

City of Vancouver Draft Principles & Strategies Millennium Line Broadway Extension Open House

The City of Vancouver is developing Principles and Strategies that will be considered for the design and construction of the **Millennium Line Broadway Extension**, a tunneled extension of the SkyTrain along the Broadway Corridor from VCC–Clark Station to Arbutus Street.



What are the City's draft Principles and Strategies for the Broadway Extension?

While the Broadway Extension will offer a number of benefits to the Broadway Corridor and the Metro Vancouver region, careful consideration must be given to the design and integration of the stations as well as impacts during construction. The City of Vancouver has drafted a series of station design and integration **Principles** and a list of construction mitigation **Strategies** that the City will endeavour to achieve through the Broadway Extension project and related City activities.

Today's Open House is an opportunity to:

- 1 Learn about the City's roles and responsibilities in the Broadway Extension project
- 2 Learn about the City's draft Principles and Strategies for the Broadway Extension
- 3 Provide feedback on the Principles and Strategies

Feedback from today's open house will be used to refine the draft Principles and Strategies prior to consideration and approval by Council.

How to provide feedback on the Principles & Strategies

In Person	Directly on the display boards and via a questionnaire at an open house
By Mail	Take a paper questionnaire home and return it to the address on the questionnaire by the date specified
Online	View the display boards and complete the questionnaire online at vancouver.ca/broadwayextension
By Email	Send comments or questions to the City's Rapid Transit Office: RapidTransitOffice@vancouver.ca



QUICK FACTS

- Direct extension of the Millennium Line west of the current terminus at VCC-Clark Station to Arbutus Street
- 5.7 km primarily tunnelled under Broadway
- 6 underground stations near major intersections
- Underground connection to Canada Line at Cambie Street
- Designed for future capacity expansion and extension westwards
- Will serve the largest hospital in Western Canada and the 2nd largest job centre in BC
- Mayors' Council Vision includes a future phase of rapid transit to UBC within 30 years

What might construction be like for the Broadway Extension project?

Construction will take 5 to 6 years and could begin as early as 2019. Planned construction methods differ between tunnels and stations:

Tunnels

Most of the project is planned as bored tunnel to reduce disruption with more significant impacts at the launch and removal sites of the tunnelling equipment (Great Northern Way and Arbutus).

Stations

Stations will need excavation to connect the tunnel to the street. This will include some night work and will require management of business access, transportation needs, noise and dust.

How have the Principles and Strategies been developed?

The Principles and Strategies were developed in part from feedback received at six public open house events in 2018, 22 stakeholder meetings, and approximately 7,000 online questionnaires. More recently, we have refined the Principles and Strategies through regular meetings with seven of the City’s advisory committees and three stakeholder groups representing local interests.

How will the Principles and Strategies affect the Broadway Extension project?

Like all large, complex projects, the Broadway Extension project will require trade-offs and not every principle or strategy will be possible in every location. However, the Council approved Principles and Strategies will identify the goals that the City will endeavour to achieve through the Broadway Extension project and related City activities and guide City staff in:

- The development of the Master Agreement between Broadway Extension project (TransLink) and the City of Vancouver, which is a key input to the creation of the Project Agreement between TransLink and the contractor that designs and builds the Broadway Extension.
- The review of final designs and construction methods for the Broadway Extension project.
- Future land use and transportation planning in the Broadway Corridor as well as development reviews close to the future stations.

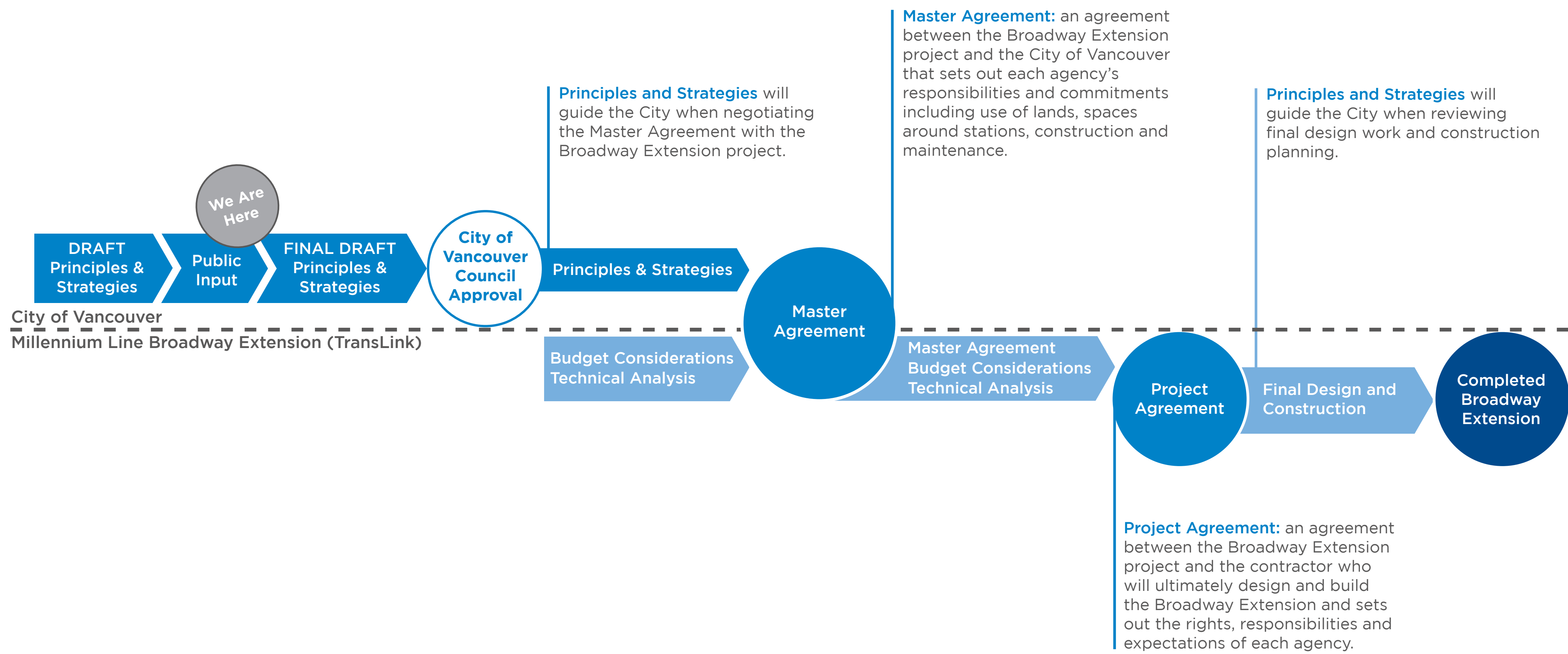
Roles and Responsibilities in the Broadway Extension Project

City of Vancouver

The City of Vancouver is generally responsible for the streets, water pipes, sewers as well as development, land use and transportation planning in the corridor. The City offers advice to TransLink on the design of the stations and is a partner on the delivery of the Broadway Extension project.

TransLink

TransLink is the owner of the Broadway Extension project and is responsible for advancing the design of the system, stations and spaces immediately outside of the stations and managing the delivery of the Broadway Extension project. TransLink offers advice to the City on the design of the streets and streetscapes around the stations.



The draft Principles focus on how the project will integrate into the surrounding neighbourhoods and transportation network. They will be used to guide the City in developing the Master Agreement with the Broadway Extension project. As a City of Reconciliation, the City of Vancouver encourages the Broadway Extension project to support the City’s goals of reconciliation with the Musqueam, Squamish and Tsleil-Waututh Nations. In addition to this principle, we have three sets of draft Principles for you to consider.

Please review the draft Principles and provide your feedback directly on the boards. Use the dots provided to indicate your level of agreement with each set of draft Principles. Sticky notes are available for additional comments.

SYSTEM-WIDE PRINCIPLES

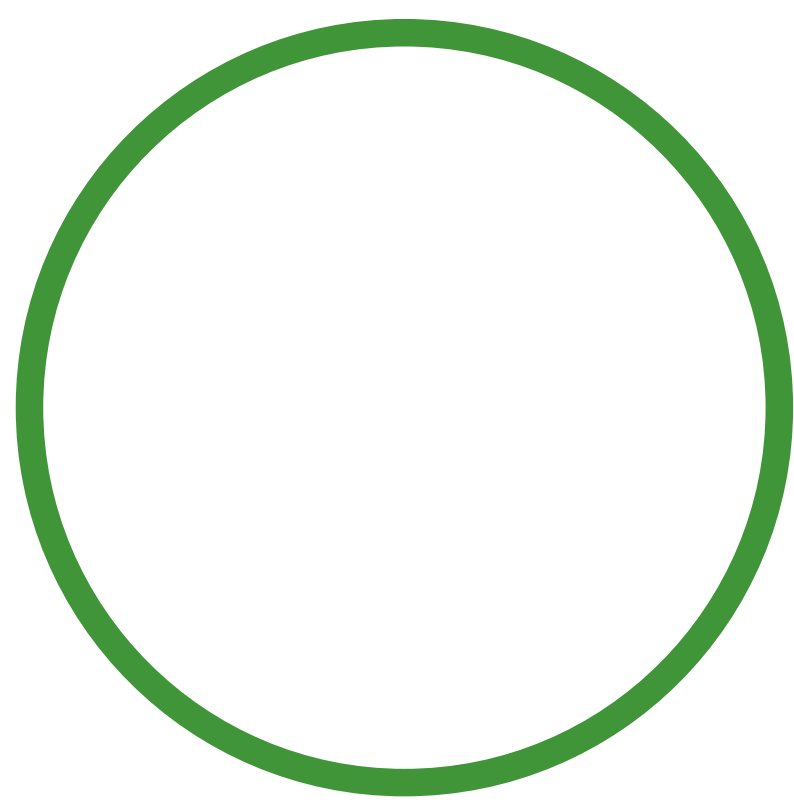
The following set of draft Principles relate to the entire Broadway Extension project.

1. Design for long-term flexibility and resilience.

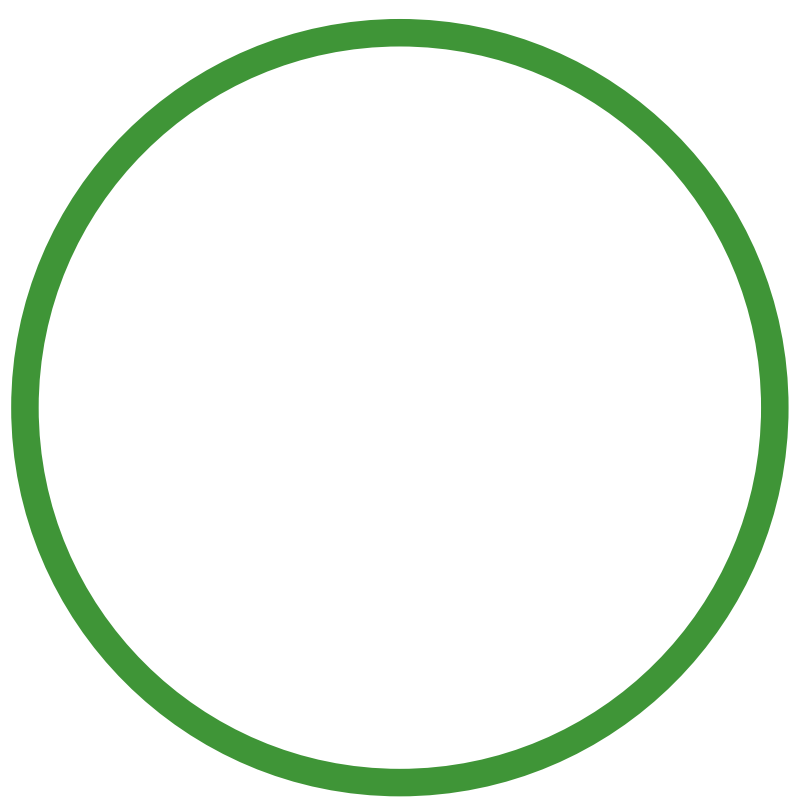
That the system and all stations are designed for long-term needs, expansion, sustainability and resiliency to effects of climate change and natural shocks such as floods and earthquakes.

2. Provide flex space onboard trains.

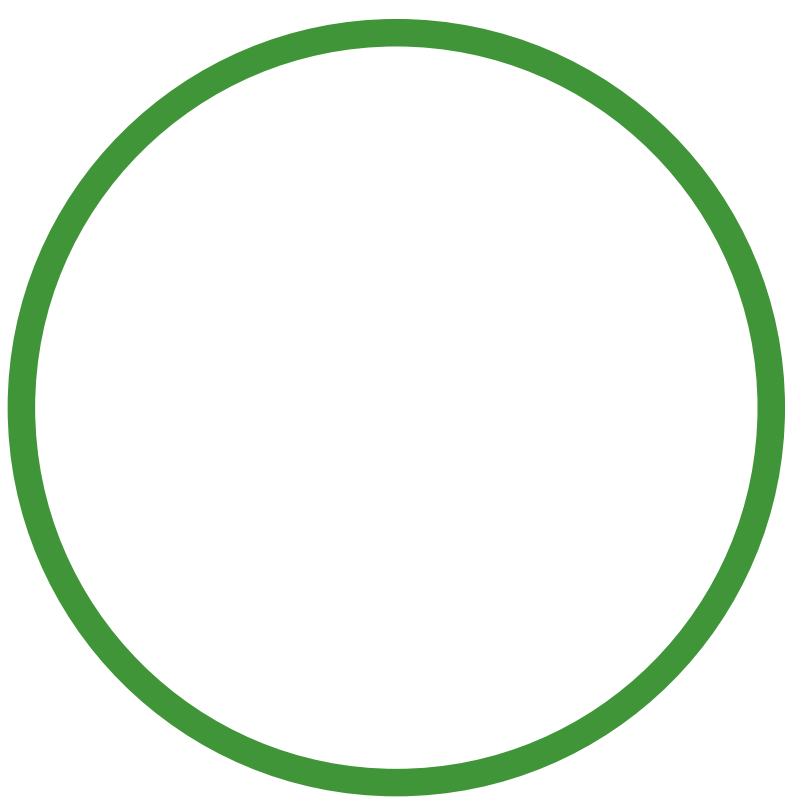
That the City would like TransLink to provide at least as much flexible space onboard trains as their most recently purchased SkyTrain vehicles to accommodate people with wheelchairs of all sizes, mobility aids, bikes, strollers and larger personal items. The City recognizes that many older vehicles will be operating on the Broadway Extension that do not have the same design flexibility.



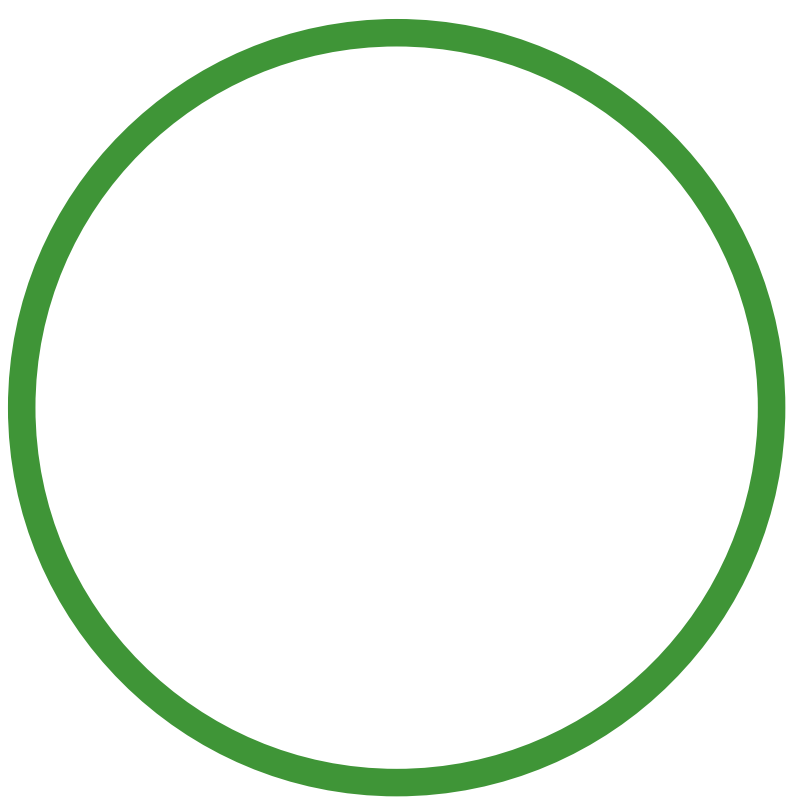
STRONGLY
AGREE



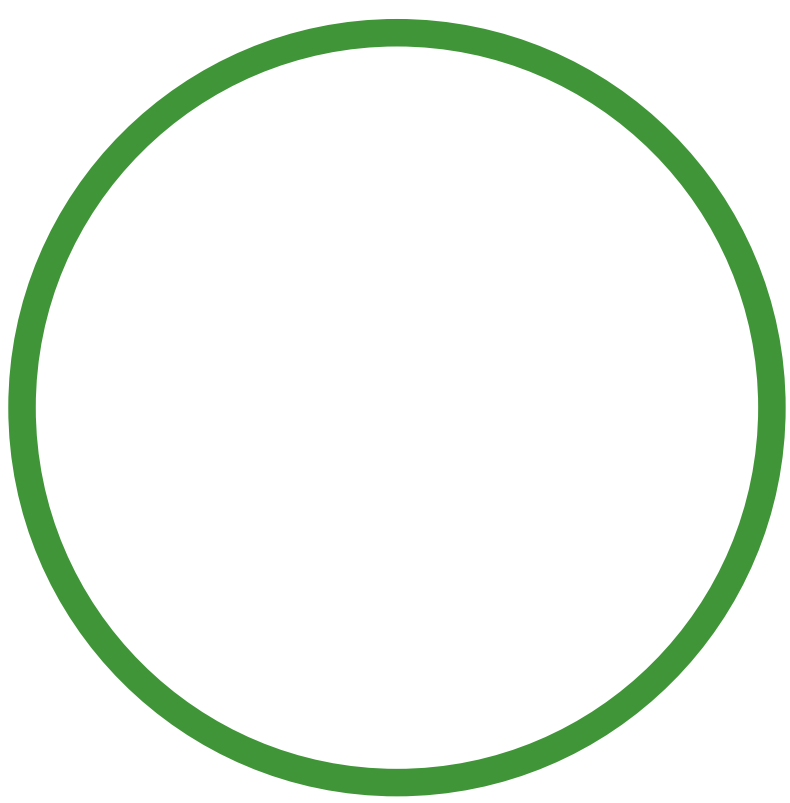
SOMEWHAT
AGREE



NEUTRAL



SOMEWHAT
DISAGREE



STRONGLY
DISAGREE

Do you have any additional comments? Did we miss anything?



DRAFT PRINCIPLES

COMFORT AND ACCESSIBILITY PRINCIPLES

The following set of draft Principles relate to achieving a user friendly and accessible extension.

3. Design for accessibility.

That the system and all stations are designed with the goal of universal accessibility for all transit users including vulnerable populations.

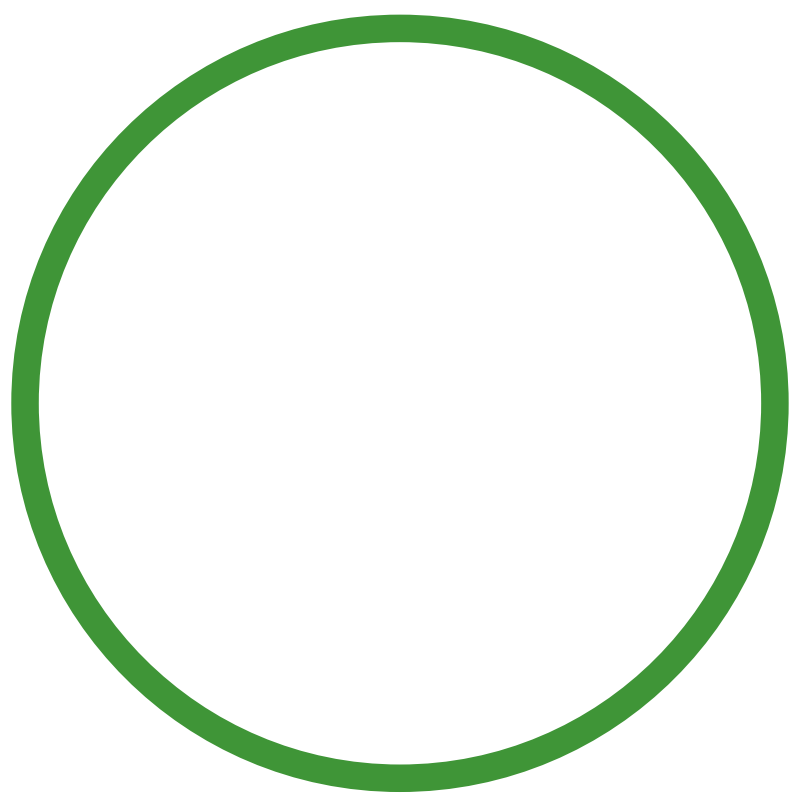
4. Design to be user-friendly, safe and comfortable.

That the system and all stations are designed to be intuitive, easy and comfortable to navigate and foster feelings of safety and security.

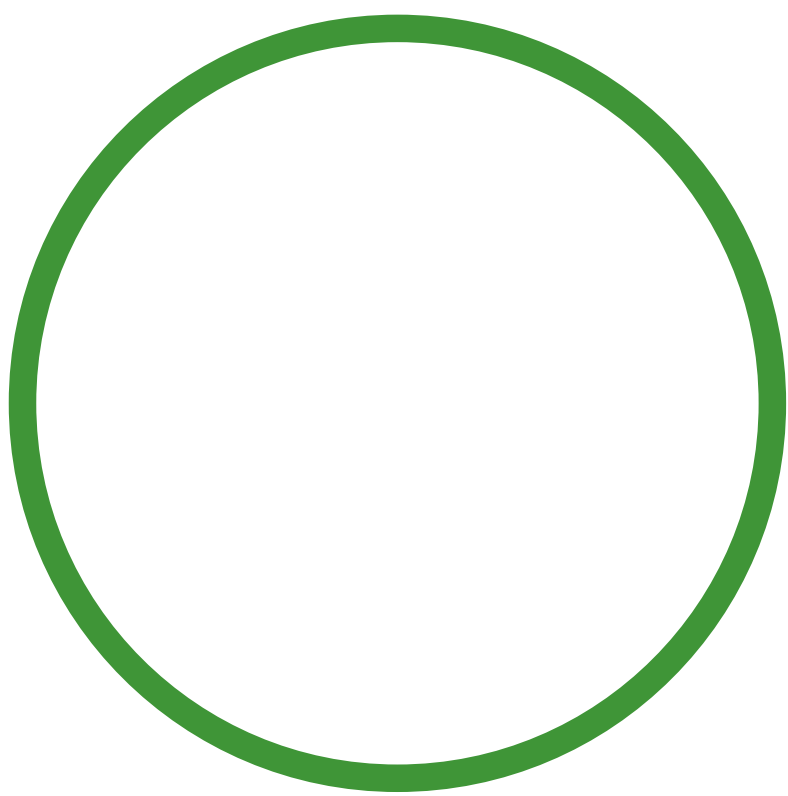
5. Provide universally accessible customer bathrooms.

That the City believes that the Broadway Extension should provide universally accessible customer bathrooms to begin operations on opening day that are suitable for all sized power wheelchairs and other mobility devices as well as all gender identities.*

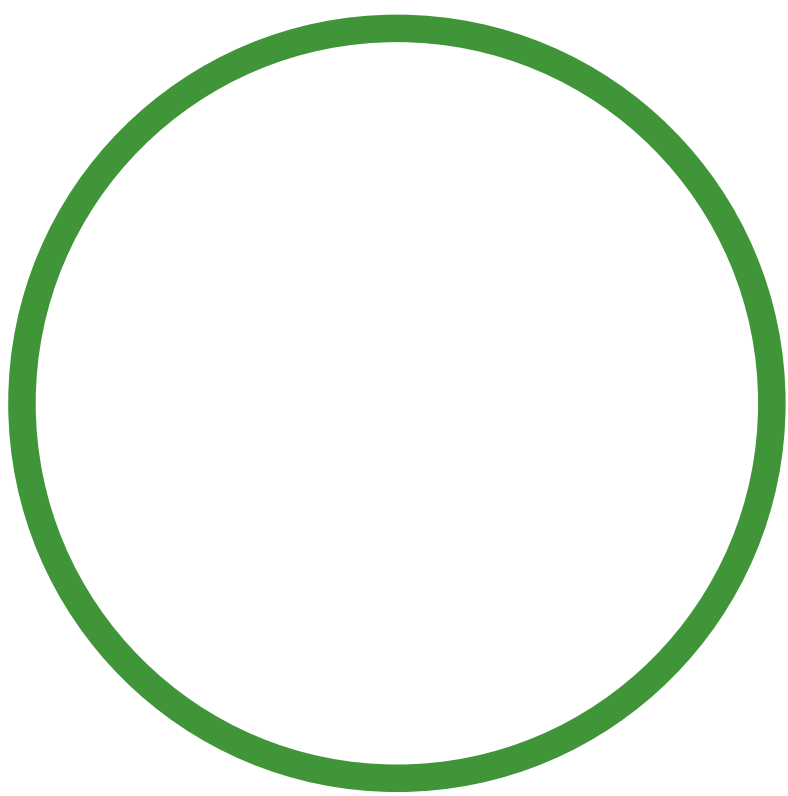
*TransLink is currently undertaking a system wide review of public bathrooms on the transit system.



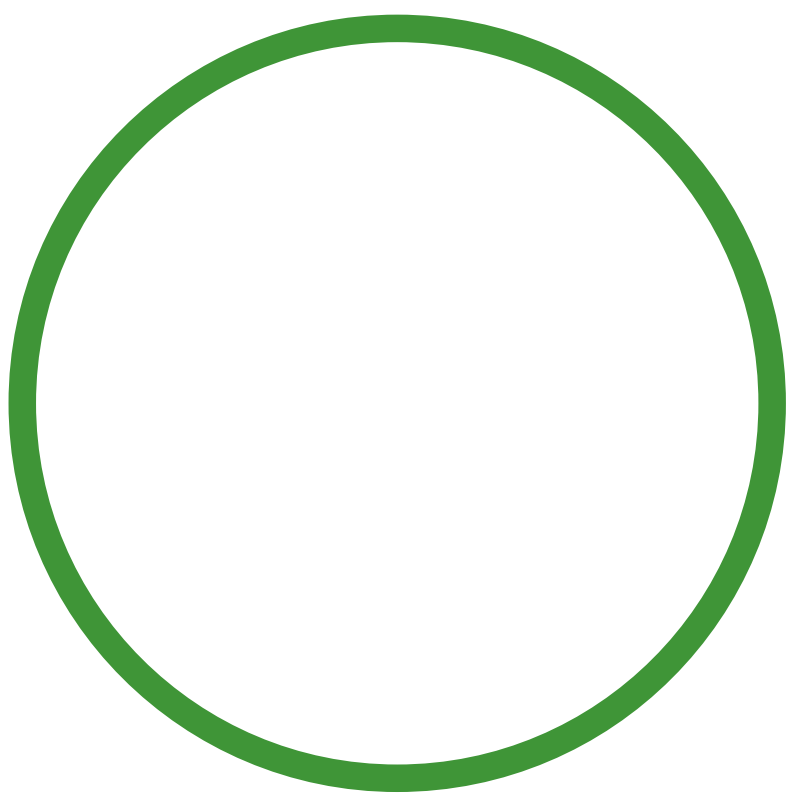
STRONGLY
AGREE



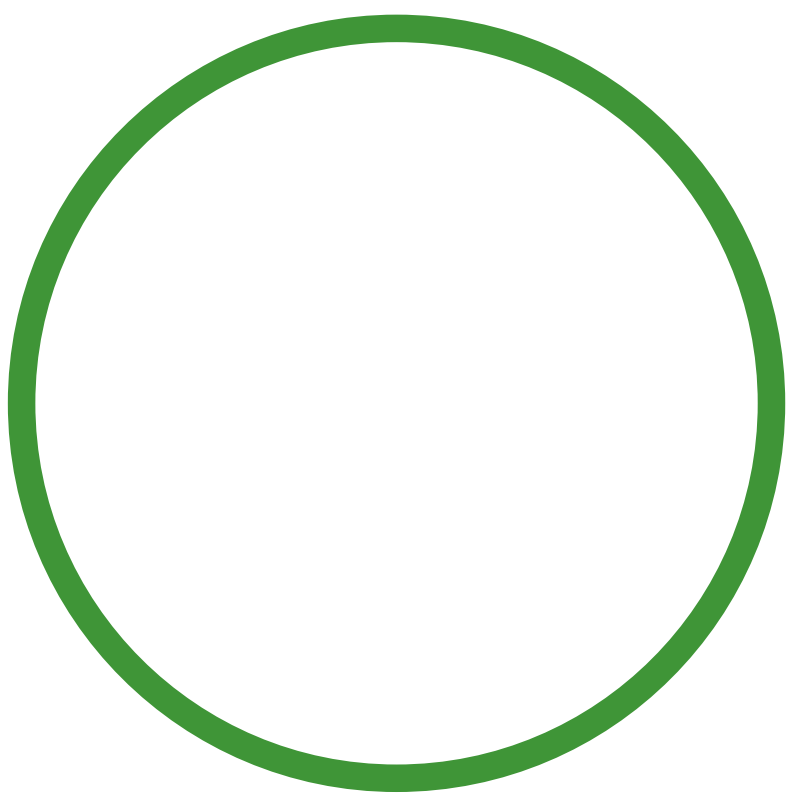
SOMEWHAT
AGREE



NEUTRAL



SOMEWHAT
DISAGREE



STRONGLY
DISAGREE

Do you have any additional comments? Did we miss anything?



URBAN INTEGRATION PRINCIPLES

The following set of draft Principles relate to how the stations and system infrastructure will fit within the surrounding city.

6. Minimize impact of Arbutus exchange.

That impacts of the Arbutus bus exchange are minimized on the local neighbourhoods, including locating bus layover, turnaround and passenger queueing/waiting areas off street right-of-way as much as possible.

7. That public art be considered at all stations, including opportunities to use public art to increase visual appeal of at grade system structures or fencing. Individual station designs (entrances and below grade elements) should explore opportunities to integrate public art that considers the unique features of the neighbourhood.

8. Design for future flexibility.

That the system and stations be designed in a manner to allow for flexibility for future underground pedestrian connections and integration with nearby developments.

9. Integrate seamlessly into the corridor.

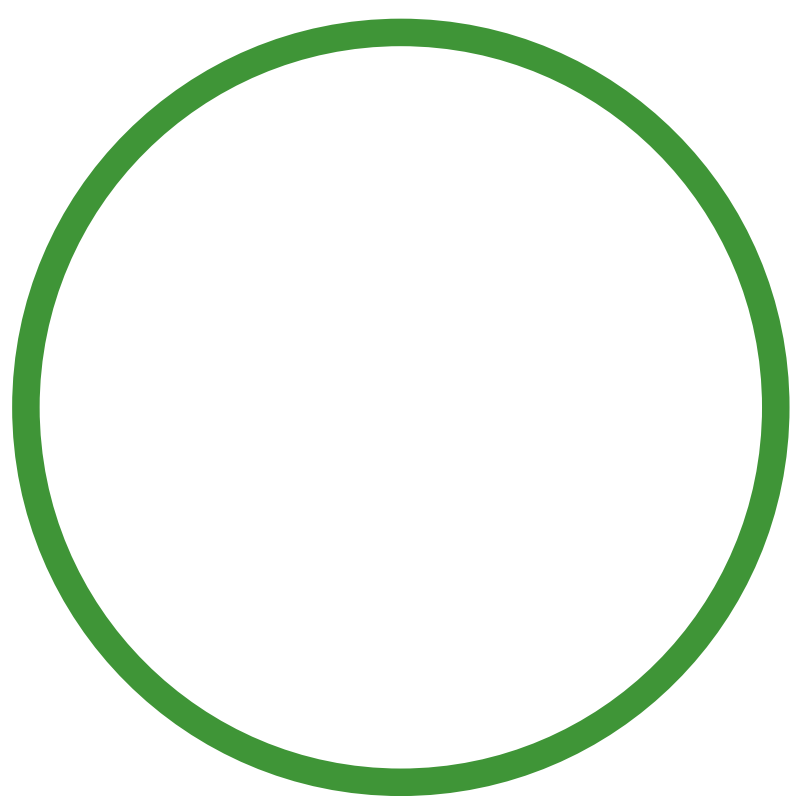
That the system infrastructure, stations and plazas (when present) be designed to integrate seamlessly into and maintain the character of the corridor and provide sufficient space for waiting, queueing, pedestrian movement, future connections, business access, weather protection and street furniture.

10. Design for efficient movement to, from and around the stations.

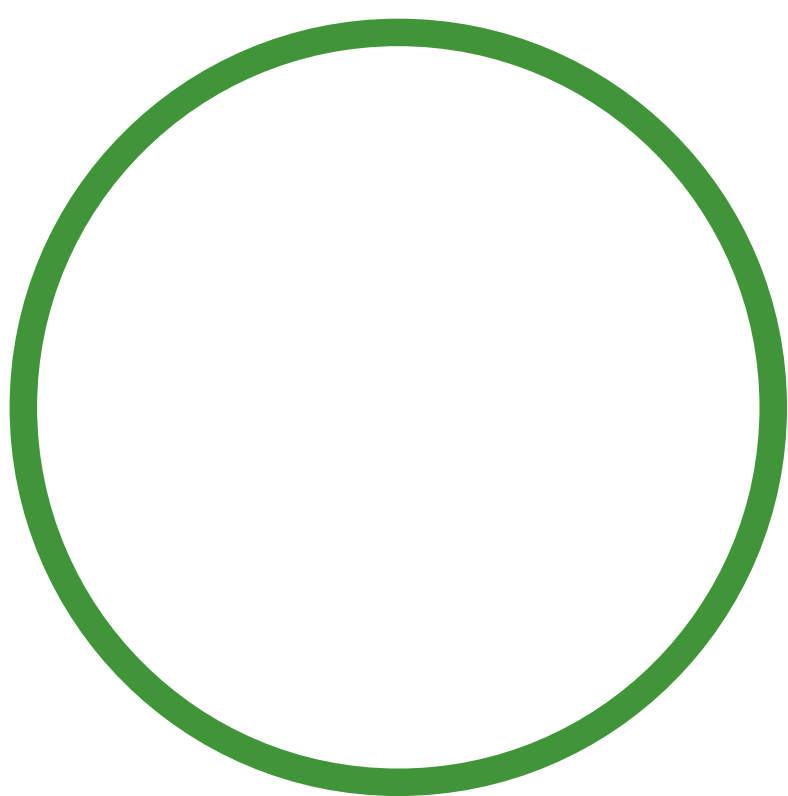
That the station plazas and surrounding public realm are designed to allow for efficient, intuitive and comfortable transfers between the Broadway Extension and other transit services as well as other modes of travel (walking, cycling, motor vehicles).

11. Recognize significance of Cambie Station.

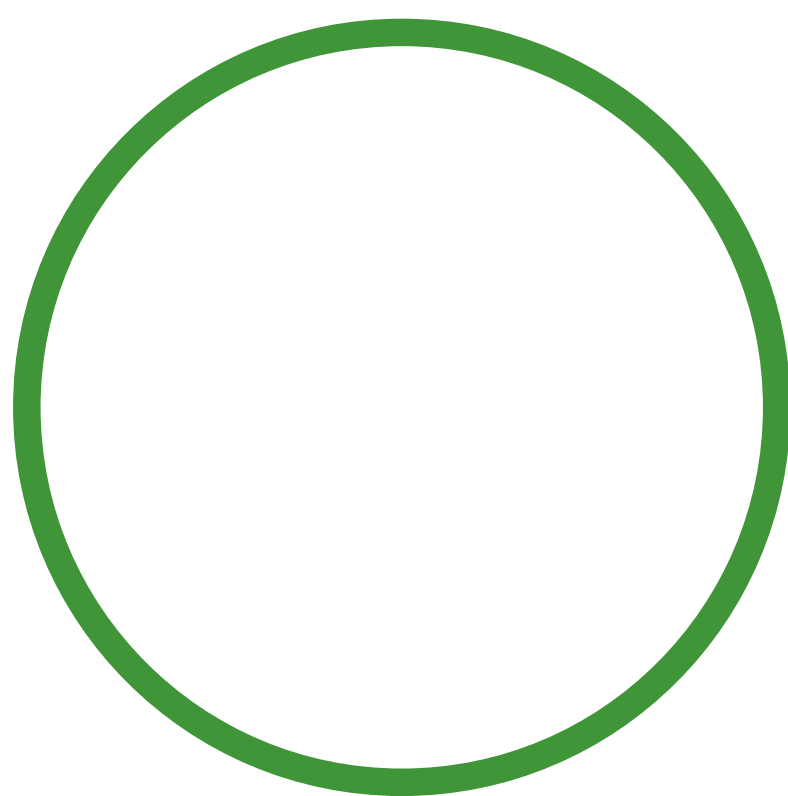
That Cambie Station be given special consideration due to the significance of the site as a major transportation hub and centre of a civic and medical precinct including considering opportunities for the City or another party to provide a secondary station entrance.



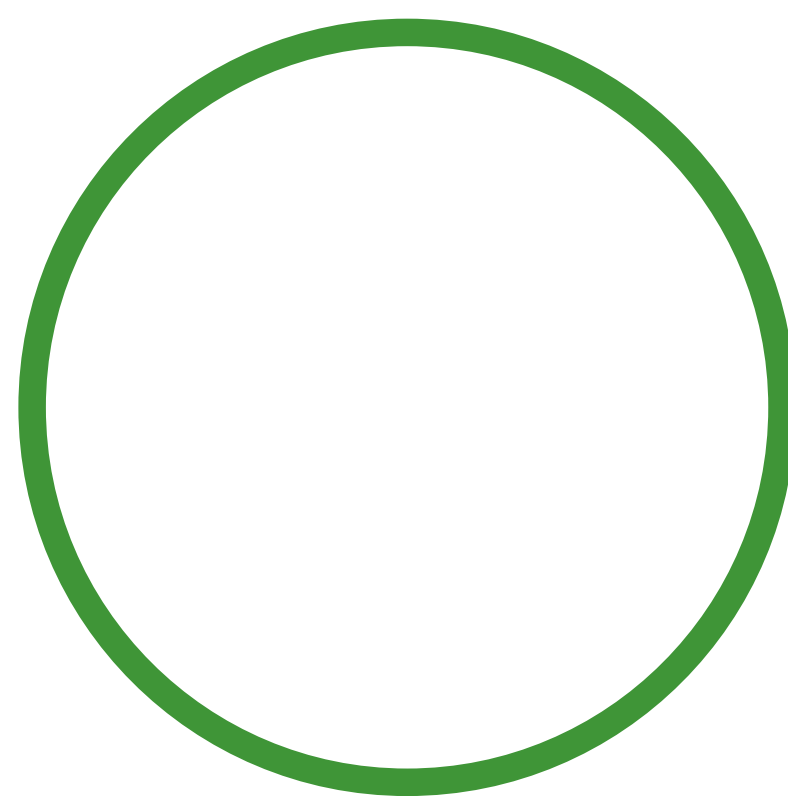
STRONGLY
AGREE



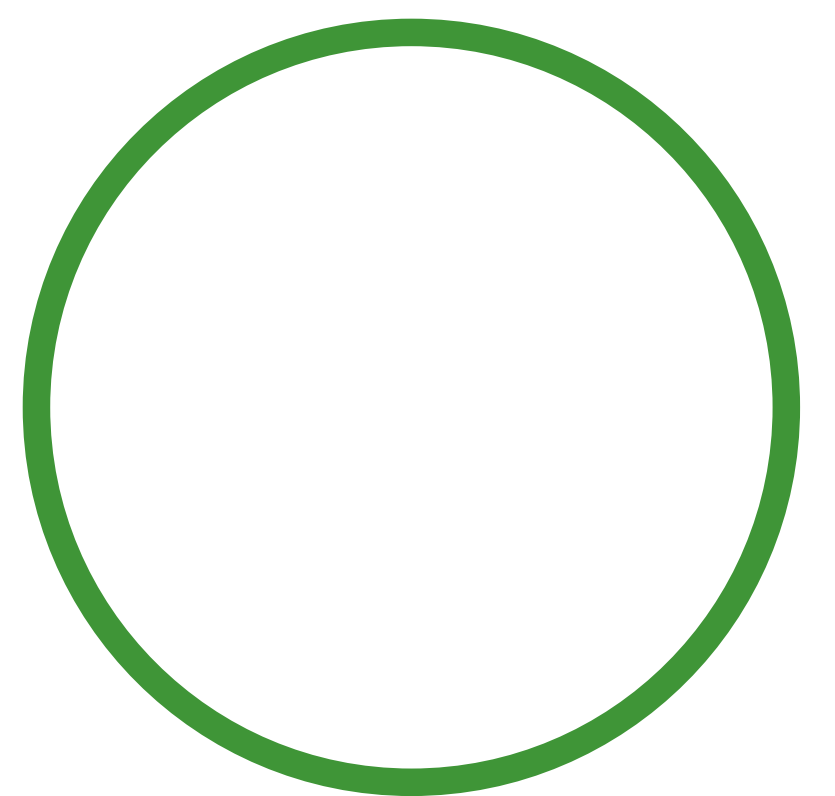
SOMEWHAT
AGREE



NEUTRAL



SOMEWHAT
DISAGREE



STRONGLY
DISAGREE

Do you have any additional comments? Did we miss anything?

Please use the
sticky notes
provided to add
any additional
comments.

The draft Strategies focus on minimizing the impacts of construction of the Broadway Extension. They will be used to guide the City in developing the Master Agreement with the Broadway Extension project. The City has an existing “hierarchy of modes” for transportation as outlined in Transportation 2040 which prioritizes (in order) walking, cycling, transit, taxi/commercial transit/shared vehicles followed by private automobiles. The City expects the Broadway Extension project to consider this hierarchy when planning for construction mitigation. In addition to this strategy, we have three sets of draft Strategies for you to consider.

Please review the draft Strategies and provide your feedback directly on the boards. Use the dots provided to indicate your level of agreement with each set of draft Strategies. Sticky notes are available for additional comments.

STRATEGIES SUPPORTING LOCAL INTERESTS

These draft Strategies aim to minimize the impacts of construction on local residents, businesses, services and stakeholders.

1. Support business viability

throughout construction including maintaining business access and the establishment of a business and community liaison office at least one year prior to construction.
2. Minimize the impacts of noise, dust and vibration

during construction on local residents, businesses, services and stakeholders.

STRONGLY AGREE

SOMEWHAT AGREE

NEUTRAL

SOMEWHAT DISAGREE

STRONGLY DISAGREE

Do you have any additional comments? Did we miss anything?



TRANSPORTATION RELATED STRATEGIES

These draft Strategies aim to minimize the impacts on the various modes of transportation during construction.

- 3. Minimize impacts on pedestrians**
during construction by minimizing pedestrian detours that cross roads and ensuring all detours are accessible, safe, comfortable and predictable.
- 4. Minimize impacts on cyclists.**
Ensure bike route detours use alternate routes that are at least the same level of comfort and protection as the existing route. This may require temporary or permanent upgrades to alternate routes. The City should consider fast tracking cycling network improvements that can aid in protecting cyclists during Broadway Extension construction.
- 5. Prioritize Broadway bus services and minimize detours.**
The City should prioritize bus services primarily operating on Broadway (#9, 99 B-Line) through transit priority measures and TransLink should minimize bus detours and monitor bus services in the broader corridor throughout construction.
- 6. Ensure accessibility of transit services during construction,**
and minimize impacts to HandyDART services within the corridor.
- 7. Maintain traffic flow as much as possible.**
Encourage alternate driving routes for through traffic during construction and maintain sufficient travel lanes on Broadway for the busiest parts of the day to ensure efficient movement of vehicles, buses and goods.
- 8. Manage needs of many stakeholders.**
Manage loading, parking, access and emergency services needs during construction to balance the needs of residents, businesses, services, stakeholders and the Broadway Extension project.
- 9. Coordinate with other developments.**
Ensure coordination of Broadway Extension construction with other developments in the corridor including development of traffic management plans that are approved, monitored and adjusted when needed by dedicated staff.

STRONGLY AGREE

SOMEWHAT AGREE

NEUTRAL

SOMEWHAT DISAGREE

STRONGLY DISAGREE

Do you have any additional comments? Did we miss anything?



ENGAGEMENT AND COMMUNICATIONS STRATEGIES

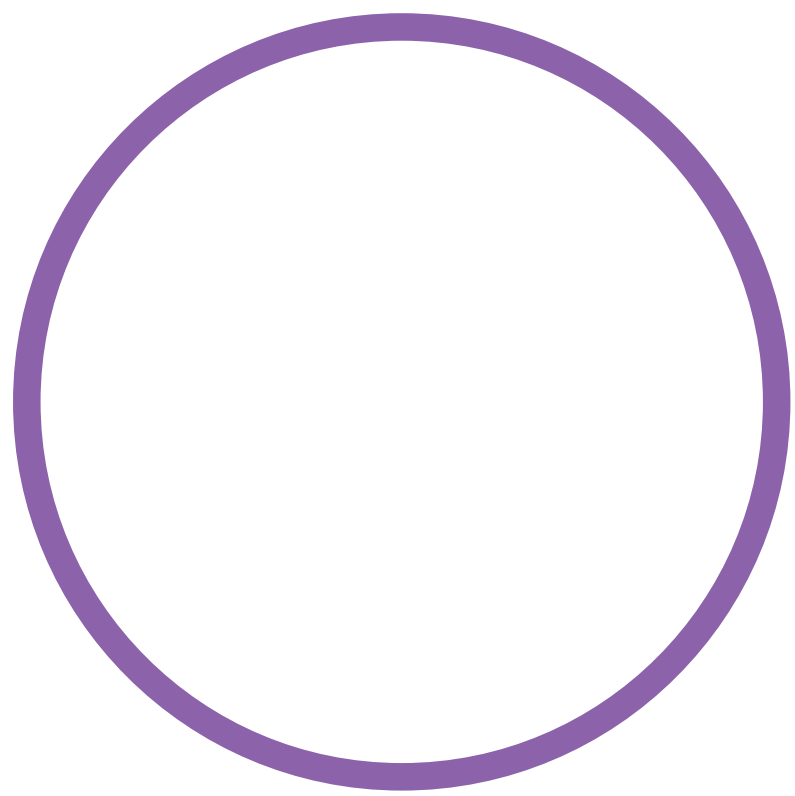
These draft Strategies aim to developing proactive and useful communications and engagement during construction.

10. Engage with those most affected.

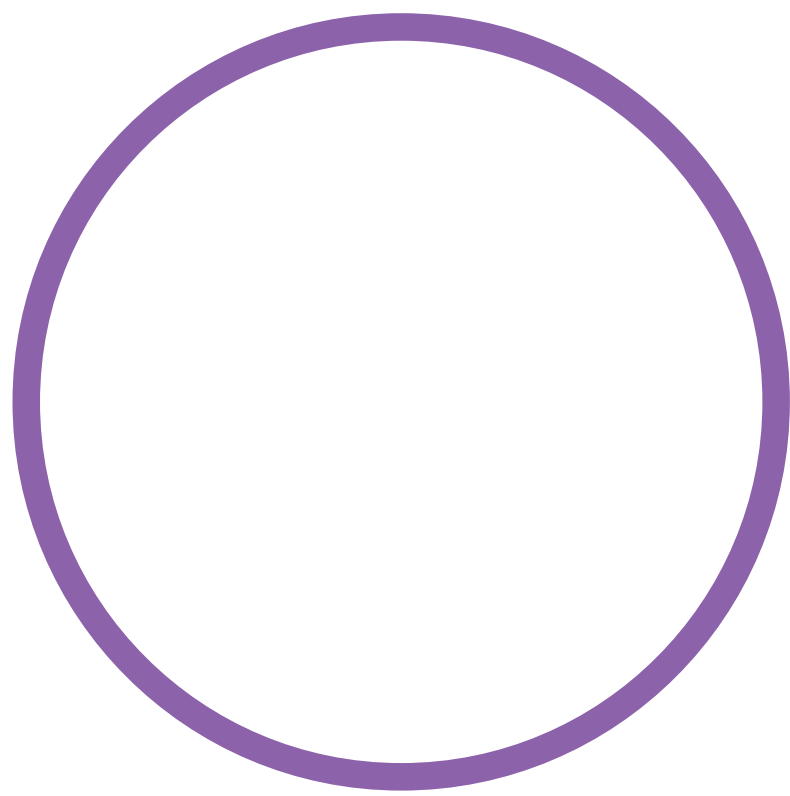
Ensure that construction methods, mitigation and transportation demand management strategies are developed by engaging with the residents, businesses, services and stakeholders most affected by construction.

11. Communicate upcoming impacts.

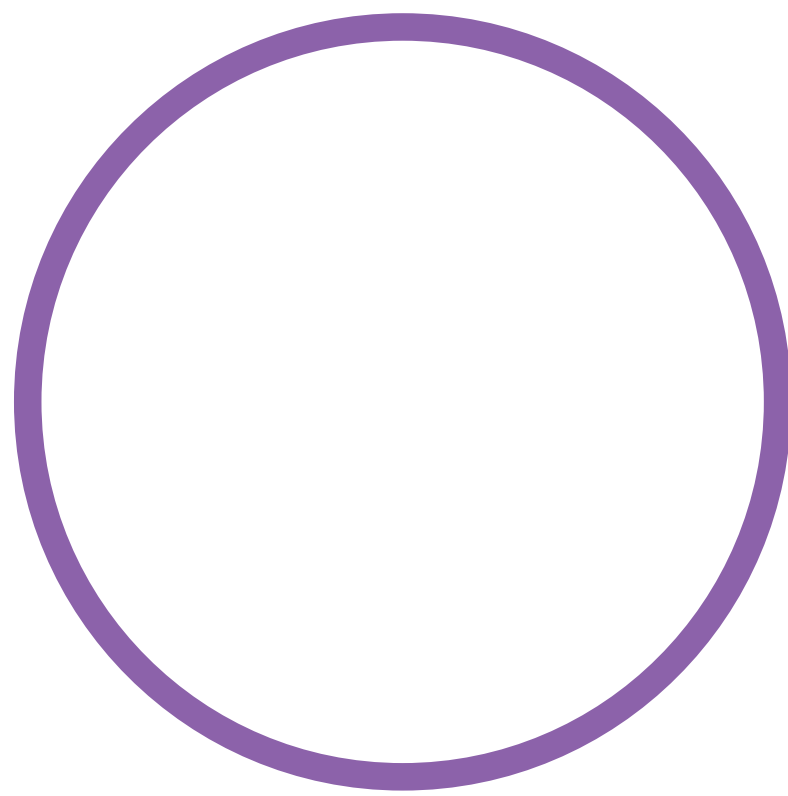
Use positive and proactive communication of upcoming construction activities.



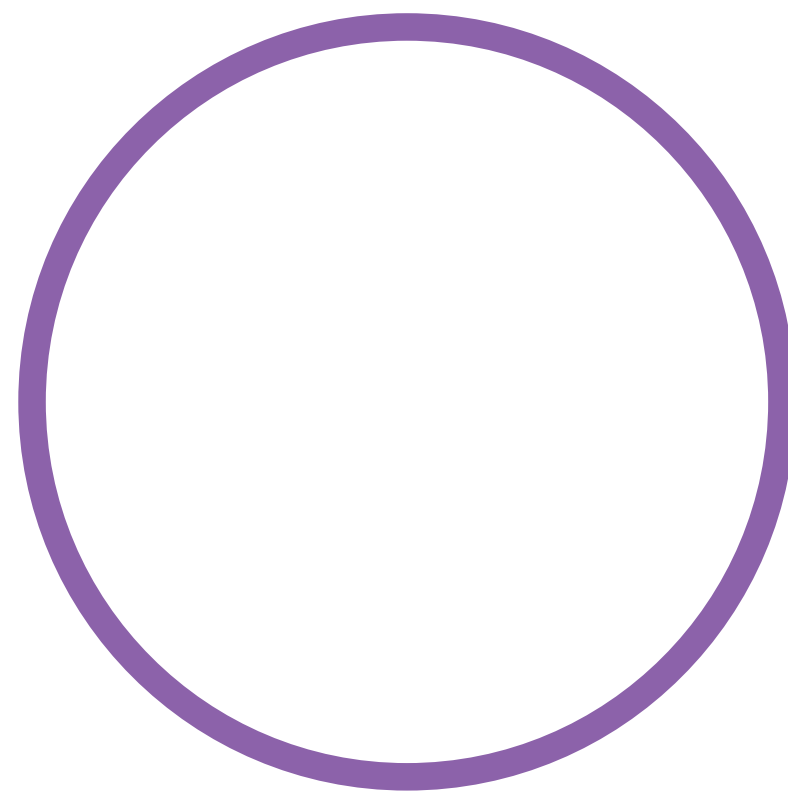
STRONGLY
AGREE



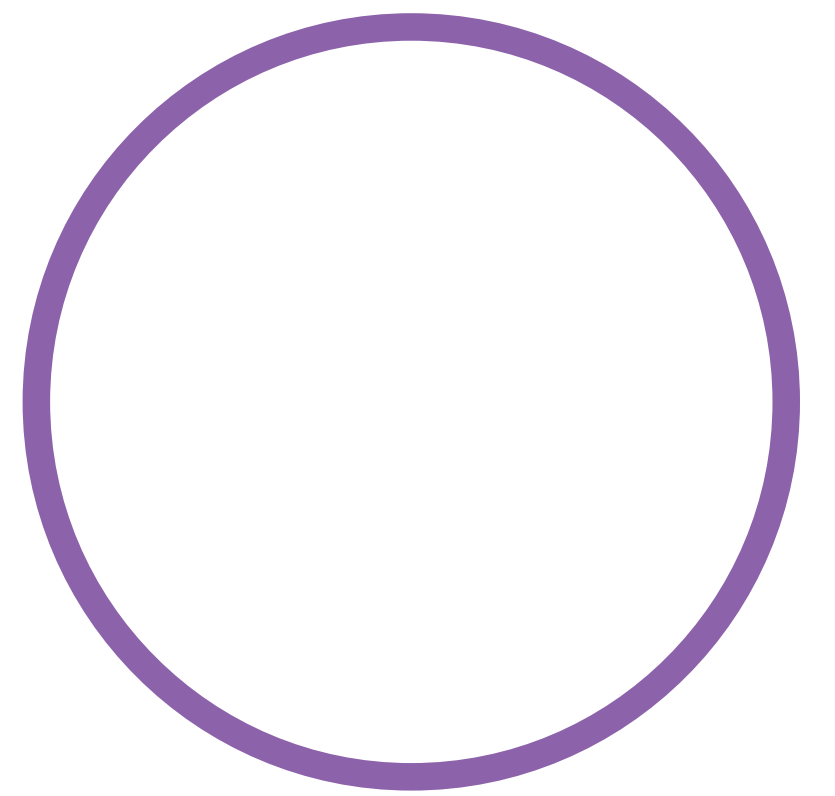
SOMEWHAT
AGREE



NEUTRAL



SOMEWHAT
DISAGREE



STONGLY
DISAGREE

Do you have any additional comments? Did we miss anything?

Please use the
sticky notes
provided to add
any additional
comments.

Thank you
for your time
today!

The feedback received at this open house will be reviewed by the City and will be used to refine the draft Principles and Strategies prior to consideration by Council. You are welcome to write or speak to Council on the Principles and Strategies. **To keep up to date on the Council presentation, please sign up to our email list at the welcome table or at vancouver.ca/broadwayextension.**

If you require additional information:

vancouver.ca/broadwayextension

RapidTransitOffice@vancouver.ca

3-1-1 TTY: 7-1-1