

UBC Rapid Transit Line



Mount Pleasant

City of Vancouver
Community
planning program

UBC Line

The UBC Line is a future rapid transit service that will begin at Commercial Drive and end at the UBC campus, a total of 12 kilometres.

On January 14, 2008, the BC government announced a \$14 billion Provincial Transit Plan with a goal to double ridership by 2020. The UBC Rapid Transit Line, identified in the Plan, is to be completed by 2020.

Technology and alignment for the UBC Line are still to be determined. Ultimately, these decisions (e.g. beginning at VCC Clark Station or beginning at Commercial Drive Station) and type of technology or combination of technologies chosen could result in different station location(s) in Mount Pleasant.

A three-part UBC Line Rapid Transit Study will take place starting early this year:

- *Phase 1 - Shortlist Identification:* Technology and alignment options will be identified and screened for technical feasibility in order to arrive at a shortlist of 3 or 4 options for further development in Phase 2.
- *Phase 2 - Options Development and Evaluation:* Short listed options will be further developed and evaluated to support a decision on a

preferred option. Phase 2 will be complete in 2010.

- *Phase 3 - Design Development:* After selection of a preferred option, further detailed design development and costing will take place. Phase 3 will establish a budget, timeline and phasing for the project and provide the basis for project definition, securing funding and procurement. The schedule for Phase 3 will be determined on completion of the first two phases.

The study is being led and managed by TransLink and is jointly funded and sponsored by TransLink and the BC Ministry of Transportation and Infrastructure. The study will be undertaken in close consultation and collaboration with the major partner agencies, including the City of Vancouver as well as Metro Vancouver, UBC and UEL (University Endowment Lands). TransLink is managing the inter-agency process.

Stakeholder consultation will take place throughout the study, with broader public consultation beginning in Phase 2.

Ridership on the Broadway Corridor

Transit ridership on the Broadway Corridor has doubled over the past

12 years, and demand is expected to more than double again by 2021. The Central Broadway Corridor (from Cambie to Oak) is the second largest employment centre in the province (next to downtown Vancouver) and the city's second most popular transit destination in the region. The City of Vancouver's Metro Core Jobs and Economy Land Use Plan identifies this area as a key node for further employment growth and identifies the need to intensify job space and increase transit capacity within the area.

UBC has also experienced a near tripling of transit trips in the past decade, largely due to the introduction of the U-Pass program in 2003. Transit trips to UBC already exceed the Transportation Plan's 2021 mode share target. UBC campus continues to undergo significant academic and residential growth and a new below grade transit hub, envisioned to be apart of the "town centre" is proposed.

Along the Central Broadway Corridor there is currently a bus every 90 seconds in each direction during rush hour. However, overcrowded buses routinely pass waiting passengers and bus service on Broadway is nearing capacity. It is unlikely that the City's Transportation Plan mode share targets can be achieved without extending rapid transit service to this area.

Past Plans and Policies

Rapid transit along the Broadway Corridor has long been considered and studied. In 1999, the City of

Vancouver, in partnership with TransLink and the Province, examined technology options for extending rapid transit west from Commercial Drive. At the conclusion of the study, the City of Vancouver recommended that the Millennium Line—which currently terminates at VCC Clark Station—be extended west to at least Granville and explore the ability to extend to Arbutus, with a rapid bus connection to UBC. The City's recommendation was based on a 1999 report entitled *Beyond the B-Line* which studied numerous configurations and technologies, including SkyTrain, Light Rail Transit (LRT), and Rapid Bus. TransLink endorsed the City's recommendation in 2000, but identified rapid transit extension to Coquitlam as its first priority.

In 2004, TransLink's Ten Year Outlook plan identified the need to undertake a new review of alignments, technologies and phasing of westward extension of rapid transit, in order to effectively connect the existing system to the Central Broadway Corridor and to UBC.

UBC Line in Mt. Pleasant

With the route and choice of technology for the UBC Line yet to be determined, future station locations in Mt. Pleasant are still unknown. However, based on other rapid transit projects, such as the Canada Line, the City of Vancouver supports station areas that are compact and include mixed use developments designed to maximize access by transit and non-motorized transportation. This type of transit station design is called Transit Oriented Development (TOD). TOD concentrates housing, retail, and services around a transit station in order to maximize accessibility and convenience.

The location of rapid transit station(s) in Mt. Pleasant will need to consider the existing and future land use, development opportunities, and transit services. New transit investments such as the Canada Line (with a station at 2nd Avenue and at Cambie and Broadway), and the City of Vancouver's proposed streetcar network will also need to be taken into account when considering station locations.

Next Steps

On December 11, 2008 TransLink and the Province announced the launch of the UBC Line Rapid Transit Study. Many details will need to be resolved, including technology to be used, final alignment, station locations, and construction methodology.

Along with the study of the technical aspects of the UBC Line will be a broad public process where residents, businesses and other community interests can participate in the planning and design of this important new rapid transit line.

Sources

For more information on the UBC Rapid Transit Line visit:

http://www.translink.bc.ca/Plans/Public_Consultation/UBC_Rapid_Transit.asp

<http://vancouver.ca/engsvcs/transp ort/rto/ubcline/index.htm>