

**Question 1. What are your thoughts on the proposed transportation policy directions when it comes to walking on campus?**

I like the focus on pedestrian friendly. The area near the North Parkade is very, very dangerous, particularly early in September with lots of inexperienced students and staff - both walkers and drivers - this could certainly be improved.

Closing off the central part of campus to cars was a great idea.

too car friendly too many paved surface spaces parking takes up far too much room we need more east-west walkable thoroughfares crossing 16th is DANGEROUS 2 lane roundabout should be illegal in urban areas where pedestrians are present I love the improvements along main mall

Pedestrianization is awesome! Pedestrian safety remains a concern. The New Transit Terminal plans make no mention of pedestrian safety equipment, and they should do so.

Very good to see the commitment to improving infrastructure for east - west walking connections on campus (I interpret the wording "opportunity to implement improvements" to include infrastructure), this will especially help provide walking access from the neighbourhoods to the daycares and new elementary school in Acadia. However, there should be an explicit commitment to identify and map shortest and most frequently travelled routes, and link key destinations on campus for all neighbourhoods and key destinations (i.e., east - west and north - south), and consider infrastructure improvements to improve linkages where warranted. For example, planning should explicitly integrate connections between UBC neighbourhoods and neighbourhood greenways (e.g., Thunderbird field and Wesbrook Place). Another example would be to create an explicit linkage between the Main Mall greenway and the Thunderbird field walkway. Finally, Chancellor Place neighbourhood is currently somewhat isolated from the greenways, and could benefit from some focused planning to improve linkages. Note that linkages can be created by effective use of signage and campus wide communication & branding as well as some improvements to cross-walks or walkways (i.e., a small amount of infrastructure could

Great! Keep going with conversions of roads to pedestrian walkways.

the development of the walking paths is excellent

vehicles drive too fast on 16 street between main mall and wesbrook mall suggest road bump between this section especially in front Uhill secondary school. red light stop should be installed before u-hill school instead of pedestrian sign.

good

Concerns with student safety on roads/crosswalks/sidewalks to/from school; would suggest 30km speed on and between roundabouts at wesbrook area and pedestrian controlled red traffic lights on crosswalks.

I nearly got hit by a bus today crossing 16 th Ave. in front of Uhill Secondary school!!! I was in the crosswalk in front of the school and I pressed the button to activate the flashing yellow lights. These lights do NOTHING to stop the traffic for pedestrians! - The bus ploughed right on thru even with the yellow lights flashing, and sped into the bus stop to the west of that crosswalk. There are numerous Uhill students, UBC students, and visitors to both institutions that use that crosswalk. The traffic regularly speeds right through and from the latest info. from the school, the slow to 30 kph signs are about to be taken down and the speed limit raised through that area! That is sooooo ridiculous! There needs to be a pedestrian activated red light there to stop the traffic. Also, the speed limit should stay reduced - duh, sounds like a no brainer to me! If something isn't done and even big buses are NOT obeying the current, inadequate flashing lights, then at best it's going to remain a huge danger to lives, and at worst someone is going get seriously injured or killed! The other TERRIBLE pedestrian crossing is the round about at 16 th Ave. and Westbrook. Again, the traffic regularly doesn't stop for pedestrians; it's double lanes around the circle so cars in one lane

Need more police to be present and give tickets who don't slow down or stop for students pedestrians at school hours, at 16th roundabout. Something as such have to be done as soon as possible to STRONGLY notify the drivers, that it's a MUST for them to slow down and stop for pedestrians especially the students!

morning and evening

It's important to make walking on campus safe. Speed limit for cars should be controlled and enforced.

The campus is too large to walk.

Crossing the main arteries of traffic is dangerous – the traffic arrangement for 16th Avenue between UHill Secondary school and campus encourages high speed and will inevitably lead to casualties. Concerns of the school community were not accounted for in the planning process (e.g., building of an over- or underpass); rather, a preconceived plan was put into place while paying only lip service to making the crossing of 16th Avenue safe and unchallenging. All children are extremely anxious and worried when it comes to crossing.

The walking path on the west side of wesbrook mall from 16th avenue to Thunderbird should be improved.

I appreciate the new paths and the signage to help walking

I think the conversion of former roads/driveways to walking space is extremely good. I think there need to be walking areas that are bicycle-free, including most of the areas between East and West Malls, Flag Pole Plaza and Agronomy Road.

Less construction

I agree with General support for recent improvements to pedestrian networks, and the conversion of roads to pedestrian walkways and green space on campus.

increase the boundaries of the pedestrian zone, especially to include East Mall. the treatment on Main Mall should be applied to East Mall as well.

walking seems rather accessible, though the campus can be spread out rather far

pedestrian priority is a good plan

seems like a translink-inspired insult to anyone too young, too old, handicapped or generally not vigorous athletic, able-bodied, and seems to be part of a masculine/techno-inspired rape culture

too many cars parking too cheap 16th Ave too fast 16th Ave 4 lanes - really? this is sustainable?
Improved east-west is a good idea, create better network improve lighting along pathways for early morning and night-time especially routes to buses
not enough lighting at night, buildings are very far apart
great new pedestrian walkways all over campus
too many near misses with bikes
have a lot of walkways and green spaces. convert some roads to pedestrian paths. more lighting
more lighting and the walkways
none
everything is spread so widely
I don't think putting up signs for cyclists to slow down will change anything
Please see attached document: Hawk's Eye: Kids in Uhill Secondary do not feel safe crossing; they call 16th Ave, (not so) sweet 16th 16th Ave (Wesbrook and East Mall), speed is 50km/h. there are school there. why is the speed too high. It is not safe to walk and cross on 16th Ave. car does not stop
not that much is needed. didn't finds elsewhere, please!
more overhangs for walking in the rain on pedestrian walkways and near buildings (especially on University Blvd, west of Wesbrook Mall)
I like the pedestrian only walkways and green spaces. They should be built in conjunction with new building designs that promote group floor access and public spaces to build community and improve safety
The traffic-light controlled intersection at Wesbrook Mall / University Blvd is dangerous because of the volume of traffic and pedestrians trying to negotiate this intersection. I have witnessed many incidents where driver inattention or pedestrians jay-walking created dangerous situations that could have easily resulted in accidents and/or injuries. This intersection needs to be made safer.
Crossing 16th Avenue on foot is dangerous. Cars swoop around the roundabout at 16th & Wesbrook at high speed. They accelerate as they leave the roundabout, just as pedestrians attempt to cross. The yellow flashing lights are insufficient. Red stop lights are needed. Expecting children to cross 4-lanes roads next to roundabouts without red lights is unacceptable.
Not enough bright lighting
Looks good. Consider adding proper drainage to your plans. Large puddles often form on campus during rainy periods.
I agree with the policy directions
The new Main Mall greenway has been great for getting around campus. Continuing to support areas like this are great for campus I think. Wesbrook Village has good examples also.
I'd like to see some efforts put towards improving the sidewalks along major routes on campus, particularly on Wesbrook. The sidewalks need to be wider, smoother for accessibility reasons: scooters, wheelchairs, and visually impaired people.

Continued improvements to lighting of pedestrian walkways to increase safety after dark are needed.

Walking on campus is easy. Lots of options. The only complaint is that the intersection in front of the Botanical Garden really needs to have activated crosswalk lights. Cars rarely stop for pedestrians here and a few of our staff and also visitors have almost been hit here!

Poor signage

Keep walkway just for walking. We do not want conflict with cyclists.e.g. south side of False Creek. Residents are afraid to walk on the seawall.Cyclists do not obey rules and ride at excessive speeds.

**Question 2. What are your thoughts on the proposed transportation policy directions when it comes to cycling on campus?**

More separated bike lanes through the UEL. Chancellor Blvd is particularly dangerous.
I feel like the most important issue -- that of actually building safe infrastructure on campus, has been given a very low priority, and appears in this plan as only an afterthought. This is particularly worrisome as it seems to have been a high-priority item in the April feedback. "Slow cycling" signage and education may certainly help with cyclist-pedestrian conflicts, but the correct solution is separate infrastructure. This seems to have been proposed in the feedback in April but ignored in the current plan.
too car friendly too many paved surface spaces parking takes up far too much room we need more east-west bikable throughfares north-south needs a major bike route, probably along east mall crossing 16th is DANGEROUS 2 lane roundabout should be illegal in urban areas where pedestrians or bikes are present paint bike lanes or separate them from cars
Safe bike parking is great, but filling gaps in the network needs to be more of a priority. As well, the fact that there are no physically separated facilities leading from UBC to the City of Vancouver is an issue. When the UBC Skytrain Line is build, the University Boulevard portion ought to include a separated cycle track.
Cycling: Very much support the idea of "exploring the idea of a campus bike share program". Should this include an explicit reference to the UNA as a partner? I am also very supportive of the proposed slow cycling signage on the greenways/wide walkways. This has the effect of inviting slow bikers (families, kids, seniors) onto the greenways while promoting safety (i.e., I like that the proposed signs say 'yes' to slow bikers rather than 'no' to fast bikers). I recommend extending this signage into the neighbourhood greenways (especially Wesbrook Place) and the north-south (and east-west, when available) Thunderbird walkways. An on-campus cycling map that includes the neighbourhoods is a great idea. Electric Vehicles: Governance (and associated signage) for various types of electric motorized transportation modes is very timely. There is a joint (and co-funded) UBC - UNA electric vehicle charging infrastructure plan. Should this not be integrated into the TPAC?
I strongly disagree with the concept of separated bike lanes on campus pedestrian areas. I think mixed pedestrian/cycle sidewalks with pedestrian priority is the better way to go. Separated bike lanes on pedestrian sidewalks would increase the frequency and severity of pedestrian/cyclist accidents. I do agree with separated bike lanes on campus roads to complete Vancouver's bike network. With helmet laws in place, I don't think a bike sharing program is worth the investment.
the increased secure storage is lovely. the maps are lovely. pushing the concept of "considerate cyclist" seems good as well, if it can be done without condescension. I feel like exploring the helmet law as it pertains to campus would be beneficial. Certainly, if we wished to have a bike share system gain a strong footing on campus. Increased access to End of Trip facilities is important. Lots of buildings and departments lack anything at the moment.
good

same as above
.
The raining weather is not suitable for cycling.
Cycling and skateboarding should be more restricted – more than once, I only narrowly escaped being hit by bikers and skaters dashing up and down the hill next to the UBC Bookstore, or on Main Mall, and being severely injured. I witnessed several accidents of this kind.
Some cyclist ride very fast in the core of campus. Also the bicycle lane on south west marine drive ends as it enters the university and then you are force to take your changes along with the cars in a narrow road or ride on the sidewalk. Get rid of the cars and make a safe bicycle lane instead; those cars park for free anyways.
no comment
If the above-mentioned exclusion of bicycles isn't realistic, then I think the move to clearly delineate and enforce bike paths in those areas is a good second-best. That way pedestrians can be kept out of cyclists' ways to the benefit of both groups. The expansion of weather-safe bike cages is a great step towards inviting more cycling trips to the campus. I recall asking for the location of showers for cyclists quite a while ago, but I never received a reply. Better communication about shower facilities for cyclists would also be welcome.
I agree with Continue with safe bike parking (cages, lockers, racks), and Support for the dedicated bike lanes/painted cycle lanes on campus.
Provide separated bike lanes where cars and bikes share road space
I don't personally have experiences cycling on campus; getting a bus in the morning is difficult
Great! but you should take responsibility and maintenance/acquisition feature for a bike borrowing plan.
need dedicated N to S route (East Mall?)
Signage for slow zones is a good idea, increase courteous cycling bike share program is a great idea - could combine well with public transit to and from campus
I don't bike.
I would like to see more covered bike parking (especially short-term parking in front of classroom buildings). Also more lockers (distributed throughout the campus) and showers (to store clothes) for day use would be great.
I would support a bikeshare! lots of bike lockers also
I'm in support of a bike share
more bike lanes
N/A
There needs to be better way across campus so the east to west connection would be good

I would support divide paths for cyclists. I think cycle storage is important, but so is having shower and locker facilities that are accessible to all.
We desperately need more (and sheltered) bike storage.
Concrete barriers separating bikes from cars would help immensely.
Cyclists must follow the cycling rules, specially on rainy and winter days,when days are darker and roads slippery: use of helmets, use of lights in the front and back, use of hand signage when they are going to make a turn. The designated lines are for only one bike, they should not invade the cars lines, in the same way cars will not invade their lines. I mean, two cyclists cannot ride together, one next to the other, in a line that is designed for only one bike. Cyclists must respect pedestrians and use a bell, specially when there are children close to them.
Not enough bright lighting
Your plan is not progressive enough. Asking cyclists to slow down is fine, but does not address the systematic problem: purposely mixing cyclists and pedestrians in a free-for-all zone. I heard the plan is to suggest that cyclists use East & West Mall more than Main Mall, which is fine, but you need to commit to properly connect the main commute routes to these streets. Currently the major route is University Boulevard, which dumps all the commuters into a completely uncontrolled zone before they can access East Mall, and provides no convenient (i.e. not through a MUP) access to West Mall. Further, you need to commit to provide a greater quantity of outdoor bike parking. Most bike racks during the day are overflowed. This makes students lock their bikes improperly and contributes to theft. The cages are fine (though they should have cameras in them to identify thieves), but most students move around campus too much to make convenient use of them.
I agree, especially with regard to slower cycling in highly congested, pedestrian walkways.
Very concerned about this one as I have been commuting to and around campus by bike for almost 10 years. Many cycling areas don't seem to even be legal to use. Take leaving the trolley loop for example. The intended design seems to be for bikes to go straight from the right-turn-only lane, yet going straight here should would actually be illegal I believe, given the paint marking and the arrow sign: <a href="http://www.flickr.com/photos/20399788@N00/7990857072/in/set-72157631546400896">http://www.flickr.com/photos/20399788@N00/7990857072/in/set-72157631546400896</a> This could be fixed with an "Except bicyclists" sign. Similarly, the crossing of Wesbrook Mall along Agronomy has a design that indicates straight-through bike travel is intended, yet the signage contradicts this with no "except bicyclists" sign with the sign with the curved arrows: <a href="http://www.flickr.com/photos/20399788@N00/7170216545/in/set-72157630089940744">http://www.flickr.com/photos/20399788@N00/7170216545/in/set-72157630089940744</a> In addition to the above, there are many examples on campus where cycling is clearly intended in design, yet similar signs contradict this, all remedied with a policy of liberal placement of "except bicyclists" signs. Access to and from campus is treacherous in many places. Entering via the trolley loop has no dedicated bike lanes, and leaves one open to harassment, such is this incident, which as by no means been unique: <a href="http://www.youtube.com/watch?v=yQxDF9mEVZo">http://www.youtube.com/watch?v=yQxDF9mEVZo</a> Entering via W

I'm disappointed there's no mention of improving cycling areas where conflicts with vehicles continue to occur. For example, the Wesbrook/Agronomy intersection, and to a lesser degree the Wesbrook/University intersection. Trucks frequently stop to unload on Agronomy Rd in front of the Life Sciences Centre, creating a hazard for cyclists and vehicles alike. I'd like to see that turned into a no-stopping zone, and the trucks forced to use the building's loading zone. In addition, the approaches to campus need to be improved, and although they are not strictly "on campus", it's clear the university community has interest in these areas: improving the transition from the Off-Broadway route to the bike lane on University Blvd, making the turn from University to Toronto Rd safer for cyclists, improving safety for cyclists riding Marine Drive.

Continue to focus on separated and painted bike lanes on campus.

No issues.

Poor signage

Provide clearly marked single user path.



**Question 3. What are your thoughts on the proposed transportation policy directions when it comes to driving on campus?**

Please make a subway to campus. I would give up driving my car if there was a subway.
far too easy far too inexpensive there should be a \$20/day fee to enter UBC by car parking is far too cheap
Parking payment should be less cumbersome. Charge me whatever, but the flexpass system is clunky, I shouldn't have to take a ticket and scan my pass if I'm unsure of my plans. Also, perhaps those in far-flung areas of the GVRD without transit access should qualify for reduced parking rates? And/ or better rideshare infrastructure?
Parking: Great to see the explicit reference to working on "parking impacts to campus neighbourhoods associated with special events and cultural attractions". I assume this includes use of the sport facilities, which is the primary source of impacts. Perhaps make this more explicit? Carshare: I support planning for expansion of parking locations as a priority. Planning should include participation of UNA. Chancellor Place neighbourhood is a priority for expanded nearby parking, perhaps in the parkades?
I strongly support the increase in parking fees on campus to eliminate subsidising drivers on campus. Space is limited and very expensive here. I fully support increases in car sharing parking as this drives down car ownership on campus. I think UBC needs to exhibit more leadership with regards to moving faculty and staff away from driving and to more sustainable transportation. All staff should be provided with (or required to buy) an annual Translink Pass (like a UPass for faculty/staff). UBC students and UBC residents are fully supporting sustainable campus transportation. It's about time to get faculty and staff support up to the same level!
who drives on campus? :P
Very slow especially due to 2 roundabouts at U-Hill
Confusing traffic signs and crosswalks roundabouts - drivers don't all know etiquette and rules regarding roundabout; 30 km speed limit should be required on and between roundabouts on 16th avenue in front of UHill secondary and pedestrian controlled traffic lights at the crosswalk
.
afternoon and evening
Cars on campus should respect speed limit, crossing signs, and pedestrian only area.
Driving is convenient, especially when the weather is bad. However, parking is typically a problem. Usually it is not encouraged in most of campus.

Crossing the main arteries of traffic is dangerous – the traffic arrangement for 16th Avenue between UHill Secondary school and campus encourages high speed and will inevitably lead to casualties. Concerns of the school community were not accounted for in the planning process (e.g., building of an over- or underpass); rather, a preconceived plan was put into place while paying only lip service to making the crossing of 16th Avenue safe and unchallenging. All children are extremely anxious and worried when it comes to crossing.

UBC should work with UNA, Pacific Spirit Park, MOH and the city of Vancouver to have a comprehensive traffic plan. A lot of cars are parked in areas closer to UBC and then the students just hop on the bus the last few KMs. In the area where I lived there are several roads without parking restrictions.

We need more unloading / loading zones for access into buildings.

I think the higher parking fees are a good way to limit cars coming onto campus, but perhaps there should be a program in place to offer discounts to students who can prove that they can't realistically get to class on time without a car (for example someone with an 8 o'clock class living in White Rock), or students from impoverished families. The policy of a few large parking structures seems good to me, but there doesn't appear to be enough shuttle service between them and the rest of campus.

Please change the speed limit on 16th Ave (in front of U-Hill secondary school) to 30km/h, and - pedestrian controlled red-light at the crossings is necessary, because many times my kids and their friends were approached by careless fast drives that do not pay attention to flashing lights. Please change it to red-light before a serious accident happens.

limit the amount of parking on campus especially in the central part of campus, and increase parking space for car-sharing across campus (more spots!)

Access to some of the inner campus areas has been difficult with the changes to the thoroughways and constructions on campus

enjoy having more space for pedestrians with regulating the cars to the perimeter of campus

should be no driving on campus put the emphasis on the above b) suggestions and on a golf cart size shuttle for elderly, etc.

too easy make campus car-free "car is king" attitude for staff has to change

more car-sharing parking options is good don't increase parking fees

not enough parking in the late morning

sometimes buses seem to not arrive as frequently as scheduled. This very frustrating. I'm puzzled by this, not really a problem for UBC though. esp when there are long lineups

I don't drive. no real suggestions

as little driving access as possible

more car2go parking spots

N/A

On 16th Ave, too many negotiation between car and you put pedestrian crossing at the roundabout. this is an accident about to happen.

Reduce parking fees.. why would you increase and reduce available parking?
keeping the speed limit on W 16th to 30km/h
As someone who does events on campus, parking is a frustration. I would like to see spaces designated close to buildings for loading and unloading as well as parking for staff and presenters.
Better lighting would help immensely: it's very difficult to see pedestrians at night time.
Carpooling and Car2Go initiatives are very good.
Respect and enforce driving maximum speed.
The introduction of Car2go is a very convenient way to transport. They should receive incentives if they introduce more electric cars on campus.
Not enough bright lighting
You should eliminate street parking spaces along major bike routes. This includes University Boulevard and Wesbrook Mall. There is no excuse for having convenient car parking. Convenient car parking is a regressive measure. You need to get either Campus Security or the RCMP (or the City of Point Grey Police Dept...in some far-flung future) to actually ticket people who go over 30km/hr in the slow zones and stop to drop off people in the no-stopping zones. This behavior deters cycling and alternative transport. Why not make University Boulevard, SW Marine, 16th Ave, Chancellor, and NW Marine toll roads? Honestly there is no reason for able-bodied private individuals who choose to drive to UBC. Exceptions can easily be made for people with disabilities.
I would like to see it severely reduced, including restricted access for the many UBC electric vehicles that are often cruising rapidly down pedestrian walkways.
Liking the policies presented here.
Limiting driving on campus, concentrating parking in parkades, these are all good ideas. Temporary unloading zones (15 min stopping?) should be available for people to drop-off/pick-up people and goods where nearby parking is unavailable.
Limiting paid parking and/or increasing rates will only force visitors to campus to park in the university neighbourhoods area and put more pressure on the limited parking in these areas for which I feel priority should be given to residents. Road improvements are also badly needed on campus and do not occur frequently enough. The area along Wesbrook mall in front of the hospital is in dire need of repaving.
I wish it wasn't so hard for guests to drop off people at the Beaty Biodiversity Museum who have mobility challenges. Signage is missing and it is not clear and there are usually cars parked in the roundabout between the Michael Smith Lab and Nutrition building. From a personal perspective I find driving on campus to be really challenging but that is because students are constantly walking out in front of cars without looking and expecting cars to stop (even when not at cross walks. Also the amount of construction and pedestrian only streets makes getting to your location really difficult. Parking is also way too expensive.
Poor signage and inadequate parking
It is critical to provide for a good flow in the movement of vehicles.I do not understand why we create traffic tie up and pollute the environment in the process. There is lots of off campus parking by students. I have also noticed students taking advantage of 2 hour parking near Old Barn.This is really frustrating for the residents.

**Question 4. What are your thoughts on the proposed transportation policy directions when it comes to public transit on campus?**

Build a subway!!!!
A permanent bus loop might be good?
good enough subway needs TWO stops: near bus loop and near 16th/Wesbrook to serve a growing community there less diesel buses please .. more hydrogen or electric buses, or at least LNG
The UBC Line needs to happen. Capacity needs to be upgraded on all other lines. The level of passups is a joke compared to any other major urban centre in the developed world.
I think everyone is on the same page about lobbying for the Broadway rapid transit connections. I think the process we went through to improve the campus shuttle routes was a nice example of UBC and the community working with Translink, good template for moving forward.
it is better to have some facilities such as pedestrian triggered lights so that pedestrians can be gathered together while they are crossing the street. For the current situation, it is too dangerous sometimes, people usually just cross the street at some random place, and some times drivers didn't see the pedestrians, and that may lead to some serious injuries. If there is a more professional place for pedestrian to cross the street, it can both catch pedestrians and the drivers' attention and they will be more careful while they are near those places.
Key to the entire plan is effective rapid transit on campus! We need at LEAST two sky train/subway/bus rapid transit connections to campus. One in the Broadway corridor and another along 41st Ave. When these are put in place car trips to campus would drop dramatically. Car ownership amongst residents would also decline radically. If UBC is serious about sustainability they would push provincial governments to get this done ASAP. Please!
I do not use public transportation
.
afternoon
If there is free shuttle service, it's the best. If the budget is sufficient.
Lobby the province for rapit transit.
the stops that are along marine drive are too dark
There aren't enough buses running during peak hours. I often find buses pass by without stopping as they are too full which makes my commute much more stressful.

I think UBC needs to improve its on-campus routes to better accommodate people who take public transit to campus, but who otherwise have to walk for 20 minutes to get from the bus loop to their buildings (especially MoA/Anth building, Asian Studies Building, Totem Park, etc.). Signage needs to be increased to raise more awareness about C-bus routes, stops, and schedules. Since there is so little expansion of the B-Line's services possible during peak hours, I completely agree that there needs to be a rapid transit line (preferably underground).

More shuttle bus routes or more frequent current routes

try to locate the future diesel bus loop as close to the center of campus as possible and try to keep the diesel and trolley bus loops as close as possible, with at least a visual connection.

Public transit on campus is a bit hard to see where it is in terms of community shuttles. Also, it comes circular around the campus so it is not effective at penetrating the deeper places.

You're probably tired of hearing this, but the Broadway corridor needs immediate attention. I know this is mostly out of your hands, but putting efforts towards lobbying for this would be a better use of time than public transit on campus. (the other day, the line for the 99 was 4 99's long)

See #1, also we do not need cameras to make UBC accessible/secure. we need washrooms and people-security near them - near waiting places.

need faster rail line or new shuttle bus has too many stops

for the new trolley loop, please place a drop-off stop at the bottom of the loop (closest to bookstore) and then pick up at the existing new stops. Being taken the wrong direction early in the morning is the most frustrating.

not enough buses during rush hours

the student card = bus pass system was good

ask TransLink for improved service from the West End

more stops

SUBWAY LINE!!!

It is slow and really limited for downtown

why isn't there a campus shuttle stop in Wesbrook Village? why isn't there 2 way tracks on West Mall?

Shuttle bus should run longer through the night

It's pretty good; wouldn't say you need more "bus shelters"

I support subway transit to UBC. I also think there should be more transit on campus provided either by translink, but more easily UBC should create a mini-bus system.

Higher frequency of the C20 shuttle would be helpful.

Transportation on campus and to campus would be greatly improved by extending the Sky Train to campus. Southwest Marine Drive would seem to be a natural place to put a Sky Train line to campus.

There are many places that are missing an accesible and convenient (frequently schedules, not swamped) way to arrive, there area many places that the only way to arrive is walking: Earth Sciences Bldg., Koerner Library, East Mall. The community bus C20 instead of turning right on Thunderbid Blvd. should turn on Agronomy Rd, and have a stop there. Since there is a long distance between the last stop at UBC Hospital and the next stop on Thunderbird Blvd & East Mall. It is missing a stop between these two stops.

Looks fine.

I would like to see the 41 and 43 buses again serving Totem Park. The C20 shuttle doesn't run often enough to help with the typical wait times, due to having to change buses at the Loop, which extends what would be a 10-minute car-ride, to 30-45 minutes by bus.

Rapid transit to campus must be a priority, although this will require regional and provincial support, and it doesn't seem to be coming any time soon. Liking the 99, 9, and 4 services to north campus and 25 and 33 among others to south campus.

Yes, rapid transit. But also improving the ability of everyone to get around campus via public transit shuttles rather than walking. It should be easy and convenient, for example, to take transit from Thunderbird Blvd to Crescent Rd.

Insufficient access to public transit routes on campus. The bus loop would be more convenient if located in a more central location. Its current location means long walks or waiting for an ineffective shuttle system. Even with current improvements to the shuttle system, I feel it runs too infrequently and there is still inadequate coverage to be useful. This puts more pressure on the regular line buses especially those running along wesbrook mall as people transfer to these lines for short trips to the south of campus, further clogging the already over-full buses. I am also concerned that UBC/translink has not put enough effort in improving public transit links despite major increases in the number of people living on campus with all the recent developments in wesbrook village. Continued work to establish a rapid-transit system along the UBC-Broadway corridor should be a priority.

Pretty good and I am glad that the botanical garden will not be losing its bus service.

Not frequent enough

C22 is a critical part of village life. It should be expanded to service residents to/ from various cultural and sporting activities such as Chan Center and Frederick Wood theater and other happening on campus. In the planning process of South False Creek, residents initially had to pay a monthly levy towards bus service until such time the bus service became financially viable.

**Question 5. What are your thoughts on the proposed transportation policy directions when it comes to accessibility on campus?**

good enough too many elevators for 2 story buildings with very few users - need to be more cost consciencious
Campus, due to both poorly-managed construction and historical oversights, is an accessibility nightmare. We owe it to the disabled members of our community to fix this.
Seems good.
ok
good
.
N/A
no comment
I don't have any issues with access on campus now that the Memorial Road is open and free, so I can't really comment on this.
I Support the existing transit services and locations of current bus loops on campus, Bring rapid transit to UBC, and More bus shelters.
limit the use of stairs in public areas and provide clear and easy access to elevators in buildings
I don't have much experience with accessibility. I imagine the small amount of options for assisted transport across campus may have some impact on those who need to be assisted.
more ramps, curbs for bikes/skateboards to navigate without having to dismount. Pedestrian priority will also make spaces safer for those with accessibility issues.
It's abysmal right now too far to walk in wind/rain for most. No phones that work, no washrooms without lineups in key places like Buchanon. Huge line ups!
good enough

**Question 6. What are your thoughts on the proposed transportation policy directions when it comes to access, circulation and other issues on campus?**

north-suth needs beter bike route east-west needs more walkable surfaces still too car friendly too many paved surface spaces parking takes up far too much room we need more east-west walkable throughfares crossing 16th is DANGEROUS 2 lane roundabout should be illegal in urban areas where pedestrians are present improvements though in the right direction, but we need more, faster ! car is still king .. or did I say this already ?
Clearer procedures for service access should be developed.
Might be good to see some explicit reference to avoiding impacts to neighbourhood parking in this section. Excellent to see the commitment to monitoring on campus travel, including “transit, cycling and vehicle trip generation in neighbourhoods compared to national averages”. Very much look forward to seeing these metrics as they become available.
Seems good.
One gap in the cycling network is Imperial Drive. Cyclists use it to connect the 29th Ave bike route, (or King Edward Ave) to 16th Avenue. It is too narrow and curvy to share safely with cars, adding paved shoulders would be a great improvement.
good
.
afternoon and evening
Speed limit around school zones (Elementary and Secondary schools) should be enforced at 30km/h, like the rest of the city.
N/A
Get a handle on construction, shouldn't they at least try to minimize their impact? Who enforces that they do? It seems like they do wherever they want; construction fences, trucks and cars popup everywhere without notice.
None
keep the small spaces between buildings accessible (and well lit) for pedestrians to allow a finer grain of public space.



Getting to campus is the major obstacle campus access seems decent, but getting to it is a huge problem. as an example, i can drive to UBC in 20 minutes. Transit is an hour or more because of the overload of the system. I worry changes being made to parking and discouraging driving to campus are not reflective of the difficulties getting here and may further impact an overloaded system in the mornings. Also cost of living close enough to UBC to make it for short commute is very prohibitive, so many students need access to things like parking and riving to campus.

signage is important. driving is pretty confusing on campus.

The emphasis on high-tech expansive solutions has got to stop. The tech stuff maintenance is too costly (eg. broken 85K ea fare boxes on translink buses) stop buying expensive tech-solutions - start hiring unionized staff people. The campus, no cameras. You are just making tech giants rich and impoverishing and jeopardizing people/students here.

E-W walking needs improvement mid-campus 2 subway stops required (Wesbrook and bus-loop)

staggered breaks for different faulties

needs more stops

Bus loop hard to access - very dangerous Marine Drive traffic is way too fast - please put speed bumps or flashing lights

Everyday accessibility is important, not just for major events. More needs to be done to support staff in their day to day activities. This can improve productivity

Circulation is congested. Why bring 50,000 people a day to campus on countless buses which congest campus, when one Sky Train line could replace most of the buses?

With so many constructions going on it is difficult to use the sidewalks, more with children or for elderly people.

You should encourage more UBC departments to make use of bicycles. Someone replacing a router or troubleshooting an access point doesn't need a whole minivan of stuff. Cargo bikes can likely replace a large fraction of UBC's vehicle fleet. The savings would be immense, in capital and in maintenance, and the employees using the bicycles would be healthier.

Safety is obviously a huge concern. Having seen many of the blue 'emergency' phone-stands out of order for extended periods of time, I think there is more 'lip service' paid to this issue than actual accomplishment of improved safety.

Both UBC service vehicles and external delivery vehicles regularly ignore rules of the road and signs, parking on sidewalks, blocking roads and driveways. This sort of behaviour needs to be managed better.

No comment

really like the roundabouts on campus but think more people need to know how to use them. I drive through the two on 16th daily and it is surprising the number of people who don't understand that the vehicle approaching the roundabout needs to yield (not the one in the circle already!)

There is no proper access for tour buses on campus which critically affects the University's ability to draw seasonal visitor. As above, Why is the focus of coordination UBC Athletics?

Need improved "service access" to buildings. Often end up doing 5 minute errands from my location which would take 30 minutes or more if walking.

The flow of service vehicles in and out of campus is critical. As the educational and residential needs are growing at an incredible rate, the number of vehicles will only grow.

I'm happy with how things are
more wheel chair ramps
far from music building
There needs to be bike accessibility as well. the curved ramp near the First Nations library is an example of poor planning
Access to buildings (particularly in the academic core) is difficult, especially with construction.
I imagine navigating campus would be difficult if one is not easily able to walk. I think there are many things UBC could do to make things easier for staff such as an inter-campus car fleet that staff can use to get around campus and to and from hospital sites. A mini-bus system, community bicycles.
Good
In the morning all the buses are "Sorry, bus full" and in the evenings is the same. It is complicated to enter or exit campus between 8-10 am & 4-6 pm.
Looks fine.
I am not personally acquainted with the accessibility options. The addition of nobbed, street-corner ramps seems like a good idea, that I am seeing more and more frequently on campus walkways.
Heard several complaints from wheelchair users within certain construction areas in the past year, although I believe it has gotten better.
I'd like to see some efforts put towards improving the sidewalks along major routes on campus, particularly on Wesbrook. The sidewalks need to be wider, smoother for accessibility reasons: scooters, wheelchairs, and visually impaired people.
No comment
no comment
Why is the focus of coordination UBC Athletics? The cultural facilities such as MOA, the Botanical Garden and the Beaty Museum could play a vital role in campus life but are totally ignored by these processes.
Provide car passes for residents. We can use City of Vancouver method and charges. We also need more handicap parking. I have noticed the aging of residents over the years.



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Nov. 26, 2013

Adam Cooper  
Transportation Planner  
Transportation Planning  
University of British Columbia

**Re: Phase 2 of the Transportation Strategic Plan Consultation**

Dear Mr. Cooper,

The Board of Directors at the AMS Bike Co-op has reviewed the proposed policy directions presented in Phase 2 of public consultation for the Transportation Strategic Plan. We wish to voice our overall support for the core principles you have put forward for cycling - thank you for your continued work to improve cycling infrastructure at UBC.

We would particularly like to address our support for your proposal to complete and better communicate the cycling network on campus. Firstly, in relation to your proposal to create a cycling route map, we would like to offer our assistance as you move forward in the planning process for this project. This can include, but is not limited to, coordinating focus groups to give detailed feedback, using our communication channels to gather feedback from our membership, test riding proposed routes, etc. As a hub for the cycling community at UBC, we hope to be a resource to you in the realization of your policy directions.

We also support your proposed policy direction to prioritise filling any gaps in the cycling network. However, we did note that in the feedback received from the Phase 1 survey that respondents voiced a desire to see more separated cycling facilities and general improvements to bike lanes on campus, but your proposed policy directions did not include direct mention of bike lane improvements and upgrades. We encourage the inclusion of policies in your Strategic Plan to improve and expand on cycling facilities at UBC in coordination with completing the network, and are happy to provide assistance to help identify areas for improvement in the existing infrastructure, as well as assisting with the identification of gap areas.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink that reads 'Park' in a cursive style.

Christine Park  
Executive Director  
On Behalf of The AMS Bike Co-op

November 15, 2013

Ralph Wells  
UNA Sustainability Manager

**Comments on the UBC Transportation Plan, Phase 2 public consultation:**

When it comes to [walking on campus](#):

Very good to see the commitment to improving infrastructure for east - west walking connections on campus (I interpret the wording "opportunity to implement improvements" to include infrastructure), this will especially help provide walking access from the neighbourhoods to the daycares and new elementary school in Acadia.

However, there should be an explicit commitment to identify and map shortest and most frequently travelled routes, and link key destinations on campus for all neighbourhoods and key destinations (i.e., east - west and north - south), and consider infrastructure improvements to improve linkages where warranted. For example, planning should explicitly integrate connections between UBC neighbourhoods and neighbourhood greenways (e.g., Thunderbird field and Wesbrook Place). Another example would be to create an explicit linkage between the Main Mall greenway and the Thunderbird field walkway. Finally, Chancellor Place neighbourhood is currently somewhat isolated from the greenways, and could benefit from some focused planning to improve linkages.

Note that linkages can be created by effective use of signage and campus wide communication & branding as well as some improvements to cross-walks or walkways (i.e., a small amount of infrastructure could create significant improvement). This combined with the commitment to have joint UBC-UNA programming has the potential to create a truly connected walking campus.

When it comes to [cycling on campus](#) :

Cycling: Very much support the idea of "exploring the idea of a campus bike share program". Should this include an explicit reference to the UNA as a partner?

I am also very supportive of the proposed slow cycling signage on the greenways/wide walkways. This has the effect of inviting slow bikers (families, kids, seniors) onto the greenways while promoting safety (i.e., I like that the proposed signs say 'yes' to slow bikers rather than 'no' to fast bikers). I recommend extending this signage into the neighbourhood greenways (especially Wesbrook Place) and the north-south (and east-west, when available) Thunderbird walkways.

An on-campus cycling map that includes the neighbourhoods is a great idea.

Electric Vehicles: Governance (and associated signage) for various types of electric motorized transportation modes is very timely. There is a joint (and co-funded) UBC – UNA electric vehicle charging infrastructure plan. Should this not be integrated into the TPAC?

When it comes to [driving on campus](#):

Parking: Great to see the explicit reference to working on “parking impacts to campus neighbourhoods associated with special events and cultural attractions”. I assume this includes use of the sport facilities, which is the primary source of impacts. Perhaps make this more explicit?

Carshare: I support planning for expansion of parking locations as a priority. Planning should include participation of UNA. Chancellor Place neighbourhood is a priority for expanded nearby parking, perhaps in the parkades?

When it comes to [public transit on campus](#):

I think everyone is on the same page about lobbying for the Broadway rapid transit connections. I think the process we went through to improve the campus shuttle routes was a nice example of UBC and the community working with Translink, good template for moving forward.

When it comes to [accessibility on campus](#) and [access, circulation and other issues on campus](#):

Might be good to see some explicit reference to avoiding impacts to neighbourhood parking in this section.

Excellent to see the commitment to monitoring on campus travel, including “transit, cycling and vehicle trip generation in neighbourhoods compared to national averages”. Very much look forward to seeing these metrics as they become available.

**Pulido-Gagnon, Melissa**

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**From:** Steph Huynh [REDACTED]  
**Sent:** Wednesday, November 13, 2013 11:35 AM  
**To:** Pulido-Gagnon, Melissa  
**Subject:** Continuing student\_Upass/Compass for transportation plans\_Stephanie Huynh

Dear Customer service of UBC's transportation Plan,

This is Stephanie, currently a student of ELI at UBC. I am looking for a transportation plan since the Program does not include students' upass. I am having a question on how I can make a better transportation plan without paying a huge amount of money on buying a monthly bus ticket.

Please let me know what to do as soon as possible.

I am looking to hearing from you.

Thank you so much for your help and concern.

Best regards,  
Stephanie Huynh