



UNIVERSITY ENDOWMENT LANDS

MOBILITY AND TRANSPORTATION

Upgrading the area’s transportation network is an integral part of planning our future. By providing more options for people to get around, we can support more active lifestyles, reduce greenhouse gas emissions, improve air quality, and create a more accessible community.

Between 2013 and 2017 several studies were conducted to review and assess the local transportation network and identify future needs for our growing community. This included close coordination with UBC and adjacent neighbourhoods.

This coordination will be critical as we explore options for growth and development in Area D.

HOW CAN WE SUPPORT A MORE SUSTAINABLE TRANSPORTATION NETWORK IN AREA D?

TRENDS & ISSUES

- **Roads are lightly traveled by cars and busy with people.** Local roads have little to no vehicle traffic; however, there are safety issues for pedestrians and cyclists, with some streets lacking the right level of separation. For example, there are no bike lanes or bike parking and some sidewalks are too narrow for wheelchairs and strollers). UBC and UEL are building new cycling trails, multi-use paths, enhanced pedestrian connections, and transit to support a variety of travel choices.
- **Millennium Line Broadway Extension is in the works.** The Millennium Line Broadway Extension will become the quickest and most reliable way for people to access points east of Cambie Street; further reducing people's reliance on and frequency of car trips.
- **There are opportunities to enhance a sustainable network around Area D.** Previous transportation studies have shown that there are opportunities to make Area D's transportation network safer and more sustainable. Specific recommendations include: consolidating University Boulevard intersections, enhancing pedestrian and cyclist networks, changing off-street parking allocations, monitoring on-street parking and turnover, and improving connections to both UBC and Vancouver.
- **Commercial loading is a challenge.** Commercial loading and waste management collection spaces in the Village 'hub' are limited and poorly designed which can impact traffic and access to parking.
- **Significant development is occurring in adjacent areas.** UEL and UBC are growing; new developments at **lelorn** and in nearby UBC neighbourhoods, such as Stadium, Acadia, U Boulevard and Wesbrook Place, will bring more residents, businesses, and amenities. More people will be traveling around and through the area.

KEY FACTS

- Many local roads have low traffic volumes: less than 2,000 – 3,000 vehicles per day
- Residents of pre-1970's buildings have permitted parking on the street
- Many local roads have a lot of pedestrians, with ~1,000 pedestrians crossing Western Parkway in the PM peak-hour period and 500 pedestrians in the AM peak-hour period
- 30% of residents drive, 31% walk, 29% take transit and 10% bike to work/school
- The percentage of car trips to campus fell from 43% in 1997 to 28% in 2013
- There are over 10 bus routes and a night bus servicing UBC and the UEL
- 2015 and 2017 studies found no existing vehicle traffic issues but identified areas for future improvements to the transportation network

KEY DEFINITIONS

Transportation systems are the infrastructure and logistics of moving people and goods around by all forms of transport. There are different theories of sustainable transportation, but many have the following in common:

- **Multi-modal:** Maximize people's transportation choices and the diversity of trips made by different methods of travel.
- **Active:** Reduce people's reliance on travel methods that consume excess energy (like cars) and increase the number of people walking, cycling and taking transit.
- **Healthy:** Support safe and accessible travel modes for people of all backgrounds.
- **Compact:** Compact community development can help preserve natural habitat and encourage shorter trips between where people live, work and play.
- **Resilience:** Reduce GHG emissions and increase resilience to climate change, helping residents and local businesses thrive in a post-carbon era.
- **Air quality:** Keep the air we breathe clean and reduce greenhouse gases and other emissions.
- **Economy:** Enable the efficient movement of goods, services, and ideas by supporting a smart and efficient transportation system that supports a thriving economy.

RELATED POLICIES & PLANS

- Official Community Plan
- Land Use, Building and Community Administration Bylaw
- Multi-family Parking Policy
- Lutheran Campus College Transportation Assessment – Bunt, 2013
- Regent College Transportation Assessment – MMM Group, 2013
- University Endowment Lands Area D Transportation Review – Bunt, 2015
- UEL Block F Transportation Assessment – Bunt, 2015
- University Endowment Lands Area D Transportation Update – Bunt, 2017
- UBC Stadium Road Neighbourhood Plan – Nelson/Nygaard, 2018

GOALS

The UEL can work towards the following goals and objectives:

Goal 1: Promote walking, cycling and taking transit

- Enhance the transportation network to support community-building/place-making, slow streets, access to transit and active modes of transportation, and connectivity to campus

Goal 2: Make public life safe, convenient and comfortable

- Improve street designs and user pathways
- Improve road safety
- Make it easier to drive less
- Consider emergency vehicle access in street designs and traffic calming measures

Goal 3: Streamline the movement of goods and services to support the local economy

- Maintain an efficient network of truck routes
- Provide efficient loading and unloading in commercial lanes
- Support low-carbon goods and services movement and delivery

Goal 4: Plan and design better transportation networks

- Perform transportation modeling to understand the impacts of new developments on the network
- Support a diverse mix of services, amenities, jobs, and housing types near transit
- Design buildings and the public realm to be people-friendly, interesting and safe

IDEAS

To support a sustainable transportation network, the UEL can explore a wide range of policies, projects and partnerships. The following provides options to spark discussion about the best way forward for Area D. It is not a complete list of options and no decisions have been made.

WE WANT TO KNOW WHAT YOU THINK!

Share your thoughts on the future of Area D by:

- Visiting us at AreaDPlan.ca
- Telling us what you think in an online survey
- Coming to one of our events

Encourage Walking, Cycling And Transit. Consider approaches and tools to encourage people to walk, cycle and take public transit, to reduce vehicle trips (i.e., incentives to reduce trips or encourage trips at off-peak periods) and to improve street designs.

Separate Parking From Cost Of New Housing. Consider separating the cost of a parking space from the cost of a residential unit to reduce parking demand and the subsidization of parking spaces by those who don't own a car.

Consider On-street Parking. Reduce parkade and building costs for redevelopments by adding curb space parking into the total supply recognized by local parking requirements.

Shift To Parking Maximum Requirements. Cap the maximum amount of parking a development can provide rather than set a minimum amount to avoid the costly and unnecessary oversupply of parking spaces.

Reduce Private Parking Requirements. If parking minimums are retained, lower the requirements to meet actual demand for parking, rather than a 'one size fits all' ratio.

Explore Bulk Community Transit Passes. Similar to the U-Pass transit program for students, property developers, managers and strata councils can provide subsidized transit passes to renters and employees in the area.

Explore Development Policies. Develop a policy for new developments and density bonuses to improve walking, cycling and public transit networks and to provide space for commercial loading/unloading and waste management.

Support Transit-oriented Development. Explore development options that encourage transit use and work with TransLink on the Broadway Line extension to ensure future development reflects the needs of the area. In 2017, Metro Vancouver, TransLink and partners studied transit-oriented housing and found renters, especially those earning less than \$50,000, are likely to use transit, which shows the value of affordable rental housing in transit-oriented locations.

Support Fuel Efficient And Electric Vehicles. Increase awareness of electric vehicles, support building owners and residents with EV charging in multi-family dwellings and support local businesses to use electric vehicles. Make requirements that new developments have electric vehicle charging infrastructure.

Support Car Share Parking. Require in certain zones the use of car share programs in new developments or encourage car share parking spaces by providing incentives, such as in the form of reduced off-street parking requirements.

CASE STUDY

UNIVERCITY MASTER PLAN, SIMON FRASER UNIVERSITY

The UniverCity Community at Simon Fraser University's Burnaby Mountain Campus was developed as a sustainable residential-based community. It is within walking distance of the Simon Fraser University campus and transit exchange, as well as retail shops, restaurants, services and community facilities in and around the Town Centre.

A consortium of university stakeholders provided transportation planning advice for the community plan. This work included preparation of a transportation impact assessment and development of parking and car-sharing strategies consistent with the sustainable nature of the neighbourhood. Functional designs were also produced for key roadways within the neighbourhood to accommodate various road users including pedestrians, cyclists, transit vehicles, and general traffic.

