

September 2018  
PROJECT OVERVIEW

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# Broadway Subway Project

An Extension of the Millennium Line



# Priority Need for the Broadway Subway

Vancouver's Broadway Corridor is an important economic, healthcare, and residential centre for Metro Vancouver and British Columbia.

## A critical link in the provincial economy

B.C.'s second largest employment centre—second only to Downtown Vancouver, the Broadway Corridor is home to many businesses, shops, and services. The Corridor is also an important part of Metro Vancouver's major road network for people and goods movement.





## An innovation hub

With Western Canada's largest hospital — Vancouver General Hospital, other world-class health care, research, and academic institutions, and an emerging tech sector, the Broadway Corridor is an important innovation hub.

## A high-demand transit route

As Canada and the U.S.'s busiest bus route, more than 100,000 transit trips are made on the Broadway Corridor each day, with people using transit to get to work, school, and appointments in the area. The Corridor currently is the most densely developed corridor in the province not served by rail rapid transit. Even with a bus arriving every three minutes during rush hour, some waiting passengers are still left behind. Current bus service is not able to meet the demand.



## Congestion impacts everyone

Congestion on the Broadway Corridor means people, buses, and goods are stuck in traffic, impacting the economy and environment.

## Keeping pace with demand

**The Broadway Subway is necessary to keep people and commerce moving, keep the air clean, and improve quality of life for Metro Vancouver residents.**

# Broadway Subway Project Overview

The Broadway Subway is a key link in Metro Vancouver's transportation system.

**The 5.7-kilometre line will extend the existing Millennium Line SkyTrain seamlessly from VCC-Clark Station through the most congested section of the Broadway Corridor to a new terminus station at Arbutus Street.**



- 700 metres of the Broadway Subway will be elevated, extending from VCC-Clark Station to a tunnel portal near Great Northern Way.
- Five kilometres will be tunneled below the Broadway Corridor from Great Northern Way to Arbutus Street, with an underground connection to the Canada Line at Cambie Street.
- The Project is a key part of the rapid transit program in Metro Vancouver's Mayors' Council 10-Year Vision. That vision is funded by the governments of British Columbia and

Canada, TransLink, and local municipalities. The Broadway Subway will cost \$2.83 billion, to be funded and delivered by the Government of B.C., with contributions from the Government of Canada and the City of Vancouver.

- The 99 B-Line service will continue to connect from the Arbutus Street station to the University of British Columbia.

**Construction will begin in 2020 and the Broadway Subway will open in 2025.**

# A tunneled SkyTrain for Broadway

Efforts to identify a rapid transit solution for the Broadway Corridor have been underway since 2009. An evaluation of approximately 200 technology and route options was completed through a partnership between the Government of B.C., TransLink, the City of Vancouver, Metro Vancouver, UBC, the University Endowment Lands, and the Musqueam Indian Band, along with extensive community and stakeholder engagement.

This work resulted in a shortlist of solutions for further study to identify a preferred solution that addresses the most critical gap in Metro Vancouver's rapid transit network, balances transportation priorities, and provides benefits for the corridor, region, and province.

An underground SkyTrain extension to Arbutus Street is the most effective solution to meet growing demand in the Broadway Corridor.



## Cutting Commute Times

The Broadway Subway will cut transit commute times, making travel faster and more reliable than the 99 B-Line service today. The first train departs in 2025. Service will run every 3 to 4 minutes during rush hours.

From Commercial-Broadway Station:



To Arbutus Street:



## Making Room for More Riders

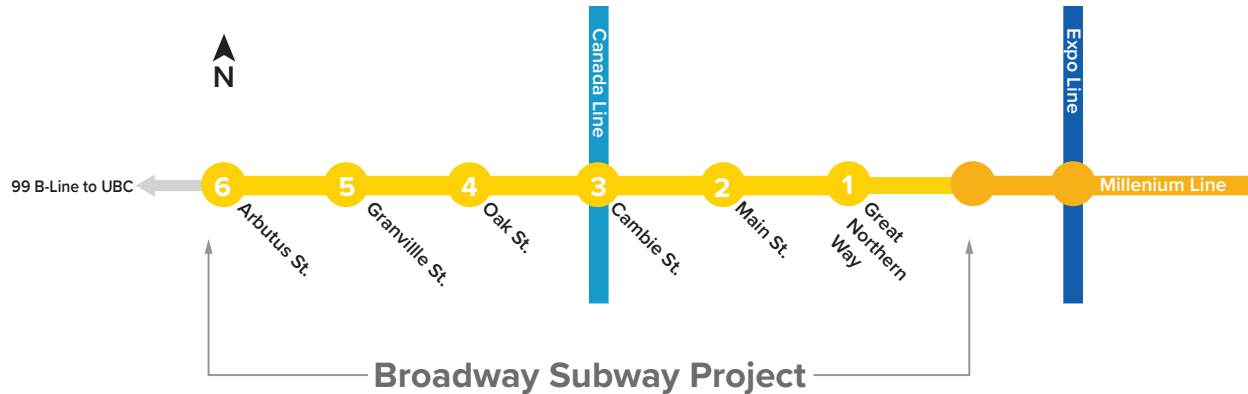
The Broadway Subway will eliminate long queues that currently exist for the 99 B-Line bus at the busy Commercial-Broadway Station, and attract more riders to transit.

On opening day, the Broadway Subway will have room for three times as many people as the current 99 B-Line service — a 255% increase in capacity — and even greater capacity in future.



# Connecting Communities

Six new stations, including one at Cambie Street, which will be fully integrated with Broadway-City Hall Station, will connect communities and neighbourhoods to make it more affordable to live, work, shop, and access services in the Broadway Corridor.

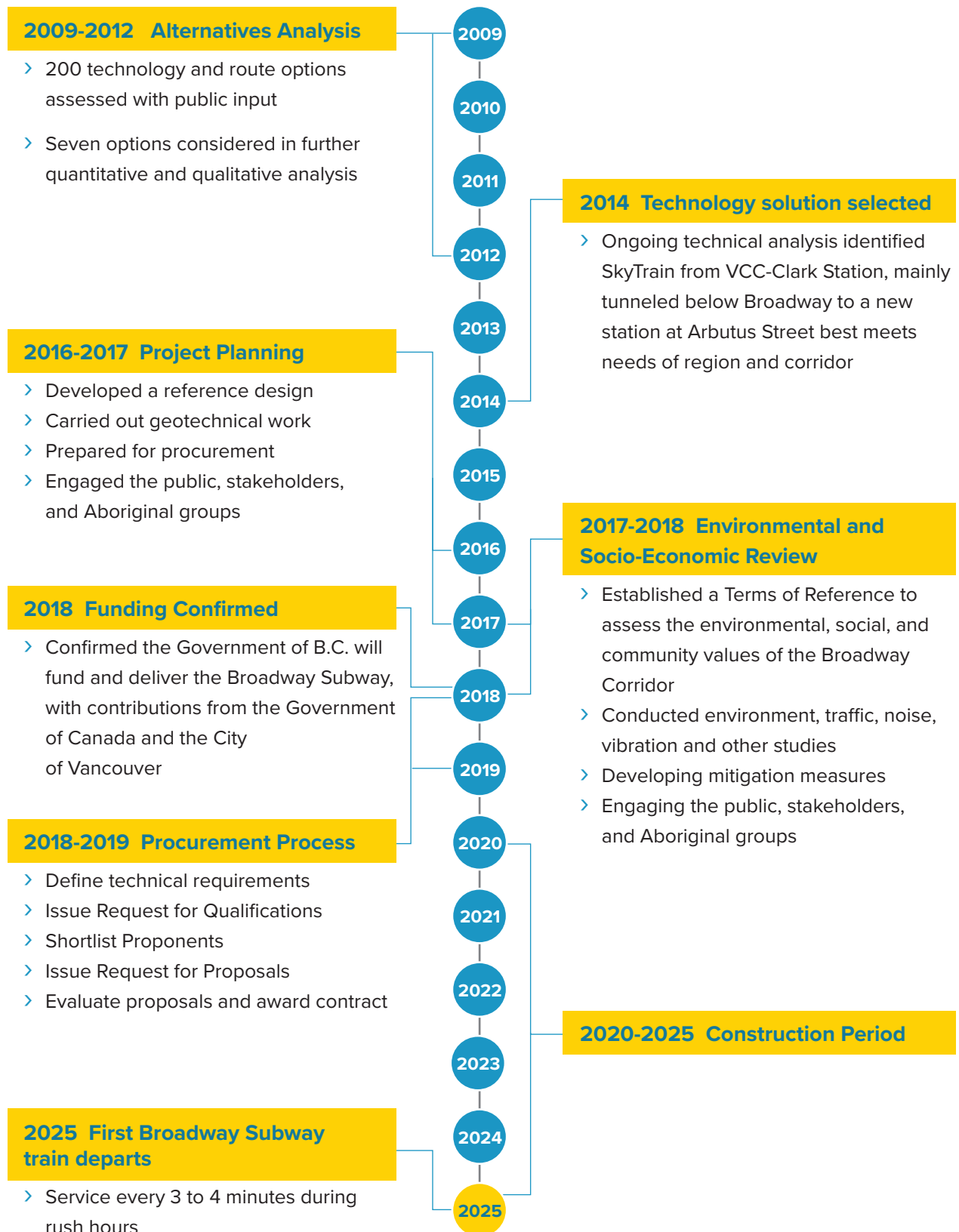


- 1 At Great Northern Way** to give students and residents more flexibility and access to the Great Northern Way Campus, Emily Carr University of Art and Design, and the high-tech and new media hub planned for False Creek Flats.
- 2 At Main Street** to connect the active and growing business and residential community in Mount Pleasant.
- 3 At Cambie Street** to make it faster and more convenient to connect between the Millennium and Canada lines.
- 4 At Oak Street** so patients and visitors do not have to spend the time looking for parking when accessing the Vancouver General Hospital, BC Cancer Agency, Canadian Cancer Society, or the BC Cancer Research Centre.

- 5 At Granville Street** so more people can enjoy the popular South Granville and Granville Island neighbourhoods.
- 6 At Arbutus Street** to move people quickly through the most congested part of the Corridor, and connect passengers destined to the University of British Columbia with the 99 B-Line express service.

These stations will be fully integrated with bus, HandyDART, walking, and cycling for a complete multi-modal experience.

# Project Timeline





# Procurement

A number of models were assessed to identify the best delivery model for the Project. This assessment identified a Design-Build-Finance model as the preferred model to:

- › **Manage and mitigate key Project risks**
- › **Maximize cost and schedule certainty, and**
- › **Provide value for money for taxpayers.**

The steps to assess and identify a Design-Build-Finance partner will include:

## Request for Qualifications

- › Respondents will be asked to demonstrate their experience, qualifications, capacity and capability to undertake the Project.

## Request for Proposal

An interactive, two-stage process, including:

- › A technical proposal, which will be evaluated for compliance with stated performance requirements, and
- › A financial proposal.



# Shaping the Project with Public Input

Extensive engagement with stakeholders and the public has been underway since 2009.

## Alternatives Analysis: 2009 to 2012

Stakeholders and the public helped to identify and shape the rapid transit options along the Broadway corridor. About 200 technology and route combinations were considered, and three were shortlisted for consideration. Further analysis and engagement confirmed the preferred solution.

200  
technology  
and route  
combinations  
considered

analysis and  
engagement

1  
preferred  
solution

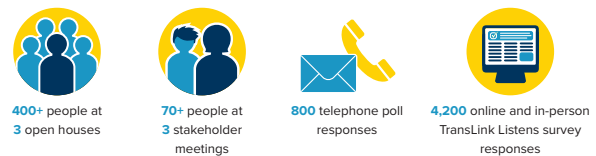
### Public Outreach by the Numbers:



## Planning Stage 1 Engagement: December 2016 to February 2017

Stakeholders and the public were engaged on the underground SkyTrain solution, route, and alignment.

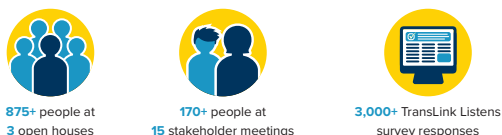
### Participation by the Numbers:



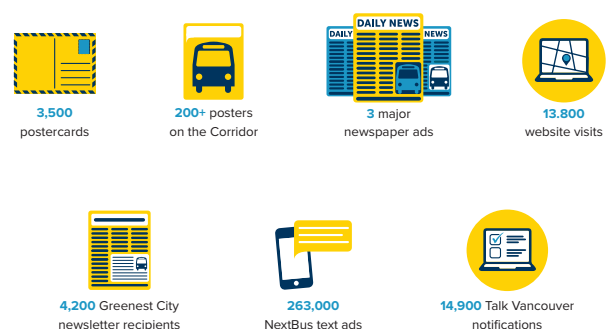
## Planning Stage 2 Engagement: May to July 2017

Stakeholders and the public provided input on the construction impacts and mitigation, and design features inside and outside the stations.

### Participation by the Numbers:



### Public Outreach by the Numbers:



# Environmental and Socio-Economic Review

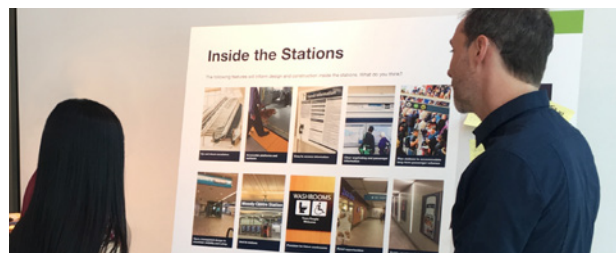
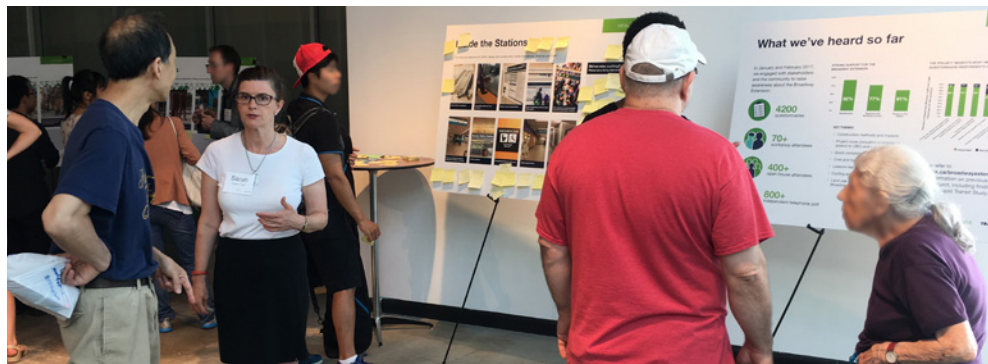
A formal environmental regulatory process is not required for the Project. The Project did, however, undertake an Environmental and Socio-Economic Review to ensure a clear and transparent process for identifying and protecting environmental and socio-economic values. This process also provided opportunities for engagement and input from the public, Aboriginal groups, stakeholders, and government agencies on the scope of issues and approaches for protecting these values.

## Aboriginal Engagement

Engagement with Aboriginal groups guided the development of the terms of reference for this review and draft report. Aboriginal engagement will continue through the completion of this review process, and through procurement and construction.

## Public Engagement

Building on consultation to date, from September 2017 to February 2018, stakeholders and the public shared input on the the review's terms of reference and areas of study.



The results of the Environmental and Socio-Economic Review will be shared with the public and stakeholders. More about this engagement process, and other opportunities to be engaged in the Project, will be posted on the Project website at: <https://engage.gov.bc.ca/broadwaysubway>.

# Stay In Touch

For more information:

Visit the project website at <https://engage.gov.bc.ca/broadwaysubway>

Get in touch with us at [broadwaysubway@gov.bc.ca](mailto:broadwaysubway@gov.bc.ca)

*Artist rendering: Integrating the Broadway Subway with Metro Vancouver's transit network*

