

A faint, light blue line-art map of the University of British Columbia campus is visible in the background, showing various streets and building footprints.

1

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 Spring and Fall 2013, we reached out to the university community on issues related to on-campus transportation. The feedback we collected has identified opportunities to better address how we get around on campus, whether by foot, on wheels or by public transit.

Don't forget to take a feedback form! We want your thoughts and ideas on how to make on-campus transportation even better!

Prefer to give us your feedback online?

Online consultation runs from March 24 to April 4 at planning.ubc.ca

campus + community planning



2 Process

Since early 2013, UBC has been 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 new *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.**

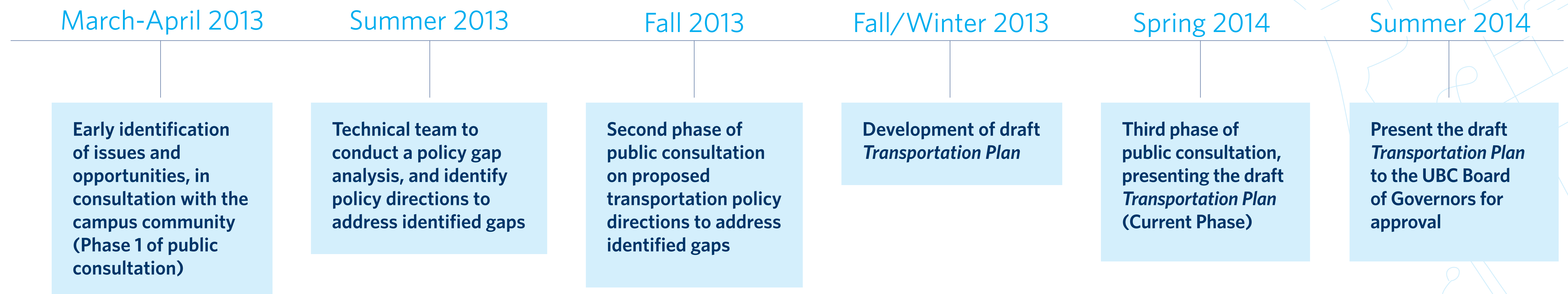
The Plan will bring together existing transportation policies and objectives that reside in a variety of UBC plans (e.g. the *Land Use Plan*, the *Vancouver Campus Plan*, the 2005 UBC *Strategic Transportation Plan*) into one comprehensive document.

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?

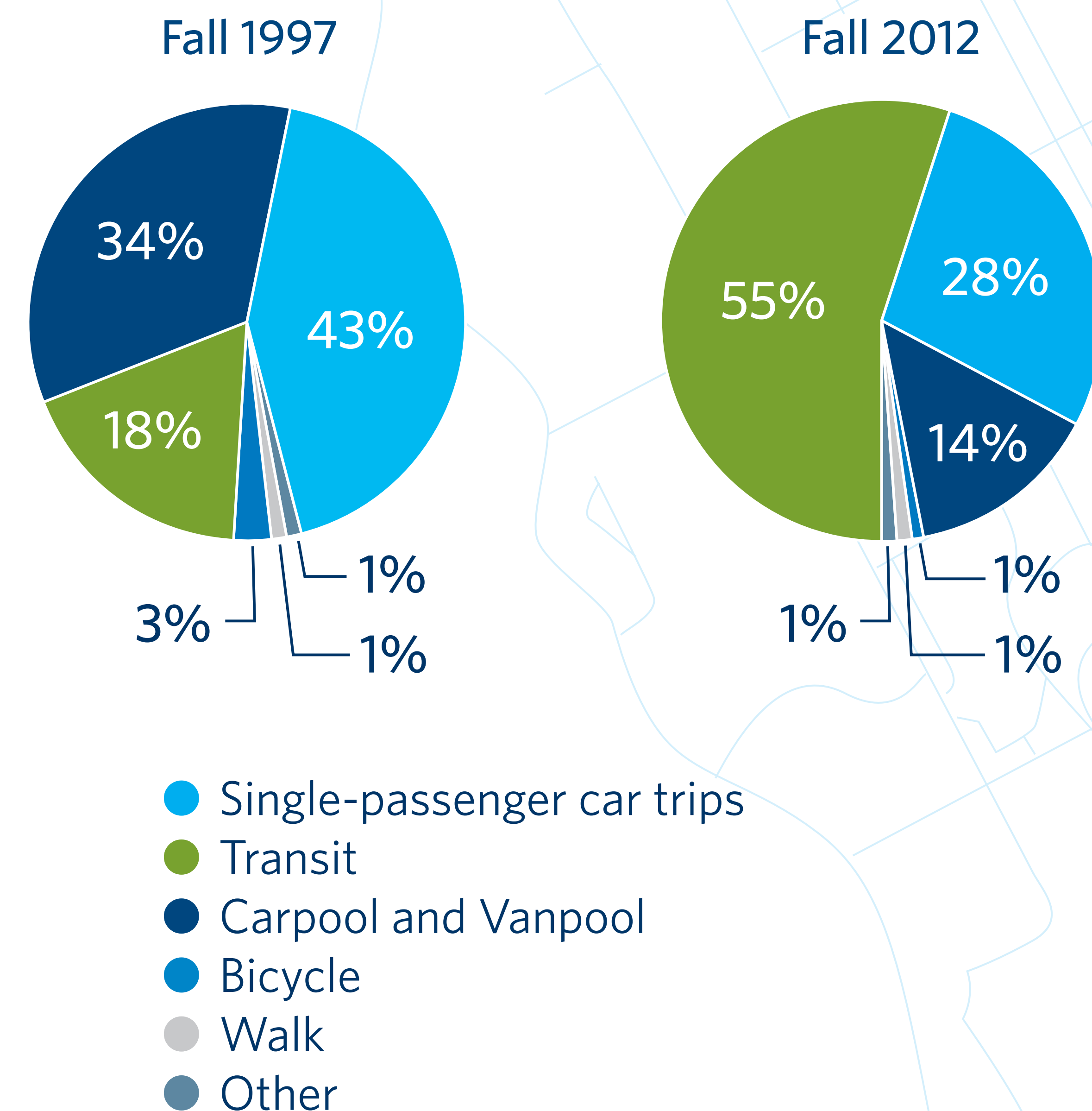


3 UBC's Transportation Statistics at a Glance

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

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

- **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 pedestrian trips have also dropped and remained at approximately two-thirds of the numbers in years prior to the U-Pass
- **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
- **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



4 Where We're Headed and Key Milestones

UBC's draft *Transportation Plan* includes targets to ensure accountability, shape decision-making, and inspire the community to act in ways that help achieve UBC's vision for the campus.



Target 1
Sustainable Travel

by 2040 at least **two-thirds of all trips to and from UBC** will be made by **walking, cycling or transit.**

maintain at least 50% of all trips to and from the campus **on public transit.**

These ambitious new targets reflect UBC's sustainability goals and the University's historic success in shifting trips to sustainable travel modes such as transit.



Target 2
Single Occupant Vehicles (SOV)

maintain at least a **30%**  **from 1997 levels in daily single occupancy vehicle (SOV) trips per person to and from UBC.**

This target is maintained from the 2005 *Strategic Transportation Plan*.



Target 3
Daily Private Automobile Traffic

maintain **daily private automobile traffic** at or **less than 1997 levels.**

This target is also maintained from the 2005 *Strategic Transportation Plan*. Private automobile traffic refers to all single and high occupancy vehicles, but excludes buses and commercial vehicles.

Note: The boards that follow (see Boards 5-10) provide an overview of consolidated *Transportation Plan* policies that reflect high-level principles to guide UBC's

transportation decisions. Selected actions that UBC will take to implement the policies are also provided to demonstrate how the University plans to address

policy gaps identified in consultation with the university community, and meet the three *Transportation Plan* targets identified above.



5 Walking

UBC supports a pedestrian-friendly campus that is safe, easily navigated by foot, animated, invigorated and lively.



Some things we heard from you about walking:

- Support for walkways on campus, including better infrastructure (e.g. lighting), and increased east-west connections to ensure a pedestrian friendly campus
- Support for better traffic management along West 16th Avenue

The draft *Transportation Plan* favours pedestrians (along with cyclists and transit) in travel to, from and around campus, and aims to make the campus even safer and easier to navigate by foot. The draft Plan also includes a commitment to continue improving public outdoor spaces on campus.

In keeping with this commitment, UBC's public outdoor spaces have recently been undergoing transformative changes. Recent upgrades along Main Mall and University Boulevard for instance, have placed a priority on pedestrian travel in the campus core.

The replacement of existing roads with pedestrian walkways and green spaces along Main Mall and University Boulevard has transformed the campus core into a greener, pedestrian-friendly space.

Building on this work, **here are some selected actions that UBC has committed to in the draft Plan**, regarding pedestrian improvements on campus:

- Implementing **improved lighting** that is energy efficient and improves personal safety
- **Limiting vehicular access in the pedestrian priority zone** to emergency and security vehicles, and those with disabled access privileges
- Creating a **map of high traffic night routes** and including this information on UBC's wayfinding websites*
- Identifying opportunities to **implement improvements to east / west connections** as part of the *Public Realm Plan* and as new developments and land-use changes occur*

- **Upgrading intersections** and key marked crosswalks on campus, as appropriate (e.g. improved lighting, raised crosswalks, median islands, flashing lights, sound and touch indicators)
- **Applying traffic calming principles**, both in the residential and academic areas, to ensure the safety and attractiveness of public outdoor spaces for pedestrians and cyclists
- **Supporting and developing programming for the campus community that encourages walking on campus** (including elementary and secondary school trips), such as the Walk n' Roll Program, in partnership with the University Neighbourhoods Association*

For a full list of policy directions and actions related to Walking please refer to the handout available at the Resource Table.

* new Transportation Plan action



6 Cycling

UBC is committed to creating a complete and safe cycling network that makes it easier to cycle to, from and around campus, and accommodates cyclists of all ages and skill levels for everyone to safely share.

Some things we heard from you about cycling:

- Support for separate pedestrian and cyclist infrastructure, including slow cycling signage in pedestrian priority zones, and painted bike lanes
- Support for exploring the idea of a campus bike share program
- Support for safe bike parking on campus, including more end-of-trip facilities such as lockers and showers

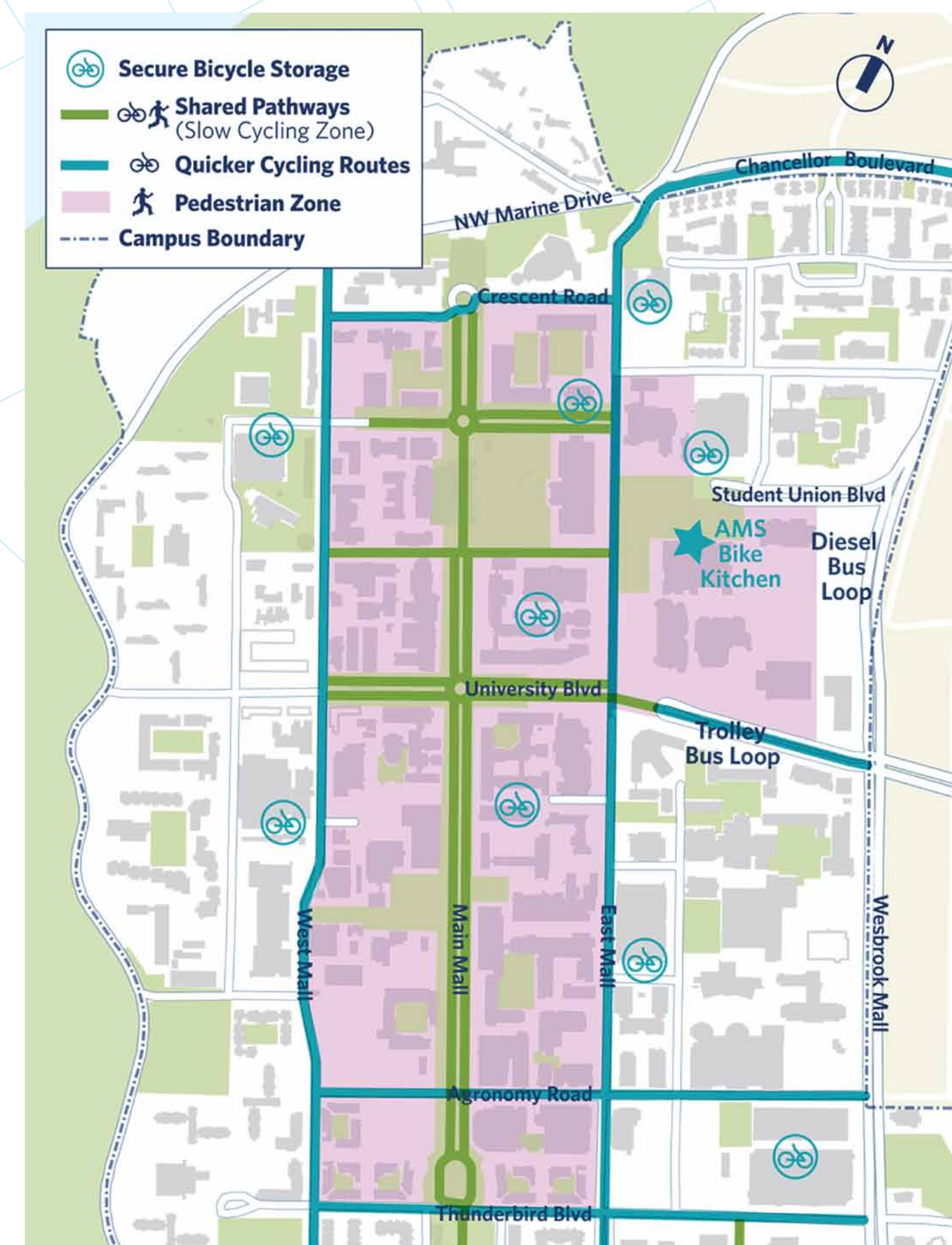
Policy directions set out in the draft *Transportation Plan* favour cyclists (along with pedestrians and transit) in travel to, from and around campus. The Plan also aims to ensure that everyone shares the cycling network safely, make it easier to cycle to, from and around campus, and support continuous improvement to cycling infrastructure and programming on campus.

New policy direction:

- The Plan includes a new policy direction aimed at **ensuring that everyone shares the cycling network safely**

A selection of specific actions includes:

- **Increasing driver awareness of cyclists** through signage, road markings and promotional campaigns*
 - **Ensuring there are bicycle lanes** on all major roads on campus
 - Developing a **comprehensive signage** and education plan to promote safe cycling on campus, including installing “slow cycling” signage in key areas such as pedestrian priority zones (see map for slow cycling zones)
 - Providing opportunities for the UBC community to engage in **cycling skills training and road safety programs** provided internally and by external partners*
 - **Exploring the development of a public bicycle sharing system** on campus
 - **Increasing end-of-trip facilities for cyclists** through the requirement for all new academic buildings and mixed-use hubs to provide lockers, showers and covered secure bicycle storage in scale with the facility’s floorspace
 - **Providing cover** for a minimum of 25% of UBC’s bicycle racks
- For a full list of policy directions and actions related to Cycling please refer to the handout available at the Resource Table.



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

* new Transportation Plan action



7 Public Transit

UBC supports the development of a public transit oriented campus, and a well-connected campus community.



Some things we heard from you about public transit:

- Support for rapid transit to UBC (including suggestions to lobby the provincial government for UBC line)
- General support for the proposed transportation policy directions related to public transit on campus
- Support for improving the transit network, specifically on campus, including more frequent shuttle service, increased public transit capacity, and improved bus shelters

UBC's draft *Transportation Plan* favours transit (along with cyclists and pedestrians) in travel to, from and around campus, while advancing ongoing improvements to transit facilities and local and regional transit.

A list of selected specific actions aimed at enhancing the public transit experience at UBC includes:

- Working with TransLink to **locate community shuttle stops and bus shelters to optimize service** and encourage use*
- Providing safe, accessible, weather protected, **convenient and attractive transit facilities**
- **Supporting the extension of higher capacity transit service** to the campus and plan for the redevelopment of UBC's transit terminal to accommodate this service
- Supporting TransLink initiatives to **increase the accessibility of the campus by transit** from elsewhere in the Lower Mainland

For a full list of policy directions and actions related to Public Transit please refer to the handout available at the Resource Table.

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.**

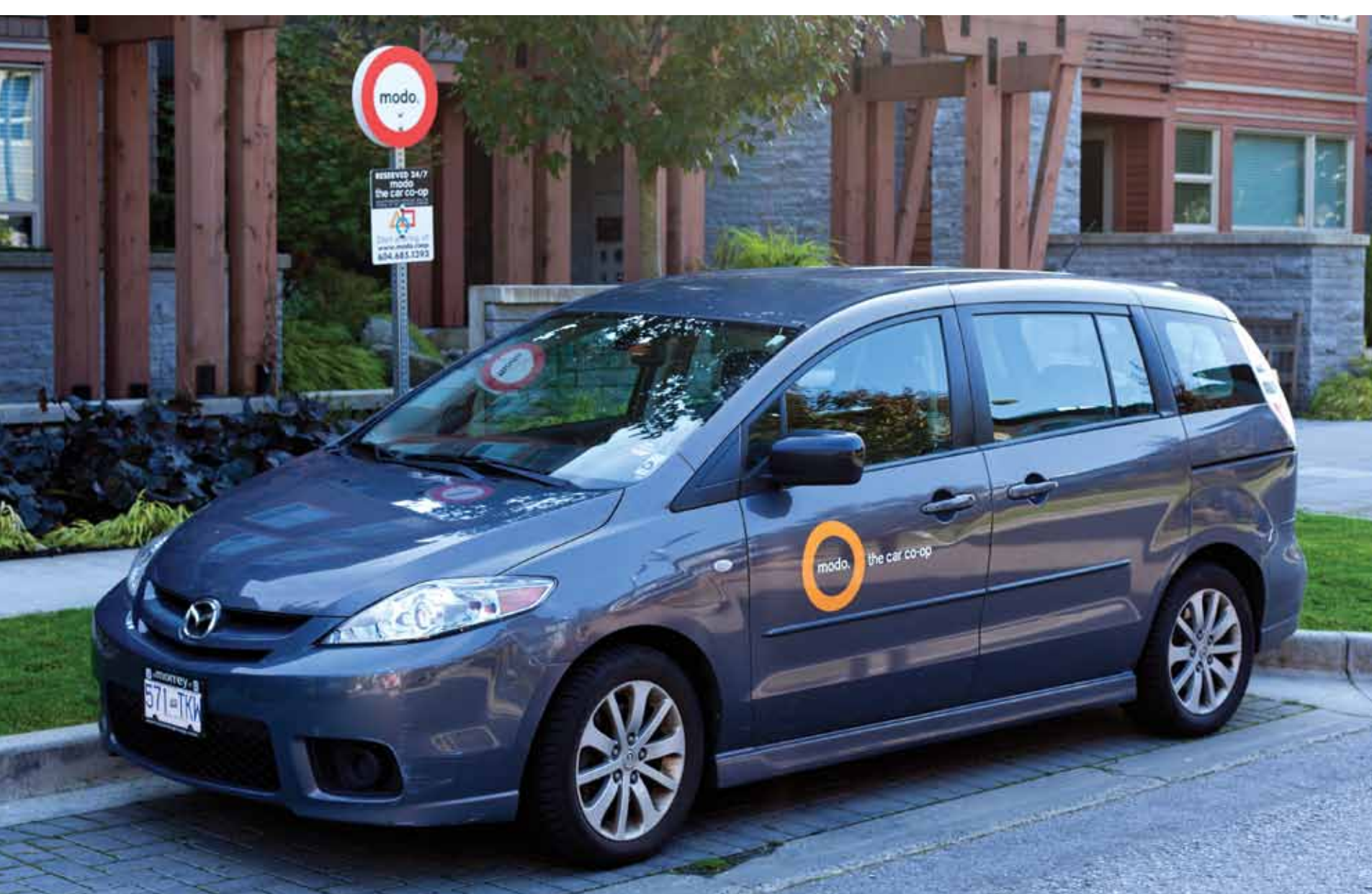
More information on the UBC-Broadway Line project is available at planning.ubc.ca

* new *Transportation Plan* action



8 Driving

UBC aims to reduce single occupancy vehicle trips to and on campus, promote sustainable transportation, and prioritize safe pedestrian access.



Some things we heard from you about driving:

- Support for expansion of car-share parking on campus (e.g. Car2Go, Modo, Zipcar)
- Support for making speed limit 30 km/h on W 16th Ave near U-Hill secondary school
- Support for more unloading / loading zones for access into buildings (e.g. 15 min stopping)
- Support for limiting driving on campus

Although driving plays an important role at UBC, the University is committed to **restraining automobile use in favour of walking, cycling and transit**. The draft *Transportation Plan* includes policies aimed at enforcing restricted vehicle access in pedestrian priority zones, and supporting car sharing as an alternative to single occupancy vehicles.

Parking needs at UBC are also expected to be met with the existing parkades on campus, and consolidated policies in the draft *Transportation Plan* ensure that parking costs and measures support reduced single occupancy vehicle trips to, from and on campus.

UBC has committed to implementing the following to reduce single occupant vehicles trips and support a pedestrian-friendly campus:

New policy directions:

- Adding a new policy direction aimed at **enforcing restricted vehicle access in pedestrian priority zones**
- Adding a policy direction related to car sharing
- Adding a new policy direction aimed at **supporting car sharing** as an alternative to single occupancy vehicles
- Adding a new policy direction aimed at **reducing traffic and parking impacts from special events**

A selection of specific actions includes:

- **Expanding car sharing parking** locations across campus to meet demand*
- Applying **traffic calming principles**, both in the residential areas and in the academic areas, to ensure the safety and attractiveness of the public realm for pedestrians and cyclists
- Developing a process to **ensure unauthorized vehicles don't drive in pedestrian priority zones** *

- **Reducing the need to travel off campus** by providing a broader range of services for daily convenience, social and recreational needs
- Working with provincial authorities to **implement traffic management initiatives** with the purpose of reducing speeds and accidents and improving wayfinding
- Undertaking a **visioning and design process** for Wesbrook Mall*
- **Sharing information about parking options**, parking regulations and alternative modes of travel to and from campus for special events, in addition to event-related traffic management*
- Collaborating with the University Neighbourhoods Association to **harmonize campus parking regulations and reduce incentives to drive** *

For a full list of policy directions and actions related to Driving please refer to the handout available at the Resource Table.

* new Transportation Plan action



9 Accessibility

UBC aims to create a barrier-free, accessible learning environment that is respectful and fosters equity among all people regardless of their physical, sensory or cognitive abilities, backgrounds or experience.



Improved access to the main entrance of the Leonard S. Klinck building (before and after – images A and B)

Some things we heard from you about accessibility:

- General support for proposed transportation policy directions when it comes to accessibility on campus.

UBC's draft *Transportation Plan* contains policies aimed at integrating universal design principles at all stages of the planning and development process, and ensuring barrier-free accessible parking on campus. The universal design principles stated in UBC's *Vancouver Campus Plan* ensure:

- Equitable use** (e.g. wheelchair accessible shortcuts and level entry access to the main floor buildings)
- Flexibility in use**, (e.g. accommodating right and left-hand use, and dual height countertops/ drinking fountains)
- Simple and intuitive use** (e.g. arranging information consistent with its importance)
- Perceptible information** (e.g. visual, verbal, and touch, allowing different users to perceive the information through different modes)
- Tolerance for error and minimal complexity** (e.g. proving easy to grasp handles)

- Low physical effort to operate** (e.g. allowing users to maintain neutral body position, and use reasonable force)

- Size and space for approach and use** (e.g. accommodating variations in hand and grip size)

A selected list of specific actions to implement around accessibility includes:

- Creating a physically accessible campus, with a substantially **improved pedestrian experience** and integrated universal design
- Requiring new projects to **provide weather protection** at major and minor building entries
- Reviewing existing parking stalls to **ensure barrier-free access to neighbouring buildings** and payment machines*
- Evaluating the current accessible **parking supply** against expected future demand*
- Improving **information sharing about parking on campus**, particularly for major events*

For a full list of policy directions and actions related to Accessibility please refer to the handout available at the Resource Table.

* new Transportation Plan action



10 Circulation, Access and Other Issues

Emergency and service vehicle access, reducing pedestrian-vehicle conflict and other issues have also been considered in the development of UBC's draft *Transportation Plan*.



The draft *Transportation Plan* aims to ensure that **all buildings on campus have appropriate service access**, emergency access routes exist and are well communicated, impacts of truck travel to, from and around campus are minimized, and that travel to, from and around campus is monitored.

New policy directions:

- Adding a policy direction related to **Circulation Management**
- Adding a policy direction aimed at clearly **communicating preferred transportation routes** and parking options to minimize on campus congestion

A selection of specific actions includes:

- Reducing trips to, from and around campus and optimizing delivery times through*:
 - Better **promotion of existing campus mail services***
 - Increased use of the **"UBCBuySmart" online purchasing system***
 - Other appropriate channels*
- **Creating a delivery access map** with details for the entire campus and include this information on UBC's wayfinding websites*

- **Identifying, map and publicize preferred bus routes** and parking locations to reduce impacts on outdoor spaces, and reduce traffic congestion on campus roads*
- Coordinating with UBC Athletics to **disseminate information to athletics bus operators***
- Conducting an **audit of service access**, led by UBC Parking*
- Providing **up-to-date information to emergency responders** on any changes to building access and transportation networks on campus*
- Ensuring **appropriate on-campus road connections** exist for heavy trucks*
- Exploring opportunities to **reduce waste material** in order to minimize heavy truck traffic to and from campus*
- Developing an on-campus transportation **monitoring program** to complement existing annual monitoring and reporting efforts*.

For a full list of policy directions and actions related to Circulation, Access and Other Issues please refer to the handout available at the Resource Table.

* new *Transportation Plan* action

