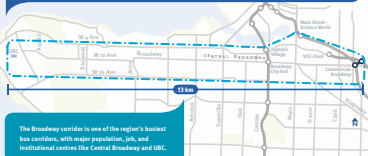


UBC Line Rapid Transit Study Findings



The Broadway corridor is one of the region's busiest bus corridors, with major population, job, and institutional centres like Central Broadway and UBC.

WHAT IS THE UBC LINE RAPID TRANSIT STUDY?

Launched in 2009, the study reviewed rapid transit options for the Broadway corridor from Commercial-Broadway Station to UBC, one of the region's busiest bus corridors.

WHO SPONSORED THE STUDY?

TransLink and the Province of British Columbia sponsored the study, in partnership with the City of Vancouver, UBC, the University Endowment Lands, Metro Vancouver and the Musqueam Indian Band.

WHAT WERE THE STUDY'S GOALS?

The study aimed to identify rapid transit alternatives that addressed three problem statements:



CAPACITY AND RELIABILITY

Existing transit services don't provide sufficient capacity or service reliability to the major regional destinations and economic hubs within the Broadway Corridor.



RIDERSHIP

Transit trips and mode share need to increase to reduce vehicle kilometres travelled and emissions, both directly and by supporting the Regional Growth Strategy and other regional objectives.



AFFORDABILITY

Limits on regional transit funding and the need to balance a range of investment priorities are key issues for the region.

HOW MANY TECHNOLOGIES AND ROUTE OPTIONS DID WE CONSIDER?

3

technologies examined



BUS RAPID TRANSIT



LIGHT RAIL TRANSIT



RAIL RAPID TRANSIT (SKYTRAIN)

173

route and technology combinations initially considered

7

alternatives evaluated in detail

3

alternatives identified for the corridors

HOW DID WE EVALUATE THE OPTIONS?

Each alternative was evaluated on seven accounts for benefits and impacts:



ECONOMIC DEVELOPMENT



ENVIRONMENT



FINANCIAL



SOCIAL & COMMUNITY



TRANSPORTATION



DELIVERABILITY



URBAN DEVELOPMENT

65+ detailed measures considered (e.g. GHG emissions, construction effects)

PUBLIC CONSULTATION BY THE NUMBERS

3895

online questionnaires completed

910

workshop attendees

30+

public events & meetings held

WHAT ALTERNATIVES DID WE IDENTIFY?

These alternatives best address the study goals, and are highlighted for further consideration.

	LRT 1		COMBINATION 1	RRT 1 (SKYTRAIN)
DESCRIPTION	LRT from Commercial Dr to UBC via Broadway, West 10th Ave, and University Blvd.		Combination of RRT and LRT, with RRT from VCC-Clark to Arbutus, and LRT operating from Main Street-Science World to UBC.	Mainly tunnelled route from VCC-Clark to UBC via Great Northern Way, Broadway, 10th Avenue, and University Blvd.
	Street level	Partially tunnelled		
LENGTH	LENGTH OF LRT	13.5 km	13.5 km	12.0 km
	LENGTH OF RRT	-	-	5.1 km
TRAVEL TIME	Commercial Dr to UBC (base case = 38 min)	28 min	26-27 min	29 min
	Commercial Dr to Cambie (base case = 9 min)	8 min	7 min	5.5 min
COST	CAPITAL COST	\$1.1 billion	\$1.4-1.8 billion	\$2.7 billion
	ANNUAL OPERATING COST (in 2041)	\$11.9 million	\$11.9-12.2 million	\$12.9 million
RIDERSHIP	DAILY BOARDINGS (in 2041)	160,000	160,000-165,000	350,000
	NEW DAILY TRANSIT RIDERS/TRIPS (2041)	11,000	13,500	44,000

What are the next steps?

Now that the study has identified three alternatives for consideration, it's up to the region to consider trade-offs and competing regional investment priorities, and decide on what level of rapid transit investment the region should make.

TransLink will facilitate this discussion through the Regional Transportation Strategy process in 2013, which will ask the region to clarify a shared vision for its long-term transportation future, and identify what we can do now to take us there.