

	Policy Number: EP-2013-10	Passed: <i>July 3, 2013</i>
	Title: <i>Long-term public transit solutions for the Broadway Corridor</i>	Expires: <i>July 3, 2016</i>
Summary: <i>Supports the City of Vancouver's recommendation of a below-grade rapid rail line from Commercial Drive to UBC and other solutions, as long as they have a minimal impact on businesses and communities along the corridor.</i>		

Whereas the AMS supports a sustainable and efficient transit network in Metro Vancouver, especially along the Broadway Corridor, spanning from Commercial Drive to UBC;

Whereas Greater Vancouver's transit system is over capacity and unable to meet the demands of an evolving metropolitan area, especially along the Broadway corridor, where, according to a recent study by KPMG reports that more than 100,000 people board a bus each day;

Whereas the City of Vancouver has completed their [Transportation 2040](#) study for the Broadway corridor and Vancouver City Council has deemed a below-grade rapid rail extension of the Millennium Line to be the most appropriate solution;

Whereas a recent 2013 KPMG report cited the importance of the Broadway Corridor to the province's overall economic development, being "B.C.'s second largest business and innovation area." (KPMG, 2013);

Whereas UBC is the province's second largest employer with 13,900 jobs, \$10 billion of annual economic impact, and over 152 different spin-off companies;

Whereas UBC students are currently facing severe difficulties commuting to and from campus, affecting their academic and social experiences while at university; and

Whereas there is a need for the introduction of rapid transit infrastructure throughout the region to accommodate a growing region and economy;

Be it resolved that the AMS formally support the recommendation within the City of Vancouver's Transportation 2040 plan and continue to advocate for rail-based rapid transit as the most suitable mode of transit along the Broadway corridor, though the AMS will be open to alternative proposals for the corridor so long as they increase carrying capacity by 50%, allow users to remain on a single mode of transit between Commercial Drive and UBC, and that the solution operates the entire length of the corridor; and

Be it further resolved that during construction, there should be the lowest degree of negative impact on businesses and neighbourhoods along the corridor and said solution must have the

lowest possible degree of negative impact upon businesses and neighbourhoods along the corridor and the maximum positive impact once it is in operation.

NOTE: *The KPMG study referred to in this policy was published on February 28, 2013 under the title [The UBC-Broadway Corridor – Unlocking the Economic Potential](#) and was commissioned by the City of Vancouver and UBC.*