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Chris Fay  
Director, Strategic Policy  
UBC Campus and Community Planning  
2210 West Mall  
Vancouver, BC V6T 1Z4

Dear Mr. Fay,

**Re: UBC Campus Vision 2050**

Thank you for convening the External Advisory Committee meeting on January 25, 2023, and for the follow-up email providing the draft UBC Campus Vision 2050 for review. TransLink continues to appreciate the opportunity for involvement and to provide feedback on this important long-range plan. Our comments are based on:

- Policy direction in [Transport 2050](#), the regional transportation strategy, to work with partner agencies in advancing shared regional objectives and integrated land use and transportation planning;
- Direction contained with the [Transport 2050: 10-Year Priorities](#) which sets out a “bus-first” approach to rapidly expand transit service across the region and identifies a number of key rapid transit projects seeking funding, including the UBC extension (UBCx) of the Millennium Line;
- Our legislated mandate to review partner agency plans for regional transportation implications and to support [Metro 2050](#), Metro Vancouver’s Regional Growth Strategy (RGS); and
- The [Transit-Oriented Communities Design Guidelines \(TOCDGs\)](#), a tool to support the planning and design of communities that integrate land use with sustainable transportation.

**Bold Vision for UBC and Aspects Benefiting from Additional Coordination**

The draft UBC Campus Vision 2050 (“the Vision”) is a forward-thinking long-term framework that advances key regional objectives in both Transport 2050 and the RGS. It closely integrates density and diversity with transit access, proposing a robust, lively UBC campus continuing to serve as a key regional destination and hosting integrated and connected neighbourhoods. The

Vision generally supports and advances the regional goals and strategies outlined in Transport 2050.

The Vision also aligns with the key principles of TransLink's Transit-Oriented Communities Design Guidelines (TOCDGs), including transit-supportive land uses, diverse destinations and land uses, a variety of housing typologies, and a complete street network that emphasizes transit and active transportation. This letter includes opportunities to further strengthen the Vision and suggestions to clearly link the campus vision with regional planning strategies, such as Transport 2050. Further, the commitment to the long-standing, ongoing relationship with the Musqueam Indian Band is recognized and aligns with Transport 2050 direction supporting reconciliation.

While understanding that the Vision sets an ambitious and long-term outline for UBC's future, there are concerns with the representation of rapid transit. Namely, the planned but unfunded UBC SkyTrain extension (UBCx) could be more consistent with the approved regional base scope and TransLink's 10-Year Priorities. There are also opportunities to better coordinate feedback and review of forthcoming plans related to the Vision, specifically the new Land Use Plan and Regional Context Statement. TransLink looks forward to continued collaboration with UBC to support our shared regional goals.

#### **Clearly Characterize Rapid Transit Projects**

Rapid transit is a central organizing principle for the Vision, a direction which aligns with TransLink guidance like Transport 2050 and the TOCDGs. Additional clarity could be provided with inclusion of the current status of proposed rapid transit projects. For UBCx, this means distinguishing between the Mayors' Council approved regional base scope, with a single on-campus SkyTrain station at the UBC Trolley Bus Loop, from a potential second SkyTrain station and alignment serving the southern portion of campus that would require third-party funding.

TransLink strategic documents, namely Transport 2050 and the 10-Year Priorities, identify UBCx as a regional priority for a SkyTrain expansion. The approved regional base scope includes passive provision for a potential future station near the UEL and Musqueam lands. Ridership forecasts out to 2050 do not warrant three stations in close proximity and we encourage UBC to confer with other stakeholders, such as the UEL and Musqueam Indian Band, on the priority for future station consideration beyond the regional base scope.

The Vision could also clearly note the UBCx vertical alignment will be assessed in future planning phases. TransLink's default policy is to assume SkyTrain guideway is elevated except where functionally or technically unfeasible, as established in our municipal and partner contribution policies. The Vision should not assume either an underground alignment or a second UBC station at this time, and caveats or other explanatory language should be added as appropriate within the Vision.

Transport 2050 also identifies potential future rapid transit on either 41st or 49th Avenue connecting to UBC as a subject of future studies, noting there are no decisions on technology or alignment. The Vision could note that no decisions have been made and that future studies are

required. Subject to funding of an approved project, TransLink will continue to advance UBCx in coordination with local communities and explore rapid transit on 41st/49th Avenues as directed.

### **Maintain and Enhance UBC as a Transit Destination**

The UBC Point Grey Campus is an important regional transit destination, with significant transit ridership and numerous bus routes serving the campus and neighbourhoods. Opportunities for additions or refinement to transit service can be considered through upcoming TransLink-led area transport planning for the Burrard Peninsula. Ultimate routing and service levels of any new on-campus or onward transit connections would be in coordination with TransLink. This is an important distinction to reflect in the Vision and to note that routes shown are conceptual and not yet defined.

The role of bus access and circulation around UBC will remain important, even following possible completion of UBCx. The Vision references transit priority, including intersection improvements and transit priority lanes on 16th Avenue and Wesbrook Mall. Wesbrook Mall currently experiences the most passenger hours of delay on campus and would ideally be served with median busway lanes between the UBC bus loop and 16th Avenue. Additional transit priority measures are encouraged on 16th Avenue, Chancellor and University Boulevards, which would support the goal of a majority of trips by walking, rolling and transit. Recognizing that roads on campus are a shared UBC and Provincial responsibility, TransLink would be happy to work with both UBC and the Ministry of Transportation and Infrastructure on any proposed improvements to campus roads for transit and active transportation.

### **Support for Cycling and Walking Improvements**

UBC is identified as a regional high cycling potential area and multiple Major Bikeway Network (MBN) routes connect to and through the campus: Marine Drive, University Boulevard, Wesbrook Mall and a small portion of Chancellor Boulevard. The Vision generally supports these regional cycling opportunities. Additional reference to TransLink's MBN network within the Vision, clearly defining Primary and Secondary Cycling-Micromobility Corridors, and showing them on a map are encouraged.

The Vision also identifies Active Transportation Corridors which appear to have onward connections to natural areas. These could also note improved access to nature for those walking, rolling or cycling. Other actions to strengthen the Key Strategies on page 77 include specifically identifying vulnerable users as a constituent for safe roadway and intersection design and offering clearer intent for the pedestrian priority zones.

The "Connected Campus" and "A Community of Communities" Big Ideas are an opportunity to holistically consider transportation and land use. This could be done by identifying locations for shared micromobility, e-device charging, and safe routes with clear wayfinding connecting key campus locations and centres of activity, supporting active transportation as the first choice for most trips.

### **Future Road Network Coordination and Clear Definitions**

The streets and roads on the UBC campus fall outside of TransLink's Major Road Network (MRN). Future updates to the UBC roadway network, especially in conjunction with potential rapid transit expansion such as UBCx or along the 41st/49th Avenue corridor, may necessitate coordinated roadway design considerations between UBC, MoTI, and Translink to achieve shared objectives around safety, active transportation and transit. This is another opportunity to participate in upcoming area transport planning for the Burrard Peninsula.

The Vision references primary and local "Complete Streets" but does not clearly define them in terms of modes included, degree of modal separation, or transit priority. The vision of Complete Streets could be further strengthened through definitions and examples of street cross-sections by type.

### **Look Ahead for TDM and New Mobility Opportunities**

The Vision considers the unique opportunities presented by UBC as a major institute of higher education, including demand management tools supportive of most trips by sustainable modes. The modal hierarchy in the Vision aligns with Transport 2050 goals of making active travel and transit the most convenient choices for short and long trips, respectively. [TravelSmart](#) and [TDM Guidelines for Development](#) webpages both provide options for further TDM opportunities.

The Vision could be enhanced by including existing and future shared micromobility, especially in relation to the envisioned transit hub at the UBCx UBC station and at community hearts, mixed-use hubs, and local nodes within the campus. Reference to opportunities to expand shared micromobility options, including potential linkages with systems in neighbouring communities, could further emphasise this transport option.

There is also reference in the Vision to shifting to more sustainable last-kilometer delivery methods. Consider strengthening this with reference to possible tools, such as package consolidation hubs, automated and/or electronic last-kilometer delivery, and exploration of dynamic curb management tools.

### **Interest in a Fulsome Review of Draft Land Use Plan and RCS**

Our understanding from UBC staff is that, in addition to the Vision, a new Land Use Plan (LUP) and Regional Context Statement (RCS) are being drafted. We received circulation of the LUP via Metro Vancouver, however TransLink requests the opportunity to conduct a fulsome review of both the LUP and RCS in advance of decision-making and aligned with our legislated responsibilities. This review may result in additional comments and considerations beyond those provided here regarding the Vision.

An initial review of the draft LUP has identified similar concerns about the characterization of UBCx and 41st/49th Avenue rapid transit already noted above. Additionally, we strongly encourage reference to Transport 2050, the regional transportation strategy, in section 2.3. The

reference to 41st/49th Avenue Rapid Transit should clearly indicate that the direction at this point is for a study and that there is not a commitment at this time.

Section 4.5, regarding Mobility and Accessibility, provides positive reinforcement of active and sustainable transportation, in alignment with Transport 2050. The wording in the section related to UBCx should be amended to reflect that the extension is identified in the 10-Year Priorities but is neither funded nor has an anticipated opening date. References to rapid transit on 41<sup>st</sup>/49<sup>th</sup> should also note that these have been identified for future study. Please note that for Section 4.5.3.2, that bus stops and other customer amenities are typically provided by the host local government.

The language in 4.5.3.1 speaking to SkyTrain at UBC should be amended to accurately reflect the April 2022 Mayors' Council resolution, which identified only the central UBC SkyTrain station within the regional base scope and noted that a second station and associated rail connection would be both outside the regional base scope and would require third-party funding.

#### **Next Steps and Continued Collaboration**

We appreciate the opportunity to review and comment on the UBC Campus Vision 2050. The Vision sets positive guidance for the change at UBC over the coming decades and is largely in alignment with key regional transportation and growth strategies.

We look forward to continued coordination with UBC on any future iterations of the Vision and to reviewing the draft Land Use Plan and Regional Context Statement in full. Staff also are available to discuss and support the framing of rapid transit, recognizing the important role it has in these documents. Please feel free to contact us or Zak Bennett, Senior Planner, at [zak.bennett@translink.ca](mailto:zak.bennett@translink.ca), should you have any questions or wish to discuss further.

Regards,



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