Association, the Canadian Academy of Urologic Surgeons and the Canadian Urological Association.

He is a co-founder of the Canadian Uro-Oncology Group (CUOG) which today stands as a global leader for clinical trials research. He served as a mem-

ber of the AUA Practice Guidelines Committee, Treatment of Localized Prostate Cancer Update and is a member of the AUA Male Health Ad Hoc Committee. He has co-Chaired the annual 'Issues and Controversies in Prostate Care' conference for 16 years.

In 1990 he authored the first book written for the lay person, entitled *Prostate Cancer - All You Need to Know to Take an Active Part in Your Treatment*, currently in its 4th edition and still a widely read educational resource for men and their partners across Canada.

In 2006 he was recognized for his contributions to health care in BC by being inducted into the Order of British Columbia, and was appointed a member of the Canadian Academy of Health Sciences. In September 2008 he was awarded the British Columbia Innovation Council's "Science and Technology Champion of the Year". In February 2009 he was made an honorary member of the AUA and in December 2009 he received the Order of Canada, the nation's highest award of merit for lifetime achievement.

Report of the January 12th Meeting

Attendance: 121 Members

President **Nick Thornton** called the meeting to order at 10:15AM with **Ted Horsey** acted as secretary to the meeting.

John Cruickshank, the Chairman of the Activities Committee announced that the Committee was planning a day trip in March to the campus of Quest University in Squamish. John said he would be passing out a card giving instructions for registering for Probus Activities events, including instructions for getting into the Website. These are: enter user name "member" then the password "probus1". The card also contains the dedicated Probus activity telephone line for registering for Probus Activities events - "604-568-8500".

Guest speaker Ken Hardie, the Director of Communications for TransLink was introduced by David Scott.

Mr. Hardie joined TransLink in 1999 just six months after it was formed. He proposed to tell us where TransLink has been, where it is today, and where it is going. He said the proposals for the future might be a little provocative.

TransLink has less than 300 employees and is downsizing. Staff members are mainly planners, financial analysts, and engineers. Its duties are to plan and finance the transit system; and to support municipalities by providing funding to operate, maintain, improve and expand Metro Vancouver's major arterial road network of the main streets. For the past five years, it has been the second biggest road builder in the province.

Most of TransLink's public services are delivered by the two main operating subsidiaries: Coast Mountain Bus Company Ltd. and BC Rapid Transit Company. TransLink also uses "alternate service delivery models", that is it works with contractors and the private sector. Three of its most successful Public / Private Partnerships are : the Canada Line, the Golden Ears Bridge, and Air-Care. TransLink is responsible for

HandyDART, West Coast Express, West Vancouver Blue Bus and some community shuttle routes. It services Canada's largest metropolitan service area -- three times the size of metro Toronto, and far less densely populated. This is a challenge for public transit.

In the late 1950's there was talk about the Province building freeways in greater Vancouver. When plans were developed to put a freeway through Mt. Pleasant / Strathcona areas there was so much public opposition that the City of Vancouver concluded that there should be no freeways in the city.

Dr. Walter Hardwick called for an agency with the power to set priorities, and coordinate proposals by the GVRD, the municipalities and the Province, and also to finance and operate new transportation facilities. He said that decisions should be made at the regional scale rather than the provincial scale, that decisions should not be so removed from the local level that citizen participation is not possible. The concept of a regional transportation authority came into focus after the GVRD created the Livable Region Strategic Plan during the time Gordon Campbell was mayor of Vancouver. Finally, in 1999, George Puil, then a Vancouver Councilor and chairman of the GVRD, pushed through the formation of TransLink as the catalyst that would shape the future of metro Vancouver. TransLink is one of the few agencies anywhere in the world that has roads and goods movement responsibilities, along with public transit. With BC Transit as a foundation, TransLink was to provide a multi-modal transit service where people could transfer easily from one mode to the next. TransLink was given, by statute, a variety of sources of revenue (including transit fares and taxation), with a combination of provincial and municipal decision-making.

TransLink has had some problems since its formation. There have been problems with a vehicle levy approval from the Provincial Government; and there has been the longest transit strike in the region's his-

tory. TransLink has undertaken a massive road and transit expansion, knowing that it would have to raise sufficient funds for the expansion. In January 2010 the public approval rating of TransLink was 75% across Metro Vancouver, with 88% in the City of Vancouver. TransLink is in constant dialogue with people of Metro Vancouver about what the region needs, and generally the public has approved the expansions planned, as opposed to a "do-nothing" option.

The governance of TransLink is through a Board of Directors, appointed by a council of the mayors of municipalities in the GVRD. The Council also appoints a commissioner (currently Martin Crilly) to report to them on the affairs of TransLink. Fund-raising through taxation is subject to the approval of the Provincial government.

TransLink is now entering into a period of consolidation; revenue increases that the Mayors' Council approved in October 2009 having eliminated a structural deficit that had threatened the expansion over the past five years. Now further expansion is on hold. The focus is on efficiencies, refining services in terms of transit routes, schedules, the make-up of the fleet and supporting road improvements, with a priority on goods movement.

The GRVD population will increase by about a million people in the next 20 years (from about 2 million to about 3 million), adding on average one more vehicle to a finite road system every 23 minutes. Traffic congestion is a concern, costing about \$4 to \$5 billion a year in lost time and additional costs.

Traditionally government builds roads, pays for it with taxes, and it's "free" from that point forward, except for maintenance. As the demand for road space increases, and the supply remains the same we end up with rationing, which is in the form of traffic congestion. Some suggest we need to think about managing the demand-side management, using price to manage demand on the road system by doing two things -- influence shifts away from driving, and proper funding alternatives. Like the cell phone network, we should look at putting a price on the way we

use our roads, based on the length of our trips and the time of day we travel. Cars, buses, Sky-Trains and SeaBuses are a part of our transportation system, as are roads, bridges, and traffic signals. Our region has grown up to be mainly car dependent and a lot of things -- as foreseen in the Livable Region Plan -- are going to have to change before transit becomes a viable option for many.

Thanks to the Livable Region Plan we are one of the few areas in North America to seriously use transportation to shape growth and development. We have created compact communities and promoted residential density around our rapid transit stations. .

The question now is: when it's time to expand our transportation network again, are we prepared to combine both supply-side and demand-side principles? Are there other measures that would be more politically palatable? Are we prepared to do what it takes to achieve our goal of a livable, sustainable region -- or will we be content to chase a moving target?

After questions, George Adams thanked the speaker.

Next, President Thornton presented Pidge McBride with an Honourary Life Membership(see details inside). He is added to the list of persons so honoured, the others being: Brice Macdougall, Fred Cotton, Doug Lambert, John Hoyle, and Roy Williams.

The Chairman recognized and honoured the Past Presidents of our Club (picture and names inside).



CONGRATULATIONS!

Three cheers for Bob Swannell who will be carrying the Olympic torch in Vancouver on February 11th

PRESIDENT'S MESSAGE



Despite the graphic coverage of the disaster in Haiti, it is still hard to imagine the reality of such a situation. The combination of a catastrophic natural event coupled with generations of political mismanagement has resulted in something that is truly appalling. Canadians, as is their tradition have been extremely generous, not only financially but also in the response of our Emergency Crews who in many cases are risking their own lives. They deserve our full support. It is also appropriate to remember how fortunate we are to live in a country that has good governance and respects the rule of law, something that we so often take for granted. Our biggest immediate concern is a safe and successful Olympic Games – what a contrast !

Honourary Life Membership Pidge McBride

Pidge McBride is a Charter Member of the Probus Club Vancouver and was our first elected Vice President. He succeeded Fred Cotton our First President to become our second President Sept 15 1998. In 2001 Pidge was elected to serve on the Board of Probus Canada where he served for 2 three year terms. During this time he was instrumental in helping establish the Probus Club on the North Shore as well as the Women's Probus Clubs in Vancouver and White Rock -South Surrey.

Pidge was born in Vancouver and

attended Magee High School. His attendance at UBC in the Arts Faculty was interrupted by the Second World War when he joined the Royal Canadian Navy to begin service in the Atlantic before being assigned to anti-sub duty in the Irish Sea and English Channel. After the war he returned to UBC to complete his education. On graduation Pidge began a lifetime career with Woodward's and spent a number of years in Alberta. In the late sixties he managed the Chinook Centre Food Floor in Calgary where he was considered "Most Popular Manager" because of how he greeted the Ladies as they came in the door. He later became Stores Manager responsible for opening new stores in Calgary and Lethbridge. He subsequently was transferred to Vancouver as Vice President, Food Operations.

Pidge enjoys Golf and served as a Director of the Point Grey Golf and Country Club. In his retirement he also travels extensively and enjoys reading. Pidge is married to Joan. They have 4 children; Jim, Michael, Debbie and Mary Elizabeth who, in turn, have provided them with 13 grandchildren.





Membership Services Team

Membership

Services Desk: Jon
Collins

Cash Desk: George
Mackenzie & Clare
MacSorley

Greeters: Sam
Mahaffy & Laurie
Maranda

NOTICES

IN MEMORIAM

It is with regret we announce the passing of Alan Brown on December 23, 2009. Our condolences to his family. A donation will be made in his name by Probus to the UBC Brain Research.

PAY PARKING

Probus has been notified that the city will charge for parking effective immediately. The rate is \$2 or \$3 per hour. We have been talking to the operators about a bulk rate and so far, without success. They will talk again with us after our February meeting. Be prepared to pay for probably two hours using the machine.



Three Past Presidents (Farley, Weitzel & Creighton) having to endure one of Ted Daem's jokes!

2010 VANCOUVER OLYMPIC WINTER GAMES

Be ready to cheer
Canada's Olympians to
victory

