

Monday, May 12: UBC subway unaffordable

MAY 9, 2014



The City of Vancouver says a subway to UBC is the best method to deal with constant overcrowding of transit along the heavily used Broadway corridor. The city has revealed a vision for a two-phased approach at an estimated cost of \$2.8 billion, but funding remains elusive.

Re: Mayor touts Broadway line on video, May 7

Broadway buses carry far too few people to justify a subway. Subways are not only expensive to build, they are notoriously expensive to maintain. Subways consume more power operating lighting, ventilation, escalators and elevators than operating the trains themselves; definitely not green when compared to light rail.

Subways are notoriously poor in attracting ridership, as forced transfers and the long distance between stations makes them customer unfriendly. Journey times seven kilometres or less are slower taking a subway than using surface transit.

Since 1994, the auto mode share in Metro Vancouver has remained static at 57 per cent, despite over \$9 billion invested in SkyTrain. Building a subway would only drive up the cost of transit without reducing congestion.

Metro Vancouver has a much higher cost per revenue passenger than Calgary, Edmonton and Toronto; building a new subway will only drive up transit costs and subsidies.

There is no case for a SkyTrain subway on Broadway; in fact there is barely the traffic flow to justify an at-grade light rail line. It is time for Victoria to say no to a Broadway subway and invest in more affordable and proven transit projects that will reduce congestion and gridlock. A Broadway subway will be the final financial straw that will break TransLink's fiscal back.

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