

# MILLENNIUM *Line*



● Millennium Line

● Existing line



first departure 2001, then about every 4 minutes after that

# MILLENNIUM *Line*



station tour

Note: Most designs are at the 90% stage; therefore, final designs may vary slightly from the illustrations.

## President's Message:

# a legacy for greater vancouver

For nearly two years, the Rapid Transit Project 2000 has been designing a SkyTrain system that will take Greater Vancouver into the 21st century.

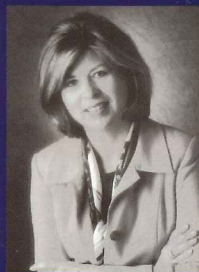
The philosophy behind our innovative approach is finding out what it would take for potential customers to choose SkyTrain over its key competitor – the car. Experience has shown that meeting the needs of the customer can yield tremendous results. To put this theory into practice, we have undertaken extensive public consultation, speaking with more than 100,000 people during route alignment and station location selection, and station design planning. The results have had a profound influence on the system we are now building.

The Millennium Line has been designed on the principles of consumer marketing. By finding out what customers want we are

building a system that will truly serve their needs. From route alignment to station design, the Millennium line reflects the input of thousands of Lower Mainland residents.

The new SkyTrain stations will be key to the success of the new line. Innovations that we are working on now include designing new stations to fit the communities they serve with a multitude of new features. Each station has a unique design by a prominent BC architect: they will be futuristic, attractive, inviting and with the addition of wheelchair ramps, accessible elevators, and platform edges at each station we will address some of the key needs of our disabled customers. Comfortable platform seats and public washrooms at the stations will add to customer amenities.

We have made provisions for retail – coffee shops, newsstands or convenience foods for example – that will provide both a service and increased presence in each station.



**Lecia Stewart,**  
*President and Project Director,  
Rapid Transit Project 2000*

Perhaps the most significant advance will be in safety and security features. We have listened carefully during our public consultation program when the public indicated their concerns about crime and personal safety.

In response, our architects designed glass panels that will replace metal screens to create brighter,

friendlier stations – stations where you can see in and see out. We've built visible station manager's offices because our consumer research indicated people wanted a greater presence. Our stations will have barriers to ensure that only bonafide customers are on station platforms – and to reduce fare evasion. We feel that the efforts to improve safety and security are both visible and significant throughout the entire system.

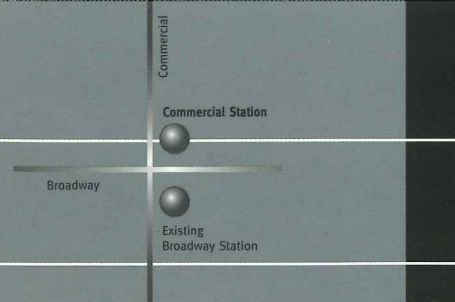
The project team has identified and included the most significant initiatives that will help to make the stations brighter, friendlier and safer for millions of future customers. Once the Millennium Line is in service, we believe it's quality and utility will speak for itself.

A stylized, handwritten signature in white ink, appearing to read 'Lecia Stewart'.



The Commercial Station consists of five related buildings, including a dramatic train hall, that links the existing Broadway Station to the platform in the Grandview Cut. The design is part of a strategy to encourage a more safe and lively neighbourhood atmosphere. The significant amount of retail space creates additional commercial activity and enhances the streetlife.

A new transportation interchange for the region, Commercial Station offers an opportunity for community revitalization.



**commercial**  
station



Renfrew Station is located in an area of roads, train tracks and trolley bus wires.

Nestled on a triangular site, the station is designed to carefully integrate with the neighbourhood and complement development that is expected along the guideway nearby. At the design stage the architects considered this to be a sister station to Rupert Station.

Renfrew, the sister station to Rupert, is cleverly designed with two separate platforms that open sideways to the street.



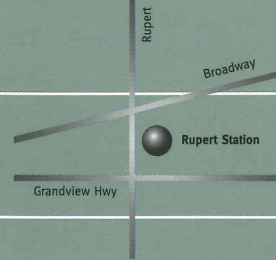
**renfrew**  
station



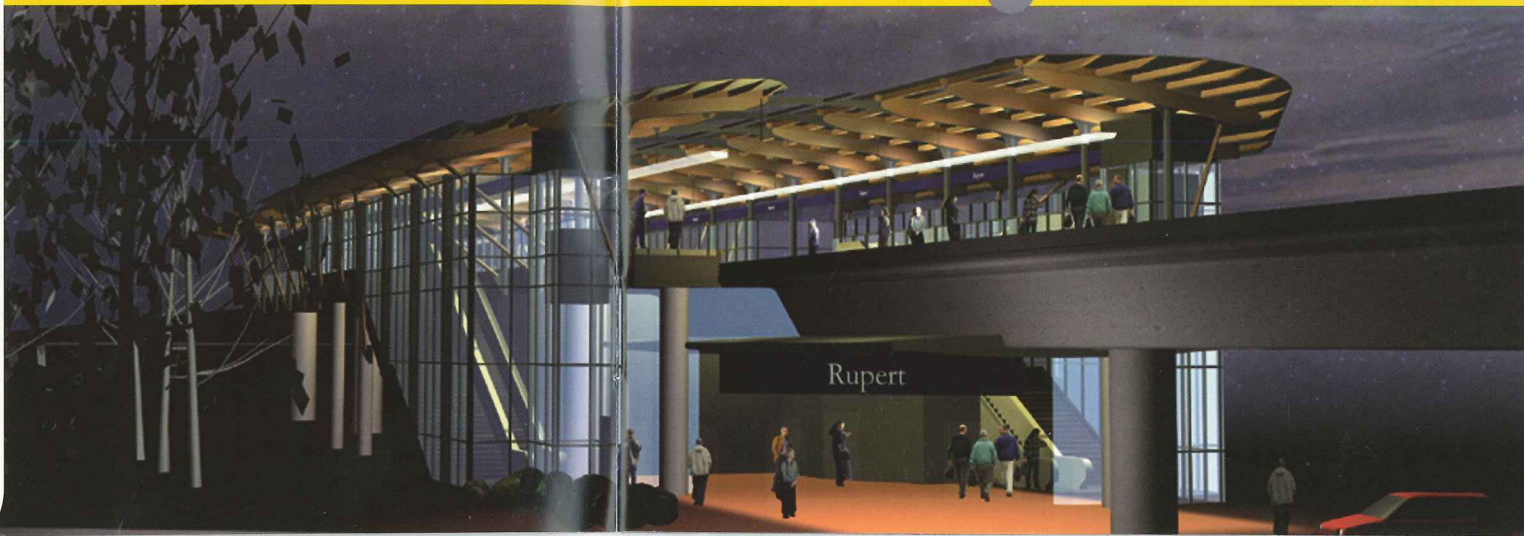


Perched above Still Creek, Rupert Station follows the rail lines and natural contours of the valley where it is located. The station, one of the first new developments in an area that is evolving into a high-tech corridor, takes advantage of its unusual location. For example, the angling of the streets results in the unique shifted geometry of the station.

Rupert Station – open and transparent by day and brightly lit at night – is a welcoming beacon for this industrial area.



**rupert**  
station



Gilmore Station features a bright white canopy entrance and views in all directions. Located in an area in transition, the station is designed to connect at the mezzanine level to future commercial development expected in the vicinity. The station's escalator, stairs and elevator form the major vertical elements of the building. The platform structure uses laminated wood and steel supports arranged in a series of arches, creating a warm, inviting atmosphere.

Located at Gilmore and Dawson Streets, Gilmore Station's illuminated canopy entrance provides a welcoming beacon to station users.



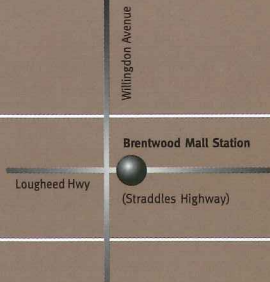
**gilmore**  
station



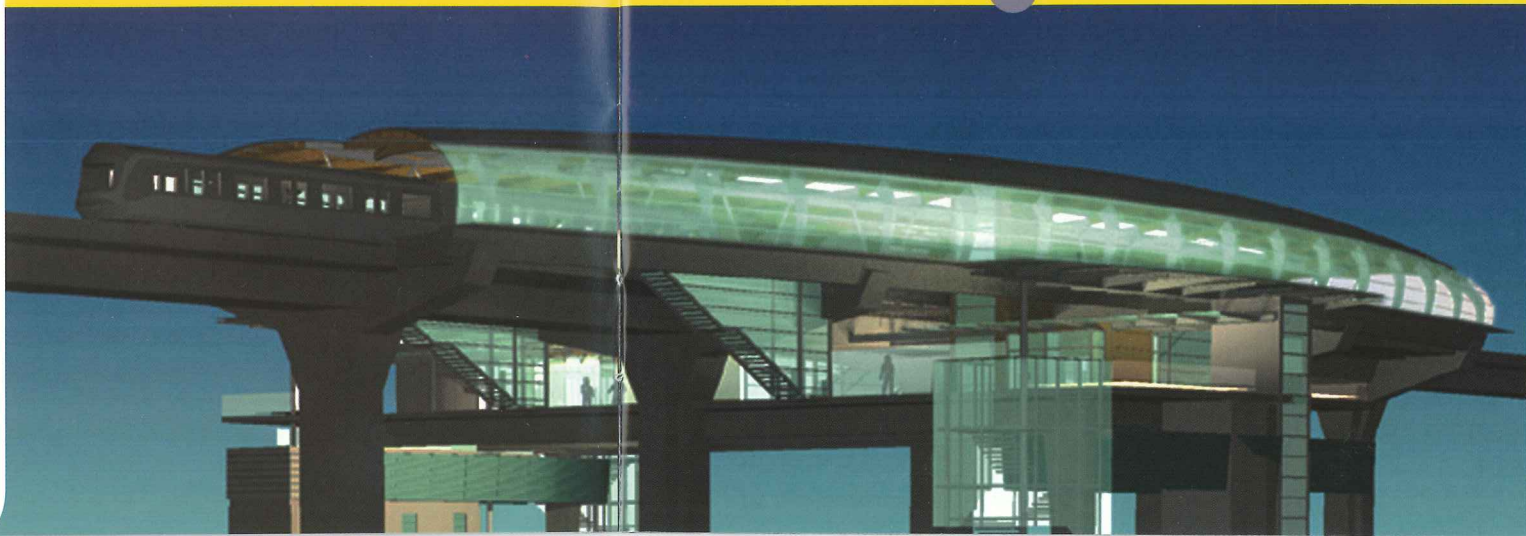


The side platform station located in the centre of Lougheed Highway results in a cantilevered structure at five column points supporting the guideway and platform. The station consists of a canopy constructed of innovative BC-made steel and laminated wood materials. Each canopy support member varies in size, giving the impression, while on the platform, of an extended ribcage down the platform.

Located in the centre of Lougheed Highway on a rise of land, Brentwood Station is highly visible and well-illuminated.



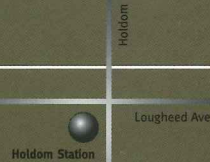
**brentwood**  
station



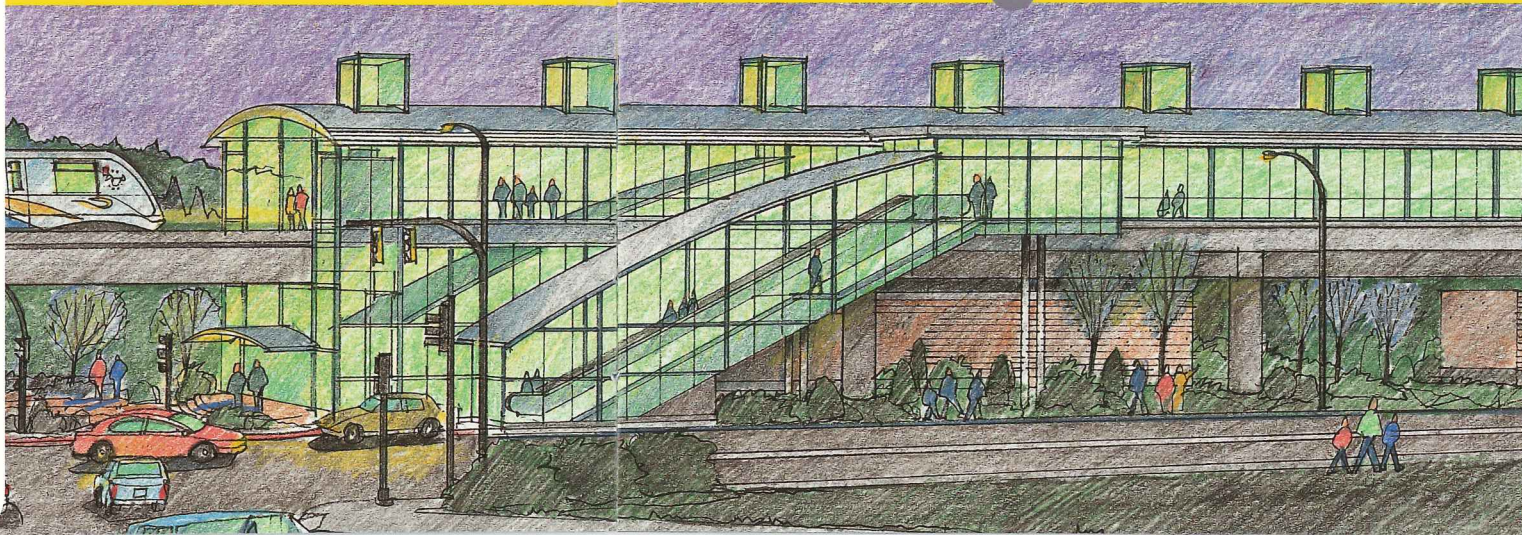


A smaller, modest station, Holdom is designed to be compact and convenient. The station's friendly design, including gentle curving roofs over the platforms and staircases, anticipate future residential and commercial development in the area. Glass escalators and stairways give Holdom Station an airy feeling. Skylights and large lanterns that cast long pillars of light onto the platform further enhance this.

With its compact, modest design, Holdom is an interesting addition to a neighbourhood slated for development.



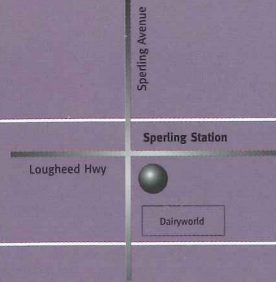
## holdom station





From its highly visible Loughheed location, Sperling Station's striking design reflects the industrial era of the Dairyland site that it shares. Its west-facing flared roof accentuates the station's prominent placement and lets in lots of natural light. Coloured glass panels, located at one end of the station, add visual appeal and are an important part of the experience of entering and leaving the station.

Friendly, bright and conveniently located, Sperling will be a landmark station on the Millennium Line.

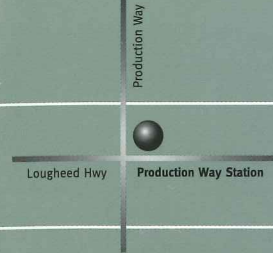


sperling  
station

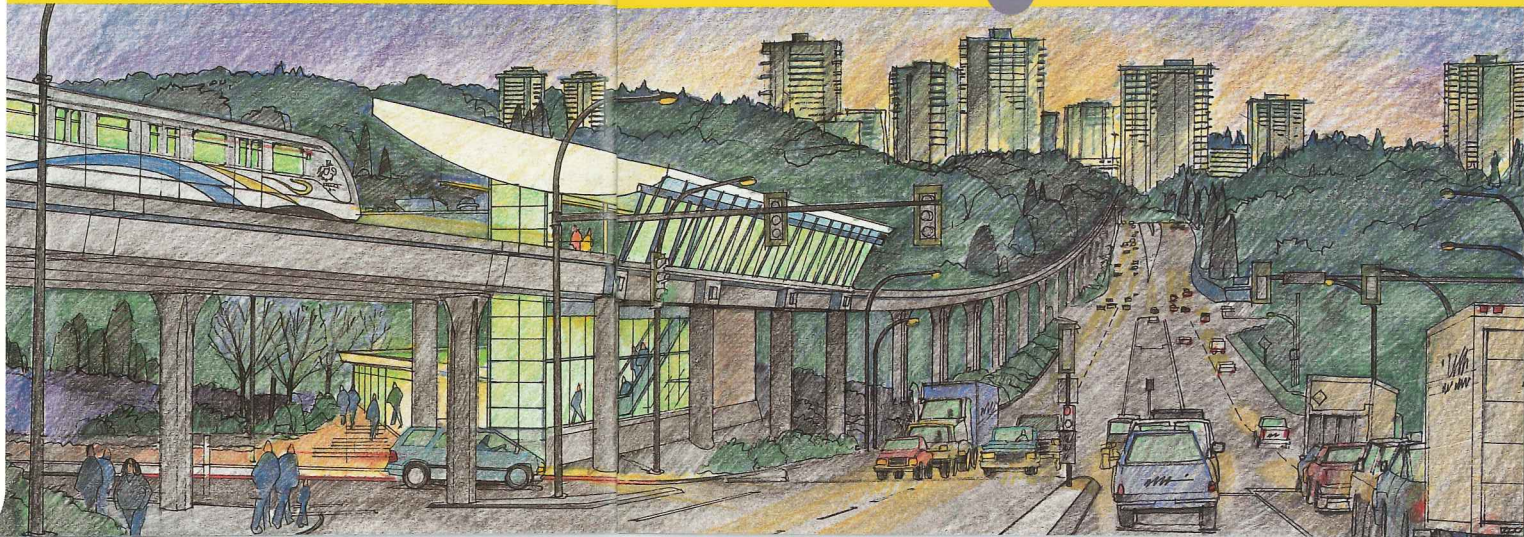


Located in a future high tech business park, Production Way Station will be a major transit interchange for Simon Fraser University and future developments expected in the area. The sweeping roof is similar to the architecture you'll see at Simon Fraser University. Extensive use of glass adds visual appeal to the station as well as allowing lots of natural light into the station.

Production Way station has a sweeping roof reflecting Simon Fraser University architecture, a main area it will serve.



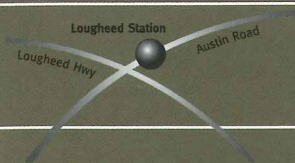
**production way**  
station



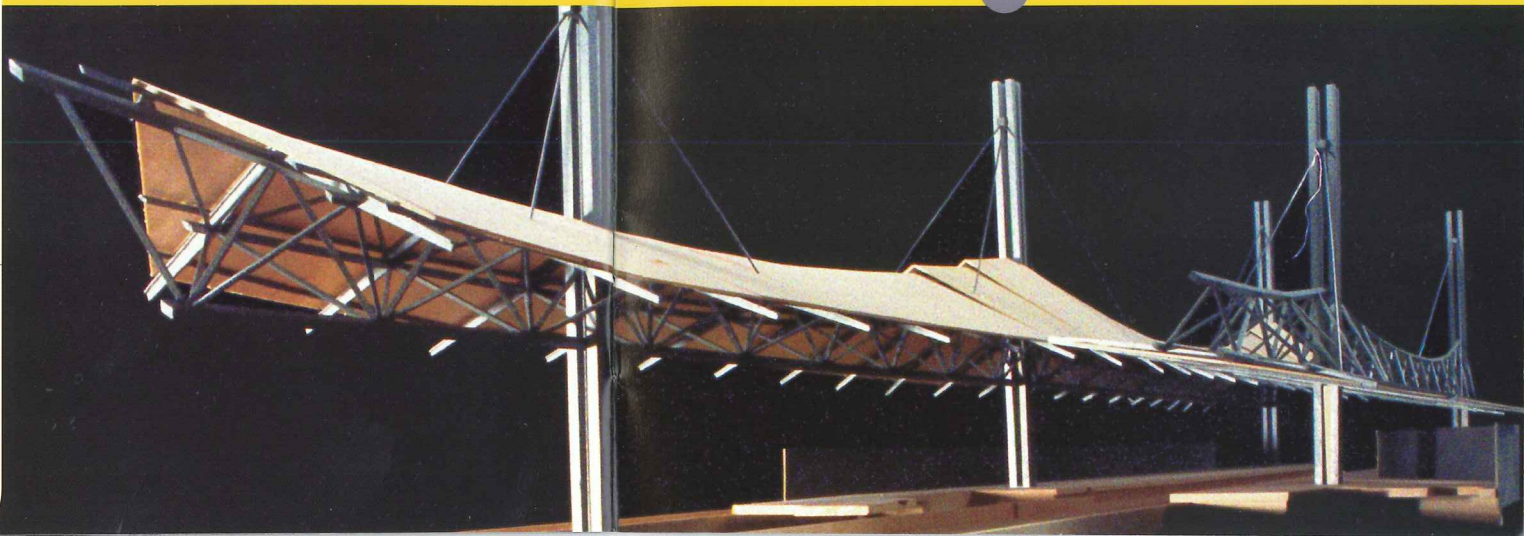


Lougheed Station is designed to serve the Millennium Line and to accommodate the extension of the line from Lougheed to Coquitlam Centre. The station, built across Austin Road, is a long span, linear structure and features six tall columns that will hold the station well above the traffic below. The tent-like roof canopy system will help make this station a very visible and interesting landmark along the Lougheed Highway.

A unique blend of design and structure, Lougheed Station is the focalpoint for an important new regional transportation hub.

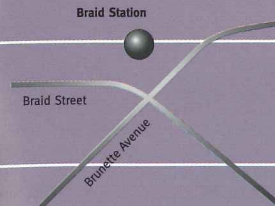


**lougheed**  
station

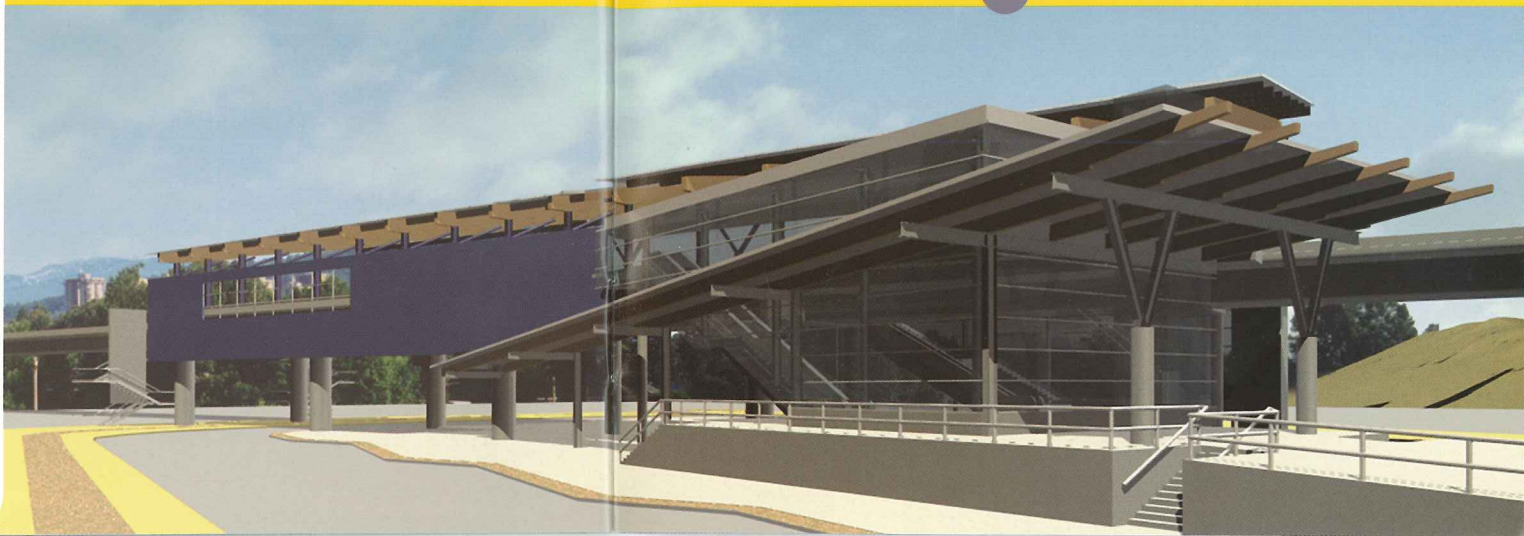


The design of Braid Station reflects the century old heritage of New Westminster. For example, the roof canopy and walls use heritage-style materials such as wood beams and metal for the roof, walls and siding. The extensive use of glass also creates a bright and airy environment, and presents passengers with breathtaking views of the Coast Mountains and the Fraser Valley.

Located in an area slated for rapid development, Braid Station will be an important gateway for New Westminster.



**braid  
station**





Sapperton Station is unusual: the station is built between two train tracks and it is entered from above, not below, the tracks. The station uses lots of glass and features lighting that illuminates all areas of the platform. The station will be integrated with development that will occur on the adjacent Labatt's property. Sapperton Station is also designed to provide convenient public access to Royal Columbian Hospital.

Sapperton Station is made of lightweight steel materials that reflect its century-old gothic industrial neighbourhood.



**sapperton**  
station



Extensive use of glass  
in each station  
increases visibility  
for users

Utilization of light  
makes every station  
as well lit by night as  
by day

Introduction of retail  
outlets in every station  
creates more of a  
people presence

Creating safe environments is a  
fundamental principle of station design  
on the Millennium Line.

safety and  
security



Architects wrapped the new  
stations in glass, letting everyone  
see in and see through the  
stations. Even the elevators are  
enclosed in glass. Retail and  
coffee bars are another way to  
create extra eyes on what's going

on in and around the station.  
So we've included space for  
store owners to set up shop  
inside the new stations. There  
is also space for a windowed  
station manager's office.  
In addition, each station will

have state-of-the-art controlled  
entrances.



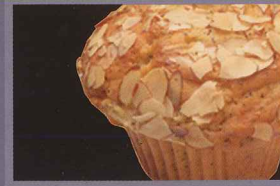
Each station has provisions for at least one retail outlet

Possible retail includes news, kiosks, florists, and food service

Future customers expect the convenience of retail in or around stations.

A hallmark of the Millennium Line, convenient retail outlets will help create a memorable journey for customers.

retail



Each station has provisions for attractive retail outlets like newsstands, coffee/snack bars, florists, specialty stores and bank machines. These will help create more activity in and around stations, contributing to a safer

more secure environment and convenient shopping for people as they enter or depart the station. Today's consumers expect more convenience... "I should be able to buy a cup of coffee and a newspaper on my way to work".

**Seated capacity:**  
84 passengers per unit  
(2 cars)

**Capacity:** 260 stand-  
ing/seated passengers  
per unit (2 cars)

**Maximum operational  
speed:** 80 km/h  
(50 mph)

**Length:** 34.7 metres  
(114 feet)

**Width:** 2.65 metres  
(8 feet 8 inches)

**Weight:** 22.3 tonnes  
(49 tons)

**Propulsion:** 4 linear  
induction motors per  
unit (2 cars)

Offering the latest in passenger safety and comfort, the Bombardier Mark II car signals a new era in rapid transit innovation.



Excitement about the Millennium Line is building, in part, because of the new MK II car. Assembled here in British Columbia at the Bombardier Centre for Advanced Transit Systems, the MK II incorporates all the benefits of its predecessor, the MK I, but adds unique features that will improve the

travelling experience. The new MK II offers transit users a more spacious ride. The car is longer and wider than the MK I, creating more leg room and room to move around. Three sets of doors per side allow passengers to board and alight quickly while a gangway between two car sets also

allows passengers and staff to move freely between cars. All seats are upholstered for comfort and air conditioning ensures passengers stay cool even on the hottest summer days.

## Bombardier MK II cars

