



April 19, 2023

Matt Craig, A/Director, System Planning & Marisa Espinosa, Director, Major Studies
Transportation Policy and Planning
TransLink

Re: TransLink Comments on UBC's Draft 30-Year Vision & Land Use Plan

Dear Matt and Marisa,

Thank you for your March 3rd, 2023 letter providing comments on the draft 30-Year Vision for UBC's Vancouver Campus and related updates to our Land Use Plan. We have appreciated TransLink's participation in the External Advisory Committee for this planning process. Your feedback has helped shape the plans and will inform our upcoming work to develop more detailed campus and neighbourhood plans.

We were pleased to see that TransLink agrees that the draft 30-Year Vision generally supports and advances the regional goals and strategies outlined in Transport 2050. We have responded to your specific comments in the table below, including describing where we have made updates to the 30-Year Vision, Land Use Plan and Regional Context Statement.

As we shared following your letter, UBC has revised the timelines for finalizing the 30-Year Vision, the Land Use Plan, and UBC's Regional Context Statement. We now expect to present the plans to the UBC Board of Governors in late June 2023, when the Board will consider referring the Land Use Plan to a fall 2023 public hearing. Following the public hearing, the Board of Governors will consider approving the 30-Year Vision, subject to the Minister of Municipal Affairs adoption of the updated Land Use Plan.

As part of this process, we have attached the updated draft Land Use Plan and Regional Context Statement here for your review and comment. We would appreciate your comments by May 19th, 2023. An updated version of the 30-Year Vision document will be shared for information with all members of our External Advisory Committee, including TransLink, when it is finalized in the coming weeks.

Thank you again for TransLink's continued support and involvement in UBC's Campus Vision 2050 process.

Best,

Chris Fay
Director, Strategic Policy
UBC Campus and Community Planning

TransLink comments on UBC draft 30-Year Vision	UBC response
<p>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.</p>	<p>The 30-Year Vision is intended to conceptually illustrate the campus of the future and looks beyond the scope and time horizon of any single project (e.g. UBCx). Edits to the 30-Year Vision have clarified that future decisions are required to determine “Transit alignments and station locations” by “UBC and/or government partners.”</p>
<p>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.</p>	<p>The 30-Year Vision reflects the need to shape campus growth in response to UBC’s aspirations for UBCx. To reflect this comment, edits to the 30-Year Vision have clarified that future decisions are required to determine “Transit alignments and station locations” by “UBC and/or government partners.”</p>
<p>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.</p>	<p>Comment to be considered as part of further detailed work in the subsequent 10-Year Campus Plan to implement the 30-Year Vision. The transit priority studies of W16th and Wesbrook Mall anticipated over the coming year will also inform the 10-Year Campus Plan.</p>
<p>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.</p>	<p>Edits made to further emphasize walking, rolling and cycling. Other suggestions will be considered as part of further detailed work in the subsequent 10-Year Campus Plan to implement the 30-Year Vision.</p>

<p>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.</p>	<p>Edits made to further emphasize access to nature on campus, via accessible paths for walking, rolling, and cycling.</p>
<p>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.</p>	<p>Edits made to further emphasize suitability of cycling facilities for people of “all ages and abilities”, and to prioritize the safety and comfort of “vulnerable road users”.</p>
<p>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.</p>	<p>Edits made to incorporate multi-modal transportation hubs into the community hearts, mixed use hubs, and local nodes.</p>
<p>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.</p>	<p>Edits made to clarify that all streets are intended to be multimodal. Comment to be further considered as part of subsequent 10-Year Campus Plan to implement the 30-Year Vision..</p>
<p>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.</p>	<p>Edit to add expanded shared micromobility integrating with systems in neighbouring communities where possible.</p>
<p>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.</p>	<p>Edit made to add shift to more sustainable last-kilometer delivery.</p>

TransLink comments on Land Use Plan	UBC response
Concerns about the characterization of UBCx and 41st/49th Avenue rapid transit already noted above.	The Land Use Plan helps implement the 30-Year Vision and therefore also reflects the need to shape campus growth in response to UBC’s aspirations for UBCx. To reflect this comment, edits to Schedule D reflect the need for future decisions about “Transit alignments and station locations” by “UBC and/or government partners.”
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.	Clarification and description of Transport 2050 added.
Section 4.5 - 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.	Reference to timeframe removed.
References to rapid transit on 41 st /49 th should also note that these have been identified for future study.	Clarification added.
Section 4.5.3.2, that bus stops and other customer amenities are typically provided by the host local government.	Comment noted, no change made.
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.	<p>4.5.3.1 is a general policy about continuously improving transit services, that is not specific to rapid transit or SkyTrain stations.</p> <p>Assuming this comment refers instead to 4.5.2.1: Reference to project-specific decisions or endorsements by the Mayors’ Council (or others) regarding UBCx project scope would not be appropriate within UBC’s Land Use Plan as the project planning and business case work is ongoing. To reflect this comment, edits to Schedule D reflect the need for future decisions about “Transit alignments and station locations” by “UBC and/or government partners.”</p>