

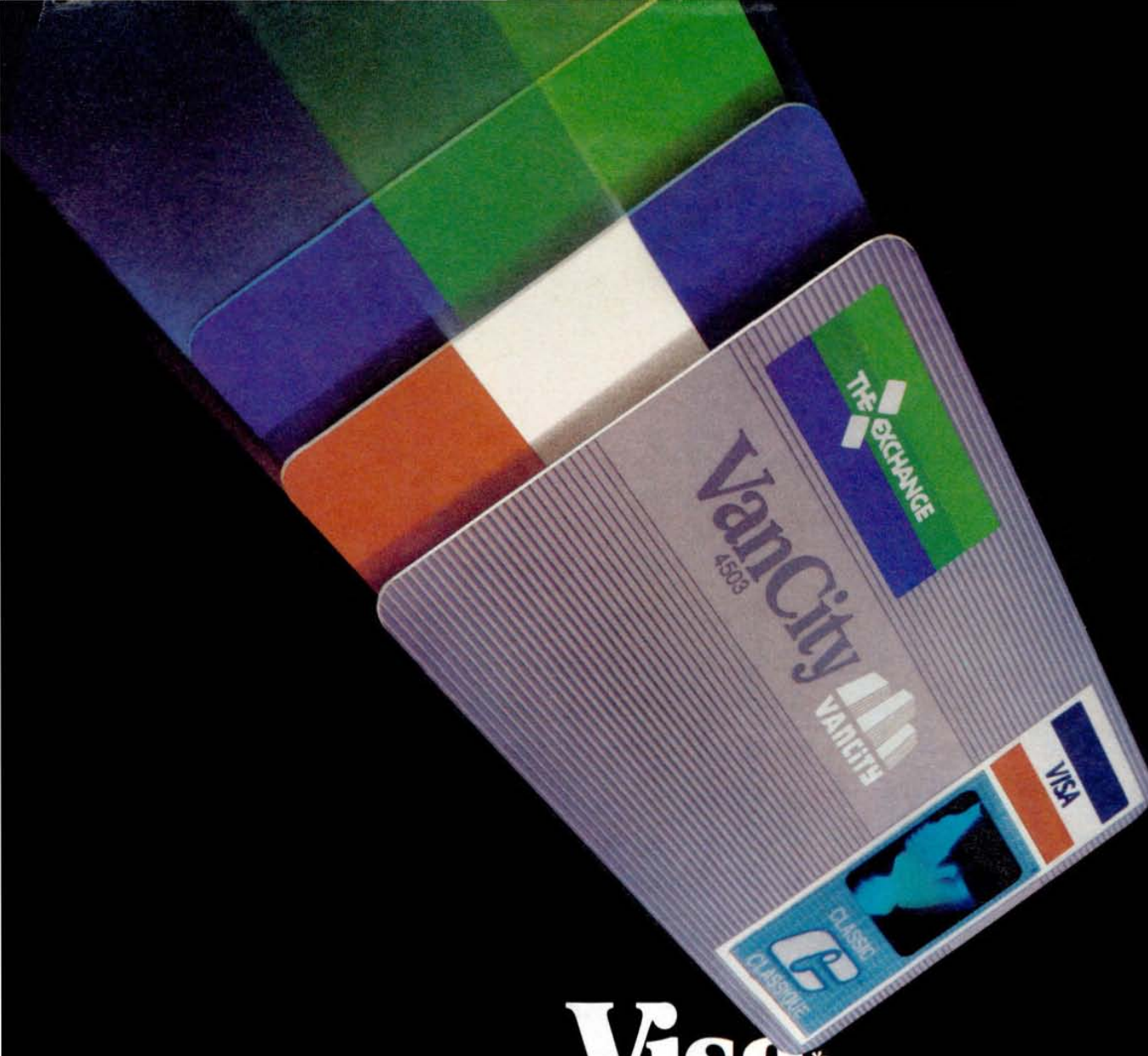
SkyTrain



Transportation the World Looks Up To

Commemorative Magazine Guide

JANUARY 1986



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All Aboard for SkyTrain!

When you board SkyTrain, you're taking a ride into the 21st century.

Grace McCarthy, the provincial Minister responsible for transit, describes the SkyTrain opening as the most significant event for Lower Mainland transportation since the Canadian Pacific Railway arrived 100 years ago.

Like the CPR link, which transformed the shacks of Gastown in Canada's third-largest city, rapid transit will bring vast changes.

The Vancouver waterfront is suddenly just 27 minutes from New Westminster. For commuters, shoppers and tourists — including this year's Expo visitors — Greater Vancouver has become a single convenient neighbourhood.

As SkyTrain flies over the traffic of three cities, it retraces the route that first drew those cities together.

Much of the ground beneath its elevated guideway carried the tracks of North America's first interurban electric tramway, which went into service in 1891. Settlement along the tracks led to the incorporation of Burnaby only a year later.

After the British Columbia Electric Railway took over the system in 1897, interurban lines fanned out in all directions. But the original route, then known as the Central Park line, was still the mainstay for passengers and freight while the region boomed.

The last red tram was retired from the Central Park line in 1954, a victim of post-war prosperity and the private automobile.

Commuter traffic added more and more strain to the highways during the years that followed. An all-bus network was not the long-term answer. In 1975 the regional government added light rapid transit as an official part of its shopping list for the '80s.

First studies, conducted with the B.C. transit authority, focussed on street-level tracking with an underground section downtown. But this approach stored up problems in carrying capacity and competitive travel times.

The key to a practical solution was found in another legacy from earlier transportation — the 1.4 km Dunsmuir tunnel, soon to be abandoned by the CPR after 50 years of service through Vancouver's downtown core.

A proposal from the Urban Transportation De-

velopment Corporation, an Ontario crown agency, suggested that the tall but narrow tunnel be modified to carry two levels of track, one above the other.

Use of the tunnel saved about \$50 million. Planners were able to look at another option for the system, separating it from all other traffic to eliminate grade crossings.

New plans called for elevation of the rapid transit tracks for about 16.5 km of the 21.4 km route, and fencing off the short sections at street level.

The move skyward reduced travel time by 28 per cent and built in more room to grow. SkyTrain's ultimate carrying capacity will be 30,000 people an hour in each direction, or three times the volume that can now be handled.

Regional bus routes, which now carry 90 million passengers a year within the largest transit area in Canada, are being integrated with the new service over the next 15 months.

In this guide, you'll find details on the first phase of integration. Many bus routes have been extended to deliver you to a SkyTrain station and speed you on your way.

A second round of changes will be introduced in March as commuters become more familiar with the benefits that SkyTrain can offer.

Planners and contractors have been on a fast track since May 1981, when B.C. and Ontario transit representatives signed the first contract to proceed.

Vancouver's regional system is ready for EXPO 86 as promised, within the estimated cost of \$854 million. It's the first North American line to arrive on schedule and under budget for the past 20 years.

In meeting its goal, British Columbia has gained an international reputation for development of state-of-the-art technology.

The first return on the investment was 5,500 work years of primary employment, with 2,000 more to follow as SkyTrain arches across the Fraser to Surrey by 1989. And there's a wealth of opportunity for business and new housing close to the new stations.

For people throughout the Lower Mainland, SkyTrain brings more comfort and convenience to their travels with no changes in fares. The spectacular views are a bonus. Welcome aboard!

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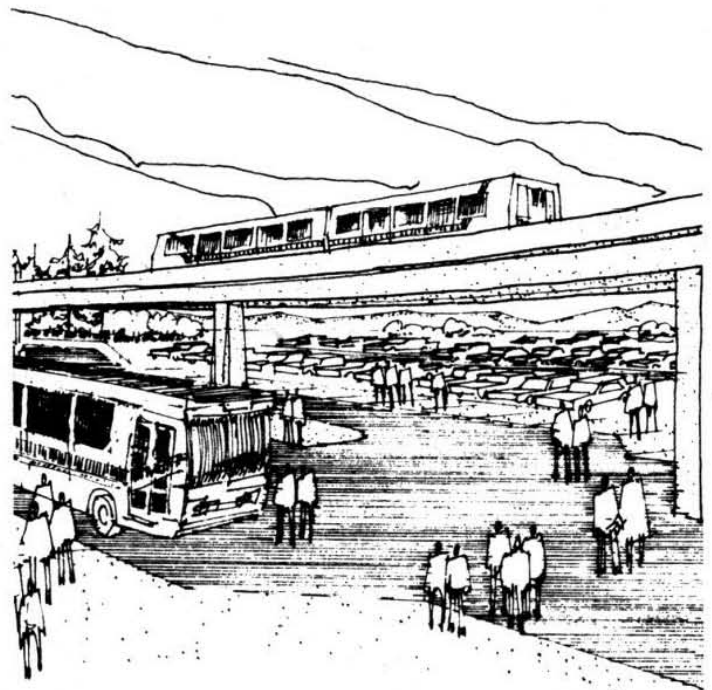
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BC
Transit

Fast Facts About SkyTrain

Start of construction:	March 1, 1982.
Start of paid service:	January 3, 1986, for Phase One line — Vancouver to New Westminster. Phase Two, extending line to Surrey, goes into service in 1989.
Cost of project:	\$854 million for Phase One.
Length of system:	Phase One stretches almost 22 km, completely separated from other traffic. This includes: <ul style="list-style-type: none">• 1.5 km underground (two stations)• 4 km at street level (four stations)• 16.5 km on elevated guideway (nine stations)
Carrying capacity:	At start of service, 10,000 people per hour in each direction. Ultimate capacity is 30,000 per hour.
Number of coaches:	Initially 114, linked in pairs or groups of four.
Coach capacity:	75 people — 40 seated, 35 standing.
Hours of operation:	5:30 a.m. to 12:30 a.m. on weekdays and Saturdays. Limited service on Sundays.



SkyTrain Guide

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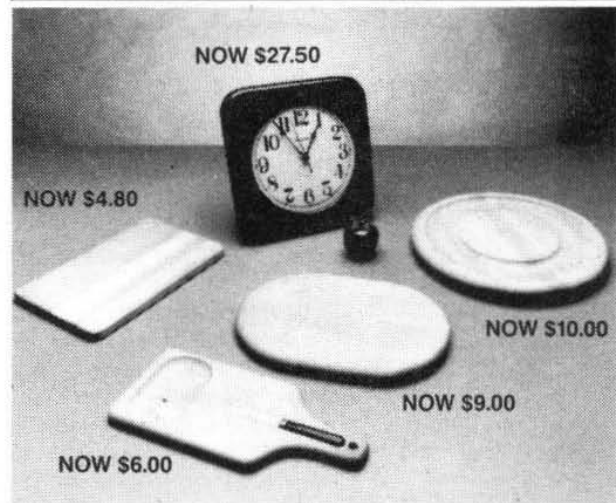
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The opening of SkyTrain writes a new and exciting chapter in the history of transportation in British Columbia.

The development and construction of this project — the most significant event in transportation in British Columbia since the arrival of the first CPR train 100 years ago — gives the Lower Mainland Region and its people the world's finest rapid transit system.

SkyTrain created thousands of jobs for construction tradesmen and injected hundreds of millions of dollars into the provincial economy.

Suppliers and secondary manufacturers obtained new business and there will be a wealth of new economic and business activity adjacent to SkyTrain's route between Vancouver and New Westminster.

SkyTrain, of course, will be extended into Surrey and studies are underway to bring this state-of-the-art system into Coquitlam as well.

That means more jobs and more economic activity.

SkyTrain, an investment of public dollars that will pay dividends for decades to come, will show the millions of visitors who come to Expo 86 that our province leads the way in the application and use of new technology.

That technology — developed here in Canada — will focus international attention on our country and will undoubtedly bring new sales on the international market.

SkyTrain is one of several key components of our government's five-year strategy for economic renewal.

The contribution it has made — and will continue to make — along with such projects as B.C. Place, Expo, the Coquitlam Highway and the Annacis Bridge — is helping lay the foundation for an exciting new era of economic development and investment in our province.

It was a proud moment for all British Columbians when SkyTrain was officially christened and inaugurated December 11, and credit is due to the thousands of workers who helped make it a reality.

Through teamwork and partnership, we have shown that no project is too great and no challenge too mighty for us to meet.

Sincerely,

W.R. Bennett
Premier
Province of British Columbia

FROM INTERURBAN TO SKYTRAIN

1925 - 1985



"SKYTRAIN" ...Teamwork sums it up...

*The Hon. Grace McCarthy,
Minister Responsible.*



SkyTrain — the Lower Mainland's state-of-the-art transit system — took flight December 11.

The official dedication of the first phase of the high-tech transit link — the Advanced Light Rapid Transit System — was an occasion for celebration by more than 9,000 invited guests headed by Premier Bill Bennett and Human Resources Minister Grace McCarthy.

It was a day of excitement marked by pomp, ceremony and speeches.

Today, SkyTrain's gleaming red, white and blue cars are carrying thousands of commuters swiftly and efficiently along a 13-mile route from New Westminster to downtown Vancouver.

With the system operational — and drawing rave reviews from its users — we at the SkyTrain Guide asked Mrs. McCarthy, the Minister responsible for SkyTrain, for her thoughts now that the system is up and running.

Mrs. McCarthy, what was foremost in your mind when you took part in the dedication ceremonies?

Mrs. McCarthy: "A feeling of pride, and I don't mean that in a personal sense, but pride that British Columbians as a people — particularly those directly involved in the SkyTrain construction project — had come together in such a great team and partnership effort.

"They were asked to tackle a big job and they did that job well. So I was pleased and proud that they were all on hand to see the results of all their hard work and effort.

"The SkyTrain system really reinforces for me that in this province, we have people with the skills, drive and talent to carry out any task — no matter how challenging."

It's clear from rider response that people really like the system. But who benefits besides the SkyTrain users?

Mrs. McCarthy: "Those who live anywhere in the vicinity of the new system — and that's approximately one million people. Their properties have been enhanced in value, and many older properties are now more viable for redevelopment because of the new SkyTrain.

"There will be apartments, homes, shopping areas and business offices springing up. We'll see a building boom of great proportions because transportation corridors act as a catalyst for redevelopment.

"As you know, the service is going to be extended into Surrey and we're currently carrying out engineering studies designed to take SkyTrain into Coquitlam. So, although Phase One may be complete, there's much more to come.

"That means there will be a continuation and extension of the direct and indirect benefits from construction of SkyTrain.

"For a start, we now have in place the equivalent of an eight-lane freeway as part of the Lower Mainland's transportation network. The SkyTrain also has the potential to triple its passenger volume to handle the equivalent of a 24-lane freeway just by adding more cars.

"So there's a huge saving there because freeways just gobble land up. And of course it doesn't interfere with existing road traffic because it's an overhead system.

"High-density urban development will take place along and adjacent to the line and its stations.

"That means new business and residential developments and major

new property taxes for local governments, and most important, new jobs for our people."

But the actual construction phase obviously had a major impact?

Mrs. McCarthy: "Very definitely. The physical part and the hands-on building of the SkyTrain system created 5,500 years of direct employment. That's a job for one person for 5,500 years or a year's work for 5,500 people.

"But it doesn't end there because there's a multiplier effect — spinoff jobs to suppliers and service industries and the like — so by a conservative estimate, the amount of work created by the SkyTrain project was more like 11,000 man years.

"Those jobs went to construction workers, carpenters, cement masons, electricians, truckers and labourers. There were architects, planners, lawyers...the list just goes on and on.

"In all, we let some 60 major contracts that led to hundreds of intermediate and thousands of minor sub-contracts in British Columbia. That resulted in \$400 million being spent on manpower and materials right here in B.C."

What was the total cost of SkyTrain?

Mrs. McCarthy: "Overall, the initiative came to \$854 million and we estimate that we'll see a return of more than \$200 million in tax benefits to the federal and provincial governments in terms of duty, sales tax, income tax from wages and other direct returns.

"SkyTrain provided a boost to our regional and provincial economies that was extremely important because construction jobs of this size bring spin-offs that have been proven to be two to three times the amount actually spent.

"In fact, the projected increase in retail sales stimulated by the presence of SkyTrain is about equal to the construction cost."

When we're talking cost/benefits, how does SkyTrain compare to what's been done in other jurisdictions?

Mrs. McCarthy: "Of nine major rapid transit systems opened on this continent by 1986 — and I'm talking about right across North America — SkyTrain is projected to be the most economical.

"If we look at capital cost per mile of travel per weekday passenger, SkyTrain's capital cost is \$450 compared to the next best of San Diego at \$510 and Calgary at \$540 per mile of travel.

"Portland's system is twice as expensive, Pittsburgh, Buffalo and Ed-

monton are three times as expensive.

"There are two other systems that compare closely with SkyTrain in terms of grade separation and capacity for future growth. They're in Baltimore and Miami — but they both cost more than five times our expenditure.

"So in terms of value for money, we have done very, very well."

From the commuter's point of view, SkyTrain has to be a plus in terms of simply getting to work.

Mrs. McCarthy: "SkyTrain will reduce automobile traffic on the Lower Mainland by 186,000 miles a year — and you can put that in perspective by noting it's equal to more than 7,500 trips around the world.

"So traffic volume throughout the area is going to diminish, there will be less congestion and a freer flow of all kinds of vehicles, including private cars, buses and commercial transport.

"And there are savings in both gasoline and diesel fuel which will amount on an annual basis of 11 million gallons of gas and 1.3 million gallons of diesel. That's based on the firm evidence we have that 15 per cent of SkyTrain riders will leave their cars at home or park-and-ride."

What kind of passenger volumes are we looking at?

Mrs. McCarthy: "Right now, with 114 cars, we have the capacity to carry 10,000 people an hour and ultimately, that figure will climb to 20,000 and 30,000 as we add more cars.

"SkyTrain is the biggest single transportation event here on the Lower Mainland since the arrival of the first CPR train in Port Moody just a 100 years ago.

"But SkyTrain is part of an integrated system. To get the best out of the system, we're re-orienting 75 bus routes and the SeaBus system so they'll feed people into the SkyTrain system's 15 stations.

"And as I said earlier in the interview, SkyTrain will be extended across the Fraser River from New Westminster into Surrey.

"We have a \$3 million engineering study underway in Coquitlam, and in the interim, we're developing major park-and-ride facilities at a cost of \$5 million in that municipality so Coquitlam commuters can be fed into the SkyTrain system at New Westminster.

As the Minister in charge, we know you were involved with all phases of the project but we understand you had a very keen interest in one particular aspect, that being the

British Columbia Parkway?

Mrs. McCarthy: "That's something that I feel really good about.

"I knew from day one that SkyTrain was going to be truly special as a rapid transit development and of course, that's the case. In terms of doing what it was intended to do — improve commuting — it's first-class.

"But too often, and this has been proven in other jurisdictions, major projects have been designed and built without much thought of what they might do to the quality of life in their immediate vicinity.

"I was determined that SkyTrain would have a major aesthetic value in addition to being a functional structure of steel and concrete.

"That's how the Parkway came into being and I'm just delighted that it has worked out so well.

"It's a linear park that covers about 50 acres that runs under and beside the SkyTrain guideway, and to put it simply, it's for people to use.

"When we first raised the idea, I was astonished by the overwhelming degree of public support. The response to the idea was almost incredible in terms of the involvement that started to build.

"Individual British Columbians, ethnic groups, community organizations and corporate sponsors all wanted to be part of the park's development and to make a contribution.

"Work is underway on the Parkway's 7-Eleven Trail, the John Molson Way, the International Mile of Flags, the Variety Club Park, the Dutch Mile, the Filipino Plaza and the Royal Canadian Legion's Tulip Mile.

"And there's a host of other co-operative cultural and community Parkway additions in the planning stage."

What do you see as the biggest single reason for the success of SkyTrain?

Mrs. McCarthy: "I guess the word teamwork sums it up best.

"Thousands of British Columbians, from differing professions and with different skills, came together to make SkyTrain a reality.

"They brought a level of commitment, skill and professionalism to the project that covered every challenge and answered every question that was raised.

"Let me give you an example.

"We did a survey that showed there are about 10,000 disabled British Columbians who make about 400,000 trips a year in the Vancouver

region. Now clearly, SkyTrain will be a major benefit to them.

"With that in mind, and knowing that they'll make extensive use of the system, we made SkyTrain a barrier-free project without any turnstiles or barriers that can hinder access for them. That's an important factor for people in a wheelchair or with some other physical impediment.

"It may seem a small point to people who aren't handicapped, but for the people concerned, it's of major importance."

One last question, Mrs. McCarthy, and that's to ask you about the fact the SkyTrain cars are named after various communities in British Columbia. Can you tell us why?

Mrs. McCarthy: "It's traditional for world-famous steam engines, for example, to have special names, like the Flying Scotsman in the United Kingdom.

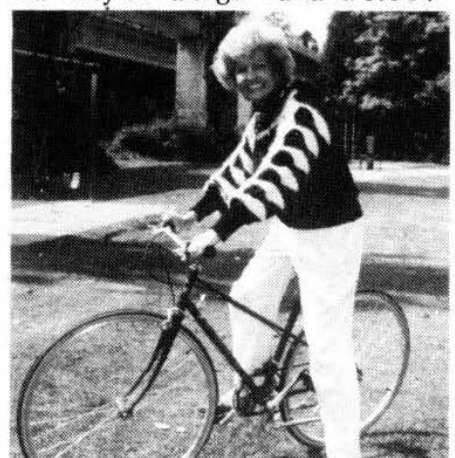
"Well, our system isn't a railroad and we run on electrical power, but it's a nice tradition and a nice custom.

"And since SkyTrain is so inextricably linked with Expo 86 — an event that was developed and planned for all of British Columbia — we decided to apply the same principle to the SkyTrain cars.

"So we have cars called the Spirit of Vancouver, the Spirit of Burnaby and the Spirit of New Westminster and the Spirit of Prince George.

"And we're going to have a whole series of special christenings so that we'll have cars named after communities and places throughout the province. Each car will have an interior photo display and a text describing the attractions and amenities of the area it's named after, as well as information on how to get there.

"Millions of Expo visitors will ride the SkyTrain next year and we want to let them know that there's a big, wide British Columbia out there and that they should get out and see it."



The Hon. Grace McCarthy riding in B.C. Parkway.

Stations: Effective Design on a Lean Budget

"BC Transit decided on a uniform design for Vancouver's rapid transit stations in order to save as much as possible on construction costs and to provide a strong identity to the system, making it easy for passengers to find their way around," says David Calver, manager of design planning for the project.

"In order to keep control of station designs and take advantage of economies of scale, we came up with the modular system which looks like a giant Meccano set."

It's part of a "systems approach" to design that blends the disciplines of engineering and architecture. Labeled the "kit of parts" concept by ALRT's chief designers, Allen Parker & Associates of Vancouver together with Architektengruppen U-Bahn of Vienna, it's a compromise between functional needs and the desire to build an attractive rapid transit

system on a lean budget of \$64 million for 15 stations.

Rapid transit design usually follows one of two schools: The 20-year-old Montreal Metro exemplifies one — unique stations, each designed by a different architect, with different treatment of materials, finishes and colors. The newer Edmonton and Calgary LRT lines adopted a more rigorous approach, following the greater design uniformity of European rapid transit systems.

The "kit of parts" design principle used in B.C. carries through from the distinctive tubular steel hoop trusses that hold up the station roofs and platforms to graphics and small items such as seats, trashcans and ashtrays.

"Everything fits together in a modular way," says Calver.

The highly visible steel trusses that wrap around each station — one every 10 metres — are ALRT's architectural "signature". The trusses — similar to the structures arching over highways that carry signs and lighting — came out of the need for

barrier-free station platforms, unobstructed by supporting walls and columns. Providing protection from the weather was also a factor.

The designers also came up with the novel approach of using the standard concrete box beams on which the trains run, to hang the stations on as well. The hoop truss takes the weight of the platform roof and walls, lighting and signs.

In researching materials for use in ALRT's kit of parts, very specific guidelines were used. For example, there's very little glass in the stations. It's expensive and is subject to vandalism and maintenance problems. Instead, the metal mesh product was specified. It provides good visibility and adequate protection against Vancouver's wet and windy weather.

While the kit of parts has produced an economic, durable design ethic for rapid transit, it has also made a distinctive "architectural statement". And resulted in a transportation system that makes it easy for passengers to find their way around.

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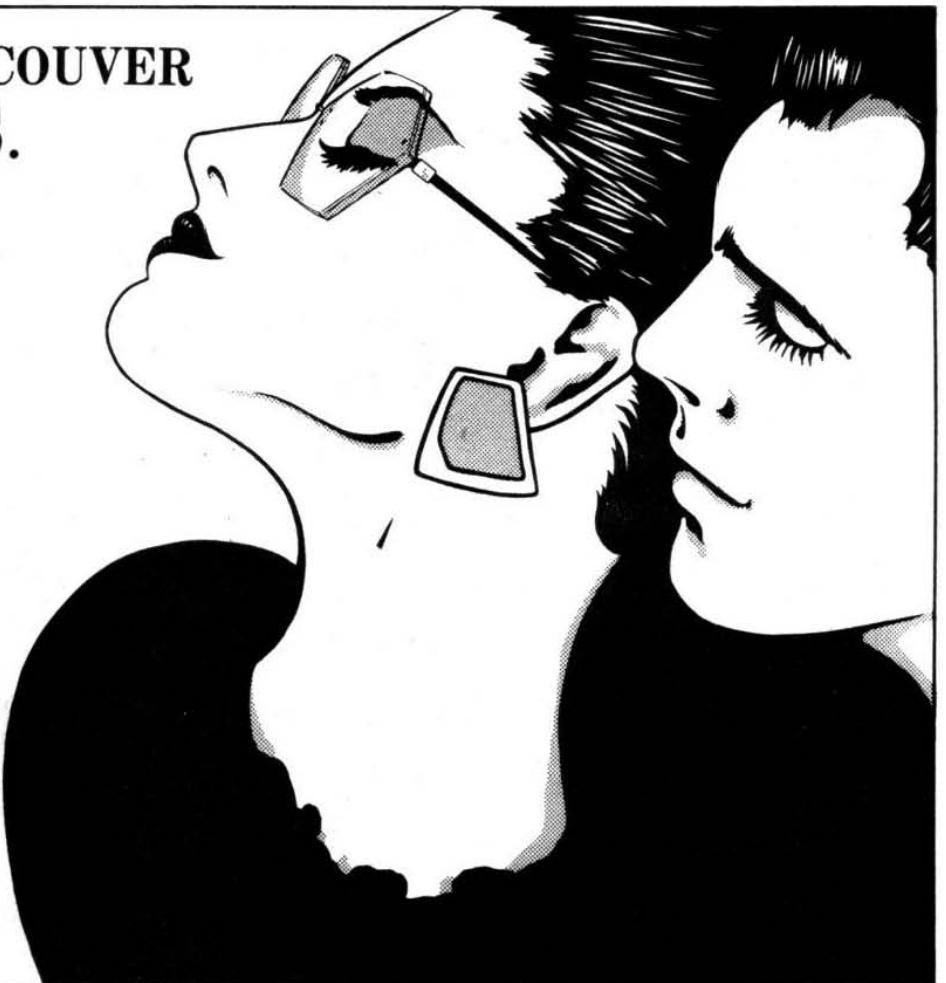
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Whether New Westminster is part of your daily travels or the occasional excursion, I hope you enjoy your visit and we look forward to seeing you here often.

Tom Baker
Mayor

VANCOUVER



The opening of this new transit system is a welcome and timely event that will affect all of us.

This magazine provides information that will hopefully entice you out of your cars onto the SkyTrain to come to work, shop or play in Vancouver and the Lower Mainland. Over the past years, traffic congestion has gotten worse and worse. We must make every effort during 1986, both for ourselves and our visitors during EXPO, to reduce this congestion.

Please accept my very best wishes for fast, efficient commuting.

Michael Harcourt
Mayor

BURNABY



On December 11, 1985, the Premier of British Columbia, Premier Bennett, the Premier of Ontario, Premier Peterson, and the Honourable Grace McCarthy, Minister responsible for transit, formally opened the new SkyTrain system with ceremonies in Vancouver, Burnaby and New Westminster.

At the Burnaby opening, Mayor Lewarne stated that the new system is the most exciting opening that he has had the privilege to attend through his elected position as Mayor of Burnaby. The SkyTrain system has been the catalyst that Burnaby's Metrotown needed to get it off and running, and will have the greatest impact.

Burnaby has had over \$200,000,000 worth of development over the last four years in Metrotown. There are buildings in excess of \$450,000,000 in the planning stages or under construction, and in the future another \$900,000,000 in the next decade.

William A. Lewarne
Mayor

SURREY



I am very delighted to see the introduction of our new SkyTrain and I know that the majority of residents in the Lower Mainland will feel the same way as I do once they have taken their first ride on this magnificent transportation system.

As Mayor of one of the largest municipalities in the province, I am very excited about the forthcoming extension into Surrey as I know it will allow for vast improvements in the mobility and efficient travel of our commuters.

Don A. Ross
Mayor

Creating Jobs

"Construction and design of the new SkyTrain was an almost 100% B.C. undertaking.

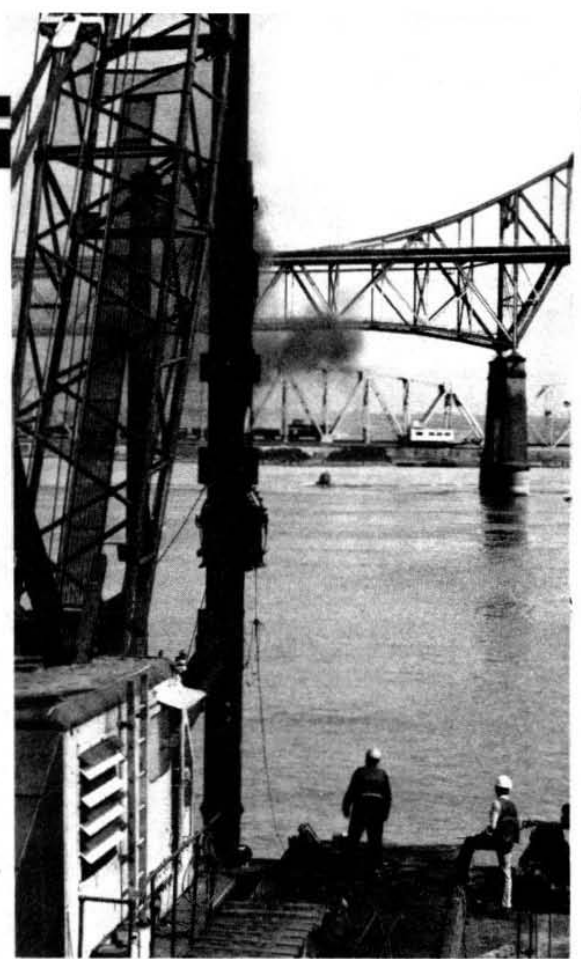
"From the smallest contract awarded to a Sumas Indian band company, to the largest contract, B.C. Transit's "buy B.C." policy was enforced wherever possible."

Because construction bids on the \$854 million Phase One line were 10% to 15% below engineering estimates, this resulted in considerable savings to B.C. Transit. In all, a total of 5,500 years of primary employment was created by Phase One of the Rapid Transit project — jobs for British Columbia engineers, architects, planners and designers, construction tradespeople — plus an equal number of spinoff jobs for those working indirectly for the project as suppliers and manufacturers. The economic ripple effect has also helped the community benefit from the spending of project workers.

Over 250 people will be permanently employed on the Phase One line.

New opportunities for high technology development in B.C. were also created by the project, with the manufacture of the Linear Induction Motor (LIM) by Bennett and Emmott. The Richmond firm is also producing LIM motors for rapid transit in Detroit and Scarborough — with anticipations that rapid transit technology, first applied on a major scale in Vancouver will be marketed worldwide.

When Phase Two of the line goes into Surrey about 2,000 work years will result plus an equal number of spin-off jobs. Already a consortium of four B.C. engineering firms have begun engineering work on the \$2.5 million six kilometre extension from New Westminster across the Fraser to Surrey.



Dillingham piledriver drops pile into riverbed in the Fraser, testing footings for ALRT bridge to Surrey. Patullo Bridge is in the background.



The Hon. Grace McCarthy and construction workers.

Milestones on a fast track: The history of SkyTrain

1981

May 29 — Premier Bill Bennett of B.C. and Premier Bill Davis of Ontario preside over contract signing. Agreement between B.C.'s Urban Transit Authority and Ontario development agency calls for completion of ALRT line between Vancouver and New Westminster in time for Expo 86.

1982

March 1 — Construction begins as sod turned at Main Street and Terminal Avenue, site of the 1.1 km "Prebuild" section of the rapid transit guideway.

Aug. 16 — Dunsmuir Tunnel, built in 1931 to transport rail freight under Vancouver's downtown core, is turned over to BC Transit for rapid transit use.

1983

March 25 — First two rapid transit coaches delivered to completed Pre-build section for testing.

June 27 — Prebuild section opened to public for demonstration ride along Terminal Avenue.

Aug. 26 — Hon. Grace McCarthy, Minister responsible for transit, turns the sod at Burnaby's Metrotown Station. Among many other signs of progress in construction, a former gravel pit in Burnaby is taking shape as the system's control and maintenance centre.

Nov. 27 — Demonstration section closes on Grey Cup Sunday, after introducing 291,000 visitors to ALRT rides.

1984

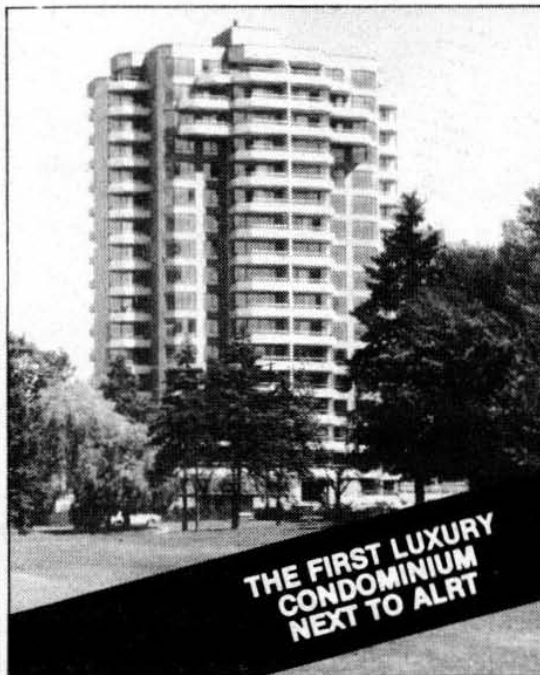
March 12 — Premier Bennett announces that rapid transit will be extended to Surrey, using a new bridge to span the Fraser.

Oct. 12 — B.C. Parkway launched with the opening of a demonstration park at Rumble and Gilley in Burnaby.

Nov. 19 — Last of 1,044 beams for elevated guideway is set into place in New Westminster.

Dec. 14 — Canada Works contributes \$1.8 million towards creating new jobs in development of B.C. Parkway. First landscaping crew starts a month later.

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1985

May 1 — Rides on rapid transit are featured in the "Evening of Discovery," when Premier Bennett leads the first visitors to Expo Centre.

May 8 — Power switched on in Dunsmuir Tunnel — the last link in energizing the 21.4 km line. Testing and commissioning of new trains continue through the year.

June 7 — Rapid transit connector announced for Surrey, with a 1,200-vehicle "park and ride" facility to be ready at Scott Road station site before Expo 86.

July 16 — Pile-driving tests begin for ALRT bridge across the Fraser River.

Sept. 30 — Electronic self-serve ticket machines introduced at SeaBus terminals — others to be installed at ALRT's 15 stations.

Nov. 20 — It's official...Hon. Grace McCarthy announces that rapid transit system will be called "SkyTrain".

Dec. 11 — Premier Bennett opens SkyTrain service. Ceremonies in Vancouver, Burnaby and New Westminster herald free rides for eight days in December.

1986

Jan. 3 — SkyTrain begins paid passenger service — on time and within budget.



RTA Lori Cook, with portable radio in her left hand, travels aboard rapid transit car, as attendants will do when the system operates with paying passengers.

Bus Information

- 1 Spare
 - 2 Royal Hudson
 - 3 226 St. Patrick's
 - 236 Pemberton Heights
 - 4 246 Highland
 - 5 239 Park Royal
 - 242 Vancouver*
 - 6 Spare
 - 7 Spare
 - 8 229 Westlynn
 - 230 Upper Lonsdale
 - 242 Upper Lonsdale*
 - 9 239 Capilano College
 - 10 228 Lynn Valley
- *242 operates when Sea•Bus is not in service

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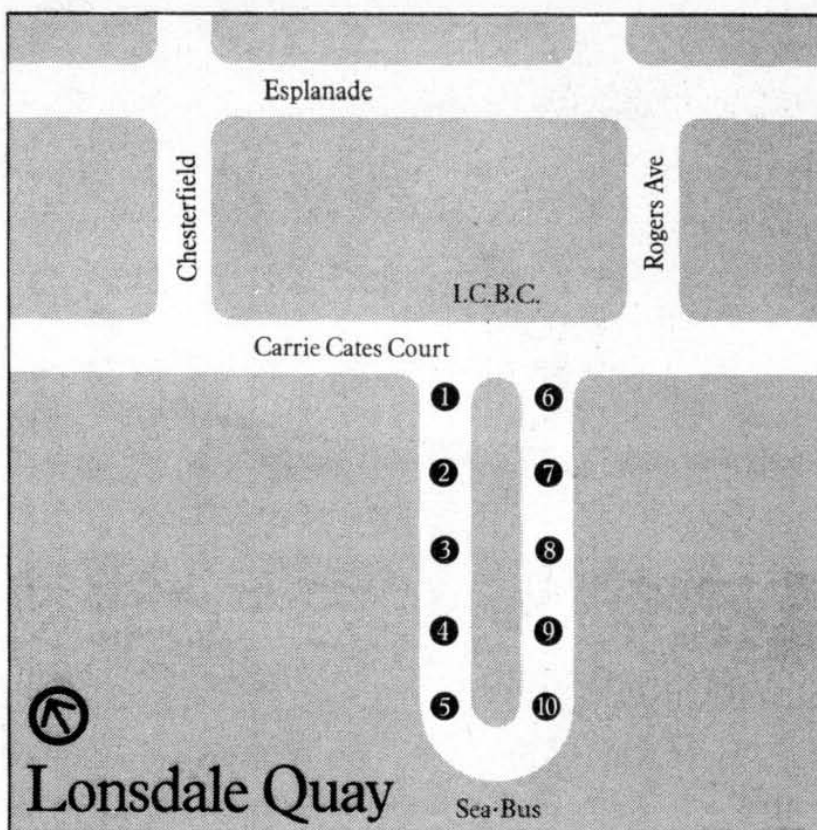
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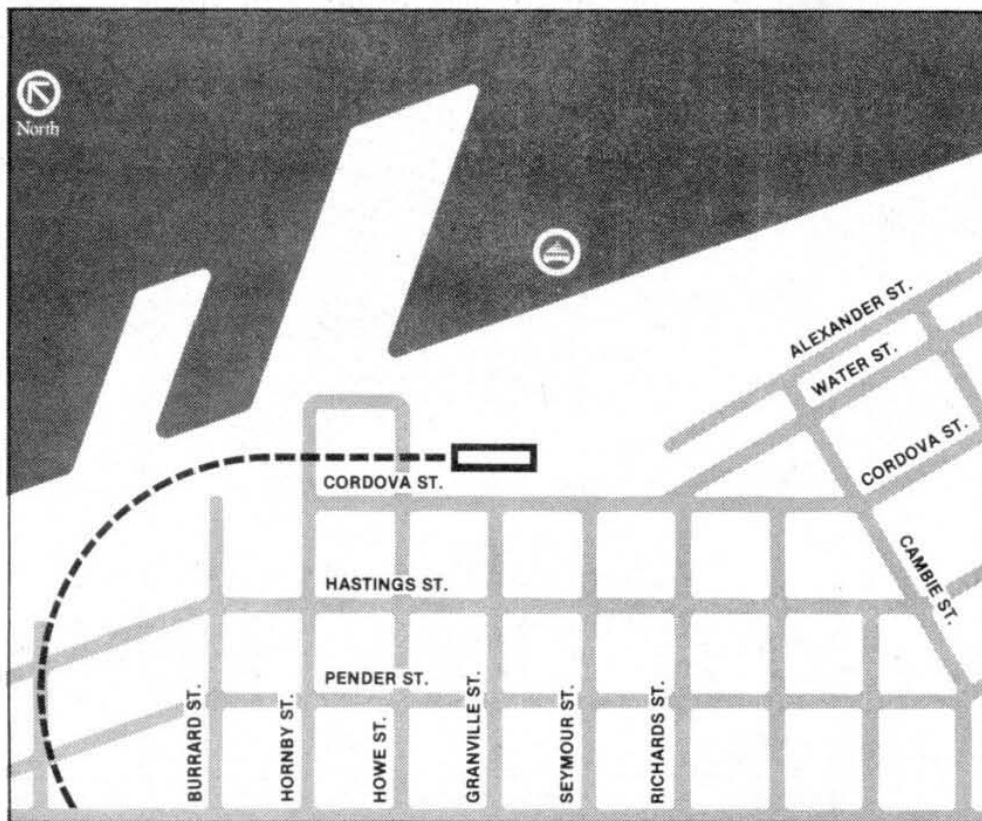
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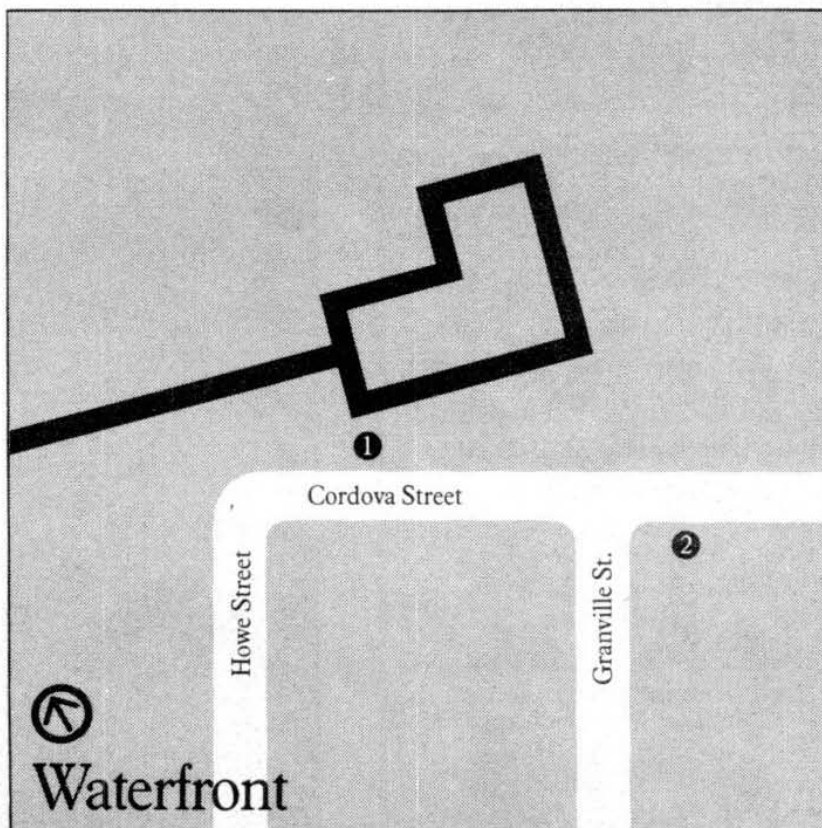
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Bus Information

- | | | |
|---|----------------------|------------|
| 1 | 1 Beach | 6 Fraser |
| | 50 False Creek South | 12 Powell |
| | 85 UBC (peak hours) | 24 Nanaimo |
| 2 | 1 Gastown | 50 Gastown |
| | 3 Main | |

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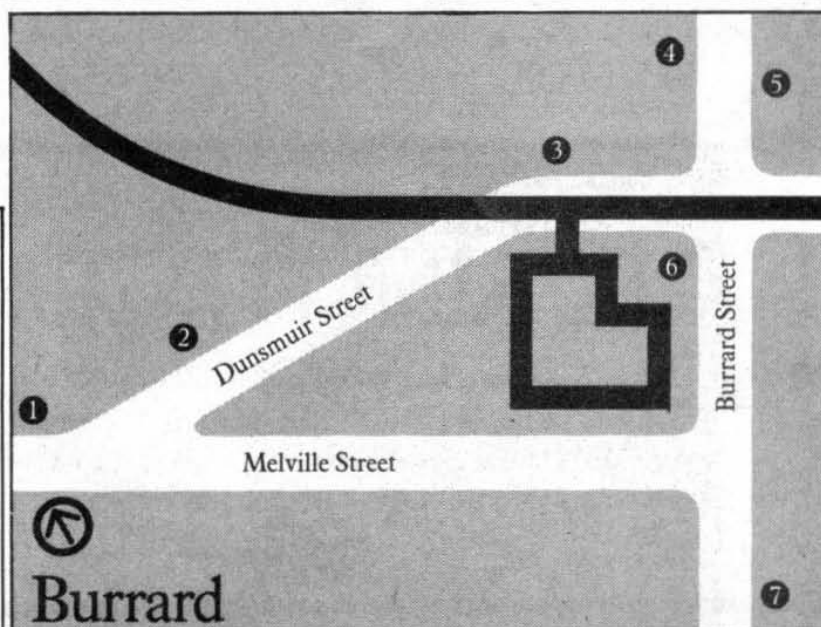
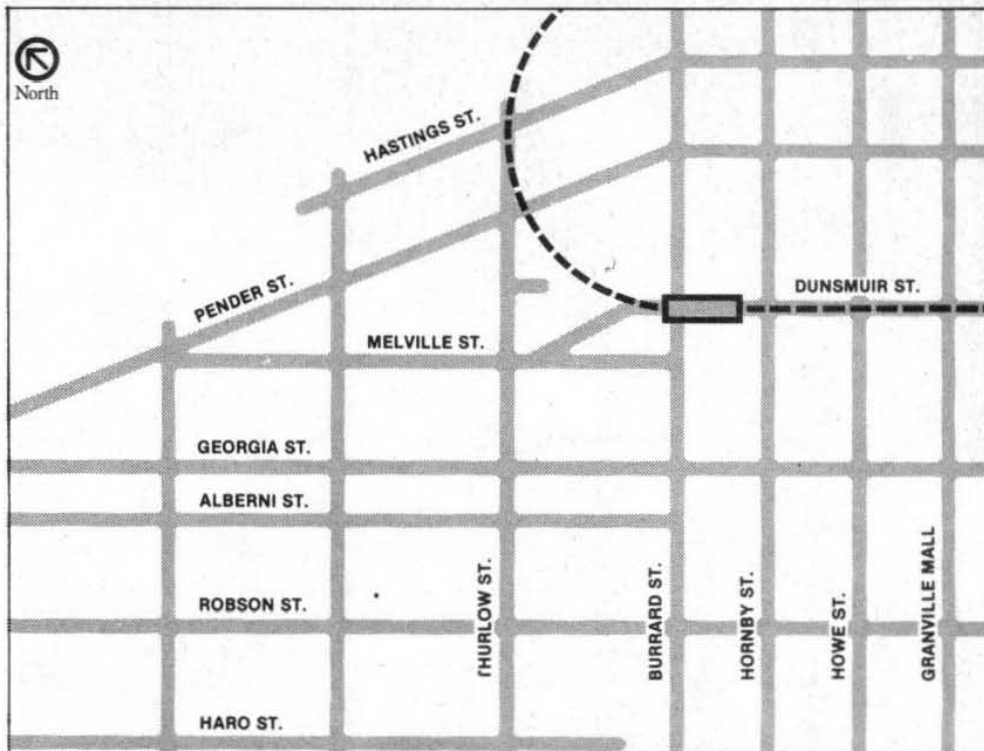
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Bus Information

- | | | | |
|----|---|----|-----------------|
| 1 | Surrey/North Delta service | 7 | 1 Gastown |
| 2 | South Delta/
White Rock service | 2 | 2 Park and Ride |
| 3 | South Burnaby/
New Westminster service | 17 | 17 Oak |
| 4 | 1 Beach | 22 | 22 Knight |
| 15 | 15 Cambie | | |
| 22 | 22 MacDonald | | |
| 22 | 22 MacDonald - 16th Avenue | | |
| 5 | Richmond service | | |
| 6 | 1 Beach | | |
| 15 | 15 Cambie | | |
| 22 | 22 MacDonald | | |
| 22 | 22 MacDonald - 16th Avenue | | |



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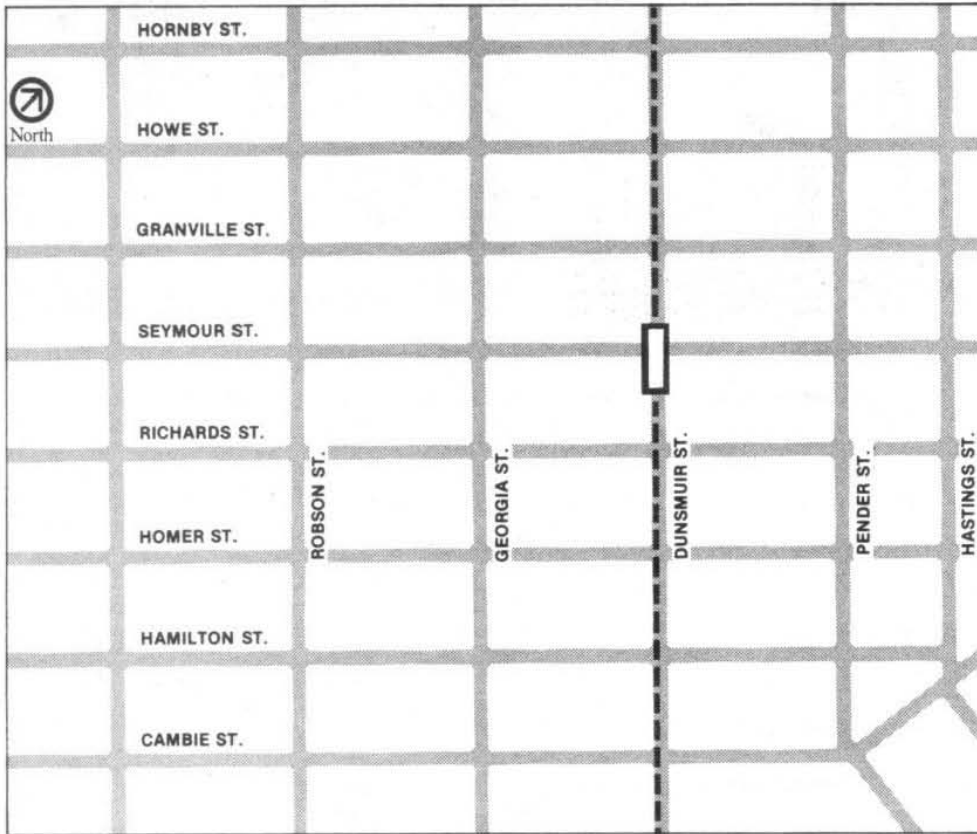


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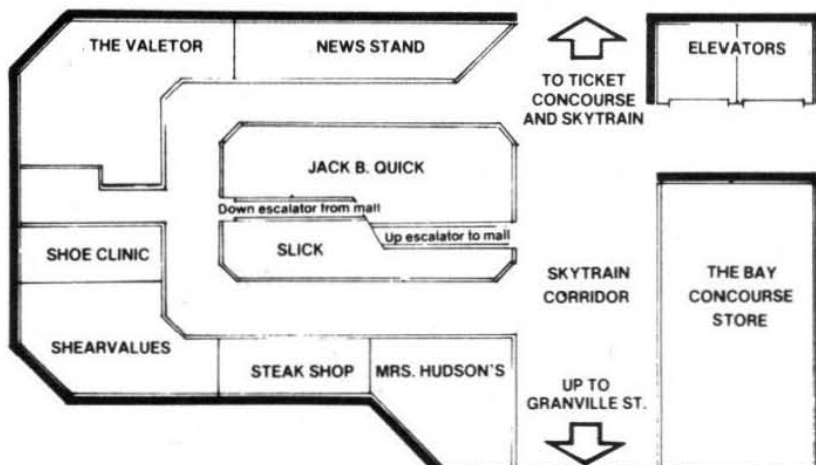
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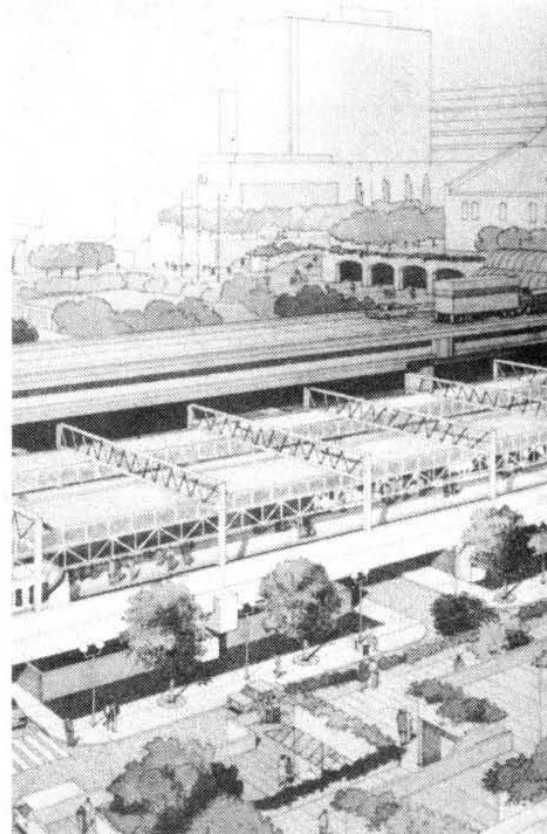
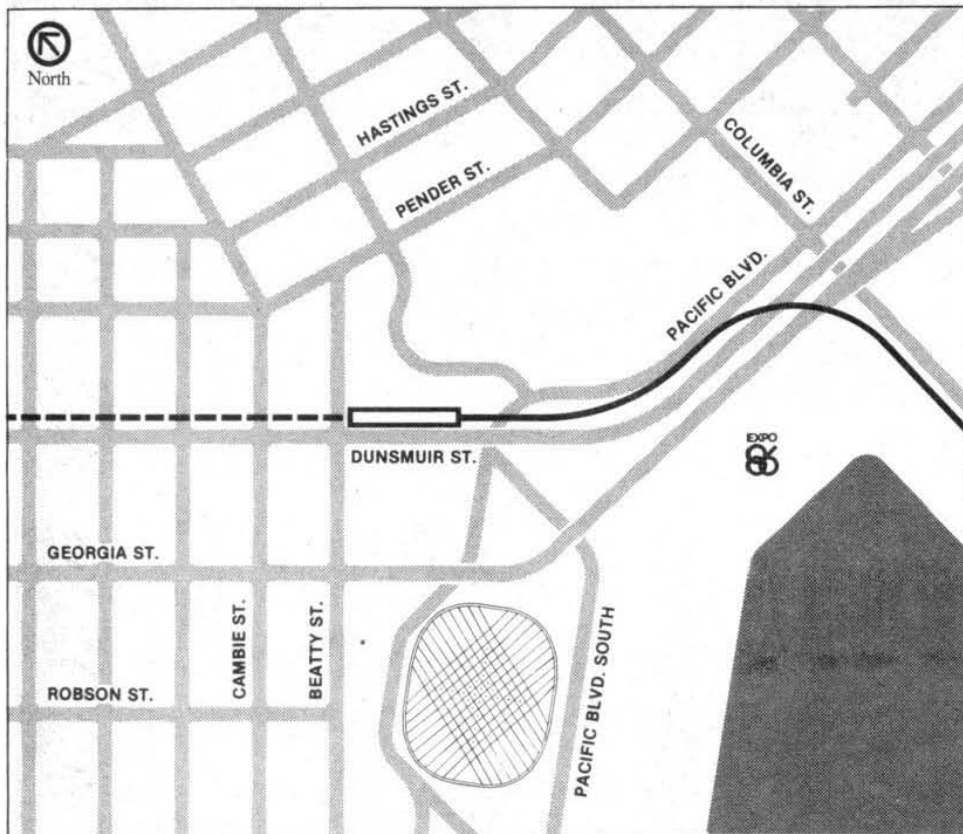
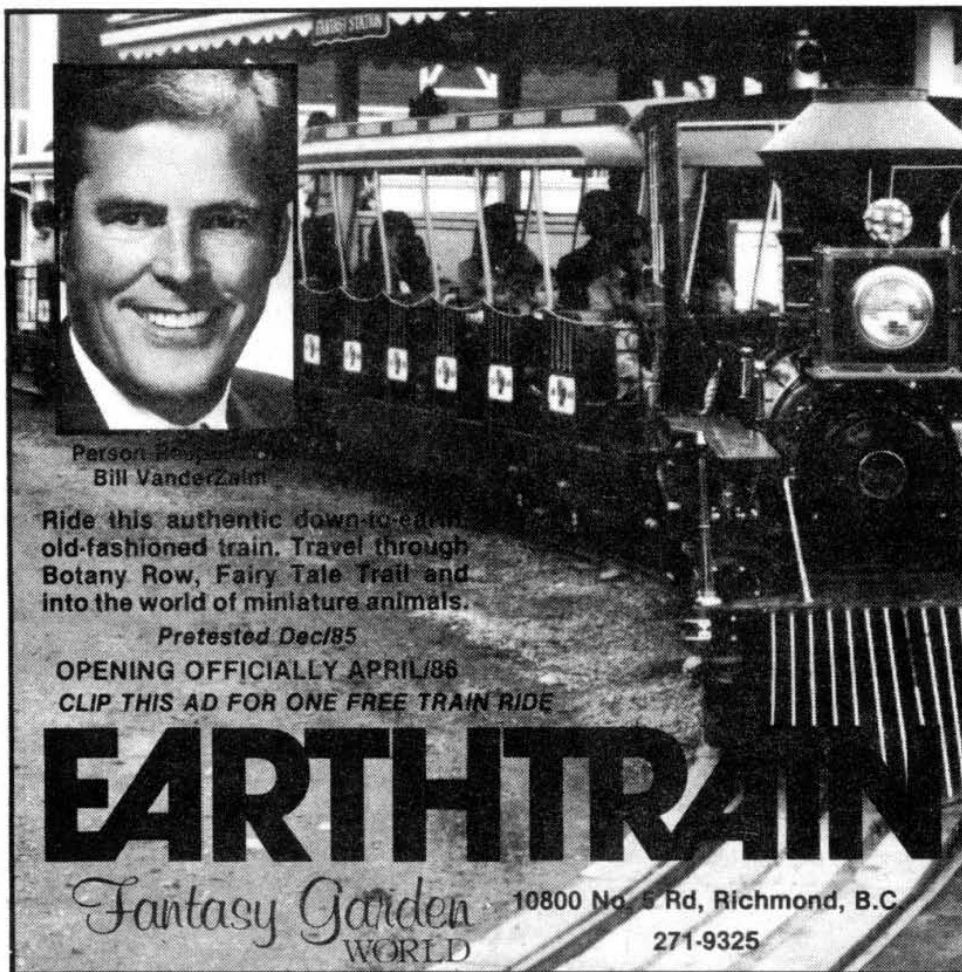
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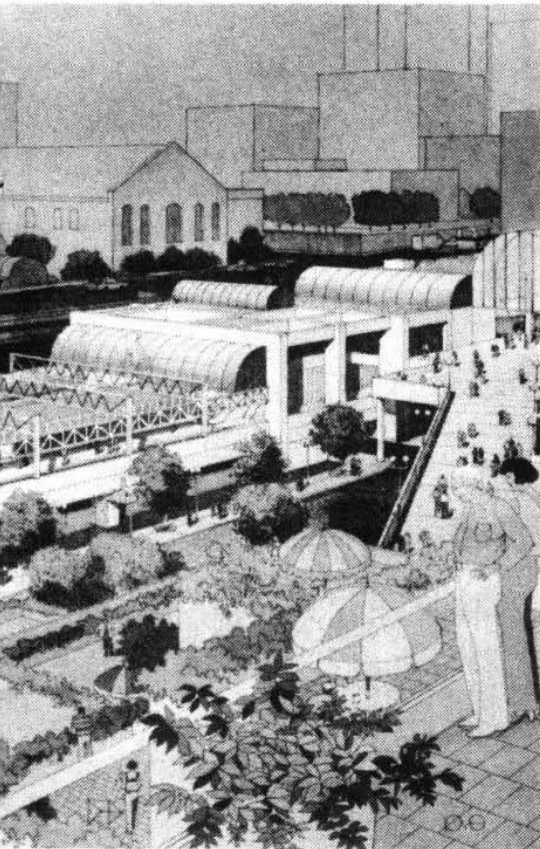
271-9325

BC Transit — The people who make it happen

When the provincial government decided last year to create a new BC Transit, combining the operating company Metro Transit with the management company BC Transit, they eliminated the confusion and duplication of effort that had plagued urban transit services throughout B.C.

Now with a single provincial authority responsible for all public transit in the province, the guidelines have been set for future development. In the Lower Mainland, BC Transit's vision involves both levels of government in a common goal — making Vancouver a great city, the metropolis of the west and Canada's window on the Pacific Rim.

Efficient public transportation is vital for the growth and economic health of any city. In Greater Vancouver, tens of thousands of people depend each day on the BC Transit system. Unfortunately, the transit system's ability to cope with increased demand has been affected by worsening automobile congestion, rising population and sprawling



suburban development. The Vancouver Transit system had to change.

So why Rapid Transit? BC Transit saw the need for a transportation link connecting several cities, thereby reducing urban sprawl and refocussing the places we live and work along several concentrated nodes.

They chose a forward-looking Canadian transit system, designed by the Urban Transportation Development Corporation of Ontario. Heavier than a bus, but lighter than a train, the computer-controlled system is highly flexible — able to respond quickly to changing passenger volumes.

Construction costs are at least half those of building an underground subway and while initially more expensive than an all-bus system, within a decade of start-up, rapid transit will be more cost-effective.

While a bus route can carry up to 5,000 passengers per hour in one direction, Rapid Transit will be able to carry 10,000 people per hour to start, and up to 30,000 in a short time. Buses are still in the picture, however — now more than ever. It is estimated that at least 80% of people will still ride the bus at either end of the rapid transit line.

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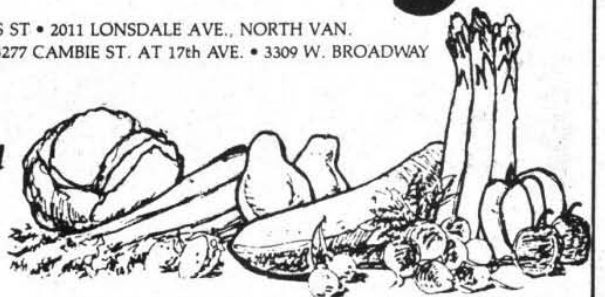
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Surrey Crossing Makes Sense

Bringing rapid transit to Surrey makes sense for several reasons.

Easing transportation problems, reducing travel time for commuters, improving rapid transit's operating efficiency, bettering the quality of life in the suburbs.

Extending rapid transit will help solve the region's pressing transportation problems, slowing the growth of automobile traffic and reducing or eliminating the need for major highway improvements.

The Surrey extension will alleviate the critical traffic bottlenecks at the Fraser River crossings. Initially, the Surrey line's carrying capacity will be equal to one and a half lanes of rush hour traffic on the Pattullo Bridge.

Travel time will be cut in half for commuters heading to downtown Vancouver. When the Surrey line is operating, passengers face a 33-minute trip downtown versus 56 minutes now by car and nearly an hour and 20 minutes by bus.

The Surrey extension will attract 4,000-4,500 passengers in the rush hours (7-9 a.m. and 4-6 p.m.) The extension will require an extra eight cars, bringing the rapid transit fleet to a total of 122 Advanced Light Rapid Transit (ALRT) vehicles.

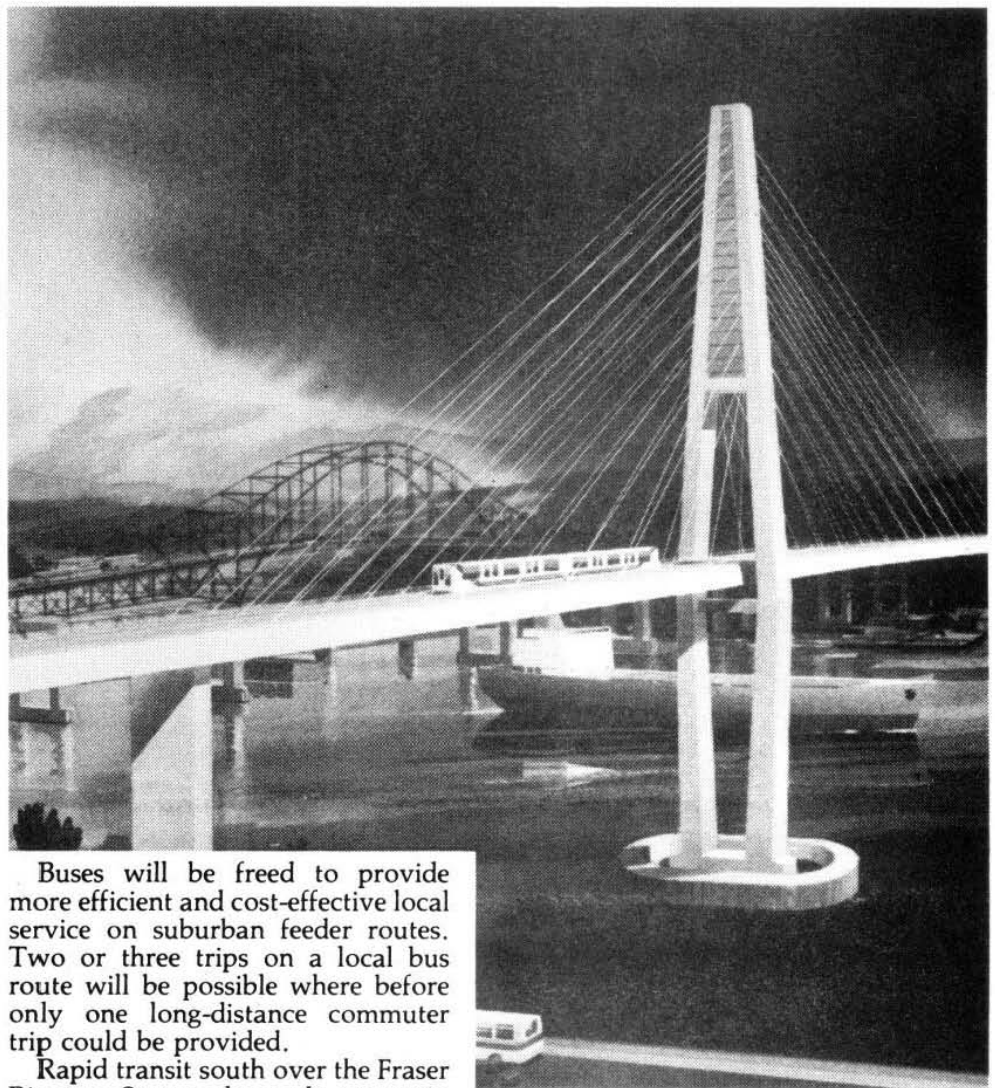
Operating efficiency of the whole rapid transit line will improve with the extension as it widens the system's coverage and brings more passengers within reach of the line.

Rapid transit will help to unite the region. It will open up and expand cultural and recreation opportunities for all residents — no matter where they live.

For example, the B.C. Place Stadium will be just half an hour away.

Surrey is a more logical terminus for Vancouver Regional Rapid Transit than the present terminus at New Westminster. Surrey has the space for extensive park and ride lots, bus loops and "kiss-and-ride" drop-offs.

Extending rapid transit will bring major improvements in bus service too. Rapid transit will take over the expensive, long distance bus trips which are often delayed in traffic.



Buses will be freed to provide more efficient and cost-effective local service on suburban feeder routes. Two or three trips on a local bus route will be possible where before only one long-distance commuter trip could be provided.

Rapid transit south over the Fraser River to Surrey also makes sense in light of development plans and population growth in the area.

Commuter traffic throughout the Vancouver region has been growing at four to five per cent a year — and twice that rate for traffic from Surrey, the fastest-growing municipality in the Lower Mainland.

Surrey's present population of 150,000 will reach 200,000 by the end of the '80s and nearly a quarter of a million by 1996. Its town centre of Whalley-Guildford, the core of expanding Surrey, should double in population.

Rapid transit is the key to ensuring manageable growth. It will help reinforce regional and municipal development plans. Rapid transit will act as a catalyst, to focus and concentrate development in desirable areas.

It will make possible quick and easy travel throughout the region, connecting self-contained regional town centres with the important concentration of retail business and offices downtown.

Rapid transit — a transportation system that makes sense, in Vancouver, Burnaby, New Westminster, and now, Surrey.

Three Stations, 7 Kilometres Added to Line

Phase Two of Vancouver Regional Rapid Transit will see three stations and 7 kilometres of guideway added to the 15-station 21-kilometre Phase One line connecting the downtown Vancouver waterfront and the western edge of downtown New Westminster.

The extensions bring about an 18-station 28-kilometre overall system, including the following:

- 1 kilometre of guideway through downtown New Westminster from New Westminster Station at Eighth Street and Carnarvon to a new station at Fourth Avenue and Columbia;
- A 6-kilometre stretch of guideway into Surrey — heading southeast from Fourth Street Station, crossing the Fraser River on a rapid transit-only bridge, moving up from the river to a station and park-and-ride facility at Scott Road, and on to a station at King George Highway and 104th Avenue in Whalley.

Doubling Up in a Single Tunnel

The underground section of the Rapid Transit line serving downtown Vancouver utilizes most of the old Dunsmuir Tunnel built in 1931 to service freight trains moving between the railway's waterfront tracks and its False Creek yards.

The old railway tunnel was part of a \$40 million makeover job which involved laying a new floor, building two sets of tracks, one on top of the other and digging a new eastern entrance.

It is estimated that the use of the existing tunnel saved the project around \$50 million.

Faced with the task of modifying the tunnel and lowering the floor to allow the two-level tracking system, engineers had to embark upon an extensive investigation into the history of construction in the area above and adjacent to the tunnel.

Long and diligent searching in the archives finally produced original design drawings, and construction photographs. Earthquake and tidal statistics, together with geological and geotechnical data were analyzed.

When it was found that the original east tunnel entrance was too close to BC Place Stadium, Swan Wooster Engineering together with Lea Associates undertook the technically tricky job of designing a new tunnel as part of their contract to design two major downtown stations and guideway track foundations for the Waterfront and Stadium sections of the line.

When the original tunnel had been built, 54 years ago, Vancouver's office buildings were "low rise", built on spread foundations. With the advent of massive high rise office structures in the '70s, particularly above the western section of the tunnel, care had to be taken when blasting, so as to reduce vibration levels.

Using a gargantuan steel-spiked roadheader to rip through the rock and sandstone, Pitts Engineering together with Commonwealth Construction finally joined the new tunnel with the old, last spring. This 237-metre-long section is located below street level at the intersection of Hamilton and Dunsmuir, behind the post office. The existing section has been abandoned.



Swan Wooster Engineering Co. Ltd.

1190 Hornby Street, Vancouver, B.C.
Canada V6Z 2H6 Tel. (604) 684-9311



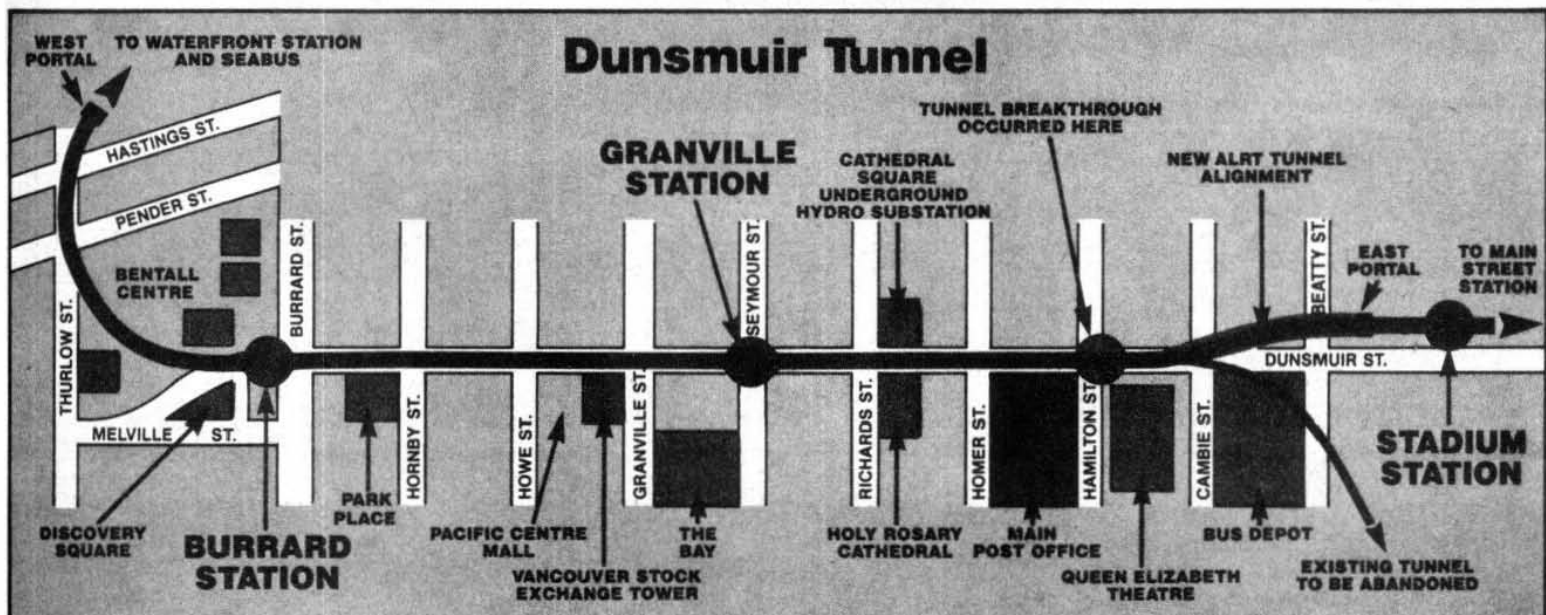
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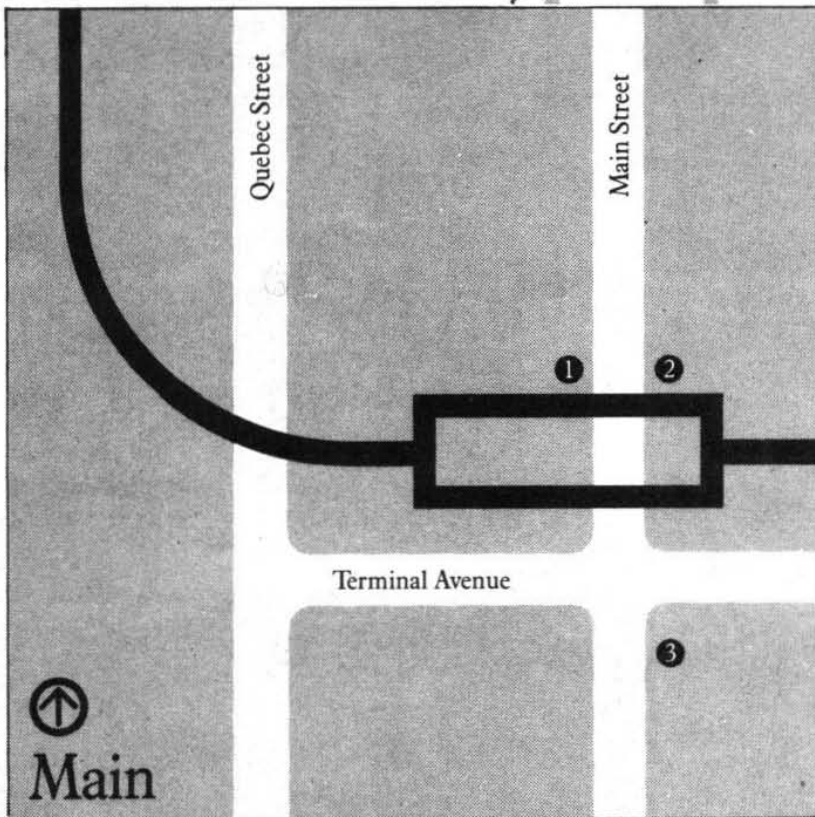
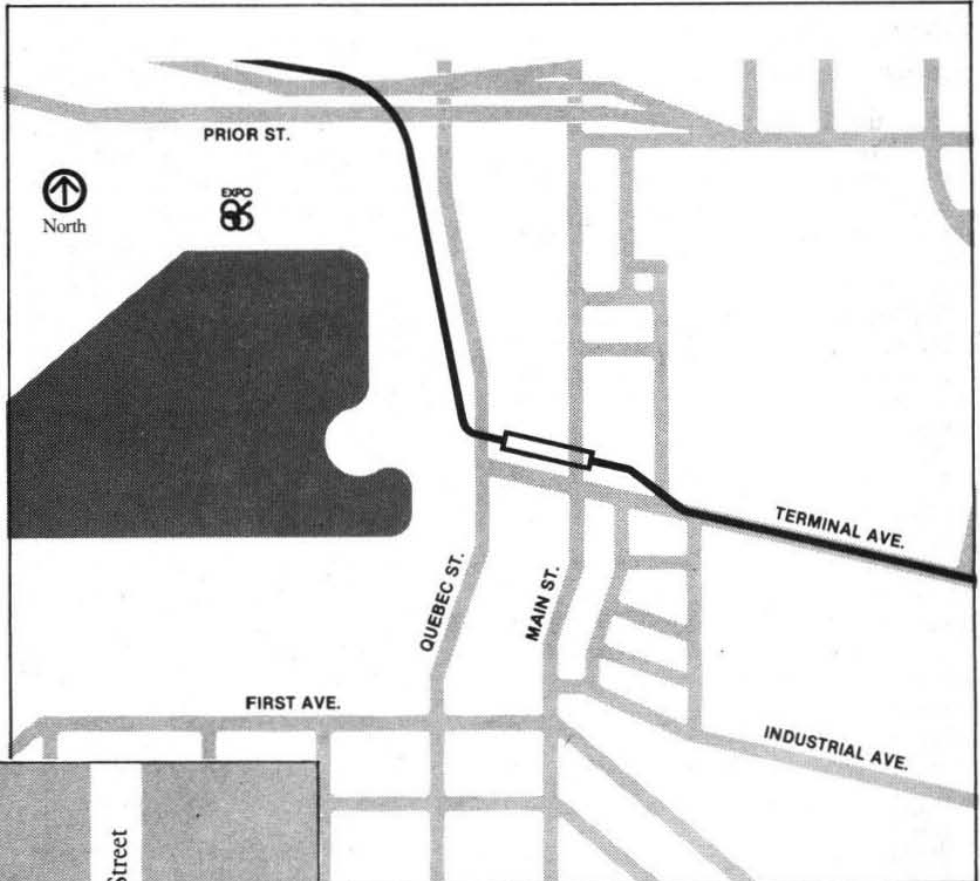
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Bus Information

- | | |
|----|------------------------|
| 1 | 3 Main |
| | 6 Fraser |
| 19 | Kingsway |
| 2 | 5 Robson |
| | 8 Davie |
| 11 | Stanley Park |
| 22 | MacDonald (peak hours) |
| 3 | 22 Knight (peak hours) |



BenTax *

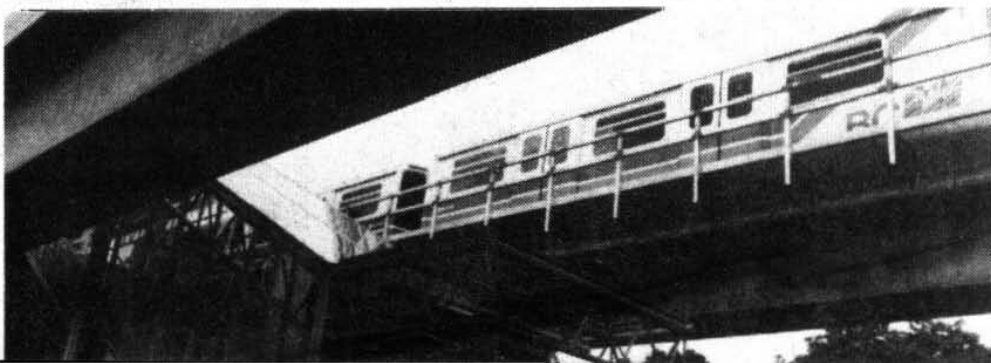
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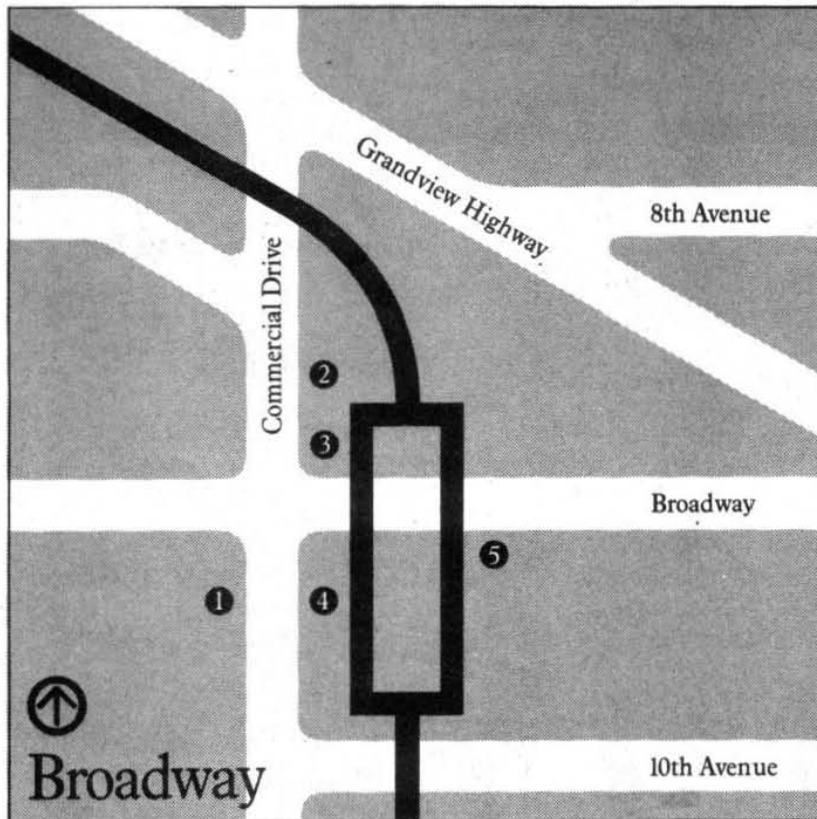
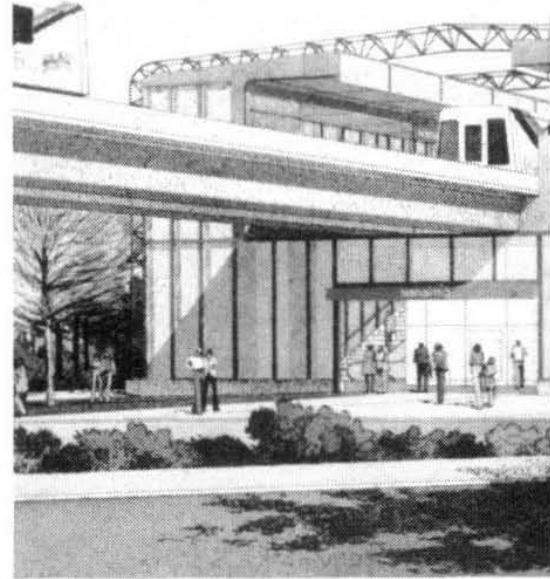
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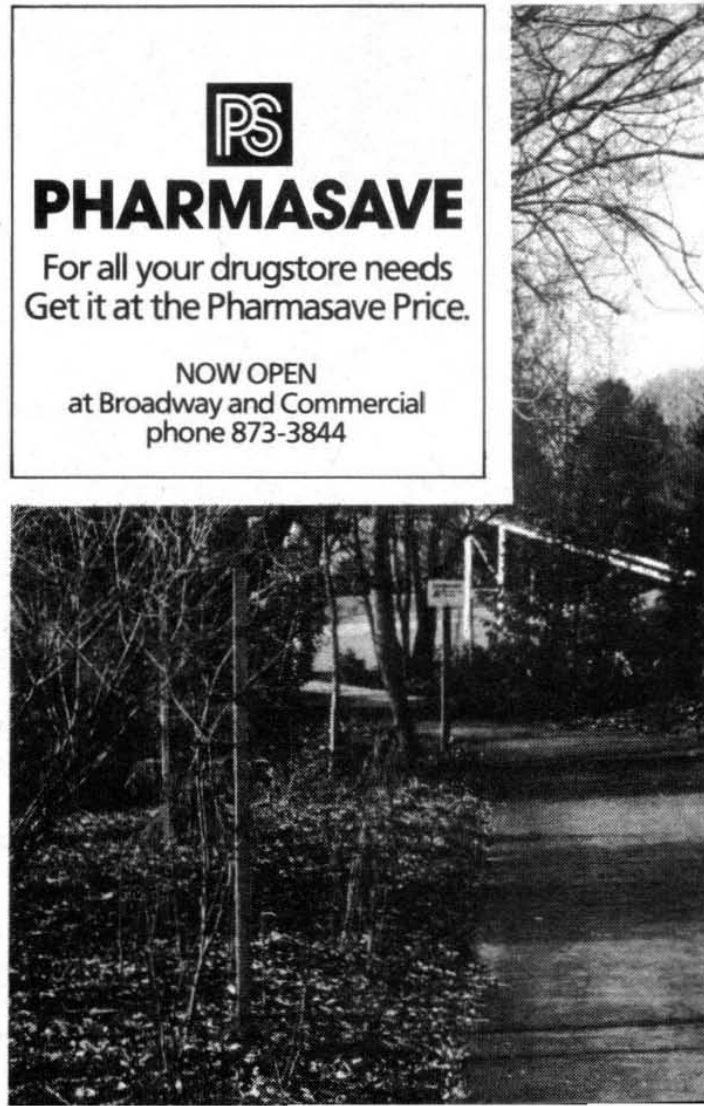


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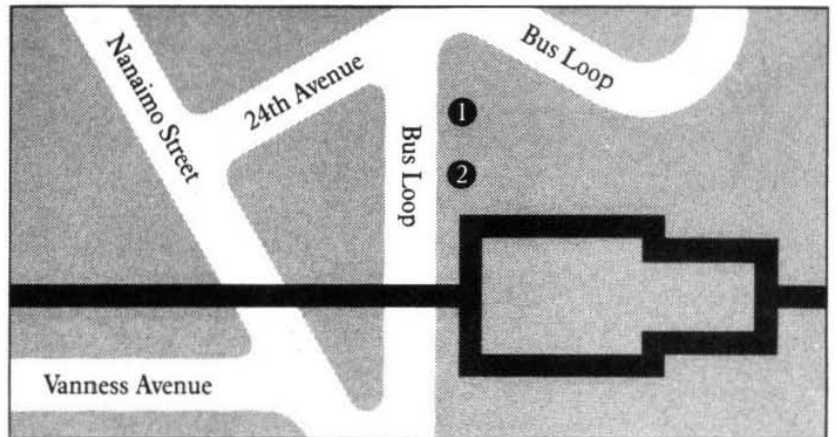
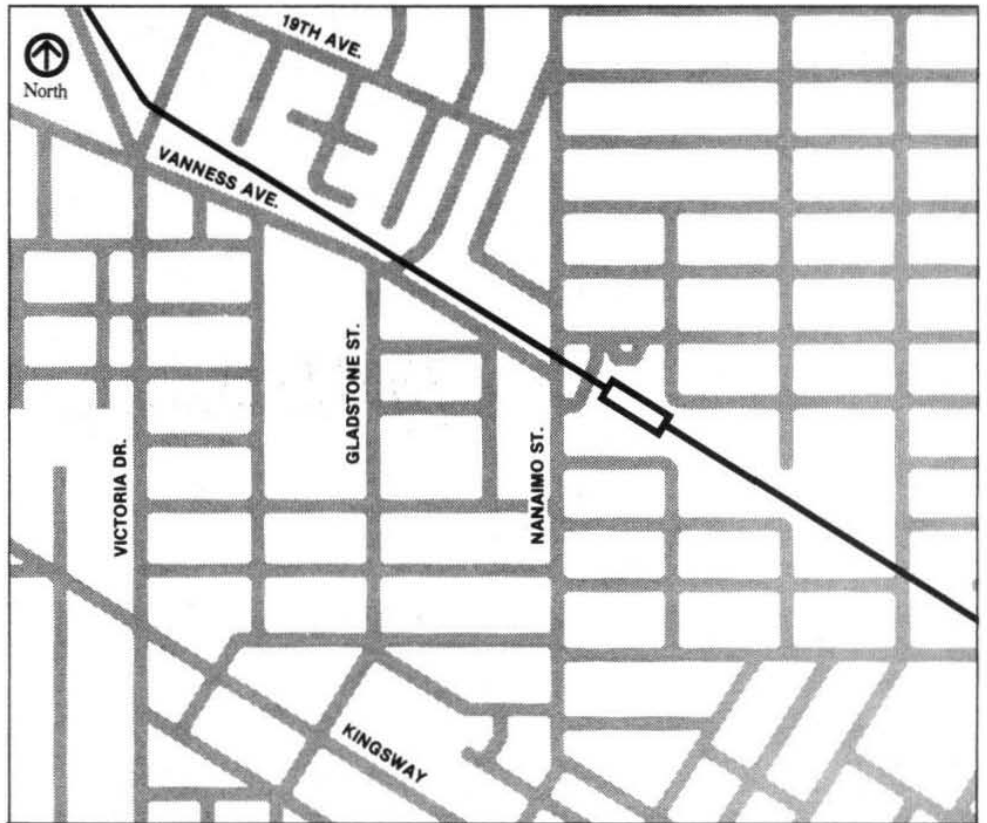
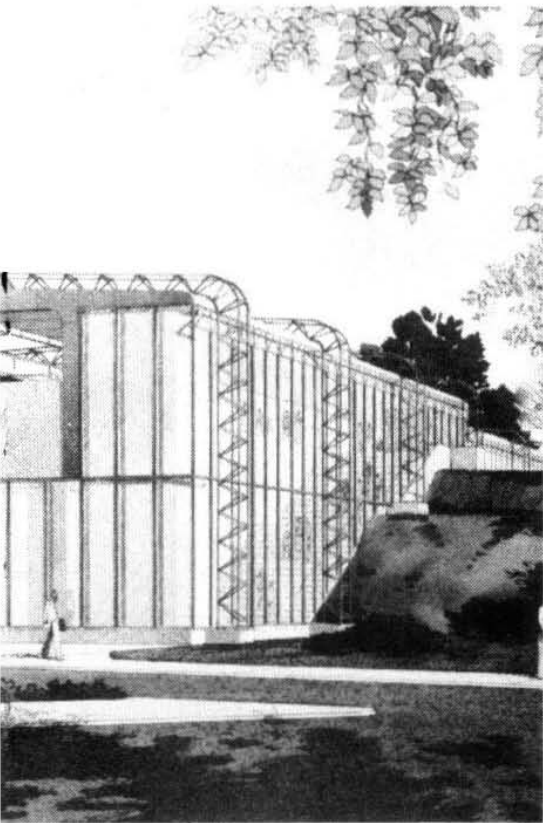
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Bus Information

- | | | |
|---|----|-----------|
| 1 | 21 | Victoria |
| 2 | 20 | Granville |
| 3 | 9 | Alma |
| 4 | 20 | Granville |
| 5 | 9 | Boundary |



NANAIMO



Bus Information	
1	25 Blanca (UBC peak hours)
2	25 Brentwood

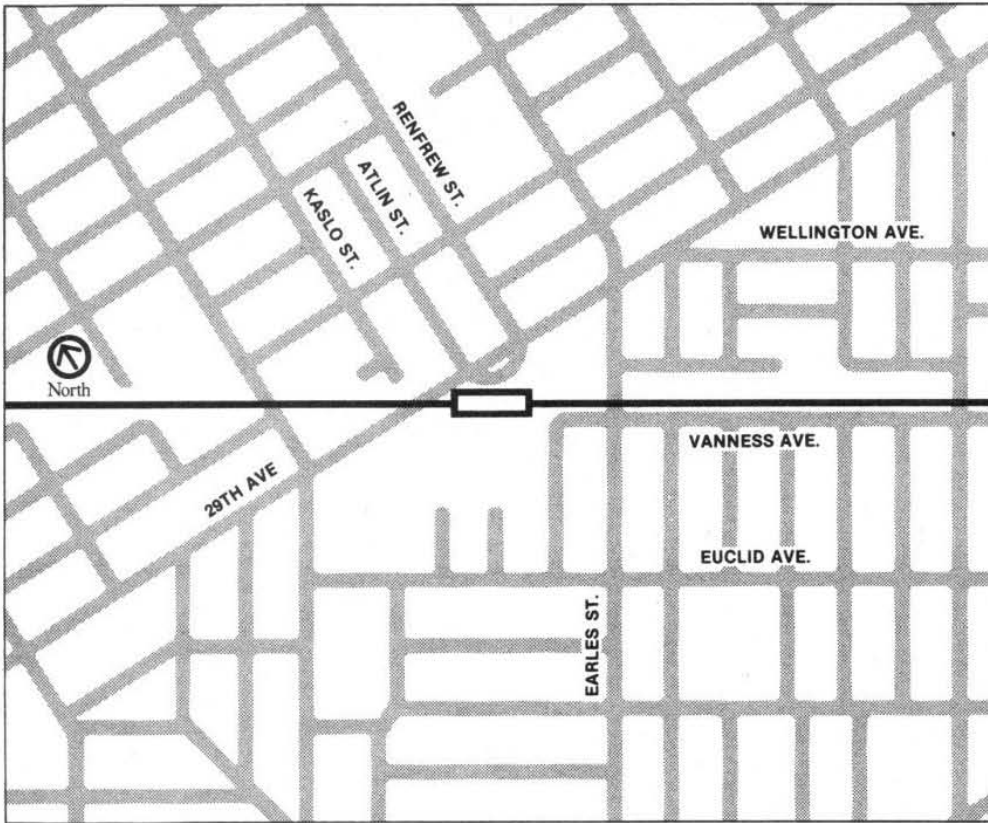
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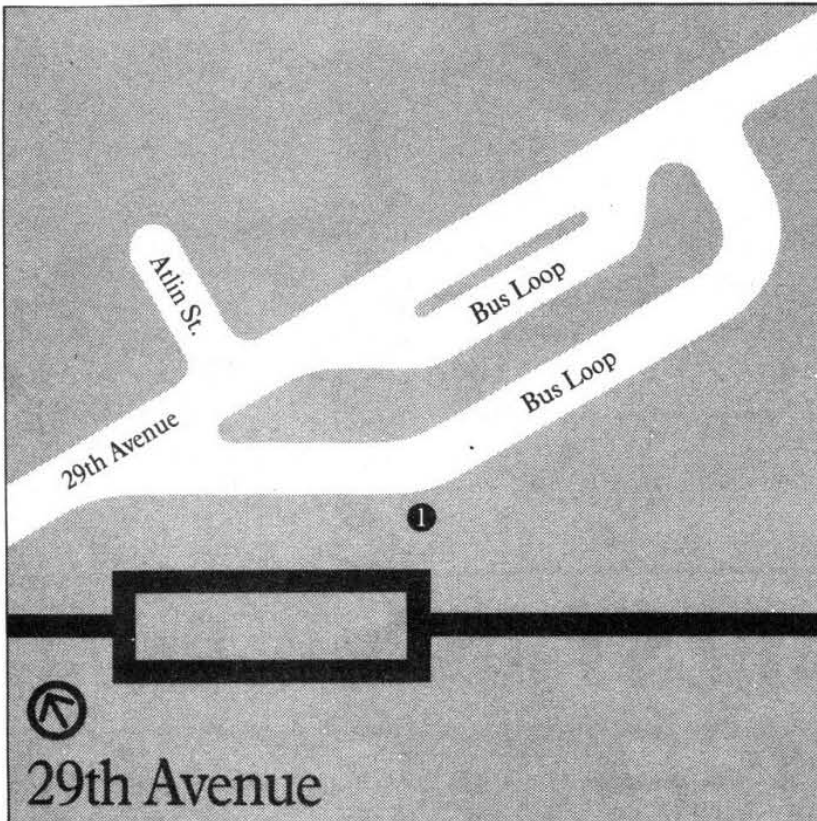
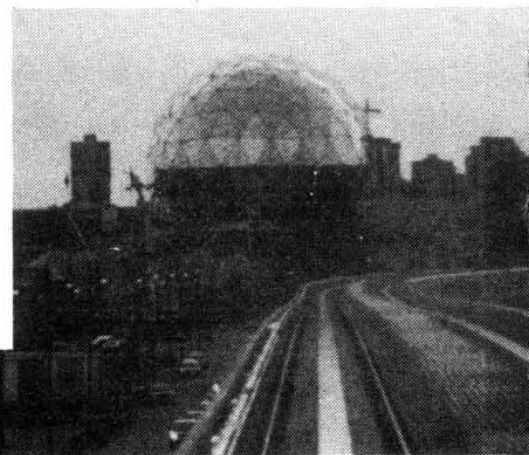
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(Station to Station
Time in Minutes)

	Waterfront	Burrard	Granville	Stadium	Main Street	Broadway	Nanaimo	29th Avenue	Joyce	Patterson	Metrotown	Royal Oak	Edmonds	22nd Street	New Westminster
1															
2	1														
3	2	1													
5	4	3	2												
8	7	6	5	3											
11	10	9	8	6	3										
12	11	10	9	7	4	1									
14	13	12	11	9	6	3	2								
16	15	14	13	11	8	5	4	2							
17	16	15	14	12	9	6	5	3	1						
18	17	16	15	13	10	7	6	4	2	1					
21	20	19	18	16	13	10	9	7	5	4	3				
24	23	22	21	19	16	13	12	10	8	7	6	3			
27	26	25	24	22	19	16	15	13	11	10	9	6	3		

You'll always make a good connection when transferring from bus or SeaBus to SkyTrain. The longest you could wait for the train is 7½ minutes at night, 4 minutes during peak hours, and 5 minutes at all other times. In the reverse order—SkyTrain to bus or SeaBus—please remember that SkyTrain runs more frequently than either bus or SeaBus service. To make your best connection, consult your local bus timetable.

Bus Information 1 29 Elliott

Murffy's

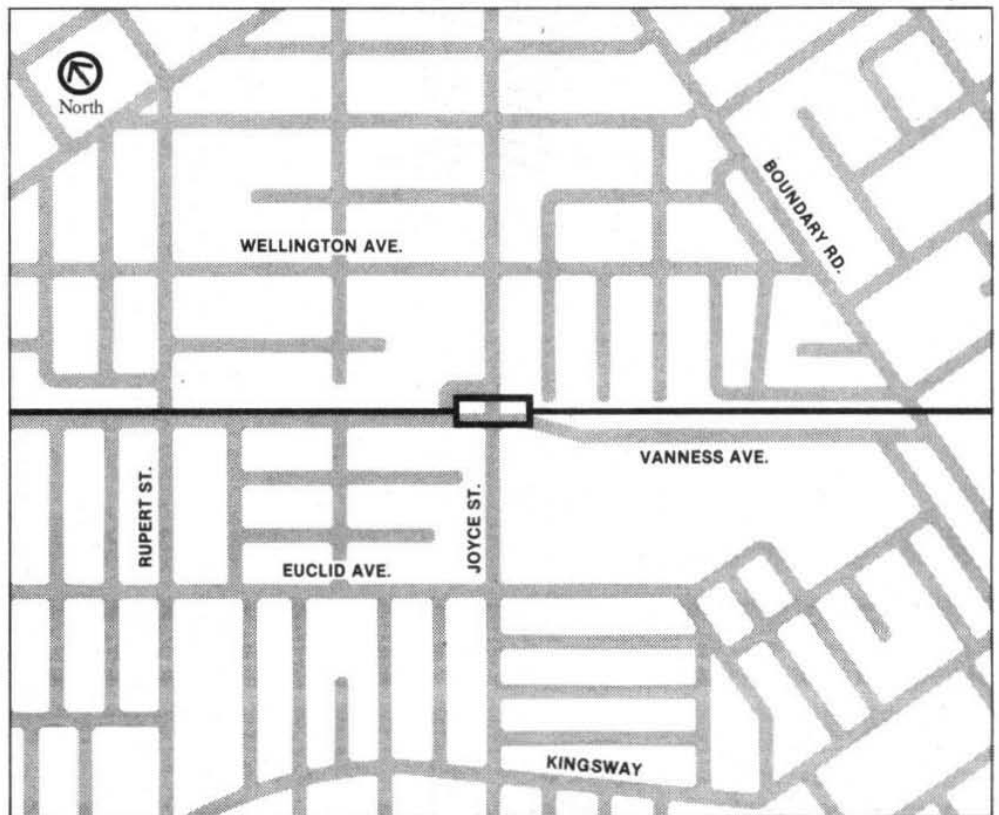
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At Joyce Street Station
437-3913

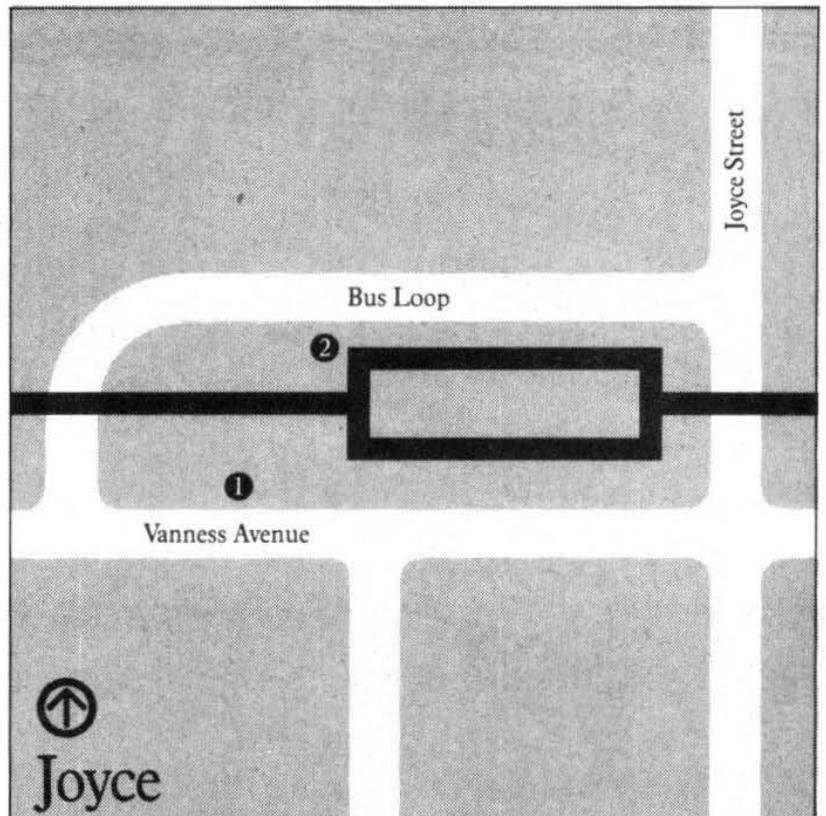
HOURS

Tuesday-Wednesday 10-9pm
Thursday-Saturday 10-6pm
Sunday 12-5pm

FEATURING EXCITING CRAFTS

- Greenware
- Ceramic Supplies
- Custom Firings
- Pottery and Modelling Clays
- Papier-Tole Prints & Supplies
- Custom Matting and Framing
- Glass Etching & Engraving Supplies
- China Painting & Supplies
- Silk Dyes & Silk
- Paper Quilling
- Lampshade Supplies & Many Other Craft Supplies
(i.e. Frames & Fringe, Braid, Rice Paper)
- Classes In All The Above

Bring in this Ad for a
10% Discount off Regular Prices



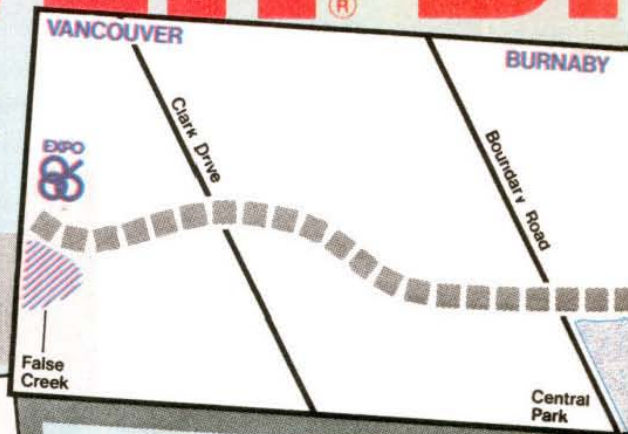
Bus Information

- | | |
|---|----------------------|
| 1 | 27 Champlain Heights |
| 2 | 27 Kootenay Loop |

BRING YOUR FAMILY AND ENJOY 7-ELEVEN BICYCLE TRAIL

*Opening
Spring 1986*

19 KM FROM NEW WESTMINSTER TO THE EXPO GATE
IN VANCOUVER ALONG THE BEAUTIFUL B.C. PARKWAY



WHY DID WE DO IT?

Sponsoring the 7-ELEVEN BICYCLE TRAIL as a major part of the British Columbia Parkway is an expression of confidence in B.C.'s future. It also reflects our appreciation of the warm welcome we have received as we grew from our first B.C. store in 1969 to more than 120 stores in 1985.

The 7-ELEVEN BICYCLE TRAIL is a legacy to mark Vancouver's 100th Birthday celebrations.

The inclusion of a recreational cycling trail in the Parkway in time to welcome visitors to Expo '86 adds to that world event.

It also helps to create new park areas in New Westminster, Burnaby, which is the location of our Canadian Head Office, and Vancouver; parks and gardens that will be enjoyed by all British Columbians for many years to come.

The 7-ELEVEN BICYCLE TRAIL also furthers one of our traditions. 7-Eleven has a long history of supporting recreational and competitive bicycling activities, including safety, throughout North America. We are proud that youngsters from those programs have gone on to compete for Canada in Olympic and other international competitions.

We feel the 7-ELEVEN BICYCLE TRAIL sponsorship is a fitting way in which to tell you 'Thanks ever so much' for your support.



All of the growing family of more than 4,000 7-ELEVEN employees in Canada join me in hoping that you will enjoy and use the 7-ELEVEN BICYCLE TRAIL.

F. V. Farr

FRANK V. FARR
Chief Executive
Southland Canada Inc.

Recreational cycling is fun for the whole family, and healthy, too.

In 1986 you can begin to enjoy Canada's longest dedicated urban bicycle trail. From the rebuilt New Westminster waterfront, through Burnaby's Metrotown and Central Park, right to the East Gate (Main Street) of Expo '86. Sixteen kilometres of specially-built family cycling trail and three kilometres of connecting route comprise the trail created by British Columbia Parkway and sponsored by 7-ELEVEN.

Proud to be growing