

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.