

CAMPUS TRANSIT PLAN

Fact Sheet

The Campus Transit Plan is a partnership of UBC, TransLink and the GVRD. The Campus Transit Plan describes how the main UBC campus will be served by transit in the future. The recommended transit service concept incorporates sufficient capacity to accommodate 20 or more years of growth in transit ridership, and expands transit services throughout the UBC campus. The complete Campus Transit Plan report is available for download at www.trek.ubc.ca.

Issues

The Campus Transit Plan addresses several issues, including:

- *Increased transit ridership.* Currently, transit carries almost 30,000 people to and from UBC each day. By 2011, this is forecast to increase to more than 50,000 trips per day.
- *Transit service levels.* Currently, 77 buses travel to UBC between 8 and 9 a.m. By 2022, 165 buses per hour — equivalent to almost three buses per minute — will travel to UBC in the morning peak hour.
- *Bus loop capacity.* The existing bus loop is over capacity. Continued expansion of the bus loop would mean that 20 years from now, the bus loop would have almost tripled in size, encompassing an area equivalent to three football fields.
- *Congestion and delays* on University Boulevard.
- *Transit coverage* of campus, particularly outlying areas such as South Campus.
- *Transportation targets.* UBC has committed to pursue targets of increased transit ridership and reduced single-occupant vehicle traffic.



Other Plans

The Campus Transit Plan is consistent with and supports the objectives of the GVRD's Official Community Plan for UBC and UBC's Strategic Transportation Plan. The Campus Transit Plan is also based on plans and proposals related to the eight neighbourhood areas on the UBC campus defined in the Official Community Plan. In turn, the results of the Campus Transit Plan provide input to further development of the neighbourhood plans, as well as to future updates of the Official Community Plan and the Strategic Transportation Plan.

Recommended Transit Service Concept

The recommended transit service concept was identified as the best overall concept by a wide margin as compared with the other 14 transit service concepts which were considered. The key features of the recommended transit service concept include:

- Existing regional bus routes are maintained. Buses would continue to operate via University Boulevard, Wesbrook Mall and 16th Avenue, as well as via a future bus-only access through South Campus.
- A new Community Shuttle service expands coverage of campus and links with the central transit station. Community Shuttles would provide mobility for persons with disabilities, persons travelling alone at night, persons making long trips across campus and persons travelling with large or heavy objects.
- A centrally-located transit station provides direct and convenient access to buses. Any location within the academic core area would be less than a 10-minute walk to the station.
- A below-grade transit station would be designed to improve passenger comfort and security — including heating, natural illumination, ventilation and security patrols. The below-grade station would also provide for faster bus loading and faster transit service. The station would be integrated with a new plaza at surface level and with new buildings adjacent the station.
- The annualized costs for the recommended transit service concept are lower than the costs of the other evaluated concepts. The total estimated costs for all participating agencies (UBC, TransLink and others) is \$10.6 million per year. This includes the estimated cost of constructing the below-grade transit station, which is \$17 million (the current estimate as of May 30, 2003), equivalent to an annualized cost of \$1.2 million.

