



Student Society
of UBC Vancouver

Submission to the UBC Board of Governors regarding the Millennium Broadway Line Extension April 19th 2018

Dear UBC Board of Governors,

This letter is written on behalf of the Alma Mater Society of UBC Vancouver, to voice our support for the Millennium Line Broadway Extension (MLBE). The current MLBE project is defined in two phases, with Phase 1 extending the line from VCC Clark to Arbutus Street with six underground stations, and Phase 2 extending the line from Arbutus Street to UBC. The AMS fully supports and encourages the UBC Board of Governors to publicly support this project given its necessity for both students and the wider UBC Community. The AMS further encourages the university to take the necessary steps to see this vision come to fruition, and we look forward to working with UBC to support this project.

Currently, three major transit connections exist between the Millennium Line and UBC: the 84, the 99 B-Line, and the 9. The 99 B-Line is the second busiest bus route in North America, with connections to the Canada Line, Expo Line, and the Millennium Line, with a reported 55,700 daily boardings and over 1/3 of revenue hours being overcrowded.¹ The current system is over-capacity and transportation with greater carrying capacity is urgently needed to support the exponential growth the region will see over the next decade.

The MLBE would benefit the UBC Community as follows:

A rapid transit line along the corridor would provide its residents as well as commuters arriving via SkyTrain or West Coast Express from other portions of Greater Vancouver a shorter, smoother, and more reliable trip. Current travel times on the Broadway corridor by bus range from 37-45 minutes and are highly unreliable. Rapid rail transit would shorten this travel time to a consistent 17.3 minutes.² A rapid transit line would also grant UBC community members easier access to more affordable housing that is often further from campus.

Furthermore, there are substantial contribution to UBC's sustainability goals. Estimations show that a rapid rail transit line would increase regional transit mode share (up to 0.3%), reduced vehicle kilometres travelled (VKT), and contribute to the reduction of greenhouse gas emissions.³ This is in line with the Metro 2040 vision, the City of Vancouver's Greenest City Action Plan, and UBC's 20-Year Sustainability Strategy. As of 2011, it has been observed that the City of Vancouver and UEL region benefit from the highest proportion of transit mode share, reinforcing the concept that travelers in this area are more likely to use alternative modes.⁴ An increase in transit capacity would further reinforce the tendency to take transit.

A rapid transit line would further benefit students by facilitating easier access both to and from Broadway and UBC, this area supplies 27% of Metro Vancouver's employment, only second to downtown Vancouver at 41%. In line with Metro Vancouver's Regional Growth Strategy for 2040, UBC's Land Use Plan (LUP)⁵ forecasts a 48% growth in employment as well as a 200% increase in resident population from 2010 to 2041. Rapid transit to UBC will enhance and support the campus's growth in a sustainable manner, in line with the Metro 2040 Vision of

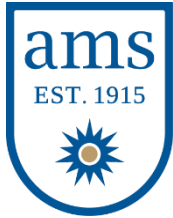
¹ KPMG. The UBC Broadway Corridor - Unlocking the Economic Potential. Publication. 2013.

² Ibid.

³ SNC-Lavalin Inc, British Columbia Government EBook Collection, Steer Davies Gleave (Firm), and South Coast British Columbia Transportation Authority. 2012. Phase 2 evaluation report: UBC line rapid transit study : Final report, executive summary. Vancouver, B.C.: Steer Davies Gleave.

⁴ TransLink. "2011 Metro Vancouver Regional Trip Diary Survey." 2013. Accessed March 7, 2018.

⁵ UBC Campus and Community Planning. "The University of British Columbia Vancouver Campus Plan." 2010. Accessed March 7, 2018.



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creating a compact, transit-oriented urban form. Given that the corridor is also home to major regional healthcare centres such as the UBC Hospital, Vancouver General Hospital, and others. Employees and employers, patients, researchers, and visitors would benefit from reliable connections and time-savings to the region.

The Arbutus component of the extension is anticipated to commence construction between late 2019 and early 2020. TransLink and the City of Vancouver have conducted an extensive public consultation to mitigate stakeholder risks and balance their interests. The AMS has been consulted in these consultations and had provided written feedback and well as attended stakeholder workshops. Sitting on the MLBE's Business and Community Advisory Group representing UBC students, our feedback was integrated into their construction mitigation strategies. We continue to follow through on project developments and advocate for progress on the project.

The AMS would like to acknowledge TransLink, the City of Vancouver, the province, and the federal government in their efforts of expanding the existing transit system. We are grateful for the confirmed funding to Phase 1 of the project and the express (B-Line) bus route from Joyce-Collingwood Station to UBC. We are especially excited by the recently announced transit funding by \$7 billion transportation infrastructure deal between the Mayor's Council and the Province which will go towards Phase 2 of the 10-year transportation plan. While investments of this magnitude are unprecedented in BC's history, we would like to see a firm commitment to the extension of the Millennium Line. Despite detailed effects of the line as well as its construction and lifetime costs and benefits are still under review, preliminary findings show that the project will contribute strongly to the social, environmental, and economic statuses of our campus. In the provision of this project, we believe that support from all stakeholders is necessary. We would like to voice our support for this infrastructure expansion, and hope that UBC, as both an institution and stakeholder, would support this project both conceptually and materialistically.

The AMS will continue to advocate for better transit by informing students about the proposed improvements, proper use of the Compass Card, and the U-Pass BC Program. As a student society, we would be willing and excited to join efforts with UBC in determining students' best needs and preferences moving forward. Lastly, the AMS would like to thank the Board of Governors for the time and consideration of this submission.

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