

# Facts vs Myths

## Feasibility

Contrary to widely held notions that rail transit systems are saddled with substantial capital expense while buses are more or less "free", the fact is bus systems incur capital expenses and far higher operational costs. Rail actually gives amazing "bang for the buck" over the long term.

## Buses vs Rail

Rapid buses, and buses in general are known to attract far fewer riders than trains, and rapid buses have a record of failing in many cities where implemented. The cost of rapid buses would greatly exceed the cost of InterUrban Rail due to the necessity of building new lanes strictly for buses.

## Rail vs Roads

One line of light rail has a capacity of up to 8 times more than one lane of freeway during peak times. Most people drive alone, and studies show commuters average 1.2 people per car during rush hour periods. This limits road carrying capacity to about **2,400** passengers per hour per lane. By contrast light multi-car trains carry a theoretical ridership up to **20,000** passengers per hour.

## SkyTrain vs Rail

A light rail service for the



Fraser Valley is far cheaper and quicker to implement than SkyTrain but simply put, we cannot afford the SkyTrain system. The entire proposed Inter-Urban system could be up and running, serving a million people, for approximately the same cost as five kilometers of SkyTrain!

## Rail Costs

The B.C. government continues to pour billions of tax dollars into transit mega-projects for Greater Vancouver. They proposed a \$2.8 billion SkyTrain extension to UBC where there are about 50,000 students and staff, but oppose a passenger rail system for the Valley's million residents. Cost would be a fraction of the UBC SkyTrain for a Chilliwack to Surrey diesel service. Tax dollars could be prudently spent on rail transportation in the Fraser Valley where it's badly needed. **WE ALREADY HAVE TRACKS** waiting to be used.

## Carbon Tax

The province has imposed a progressively increasing carbon tax on fuel, increasing costs of travel by car, but has not provided alternatives for taxpayers who live outside Vancouver. 85% of all traffic on the Trans Canada Highway in the Fraser Valley does not cross the Port Mann Bridge but stays within the South Fraser Region.



**A long-term, cost-effective traffic solution for the Fraser Valley is still on the back burner!**

**Lets change that.**

**Let's plan the future now.**

Contact us at [railforthevalley.com](http://railforthevalley.com)

Read more Facts vs Myths

Read comprehensive in-depth analysis and regional studies

Read about who we are

**RAIL for the VALLEY**



**RAIL for the VALLEY**

# Liveable Regions Liveable Cities



## RAIL for the VALLEY

### are about responsibility

- creating the **lowest carbon emissions** alternative, reliable regardless of gas prices and seasonal driving conditions
- providing **safe, accessible, reliable, affordable, stress-free options** for the elderly, disabled, families, commuters, and thousands who live, study, and work in the Fraser Valley
- responsible use of South Fraser **residents' taxes** to create a viable transit network for more than a million people.

### are about opportunity

- to **encourage development** for all businesses, shopping, housing, and services in town centres
- to provide **easy access** to the US-Sumas border, six universities with 35,000 student and staff, downtown Abbotsford, (with shuttle to Abbotsford Airport), central Langley, and Surrey with connections to Vancouver, YVR airport, Richmond central, Mission and the West Coast Express
- to create **economic benefits** to tourism, agriculture and recreation through travellers coming from Vancouver and beyond.
- to **reduce traffic congestion** and carbon emissions, creating safer roads and cleaner air throughout the Valley
- to **reduce your expenses and taxes** caused by ever expanding freeways and roads
- to **lower our ongoing costs** for vehicles, gas, road upgrades, maintenance, accidents and repairs
- to **free up funds** designated for road maintenance and construction that could be used for other purposes.

*This could be achieved by reactivating the BC owned historic InterUrban passenger rail service from Chilliwack to Surrey.*



"We could have 99 km of this system up and running, serving a million people for approximately the **same cost as a few kilometers of SkyTrain...**"

Jon Vissers, Rail for the Valley Board of Directors

Light rail will help relieve **traffic congestion** on our roads, improve our **health**, our **air quality** and reduce impacts on the **environment**, while efficiently **connecting** major communities in the Fraser Valley.

[railforthevalley.com](http://railforthevalley.com)



### Imagine!

**100 years ago** a Vancouverite could board an electric tram in downtown Vancouver and step off in downtown Chilliwack.

### a legacy for the future

- The South Fraser Region from Delta to Chilliwack is home to **one million people** and is growing by 18,000 people per year
- Surrey's urban density is the same as Burnaby. Surrey alone grew by 164,000 people in the past 15 years
- **Abbotsford and Chilliwack** continue to grow at a fast pace
- In 1981 Calgary had **less than half a million people** and was considered too small for light rail transit. When it first opened the C-Train carried about 40,000 passengers per day. By 2007 Calgary had twice as many residents, the system was over three times as long and carried over 240,000 passengers
- **In North America**, Australia, Africa, Europe, and Asia, cost-effective regional light rail is being built as cities with comparable or lower density expand
- People who live in communities with extensive public transportation networks **exercise more, live longer, and are generally healthier** than people in automobile-dependent communities.

Source: American Public Transportation Association (APTA)

***We have the opportunity now, to rebuild a light rail system in the Fraser Valley economically on existing passenger lines to all our benefit.***

What are we waiting for?

