

1

Welcome!

Open House on the Proposed Changes to UBC's Campus Shuttle Routes

- This **open house** on proposed changes to UBC's campus shuttle routes **will take place from 4:00 - 7:00PM.**
- Transportation **planning staff** from UBC and TransLink are **on hand to answer questions.**
- Enjoy the refreshments and please take the time to fill out a **feedback form before you leave this evening!**

Prefer to give us your feedback online?

Online consultation runs from November 23 to December 2.

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

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2 Envisioning a More Connected Campus

UBC is committed to building a well-connected and accessible campus that meets the diverse needs of the campus community.



As part of an on-going review of Metro Vancouver's regional transit system, **TransLink evaluated the current UBC community shuttles and found them to be underutilized.** TransLink then approached UBC with an opportunity to work together to **enhance the campus community shuttle services, with the goal of increasing ridership and improving connections.**

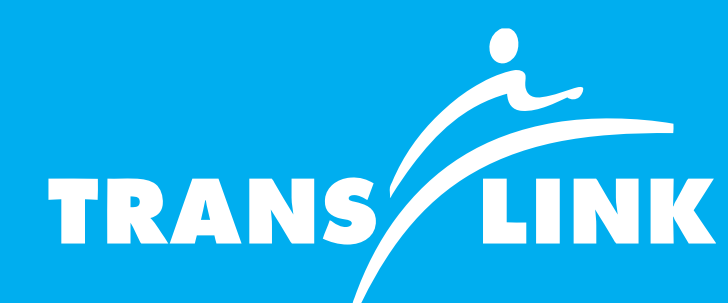
When low ridership on the current shuttle routes was identified, **UBC and TransLink worked together to develop a solution** that would connect neighbourhoods, student residences and amenities, including Wesbrook Place.

UBC and TransLink have designed a two-way shuttle route that is anticipated to generate **increased ridership**, and provide **better coverage to key areas of campus.**

The service hours from the existing C22 will be re-allocated to the new proposed shuttle route, which extends the current C20 service. **No service hours will be lost as a result of implementing the proposed route.**



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3 Current Status of UBC Community Shuttle Route C20

The existing C20 shuttle route currently serves the university community in a one-way loop from Marine Drive to the UBC diesel bus loop.



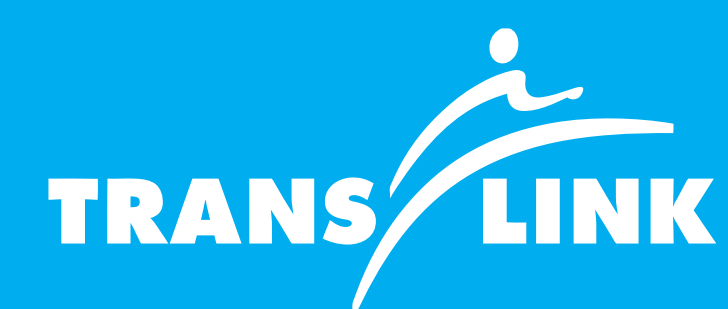
TransLink found the C20 to be performing moderately well along some portions of the route, but identified an opportunity to make improvements. **The one-way service currently provided by C20 shuttle limits its usefulness to transit riders.** The combination of waiting and travel times often make walking a faster alternative.

C20 Shuttle Route Performance in 2011

| | |
|--|---|
| Number of boarded passengers per year | 195,000 passengers |
| Average number of passengers per shuttle | 8 passengers per shuttle |
| Percentage of shuttle capacity used Capacity Utilization measures the total number of passenger boardings compared to the total number of spaces provided by the transit system. | 27% compared to a Metro Vancouver regional average of 88% |



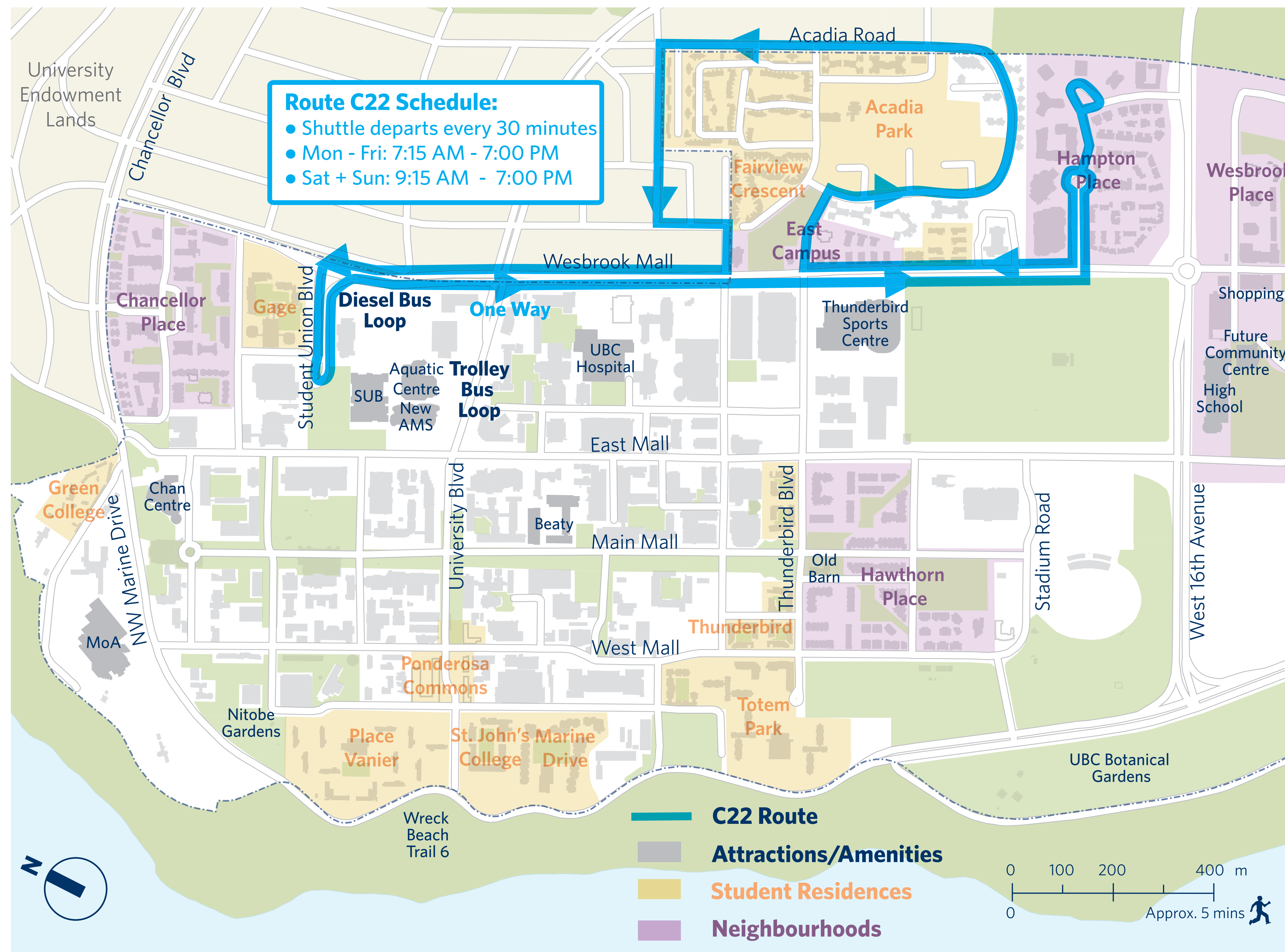
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4 Current Status of UBC Community Shuttle Route C22

The existing C22 shuttle route currently serves the university community from Hampton Place to the UBC diesel bus loop.



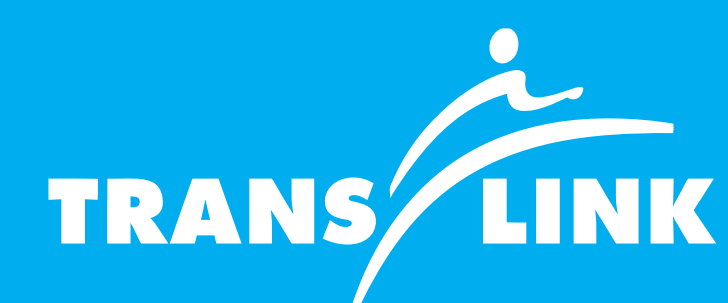
TransLink has found that the **C22 shuttle has among the lowest ridership in the Metro Vancouver region**, ranking 197 out of all 221 regional transit routes. In response to the low ridership, UBC and TransLink are proposing to redistribute service hours from the C22 to the new proposed route. As a result of the low ridership on the C22, the proposed route will not include service directly into the Hampton Place and Acadia Park neighbourhoods, **but will provide frequent service within walking distance.**

C22 Shuttle Route Performance in 2011

| | |
|--|--|
| Number of boarded passengers per year | 28,000 passengers |
| Average number of passengers per shuttle | 2 passengers per shuttle |
| Percentage of shuttle capacity used Capacity Utilization measures the total number of passenger boardings compared to the total number of spaces provided by the transit system. | 8% compared to a Metro Vancouver regional average of 88% |



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5a Best Practices in Transit Design

Good transit design helps connect the greatest number of people to places they want to go and creates more sustainable, less car-dependent communities.

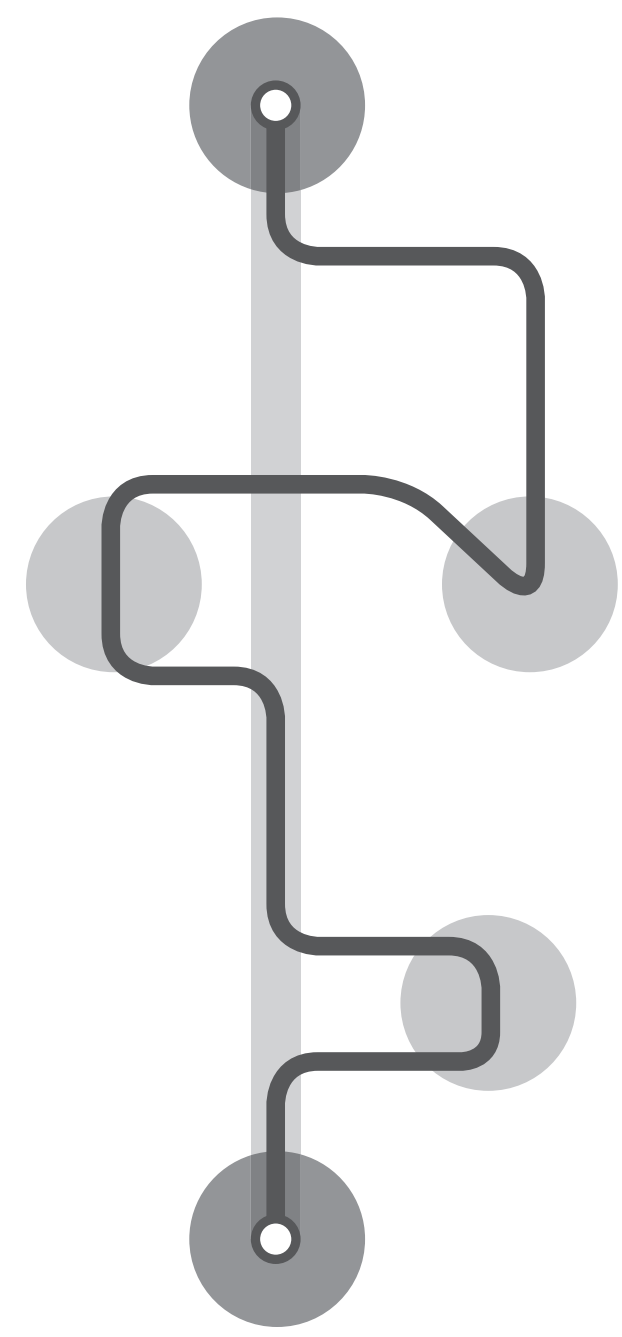
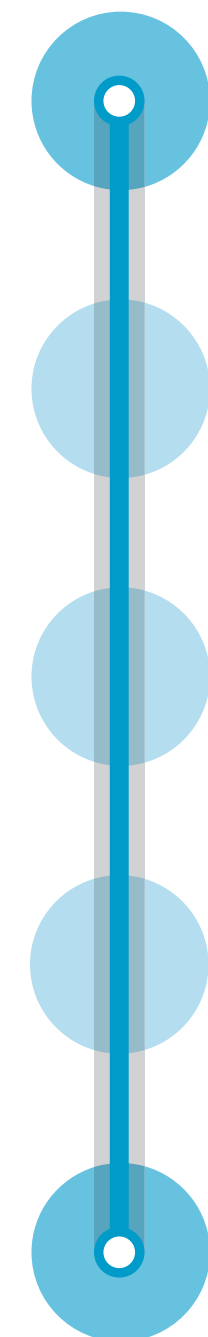


Image courtesy of TransLink



Given the information available about the performance of the current shuttle routes, UBC and TransLink developed a proposed route based on the following best practice guidelines from TransLink:

Make the transit line as direct, simple, consistent and legible as possible

- Simple, direct routes are easier for the public to understand and plan for. They also provide a more consistent and reliable service.
- Direct routes result in a more convenient service that connects people and places, supporting a vibrant, livable and sustainable community.

Match service levels to demand

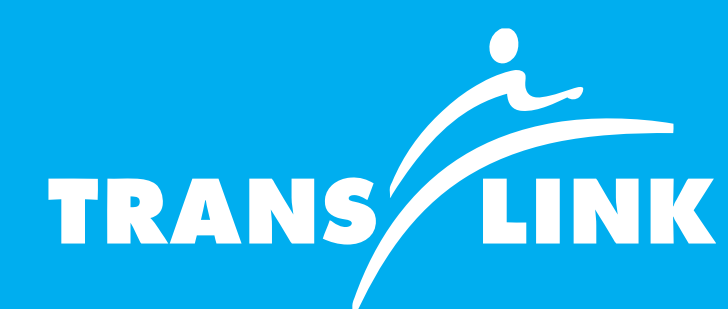
- Successful transit routes connect areas with high transportation demand, where increased ridership is more likely.
- For UBC, these areas include:
 - Our residential neighbourhoods,
 - The new student housing Commons (like Ponderosa Commons), and;
 - Mixed-use areas and concentrated activity centres like Wesbrook Place, which includes residential units, shopping centres, a future community centre and a new secondary school, opening in the new year.

Ensure balanced loads in each direction

- Two-way routes that service key destinations in each direction are more convenient and generally result in increased ridership in both directions.



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5b Planning Considerations for the New Proposed Route

In addition to best practices in transit design, other considerations such as technical feasibility and feedback from the university community are being taken into account for the proposed route design.



Wesbrook Place

UBC's *Vancouver Campus Plan* commits to providing a safe, convenient and accessible community shuttle service that fits within the evolving campus structure and transit demand. This includes service to neighbourhoods, such as Wesbrook Place and student housing Commons, such as the upcoming Ponderosa and Orchard Commons.

In addition to best practices in transit design and the commitments made in the *Vancouver Campus Plan*, UBC and TransLink also needed to look at the technical feasibility of the proposed route, including;

The Pedestrian Core

The pedestrian core in the heart of campus reduces the number of usable roadways and access points for a shuttle service.

The Road Network

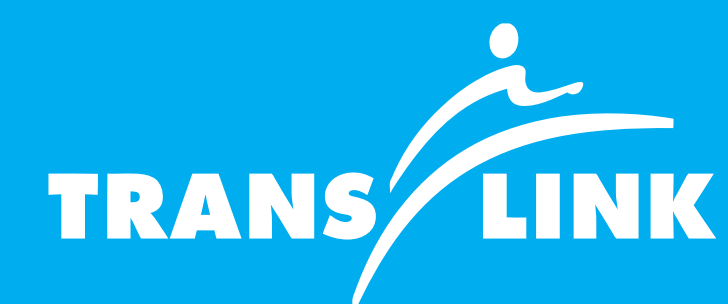
The narrow, winding roads on campus, such as West Mall, Lower Mall and Memorial Road, can make it difficult for shuttle buses to maneuver.

Direct Coverage

Not all campus roads extend the full length of campus, which limits the options available for routing. For example, East Mall terminates at University Boulevard and Main Mall is in the Pedestrian Core.



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6 Selecting the Final Shuttle Route

In order to determine whether **Alternative A (along West Mall)** or **Alternative B (along SW Marine Drive)** will be pursued, further technical analysis is required.

Alternative A is the preferred option as it brings transit service closer to the heart of the campus; an area with high levels of activity and residential population. Alternative A also better connects student residences, and neighbourhoods to the services and amenities on campus, which supports ridership growth and better utilizes transit resources.

However, more work is needed to assess the technical feasibility of Alternative A. **Route testing in early 2013 will determine the feasibility by evaluating potential concerns such as:**

- The **narrow lane widths** on West Mall
- The presence of **speed humps** and **raised pedestrian crossings**, which may reduce the speed and reliability of the route
- The **high volume of bicycle traffic and pedestrian movements**

Alternative B has been tested for technical feasibility and can accommodate the proposed service. However, there are a **number of considerations** that **pose concerns:**

- **New transit infrastructure** such as benches and bus stops along Pacific Spirit Park (West side of SW Marine Drive) are required
- **Improvements to lighting**, which would require significant infrastructure upgrades
- **Loss of proximity to** a higher level of **campus activity**

Both proposed shuttle routes will require infrastructure upgrades. UBC and TransLink will take the coming months to determine the feasibility of Alternative A along West Mall. Should West Mall not be possible due to technical feasibility, Alternative B along SW Marine Drive will be pursued.



7 Project Timeline

The proposed shuttle route is expected to be operational by September 2013.

Winter 2013

Road Testing for Proposed Alternatives A and B: Coast Mountain Bus Company (CMBC) began field testing the proposed routes in October 2012. The West Mall option (Alternative A) is expected to be field tested in early 2013.

Mid to late spring 2013

Present the final route to the campus community.

Spring 2013

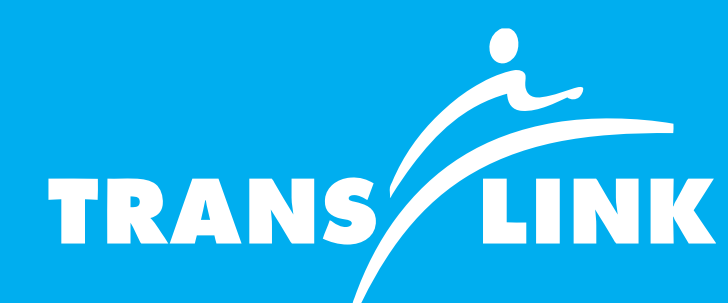
Bus Stop Locations and Other Supporting Infrastructure: Once the proposed route has been finalized, UBC will work with CMBC and other key stakeholders to identify bus stop locations and any infrastructure required at each stop to support the proposed route. This step will include the installation of concrete pads at bus stop locations, bus stop signage, lighting and any other road works required to support the new proposed route.

Fall 2013

Implementation: Pending successful completion of the field testing and installation of route infrastructure, UBC and TransLink have set a target implementation date for September 2013.



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8 Tell Us What You Think!

We value your feedback on the proposed changes to campus shuttle routes.

Do you have any thoughts or suggestions on the proposed route options?

Where would you see stops being located along the proposed route? This feedback will help inform our recommendation to TransLink and final stop locations will be determined based on a safety and technical review from TransLink.

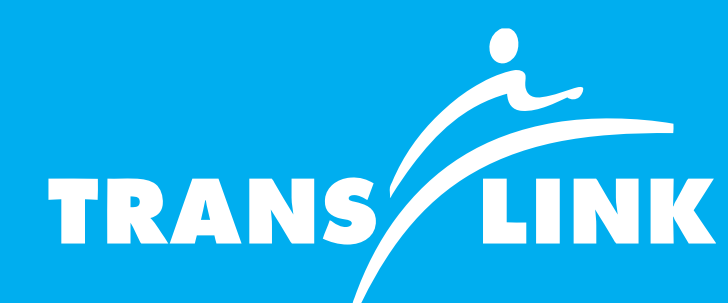
- **Please place a dot (or dots) on the map provided in Board 9.**

How will the proposed changes impact your travel patterns and decisions?

Please take a moment to fill out your feedback form or participate online at www.planning.ubc.ca between November 23 and December 2, 2012.



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9 Tell Us What You Think!

Where would you see stops being located along the proposed route? Please place a dot (or dots) on the map provided below:

