

1. What are your thoughts on the draft Transportation Plan? When it comes to walking on campus:

Need airport-style moveable sidewalks and free Segways and bikes to get across campus. I've had a sore ankle for several weeks and it is agony walking the distances I have to go. Current cross-campus bus is too inconvenient and I don't drive. I'm a Car2Go member but there aren't any this side of campus (NW cultural district).

It is a good idea for the future. I think more could be done about the present situation. What will UBC do with the current buildings in place, that are generally not 'mixed-use hubs'? How will they make that even better? From my own experience, I have found that Main Mall is the safest place for people to walk. West Mall is okay, but sometimes large trucks, especially in front of Irving K. Barber Library, tend to try and push the limits. They hope that students will run across the street when they see the trucks, hoping they won't have to stop, but often, they have to anyways and it ends up being very last minute and very dangerous. I have seen too many close calls between students and trucks, especially those that are not driven by UBC staff but from outside companies. More public awareness would keep students safe. The same can be said on West Mall. At the intersection where Ponderosa is built/being built, there is a lot of traffic there, and for awhile they had someone to control the road. Now, it is a free for all and there are many trucks honking and yelling at students to get out of the way. I understand they want to get through, but because there is no real cross walk and sidewalk for parts of West Mall, we often all cross at areas we find convenient. The rest of the plan sounds very good and I am excited to see these implemented! I believe lighting and better marking of crosswalks would generally help everyone.

I support all proposed measures.

It is good. I am glad to see that the university is focused on promoting walking.

The campus is very walkable

Pretty good.

Walking has typically been pleasant on campus, especially since Main Mall is closed to most traffic except for service vehicles. I wish wayfinding was easier between buildings. I have found myself stuck in dead ends when trying to cut through between buildings. Walking tends to take me in diagonal paths instead of sticking to the roads. So if the paths between buildings were improved that would help. I also wish that UBC would also pay more attention to puddles. What an engineering disgrace to have pools of water everywhere that pedestrians need to endure. Water flow management could become a UBC specialty, if the university focused on it.

<p>When it snows there should be a much better effort to clear the sidewalks early in the morning. I've slipped many times.</p>
<p>I only walk in the summer and if it is not raining. If the on-campus shuttle bus fare is 50% cheaper than the regular fare, I will take the shuttle bus rather than having my husband to drop me off in the morning and pick me up in the afternoon in the winter time.</p>
<p>Over the 27 years I have worked on Campus, I believe walking is much easier. However, there now appears to be more and more construction sites, and where I could walk yesterday, the next day I cannot and am detoured around sites and hope to find my way. I would appreciate, and I'm sure new people to Campus would also, is signage showing that we can cut between buildings from Main Mall to East Mall, etc. That way when I'm returning from a meeting at say Koerner, I don't have to go a long way around a building when there is probably a walkway beside it. I like that there are now better directional (arrow) signs pointing to buildings, etc., and the large maps of campus are a bonus for finding a location.</p>
<p>Sharing pedestrian malls with cyclists can be a bit dangerous, marked bike lanes along Main Mall might improve the situation. Crosswalks at roundabouts near Wesbrook Village can be dangerous. Many North Americans are unfamiliar with roundabouts and often drive too fast over the posted 30 km limit.</p>
<p>I generally walk everywhere on campus as parking is not available / very expensive There are some things that would improve my experience walking on campus - 1) plant ops vehicles parked in front of buildings. 2) even sidewalks</p>
<p>The plan provides a fairly comprehensive set of actions for pedestrians. Emphasis should be placed on the upgrading of intersections to place pedestrian safety and convenience at the forefront whilst implementing traffic calming measures. Walking and cycling on campus should be encouraged - use of the community shuttles should not be promoted other than for people who depend on such transportation (e.g. those with physical disabilities).</p>
<p>I like the plan's emphasis on walking around campus. I was a student here in the late 90's, and campus is much more attractive to walk around now. However, I do feel that accessibility concerns need to be considered alongside walking concerns. Shuttle busses around UBC may go some way to addressing these concerns. For example, my mother is in her 70's, and has trouble visiting multiple campus destinations due to distance.</p>
<p>I love walking on campus. I wish there were more pedestrian-only areas, but it is a bit tricky to tell the extent of pedestrian areas right now with all the construction projects</p>

<p>(and their trucks) going on.</p>
<p>I would like to see more efforts put into making the University Blvd to Blanca route more pedestrian friendly year round. I walk home to Kitsilano year round, but find the route on University Blvd to be poorly lit, the sidewalks in abysmal condition [and not cleared of leaves or snow, thus creating hazards to walking] and I think this discourages many people from making this trip. Bicycles, skateboards, and other self propelled wheeled vehicles don't have specific lanes or routes on campus, and they are often erratic and dangerous mixed in with the high volume of pedestrians on campus.</p>
<p>Please can we have dedicated lanes for people walking? Several times per week, I see or am part of a near collision with a cyclist or skateboarder.</p>
<p>Walking on campus is fine. More covered walkways might be nice, especially in the winter, but we have hats.</p>
<p>Walking on campus is enormously frustrating. Many parts of campus seem to be designed more for the convenience of cars than pedestrians (with the notable exception, now, of Main Mall). Pathways are often designed counter to the ways that people actually walk; in some places, sidewalks jog in odd directions, or follow routes that are far from the "shortest path," and pedestrians instead follow their self-created muddy trails. I also find that sidewalks are regularly blocked by gardening equipment (this was my experience walking to my office yesterday morning and this morning), cars regularly park or drive in areas that are ostensibly restricted to "service and emergency" vehicles, and some crosswalks on and around campus a virtually ignored by drivers. The cross walk across Northwest Marine Drive, to the Anthropology and Sociology Building, is a prime example of a crosswalk where drivers often try to "race" pedestrians (that is, race through the intersection so you don't have to stop--this is true at the crossing to Green College as well), and on dark rainy late afternoons in the winter this crossing becomes especially dangerous. People driving into the parkade from the west often ignore the crosswalk altogether, or have their view of pedestrian blocked by a stopped car. I have never been at another university where there is so much vehicular traffic within campus, where there seems to be so little policing of illegal parking and access to internal campus roads, or where parking has been placed so deep into campus.</p>
<p>The plan seems sound. My major concerns relate to lack of clarity around who's supposed/allowed to be on what surfaces. Sometimes a path just peters out and the next thing you know there's some delivery truck buzzing past you as you flatten yourself onto the side of a building. I also dislike the crazy alternating sidewalks around Acadia crescent where you have to keep zig-zagging across the street because your sidewalk</p>

suddenly turns into a set of parking stalls.
In favour.
more lighting in dark areas the recent renovation of main mall was excellent nice wide boulevards that can accomodate both walkers, skate boards and bikes
I'm broadly supportive of the draft plan.
It's OK. A lot of walking paths aren't as direct as they could be, and people will always make their own convenience paths. I've seen some dangerous situations with people walking on vehicle/bike roads that could have been avoided with more planning.
Distances are very long and I have a deformed foot which often makes walking long distances painful. Is there anything that can be done? E.g. when I arrive i a Car2Go, I sometimes have to park at Regent College: the walk to Buchanan can take me 25 minutes on a bad day. A free shuttle circling around would help a lot. My husband is disabled (MS: uses a walker). He has withdrawn from teaching because of the distances between buildings. A shuttle could help there. I have colleagues who have to walk 20 minutes to their lecture halls: from Buchana to beyond Forestry. This angers me: it is not a good use of Faculty time. In an average week they are spending 2 hours walking (3 days x 2 there and back x 20minutes). This is insane. If not a shuttle an on-campus free bicycle or tricycle loan between buildings would be great. or employ students to ride those bicycles with trailers that people sit in to get around. Employment for students, yay!
Not much new, but basically good. It remains to be seen whether the good intentions are actually implemented. A good (frequent, fast, extended hours, and ideally free) on-campus shuttle, not the largely useless "community shuttles" currently in operation (are there ridership figures for those?), would help increase walking, by reducing the incentives to drive.
None really. It's a beautiful campus, walking is a pleasure, except for giant rain puddles.
Covered walkways in high-traffic areas
It is easy to get around on foot but the size of the UBC campus makes it hard to make it from one end to the other in a reasonable amount of time.
Signage and paths are good.
No problems.
In order to assure a safe walk for our kids to school we need to get a pedestrian crossing at West 16th Avenue or an accident awaits to happen. When the U Hill secondary school

<p>was there, there were many kids crossing unsafely at that crossing. Now we are talking about smaller kids that will get endangered if we won't take an action. Please make sure that our kids safety is addressed when considering the transportation plan. Thank you!</p>
<p>Campus design is great for walking. The only issue in my opinion is the lack of bike paths especially along walkable areas such as Main Mall, west part of university boulevard</p>
<p>No problmes</p>
<p>I like the changes to Main Mall to strictly pedestrian. I think the design changes emphasizes pedestrian priority.</p>
<p>We need a pedestrian crossing at West 16th Avenue east of the Wesbrook Mall round-about. As Norma Rose Point school moves to the Acadia Road location, many elementary school students living at Wesbrook Village will walk to Rose Point crossing W. 16th. A new pedestrian crossing similar to the one in front of the U Hill Secondary school is a must to ensure these small kids' safety. Thank you!</p>
<p>Would be really nice to have free bicycles to the disposal of students inside campus, could be borrowed with security systems linked with UBC student cards. It really would help to move faster.</p>
<p>Classes may be a long ways away from one another, so have to plan course schedule accordingly. I wish there was flat escalators like in airports, but that's probably out of the question.</p>
<p>Main mall is too busy during peak hours meaning you simply cannot walk around the crowds of people and will be late for class, and walkable sidewalks into the SUB are too narrow and become a bottleneck (clearly due to the doors of the SUB), walking to the main bus loop is a hassle, adds 15 minutes onto my commute daily there and back. Also, the SUB and the sports arena/pool are directly in the way of getting to the bus loop directly, this seems like poor planning or something that could have been avoided way back when, it would be nice if there was a direct route to the bus loop that didn't include going around either side of the sports arena. I have noticed that pedestrians do not stop for UBC service vehicles at all at intersections.</p>
<p>I feel that as a pedestrian walking within Wesbrook is quite a comfortable one. Regardless of my right of way as a pedestrian, I find most drivers respect my right of way. As a driver though, I felt that many pedestrians do not establish eye contact to drivers on both side of the street, especially coming behind buses and try to cross. A mother did just that today, without looking to the right after passing behind the bus, and let her very young child ran ahead of her. She was too close to the car even after I slammed my break at less than 20km/hr. Scarred the daylight out of me and the mother was of course</p>

<p>upset. Luckily I was able to stop without hurting anyone.</p>
<p>I very strongly support the idea of a lighted crosswalk at 16th and the street that goes into Hampton Place. My children will be walking to NRP school next year and this will help. The roundabout at 16th and Wesbrook is scary - I've had some close calls there, although the lights help.</p>
<p>Two additional points: - The numerous and constantly changing construction projects on campus are a real impediment for pedestrians. I feel like I am constantly being rerouted around construction projects (where I could get through the day before or even earlier the same day), through mud and watery gravel. - University maintenance vehicles are a problem. I understand that it must be frustrating for plant ops, landscaping crews, etc. to have to go around pedestrians all the time, but I think they should be more respectful of pedestrians.</p>
<p>jay walking is a significant problem for drivers</p>
<p>Campus is big, sometimes it takes a long time to walk to the places you need to get to.</p>
<p></p>
<p></p>
<p>I'm generally happy with the ease with which I can walk across/around campus. That said, better path planning is a MUST before paths are actually created. The paths across the street from the bookstore/Michael Smith are a mess and are not utilized, as evidenced by the muddy paths trampled into grassy areas. This is generally a problem across campus. Students carve their own paths across campus. These are typically the quickest routes from hub locations like a bus stop or busy building. When possible, paths should be laid down based on this activity. If not, other methods should be implemented to ensure that grass is not being constantly trampled because it's in the way. It's a waste of money.</p>
<p></p>
<p>Walking on campus is easy for the most part. Difficulty arises when trying to walk through construction zones. Walking between the S.U.B. and Hennings there is a lot of muddy ground. Larger paved pathways between the trees would be helpful.</p>
<p>After dark, I do not feel safe walking alone on campus, which increases my car use, especially in the winter.</p>
<p>I love the paths and vehicle restrictions throughout the campus core. More lighting at night is needed.</p>

<p>Walking is the primary mode of transportation on campus, which is great, but the location of the campus means that it can never be one of the most important ways of getting to the campus. For example, I live in Point Grey and my husband and I take recreational walks to and from UBC, but this is a long walk for us. I am also Clinical Faculty in the UBC Medical School, and I do come to campus to teach or attend meetings on a part-time basis during the work week. Unfortunately the only practical way for me to get to the campus during a busy work day is by car. Usually I park at one of the on-campus lots and walk to my final destination, but on occasion my final destination has been far from a lot, and this creates logistical problems because of the additional time needed to walk. The transportation plan should consider people like myself, who are not residents, students or full-time faculty or staff. I have a commitment to supporting UBC through part-time teaching and other service, for which I receive no compensation, but the transportation plan must allow me to continue this role, which involves visits to UBC during an otherwise very demanding work schedule elsewhere in Vancouver. Walking cannot be the only option after parking my car, particularly if parking spaces are reduced or moved to the periphery. In the absence of improved on-campus transit, I would strongly recommend a robust shuttle service between parking lots and major transit hubs on campus, similar to the service provided at Vancouver airport for those parked in distant lots. If this were frequent and reliable, it would be of great value to someone like myself and allow me to continue to provide the teaching and support that I do right now. One other point that does not seem sufficiently prominent in your draft plan: ensuring safety of walkers on campus, particularly in light of recent sexual assaults. I would be very reluctant to walk alone at night on campus and I am concerned for female students required to do so.</p>
<p>Pretty solid. It fails to mention specific projects: the intersection between Chancellor Boulevard and NW Marine Drive remains a pedestrian nightmare. There are many vague policies that do not have specific objectives. I am not convinced reading the plan that there will be significant increases in safety for pedestrians walking at night. Safety audit data should be included (and is available). Furthermore, the wayfinding maps found online should be found in person when it comes to walking safely.</p>
<p>We need a pedestrian-controlled crosswalk on West 16th Ave at Hampton Place as well as speed limit reduction to 30 km/hour.</p>
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<p>we need a pedestrian-controlled crosswalk on West 16th Ave. at Hampton Place as well as speed limit reduction to 30 km/hour.</p>
<p>It is safer now to walk on campus.</p>
<p>All pedestrians, but especially children and those with mobility issues, need safe places to cross 16th Ave. Given the projected increase in foot traffic going between Hampton Place and Wesbrook Place, due in the immediate future to the opening of the new Norma Rose</p>

<p>Point School Site, a new crosswalk on 16th Ave. directly between Hampton Place and Wesbrook Place is needed, as well as signage for vehicle traffic to slow down on the approach to the crossing area. Future development of the East Campus area likely will mean even greater pedestrian traffic going across 16th Ave. to and from Wesbrook Place (for shopping, classes at the community centre, etc.), so the need for a crosswalk and slower vehicle traffic in that area will increase in the years ahead.</p>
<p>I support much of what's in the plan, but I was particularly troubled to see that it neglects the crucial need of a pedestrian-controlled crossing on 16th Ave between Wesbrook and Hampton neighbourhoods. This is going to be a popular route from Wesbrook to the new Rose Point School on the other side of Hampton Place. I fear for the safety our school kids if there is not a reduction of speed limit on 16th (to 30 km/h) and a lighted crosswalk.</p>
<p>I agree with most of the actions. I'd like to add to "make campus easier to navigate by foot" that consideration be taken of the different types of walkways and materials used. Planning should consider making all footpaths with materials which are accessible for all people - ie. concrete or tiles over dirt or gravel which can be unsafe in rainy weather.</p>
<p>ok</p>
<p>looks good</p>
<p>controlled cross walk needed at 16th and Hampton Place with speed reduction. Very concerned about kids crossing 16th</p>
<p>We would like to improve walking safety on campus by installing a pedestrian controlled cross walk on west 16th Ave at Hampton Place and by reducing a speed limit to 30 km/h</p>
<p>good place to walk (lots of views)</p>
<p>There are some flashlights on crosswalks around roundabout. sometimes it is hard to be seen by drivers. As a pedestrian, I prefer traffic lights</p>
<p>Programming to encourage waling and especially fun ways to walk together is a great idea</p>
<p>I like the proposed infrastructure upgrade. Lighting is awesome for those who feel vulnerable in public space. Green space upgrades are also good. I'd like to see more play and adventure: (accessible texture for road</p>



walking on campus is very easy. I've never lived on campus, but the campus is small enough that it is possible to walk from place to place
the speed limit on 16th ave between the two roundabouts should be 30km/hr, instead of 50km/h because there are schools near by. There will be more crossing once the new elementary /middle school opens.
cameras are not needed. open 24/7 facilities like washroom/public phone pit stops would be more effective
creative lounge spaces outdoors near Buchanan Arts Bldg and IBLC Library and Koerner are good examples of livable campus space. Wide walkways are good, keeping buildings lower (IE 4-5 storeys) is preferable.
some area on campus are not safe to walk. for example, 16th Ave between 2 roundabouts (Wesbrook and East Mall). on parent of UHill secondary demands that sped between 2 roundabout is 30 km/h. On Dec 5, one Uhill secondary student was knocked down on the mid section block Police report is there, not safe to walk on some of UBC campus
walking on campus as is, is good. Plan builds on that I am so happy
It would help if a proper research is done on student behaviours and patterns of walking on campus. Help with planning paths as students tend to use the path of least resistance (fastest) and end up using the grassy areas and destroying them in the process instead of using the proper pathways.
1. I would like to see the road up between the Fipke and UNC reserved for walking and biking and would like to see a ring road for cars around the uni which could join many of the peripheral parking lots. 2. I would like to see the road behind the Reichwald Center opened up again (in order to get to the Reichwald, I need to drive almost 1.5 km whereas with this road re-opened, that distance would be cut in 1/2 or at least 1/3). 3. really like the BIXIE bike concept
Easy to walk to anywhere despite the distance since UBC has a big campus. However, the roads may become too busy during "during rush hours," plus not having specific cycling lanes or tracks posts potential accidents amongst both the cyclist and pedestrians.
Appreciate the new interest in looking at "night-walking routes" (W1.2.4)
Need better lighting
Walking on campus is pretty good, I think that the public realm could use some general

<p>upgrades in areas that are still automobile oriented.</p>
<p>Safe crossings and speed limits</p>
<p>Since our kids will walk from Wesbrook to Norma Rose Point School every school day, for the safety of our children on UBC roads we need a pedestrian-controlled crosswalk on West 16th Ave. at Hampton Place as well as speed limit reduction to 30 km/hour.</p>
<p>Great for walks.</p>
<p>Norma Rose Point PAC Safety Committee supports extensive list of measures on making UBC campus more pedestrian and cyclist friendly. According to our Traffic Safety survey (March 7-14, 2014), majority of our parents (67%) choose walking or biking as a most desirable way of getting their children to/from school. 57% of our families would definitely participate in programs that encourage walking/biking on campus (such as Walking School Bus program). 69% of these families would need such program both before and after school. On the other hand, many of NRP families still considering using their family cars to get their children to/from school (36%) on the regular basis or occasionally. Among many reasons to use the car (time constrains, weather, age of the children), many parents name pedestrian safety on campus. Parents who live at Chancellor Place and Wesbrook Place are among those who still considering using the car (67% and 46% respectively). For Chancellor Place residents it is too far to walk to school. Wesbrook Place residents (37% of our current school population) have safety concerns about crossing busy West 16th Ave. Currently Wesbrook Place children can cross West 16th at the roundabout on Wesbrook Mall, which is overwhelmed with pedestrians and traffic during the rush hours. Moreover, there is a short cut connecting NRP school and Wesbrook Place - through Binning Road and Hampton Place. This short cut was heavily used by U-Hill secondary students, when U-Hill was located on Acadia Road. With more than 1/3 of our school population currently living at Wesbrook Place, and taking into account that the population of Wesbrook place will grow (approximately 12,500 people after the build-out is complete) and residential density on the East side of Wesbrook Mall will be approximately 20% higher than on the West side of Wesbrook Mall, we have to think about providing safe pedestrian connection between East Wesbrook Place and Hampton Place. Adding a pedestrian-controlled crosswalk at West 16th Ave at Hampton Place and reducing a speed limit to 30 km/hour on West 16th Ave (current speed limit is 70 km/hour) is a critical issue for our school community. 65% of our school population in general, and 96% of Wesbrook Place families in particular strongly advocate for improvements of pedestrian safety on campus.</p>
<p>A lot of walking is required to get from one end of campus to the other. I remember during undergrad the 10 minutes between classes was not enough time to get packed up, go from Life Sciences and get set up for a class in Buchanan. I'm not sure why I never rode my bike, but it is not easy to get around. Now in my graduate studies I am only</p>

one campus for classes once a month and my building (SPPH) is pretty close to transit.

We need a pedestrian-controlled crosswalk on West 16th Avenue at Hampton Place as well as a reduction in speed limit to 30km/h in order to enable students walking from Wesbrook Place to Norma Rose Point Elementary to safely cross West 16th Avenue.

The traffic circle at 16th and Wesbrook Mall is often a problem. Pedestrians approach and get priority crossing, which is fine, except that at certain times of day (like around the beginning and end of the school day) it becomes difficult for cars to get into and out of the circle because pedestrians arrive so frequently, and they are often spaced just so, such that cars get backed up. With more residential growth anticipated for the area south of 16th, it is only going to get worse. Cars tend to back up on Wesbrook south of the circle and it can be quite a long wait to go just a short distance. People get frustrated. I support the idea of having a pedestrian-controlled crosswalk on 16th at Hampton Place. Not only will this help kids walking from Wesbrook Village to school, it will reduce the number of people who try to cross at the traffic circle and will force pedestrians to wait a moment (so more of them will cross in groups instead of in dribs and drabs). So instead of being another thing that slows cars down, I think it would actually reduce the wait for the majority of cars. A crosswalk at that place will also help cyclists who commute through the forest. Obviously, along with the crosswalk, a reduction in the speed limit on either side of it would be helpful to keep the kids safe. Since the UBC childcare and Norma Rose Point school are on the other side of Hampton Place, there will be a lot of little children crossing the street there, right at the same time a lot of people will be trying to get to work. Along with the U Hill Secondary on the other side of the traffic circle, this intersection is starting to see a lot of kids and a lot of pressure and it makes me very nervous.

This is a lie: "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." Main Mall and University Boulevard are now more dangerous for pedestrians and cyclists. The roads are now narrower so there is less space for more people to share. Instead of keeping narrower sidewalks near the buildings and a wider road on each side closer to the middle (as it was), there is now only one wide road on each side. Part of this road is blocked by a fountain, which creates congestion at the busiest intersection on campus. The paths that connect one side of Main Mall to the other are also much too narrow. There is barely room for one pedestrian and one cyclist. And why are they on such ridiculous angles? There are paths that end in bizarre places. For example, in front of Scarfe, a path almost goes all the way to ESB, but not quite. No matter, people have walked there anyway and now there is almost a path worn away. If the studies C&CP supposedly did were done properly, this would not happen. Paths are also missing in places where there clearly should be paths. For example, thousands of people go between the chemistry building and the biology building each day. Is there a direct path between the two buildings? Nope. There is an angled path. Why? The same thing happens at the trolley bus loop. Bizarre angled pathways instead of pathways where

they are actually needed. Similarly, the grass has been worn down where people actually need to walk. With Main Mall and U Blvd entirely ripped up there was an opportunity for C&CP to create something that actually worked for UBC, but instead we got something that might look good on paper or from above, but is completely dysfunctional on the ground. There has been a large puddle between the new SUB construction site and the aquatic centre for months. This froze on colder days in the winter. C&CP knows about it, but they have done nothing. People must walk out from under the scaffolding to avoid the puddle. If you are walking a bike there isn't enough room to beside the scaffolding so there is no choice but to walk through the puddle. Interestingly, when the new SUB construction site was recently used for a film, the crew was able to remove the puddle. It is very disappointing that a film company cares more about its crew than C&CP cares about the 60,000 people on UBC campus daily. This was their response: "Please note that the path between the SUB and the Aquatic Centre is temporary." This is all they said. So, C&CP feels that since the path is temporary, it's OK for people to walk through puddles and navigate ice when it's colder. Also near this area, the new SUB construction site and the Alumni Centre construction site has blocked the north walkway of the trolley bus loop, so now pedestrians, cyclists, cars, and buses are all on the road together. During Storm the Wall, fencing was set up to route everyone safely through the area. C&CP should have learned from the organizers of this event. Instead, after the event, it went back to the previous dangerous situation. Last week, I noticed that some ridiculous signage was created to try to get people to cross the road and walk on the other side. \*One\* sign. Hilarious. The easiest solution would be to force the construction crews back by 1 or 2 feet so that the walkway is uncovered. The crews have plenty of space. The only thing near the edge of the site is a lunch table that isn't used and storage containers. These can clearly be moved elsewhere, especially if cars were not allowed to park on the site. Of course, this won't happen because C&CP cares more about the projects and the contractors than the UBC community.

2. What are your thoughts on the draft Transportation Plan when it comes to cycling on campus?

Free bikes please!

Cyclists need to be more careful. I have been nearly knocked over countless times with little apology. Some are too reckless and need to be aware that they do not get right of way and do not get to speed down hills filled with people. Perhaps some rules to the cycling would keep people safe. Main Mall in my opinion is the least convenient place for cyclists because of the heavy traffic coming from all directions. I agree signage would be very important in reminding cyclists to slow down. I would like to see the possibility of having "cycling lanes" like in the rest of the City of Vancouver. This could help cyclists and pedestrians stay clear of one another and allow cyclists to go quickly. However, if cycling lanes are to be implemented, many areas would need to be widened to allow for lanes on both sides of the road. There are many places for people to lock their bikes, but with the

<p>high rate of bicycle theft, more could be done to protect the bicycles. There are some bicycle lockers here and there, but these are often inconvenient and too expensive. I would be very interested in seeing UBC adopt a public bicycle sharing program. I want to bike around campus, but I do not have a bike, and do not have time to volunteer enough hours at the Bike Kitchen to use one of their bikes.</p>
<p>I support all proposed measures. In addition, I would like to push for separate bike/pedestrian paths along high-traffic routes, such as Main Mall and University Blvd.</p>
<p>Also very happy here. It is great that the university wants to make it easier to get to campus by bike.</p>
<p>Cycling should be restricted to cycling paths. The cyclist on campus are very aggressive, often trying to cycle through a crowd of people walking.</p>
<p>Never had a chance to try it.</p>
<p>I have had two occasions on which I almost collided with students coming at high speed on bicycles, going north-east on University Boulevard along the newly built fountain in between Chemistry Physics and the UBC bookstore. They were on the side close to the Chemistry Physics building and in the process of turning left onto East Mall, going north-north-west. There's a slight downhill, they get up to high speed, and come out in between flower pots and over a side walk for their left turn. This is literally a few meters from the corner of the Chemistry Physics building. The last part of this before crossing the East Mall side walk needs to be blocked with concrete flower pots or something to force people to slow down. And soon so, or there will be an accident.</p>
<p>I've never cycled on campus, but I would think better dedicated and separated bicycle lanes on major routes like Wesbrook, University, and 16th Avenue would be nice to keep cyclists away from traffic.</p>
<p></p>
<p></p>
<p>I don't cycle at all, ever!</p>
<p>don't own a bicycle</p>
<p>There is too much bike theft on campus so I choose not to ride my bikes. Also, can we license bikes on campus annually so that abandoned bikes are removed from bike racks.</p>

The plan places the appropriate amount of emphasis on improving bike storage facilities around campus, which is very good. More bike racks need to be covered to shelter against rain, however, and certain key buildings on campus (e.g. Forestry, Kaiser, Irving) should have more bike racks installed to cope with increasing demand. However, the plan needs to place MUCH more emphasis on creating fully separated and / or painted cycle lanes for every bike route on campus (on roads with other traffic). This is of the utmost importance - it is safer and less stressful for cyclists, pedestrians, and drivers, and would help novice cyclists use their bikes more often. At present cyclists are forced to use the sidewalk when there are too many cars on the road, and inadequate bike signage confuses cyclists who then endanger themselves, pedestrians, and other road users. A bike sharing system would be extremely welcome on campus - many students living on campus purchase a bike solely for use from class to class, so a bike share program would reduce the need for everyone to have their own bike. This reduces costs, waste, and frees up more bike storage space on campus.

I am very infavour of expanding cycling routes to campus and on campus, and expanding cycling facilities everywhere that is possible. I cycle in the spring/summer/fall, and would like cycling to become my primary transportation to campus. The biggest reason I stopped cycling over the winter was the poor lighting on the cycle routes leading away from campus in the evenings. Particularly, heading down 8th towards Alma is terribly lit, and frightening to an less-confident cyclist. I would also like to suggest that Northwest Marine Drive be made an official bike route. It has the lowest elevation gain and the most gradual slope of any of the routes to campus for anyone approaching from north of 16th. Yet, it does not appear on bike route maps as a bike route. Especially now that traffic has been removed from Point Grey Road, it is very quite, and would make a fabulous biking route, if it were better known. I intensely dislike the bike route up 8th. Several schools, churches and other gathering places along the route mean there is a large amount of traffic, and with parking spots filled on both sides, much of the route can be one-vehicle-at-a-time traffic. Then, once on campus, riding along University Boulevard, particularly in the dark and rain, can be very intimidating. Even though there is a bike route, is it not protected, and almost all of the university bus traffic runs right beside the bike lane. This is a terrible bike route. Northwest Marine should be promoted as a much better route. However, to make it truly functional, lighting would need to be added.

I do occasionally cycle to campus in the summer months, but I don't usually cycle around on campus. I think it's relatively easy to cycle on campus, and it's a great way for students to get from one class to the next on time when they need to cross the entire campus in between classes!

I don't cycle on campus, but do worry about the cyclists who are riding on sidewalks and not paying attention to pedestrians.

I don't anymore, since my bike was stolen a few years ago. So, security?
The corner of Wesbrook and Argonomy is a menace. It has been before it was remodeled, and it's still a problem. Trying to cross going East is an extremely unpleasant experience since you're sitting out on what used to be an island, but now cars try to run you over. The other direction has huge bumps coming off the island, which makes it virtually impossible to actually follow the recommended route. I will say that it's a big improvement that the cars are not coming off the east bit of Agronomy.
Cycling TO campus is fine, but cycling on campus is a headache. I have found drivers on campus extremely aggressive with cyclists; I have found many cyclists extremely reckless, especially at intersections; UBC's formal roads are truly the worst place I have cycled in Vancouver, and I have been cycling to campus for roughly 7 years now. Opting to take walking paths, to avoid vehicles, especially Main Mall, forces cyclists to navigate very congested routes during key parts of the day (that is, when you are traveling to classes). The expansion of bike parking--especially in places protected from the weather by building overhangs--is much appreciated, but it is still too limited. Cyclists need to be able to strip off rain gear outside, not inside crowded building lobbies! I would finally note that I take my son to UBC daycare by bus, and then ride a bicycle from that part of campus over to where I work, in the AnSo Building. I know I am not the only parent who uses this cobbled-together form of transportation, because I see and have talked to others who do something similar. But there is NO weather-protected or secure place to leave a bicycle overnight at UBC daycare, and in the drier and warmer months there is inadequate bike parking at the daycare. I leave a bicycle by the community centre at Acadia Park, where I can park it in a covered area (it is still becoming severely rusted by exposure to weather), but these racks are often crowded, seem to have many abandoned bikes, and really should be for residents, not for commuters like me.
Neutral on this - like the idea of more clarity about where cyclists should be and where pedestrians should be - especially in designated pedestrian priority zones.
In favour.
more secure bike racks a "bike kitchen" facility on the south side of campus really has improved from the past, the bike lanes are great though the roundabouts are still scary to navigate on the bike
I'm broadly supportive of the draft plan.

Typically cyclists ride very fast. Cycling is fantastic, but there is a need to keep cyclists separate from pedestrians. I worked at Stanford where there was a huge amount of cycling and a fair number of collisions between bikes and pedestrians.
Cycling is a similarly small portion of commuters as walking, and minuscule for getting around campus, yet receives far more attention and funding. But it's good to support cycling, too!
None. Don't do it.
Cycling areas should be clearly marked, if combining with pedestrian use. High speed areas like W16th and the roundabouts at entrance points to Wesbrook Village should be improved to allow cyclists through the roundabout. I sometimes do this when there is little vehicle traffic but most times, it's frustrating to have to stop to use the sidewalk and crosswalk in a high speed area. Bike lockers for rent, similar to transit sky train stations would be helpful to store bikes and gear during the day. More access to showers and change rooms. Showering isn't always necessary but adequate changing space would be desirable. To increase the number of cyclists, you need to make campus more cyclist-friendly with dedicated spaces. It is difficult to navigate around pedestrians on campus and I often stick to outer roads where possible - this could be improved with divided lanes or clearly painted areas for cycling.
There are too many students to navigate around. Also there seem to be no rules for bikers on campus and it can be dangerous.
There should be a dedicated bike lane along Marine.
No problems. I cycle infrequently.
See above
No problems
I think separated bike lanes should be on the incoming roads to campus, especially University Blvd. The road is very narrow which makes it a bit daunting for inexperienced cyclists.
Keep cycling roads in good shape, painted and marked would help, and to improve lights



and streets lights special in those roads that are more used
I don't cycle on campus.
Good mobility overall, however it is dangerous when bikes ride on main mall in between classes during peak hours (there is simply NO room for them amongst the jam packed sidewalks and nearly everyday I have to dogde speeding bikers and have almost been hit several times) overall, the bikes usually go on the grass to avoid hitting pedestrians.
My son cycles in the area. He tries to keep to the side of the road and ride in bike trails or routes. Like crossing the road, he has been taught to establish eye contact with the driver and is comfortable that the driver is slowing down before crossing any street. My son does not have any bad experience riding his bike in the Vancouver West area in the past 5 years.
The bike room in my faculty/staff rental building is overcrowded, and we're not allowed to use the balconies to store bikes. It would be great to have covered outdoor parking nearby - whether it's a locker or just a simple awning over an existing outdoor rack to kepp the rain off. Many roads on campus are too narrow for both bikes and cars. Wesbrook south of 16th can be hectic at rush hour, with cars driving too fast.
There is still a lot of work to be done with respect to end of trip facilities: showers, lockers and safe bike parking. In my building, I have no access to a shower and no secure bike parking, unless I bring my bike up to my office. These are real impediments to cycling to campus. The nearest shower is several minutes' walk away (and is not at all secure) and the outdoor bike parking in the area is often completely overcrowded. In contrast, when I spend the day at VGH, I have access to a bike cage in the basement of the building and a locked shower room (with day-use lockers). This makes a big difference.
cyclists needs to abide by ruls of road and pay attention
I do not cycle on campus.
much more could be done here - both on-campus and wrt access at the entrances to campus. UBC should show leadership and innovation in developing SEPARATED cycling infrastructure at least and approaches to campus and one main roads. However most recent cycling infrastructure at UBC (e.g. the roundabout at 16th and Wesbrook, the entrance off University Blvd) has likely decreased safety for cyclists com-pared to doing nothing.
N/A

n/a
I do not cycle, due to disability, so cycling plan isn't a priority to me. I will tell you that as a pedestrian and driver on campus, I am very frustrated by the lack of rule following by cyclist--which seems to be worse on campus (perhaps because laws are not enforced). Cyclist regularly do not stop at stop signs and cut pedestrians off. I have seen lots of accidents that are because the cyclists aren't not following the shared rules of the road.
Good, lots of space and bike racks.
I support a full bicycle network on campus and bike lines on all major routes to campus. As a public health practioner, three things are important to ensure safety of cyclists and others: 1. Separated bike lanes are much safer than on-road bike lanes, and should be the standard on campus. 2. Cyclist must wear bike helmets under provincial law, and there should be appropriate enforcement of this on campus. 3. Cyclists should have appropriate lights and reflective gear. UBC should facilitate use of lights and reflective gear through appropriate incentives.
Great job! BUT I'm very surprised there's no talk of a rent-a-bike system. UBC is an ideal area and town-shaped community for it, especially given its current friendliness to cyclists. It will happen one day, especially given that the City of Vancouver is getting one, probably sooner than later — rent-a-bike planning MUST be included in the plan given its long range!
Still need to educate students that they have to follow traffic rules as well as every motorist does.
Looks good to me.
As a staff member I would like to take some trips on bike and would support departments/units purchasing bikes to be shared by staff. I also support additional end of

trip facilities including bike lock-ups.
not consistent track that makes more dangerous on some roads
sure, make sure paths connect seamlessly with COV paths. don't forget major paths through forest
on community needs 4-ways stops signs on Wesbrook Mall and Berton Ave. Current 2-way stop signage creates congestion on Berton Ave
It needs to be more station for bicycles
it still seems like very few people cycle on campus - hope the plan will change that
Should be clearer where cyclists should be bike on ped malls. Love biking there, but hate feeling like I'm not welcome, slow cycling signs are a good start!
University Blvd provides great access. there could be more bike racks outside buildings however
same as above
not bad, but more cornered lock up spots would be better
enforce MVA on cyclist, stop at stop signs and cross walks, no riding between lanes of traffic
more bike paths are good
Again, cycling between 2 roundabouts are not safe, 2 lanes roundabout are so confusing
could be improved a UBC bike share, or at least an official one, would be an exciting addition
See above: like the BIXIE bike concept

Difficult to avoid pedestrians during "rush hours."
Thank you for addressing the problem of some cyclists speeding through heavy pedestrian areas like the paths (Agricultural Road?) from SUB to Sauder, though I'm skeptical as to how effective the proposed "slow cycling" signage would be (C1.3.1).
Bike lanes and signage is a big thing that could be improved. If cyclists knew the best options they might avoid high pedestrian traffic zones and be able to move around quicker, but I think this should be within the area that has restricted car use. It's not fair to relegate cyclists to the roads when it is clearly quicker and safer to go along main mall for example.
cycle paths
Other than the construction, great.
We support your initiatives on making UBC campus more cyclist friendly. 22% of our students are planning to bike to/from school in 2014-2015 academic year. Developing comprehensive signage to ensure cyclist safety on the roads and implementing an education program to promote safe cycling on campus would not only improve safety of our students on the roads, but encourage them to bike to/from school more often.
I would never feel comfortable leaving my bike locked up on campus. A secured bike cage would make me feel more comfortable.
Your current bike blitz is complete hypocrisy. If anything, the recent projects on campus have made biking WORSE on campus. The new trolley bus loop: UBC transportation researchers (Not C&CP -- real researchers) have shown that meter parking next to a bike lane is the worst for bikes in terms of safety. And yet what did you build? Exactly that. Not only that, you combined it with crosswalks on angles that make no sense (note the worn out grass where the crosswalks should have been) and a bus loop! The angled pathways are relevant to cyclists because the pedestrians are likely to look for traffic only in the direction that the path angles. In addition, cars often stop at the end to drop people off, blocking the bike path. If you cared about the community and about cycling on campus, these things would have been fixed by now and in fact they wouldn't have happened in the first place. This isn't helped by the fact that the paths funnel both

pedestrians and cyclists to the same partly paved/partly gravel road after the barriers. The new bike racks: there is less bike parking on campus than there was before. I can not understand why this style of rack was chosen. They take more space and hold fewer bikes. We especially need more COVERED bike parking. FYI it rains a lot here and it isn't good to leave bikes sitting in the rain all day. The goal of 25% covered bike racks is not high enough. The idea of a slow-biking zone on Main Mall will never work. There was ample space to create both paths for pedestrians and bike lanes. But you didn't. Now the redesign of Main Mall has failed and you are trying to blame cyclists who use Main Mall for the failure and force them to East/West Mall. This will not happen because many of the buildings students need to get to are along MAIN MALL. With a bike, it doesn't take long to get from one building to another. There is no way someone will go a minute out of their way for a trip that only takes a minute.

3. What are your thoughts on the draft Transportation Plan when it comes to **driving** on campus?

car2Go on NW side of campus with way more places to park would be ideal.

I believe driving should be almost completely eliminated in order to reduce greenhouse gas emissions and create a better environment for UBC. I say 'almost' because I know there are people who truly need to drive/be driven. I suggest that in the future, parking only be available for people with valid excuses, such as medical reasons. There could be special passes for those who only need them temporarily. The partnership with Car Sharing companies is a really good idea. It seems to be working so far, as I always see a crowd in front of these booths.

I support all proposed measures.

The amount of personal vehicles on campus is extremely high and they detract from the atmosphere and beauty of the campus. I am glad that the university wants to ensure that the number of people who drive to campus does not increase. It is imperative that the university attempt to reduce the number of people who drive to campus. It appears that this is part of the plan, so I am very happy about this. I would like to see a decrease in non-wheel chair parking spots and an increase in parking fees on campus.

Driving to campus is expensive, however, I carpool with another person.

Never tried it.

I try not to drive on campus since it's not easy to get a car around campus. Keeping cars to the perimeter of the campus will help to keep the core of the campus active with

pedestrians and leave space for special events.
I don't think staff should have to pay as much as we do for parking.
My husband drops me off at work in the morning and picks me up in the afternoon in the winter time.
I drive to campus about once a week for an evening class or an appointment right after work. While I know how to navigate my way to Health Sciences parkade from 16th Avenue and Marine Drive, there is no signage that shows how to get to Health Sciences. Plenty of large visible signs for directions to Thunderbird parking, but not others. Basically, driving on campus is very limited now and you have to skirt it on the outer roads and find your way in to a building/location. And, then hope to find parking, which is also very limited.
don't drive
I rarely drive on campus when I do, I get frustrated by the lights that aren't timed along wesbrook.
The plan for discouraging single-occupancy vehicles on campus is wholly welcomed, but the plan would benefit from being even more aggressive. More roads on campus should be closed off to cars entirely (restricted only to delivery or UBC maintenance vehicles) and possibly converted to pedestrian / cyclist walkways (like Main Mall) at a later date. There needs to be an enforcement plan in place to ensure unauthorised cars do not drive on restricted roads. The existing parkades should be reduced gradually in size to force drivers to take other means of transportation to UBC. Prices should be raised aggressively to reflect this. One area in which traffic calming could be implemented extremely effectively is through the use of roudabouts instead of 3- or 4-way stop intersections. This would improve traffic flow, safety for pedestrians and cyclists, whilst potentially improving the amount of green space on campus. Car sharing should be welcomed and adequately accommodated for as per the plan by increasing parking in prime locations. In addition, the campus would benefit from having a small number of well-placed charging stations for electric cars in addition to the existing infrastructure inside one of the parkades. Whilst demand for electric mobility is still low, UBC could help foster adoption of electric cars by providing the necessary infrastructure and possibly offering other incentives to drivers - marginally reduced parking rates, for example.
In my view, the fewer cars on campus, the better. Anything that can be done to decrease car trips to campus is wonderful. However, the buses to campus are at capacity. Further reductions in car trips can only happen as transit is increased.

<p>I wish nobody, except service vehicles, drove on campus. It would make for a quieter and safer campus, I think. I have seen so many very close calls (between drivers and walkers AND between drivers and cyclists)</p>
<p>I would like to see the campus car free as much as possible.</p>
<p>What on earth happened to the stop signs at University and West Mall? It's like the Indy 500 down there.</p>
<p>Boo cars. Make all roads non-vehicular!</p>
<p></p>
<p>Drivers have it so easy! There is parking in all corners of the campus, and it is now cheaper to buy a parking pass (as faculty) than to buy a term's worth of monthly bus passes. I rarely drive to campus, because I am committed to environmentally-responsible transit, but when I do have to drive, I pay a premium compared to my car-driving colleagues because I pay a daily parking rate. But driving a car to UBC is SO convenient compared to bus and cycling--lots of covered parking for cars!</p>
<p>Your plan seems unrealistic and punitive. While you've got loads of "stick," i.e., jack up the price of parking/eliminate stalls there's no "carrot." Telling me that as the UBC community grows there will be less need to leave campus just makes no sense. How does that help UBC's 14,000 staff members? We just work here, we can't afford to live here. Additionally, I'm dismayed that both UBC and Translink have such an incredibly limited vision regarding rapid transit into the campus. I'd bet the majority of vehicles coming in are NOT coming in along the Broadway corridor. You have the 99B right now - most people who live in the North end of town already take it. You have no plan for those who live in the central and southern neighbourhoods and neighbouring municipalities. Why do you think Marine, King Edward, 16th and 41st are bumper to bumper? My commute would double if I had to take transit (tripling in summer time). My work-life balance is borderline as it is - forcing me onto transit wouldn't help any.</p>
<p>In favour.</p>
<p>I do not drive to campus</p>
<p>I'm broadly supportive of the draft plan.</p>
<p></p>
<p>This should be kept to an absolute minimum. Only buses and taxis and UBC plant and</p>

grounds vehicles should be allowed.
16th Av and Wesbrook roundabout is a great success. I was initially skeptical, but kudos to Planning (and was it Richard Drdrul or something?) for taking a science-and-engineering-driven approach to planning. Please ignore the shrill cries from the few people (sadly, some of my neighbors) who don't know how to drive in roundabouts. The 16th Av and East Mall roundabout seems to be working as well, although I find the lane markings and signage more confusing than at Wesbrook. Both of these are evidence that you can make things better for pedestrians and bicycles, and also drivers, by following sound science and engineering. Perhaps making parking free at night and on weekends might paradoxically reduce peak SOV trips. Given how empty the parking lots are on weekends, I doubt this is a significant revenue loss. And if people have the option to drive in for free at night or on a weekend for those occasional needs (to move heavy books or equipment, for example), they might choose to forego a parking pass, and thereby drive less. It also helps manage demand, lowering the total parking needed at peak hours by shifting some parking to off-peak hours.
It's hard, trying to get around in the core. Productivity must be down.
It is almost impossible to drive on campus as there is less and less parking and you are not given 5 minutes before you have a ticket on your window.
Driving is okay but parking is hideously overpriced.
I drive about 95% of the time and have no problems.
I like the fact that it is limited for driving in the central areas
Need more handicapped parking
No opinion, don't drive to campus.
I usually don't drive on campus. It's super slow, with students jaywalking everywhere, and parking is expensive.
Parking fees are too high. Taking the bus to get to UBC adds twice as much time to my



<p>commute. If I drove, it would take me 25 minutes to get to UBC, taking the bus takes me over an hour! This is simply a failure.</p>
<p>The Wesbrook roundabout going into the Wesbrook Village is a bottle neck during peak hours. Roads in the village is designed too narrow for the amount of home units going in. Berton has now 4 high rises and soon to be 5. Berton Ave east of West Mall, has a truck loading zone for the senior home that often blocks the road. The " Avenue" has a width that is really too narrow for 2 SUVs to be passing each other. Hope the road going out to 16 th at the end of Berton can be constructed soon and make Berton one way going west to Save On, and east to this new road.</p>
<p>Why are the new streets so narrow?For example, Birney Ave. As a driver I've had some close calls with large vehicles, including construction trucks. The crosswalks by the daycares should be better lit - I rarely drive there but remember it's hard to see pedestrians on a rainy evening.</p>
<p>I never drive to campus, and don't think cars should have many rights on campus. I think making space for car-share vehicles makes a lot of sense.</p>
<p>the jay walking makes it dangerous</p>
<p>Driving can be difficult due to lots of closed roads and many students.</p>
<p></p>
<p></p>
<p>N/A</p>
<p>I think there needs to be a long term plan (10-15 years) for cars on campus. It seems like cars are always 'what is left over' when other plans are put together. There should be a target number of cars to be on campus and a way to deal with them</p>
<p>n/a</p>
<p>I would like to see driving down key pedestrian corridors (e.g. East Mall) limited to outer roads. As a daily foot commuter that passes by the four way stop at the Starbucks on East Mall, I feel like I am talking my life in my hands. This is complicated by the fact that most drivers don't understand how to follow the four way stop procedure. I am frustrated by the fact that the RCMP sit outside at Starbucks and see the mayhem, but are never there enforcing--much like the lack of enforcement for cyclists.</p>
<p>I like that cars are limited on campus. More car sharing spaces/availability would be great.</p>

<p>Driving will continue to be a necessary means of travelling to campus for some people. In the absence of dramatic improvements to the transit infrastructure, in particular a rapid transit line along the 99 bus route, it may be hard to reach targets in the plan for reduced use of single occupancy vehicles. I would caution UBC that reducing parking infrastructure ahead of transit improvements will create hardship and frustration amongst some of those coming to UBC. Policies that discourage vehicle use must be coordinated with improvements in transit so that viable alternatives exist for those who can no longer drive or park. On a different note, as a resident of the neighbourhood immediately east of the campus, between 10th and 16th avenues, the increase in neighbourhood vehicular traffic has been dramatic as residential developments have been built on campus. This is not measured in statistics included in the plan which measures only those travelling to campus or on campus, and not those living on campus travelling east to their workplace. Improved public transit, incentives for on-campus residents to use transit, and better consultation with surrounding neighbourhoods are required to address this increasing problem, particularly as further development occurs on campus without any clear plan for managing the extra traffic in surrounding neighbourhoods.</p>
<p>Keep the cars away :) good job on that.</p>
<p></p>
<p></p>
<p>It is getting very difficult do drive around campus. Parking is very expensive and to encourage motorist to use public transit we should provide more buses.</p>
<p></p>
<p>Okay with me.</p>
<p>My major concern if the safety of students crossing 16 Avenue. Speed limit should be 30 km /hr in this section between the two roundabouts.</p>
<p>I support expansion of car sharing on campus as an alternative to transit. Car share parking should be placed in easily accessible locations - established parking lots, near residences and where possible near office buildings.</p>
<p>some buses are not on time, eg. two buses 41 come at the same time and in between loner waiting</p>
<p>*I still need to pickup/drop off stuff on campus* There is no mechanism nor to gain access, Basically pray that parking police does not catch you. This simply is not</p>

acceptable. There must same mechanism to be able to load/unload stuff at campus buildings.
There is only 1 Modo car on south campus (Wesbrook). I am a member. Another car is needed.
parking fees are too expensive
As a mother of a student in U-Hill high school, I prefer 30km/h driving plan to prevent accidents and more safety for students
the one time I drove this semester, I was very surprised to see that the parkade across from the SUB was so full - it would be interesting to know who it is that is resisting the shift to transit - mostly faculty? any way to target those who keep driving in order to raise consciousness and change behaviours?* Does planning use Community based social marketing to help change behaviour? if not, please google it (and there will be a C-BSM workshop in Vancouver in October)
want less drivers? figure out where staff and students travel from and how to make their journey easier. subsidized housing so they can live closer.
I don't drive
shouldn't happen. improve improve improve on the shuttle system. emergency vehicles/campus vehicles only
cheaper parking for staff/students with carpools. students with children, disabilities, or CUPE staff would be helpful (CUPE wages can't keep up with the high cost of parking, let alone living in Vancouver, and more staff are having to commute to work farther now from all areas of Metro Vancouver.
slower traffic on campus
continuing to make driving more difficult on campus is a plus. I am torn about increasing carshare parking, etc. too much because it may increase mass forms of transportation too

much
reinstate a formal carpool co-op for UBC students as there are those who are not willing to use transit (dislike for public transport) and rather drive to campus.
See above: get rid of cars on the road between Fipke and UNC: one day a student may get hit (night time in the winter, it is very dark). Reserve it for walking, bikes etc. construct a road joining all the peripheral parking lots Open up that wee road behind the RHS!!
Personally I really like the idea of car-sharing, but I'm wondering if the demand is currently not being met (D3.1.1). I often see some unused Car2Go vehicles parked adjacent to the diesel bus loop. Regarding UBC people parking their cars in adjacent neighbourhoods like West Point Grey, I'm well aware that this happens, and I guess residents in those neighbourhoods are unhappy (D2.1.8)?
I dont drive and I wish fewer people were the same. The planet would be a better place. :)
Ok
I don't own a vehicle.
I think more could be done to encourage motorcycle/scooter travel for commuting. I think this is important because it not only improves the gasoline use issue, it also reduces wear and tear on road surfaces. More important, though, it opens up neighborhoods not on the transit routes for students, staff and faculty to live in and still be able to get to school/work. This kind of thing is very important for controlling overall cost of living in Vancouver. I know motorcycling/scootering is not as green as bicycling, but it is an improvement worth making. New generations of electric scooters and motorcycles are emerging, and having charging stations for them in the parkades would be an ideal way to save gas, road wear and space pressure.

4. What are your thoughts on the draft Transportation Plan when it comes to **transit** on campus?

<p>UBC needs to cough up some of the dough to bring rapid transit here along Broadway corridor. Could be LRT but needs to happen.</p>
<p>I would like to see UBC and Translink work together to develop more on-campus shuttle routes. I have talked to many people who want to use the on-campus shuttle bus, but with the new change, the route is definitely geared towards the larger community who want to see UBC attractions. I don't think that is bad, but there needs to be a shuttle route that is also more convenient for the students. My friend lives on Marine Residence and complained that the shuttle comes every half an hour, making it virtually useless for her to use, thus deciding to walk back to her residence rather than wait. It would be nice to see a bus go around the campus, but I think it would also cause a lot of issues with the walking community UBC has established so effectively.</p>
<p>I support all proposed measures.</p>
<p>I am happy that the university is prioritizing transit, but I think that more should be done to push for an earlier start on rapid transit via the Broadway corridor.</p>
<p>There is a lot of bus routes into campus, however the buses get very crowded during peak times.</p>
<p>Really have to wait for a long time....</p>
<p>UBC should continue to push for rapid transit to come to the campus. I dreamed of rapid transit when I first attended UBC in 1994. Twenty years later, the needs of the campus are even more so than 20 years ago. UBC needs to lobby the province harder for rapid transit and show the business case for the line to the university.</p>
<p>there should be better bus service to the far reaches of campus. I drive because the bus takes so much longer and there's a 15-20 minute walk after I get dropped off at the bus loop.</p>
<p>I only take the public transit to the airport. It's too expensive to take the on-campus shuttle bus to work for a couple of stops only.</p>
<p>I take public transit every day and rely on the 480 UBC express bus out of Richmond for my half hour commute each morning. I then take the same bus home at night to Marpole where I live and the service on this bus is not as frequent during peak time as the other buses. And, because this bus travels up 41st Avenue in the evening/afternoon</p>

<p>commute home, it could take me 45-60 minutes to get home which only takes 30 minutes in the morning when there is lighter traffic. Does UBC have any say in getting "Express" buses to travel in their own lane down 41st Avenue? Especially through the "Kerrisdale Krawl" area where residents are allowed to park during the 3-6 pm time period. The is probably the only area during rush hour in Vancouver that does not have a parking restriction during peak times. I once took the UBC shuttle bus to a breakfast with President Toope in the morning and the schedule did not allow me to arrive when I needed to be there. I did arrive but was very early. I do not find this bus that convenient, and would walk across campus to my locations rather than wait for it and then still have to walk.</p>
<p>Bus service to south campus on Sundays and evenings is poor and ends too earlyl.</p>
<p>Its ok although leaving from campus is early as the busses dont depart until 6am.</p>
<p>The Transportation Plan adequately covers the need to promote public transit of campus. UBC needs to work with TransLink to improve the connectivity of campus with the city by aggressively pushing for light rail transit to UBC. Aside from this, the University should work on improving bus shelter facilities and place bus stops optimally to improve convenience for all.</p>
<p>Transit on campus is at or over capacity. Rapid transit to UBC cannot happen fast enough. It is unbelievable that such a major economic driver (for not only Vancouver, but BC and Canada) as the Broadway Corridor is so poorly served by transit. Rapid transit would benefit not only people travelling to/and from UBC, but people and businesses along the route.</p>
<p>I like the idea of the campus shuttles</p>
<p>Bus loop for trolleys - I am seeing more and more cars stop in the trolley zone to drop off passengers. Not sure how to disallow but it is becoming problematic for bus drivers to negotiate around these vehicles. Would like to see a series of shuttle busses travelling north - south on campus, as the campus has become so extended that it takes a long time to get from one end to the other.</p>
<p>Hahahahahahahaha. On campus? Is there any?</p>
<p>My main priority here, frankly, is to expedite a Skytrain extension to campus. I currently take bus-train-bus to get to campus. Extending the Millenium Line out to campus would probably save me a solid fifteen minutes each way each day, plus the hassle of a mode</p>

<p>change. UBC is surely the third-largest commuter destination in the lower mainland, so it's time. The university should do everything it can to push Translink to do the obvious thing here.</p>
<p>I live on the 99 corridor. Trying to catch the bus is a very frustrating process. Today I was lucky and got on the second bus that came by. It was packed and not comfortable, but at least I made it to campus.</p>
<p>Public transit TO campus is good, and I rely on it, though I do find that bus service to/from the 5100 University Block stop, that allows the fastest path to UBC daycare, can be much less reliable than catching the bus from the university bus loop. On campus, public transit is dismal. I realize that the routes were reorganized this winter, but I find them useless--a bus that comes once every 30 minutes is only useful if you are a.) capable of keeping a very careful schedule or b.) you are lucky. Taking the bus from near UBC daycare (stop on Westbrook) to the far northern part of campus either involves a long, looping ride through southern parts of campus, or a trip only to the bus loop. I found the old, on-campus bus routes useless, but the new ones are as well. Why not have a single route that runs every 15 minutes in just one direction? Or better yet, why can't UBC invest in on-campus shuttles? Why do bus riders have to trek across campus whereas drivers can park near their destination and people getting driven to campus often are dropped even closer to their destination?</p>
<p>Rapid or don't bother. I can't be doing a 2 hour daily commute. You'll lose good people to other cities and institutions if you don't make an effort to consider how your faculty and staff are supposed to get into work. Most of us can't afford to live in Point Grey or West Kits. Most of us can't afford to live in Vancouver period. If you double the cost of transit how are your staff members in Delta, Tsawwassen, Burnaby, New West, Surrey etc supposed to get here? How many buses and skytrain connections do you think are really reasonable?</p>
<p>I think there needs to be much more, and more efficient, public transit on campus. This report goes some of the way, but not far enough.</p>
<p>greatly improved from the past expand the bus pass to faculty and staff increase capacity using LTR or skytrain weather protected bus facilities would be greatly appreciated as would be better lighting at some of the bus stops</p>
<p>I'm broadly supportive of the draft plan.</p>
<p>Pretty good. I'm looking forward to the express bus loop being moved.</p>
<p>We need more little shuttles, free please, to get from building to building.</p>

<p>Getting skytrain (or similar high-capacity, fast rail) to campus is a top priority. Don't give in to suggestions for street cars (too slow -- see San Jose's light rail experience, or Portland's MAX). Given how UBC is a perfect destination endpoint for transit (huge volume in a dense concentration), it's lunacy not to run rail to campus, or to stop at Alma. Getting people around campus with a functional (fast, frequent, with efficient routes) on-campus shuttle would be great. The current community shuttles are a joke.</p>
<p>Are you going to ask me about regional public transit TO/From Campus on the next page? I hope so, that's why I'm here. We need a skytrain. Badly. Productivity would go way up!</p>
<p>More and better shelters at the bus loop. A covered walkway to/from the SUB.</p>
<p>There is really no public transit on campus.</p>
<p>Bus volume needs to be replaced by a skytrain line.</p>
<p>I am challenged by taking public transit. Busses are usually over-crowded and unreliable.</p>
<p> </p>
<p>Excellent!</p>
<p>Need a skytrain Used to take the 41st bus to UBC however, now have to change at the Dunbar circle which increases time length, would have been better to have all direct routes to UBC</p>
<p>I'm definitely in support of rapid transit to UBC similar to the skytrain. It's necessary for this city and should be a priority of the university to push for its construction. The redesign of the bus loop should also be a priority because its current state is rather chaotic. There are really only three safe entry points with marked crosswalks, which is inadequate for its size. It's much too large and spread out. Larger covered waiting areas would be appreciated, especially for routes whose lines are significantly longer than the designated covers (99, 44).</p>
<p> </p>
<p>To pressure Van City in the Sky line from Cambie to UBC would help to move more people and liberate some space in the 99.</p>
<p>Pretty good, lots of options for my commute. Just wished there were more buses on Saturdays during exams, especially in the evenings.</p>



<p>If UBC wants to create a campus where 2/3 of commuters take public transit they MUST, MUST provide funding into BC transit for better routes. I think UBC will be increasingly losing students out to local colleges because of how much of a trouble it is getting to UBC by public transit. Any alternatives to transit such as living on campus (in market priced housing which is not aiming towards STUDENTS...shouldn't on campus housing be provided for students?) are unattainable by most students who cannot afford market priced housing. It is clear that UBC is targeting wealthy foreign exchange students in their housing department, and using the tuition payments of domestic students to fund subsidised housing for international student scholarships, etc. Instead of students, you see normal people living in the new developments on campus, where "normal" means being able to pay \$2,500+/month in rent. I cannot stress this enough...seeing how much some of the professors earn, up into 200,000-300, 000\$/year and UBC doesn't provide rapid transit...something is majorly wrong with that picture. All the students who FUND UBC's research through their tuition fees should be provided with a MUCH better option to get to campus in. Furthermore, during peak hours, the busses are full and there are no seats, which is problematic since most students seem to ride for 40+ minutes at least. Overall, transit to UBC is a major failure and something I think UBC should be taking more responsibility for. This time instead of increasing student fees, lower the salaries of professors who (as seen by a simple google search) are some of the highest paid in the world.</p>
<p>Good. Harder to get campus buses. So despite all the excitement of being inside a college town. I find it more convenient to go outside to other community centers for learning and recreation via public buses, either because of the ease/cost of parking or ease of getting to and back with buses.</p>
<p>So glad the 41 and shuttles come down where I live. Can't wait until whatever will replace the 99 is built. I feel well served by transit options at UBC.</p>
<p>The bus loop as it exists now is very poorly designed: frustrating to bus drivers and pedestrians alike and dangerous as well. The main problem is that the bus service is inadequate to meet demand, but I'm sure that is documented elsewhere. The B-line service is completely overwhelmed at this point, and I'm sure that's the case on many other routes as well.</p>
<p>n/a to me</p>
<p>It does not come very frequently and is often kind of slow.</p>
<p>The UBC 99 bus is consistently overcrowded in the mornings. Sometimes I am late for class because I have to wait for several buses to pass by before I can squeeze on.</p>
<p>Not much that can be done until there is light rail or skytrain....</p>

N/A
C20 and C18 are very helpful!
I would use transit more frequently if schedule, stops and fair fares were instituted.
Leaving campus is easy and great, the bus loop and bus shelters are excellent. Getting to campus is very difficult in the morning, the B-line is very overcrowded and I am often passed by several full buses before I am able to get on a bus.
The most important transportation improvement needed for UBC is a rapid transit line along the Broadway corridor; the 99 bus route is the busiest in the world. UBC must STRONGLY advocate for this rapid transit line amongst all local governments and at the provincial level. The voice of UBC has not been as prominent as it should be in this public discussion to date. If a public referendum is held, UBC must work to make it very clear to the public that this transit line must be the priority for the Lower Mainland, to serve the needs of students and their families throughout the region and address air quality and other concerns with increasing development on campus. In addition to improving public transit to campus, the on-campus public transit is currently inadequate and requires significant improvement so that there is a viable option to walking for those who need to efficiently travel around campus. I strongly recommend action on creating a shuttle service.
Not enough mention of the light rail Broadway Corridor that will hopefully go to UBC. It is the single most transformative event for UBC in terms of sustainability, transportation, and connecting it to the city. More attention should be paid to it in the Transportation plan — and efforts to endorse it and promote it should be front and centre in the plan. This is huge!
Busy and I use it almost every day. Really keen on a skytrain line down Broadway.
I would like to suggest that If we have special routes from Surrey to UBC more than 90% motorist who drives from Surrey to UBC will use transit. Until sky train comes to UBC. In India we have University special buses they pick up student and staff in the morning and dropped them off at the end of their classes.

I would support increases in public transit on campus, perhaps in part corresponding to increased movement from Wesbrook and Hawthorne to the new Rose Point school.
The garbage around public transit is really an eyesore. Can more frequent garbage pick up be arranged? In fact - there are many areas of campus where litter is a constant problem -for example - Marine Drive between Gates 6 and 4 - it seems that UBC is only concerned with keeping Main mall litter free.
Expanding the public transit around campus - ie. frequent community shuttles is a great idea and would be a benefit when need to travel across campus.
okay
sure, no brainer
Bring the #2 bus in from McDonald (easily done) & 16th (where it presently turns around). There is no direct bus to downtown from Wesbrook village. This would reduce car commuter traffic to and from Wesbrook Village. The #2 bus could turn around at the 16th Avenue roundabout. Also, another shuttle stop at Gray Road and Wesbrook Mall would increase use. Presently it only stops at UBC. Farm and Wesbrook Mall at Birney Ave
be have a rapid transit station on Wesbrook/16th Ave at UBC due to the population growth fast.
99 buses are too crowded everyday and 44 bus too
pleased with the bus service - more shelter from rain would be great community shuttles are good, but important to make sure they don't discourage walking can we please have stricker rules regarding buses idling?
Staff need passes too (affordable / cheap). a free pass for staff/residents to use on community shuttle. make it easier to staff/residents to support student services at night
99-B line needs to be replaced with a better long term sustainable operational plan San Francisco's LRT has been very effective, and I think that it would serve the dual purpose of diverting cars from Broadway and increasing capacity
can only hope for a change for better. It's very bad, unsafe night now; very, very

unconformable, wet, etc
building the subway! stop polluting our neighbourhoods with the B-line buses and others that run on Diesel fuel (not healthy for lungs/ air pollution)
great expansion on C20 and C18 bus. H cover almost all around UBC campus.
- alright, obviously much work needs to be done to address the 99 b-line during peak hours - rapid transit sky train is likely best option
integration of the new campus core by translink with the student area.
no comment
Convenient on Westbrook Mall, but not so accessible on Marine Drive.
This is probably not the correct place to put this suggestion, but I would urge UBC & TransLink to keep the C18 route on Lower Mall, instead of moving it to West Mall after construction in the area is done. That's because the bus stop at Lower Mall and University Blvd hits such a 'sweet spot' in terms of maximum access to/from student residences. In fact, I would suggest moving the C20 route to Lower Mall as well (after it makes the loop on Marine Dr. serving the Botanical Garden/Centre, make the bus turn east at Agronomy Rd and then north along Lower Mall).
Bring back UBC bus pass fare Rates
The new (C18?) bus that goes to wesbrook via the residences sounds great although it was implemented after the time I would have made use of it. I now live off campus. Transit to and from campus clearly needs some more work so that we can reduce our environmental impact and increase our efficiency.
Shuttle Service and times are inconvenient.
I only take public transit to and from campus, not on campus.

<p>Much of the campus has been ripped up and the area near the current aquatic centre, the diesel bus loop and McInnes field will soon be ripped up. Yet somehow, there will still be two bus loops. How does this make any sense? The buses should be consolidated in one place. I can't even believe that other options are considered. Many of the buses follow the same route when they leave campus. For example, many people can take the 99 or the 14 if they are only traveling to Granville. But since C&amp;CP has the trolley buses and the diesel buses a 5-min walk from each other, it's impossible to see which one is leaving first. Consolidating the buses in one place would spread out people between the buses and also be safer for night travel. I do not know how you can call a community shuttle that runs once every 30 min to be an improvement to bus transportation on campus. There should be a constantly cycling FREE shuttle. While students with a U-Pass can hop on and off the shuttle to get around campus, there is no way I would pay \$2.75 to wait 30 minutes to get somewhere I can walk to faster. If planning is going to put the only grocery store on campus FAR from MAIN campus, it should also provide the transportation to get there. Most students travel to W 10th instead of going to the grocery store on campus because it's easier to get to. That represents poor planning at its best. Equally baffling is that since it is clear that SkyTrain will eventually reach campus, why is space not being reserved for this and why has C&amp;CP not been attending the Broadway Corridor meetings with Translink and the City of Vancouver?</p>

5. What are your thoughts on the draft Transportation Plan when it comes to **accessibility** on campus?

I don't know what accessibility refers to or means. Please define your terms.
I like the ideas in the plan. It's important to have easy accessible and convenient ramps too. Sometimes buildings only have ramps on one side of the building, causing the person to have to wheel all the way around the building to get in, and often the path to get to the ramp is narrow, dark, and not maintained well (not flat). These paths are also often not sheltered to protect people from the weather.
I support all proposed measures.
I have no first hand experience with this, so no comment.
The campus is very accessible.
Pretty good.

All the puddles and rough pavement on campus makes mobility tough. Smoother pavement and more curb cuts would help with mobility.
I pretty well know my way around Campus and can access most buildings/locations that I need to visit, etc. As I said earlier, construction sites are making it more difficult to get around and finding theSUB with all the construction going on is a challenge. Otherwise, I believe you are striving for an easily accessible campus on foot and it appears to be working. It is a huge campus and when time is important, it would be great to have go-carts or some such mode of transportation that was available at given locations to use and leave at your destination.
no comment
no comment
While I support creating a walking campus, this is, to some degree, at odds with accessibility. While a student here, I had a severe knee injury, and was on crutches. It was extraordinarily difficult for me to get from building to building on campus. Fortunately, my period of disability was short. I cannot image being on this campus, whether as staff, student or faculty, while facing a serious disability. I don't know what the solution is, but I urge the committee to take accessibility issues serious, and work toward inovative solutions that keep a walking campus, but create ways for people with accessibility concerns to fully participate in campus life.
I don't think the campus as a whole is accessible. The construction projects make it even worse. Every time I have to move materials between buildings using a trolley I realize how challenging it must be to get around for someone in a wheelchair. Some buildings spaces/rooms are simply impossible to access, others take about three times the normal amount of time to reach.
I think this has improved a lot.

Seems ok. UBC should seek to be in compliance with all expectations re: disability access, etc.
I do not have accessibility issues, so my comments here are limited. But I would note that for people unable to use stairs, traveling to the Anthropology and Sociology Building is shamefully difficult. They must take an elevator in the Rose Garden Parkade, they must actually travel through the parkade itself, cross the entrance of the parkade (because there is only one crosswalk by the parkade), cross the street, then backtrack to the sloping pathway that allows them to access the AnSo Building. What a ridiculous run-around for someone who already has mobility challenges.
Fine I guess - I think some of the paving could be in better shape.
In favour.
really an issue with some of the older buildings and lecture halls suggest that that you consult with UBC students, staff and faculty who need improved accessibility for each building to see where the pressure points are need a central fund to make laboratory benches and laboratories more accessible
I'm broadly supportive of the draft plan.
Since my husband became disabled, I have noticed how very UNFRIENDLY the UBC campus is to people with mobility issues. The attitude of smugness emanating from the relevant offices is pretty nauseating.
No comment. Just as I find many stupid ideas (or lack of thought) regarding pedestrians comes from people who don't do any significant walking, I'd expect that anything I have to say about accessibility might be similarly ill-informed and ill-conceived.
N/A
Again the sheer size makes it very difficult.
n/a

No problems.
Not sure, campus seems accesible for all
I think it's great.
Explained already under public transportation.
No comments.
fine
I'm not sure because I do not have accessibility issues.
N/A
n/a
Ensure that fair access (including driving) is continued part of planning.
I am not knowledgable on all aspects of accessibility for those with disabilities. The buildings I visit are accessible, but distances between buildings can be significant for those with disabilities and this request further planning and thought. Shuttle services and on-



campus transit should accommodate those with disabilities.
Need more accessible playgrounds! Not directly a transportation issue, though I'm sure our resident kids in wheelchairs would say it is.
Definitely UBC should work to have universal design and make our campus barrier free. I definitely support shade or rest structures where people with a disability or even seniors can rest on a long walk across campus. Currently there are not many areas to escape the rain without entering buildings. For example the bus shelters on the trolley bus route/10th ave.
okay
of course
buses or other transit is needed only bus is the way to get there and sometimes it takes a lot of time
plans look good
Gender accessible culturally accessible Target incoming international students with field trips/classes are cycling, taking transit and local hikes. make transportation part of UBC

active culture
extremely bad, elevators are usually too slow too many roundabout routes to avoid stairs, more ramps please
more Brail signs needed better wheelchair accessibility esp, . around construction sites
#NAME?
have a proper plan on how accessibility can be integrated with construction areas as some of these wheelchair ramp pathways are also used by able pedestrians when they are not supposed to.
What do you mean??? Biking to campus??? Get going on the Roberts Lake project or the railway project PLEASE!!!
No comment.
I would like to see the shuttle service increased or revert to old routes and schedules.
Unsure what question is asking.


6. What are your thoughts on the draft Transportation Plan when it comes to **circulation, access and other issues** on campus?

Very inconvenient for visitors or contractors to drive to campus. need more visitor/contractor parking if we're going to "engage the community."
Good plan. The most important is public awareness to drivers who may not understand the walking/cycling culture at UBC. It's not the same, driving at UBC, compared to driving in the city.
I support all proposed measures.
Fair.
I find that traffic on Wesbrook and Thunderbird really backs up now during rush hour. Circulation in this area is not as good as it used to be. Traffic seems to really take a long time to get through the intersection.
When directing guests to our building (Friedman), it becomes very difficult to make an easy and accessible travel either on foot, bus or car. Our building is tucked away behind Shoppers Drug Mart and that is usually the instructions I give out. More signage on streets surrounding our building would be most beneficial.
no comment
I am particularly enthusiastic about this part of the plan. All the points covered by the draft proposal are extremely important to include and would be hugely beneficial to the

UBC community as a whole, and all are of equally crucial value in my eyes.
Driving to, from and on campus is confusing and poorly signed. Any measures that can be taken to improve this would be helpful.
I think that access is good-we have a fantastic public transit network that allows one to get to campus from anywhere in town.
I'm not sure what you mean by circulation or other issues.
What on earth do you mean by "circulation"? Please stop writing in jargon-ese.
I don't understand this question!
I like the roundabouts you've put in - that's sure helped with congestion.
There are too many lorries, trucks, and other large vehicles impinging on otherwise pedestrian spaces on campus.
I'm broadly supportive of the draft plan.
Despite all the enthusiasm for transit, bicycling, and walking, it's important to maintain efficient traffic circulation to/from campus, including adequate parking. Things like the U-pass and the roundabouts are examples where good thinking/planning produced a win/win for all modes of transportation. Let's look for more of those, rather than trying to penalize one aspect of transportation planning in favour of another.
N/A

n/a
No problems.
Better separation between pedestrian spaces and cycling spaces would help, so many SMALL accidents in roads as Main Mall.
N/a
No comments.
fine
Not sure.
N/A
n/a

Maintaining efficient on-campus circulation will require a significant investment in an on-campus shuttle service. Planning and investment should begin immediately.
okay
Please continue to reduce cars on campus. Bringing in #2 bus onto campus would be a huge benefit and should be relatively easy to do (it presently turns around at McDonald and 16th)
*lack of buses I think especifically around 5:00 clock
I am very impressed by the connection you have made between reducing waste and reducing traffic - let's recruit everyone we can to make that happen!
Delivering could definitely use clarity

if would be nice if public access to campus mail were restored, used to be on corner of admin building
less diesel for delivery trucks please make workplaces closer to daycare or provide a shuttle bus for staff/students to get to daycare from workplace
UBC moves or hide around Ministry of Infrastructure when parents have something to complain, 4 gets too confusing when ask about data, no answer
Back to my comments on the road between fipke and UNC!!
No comment.
Unsure what question is asking.
Get the contractors to park their vehicles where everyone else parks: in the lots.

7. Other comments?

I am quite happy with the general direction that the current draft outlines.
Suggestion: UBC should become e-bike friendly! UBC should announce it to be official policy to let people charge light-weight electric vehicles such as electric bicycles or e-scooters at work, as long as they have an office or lab setup that allows for that. This would 1) be an incentive to go electric 2) be an incentive to not commute by car any more 3) look fantastic in a press release to the public 4) be a very substantial true contribution to improving the city traffic situation To just keep adding parking spaces as if the city could absorb any more traffic, that is madness.
We desperately need a Skytrain line to UBC Point Grey. I would stop driving if I could take the Skytrain. It would be faster than driving, safer, easier. I don't take the bus because it's slower than driving, too crowded, uncomfortable, the starts and stops drive me crazy and make standing really hard. Bus = me driving to UBC Skytrain = me taking transit to UBC
When will there be a subway coming to campus?
Thanks for allowing me to have my input into what and how the future of transportation may look like in the future.



Looks great!
I still cannot understand how UBC, which wants to be a green university, can possibly put out ads encouraging/reminding people to buy their parking pass. This does not promote "green". Ideally, very few people should have to drive to campus.
If we can't return to "walk your bike" signs (which were ignored anyway), I would love to see dedicated walking/cycling lanes on campus. Walking has become something of a hazard. Would be great to see Campus Security out there too, cautioning cyclists to SLOW DOWN. Thanks.
Please build a subway/skytrain/moose-conveyance system out to UBC. The 84 / 99 lines are over-capacity and impossible, and I am sick of having to pay for cabs when 4 buses pass me by simply so I can make it in time to teach my classes.
I appreciate the effort to gather feedback.
Don't forget that people are coming in from much further than west Kits and Point Grey. Don't forget that vast numbers of people are coming in from central and southern neighbourhoods and municipalities. We need to be considered in transit planning - some stupid pokey bus that takes 55 minutes to get here is not a viable option.
I'm impressed by the changes I've seen over my 20 years on faculty, and I'm pleased to see the continued commitment to "green" and healthy strategies in the draft plan.
Ok, so you're not really asking about regional public transportation for this plan. Fair enough. I've heard rumours for years of getting a skytrain to UBC by 2020 but since it's now 2014 I'm not holding my breath. I'll more likely look for another job closer to home

than suffer through another 14 years of the B-line.
Train! Train! Train!
Overall, getting to UBC is the worst part of my entire experience at UBC. I live in Riley Park, and it has proven to be such a hassle-driving...parking is too expensive, biking, it's very far, taking the bus is the only option and it takes up to 2.5 hours out of my day everyday (including wait times). This is not sustainable, and after a year I am still not adjusted to the nearly 1 hour uncomfortable, busy bus ride each way everyday, plus a 15 minutes walk to my class after getting off. Just the bus ride alone takes so much energy I am tired by time I get to school. I miss the short bike ride or bus ride that I used to take to get to Langara, which allowed me to be fresh, awake, and energetic by time I arrived in class as opposed to tired, annoyed and bored after a 1 hour ride on the bus to UBC. This could be easily fixed if UBC provided actual affordable housing specifically for students (and not only the foreign or wealthy ones!!!), overall transportation to UBC has been a massive disappointment as it is clear that when it comes down to it, UBC is run as a business, and money and international relations/status is valued above everything else- even those students who fund it all.

None.
/
Campus walkability is already very good at UBC. Improvements in both walkability and bicycling infrastructure must be done in parallel with improvements in off and on-campus transit. Otherwise, those individuals for whom bicycling and walking are not viable options, which includes a majority of the current UBC population, will not be well served by the plan.
Some of the bar graphs are a little chunky, but good data. Also, include people's perceptions of transportation options as a measure of quality and as a goal to work towards. Are people comfortable going to campus?
I want to use public transit but it takes too many transfers and time that I had no choice but to drive. Please run some direct routes from Surrey to UBC we will use it. Thanks

<p>I often offer to give directions to visitors or new students on campus. Although the current outdoor maps are useful for giving a snapshot of the local area it would be useful to have some map displays/interactive displays at several areas across campus ie. main bus route. Also as the UBC wayfinding service is improved it would be good to promote that to the public.</p>
<p>We are interested in walking school bus program for Norma Rose Point School Children.</p>
<p>There should be more public transit</p>
<p>Please do more to disincentivize driving to and on campus</p>
<p>thanks for your time and work on these important issues</p>
<p>In March/April 2013 and earlier, UHill secondary parents were again roundabout or 4 lanes in front of UHill Secondary. We ask data (which per day) from campus community. none provided. You provide "info session" but not consultation.</p>
<p>reiterate... bike share, sky train</p>

The City of Vancouver have done really well to ground their transportation/land use decisions on data. It gives them authority to implement changes based on evidence that they can show to the public. I think you should do the same. Collect some data and release it when (or before, and after) you make changes to support your decisions.
We need pedestrian operated crossings and appropriate speed limits to ensure the safety of school going children.
I can not believe that you call six text boxes "consultation". What a joke. Why not questions like, "Have you noticed..."? That would give you a sense of whether the things you are doing are having an impact. Or, "Which of the following is a priority for you?" I am disappointed that with a staff at least 10 consultation and outreach people, a form with six text boxes is all you came up with. Although, this is consistent with the level of respect C&CP generally has for the people who actually live and work on campus.

**Date:** April 4, 2014  
**From:** Ralph Wells Sustainability Manager

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### **Comments on Draft UBC Transportation Plan**

#### **Section 2 – Walking**

Section 2 highlights the need for improved east/west connections, and educational programming to support and promote walking in the neighbourhoods (Policy Gaps, W1.3.1, W1.3.3, ), which will be very helpful to building linkages between campus and the neighbourhoods. It commits to pedestrian and cycle route design planning for the neighbourhoods (W1.1.3), promoting safety for pedestrians (W1.2), and strengthen connections between the main campus and south campus (W1.3.1, W1.3.2), again very helpful.

In terms of improvement, the Transportation Plan could be strengthened with a commitment to review pedestrian connections between *all* neighbourhoods and campus destinations, and work to provide 'seamless' transitions between neighbourhoods and the institutional campus (i.e., not just east-west, and main and south campus), in coordination with the UNA.

#### **Section 3 – Cycling**

My Section 3 comments are similar to Section 2 re. improved connections between campus and the neighbourhoods. Additionally, I have some specific questions and comments:

C1.2. What are guidelines for separated bike lanes vs. shared lanes?

C1.3.1. Ensure that signage and education is integrated between campus and neighbourhoods.

C2.1.1. Does the 25% minimum covered bicycle parking requirement include neighbourhoods?

C3.1.1. Note that the UNA could be a partner for a campus bike share system.

#### **Section 4 – Transit**

Policy and planning regarding improvements to community shuttle system will be of significant value to on-campus residents. In the long term, commitment to development of rapid transit is key (and a significant component of the U-Town Community Energy and Emissions Plan). This objective is well covered by the Plan (T1.3).

### **Section 5 – Driving**

The issue of off-campus, on-street parking in the neighbourhoods is well covered in this section (Policy, D1.1.8, D1.1.9), and parking pricing options are provided (D2.1). Good to see the focus on safety in section D1.2. Objectives for expansion of on-campus services, reducing the need for off campus trips (D1.1.5) is very nice to see.

For car sharing (D3.1), the Plan should explicitly address coordination between UBC and the UNA to support expansion and integration of a campus wide car share network (e.g., car2go parking locations adjacent to Chancellor Place neighbourhood).

UBC and the UNA have developed a campus electric car infrastructure plan. Should there not be electric car objectives in the Transportation Plan?

### **Other Issues – Transportation Monitoring**

Great to see the commitment to on-campus transportation, but another significant priority is monitoring on to off campus commuting. This is an objective in the UBC-UNA MOU on Sustainability that has not yet been addressed, and identified as a priority in the U-Town CEEP. It's unclear if the Transportation Plan commits to monitoring on to off campus community, hopefully that is the intent. If so, it would be helpful if the Plan was more explicit about this.

**West Point Grey Residents Association**  
4387 West 2nd Avenue  
Vancouver, BC V6R 1K4  
www.wpgra.ca

April 5, 2014

UBC Campus + Community Planning  
2210 West Mall  
Vancouver, BC V6T 1Z4

RE: UBC Transportation Plan

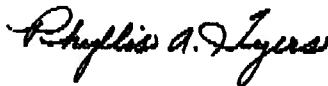
We are writing to provide comments on the proposed UBC Transportation Plan. In general, we support the attached letter prepared by the WPG Vision CLG and agree that the original traffic reduction target for single occupant vehicles should be maintained. We also agree that UBC should be working with TransLink to reduce the impact of diesel buses and to expand electric trolley services as called for in the City of Vancouver's new Transportation 2040 plan.

We are also opposed to UBC's proposal to drop targets for restricting heavy truck traffic associated with ongoing institutional and residential development on the UBC campus. Our understanding is that the existing target is routinely exceeded without any meaningful response and we are concerned that UBC's only action is to eliminate the target. What is UBC doing about this chronic problem? Our perception is that concrete delivery trucks constitute a major part of this traffic and we would be interested to know whether UBC has explored the potential of an on-site concrete plant.

In addition, we note that student parking in WPG remains a problem as UBC continues to limit and increase fees for on-campus parking. We appreciate that this issue is identified as a policy gap in the Transportation Plan, but would like to know what actions UBC is taking to address it.

Finally, we request that UBC provide notification to the WPGRA of future planning processes, and that the period for review and comment be extended so that affected parties have greater opportunity to provide well-informed feedback.

Yours truly



Phyllis Tyers  
Co-Chair - WPGRA





**West Point Grey  
Community Liaison Group**

April 3, 2014

Mr. Michael White  
Associate VP – Campus and Community Planning  
University of British Columbia  
1958 Main Mall  
Vancouver, BC V6T 1Z2

**RE: UBC Draft Transportation Plan**

The West Point Grey (WPG) Community Vision, adopted by Vancouver City Council in September 2010, included a range of significant Vision Directions related to UBC transportation and associated impacts on WPG. In our capacity as “watch dog” for the WPG Vision, the WPG Community Liaison Group (CLG) has reviewed UBC’s draft Transportation Plan and offers the following comments.

The WPG Vision includes the following Vision Direction (3.1) supported by nearly 90% of respondents to the WPG Choices Survey.

***“REDUCE UBC IMPACTS ON WPG:***

*The City and the community should work closely with UBC and Translink to ensure that UBC growth doesn’t negatively impact WPG. All participants should be strongly encouraged to address current issues of traffic speed and volume along WPG arterials, and impacts related to the ongoing residential, commercial and institutional development at UBC.”*

Unfortunately, despite ongoing efforts by the WPG CLG to advance the foregoing direction, no significant progress has been achieved. On the contrary, local impacts of UBC transportation are worse, rather than better.

Despite optimism that introduction of the U-Pass fare system would reduce commuter traffic impacts on WPG, increased demand for public transit has been accommodated entirely by expanded diesel bus operations that have far greater noise and air-quality impacts than the equivalent automobile traffic. Significantly, however, UBC’s annual transportation status reports provide no accounting of transit vehicle traffic, let alone the evolving mode share split between diesel buses and low-noise, zero-emission electric trolleys (that previously provided the majority of transit capacity to UBC).

Moreover, while weekday automobile traffic has decreased by 23% from 1997 to 2012, this reflects a 43% drop in higher occupancy vehicles (carpools/vanpools) compared with a 15% reduction for single occupancy vehicles (SOV). Notably, the latter figure remains substantially short of the 20% reduction called for in UBC's Official Community Plan (OCP) adopted in 1997 and retained in the University's current Land Use Plan (LUP) and related Regional Context Statement (RCS). However, a stark contradiction between this prior commitment and new targets proposed in the draft transportation plan represents a far greater concern.

UBC's original commitment to "**reduce single occupant vehicle travel from 1996 levels by 20%**" reflected an understanding that traffic impacts generated by UBC, as a remote commuter campus, were already unsustainable in 1996 and that any future population growth on the Point Grey campus would need to be accompanied by an effective strategy for reshaping transportation demand. Thus, with UBC's recently amended LUP and related RCS **now aiming for a residential population three times greater than that contemplated by the original OCP**, it is difficult to understand the justification for new traffic targets that would largely abandon efforts to control the impacts of UBC commuter traffic.

In particular, in place of a 20% reduction in SOV traffic, the draft Transportation Plan proposes to "**maintain daily private automobile traffic at or less than 1997 levels**". And, notably, this new target is not limited to SOV traffic, but "**refers to all single and high occupancy vehicles**". Thus, with total automobile traffic (combined SOV and HOV) currently at 23% below 1997 volumes, UBC is effectively proposing to give up all progress since 1997 and permit a roughly 25% increase in automobile traffic, on top of an already massive increase in high-impact diesel bus traffic since 1997.

Apparently, the justification is that it is only natural for traffic volumes to increase with UBC's rapidly growing population, as suggested by the accompanying target to "**maintain at least a 30% reduction from 1997 levels in daily SOV trips per person**". But, that wasn't the understanding in 1996, nor apparently in 2011/2013 when UBC effectively recommitted to reducing SOV traffic by 20% of 1996 levels through adoption of its current Land Use Plan and Regional Context Statement.

We understand that it might have been awkward for UBC to be clear about the transportation implications of an already controversial increase in population density proposed through LUP amendments and related RCS. However, from our perspective, it would be entirely irresponsible for UBC to abandon significant commitments that are integral to the overall sustainability of its land-use policy by subsequently adopting transportation policy that is in fundamental conflict with it.

Notably, the precedent for revised targets was established in 2005, when SOV traffic was down by only 4.8% relative to 1997. UBC then argued that the lack of progress on its original OCP commitment was due to "**unexpected growth in student enrollment as well as a shift from carpools to transit**" and proposed to "move the goal posts" by defining a more achievable SOV reduction target in terms of trips per day per person. The problem, of course, is that normalization of commuter traffic levels by the growing number of commuters does nothing to diminish the increasing net impact of UBC as a remote commuter campus.

Separate of associated impacts of increased diesel bus traffic, however, our view is that significant reduction of SOV traffic since 2005 (from 4.8% to 15% relative to 1997 levels) demonstrates that the original aim of 20% is achievable and should remain the target, consistent with provisions of the UBC LUP and RCS. Transportation impacts that were considered unsustainable in 1996 should surely not be acceptable today.

Rather than reversing progress on reducing automobile traffic, we encourage UBC stay the course and to simultaneously advocate for the following WPG Vision Directions that aim to address the livability, health and environmental impacts of resulting diesel bus traffic.

**"ADDRESS NEGATIVE IMPACTS OF PUBLIC TRANSIT:**

*In co-operation with the community, the City should seek to ensure that Translink and UBC reduce existing and potential negative impacts of UBC transit on WPG neighbourhoods, including addressing safety, noise, emissions and parking issues."*

**"PROMOTE SUSTAINABLE BUS TECHNOLOGY:**

*As part of a progressive strategy for UBC Transit, Translink should end current dependence on diesel buses. Translink should expand and upgrade existing electric trolley services and use equivalent low-noise, low-emission, environmentally sustainable alternatives."*

As the University has observed in establishing "*The UBC Plan*", "**it's easy enough to make a promise... but it takes commitment to see it through**". The WPG CLG encourages UBC to stand by its original OCP commitments on transportation as retained in its current Land Use Plan and Regional Context Statement. UBC's vision to become "**a model sustainable community**" should not be realized at the expense of others. We remain optimistic that, by working together, WPG's Vision can also be realized.

Respectfully,  
WPG CLG

**Yang, Joyce**

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**From:** Howarth, Elizabeth L  
**Sent:** Wednesday, March 19, 2014 1:01 PM  
**To:** Savelson, Aviva  
**Subject:** RE: Public Consultation on UBC's Transportation Plan: We want to hear from you!

Thank you for sending this email. I will try to make it to the April 2<sup>nd</sup> Open House after work, but I have ONE thing I really wish would get reinstated: the Marine Drive bus (# 20 ?) that used to run week days past the Buchanan Building, and along SW Marine Drive to Alma. I don't believe it was well enough advertised. I would use it almost daily because it was so easy to catch a bus during the lunch hour and after work. It's quite a hike to the bus loop from the Buchanan Building, and time is often of the essence.

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**From:** Savelson, Aviva  
**Sent:** March 19, 2014 12:11 PM  
**To:** Savelson, Aviva  
**Subject:** Public Consultation on UBC's Transportation Plan: We want to hear from you!

Good afternoon,

I'm writing to let you know about the upcoming consultation for the next phase of **development of UBC's Transportation Plan, and to seek your help in circulating information to your networks on the opportunity to provide input.** In [2013](#), we (Campus + Community Planning) reached out to and heard from the university community on issues related to on-campus transportation. This feedback has helped us identify opportunities to better address how we get around on campus, whether by foot, on wheels or by public transit. On April 2<sup>nd</sup> and 3<sup>rd</sup>, there will be two identical public open houses to gather feedback from the campus community on the draft *Transportation Plan*. There will also be an opportunity to provide feedback online. The details for the public events are as follows:

Public Open Houses:

**Wednesday, April 2, 2014 4:00pm – 7:00pm at MBA House Commons Room, 3385 Wesbrook Mall**  
**Thursday, April 3, 2014, 10:30am – 1:30pm in the SUB Foyer, 6138 Student Union Boulevard**

Online Consultation:

**March 24 to April 4** at [planning.ubc.ca](http://planning.ubc.ca), for those who cannot attend an open house.

We've put together a brief description of the consultation and some sample tweets (below) for your use, and to share with your network, if you are able (through twitter, your website, or other channels). Thank you in advance your support in sharing this information with your networks. If you would like to discuss the consultation or any other matter related to Campus + Community Planning, please don't hesitate to give me a call at **604-822-9984** or reply to this email.

Thanks again for sharing this information and we look forward to hearing from you!