



TransLink
400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
Canada
Tel 778.375.7500
translink.ca

South Coast British Columbia
Transportation Authority

May 26, 2023

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

Dear Mr. Fay,

Re: UBC – draft Land Use Plan and Regional Context Statement

Thank you for your email on April 19, 2023, providing both the draft UBC Land Use Plan (LUP) and draft Regional Context Statement (RCS) for our review and comment. As always, TransLink appreciates the ongoing opportunities to provide feedback on these important long-range documents. 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 within 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.

Overview - Key Comments

The draft LUP and RCS show strong alignment with shared regional planning objectives. Transport 2050 and the Transport 2050: 10-Year Priorities include a SkyTrain extension to UBC (UBCx) as a regional priority. Conditional language related to the second SkyTrain station shown in the LUP should be added to minimize risk of misinterpretation. The LUP could benefit from additional or clarifying language related to transit and active transportation, as discussed below. Some of our

comments below reiterate issues noted in the letter we provided on the UBC Campus Vision 2050 on March 3, 2023. Our more detailed feedback on the draft LUP and RCS is as follows.

Strong Alignment with Regional Policies

The LUP and RCS both demonstrate strong alignment with long-term regional growth policies. Much of the UBC campus is within an existing Frequent Transit Development Area (FTDA), which are considered appropriate locations for growth and intensification. UBC is extremely well served by transit, with a major bus loop and exchange on the campus which anchors numerous bus routes. Directions within the LUP, specifically contained in sections 4.1, 4.2 and 4.3, align with TransLink's TOCDGs through promotion of density, diversity and destinations in locations with access to high-quality transit. Additionally, reference to specific and sustained engagement with the Musqueam Indian Band and other Indigenous communities on campus aligns with the strategic lens of reconciliation within Transport 2050.

Continued Support for SkyTrain to UBC

The draft materials include continued support for UBCx, which would continue west from the currently under-construction Broadway Subway station at Arbutus Street to the UBC campus. Both the LUP (in sections 4.1.1.4 and 4.5.2) and the RCS reference UBCx as central to campus transportation. This aligns with Transport 2050 and the Transport 2050: 10-Year Priorities, which noted UBCx as a regional priority. There is also reference to the potential for future rapid transit along the 41/49/Marine Drive corridor. For clarity, we suggest noting that rapid transit may be either Bus Rapid Transit (BRT), light rail, or SkyTrain, subject to future studies and decisions.

At this time, the Mayors' Council has approved a regional base scope for UBCx with a single UBC station. A second UBC station, referenced in LUP section 4.5.2.1 and indicated on the Schedule D map, was not part of the approved regional base scope. To minimize risk of misinterpretation, conditional language around a second UBC station should be added to section 4.5.2.1 and the icon for the second station on Schedule D shown in gray or otherwise differentiated from the UBC station approved in the UBCx regional base scope.

Table 3 in the LUP references the anticipated UBC population in neighbourhoods in 2050. TransLink is interested in receiving additional forecast information, including estimated forecasts for campus population, students, the 18-24 year old population, the number of jobs, and anticipated post-secondary enrolment, as such information is available. While outside the direct scope of the LUP and RCS, these forecasts help inform ridership assumption evaluations for the UBCx project. Any correspondence on this subject can be provided directly to Zak Bennett (zak.bennett@translink.ca) with the Major Studies team.

Reflect the Ongoing Role of Bus Transit

While bringing SkyTrain to UBC remains a priority for all partners, bus service will remain critical, with UBC continuing its role as a key destination and terminus for numerous bus routes, many with high frequencies and high demand. Section 4.5.3 of the LUP could be strengthened with an explicit reference to the ongoing importance of bus service within and to the UBC campus, including the UBC Exchange and the benefits of increased speed and reliability accruing from bus priority measures.

Section 4.5.3.2 of the LUP references potential new on-campus shuttle routes developed in coordination with TransLink. We use the [Transit Service Guidelines](#) to support decision-making related to transit service changes. TransLink's ability to provide services consistent with the Transit Service Guidelines is influenced by available resources (in particular, available funding for transit operations), and by the investment priorities set out in the Regional Transportation Strategy ([Transport 2050](#) and the [Transport 2050: 10-Year Priorities](#)) and [10-year investment plans](#) (most recent is the [2022 Investment Plan](#)). Any new TransLink routes are subject to future demand and ridership patterns. Existing routes may be modified to better support growth and development as it occurs at UBC, and the ongoing enhancement of walking and cycling as intra-campus travel options may result in insufficient demand for new on-campus transit.

Bus priority measures, including road space reallocation, serve long-term objectives such as reduced GHG emissions, road safety, mode shift to sustainable transportation, and reduced vehicle kilometres traveled (VKT). Bus priority measures may be especially impactful along University Boulevard, Wesbrook Mall, and Chancellor Boulevard. Section 4.5.3 and Schedule D could strongly emphasize the opportunity and potential positive outcomes provided by bus priority measures on the aforementioned corridors within UBC.

Enhance Active Transportation as a Priority Mode

Section 4.5.1.2 of the LUP identifies the top two transportation mode priorities for UBC as active transportation modes. This direction aligns with Transport 2050, which seeks to make active transportation the easiest and most convenient option for short trips, and also aligns with the modal hierarchy of the UBC Transportation Plan.

Despite this direction, greater emphasis could be placed on active transportation at UBC, particularly since UBC is identified as both an FTDA and as an area of high cycling potential within the region. We encourage adding a dedicated sub-section within Section 4.5 specifically for active transportation and including direction in support of walking, cycling and other micromobility options. Possible ideas include: dedicated, secure and convenient bicycle parking; e-device charging hubs; expanded and integrated shared micromobility options and hubs (additional micromobility comments included in next section); wayfinding and clear, legible connections between community hubs and transit; and Vision Zero or similar safety prioritization for vulnerable road users.

There are portions of the LUP where additional clarity would be beneficial. One instance is Section 4.5.5.1, which could indicate if 'complete streets' includes dedicated, separated space for the range of travel modes (e.g. sidewalks, separated cycling facility, transit priority, etc.). Additionally, it would be helpful to understand if the street network contemplated in Section 4.5 and shown in Schedule D accounts for completion of the Major Bikeway Network routes to and within UBC. Lastly, measures outlined in 4.5.5.2 and 4.5.5.3 indicate reconsideration of street use but do not specify if reductions in posted or design speed would be included. Including consideration of reduced speeds on specific road typologies (e.g. under 30 kph), is encouraged if it meets the intent of these measures.

There is also the possibility to strengthen references to active transportation within the draft RCS. Specifically, RCS Strategy 1.3.7(d)(iii) could also reference LUP Section 4.5.5.1 as the delineation of street types reflects the creation of safe and inviting spaces for vulnerable road users. RCS Strategy 3.2 could also tie in reference to a new Active Transportation subsection in RCS Section 4.5 that encourages access to nature via sustainable travel modes.

Opportunities to Further Explore New Mobility

As a university, UBC is uniquely positioned to consider new mobility for travel to, from and within the campus. Curb management practices, including dynamic parking pricing, ride-hailing pick-up and drop-off, and goods delivery, could be explored in more detail. Partnership contracts with curb management SaaS providers may be an opportunity for data collection and analysis of both passenger and goods movement.

Micromobility within the campus, particularly shared micromobility, is another area that may merit further exploration. Areas for exploration include the funding and installation of electric vehicle and device charging, geofencing for shared micromobility devices, and integration of passenger and goods delivery (e.g. through e-cargo bikes). Shared micromobility hubs near transit hubs may support first/last mile connections within the campus, and opportunities for integration of shared micromobility across jurisdictional lines could further support low carbon transportation choices. Regulating end-of-trip procedures to ensure that micromobility devices do not block sidewalks, entrances, or rights-of-way would help ensure clear paths of travel are maintained for pedestrians, especially people with disabilities.

Lastly, there may be future opportunities to explore urban air mobility, such as goods delivery via eVTOL craft, within designated on-campus zones. Another opportunity could be reconsideration of an automated shuttle pilot proposal, subject to updates to the Motor Vehicle Act. Generally, the unique aspects of the UBC campus allow for experimentation and testing of emerging mobility tools as technology evolves.

Strengthen Accessibility-Related Policies

Policy 4.5.6.1 of the LUP related to universal access for people of all abilities aligns with the Transport 2050 goal of providing a transit system that is accessible and barrier-free for everyone across the region. Despite this, there are opportunities to strengthen the accessibility-related policies of the LUP. For instance, there are two section headings that reference 'accessibility' (4.5.1 and 4.5.6), which could be combined or more clearly differentiated. In addition, Section 4.5.6 could more closely align with Transport 2050 (4.1.7(i), p. 173) by the addition of language that speaks to ensuring clear paths of travel are maintained for all users, to provide unobstructed and accessible movement. LUP Sections 4.5.6 or 4.5.7 could benefit from the addition of language related to making active transportation facilities comfortable and enjoyable for people of all ages, abilities, and backgrounds, consistent with the British Columbia Active Transportation Design Guide (see Transport 2050 policy 4.1.5, p. 172 for more specific possible related actions).

Opportunities for Transit-Oriented Affordable Housing

In addition to housing supply, housing tenure and affordability near transit are important considerations for advancing transit-oriented communities. Metro Vancouver's [Transit-Oriented](#)

[Affordable Housing Study](#) found that renter households, particularly those with lower incomes, are more likely to use transit and that access to frequent transit lowers transportation costs while improving access to services and employment, underscoring the Transport 2050 theme of 'access for everyone'. LUP policies in Section 4.2 could add language to encourage preservation, protection, and reinvestment in existing older, more affordable market and non-market rental housing near transit in order to minimize displacement of existing residents.

Next Steps and Continued Collaboration

We appreciate the opportunity to review and comment on draft versions of both UBC's Land Use Plan and Regional Context Statement. These documents build on the guidance outlined in the UBC Campus Vision 2050 while underscoring and supportive goals outlined at the regional level, including in Transport 2050, which will shape growth and transportation outcomes in the coming decades.

We look forward to continued coordination with UBC on any future iterations of these materials and continued opportunities to collaborate on projects supporting the best possible transportation and land use outcomes. Please feel free to contact me or Susan Lightfoot, Senior Planner, at susan.lightfoot@translink.ca, should you have any questions or wish to discuss further.

Regards,



Joanna Brownell

Manager, Partner Planning
Transportation, Land Use and Policy