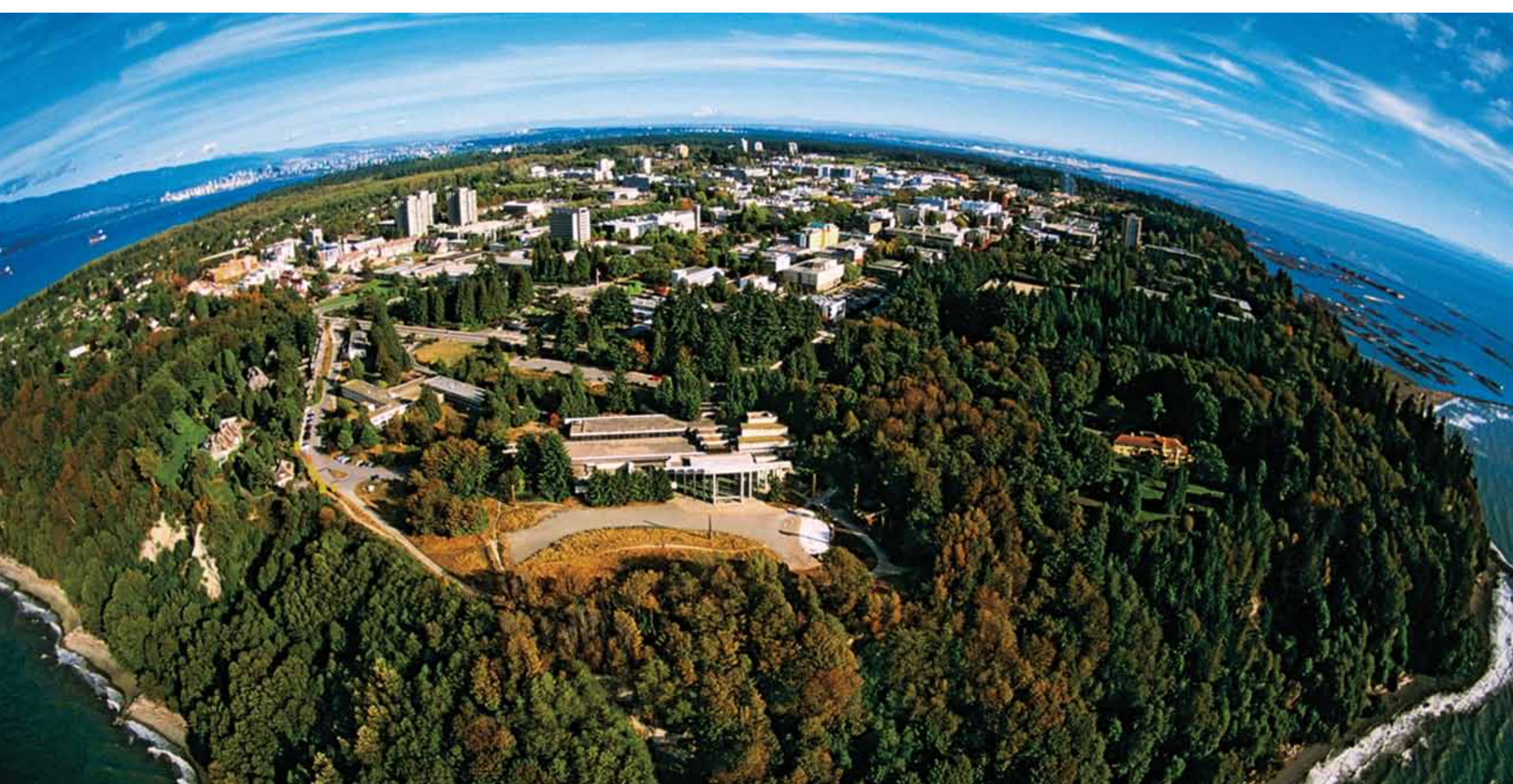


2 Overview

UBC is undertaking a planning process to develop a new Transportation Plan that will replace the 2005 UBC *Strategic Transportation Plan*.



UBC is dedicated to promoting sustainable transportation options for the university community. **Over the past decade, UBC has been successful in improving the transportation system for trips to and from campus. Building on this work, the new Transportation Plan will focus on on-campus trips and will look at cycling, walking, public transit, driving, accessibility, circulation, and service and emergency vehicle access.**

The new Plan will bring together existing transportation policies and objectives that reside in a variety of UBC plans (e.g. *Land Use Plan*, *Vancouver Campus Plan*) into one comprehensive document. Additionally, this planning process will help UBC identify any policy gaps in the existing plans related to on-campus transportation and work to address them.

The planning process will take place over the next year and will include multiple opportunities for public input.

Transportation Plan Advisory Committee

The role of the Committee is to review and provide comments on community engagement and consultation, gaps in current plans, and proposed strategic policy directions.

The following departments and stakeholders are represented:

- University Neighbourhoods Association
- Alma Mater Society
- Graduate Student Society
- UBC Student Housing and Hospitality Services

- UBC Building Operations
- UBC Parking and Access Control Services
- UBC Payment and Procurement Services
- UBC Access and Diversity
- UBC Campus Mail
- Fire and Rescue Services

- UBC School of Community and Regional Planning
- UBC Properties Trust
- UBC Campus + Community Planning

Other stakeholders and agencies to be engaged as needed (eg. TransLink, the University Endowment Lands or the City of Vancouver).



3 Existing Plans Containing Transportation Policies

UBC has a number of existing plans that contain transportation policies and overarching planning principles that will help guide the development of the new Transportation Plan.



UBC has a number of existing plans that contain overarching planning principles and transportation policies, such as the *UBC Land Use Plan*, *Vancouver Campus Plan*, the *UBC Strategic Transportation Plan*, *Neighbourhood Plans*, and the *Public Realm Plan*.

Each of these plans undertook a comprehensive public consultation process. **The new Transportation Plan will not alter the transportation policies in these plans but will bring them together in one document, and will also provide opportunities to address gaps in existing plans and policies related to on-campus circulation, service and emergency vehicle access, and accessibility.**



UBC Land Use Plan

UBC's *Land Use Plan* establishes land uses and provides policies for the development of UBC's Vancouver campus, such as supporting the development of a public transit oriented campus, rather than one that is focused on cars. It also supports creating a pedestrian and bicycle friendly environment to minimize pollution and provide sustainable transportation options.

Vancouver Campus Plan

UBC's *Vancouver Campus Plan* guides where and how future academic activities, student housing and associated campus services will be accommodated over the next 20 years. The *Vancouver Campus Plan* prioritizes creating a sustainable campus that is well connected and accessible for pedestrians, cyclists and non-motorized modes of transportation.

UBC Strategic Transportation Plan

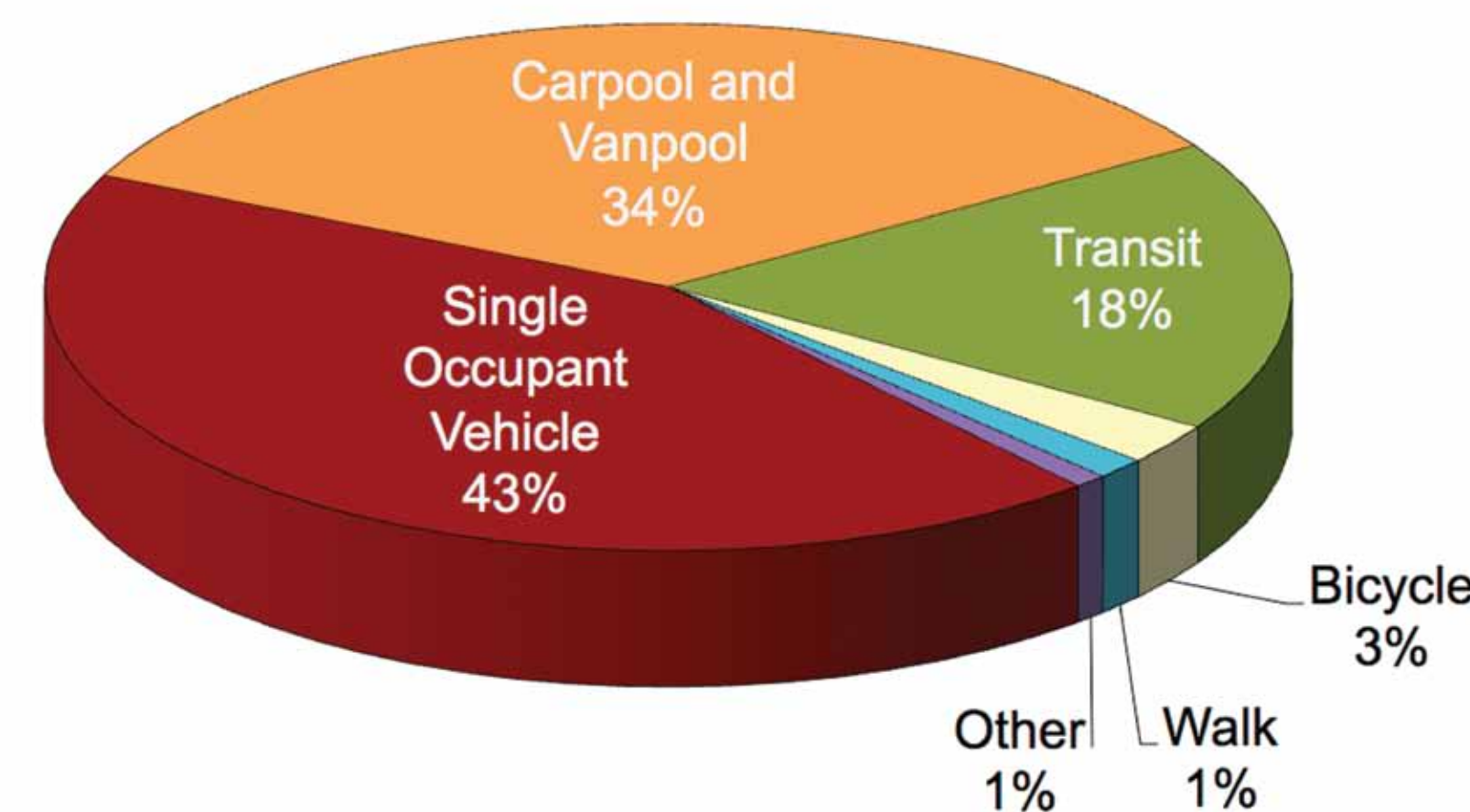
The 1999 and 2005 *Strategic Transportation Plans* include goals to reduce car traffic to and from campus, implement an on-campus shuttle bus service, introduce end-of-trip facilities for cyclists (e.g. secure lockers and bike parking), and clarify targets for heavy truck traffic to campus.



4 Commuter Campus to Community Campus

Historically, UBC has been a commuter campus given its unique geographic location and the high volume of people needing to travel daily to campus from across the region.

Fall 1997

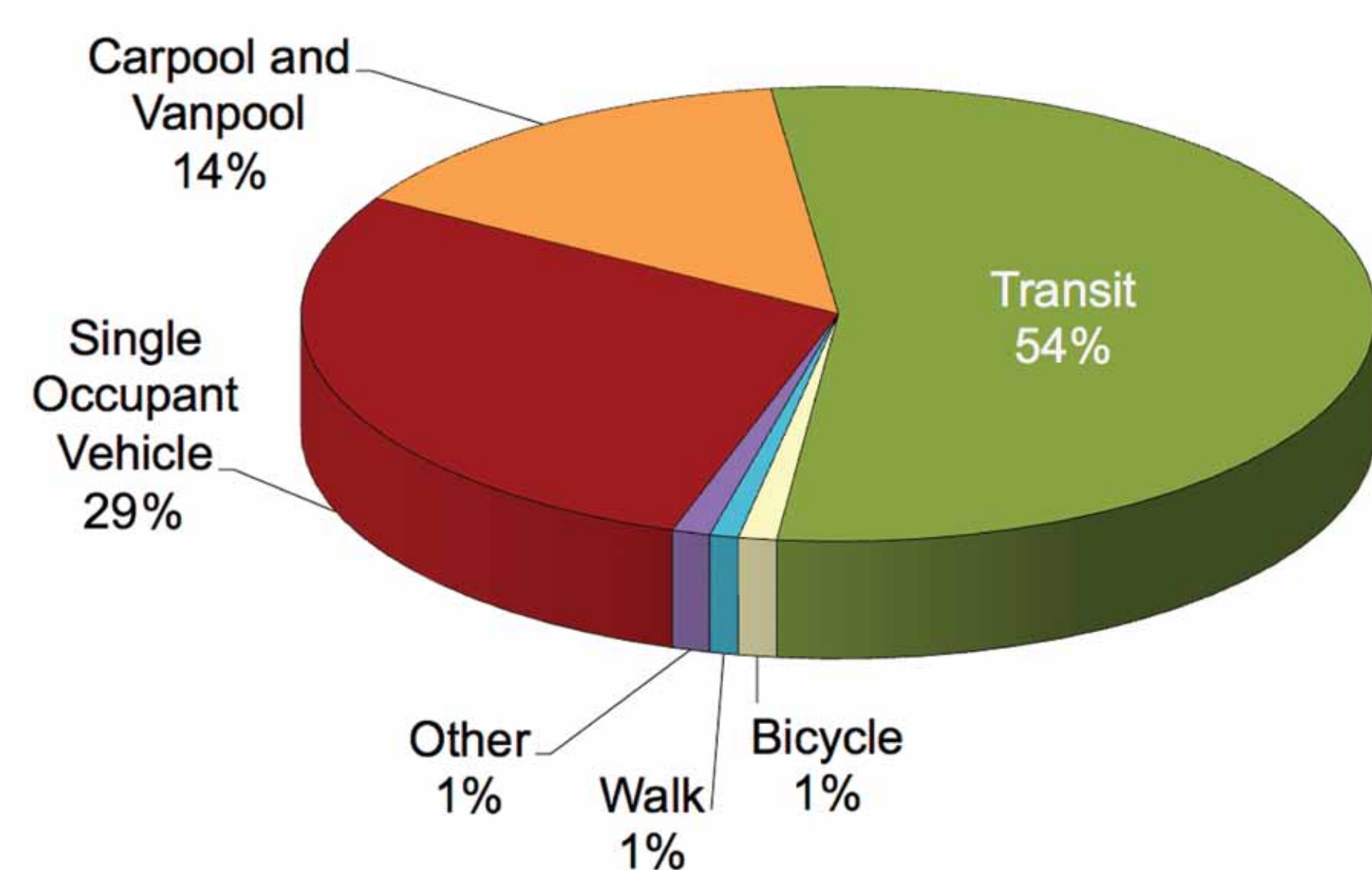


In 1997, 77% of all trips to campus were made by car, and public transit accounted for only 18% of daily trips to and from campus. As of 2011, car trips to campus decreased significantly to 43% of all trips, with public transit accounting for 54%, or roughly 75,000 trips per day.

This progress was the result of a number of transportation initiatives at UBC, which include:

- improving the frequency of public transit
- introducing U-Pass as a universal mandatory transit pass for all students
- reducing vehicle parking spaces and increasing parking costs
- installing new cycling infrastructure, such as secure bike parking and end-of-trip facilities
- creating campus community shuttle bus routes for TransLink's shuttle service
- offering car-share options across campus

Fall 2011



With planned growth of student and staff/faculty residences, campus neighbourhoods and an increasing number of faculty, staff and visitors travelling to campus every day, UBC recognizes the importance of enhancing accessibility, and circulation for all modes of transportation on campus.



5 Cycling on Campus

UBC is committed to supporting cyclists by continually improving cycling infrastructure and programming on campus.



Chemistry bike storage and parking facility.



In keeping with UBC's *Vancouver Campus Plan*, upgrades to on-campus cycling infrastructure include the implementation of shared use lanes for cyclists (e.g. sharrows and 'share the road'), improved wayfinding, secure bike parking facilities and end-of-trip facilities in new buildings (e.g. showers, lockers).

UBC's *Land Use Plan* sets out that each campus neighbourhood be designed to include networks of routes for cyclists and pedestrians to encourage walking, cycling and other non-motorized modes of transportation.

Cycling Policies in Practice

Here are examples of projects that have been implemented with the goal of improving cycling on campus:

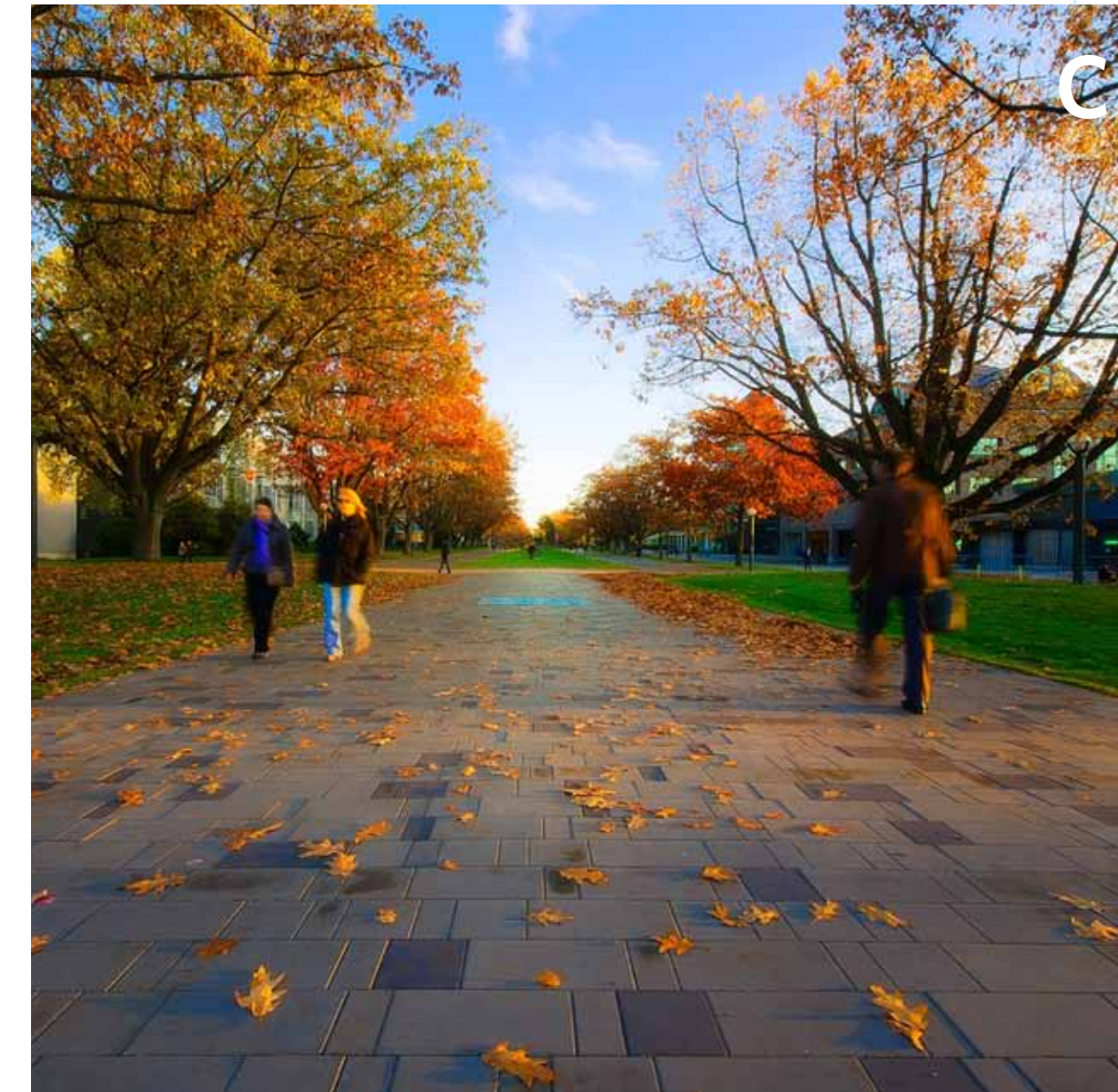
- construction of **10 secure bike storage and parking facilities** across campus
- installation of **106 secure bike lockers** across campus
- construction of **end-of-trip facilities in academic and residential buildings on campus**, including the Centre for Interactive Research on Sustainability (CIRS), the Earth Sciences Building and Ponderosa Commons

- transformation of **Main Mall to a pedestrian and cyclist only zone by restricting vehicle access and introducing footpaths and green space**
- conversion of **University Boulevard between Blanca Street and Wesbrook Mall from a four lane road to a two lane road with bicycle lanes on both sides**
- introduction of a network of '**green streets**' in **Wesbrook Place** designed for pedestrian, cyclist and non-motorized vehicles only
- the creation of **shared use lanes for cyclist on-campus roads** to increase visibility of cyclists, including West Mall and SW Marine Drive



6 Walking on Campus

Recent upgrades along Main Mall and University Boulevard have placed a priority on pedestrian travel in the campus core.



The replacement of existing roads with pedestrian walkways and green spaces along Main Mall and University Boulevard has transformed the campus core into a greener, pedestrian friendly space.

Ongoing work on UBC's pedestrian core includes the recent enhancements to Main Mall and University Boulevard and have significantly improved the pedestrian experience on campus, which is an important priority established in both UBC's *Vancouver Campus Plan* and *Land Use Plan*.

UBC's *Vancouver Campus Plan* also commits to promoting continuous linkages and connections between buildings and public outdoor spaces on campus, and to ensuring that these linkages are people-oriented, multi-use and extend across the entire campus, from east to west and north to south.

Pedestrian Focused Policies in Practice

Here are examples of recent projects that have been implemented with the goal of improving walking on campus:

- improvements to public walkways and outdoor spaces, such as:
 - Health Sciences Courtyard and Pathways (see Images A and B)
 - Main Mall (see Image C)
 - Agricultural Road
 - Memorial Road (see Image D)
 - University Boulevard
 - Totem Park
 - Math Annex
- improved lighting for safety and installation of benches for resting and gathering along Main Mall, University Boulevard and in Fairview Commons



7 Public Transit on Campus

UBC supports the development of a public transit oriented campus.



UBC's Land Use Plan encourages new local and regional public transit in conjunction with growth in activity and population, as well as providing higher density housing in locations that are closer to transit. It also addresses the need to have **transit systems planned in conjunction with land use to provide access throughout the academic campus and residential neighbourhoods**.

The *Vancouver Campus Plan* states that UBC will work with the campus community, TransLink and the provincial government to create permanent trolley (already completed) and diesel bus facilities, and a future rapid transit station near University Boulevard and Wesbrook Mall/East Mall. There is an emphasis on providing transit facilities that are safe, accessible, weather protected, convenient and attractive.

UBC is currently working with TransLink on revising the community shuttle routes to better serve the campus community.

Public Transit Policies in Practice

Here are examples of projects that have been implemented with the goal of improving public transit on campus:

- U-Pass program to encourage students to use public transit to get to and from campus
- new permanent trolley bus facility on University Boulevard and weather protected custom bus shelters to improve the transit experience for all riders
- designation of the future diesel bus facility in the Gage South area of campus
- extension of the #41 bus into Wesbrook Place neighbourhood
- implementation of TransLink Community Shuttles on campus



8 Driving on Campus

UBC aims to reduce single occupancy vehicle trips to and on campus.



UBC's Vancouver Campus Plan places top priority on having people use transit, bicycles, carpools or car-shares to travel to, from and around campus rather than using their personal vehicles for single passenger trips to and on campus.

Parking needs at UBC are expected to be met with the existing parkades on campus. The *Vancouver Campus Plan* stipulates that no surface parking (such as parking lots) be provided at new academic buildings, excluding any special requirements like service deliveries or ensuring universal access. Over time, surface parking lots at UBC are being discontinued and replaced with buildings or interim uses like recreational areas.

UBC's *Land Use Plan* aims to reduce single-occupancy vehicle travel (one person per car) by adopting policies that favour public transit, walking and cycling or car and van pools.

Driving Policies in Practice

Here are examples of projects that have been implemented with the goal of reducing driving to, from and on campus:

- elimination of more than 3,000 commuter parking stalls on campus since 1997, a reduction of approximately 25%
- increasing daily parking rates
- implementation of the Employer Pass Program to encourage transit ridership by UBC staff and faculty
- increased parking prices for all commuter parking lots
- reclaiming surface parking lots for institutional development (e.g. at the new Ponderosa Commons and Pharmacy buildings)



9 Accessibility on Campus

UBC aims to create a barrier-free, accessible learning environment that is respectful and equal among all people regardless of their physical, sensory or cognitive abilities, backgrounds or experience.



The *Vancouver Campus Plan* aims to create a barrier free, accessible learning environment at UBC that is respectful and equal among all people regardless of their physical, sensory or cognitive abilities, backgrounds or experience. The *Vancouver Campus Plan* also includes a policy in support of improving accessibility to older facilities and outdoor spaces on campus.

Some challenges to moving around UBC's Vancouver campus for people with disabilities include:

- long distances between buildings on a large campus
- a complicated network of formal and informal pedestrian routes
- rising slopes (e.g. a significant slope from West Mall to Main Mall)

- limited accessible parking and vehicle access in the campus core
- inconsistent access to the main entrances of buildings, particularly older buildings

UBC has incorporated a set of 'Universal Design Principles' into how we design the Vancouver campus. This internationally endorsed approach includes working to reduce segregation of users (e.g. separate entrance for users with physical disabilities), making design simple and intuitive to use, providing easy to understand information on buildings and in public areas, and making sure accessible features require a low level of physical effort.

Examples of Improved Accessibility on Campus

UBC has been taking the necessary steps towards creating a barrier free campus environment.

Here are some examples of where accessibility has been improved:

- improved access to the main entrance of the Leonard S. Klinck building (before and after – images B and C)
- installation of a ramp at the Old Administration Building and at Buchanan Courtyards (pavilion entrance and off of Main Mall)
- curb let downs at cross walks (image A)
- grouping high use buildings near transit and allowing mixed uses of buildings in the campus core, such as the new Student Union Building and Ponderosa Commons, to reduce travel distances



10 Circulation, Access and Other Issues

Emergency and service vehicle access, reducing pedestrian-vehicle conflict and other issues also need to be considered in the development of the Transportation Plan.

Emergency and Service Vehicle Access

UBC's *Vancouver Campus Plan* establishes the need for a clearly defined service and emergency vehicle network on campus that complements pedestrian zones.

For emergency vehicles, this means having the ability to access the campus core in a timely way. For service vehicles this means being able to make deliveries, pick ups or provide other services at their designated buildings (e.g. caterers, mail, building operations, utilities) across campus.

Reducing Pedestrian - Vehicle Conflict

On shared roads with pedestrians, cyclists and vehicles, **UBC is committed to preventing pedestrian-vehicle conflict on campus by ensuring sufficiently wide greenways and applying principles of traffic calming such as speed humps, raised crosswalks and road signage.** UBC's *Land Use Plan* places emphasis on having a campus that is less vehicle-dominated, and more favourable to the needs of pedestrians, cyclists and transit.

Examples of this in practice include the introduction of speed humps, raised crosswalks, narrow streets, turning circles and curb bulges along East Mall and West Mall, as well as the traffic calming measures to West 16th Avenue.



Heavy Truck Traffic

The 1999 and 2005 *Strategic Transportation Plans* set targets for managing heavy truck traffic to and from campus. Heavy trucks (vehicles with three or more axles), come to and from campus for deliveries and construction projects. The 1999 and 2005 *Strategic Transportation Plans* set a target of 300 heavy truck trips per day. The 2011 quarterly monitoring of truck trips showed that on average there are 490 heavy truck trips per day (the majority being from construction related to academic buildings).

In developing the new Transportation Plan, UBC wishes to explore this target, in light of the fact that academic and residential development on campus will continue. We are looking at whether we need to adjust the daily target to reflect the existing truck traffic or whether there are other ways we can manage the impacts of daily truck traffic to and from campus.

Other Considerations

Travelling around campus on a skateboard, long board, unicycle or another mode of transportation? Tell us about your experience!



Timeline and Next Steps

In the coming year, UBC will be working on the development of a new Transportation Plan with input from the campus community.

Next Steps

Over the summer, UBC will be doing a comprehensive gap analysis of existing transportation policies and will also use the feedback from this public consultation to inform its analysis.

A second phase of public consultation will take place in Fall 2013 and will be widely advertised.



A

Tell us about you!

What is your primary affiliation with UBC?

Please place a dot or sticky note under the appropriate category below:

Student	Faculty	Staff	UBC Resident	No Direct Association	Other, please specify...



B

Tell us about you!

Where do you live?

Please place a sticky note under the appropriate category below:

On Campus, please specify where...	Off Campus, please specify where...



C Tell us about you!

What's your main mode of transportation on campus?

Please place a dot or sticky note under the appropriate category below:

Cycling	Walking	Public Transit	Driving	Other, please specify...

