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Welcome!

Public Open House on UBC's Transportation Plan

Why are we here?

UBC is developing a **Transportation Plan** that will update the 2005 UBC *Strategic Transportation Plan*, consolidate existing transportation policies for the campus, and address circulation and access for movement on campus.

In April 2013, we reached out to the university community on issues related to on-campus transportation. The feedback we collected has helped us identify opportunities to better address how we get around on campus, whether by foot, on wheels or by public transit.

These display boards give you an overview of where we have identified opportunities, and proposed policy directions to improve transportation on campus.

Please give us your thoughts and ideas on how to make on-campus transportation even better!
Have your say, your opinion matters!

Prefer to give us your feedback online?

Online consultation runs from November 13 to 27 at planning.ubc.ca

campus + community planning



2 Developing UBC's Transportation Plan

In the coming months, UBC will be drafting a consolidated Transportation Plan, with input from the campus community.

What is this Transportation Plan process all about?

Over the past decade, UBC has been successful in improving the transportation system for trips to and from campus. Building on this work, **UBC's Transportation Plan will focus on on-campus transportation, and will look at cycling, walking, public transit, driving, accessibility, circulation, and service and emergency vehicle access.**

UBC's Transportation Plan will bring together existing transportation policies and objectives that reside in a variety of UBC plans (e.g. the *Land Use Plan*, the *Vancouver Campus Plan*, the 2005 *UBC Strategic Transportation Plan*) into one comprehensive document.

This planning process is helping UBC identify policy gaps related to on-campus transportation in existing plans, and how best to address these gaps in consultation with the university community.

Transportation Plan Advisory Committee

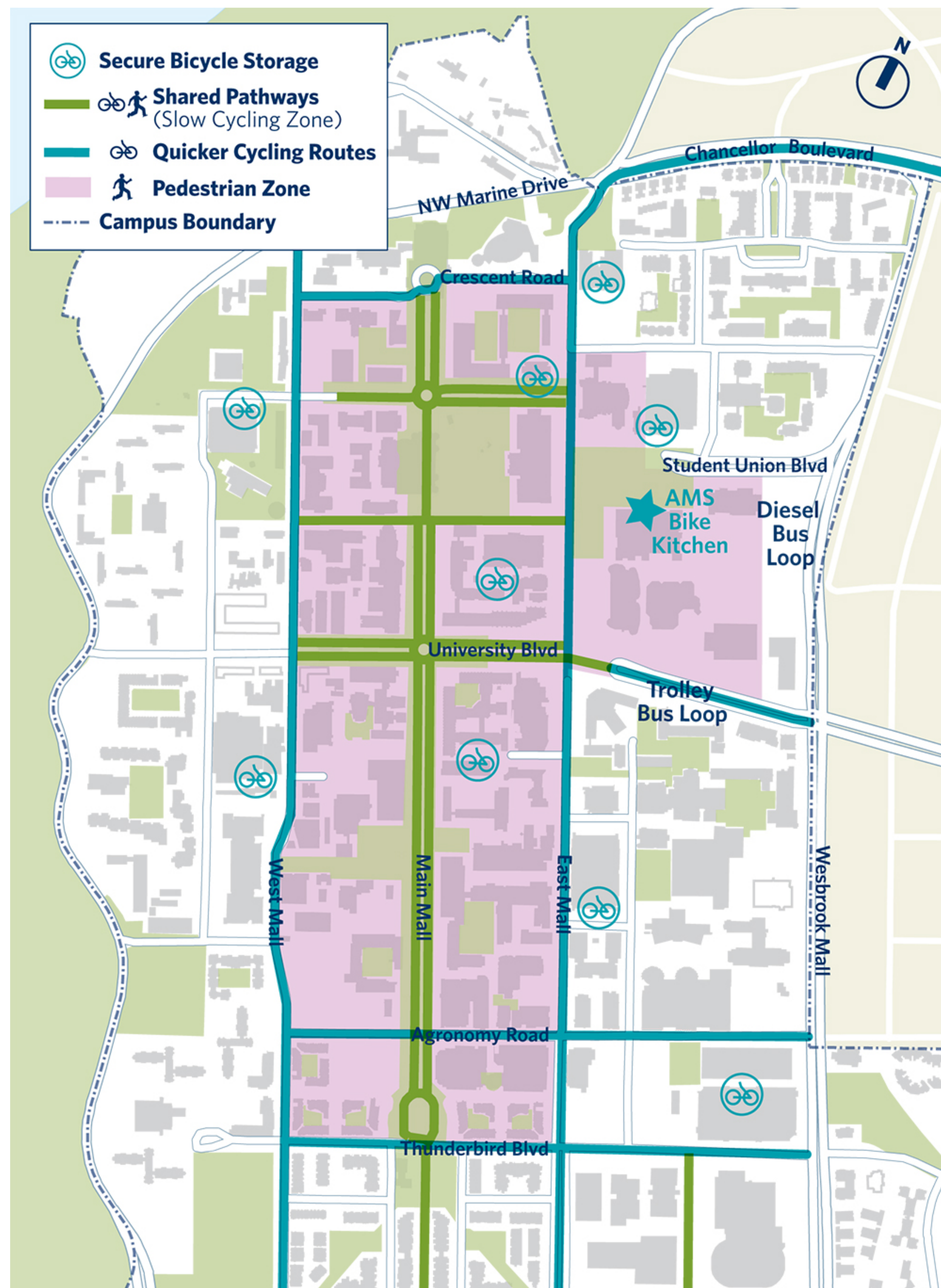
The role of the Committee is to review and provide comments on community engagement and consultation, gaps in current plans, and proposed strategic policy directions. The Committee includes representation from UBC departments, and campus stakeholders.

Where are we at in the Transportation Plan process?



3a Proposed Policy Directions: Walking

In April 2013, we asked the university community to identify issues and opportunities related to walking on campus.



Map of the academic core showing pedestrian zones, quicker cycling routes and cycling facilities.

A What we heard from you about walking on campus

What should we keep doing?

- General support for recent **improvements to pedestrian networks**, and the **conversion of roads to pedestrian walkways** and green space on campus

What could we do differently and why?

- More feedback was needed for this question

B Proposed policy directions for the Transportation Plan

Support and promote a more 'walkable' campus, particularly in **neighbourhoods** through the development of **programming options for the UTown@UBC community in partnership with the UNA**, that encourages walking on campus for both recreational and functional purposes (including elementary and secondary school trips).

Improve East-West pedestrian network on campus, by:

- Identifying and mapping shortest and most frequently travelled routes, and **link key destinations on campus**
- Identifying **opportunities to implement improvements to East-West pedestrian connections** as new developments and land use changes occur

3b Proposed Policy Directions: Cycling

In April 2013, we asked the university community to identify issues and opportunities related to cycling on campus.

A What we heard from you about cycling on campus

What should we keep doing?

- Continue with **safe bike parking** (cages, lockers, racks)
- Support for the dedicated **bike lanes/painted cycle lanes on campus**

What could we do differently and why?

- **Improve bike lanes** on campus (e.g. separate cyclists + pedestrians, paint lanes green, complete the network)
- More weather protected and **secure bike storage**
- Introduce a **bike share program** on campus

B Proposed policy directions for the Transportation Plan

Better manage bicycle and pedestrian traffic in high traffic areas and pedestrian priority zones, and address pedestrian-cyclist conflict on campus through:

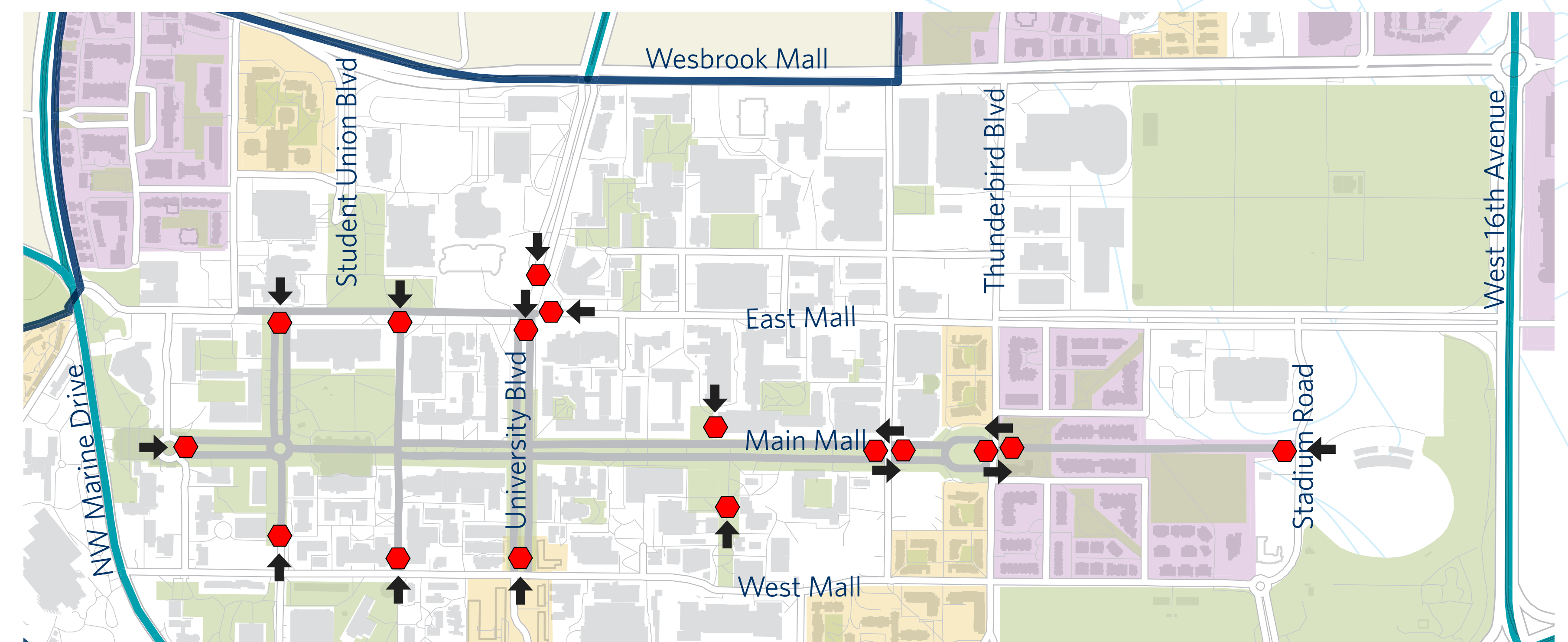
- The development of **comprehensive signage and an education campaign** (currently underway), to promote safe and courteous cycling on campus
- The installation of **slow cycling signage in key areas**, such as pedestrian priority zones, by late 2014 (see map of proposed sign locations on the right)
- Continuing to explore the idea of a **bike share program** for UBC, in collaboration with the City of Vancouver
- Supporting the implementation of a **new weather protected bike parking facility**, at the Engineering Design Centre, which is expected to open in Spring 2014, with capacity for approximately 68 bikes (see Board 7a for more information)

Improve the cycling network on campus, and better communicate cycling routes to the campus community, through:

- The development of a route **map showing the cycling network into and on-campus**, and prioritizing the closure of any gaps in the cycling network

Better management of electric vehicles travelling in pedestrian priority zones, including:

- Establishing that **electric vehicles** such as electric-assisted bicycles, scooters or skateboards are allowed in pedestrian priority zones, and informing the university community that they **are subject to the same behaviour expectations as cyclists in pedestrian zones**
- Establishing that electric vehicles with license plates are considered motorized vehicles, and are subject to the same enforcement protocol as all other motorized vehicles on campus (i.e. ticketing and fines)



4 Proposed Policy Directions: Driving and Public Transit

In April 2013, we asked the university community to identify issues and opportunities related to driving and public transit on campus.

A What we heard from you about driving on campus

What should we keep doing?

- Continue to **limit vehicle access**, **reduce parking supply** and increase parking fees

What could we do differently and why?

- Further increase parking fees
- Concern that parking fees are unfair and should be reduced

B Proposed policy directions for the Transportation Plan

Driving:

Better address parking impacts to campus neighbourhoods associated with special events and cultural attractions, including:

- Disseminating information about parking options and alternative modes of travel to campus, and **promoting suitable parking options** during special events, in addition to event-related traffic management
- **Discouraging off campus, on-street parking in adjacent university neighbourhoods**
- Formalizing a commitment to share information online, and through digital social media channels to inform the broader campus community of residential parking by-laws, and **discourage off-campus, on-street parking**

To address vehicle-pedestrian conflict on campus, we are proposing to enforce restricted vehicle access in pedestrian priority zones by incorporating a permitting and citation **policy that enforces vehicle restrictions in pedestrian priority zones** (e.g. ticketing) to discourage driving to and from campus.

To improve car-sharing options on campus we propose:

- Expanding car-sharing parking locations across campus, to meet demand

A What we heard from you about public transit on campus

What should we keep doing?

- **Support for existing transit services** and locations of current bus loops on campus

What could we do differently and why?

- Bring **rapid transit to UBC**
- More **bus shelters**

B Proposed policy directions for the Transportation Plan

Public Transit:

Improving public transit on campus, by:

- Working with TransLink to locate community shuttle stops in areas of high demand and activity, **linking key destinations on campus**
- Working with partners and key stakeholders to ensure that bus shelters are in place at **key transit stop locations**, along major roads around campus

UBC-Broadway Line

As a separate process to the Transportation Plan, UBC is also working closely with the province, the City of Vancouver, TransLink and other key stakeholders to support a rail-based rapid transit line along the Broadway corridor to UBC.

The UBC-Broadway Corridor is currently the busiest bus corridor in North America, with 100,000 daily riders and 500,000 annual pass-ups by the 99 B-Line. **UBC understands that a rapid transit line along this corridor is needed to meet current and future transit demands, and connect the University to the rest of the region.**

More information on the UBC-Broadway Line project is available at planning.ubc.ca



5a Proposed Policy Directions: Accessibility, Circulation, Access & Other Issues

In April 2013, we asked the university community to identify issues and opportunities related to accessibility, circulation, access and other on-campus transportation issues.

A What we heard from you about accessibility, circulation and other issues

Our standard reporting practice for public consultation processes is to report all comments that exceed a 5% threshold of the total responses received. We do this to ensure that our reports present a summary and analysis of what was heard most often during a consultation process.

During Phase 1 of public consultation on UBC's Transportation Plan, we received feedback from 87 participants. In order to meet our reporting threshold of 5%, we had to hear the same comment at least 4 times.

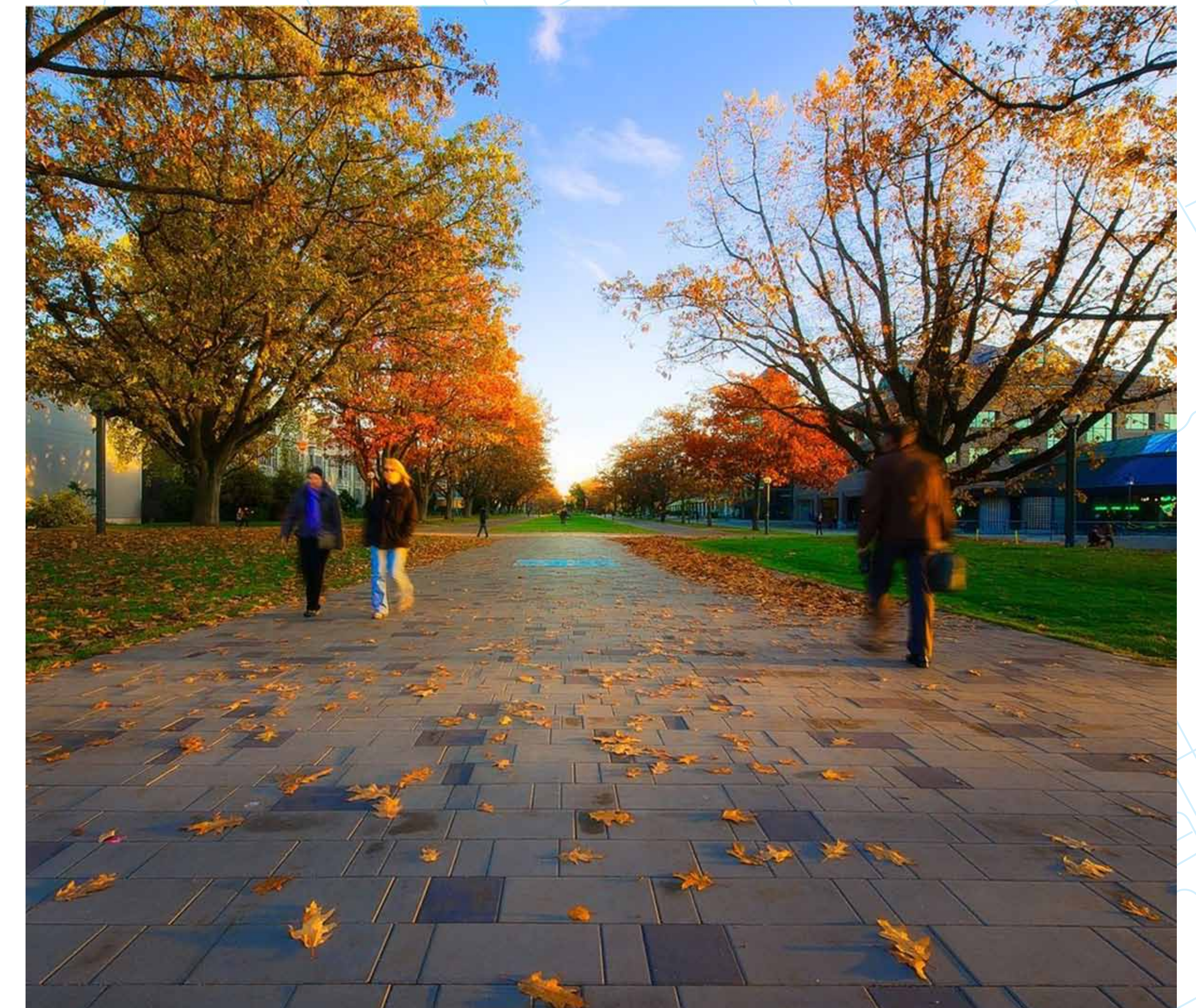
No feedback on accessibility, circulation, access and other issues were heard enough times to reach the 5% reporting threshold in this first phase of public consultation.

B Proposed policy directions for the Transportation Plan

Accessibility:

Working closely with UBC Parking and Access and Diversity, to improve the information available on accessible parking on campus, through:

- Auditing accessible parking stalls to comply with the *Vancouver Campus Plan* and BC's Building Code to ensure that parking supply meets UBC and Provincial standards
- Reviewing existing parking stalls to **ensure a barrier free access to neighbouring buildings** and payment machines
- Evaluating the current parking supply against expected future demand
- Providing **better information about accessible parking** for major events on campus (e.g. graduation)
- Developing a **map of accessible parking locations** on campus, and include it on UBC's new mobile wayfinding system (m.ubc.ca)



5b Proposed Policy Directions: Accessibility, Circulation, Access & Other Issues

In April 2013, we asked the university community to identify issues and opportunities related to accessibility, circulation, access and other on-campus transportation issues.



B Proposed policy directions for the Transportation Plan (Cont'd)

Circulation:

Better address circulation issues for tour bus and athletic team bus routes and parking on campus, through:

- Identifying, **mapping and publicizing preferred bus routes and parking locations** to reduce impacts on public outdoor spaces, and reduce traffic congestion on campus roads
- Coordinating with UBC Athletics to **disseminate information to bus operators**

Access:

Facilitate access and parking for service vehicles on campus, through:

- Conducting an audit led by UBC Parking to **ensure that all buildings have appropriate service access**
- Creating service zone access details for the entire campus, and including a **service access map** on UBC's new mobile wayfinding site (m.ubc.ca)
- Disseminating **information on appropriate behaviour and parking regulations**
- Working with UBC Supply Management to **optimize delivery times to the campus**

Facilitate access of Emergency Response vehicles on campus, by developing and **providing up-to-date mapping information** that includes relevant emergency access information.

Other Issues:

To better manage heavy truck traffic on campus, the following policy directions are proposed:

- **Eliminating the aspirational targets related to truck volumes and routing**, set out in UBC's 2005 *Strategic Transportation Plan* (e.g. 300/day and 50% by any one route), given the lack of control over truck volumes, and to prioritize academic facility growth to advance the University's mission of remaining a globally competitive research intensive university

- Ensuring road connections for trucks, and **encourage use of shortest routes**
- Encouraging 'right sizing' of vehicles via UBC Student Housing and Hospitality Services and UBC Properties Trust property leasing arm, to **avoid using large trucks for small delivery items**

To better monitor truck traffic on campus, the following policy directions are proposed:

- Monitoring and reporting on heavy truck traffic, origins, volume, and destinations on campus, as part of an **improved on-campus monitoring program**
- Developing an on-campus data collection program to **measure the following:**
 - **Mode shares** at key locations across campus
 - **Key intersections** and corridor volumes of all modes of transportation
 - **Speed data** in key areas on major roads
 - **Heavy truck traffic origin and destination data**
 - **Transit, cycling and vehicle trip generation** in neighbourhoods compared to national averages
 - Use the collected data to inform future planning work, and to **respond to changing conditions and travel patterns over time**



6 UBC's Transportation Statistics at a Glance

UBC is the second largest commuter destination in Metro Vancouver, and is dedicated to promoting sustainable transportation options for the university community.

Over the past decade, UBC has been successful in changing transportation behaviours for trips to and from campus.

Here are some highlights of UBC's successes in sustainable transportation between 1997 and 2012:

- 1 **Transit trips have quadrupled from 19,000 trips per weekday in Fall 1997 to 75,600 in Fall 2012.**

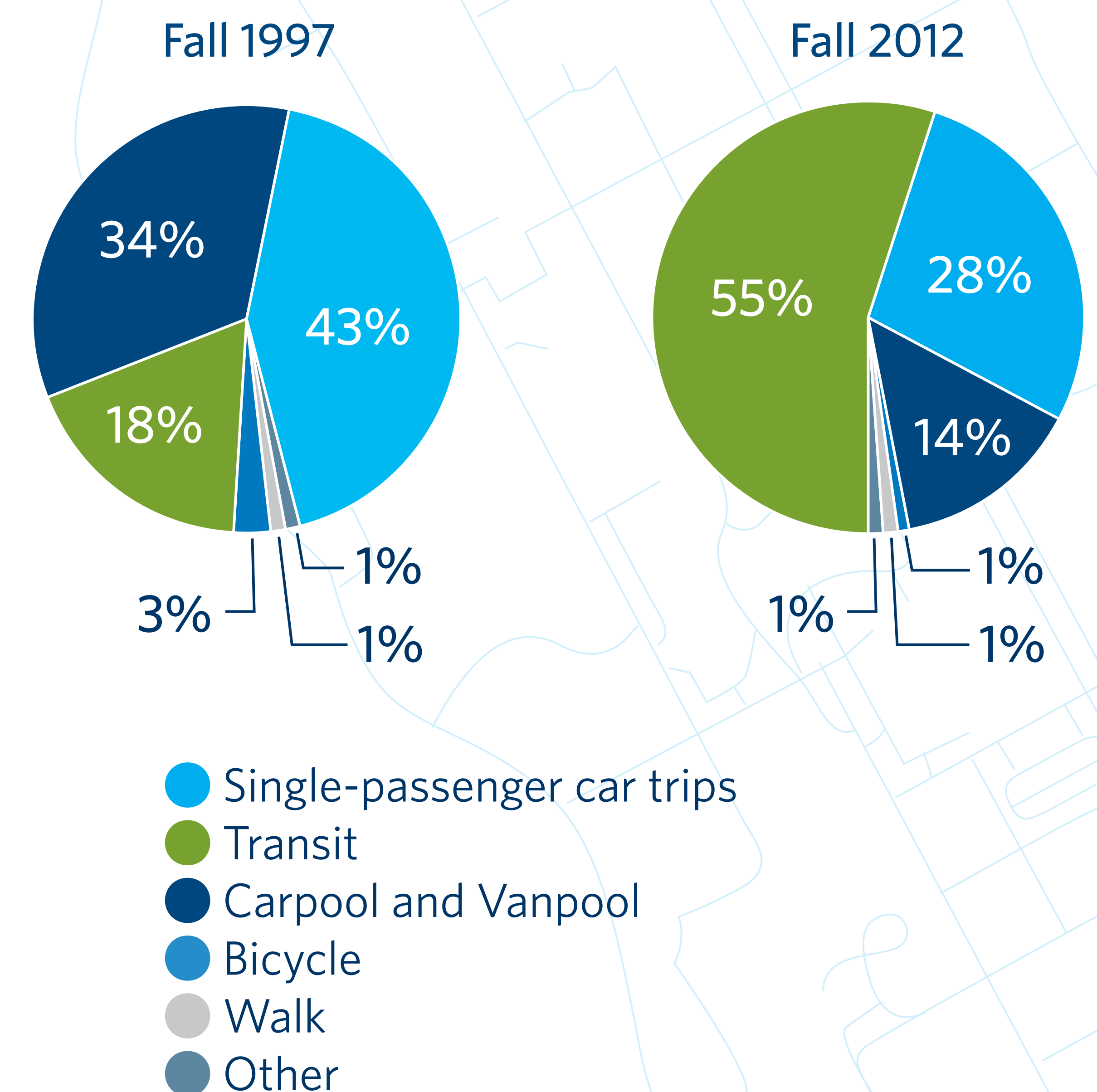
More trips are made to and from UBC by transit than by all other modes combined. After the implementation of the U-Pass, bicycle and pedestrians trips have also dropped to, and remained at approximately two-thirds of the numbers in years prior to the U-Pass

- 2 **Single-passenger car trips have decreased.**

Since 1997, the number of daily single-passenger car trips has decreased 15%, despite a 51% increase in the daytime population on campus. The total number of single-passenger car trips in Fall 2012 represents 7,000 fewer trips per day, than in Fall 1997

- 3 **Carpool and vanpool trips have steadily decreased since 1997.**

In Fall 2012, carpool and vanpool trips were slightly more than half the number in Fall 1997. The 16,700 fewer carpool trips in Fall 2012 represent 7,100 fewer automobiles travelling to and from UBC each day



7a Other Transportation Related Projects at UBC

UBC is dedicated to promoting sustainable transportation options for the university community.



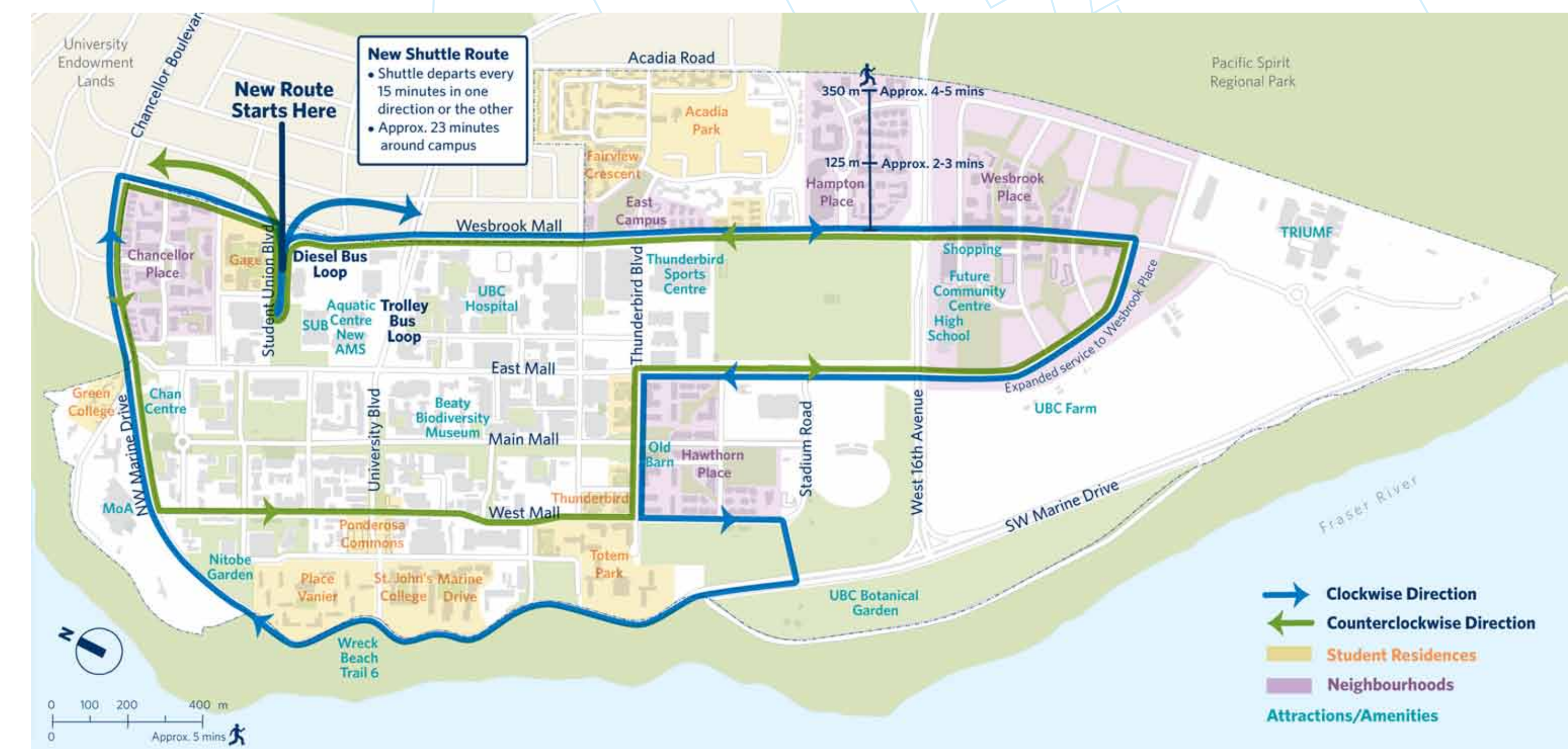
New 'Slow Zone Cycling' Signage on Campus as of Spring 2014

To better manage potential conflicts between cyclists and pedestrians **in our pedestrian priority zones** (e.g. along Main Mall and University Boulevard), slow zone cycling signage like the one shown above has been developed, and will be installed around campus (see map on Board 3b for proposed sign locations).



A New Bike Parking Facility on Campus

A new bike parking facility at the Wayne & William White Engineering Design Centre on East Mall is expected to open in Spring 2014, with **capacity for approximately 68 bikes**.



A New Campus Shuttle Route as of December 2013

In December 2013, new TransLink Community Shuttle routes will take effect replacing the existing C20 and C22 service.

The new routes offer an improved schedule service, and increased coverage of campus, creating stronger connections between amenities and attractions, neighbourhoods, and student residences.



7b Other Transportation Related Projects at UBC (Cont'd)

UBC is dedicated to promoting sustainable transportation options for the university community.



U-Pass Updates

UBC Transportation Planning distributes U-Pass BC transit passes to nearly 44,000 eligible UBC students every month.

In the first half of 2014, the U-Pass Program at UBC will be integrated with TransLink's new Compass Card system, and instead of picking up passes from our vending machines, U-Pass monthly passes will be loaded onto Compass cards via the U-Pass BC website.



I Bike Here Videos

Interested in biking at UBC? Check out the bike videos we produced with the AMS Bike Co-op at planning.ubc.ca/ibikehere!

UBC'S bike smart pledge

I ride responsibly and I adopt UBC's Bike Smart Pledge:

- ✓ I will wear a helmet.
- ✓ I will yield to pedestrians and won't ride on the sidewalk.
- ✓ I will use lights at night.
- ✓ I will use hand signals.
- ✓ I will be predictable and **use my bike bell!**

Safe Cycling Campaign and the UBC Bike Pledge

Once a month, our Student Ambassadors will reach out to the university community to encourage safe cycling on campus. Be sure to pop by our booth, say hi, and **sign the UBC Bike Pledge to get your free UBC bike bell!**

