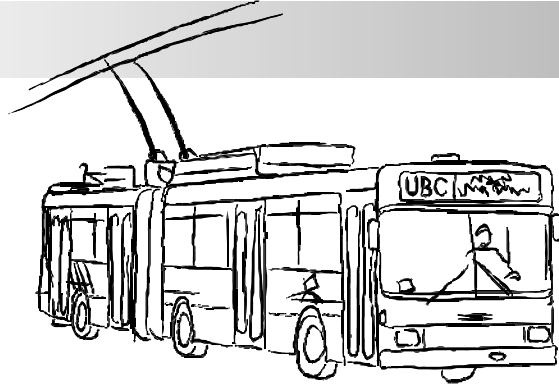


RapidBus



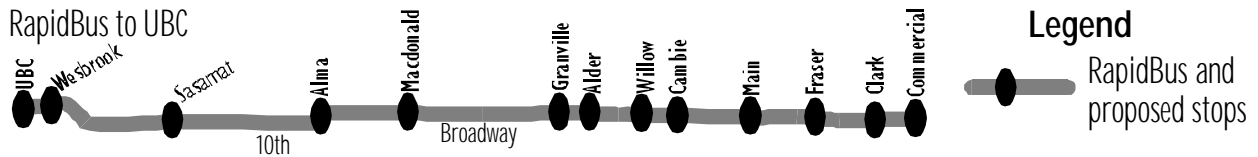
RapidBus service allows more people to travel faster because the buses are larger, and they make fewer stops. Passengers buy their ticket before they get on the bus and board through all doors. A RapidBus does not travel at higher speeds. RapidBus on Broadway would feature:

- Long electric trolleybuses (buses hinged in the middle to allow for more riders). Diesel buses could also be used at a lower cost but with reduced environmental benefits.
- Dedicated bus lanes between Commercial Drive and Arbutus during peak hours (peak period parking is already restricted).
- Buses will be able to by-pass congestion at major intersections.
- #9 local Broadway bus would run between Boundary and Granville only.
- #10 UBC and #16 Arbutus local bus service west of Granville would continue.

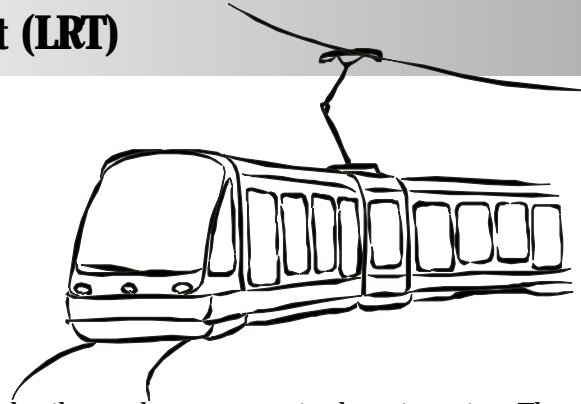
Number of Stations	Daily Riders	Capital Cost
13	97,000	\$90 million

Route Option & Proposed Stops

RapidBus to UBC



Light Rail Transit (LRT)



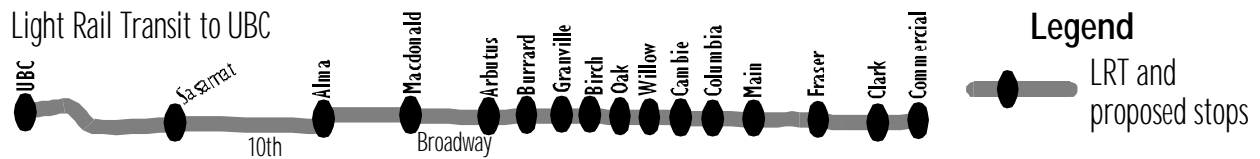
LRT uses electrically-powered rail cars that operate singly or in trains. The system moves more people faster than buses because LRT cars are larger than buses and run on dedicated tracks separated from traffic. LRT in the Broadway corridor would extend from Commercial Drive to UBC and would feature:

- Two-car trains during most hours of operation.
- Converting two traffic lanes for LRT use on Broadway and on 10th Av. West of Alma.
- Closely spaced stations between Main and Granville, eliminating local #9 Broadway bus service west of Main.
- #10 UBC and #16 Arbutus local bus service west of Granville would Continue.

Number of Stations	Daily Riders	Capital Cost
16	140,000	\$800 million

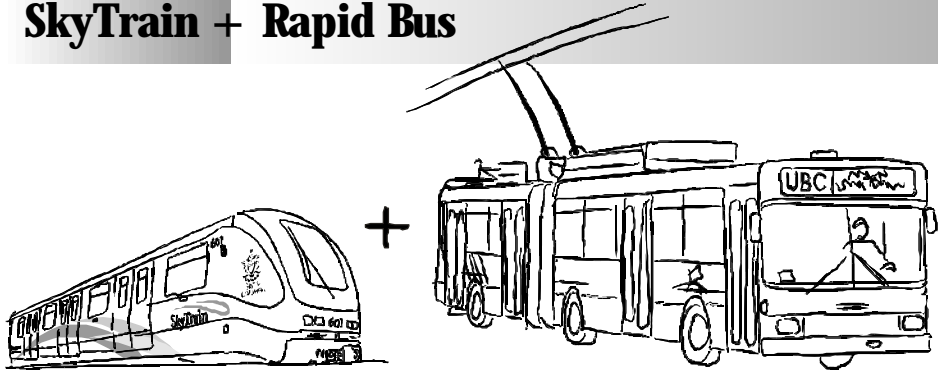
Route Option & Proposed Stops

Light Rail Transit to UBC



Legend
 LRT and proposed stops

SkyTrain + Rapid Bus



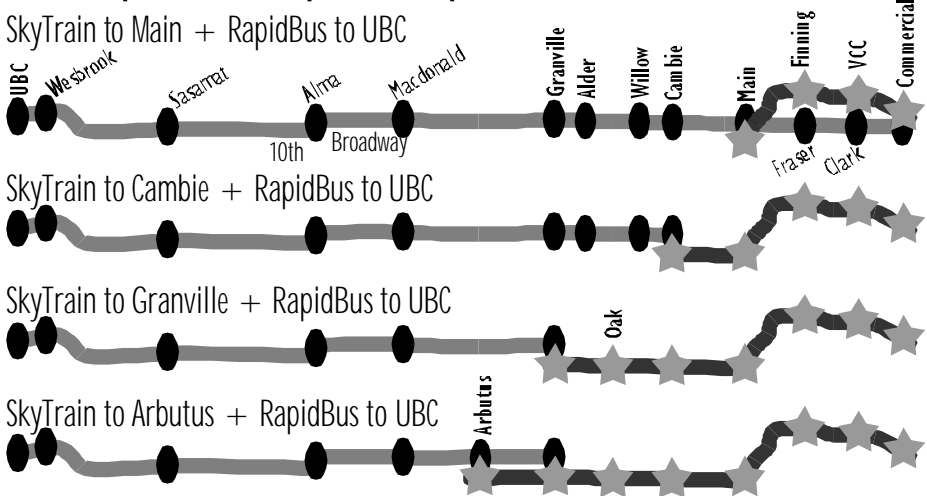
Most Vancouver residents are familiar with SkyTrain. But SkyTrain west of VCC would be different from the system we have now. It would run underground, making the new westbound extension feel more like a subway, similar to the SkyTrain line running underground from Stadium Station to Waterfront Station.

The consultants studied four SkyTrain options, each featuring a link with RapidBus to UBC. The four options would extend as far west as Main, Cambie, Granville or Arbutus; SkyTrain is not being considered west of Arbutus. SkyTrain on Broadway would feature:

- SkyTrain stations located at major intersections (Main, Oak, Cambie, Granville, Arbutus).
- #9 local Broadway bus would run between Boundary and Granville only.
- #10 UBC and #16 Arbutus local bus service west of Granville would continue.

Number of Stations	Daily Riders	Combined Capital Cost
12-13	124,000 - 150,000	\$280 - \$710 million

Route Options & Proposed Stops



Legend

- RapidBus and proposed stops
- ★ SkyTrain and proposed stops