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Welcome!

Public Open House on UBC's Thunderbird Park Transportation Study

- **Public open house: 4:00 – 7:00 PM.**
- Staff from UBC **and the Study consultant** are **on hand to answer questions.**
- Enjoy the refreshments and don't forget to fill out a **feedback form before you leave this evening!**

Online consultation runs from February 22 to March 6.

Participate online by visiting: www.planning.ubc.ca

campus + community planning



2 Background and Guiding Principles

A proposed new National Soccer Development Centre, which includes a new Fieldhouse and Plaza, and additional and improved athletic fields are proposed for the Thunderbird Park area of campus.

Background

In preparation for a proposed new National Soccer Development Centre (NSDC), **UBC is conducting a Transportation Study of Thunderbird Park and the surrounding area to determine the transportation needs and parking requirements of the NSDC and potential traffic impacts to this area and in surrounding neighbourhoods.**

As part of the planning for the new facilities, it is important for us to assess the current and future transportation demands for the area in order to **determine impacts to UBC and our community while also ensuring safe and appropriate access for all field users.** We want to ensure that the addition of the new facilities is a positive one for the campus community. **This Study will help determine if there are any significant transportation related issues that need to be addressed as part of the Thunderbird Park development planning process.**

The proposed new facilities will allow UBC to continue to play a leadership role in hosting, planning or organizing community sport activities, expanding on existing camps, leagues, programs and events. Currently more than 700,000 visits to Thunderbird Park are made annually to participate in athletic activities and events. UBC expects this to grow with the new and improved facilities.

Guiding Principles

Recommendations from this Transportation Study are being developed in context with the existing goals, plans and policies contained in UBC's *Land Use Plan*, *Vancouver Campus Plan*, and Neighbourhood Plans with an **overarching goal to ensure that the planned development will have a positive impact to the campus for the community and for field users.**

The Transportation Study methods, findings and recommendations are presented in the display boards that follow.



3 Summary of Proposed Facilities for the Thunderbird Park Area

The proposed new National Soccer Development Centre, including a Fieldhouse and Plaza, and additional and improved athletic fields are planned for the Thunderbird Park area of campus.

Beginning in **Summer 2013** and over the coming years, Thunderbird Park will become the home of a new training facility which will form the centerpiece of the proposed National Soccer Development Centre (NSDC) — a new athletic facility to be shared by Vancouver Whitecaps FC, the university and community.

The proposed new facilities for Thunderbird Park include:

- A new **Fieldhouse and Plaza**, to be located on the site of the current Sports Medicine Centre.
- One **new artificial turf field** and one improved artificial turf field.
- Three refurbished/improved grass fields.
- Improved field access and **casual play space for the University Neighbourhoods Association (UNA)**.

The new artificial field will be constructed on the site of the current Wright Parking Lot adjacent to the Sports Medicine Centre. This means that the parking capacity from this lot will need to be accommodated elsewhere in the area. The reallocation of these spaces has been taken into account in the Study and specific recommendations to address this are in **Board 7**.

In addition to these proposed new facilities, existing facilities which will remain in Thunderbird Park include the field hockey pitch, Warren turf field and the artificial turf baseball field.

The Sports Medicine Centre will be affected by the proposed new Thunderbird Park development and will be relocated elsewhere on campus.

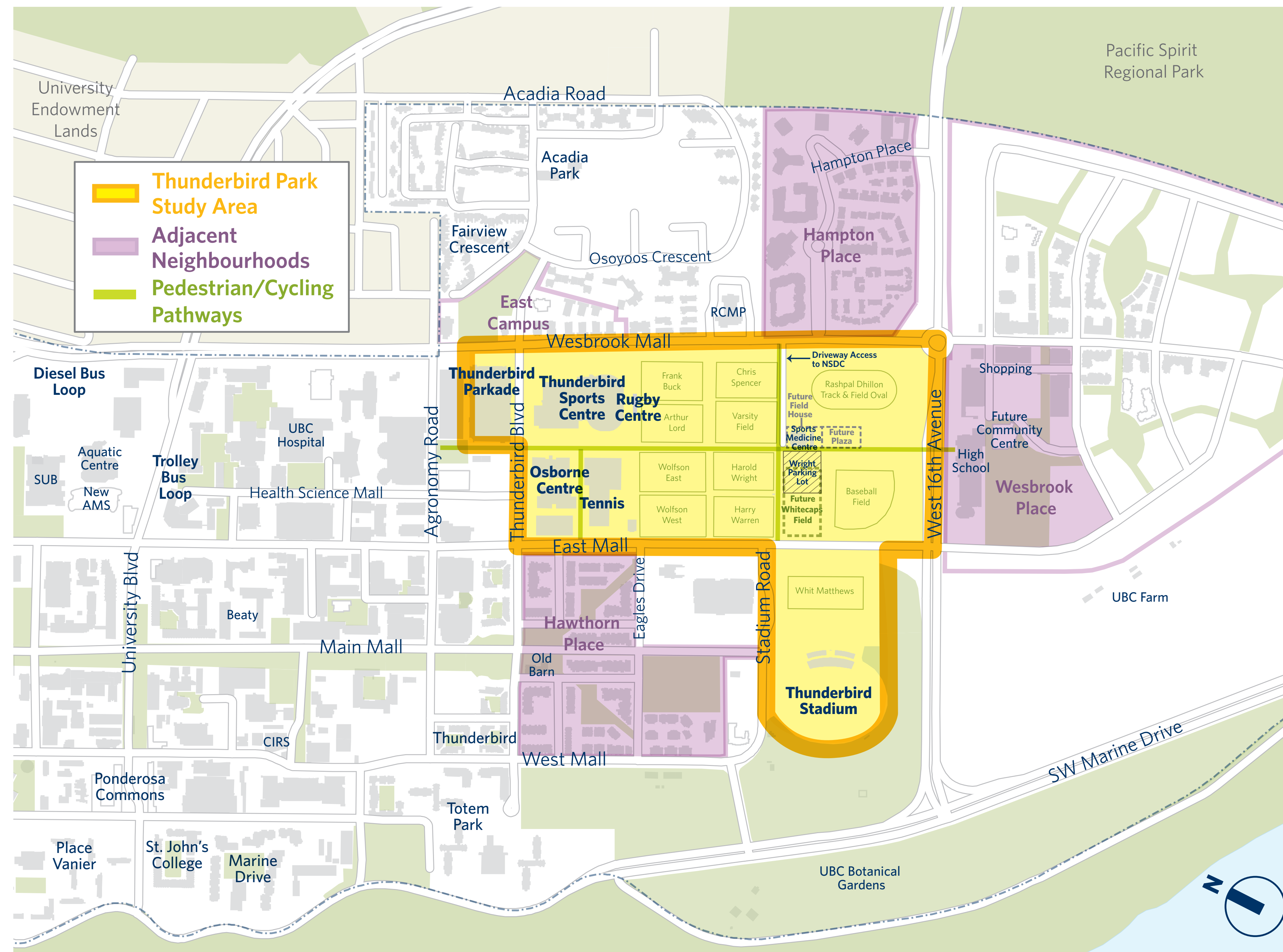
Once complete, the NSDC will serve UBC's varsity and UBC REC students, Whitecaps FC men's, women's, and Residency teams, local youth teams and other sport partners. More than 50% of the field time will be dedicated to community programs and use.

The proposed facilities are being pursued as a partnership between UBC, the Government of British Columbia, and the Vancouver Whitecaps FC.



4 Study Area

The boundaries of the Study area include Wesbrook Mall, East Mall, Thunderbird Boulevard and West 16th Avenue. This Study also considers potential traffic and parking impacts in adjacent neighbourhoods.



The Thunderbird Park Study area boundary includes Wesbrook Mall, East Mall, Thunderbird Boulevard and West 16th Avenue and contains sports facilities such as the Doug Mitchell Thunderbird Sports Centre / Thunderbird Arena, Osborne Centre, UBC Tennis Centre, Sports Medicine Centre, Playing Fields and the Rashpal Dhillon Track & Field Oval, and artificial turf and grass playing fields. The Study area also includes the Thunderbird Parkade and Thunderbird Stadium.

Adjacent neighbourhoods were also taken into consideration and include Hampton Place, Hawthorn Place, and Wesbrook Place.

5a Study Method

Stakeholder engagement, traffic modeling, and site visits took place between November 2012 and February 2013.

Between **November 2012** and **February 2013**, three streams of data were collected to inform the proposed recommendations: **stakeholder input, modeling of current and future traffic conditions, and site visits took place to measure activity in peak periods** (weekday evening and a weekend special event).

These three streams are important to understanding the current and future frequency, type of travel, and the demand and capacity of the existing transportation network and parking facilities.

Stakeholder Engagement

The Study included input from both field user groups and representatives from the campus community to better understand current parking and transportation issues in the Thunderbird Park area.

See **Board 6** to read about what we heard from stakeholders.

Site Visits and Observational Measurement

The Study documented existing traffic and parking conditions as well as forecasting **future trips** once the proposed new facilities are operational. Site visits and observation of peak periods in the Study area were completed to understand existing parking demand, and traffic modeling was done to forecast future traffic conditions.

Five site visits were completed between **November 2012** and **February 2013** to observe parking volumes (in designated lots and in adjacent residential neighbourhoods), lot access, pick-up and drop-off areas, loading areas and the interactions between pedestrians and cyclists. **Site visits took place at small and medium-large sized events with an emphasis on observing the busiest times at Thunderbird Park** — typically weekday evenings for recreational activities and Saturdays for recreational activities and tournaments or concerts (special events).

See **Board 5b** for a summary of the site visits that were conducted.



5b Study Method

Site Observation

The Study documented existing traffic and parking conditions during peak weekday evenings and special events.

Scenario	Site Visited and Activity Taking Place	Date and Peak Hours Observed	Purpose of Site Visit for the Study
Site assessment	Entire Study Area	Thurs., Oct. 25, 2012, 3:30 to 4:30 p.m.	To observe parking regulations and availability in the Study area, as well as general operations for traffic.
	Adjacent Neighbourhoods	Wed., Dec. 12, 2012, 1:00 to 2:30 p.m.	To observe physical conditions for pedestrians and cyclists.
		Fri., Feb. 8, 2013, 3:30 to 5:00 p.m.	To confirm parking regulations in the vicinity of the Study area and impact areas.
Weekday Evening Peak Hours	Thunderbird Park 5 fields were in use for practices. Sports included soccer, football and field hockey, resulting in approximately 15 to 20 participants per field and some users at the Rashpal Dhillon Track and Field Oval as well. Lots of pedestrian activity to and from the Arena for Hockey. Parking activity, including pick-up and drop-off was also observed on East Mall.	Thurs., Nov. 8, 2012, 5:00 to 8:00 p.m. Note: Typically a busy day of the week for recreational activities	To observe pick-up and drop-off activity related to recreational field use.
Weekend Special Event	Thunderbird Stadium and surrounding areas for the BC High School Football Playoffs at Thunderbird Stadium. Approximately 500 people attended this large special event where higher than usual parking volumes were expected, as were motorists with different levels of familiarity with available parking facilities. One hockey game, one rugby game, two soccer games, and two ultimate frisbee games also took place at the same time as the football playoffs, increasing the number of vehicles seeking parking.	Sat., Nov. 17, 2012, 3:00 to 8:00 p.m.	To observe parking activity (on-street and parking lots) during a larger special event. West Mall, Wesbrook Mall and Hawthorn Place neighbourhoods were also surveyed to determine if spillover parking was occurring.

Footnote: The peak activity periods recommended for site visits in Thunderbird Park were identified by UBC Athletics & Recreation and UBC Parking staff. See **Board 7** for the findings from our site visits.



5c

Study Method

Traffic Modeling

The Study documented existing traffic conditions as well as forecasted future conditions once the proposed new facilities are operational.

To forecast future traffic conditions, the Study considered what the typical daily use of the new facilities would be at peak hours. **In line with best practices in transportation planning, the forecast demand was calculated by looking at existing peak use (during weekday evening hours and special events on weekends) and then determining the anticipated future use during peak times based on the proposed land use changes for Thunderbird Park.**

Traffic, circulation and access to Thunderbird Park during daytime hours are typically not peak times, and as such, the Transportation Study focused more rigorously on modeling peak periods, notably:

- **Weekday evenings, and**
- **A weekend special event.**

An important variable considered in the traffic modeling is the anticipated loss of parking stalls during peak hours at the Wright Parking Lot to accommodate the new turf field. The addition of the new turf field on Wright Parking Lot is expected to increase the number of trips generated by field users to and from Thunderbird Park by approximately 21 trips per hour in weekday evening peak use and by 40 trips per hour on peak Saturday use.

See **Board 10** for the findings from our traffic modeling.



6 Study Findings

Stakeholder Feedback

Here are important considerations we heard from stakeholders

What we heard from our stakeholders

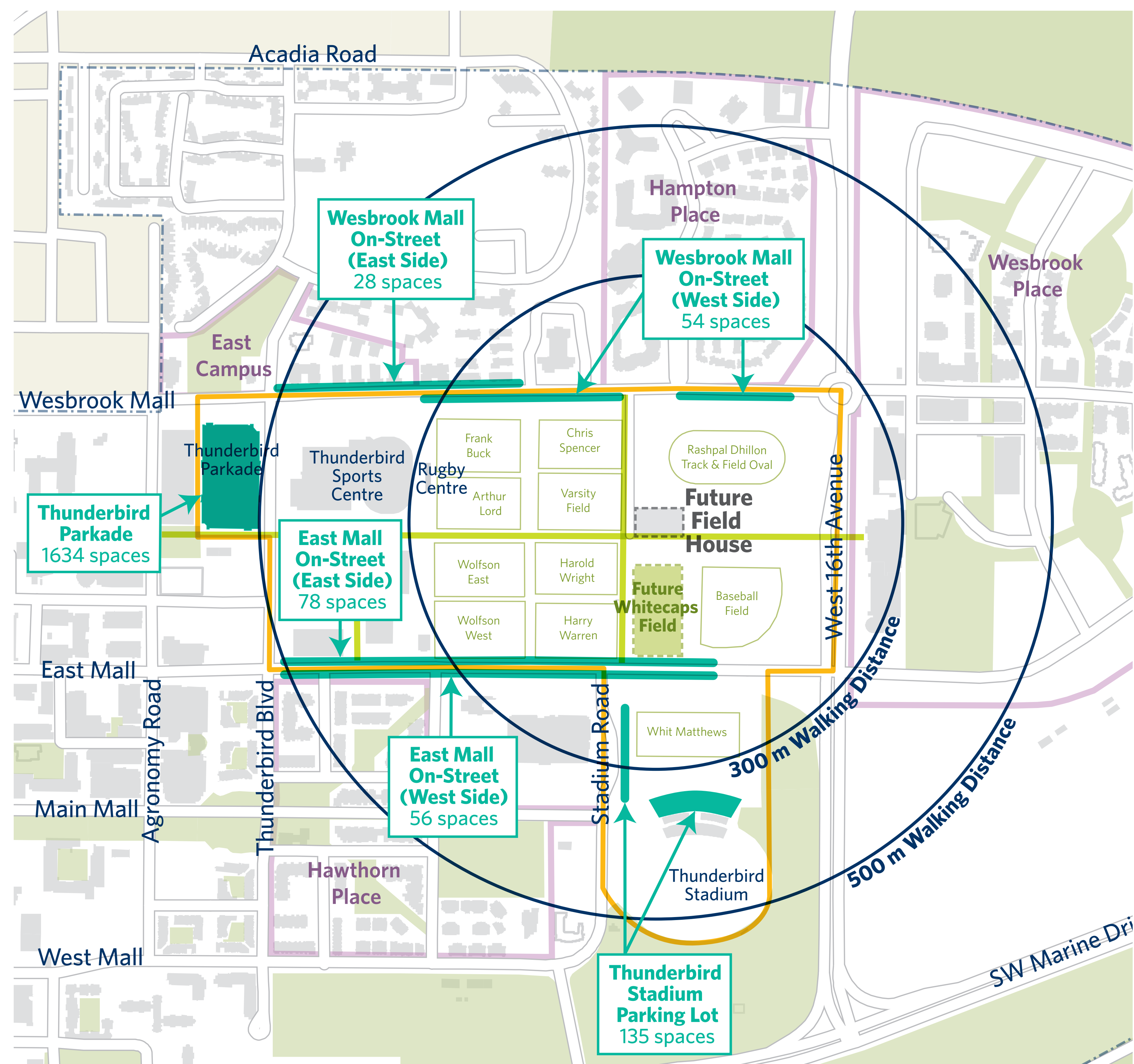
- Overall, **field users feel that they must drive and park close to the fields** because they are bringing children and heavy sports equipment.
- There are few concerns about personal security.
- There are parking pricing parity issues, including overall comments that UBC is more expensive than other fields, pricing is inconsistent between parkades and meters and that no short-term pricing is available for those just dropping field users off.
- **There are concerns that field users are parking in campus neighbourhoods** during evenings and weekends.
- There is support for increased enforcement in campus neighbourhoods.
- There is support for **better online information, signage, and traffic management for special events** to discourage parking in residential neighbourhoods.
- There is support for **improving pedestrian East-West connections in Thunderbird Park.**
- There are concerns about the layout of the parking lot at Thunderbird Stadium.
- There is a need to explore ways to **improve traffic management during special events for cars leaving Thunderbird Parkade.**



7 Study Findings

Site Observation

Study findings show that the current road and parking capacity in this area are able to accommodate the proposed changes to Thunderbird Park.



This image illustrates overall parking capacity for activities in Thunderbird Park.

Traffic and Parking Findings

Overall, the following was found:

- Adequate parking supply is available during weekdays and evenings. In the evenings (the busiest time) **parking lots are only at 65% capacity, although this varies depending on the time of year.**
- Parking supply is sometimes an issue at peak weekend and evening hours during field turnover times, or when a tournament is occurring. Generally this issue is location-specific, and other nearby lots may be empty.
- There is a **need for formal pick-up and drop-off areas.**
- There is no short-term parking pricing for this area, which is inconsistent with short-term parking available elsewhere on campus.
- There is an opportunity to improve Stadium Parking lot conditions for safety and access.

8

Study Findings

Site Observation (cont'd)

Study findings show that the current road and parking capacity in this area are able to accommodate the forecasted parking demand based on the proposed changes to Thunderbird Park.

During Weekday Evening Peak Times, site observations showed that:

- East Mall was about 60% occupied. Four large trailers related to a TV shoot were taking up many spaces on the east side, but there was still availability to park.
- The **busiest areas for pick-up and drop-off were the Osborne Gym** lot between the Osborne Centre and the Doug Mitchell Thunderbird Sports Centre (sometime all 8 spots in use) and the Doug Mitchell parking lot.

During Special Event and Saturday Peak Time Activity, site observations of traffic and parking during the BC High School Football Championships showed that:

- **Only 21% of the total parking capacity shown on Board 7 was used.**
- Thunderbird Stadium parking and adjacent gravel lots were at capacity (160 cars) and overflow needed to be redirected to alternate parking sites.
- **Both Thunderbird Parkade and Sports Medicine Parking were only about 25% full during the event.**
- Lots of parking availability on Wesbrook Mall.



Study Findings

Site Observation (cont'd)

The study also found opportunities to improve pedestrian and cycling pathways and facilities in Thunderbird Park.

Pedestrian and Cycling Findings

The Study site observations identified **opportunities to enhance the pedestrian and cycling paths and cycling facilities in Thunderbird Park**, which include:

Opportunities for improvements to East Mall:

- Repairing the sidewalk along the east side of East Mall.
- Improving crosswalks to provide safer and more visible pedestrian access across this roadway.

Opportunities for improvements to pedestrian and cycling routes and infrastructure:

- Creating an **improved East-West connection for pedestrians and cyclists** to support connectivity and linkages between the new athletic facilities in Thunderbird Park and the rest of the campus.
- The Study also identified an opportunity to provide **end of trip facilities** such as change rooms, showers, washrooms, bicycle lockers and bicycle parking.

Opportunities for improvements to safety and lighting:

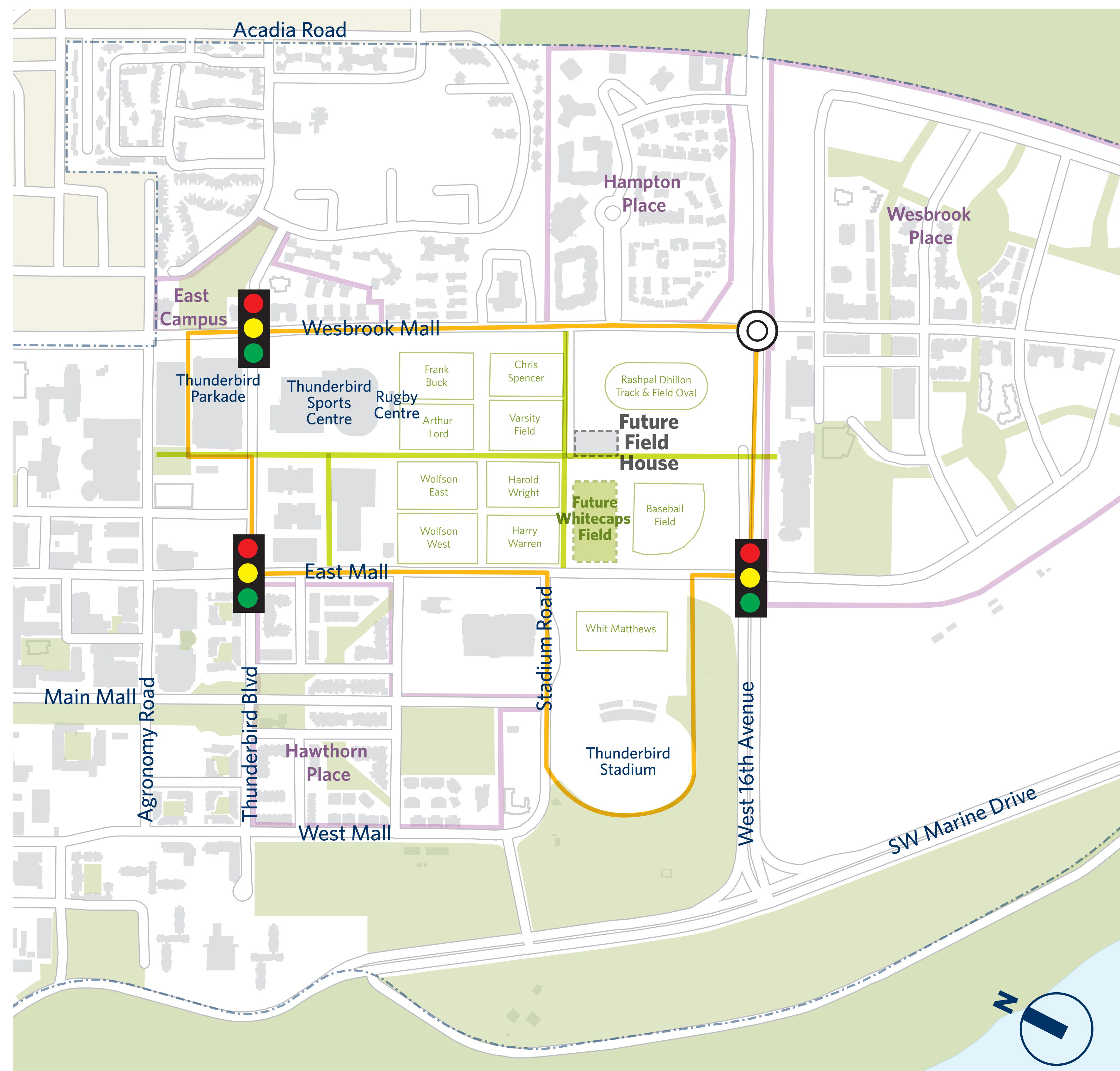
- Providing **safer crossing opportunities between the Thunderbird Parkade and the East entrance** of the Doug Mitchell Thunderbird Sports Centre (Thunderbird Arena) to reduce potential pedestrian-vehicle conflicts.
- **Enhancing lighting along pathways** to improve visibility.
- Addressing pedestrian-vehicle conflict at the North-South greenway next to the Sports Medicine Centre to enhance traffic flow.

Opportunities for improvements to wayfinding:

- There is opportunity to improve wayfinding for pedestrians and cyclists in and around Thunderbird Park.

10 Study Findings

Traffic Modeling



Overall, traffic modeling showed that with the introduction of the proposed new facilities in Thunderbird Park, the total traffic on East Mall and Wesbrook Mall would increase by less than 10%.

Traffic Modeling Findings

Traffic modeling results showed that the **four intersections within the Study area will continue to operate within acceptable service levels once the proposed new facilities are operational.** Intersection service levels were evaluated based on delays experienced by drivers at the intersection and by the length of car lineups at the intersection.

- Traffic modeling was conducted during weekday evening peak hours and during a special event on weekend peak hours.
- Traffic volumes were calculated based on existing volumes, in addition to:
 - The anticipated number of trips that will be generated by the proposed new athletic facilities planned for Thunderbird Park, and
 - Taking into account the planned growth of UBC's residential community.



11 Study Recommendations

Here is a summary of recommendations based on the key Study findings

The Study findings show that the new proposed facilities in Thunderbird Park will not generate significant impacts to daily traffic and parking volumes or weekend and evening volumes. As such, none of the key findings present any significant transportation-related issues that need to be addressed as part of Thunderbird Park’s development planning process.

Targeted Mode of Transportation for Access to Thunderbird Park	Recommendations
Cyclists and Pedestrians (non-motorists)	<ul style="list-style-type: none">Explore opportunities to create safer pedestrian crossings on Thunderbird Blvd. between the Thunderbird Parkade and Doug Mitchell Thunderbird Sports Centre to reduce potential for pedestrian-vehicle conflicts.Explore opportunities to repair the sidewalk on the east side of East Mall along the Tennis Centre and the Rugby Pavilion.Seek opportunities for improved East-West pedestrian and cyclist connections between Wesbrook Mall and East Mall in Thunderbird Park.Explore opportunities to improve the safety and visibility of pedestrian crosswalks on East Mall.Explore opportunities for improved lighting along pathways in Thunderbird Park to improve visibility.Explore opportunities to provide safer cycling access and end of trip facilities such as public change rooms, showers, washrooms, bicycle lockers and bicycle parking as part of the new NSDC.
Motorists Traffic management	<ul style="list-style-type: none">For Pick-up and Drop-off / Short-term Parking:<ul style="list-style-type: none">Explore potential opportunities for pick-up and drop-off (e.g. along East Mall, Wesbrook Mall and at the new Fieldhouse).Explore opportunities to look at short-term parking pricing solutions for this area, to be consistent with short term parking available elsewhere on campus.Explore opportunities to improve Thunderbird Stadium parking lot conditions for safety and access.
Parking	<ul style="list-style-type: none">During special events, it is recommended to:<ul style="list-style-type: none">Explore providing information in advance on recommended overflow parking areas to all field users as well as wayfinding information to nearby parking options for the public, university community, and visitors unfamiliar with UBC.Meet overflow parking demand through existing parking capacity in adjacent surface lots and parkades.Encourage use of Thunderbird Parkade for UBC and NSDC users in conjunction with pick-up and drop-off areas.Explore opportunities to discourage parking in adjacent neighbourhoods during special events by providing more information about availability of metered on-street parking and nearby parkades.

12 Feedback and Next Steps

Please take a moment to fill out a feedback form and learn about the next steps for the planning of Thunderbird Park.

Tell us what you think, we value your feedback on the Thunderbird Park Transportation Study!

Do you have any comments regarding the proposed recommendations from the Thunderbird Park Transportation Study?

Are there any additional traffic and transportation considerations that you think need to be taken into account in planning for the new proposed facilities in Thunderbird Park?

Next Steps

Following public consultation, Study recommendations will be explored to further refine and ensure that there are no significant issues related to transportation planning that need to be addressed as part of the planning process for the proposed new facilities in Thunderbird Park.

