SUBJECT	UBC Vancouver Land Use, Transportation and Engagement Annual Monitoring Report
SUBMITTED TO	Property Committee
MEETING DATE	June 15, 2023
SESSION CLASSIFICATION	Recommended session criteria from Board Meetings Policy: OPEN
REQUEST	For information only - No action requested
LEAD EXECUTIVE	Robin Ciceri, Vice-President External Relations
SUPPORTED BY	Michael White, Associate Vice President, Campus and Community Planning.

PRIOR SUBMISSIONS

UBC Vancouver Land Use, Transportation and Engagement monitoring reports are submitted for information to the Board of Governors annually.

EXECUTIVE SUMMARY

This annual monitoring report provides an update on the implementation of UBC Vancouver's Land Use Plan (Attachment A), a summary of the Transportation Status Report (Attachment B), and the Campus and Community Planning (C+CP) Engagement Charter Annual Review (Attachment C). Together, these reports provide the Board of Governors with the information needed to assess the compliance of planning and development activity with UBC's land use policy targets and commitments.

UBC Vancouver Campus Land Use Plan - Annual Implementation Monitoring Report - Each year, the Board of Governors receives a monitoring report on the compliance of development approvals with the UBC Vancouver Land Use Plan, a regulatory plan that governs campus land use. In 2022, one neighbourhood faculty/staff housing and market rental development (Lot BCR 6) and one market housing development (Lot 6 "Wordsworth") in Wesbrook Place were approved. In addition, the Food and Beverage Innovation Centre, the Beaty Biodiversity Centre Addition and the Recreation Centre North Building were all approved on academic lands. All complied with the Board-approved plans and relevant planning policies.

The following housing developments were completed in neighbourhood areas and special plan areas during this period including:

Non-market housing

- Wesbrook Place (Lot BCR 8 "Evolve"), 110 units (Faculty and Staff)

Market (Leasehold) Housing

- No projects were completed for occupancy in 2022

Transportation Status Report - The Status Report provides annual data, measured against the goals and targets outlined in UBC Vancouver's Transportation Plan.

UBC has been encouraging and supporting sustainable transportation commuting options for the campus community in order to help meet our ambitious climate action plan and transportation targets. The 2022 Annual Transportation Status Report presents a summary of the data collected and UBC's progress towards reaching our three transportation targets, including:

TARGET 1: By 2040 at least two-thirds of all trips to and from UBC will be made by walking, cycling or transit and at least 50% of all trips to and from the campus will be on public transit.

TARGET 2: Reduce single occupant vehicle trips to and from UBC by 20% from 1997 levels.

TARGET 3: Maintain daily private automobile traffic at or less than 1997 levels.

In 2022, the sustainable transportation resources available to the community were enhanced and more engagement events were offered to make more people aware of the tools, programs and incentives available to help them plan more sustainable commutes. Transportation trends continued to be impacted by the COVID-19 pandemic in 2022, both at UBC and across the region. In particular, it resulted in a decrease in the use of public transportation and an increase in more people driving alone. In 2022, the highest number of single occupancy vehicle trips was recorded (up 18.5% from 2021) and the number of vehicle trips to campus were just below the baseline 1997 values. The transit mode share was 49% (with 50% of all trips being made by transit, cycling, and walking) and the single occupancy vehicle mode share was 40%. While these results are a shift away from achieving our transportation targets, it is likely the result of continued COVID-19 impacts.

UBC will continue to monitor progress against our targets alongside ongoing efforts to bring a rapid transit connection to UBC; and support initiatives that shift behaviour away personal vehicles onto buses, carpools, and more active modes.

Campus and Community Planning Engagement Charter Annual Review - The 2022 Annual Report of Campus and Community Planning's (C+CP) Engagement Charter summarizes consultation, engagement, and community programming activities undertaken by the department over the past year. In 2022, There were public consultations on eight development permit applications; engagement on UBC Campus Vision 2050; along with collaborative partnerships and programs to help build and shape community; and ongoing work with key organizations, including external partners and agencies to accelerate completion of SkyTrain to UBC. With regard to Campus Vision 2050, over 13,000 people participated across two phases of broad public engagement and targeted meetings with project advisory committees, Musqueam, faculty, technical experts and key interest groups on campus.

As part of UBC's commitment to deepening the university's relationship with Musqueam and to reconciliation, UBC is changing the way the university plans the campus with deeper Musqueam engagement, sharing information and discussing needs and interests on different types of planning and development projects, including Campus Vision 2050. C+CP worked with Musqueam staff and knowledge holders on seven projects as well as meeting regularly to share information on upcoming planning and development projects.

Through our ongoing commitment to our Engagement Principles, C+CP continues to apply new methods to strengthen our engagement to make it more equitable and inclusive in alignment with the Indigenous Strategic Plan, Inclusion Action Plan and the Anti-Racism and Inclusive Excellence Task Force Report.

SUPPLEMENTAL MATERIALS (optional reading for Governors)

1. UBC Vancouver Campus Land Use Plan - Annual Implementation Monitoring Report 2022
2. UBC Vancouver Campus 2022 Transportation Status Report
3. Campus and Community Planning Engagement Charter 2022 Annual Review

UBC Vancouver Campus Land Use Plan

2022 Annual Implementation Monitoring Report

June 2023

THE UNIVERSITY OF BRITISH COLUMBIA

Introduction

Each year, the Board of Governors receives a monitoring report on the compliance of development approvals with the UBC Vancouver Land Use Plan, a regulatory plan that governs campus land use. The Land Use Plan is approved by the Minister of Municipal Affairs and Housing in consultation with the Minister of Advanced Education, Skills and Training under the Municipalities Enabling and Validating Act (No. 3) Part 10-2010 (MEVA). The planning authorizations for development must not be inconsistent with the Land Use Plan.

Land Use Plan Targets

In 2022, one market housing development (Lot 6 ”Wordsworth”) in Wesbrook Place was approved and complied with the Board-approved neighbourhood plan and planning policies.

Assessment against the Land Use Plan targets and commitments:

1. Section 4.1.5(a) Student Housing Target. Maintain not less than a 25% ratio of housing specifically for full-time undergraduate students:
    - At the end of 2022, there were 13,421 Student Housing beds, plus 322 student beds from other student housing providers on the Vancouver campus. The UBCV FTE enrolment for undergraduates is 42,496, which produces a ratio of 32.3%.
2. Section 4.1.5(b) Goal of 50% of new market and non-market housing serving households where one or more members work or attend university on the UBC campus.
    - An assessment of recent administrative and survey data suggests that approximately one third of market and non-market housing residents are UBC students, faculty and staff.
3. Section 4.1.6.1(b) Requirement that 20% of neighbourhood housing units be rental, not less than half to be non-market housing:
    - 110 non-market units were added in 2022. Two projects under construction are expected to add 211 market units and 152 non-market rental units by 2023.
    - Total rental units are 32.0% of all neighbourhood housing.
    - Non-market rental units are 43.8% of all rental units.
4. Section 4.1.6.1(c) The maximum average floor space ratio (FSR) will be 2.5 net area. For clarity, this average density may be achieved through variable allocation across neighbourhood housing areas.
    - The current overall average FSR, for all projects built or with Development Permit approval is 2.19. This is based on a gross buildable area of 9,543,962 square feet and net site areas totalling 4,361,964 square feet.

5. Section 4.3.2 Social and Community Services:
    - Neighbourhood Park, a new 2.5 acre active and passive recreational space in Wesbrook Place was under construction in 2022. This project will complement the five existing parks, completing a system of green spaces for that neighbourhood.

Construction and Development Update

1. Academic Campus Construction

In 2022, Major projects are under construction include:

- Institute of Advanced Medical Isotopes at TRIUMF integrates lab and office space in a 5-level building (2 levels below grade).
- Museum of Anthropology Seismic Renewal project to upgrade the Great Hall by putting the structure on base isolators will protect building and artwork the event of an earthquake.
- MacLeod Building Renewal includes new building envelope, foundations, and mechanical penthouse addition.
- Gateway Building, includes six storeys containing teaching, research, and administrative space for the UBC Schools of Kinesiology and Nursing, Faculty of Arts Language Sciences, UBC Health, and Integrated Health Services.
- School of Biomedical Engineering Building includes five storeys containing teaching, research, and administrative space for the UBC School of Biomedical Engineering.
- Hydrogen Fueling Station is part of the UBC Clean Energy Research Centre: Clean, Connected and Safe Transportation Testbed.
- First Nations Longhouse Expansion includes a one storey addition to make use of the existing exposed post and beam log structure at the east side of the building.
- Brock Commons Phase 2 includes an 18-storey north tower and 13-storey south tower that will provide up to 600 student beds, associated Student Housing and Community Services functions, and a mix of academic and institutional space.
- Food and Beverage Innovation Centre will house Faculty of Land and Food System facilities for food processing research and seek to bridge academic innovation and commercial enterprise in a one-storey laboratory on the north side of the Health Sciences Parkade.
- Beaty Biodiversity Centre Addition will provide space for researchers, museum collections and supporting functions in a six-storey laboratory and office addition to the existing building.

2. Neighbourhood Construction and Development Projects

The Land Use Plan designates seven residential/mixed use neighbourhoods and two special plan areas distinguished from the purely academic areas of the campus (see map in Attachment A). In 2022, there were approximately 14,900 residents living in campus neighbourhood areas. The Land Use Plan projects up to 24,000 residents through 2041.

In 2022, one housing development was **completed** in neighbourhood areas including:

Non-market housing

- Wesbrook Place (Lot BCR 8), Evolve), 110 units (Faculty and Staff)

Market Housing

- No projects were completed for occupancy in 2022.

In 2022, two housing developments were **under construction** in neighbourhood areas including:

Non-Market Housing

- Wesbrook Place (Lot BCR 9), 152 units (Faculty and Staff)

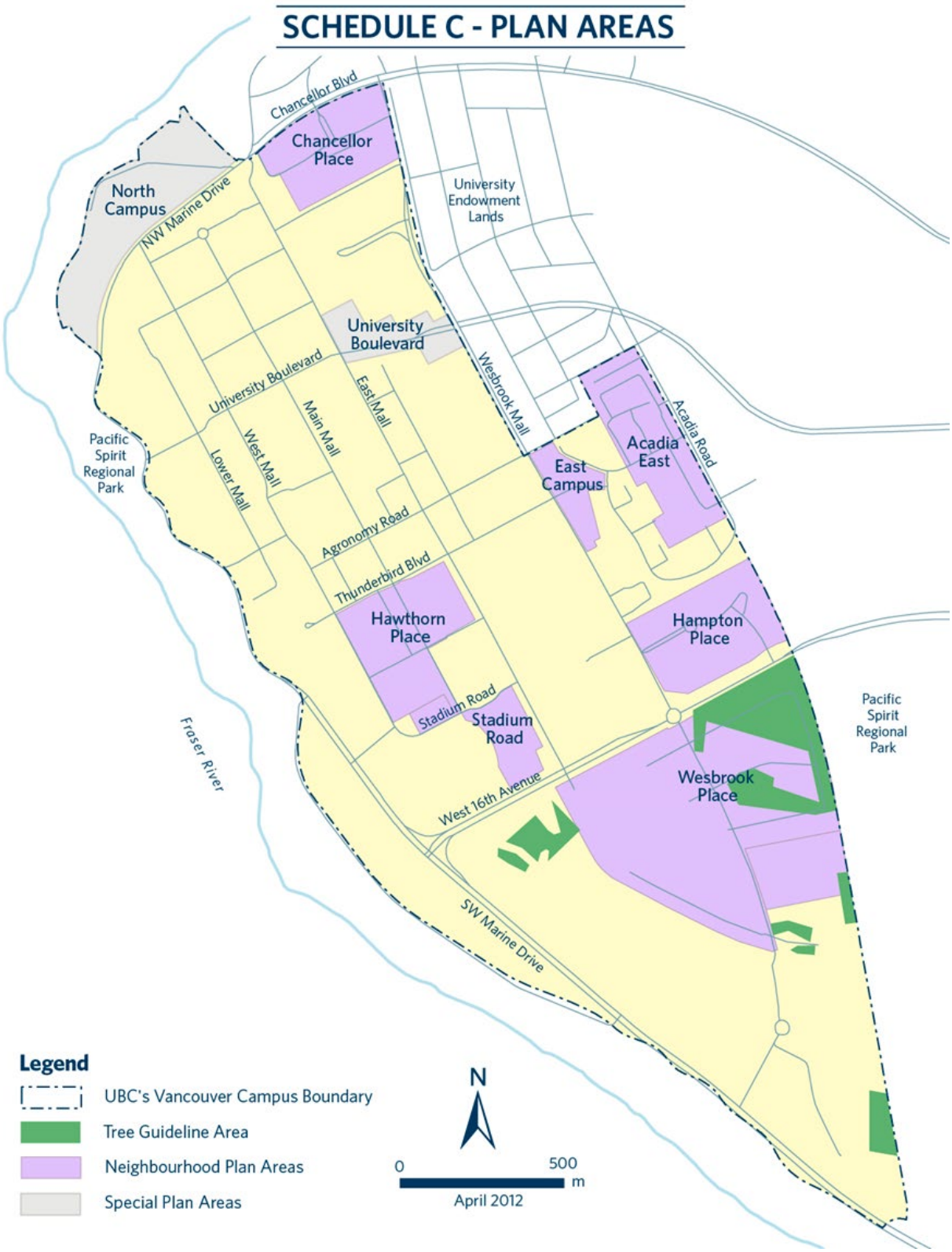
Market Housing

- Wesbrook Place (Lot 5, The Conservatory), 211 units

Land Use Guidelines

UBC Land Use Policy (UP12) provides for Guidelines to be created, amended or repealed by Campus Community Plan or Facilities and to report those activities annually. In 2021 no Guidelines were created or repealed.

The UBC Technical Guidelines ensure quality and performance for the design, construction and renovation of University-owned institutional buildings with specifications for materials, physical components, systems, processes and documentation. They are maintained and administered by UBC Facilities and updated on an annual basis. No other Guidelines designated in UP12 were amended in 2021.


SCHEDULE C - PLAN AREAS
Chancellor Blvd
Chancellor Place
North Campus
NW Marine Drive
University Endowment Lands
University Boulevard
University Boulevard
East Mall
Main Mall
West Mall
Lower Mall
Wesbrook Mall
Acadia Road
Acadia East
East Campus
Pacific Spirit Regional Park
Agronomy Road
Thunderbird Blvd
Hawthorn Place
Hampton Place
Stadium Road
Stadium Road
Fraser River
Pacific Spirit Regional Park
Wesbrook Place
West 16th Avenue
SW Marine Drive
Legend
UBC's Vancouver Campus Boundary
Tree Guideline Area
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University of British Columbia – Vancouver Campus

Transportation Status Report Fall 2022

THE UNIVERSITY OF BRITISH COLUMBIA

Executive Summary

UBC has set a number of transportation targets to reduce greenhouse gas emissions from commuting in support of our ambitious climate action plan targets and land use plan goals. To meet these targets, UBC encourages and supports more sustainable modes of transportation including transit, biking, walking and carpooling, through an integrated land-use and transportation plan including implementation of a transportation demand management strategy. Every fall since 1997, UBC has monitored travel patterns to and from campus to evaluate progress towards the transportation targets. These targets and the corresponding results from the 2022 data collection effort are summarized below.

TARGET 1: By 2040 at least two-thirds of all trips to and from UBC will be made by walking, cycling or transit and maintain at least 50% of all trips to and from the campus on public transit.

× In 2022, 50% of all trips were made by transit, walking and cycling.

× In 2022, 49% of all trips to and from the campus were made by transit.

TARGET 2: Reduce Single Occupant Vehicle (SOV) trips to and from UBC by 20% from 1997 levels and reduce single occupancy vehicle trips per person to and from UBC by 30% from 1997 levels.

× In 2022, there were 54,500 SOV vehicle trips, which is an 18.5% increase from 1997 levels.

× In 2022, there were 0.87 SOV trips per person, which is a 20% reduction from 1997 levels.

TARGET 3: Maintain daily private automobile traffic at or less than 1997 levels. Private automobiles include single occupant vehicles and carpools / vanpools, but do not include buses, motorcycles and trucks.

✓ In 2022, there were 60,300 private vehicles per day, which is a 3% reduction from 1997 values.

In 2022, transportation trends continue to be impacted by the COVID-19 pandemic both at UBC and across the region. Although there has been a full return to campus, some online classes and remote work conditions persist, leading to inconsistent trends compared to pre-COVID years. The pandemic facilitated the adoption of remote work, which resulted in a reduction in the number of trips to and from campus. It has also resulted in a decrease in demand for public transportation and an increase in single occupancy vehicle use.

The focus of the first transportation target is the mode of transportation used to travel to and from campus. Trips by mode from 1997 to 2022 are presented in ***Figure A***. As shown, there have been substantial changes in the way people get to and from campus over the years. In addition, up until 2020 there has been an increase in the number of trips per day as a result of academic and neighbourhood growth on campus. Most of the increase in trips has been in trips by transit, which is credited to the introduction of the student U-Pass in 2003. In 2022, the sustainable mode share (walking + cycling + transit) is 50%, however, just prior to 2020 the sustainable mode share was 55% or greater. Consistent with regional trends, this decrease is due to lower transit ridership during and following the COVID-19 pandemic.

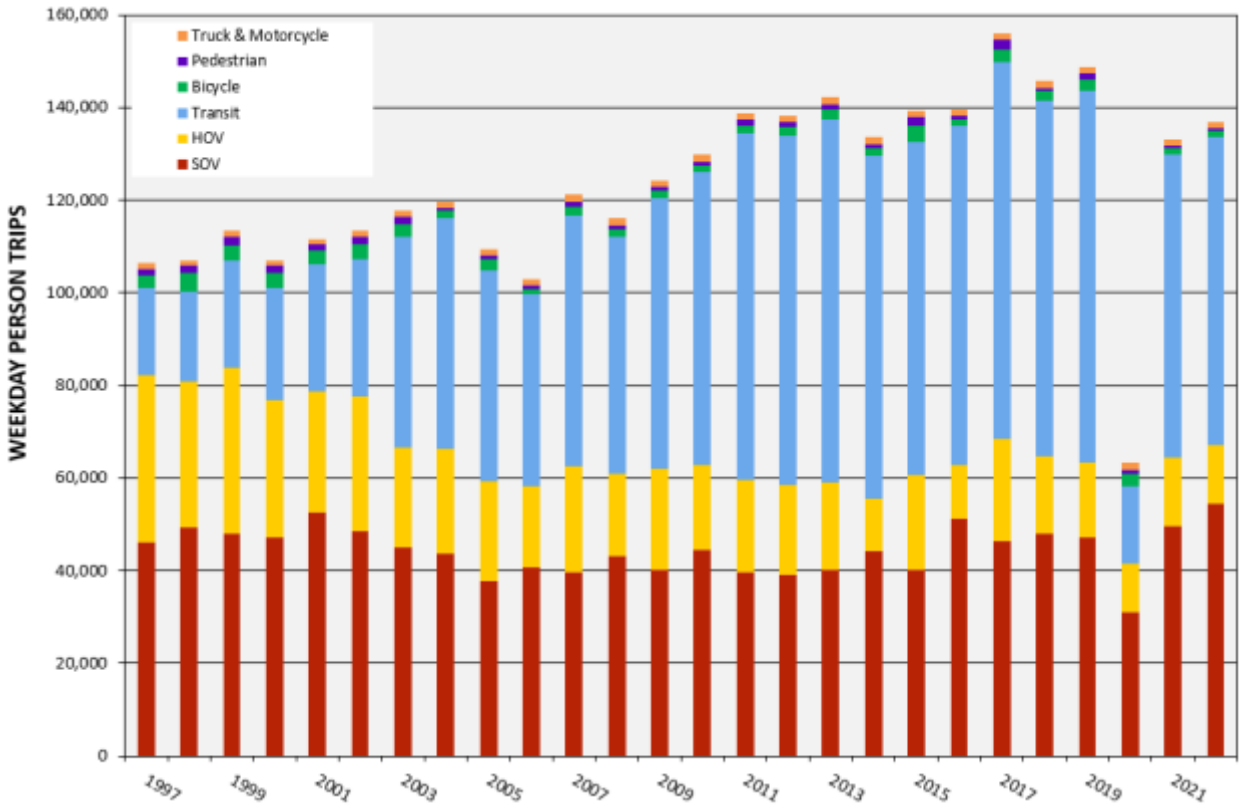


Figure A: Weekday Person Trips to / from UBC, 1997 – 2022

Bicycle and pedestrian mode share to / from UBC are very low in comparison to transit and SOV mode share, however, there are still an impressive amount of people biking to campus. It is anticipated that the number of pedestrian and bicycle trips will continue to gradually increase, but the mode share for these two modes are not expected to increase significantly as a percentage of total trips to and from campus due to the longer commute distances from where a majority of the campus population lives and the uphill climb to get to campus. However, a cross jurisdictional e-bike share program with the City of Vancouver coming late 2023 may remove barriers of cycling to campus for some.

The second transportation target is related to SOV trips compared to the baseline 1997 levels. In 2022, there was an 18.5% increase in SOV trips to campus compared to 1997. The number of SOV trips in 2022 is the highest number of SOV trips ever recorded despite the support for remote work for staff and faculty

on campus in response to the COVID-19 pandemic. This jump in SOV trips can be attributed to ongoing avoidance of transit due to COVID-19 concerns and overcapacity routes as well as more people using ride-hail companies to commute to campus. In order for UBC to achieve Target 2 in future years, the number of trips to campus will need to decrease and trips made by transit, biking and carpooling will need to increase. This can be accomplished through ongoing efforts to encourage and support sustainable mode choices, and facilitating remote work where possible.

Target 3 focuses on reducing overall automobile traffic, which includes single occupant and high occupant vehicle trips. ***Figure B*** captures the trend in automobile traffic to / from UBC since 1997. Included in the chart is a representation of the three-year rolling average, to soften fluctuations in data year to year, as well as the campus population. In 2021, a new methodology was used to estimate the average daytime population on campus using Full Time Equivalent (FTE) numbers of staff, students and faculty, directly provided by UBC's Planning and Institutional Research (PAIR) department. This new methodology was retroactively applied back to 2000, which explains the drop in population between 1999 and 2000.

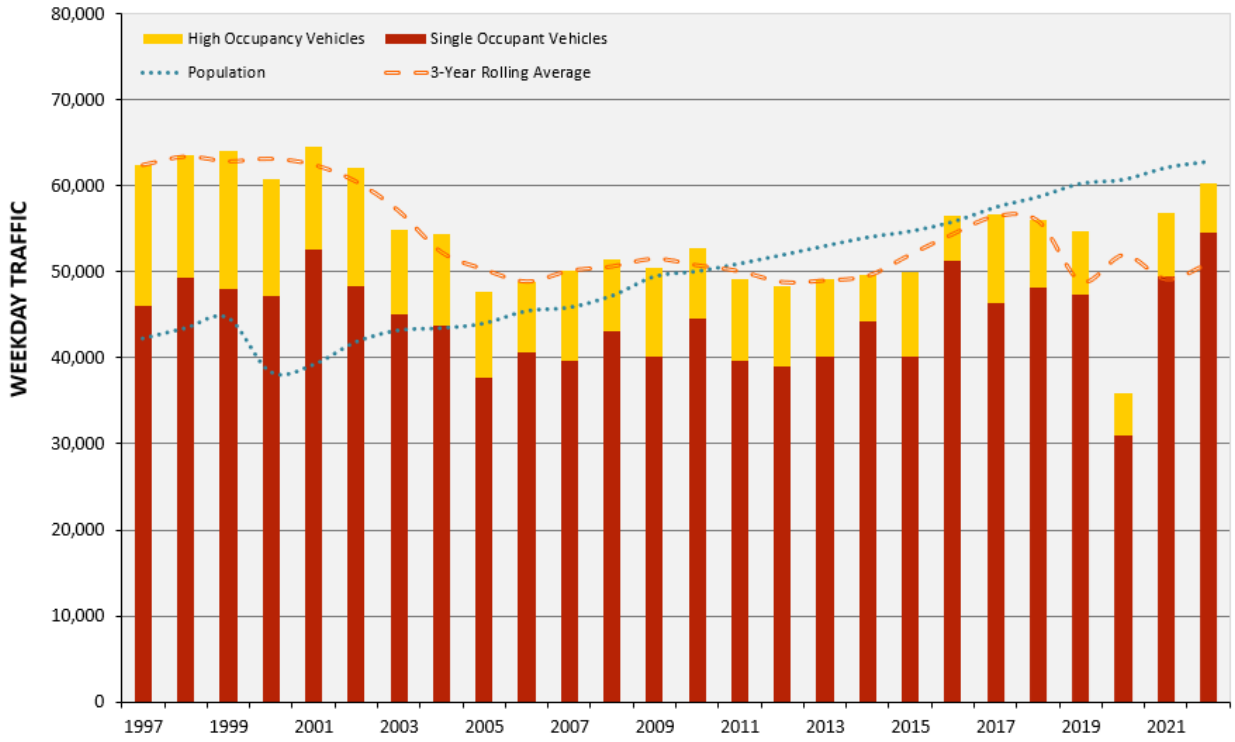


Figure B: Average Weekday Automobile Traffic to / from UBC, 1997 – 2022

Automobile traffic declined in 2003, which is when the U-Pass was introduced, and it remained relatively steady until 2016 at which point vehicle trips began to rise again until 2020. In 2022 the number of automobile trips increased to just below 1997 levels with an all-time high number of SOV trips. Although the SOV trips are the highest ever recorded in 2022, Target 3 is still achieved because of the significant reduction in HOV trips (-65%) in 2022 compared to 1997 offsets the growth in single occupancy vehicles.

Contents

1 INTRODUCTION

Since 1997, UBC has collected data each fall to monitor travel patterns to and from the Vancouver Campus. This UBC Transportation Status Report Fall 2022 provides a snapshot of overall travel trends, and details of travel patterns for each mode of transportation to and from UBC, as well as an overview of transportation trend lines since 1997 at UBC.

This 2022 data was collected over one week in the fall of 2022. Transportation trends continue to be impacted by the COVID-19 pandemic both at UBC and across the region. Although there has been a full return to campus, some online classes and remote work conditions persist, leading to inconsistent trends compared to pre-COVID years.

1.1 Context

Transportation planning at UBC is undertaken within the direction and context provided by several plans and policies, including:

- **UBC Strategic Plan: Shaping UBC's Next Century** sets out UBC's collective vision and purpose, as well as goals and strategies for the years ahead. The Plan builds on the university's previous strategic plan, Place and Promise, and focuses on three themes that are believed to be critical to society today: Inclusion, Collaboration and Innovation. Shaping UBC's Next Century will guide decisions, actions and interactions into the future, and will create a framework for resource allocation across the University.

- **The UBC Land Use Plan.** In June 2010, the Minister of Community and Rural Development enacted legislation that realigned the responsibility for this plan, previously known as the Official Community Plan. The OCP is no longer a regional district bylaw. The University is responsible for the Land Use Plan with direct oversight by the Minister. The Land Use Plan retains a number of transportation demand management objectives aimed at increasing walking, cycling and transit in preference to trips by single-occupant vehicles. The Land Use Plan establishes goals toward building complete communities thereby helping to reduce demands placed on transportation infrastructure.

- **The Vancouver Campus Plan.** In 2010, UBC adopted a new Vancouver Campus Plan, which covers the academic lands of UBC's Vancouver Campus. This plan guides the institutional capital investment in facilities for teaching and research, student housing and campus infrastructure and services.

- **Neighbourhood Plans.** For each of the neighbourhoods on campus, there is a neighbourhood plan describing site-specific land uses, development controls, design guidelines, and servicing and transportation strategies consistent with UBC's Land Use Plan. Each neighbourhood is designed to support the University's academic mission, while providing the amenities and services required to achieve a compact, transit-oriented, pedestrian friendly community.

- **UBC Climate Action Plan 2030.** UBC's recent Climate Action Plan (CAP 2030), puts the university on an accelerated path to net zero emissions for buildings and energy supply and for the first time includes targets for extended impact emissions, which includes commuting. Commuting by students, faculty and staff to the Vancouver campus is the highest extended impact emissions category accounting for nearly the same GHG emissions of buildings and energy supply combined. The Plan includes a suite of actions to significantly reduce greenhouse gas emissions by commuting over the next 15 years that are in alignment with UBC's Transportation Plan targets.

- **The UBC Transportation Plan.** UBC has committed to implement a comprehensive and integrated transportation management strategy. The Transportation Plan is the result of that commitment, and was approved by UBC's Board of Governors in November 1999 and renewed in 2014. The Plan includes targets to ensure accountability, shape decision making and inspire the community to act in ways to achieve UBC's campus vision. The targets identified in The Plan include:

    - **TARGET 1:** By 2040 at least two-thirds of all trips to and from UBC will be made by walking, cycling or transit and maintain at least 50% of all trips to and from the campus on public transit.
    - **TARGET 2:** Reduce single occupant vehicle trips to and from UBC by 20% from 1997 levels and reduce single occupancy vehicle trips per person to and from UBC by 30% from 1997 levels.
    - **TARGET 3:** Maintain daily private automobile traffic at or less than 1997 levels.

1.2 Transportation Monitoring Program

Travel patterns to and from UBC are monitored on an on-going basis through a variety of different data collection methods. Data is collected each fall at the end of October to early November to enable consistent year to year comparisons of travel patterns, mode shares, and traffic volumes. Additional data collection activities may be undertaken at other times of the year to obtain information regarding specific modes of travel, seasonal variations and localized traffic volumes, but are not documented in this report. The annual monitoring results are used to assess progress towards meeting UBC's transportation targets and also help guide future implementation priorities.

Data collection activities for 2022 are summarized in ***Table 1.1***, and data collection locations are illustrated in ***Figure 1.1***.

Table 1.1: Summary of Transportation Data Collection

Data Collection Activity	Locations	Description
Turning Movement Counts (TMC)	At intersections throughout campus	Manual observation for 8 hours (3hrs in AM, 2hrs in Midday, 3hrs in PM) for one day.
Automatic Traffic Recorder (ATR) Volume / Speed Counts	Roads throughout campus.	Automatic tube counters on roads for 7 days (24 hours / day).
ATR Screenline Traffic Counts	Screenlines	Automatic tube counters on roads for 7 days (24 hours / day).
Transit Ridership	Screenlines	Manual observation for 22.5hrs (6:00AM to 4:30AM) over one day.
Vehicle Occupancy & Classification	Screenlines	Manual observation for 8 hours (3hrs in AM, 2hrs in Midday, 3hrs in PM) for one day.
Bicycle and Pedestrian Counts	Screenlines	Manual observation for 15 hours (6AM to 9PM) over one day.
Heavy Trucks	Screenlines	Manual observation for 13 hours (6AM to 7PM) for one day each quarter.
Licence Plate Surveys	South Campus / Wesbrook Village	Licence plate surveys are conducted to understand travel patterns. Every other year.

1.3 Understanding the Data

The following terms and measures are used throughout this report to describe various characteristics of travel patterns and trends at UBC:

- A **screenline** is an imaginary line across which trips are recorded. At UBC, the screenline around the campus is illustrated by the dotted blue line in ***Figure 1.1***. As shown, there are approximately five different entry and exit options, indicated by the screenline ATR.

- **Mode share** (also called "mode split") refers to the relative proportions of trips by various travel modes during a particular time period. Mode shares are generally reported for single occupant vehicles (SOVs), carpool and vanpools (also called high occupancy vehicles or HOV's), transit, bicycle, pedestrians and other modes such as motorcycles and trucks.

- The data presented in the Transportation Status Report include **traffic volumes** and **person trips**. Traffic volumes are simply the number of vehicles passing a point, whereas person trips are the number of people passing a point by all modes of transportation. A person trip is a one-way trip made by one person. For example, in one hour there might be 500 vehicles travelling along a section of road (traffic volumes generally reflect vehicles travelling in both directions). These 500 vehicles might include 450 automobiles with a total of 600 persons in them, 30 buses with a total of 1,000 persons in them, and 20 light and heavy trucks with 25 persons in them. The total number of person trips associated with these 500 vehicles is 1,625 person trips.

  *Throughout this report, unless otherwise stated all reported trips are in **person trips.***

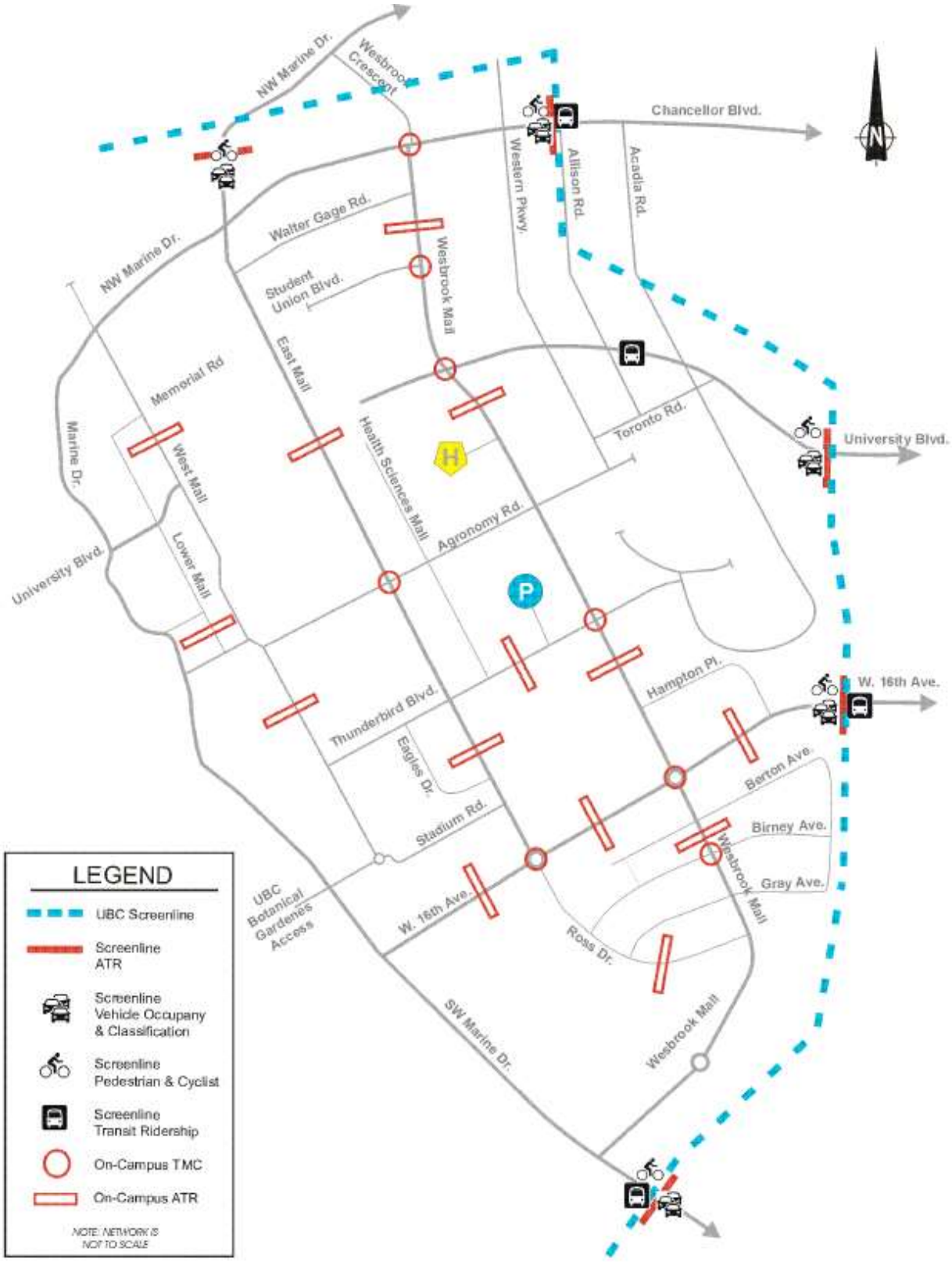


Figure 1.1: Data Collection Locations

- The population at UBC — students, staff, faculty and residents —has increased every year from 1997. This means that when comparing absolute numbers of person trips and traffic volumes, changes from one year to another reflect the effects of two different factors — changes in travel patterns and increases in population growth. To distinguish changes in travel patterns from changes due to population increase, a different measure is used — **trips per person**. This provides a consistent basis for monitoring travel trends regardless of how much or how little population growth occurs. Trips per person are calculated as the number of person trips divided by the average daytime population on campus. The methodology to calculate the average daytime population was revised in 2021 to incorporate Full Time Equivalent's (FTE) of staff, students and faculty as reported by UBC's Planning and Institutional Research department. Numbers of on-campus residents are not included in the population count, in many cases it could be a double count as a result of many staff, faculty and students living on campus.

- Substantial effort and cost are required to collect travel data at UBC. Consequently, it is neither reasonable nor necessary to collect all data in all locations at all hours of the day and night. Instead, some data are collected during selected **time periods** only (***Table 1.1*** indicates the time periods for each type of data collection activity). Traffic data on all routes leading to and from UBC are collected over a period of one week between the end of October and early November using automatic counters placed on the roadway. Vehicle occupancy and classification counts are done manually for a total of 8 hours from the morning peak through the afternoon peak periods. Daily totals are estimated by combining occupancy and classification data with the average daily traffic data.

- **Rolling average.** Much of the data presented in this report is from a single day to a week and observed travel patterns fluctuate from year to year and are heavily influenced by weather. Consequently, the results for any particular year should not be considered in isolation. A more meaningful picture of travel patterns is obtained by considering trends over time. To better illustrate trends and minimize the apparent variability from year to year, charts illustrating trips by mode for each year since 1997 include a trend line based on a three-year rolling average. Rolling averages are calculated as the average of a particular year plus one year before and one year after. This means that for 2006, for example, the rolling average is calculated as the average number of trips in 2005, 2006 and 2007.

1.4 Changes at UBC Affecting Travel Patterns

UBC is striving to reduce automobile trips to and from the UBC Vancouver Campus by encouraging the use of sustainable modes of transportation, including transit, carpooling, cycling and walking. To date, UBC has implemented several initiatives in support of non-automobile modes of transportation, including a student U-Pass program, bicycle infrastructure, end-of-trip facilities, and a bicycle share program, carshare parking, a vanpool pilot program, a subsidized staff transit pass pilot program, and is exploring carpooling programs and incentives. In addition, TransLink, in collaboration with UBC, has made ongoing efforts to improve transit service and increase transit capacity to UBC.

Key changes at UBC that have affected travel patterns among students, staff, faculty and community members are as follows:

- **Population.** The daytime population at UBC has increased by 49% since 1997. This includes increased student enrolment and associated increases in faculty and staff. For the purposes of monitoring trends in travel to and from UBC, the average daytime population on campus, comprised of students, staff and faculty, is used to calculate person trips. On campus residents are not included in the population estimate. In many cases it would result in a double-count since many staff, faculty and students live on campus. ***Table 1.2*** summarizes population figures for fall 1997 and fall 2022.

  It is important to note that the methodology for estimating the average daytime population changed in 2021 to better represent how many staff, students and faculty may be on campus each day. The average daytime population estimate is derived directly from the Planning and Institutional Research Department (PAIR) using Full Time Equivalent (FTE) numbers of staff, students and faculty.

Table 1.2: Average Daytime Population at UBC, 2022 vs. 1997

Group	Fall 1997	Fall 2022	Increase (count / percentage)	
Students	33,200	47,875	+14,682	+44.2%
Staff	7,250	11,075	+3,823	+52.7%
Faculty	1,850	3,850	+2,022	+110.8%
Totals	**42,300**	**62,800**	**20,527**	**48.6%**

Source: UBC Planning and Institutional Research Department

- **U-Pass Program.** One of the most significant changes affecting travel patterns at UBC has been the student U-Pass, which was introduced in September 2003. The U-Pass is a universal transportation pass that is mandatory for all eligible students at a cost to students in 2020/2021 of $42.50 per month. The U-Pass offers students unlimited access to TransLink Bus, SkyTrain and SeaBus services (all zones), and discounted West Coast Express fares. The U-Pass program benefit is loaded onto the Compass Card, which came into effect in 2016, and enables more robust data collection on usage. Prior to this, the U-Pass program benefit was on a U-Pass card not capable of data collection.

- **Increased transit service.** In conjunction with introduction of the student U-Pass, TransLink has substantially increased the level of transit service provided to UBC and continues to make service

improvements annually. The majority of the increase has been on the Route 99 B-Line. Other improvements since 1997 include a new Route 33 on 16th Avenue, and several express routes including the new R4 RapidBus Route launched in January 2020 that connects UBC to Joyce Station via 41st Avenue. TransLink ridership data indicates routes to UBC carry the highest passenger volumes in the region year over year. More effort is being made on transit priority in the region and at UBC with the provision of bus lanes on Wesbrook Mall between 16th Avenue and University Boulevard.

- **Class start times were changed in September 2001.** In an effort to spread the transit demand in the morning peak period, UBC adjusted morning class start times. Previously, the first classes in the morning all began at 8:30 a.m. This was changed so that some students begin classes at 8:00 a.m., some at 8:30 a.m., and others at 9:00 a.m. Subsequent analysis showed that the desired spreading of morning peak demands was achieved, and that as a result, 12% more transit trips per day were accommodated on the same number of buses. Although there are limitations with further efforts to spread class start times, Campus Planning will continue to emphasize the importance with scheduling services to continue to spread the class start times out as class space permits.

- **Parking supply and costs.** UBC has eliminated approximately 3,500 commuter parking stalls on campus since 1997 — a reduction in the commuter parking supply of over 25%. At the same time, the price of parking on campus has increased (UBC does not provide any free parking spaces on campus for commuters). For example, the cost to park for the day for staff and faculty has increased from $2 in 1997 to $14 in 2023, and prices for parking permits and visitor parking have also increased.

- **Electric vehicle chargers.** As a result of the growth in Electric Vehicle (EV) ownership across the region, UBC has been adding EV charging stations in the parkades across campus. Currently UBC Parking offers access to over 70 EV chargers (both Level 2 and fast chargers), which is the highest in the region per capita. UBC will continue to add more as capacity permits and has also started implementing strategies to increase turnover of the use of the stations.

- **Bicycle facilities.** Since 1997, new bicycle lanes have been implemented on several roadways on campus and to / from campus. Most notable was the conversion of University Boulevard west of Blanca, from two lanes in each direction to one travel lane and one bicycle lane in each direction. Bicycle lanes were also added on SW Marine Drive, Wesbrook Mall, East Mall, Thunderbird Boulevard and 16th Avenue. Similarly, the City of Vancouver has made significant progress on bike facilities that connect to the five key routes to and from UBC. All unrestricted roads on campus function as shared roadways that accommodate cyclists as well as automobiles. Bicycle racks are provided at every building on campus in addition to secure bike lockers, bike cages and numerous end-of-trip facilities. UBC also offers a bike share program on campus through HOPR with discounted rates for the campus community and is continuing to explore and test alternative secure bike parking technologies.

- **Alternative modes of travel.** UBC has encouraged the use of non-single occupancy vehicle (SOV) modes of travel through a range of programs, including a comprehensive transportation demand management strategy that includes U-Pass, bike-share, carpooling, car sharing, cycling, a vanpool pilot, a discounted staff transit pass program pilot, an emergency ride home program, and other sustainable transportation programs.

- **Campus development and land use.** UBC has developed and is continuing to develop additional housing for students, staff, and faculty on-campus as a means of reducing the commuting population. At the same time, an increased number and range of commercial services and amenities are now available on campus and in the University Endowment Lands adjacent to campus to reduce the need to travel off campus.

1.5 More Information

The following resources provide additional information regarding travel patterns and trends at UBC, as well as transportation services and facilities. Most of this information can be found at UBC's Campus and Community Planning website:

- This UBC Transportation Status Report Fall 2022, along with previous Transportation Status Reports.
- The 2023 and 2017 Transportation Survey.
- 2014 UBC Transportation Plan.
- The 2005 Strategic Transportation Plan.
- A review of the first 18 months of the student U-Pass program and the results of the Community Transportation Pass (ComPASS) demonstration project.
- Information on other transportation facilities and services on campus.
- Information regarding campus plans and neighbourhood plans.

2 Summary of Transportation at UBC

This section presents a general summary of transportation to and from UBC including person trips, trips per person, mode share, and vehicle occupancy. Details for each different mode of transportation are presented in ***Section 3***.

2.1 Person Trips

The average weekday person trips to and from UBC in fall 2022 is 137,000. A summary and comparison of daily person trips by mode for 1997, 2021 and 2022 are provided in ***Table 2.1*** and ***Figure 2.1***.

Table 2.1: Weekday Person Trips to / from UBC Vancouver

Travel Mode Classification	Person Trips				
	Fall 1997	Fall 2021	Fall 2022	Change 1997-2022 (count / %)	
Single Occupant Vehicle (SOV)	46,000	49,500	54,500	+8,500	+18.5%
Carpool / Vanpool (HOV)	36,100	15,000	12,600	-23,500	-65.1%
Transit	19,000	65,500	66,600	+47,600	+250.5%
Bicycle	2,700	1,300	1,300	-1,400	-51.9%
Pedestrian	1,400	600	600	-800	-57.1%
Truck & Motorcycle	900	1,200	1,400	+500	+55.6%
Totals	**106,100**	**133,100**	**137,000**	**+30,900**	**+29.1%**

In 2022, the number of person trips increased by 3% from 2021, but are 8% less than 2019 levels. Trips by transit increased slightly compared to 2021, but are still quite a bit lower than pre-Pandemic levels (over 80,000 trips per day). The number of SOV trips is the highest ever recorded. This can be attributed to lasting impacts of the Covid-19 pandemic, including more people choosing ride-hailing and getting dropped-off and picked-up instead of taking transit.

Comparing the 2022 data to 2019, the key differences are an increase in SOV trips, a decrease in HOV trips and a decrease in transit trips, consistent with regional trends. In addition, in 2022 there are half the number of trips made by active modes compared to 2019.

There is a lot of variability in trips by mode year over year. To help smooth the variability, a three-year rolling average is referenced throughout the report.

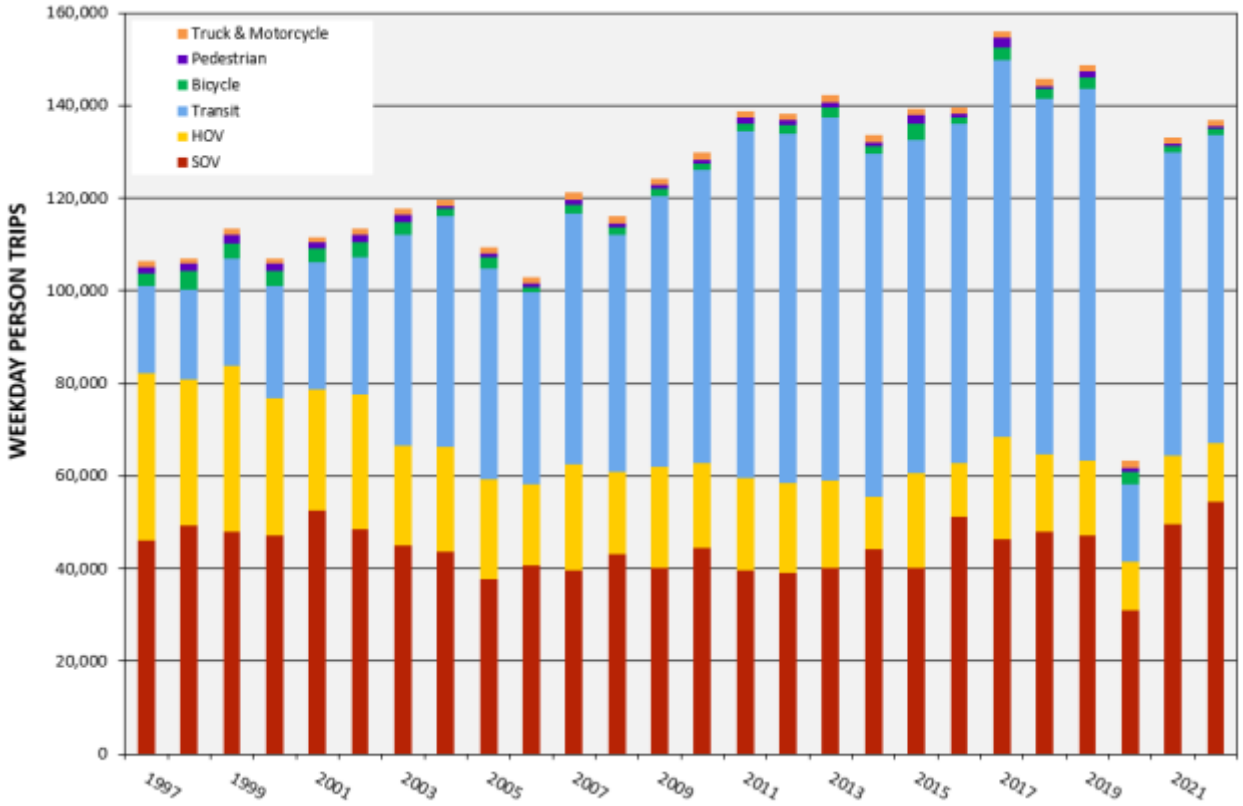


Figure 2.1: Weekday Person Trips to / from UBC, 1997 – 2022

To compare travel patterns from year to year on a consistent basis, it is important to negate the effects of population / enrolment growth. To compare the trips per person by mode, the average weekday person trips for each mode is divided by the average number of people on campus per day. The methodology used to determine the average weekday population on campus changed in 2021 and includes FTE for staff, students and faculty. The campus population and trips per person to and from UBC are presented in ***Table 2.2***.

Table 2.2: Weekday Trips Per Person to / from UBC

Travel Mode Classification	Trips Per Person			
	Fall 1997	Fall 2021	Fall 2022	% Change 1997-2022
Single Occupant Vehicle (SOV)	1.09	0.80	0.87	-20.3%
Carpool / Vanpool	0.86	0.24	0.20	-76.5%
Transit	0.45	1.05	1.06	+135.8%
Bicycle	0.06	0.02	0.02	-67.6%
Pedestrian	0.03	0.01	0.01	-71.2%
Truck & Motorcycle	0.02	0.02	0.02	+4.7%
Totals	**2.51**	**2.14**	**2.18**	**-13.1%**
AVG DAYTIME POPULATION*	***42,300***	**62,100**	**62,800**	**+49%**

**Avg. Daytime population numbers obtained from PAIR and include FTE of students, staff and faculty.*

In 2022 the total trips per person is lower compared to pre-COVID levels, but the SOV trips per person reached the highest value since 2016 (0.92).

2.2 Mode Share Summary

The mode share comparison for 1997 and 2022 is shown in ***Figure 2.2***. As shown, the most noticeable differences in 2022 compared to 1997 are the increased transit mode share, decreased HOV mode share, and slightly decreased SOV and Bicycle mode shares.

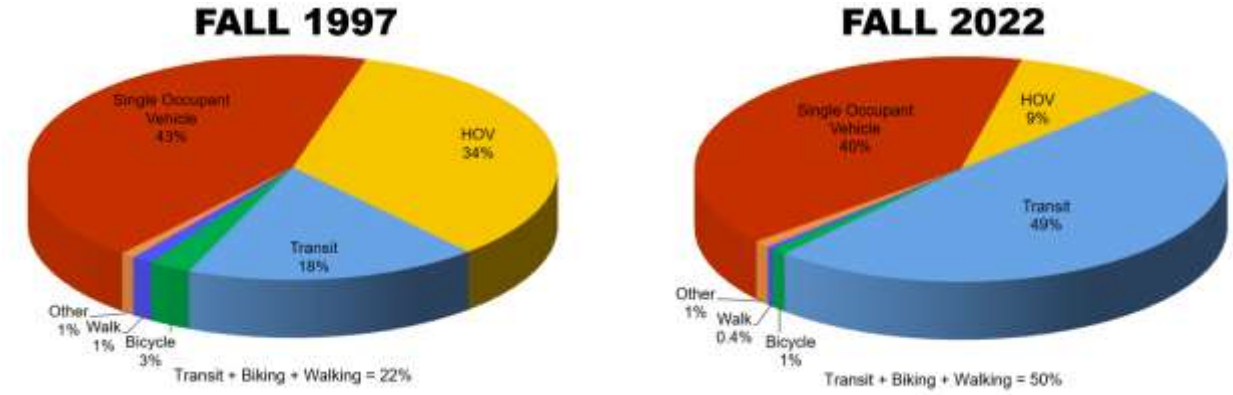


Figure 2.2: Average Weekday Trips by Mode to / From UBC, 1997 vs. 2022

TARGET 1: By 2040 at least two-thirds of all trips to and from UBC will be made by walking, cycling or transit and maintain at least 50% of all trips to and from the campus on public transit.

× In 2022, 50% of all trips were made by transit, walking and cycling.

× In 2022, 49% of all trips to and from the campus were made by transit.

The distribution of weekday person trips throughout the day is shown below in ***Figure 2.3***. In 2022, the peak hour number of trips returned to pre-COVID patterns with sharp morning and afternoon peak periods, which is not desirable. Rounded peaks are desired to reduce the strain on the transportation network and more importantly the public transportation system. Peak demands, similar to those shown in ***Figure 2.3*** translate to overcrowding and poor service / experience to transit riders, which can push people to less sustainable transportation alternatives.

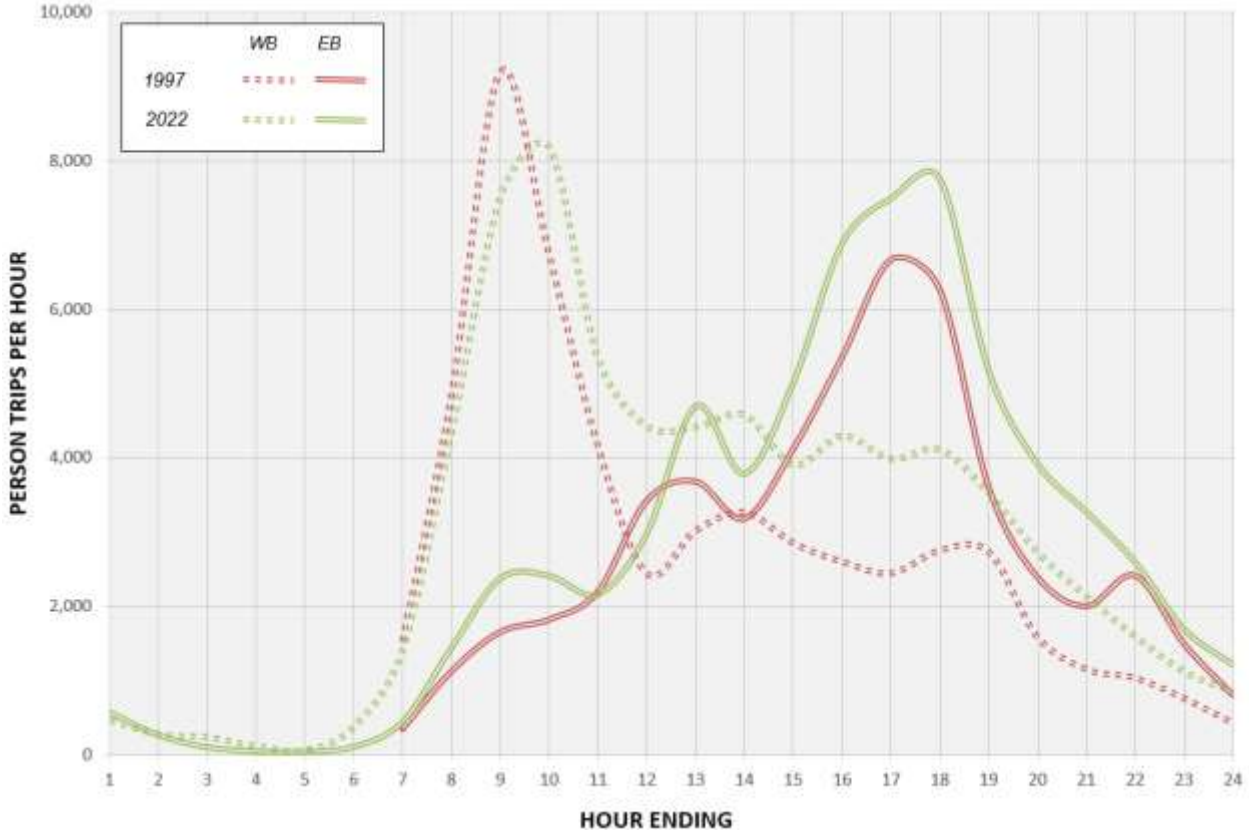


Figure 2.3: Hourly Distribution of Average Weekday Person Trips to / from UBC, 1997 vs. 2022

There is an increase in the number of trips in the off-peak direction compared to 1997. This is generated from the increased residential population on campus that travel outside of the UBC boundary daily for work or other needs.

The peak hour summary of trips by mode is summarized in ***Table 2.3***. This information is useful to understand how many trips per hour are occurring and by what mode. In 2022, the morning peak hour experienced higher peak hour volumes to campus compared to the afternoon peak hour from campus, attributable to more people starting work and classes at the same time.

Table 2.3: Average Peak Hour Person Trips by Mode to/from UBC, 2022

Travel Mode Classification	AM Peak Hour (9am to 10am)		PM Peak Hour (5pm to 6pm)	
	Westbound	Eastbound	Westbound	Eastbound
Single Occupant Vehicle (SOV)	2,741	1,247	1,838	2,558
High Occupancy Vehicle	462	175	236	500
Transit	4,684	902	1,989	4,522
Bicycle	157	14	13	119
Pedestrian	56	27	25	37
Truck & Motorcycle	80	53	16	15
Totals	**8,180**	**2,418**	**4,114**	**7,751**

2.3 Automobile Traffic

Automobile traffic to and from UBC decreased substantially from 1997 values once the U-Pass was introduced, but it began climbing again in 2016 as a result of overall campus growth and capacity constraints of transit service to and from campus.

The second target in UBC's transportation plan is to reduce single occupant vehicle trips to and from UBC by 20% from 1997 levels. In 2022, this target was not met as shown ***in Table 2.4***.

Table 2.4: Average Weekday SOV and HOV Traffic Volume to/from UBC, 1997 vs. 2022

Travel Mode Classification	Fall 1997	Fall 2022	Change (count / percentage)	
Single Occupant Vehicle (SOV)	46,000	54,500	+8,500	+18.5%
High Occupant Vehicle (HOV)	16,400	5,800	-10,600	–65%
Totals	**62,400**	**60,300**	**–2,100**	**–3%**

As shown in the table above, the number of average weekday automobile trips is very close to 1997 levels at only a 3% decrease from 1997 levels. Further, there are substantially more people travelling as a single occupancy vehicle instead of in carpools with two or more people.

The increase in automobile traffic is attributed to continued growth in the use of ride-hailing services since their introduction to campus in January 2020, an increase in pick-up / drop-off trips with friends and family, and an avoidance of public transit due to COVID-19 concerns.

Table 2.5 summarizes the daily traffic volumes at each screenline location. It is important to note that these figures include trucks, buses and motorcycles, in addition to SOV's and HOV's so the numbers in this table do not match those presented in ***Table 2.4***.

Table 2.5: Summary of Average Weekday Traffic Volumes at Screenlines

Screenline	Average Daily Traffic Volume			
	Fall 1997	Fall 2020	Fall 2021	Fall 2022 (%)
NW Marine Drive	2,040	1,440	1,440	1,625 (3%)
Chancellor Boulevard	11,660	4,610	8,190	8,370 (13%)
University Boulevard	14,610	7,250	10,890	11,600 (18%)
16th Avenue	12,880	11,890	16,740	15,165 (24%)
SW Marine Drive	23,410	14,120	23,038	27,700 (43%)
Totals	**64,600**	**39,310**	**60,300**	**64,460**

There was an increase in traffic along all corridors to campus in 2022 compared to 2021. In fact, average daily traffic volumes in 2022 are just below the highest ever recorded traffic volumes in 2002 (65,240 automobiles). While vehicle traffic increased in 2022, the demand for parking did not increase supporting the theory that there are more pick-up / drop-off trips occurring on campus (through ride-hailing services and personally arranged trips).

Vehicle occupancy allows UBC to understand travel patterns of the community. Vehicle occupancy is a measure of the average number of people travelling per vehicle during a certain period of time and are presented in ***Table 2.6*** for the last few years. As shown, the average vehicle occupancy for all vehicle trips in 2022 is lower than previous years, which is due to the increase in SOV trips. However, in 2022 more vehicles had four or more people in the car, increasing the overall HOV average vehicle occupancy from recent years.

Table 2.6: Average Daily Vehicle Occupancy to / from UBC

Travel Mode Classification	Fall 1997	Fall 2020	Fall 2021	Fall 2022
Vehicles (SOV's + HOV's)	1.32	1.15	1.14	1.11
HOV's (Carpools / Vanpools)	2.20	2.09	2.06	2.17

3 Transportation to and from UBC

This section of the Transportation Status Report describes travel patterns and trends for trips to and from the UBC Vancouver campus for each mode of travel. Information regarding transportation conditions on campus is presented in ***Section 4***.

3.1 Transit

Generally, transit usage has been very high as a result of the student U-Pass program, continued improvements in transit service, a reduced supply of commuter parking, and higher parking costs on campus.

Table 3.1 provides a summary of transit trips and transit mode share from fall 1997 to fall 2022, highlighting the change from 2002 to 2003 when the student U-Pass was introduced. In 2022, there were 66,600 trips per day, which equates to a 49% mode share. Compared to pre-COVID levels there were 17% fewer trips by transit in 2022 compared to 2019 when 80,200 trips by transit occurred on average per day. This is consistent with the region, which was showing transit ridership at approximately 76-80% of 2019 levels in the fall of 2022.

Table 3.1: Summary of Average Weekday Transit Trips to / from UBC

Transit Trips	Before U-Pass		After U-Pass		Change 1997-2022 (count / percentage)	
	Fall 1997	Fall 2003	Fall 2004	Fall 2022		
Person Trips	19,000	45,400	49,900	66,600	+47,600	+250%
Trips Per Person	0.45	1.05	1.15	1.06	+0.61	+1305
Transit Mode Share	18%	39%	42%	49%	+31%	+175%

Table 3.2 provides a summary of transit trips by corridor while ***Table 3.3*** provides a summary of transit trips by route comparing the last three years.

Table 3.2: Average Weekday Transit Trips to / from UBC by Corridor

Corridor	Fall 2019	Fall 2020	Fall 2021	Fall 2022 (%)
Chancellor Blvd.	11,120	1,280	7,480	6,500 (10%)
University Blvd.	31,200	5,210	21,710	26,720 (40%)
16th Avenue	10,230	3,330	10,490	9,850 (15%)
SW Marine Drive	27,640	7,010	25,820	23,530 (35%)
Totals	**80,190**	**16,830**	**65,500**	**66,600**

Although the number of trips by transit in 2022 are less compared to 2019, the proportion of trips on each corridor is similar to 2019, with the exception of an increase in the proportion of trips using SW Marine Drive, likely attributed to the introduction of the R4 in 2020.

Table 3.3: Average Weekday Daily Transit Trips to / from UBC by Route

Route		Fall 2019 (%)	Fall 2021 (%)	Fall 2022 (%)
4	4th Avenue	3,430 (4%)	2,260 (3%)	3,440 (5%)
9	Broadway	1,860 (2%)	1,110 (2%)	1,270 (2%)
14/N17	Broadway	5,040 (6%)	3,040 (5%)	4,190 (6%)
25	King Edward	6,550 (8%)	6,380 (10%)	6,360 (10%)
33	16th Avenue	3,590 (4%)	4,110 (6%)	3,480 (5%)
44	4th Ave. Express	5,020 (6%)	3,030 (5%)	2,470 (4%)
49	49th Avenue	8,395 (10%)	9,620 (15%)	8,660 (13%)
84	4th Ave. Express	5,865 (7%)	4,450 (7%)	4,040 (6%)
99	Broadway B-Line	20,545 (26%)	15,210 (23%)	17,770 (27%)
258	North Shore Express	400 (0.5%)	-	-
480	Richmond Express	4,790 (6%)	-	-
R4	41st Ave RapidBus	14,245 (18%)*	15,910 (24%)	14,760 (22%)
NIS	Not In Service	465 (0.6%)	380 (1%)	160 (0.2%)
	Totals	**80,190**	**65,500**	**66,600**

**Routes 43 and 41 replaced by R4 RapidBus January 2020.*

In January 2020, the new R4 RapidBus was launched, to replace the 43 and 41. It has proven to be a very popular service, even exceeding the 99 in recent years, but in 2022 the 99 B-Line returned to the top carrying the highest volume of passengers to and from UBC.

Figure 3.1 illustrates transit ridership from year to year and includes the three-year rolling average to help balance out the variation year over year. A sharp increase was observed in 2003 when the U-Pass was introduced, which was followed by a steady increase until it leveled off in 2011. Transit ridership is recovering since 2020, but is at approximately 83% of 2019 ridership, consistent with regional transit ridership trends that continue to recover from the impacts of Covid-19.

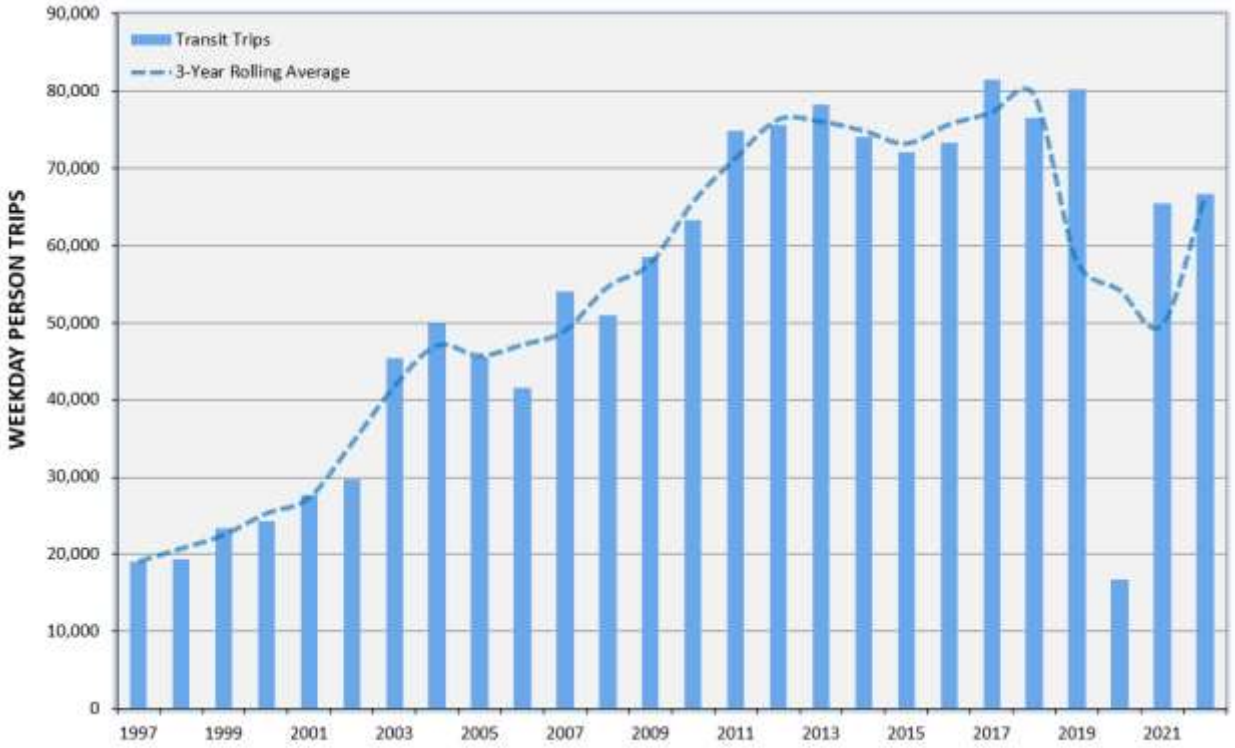


Figure 3.1: Average Weekday Transit Trips to / from UBC, 1997 – 2022

A summary of the most significant observations about transit trips to / from UBC is as follows:

- Bus routes using University Boulevard account for 40% of all transit trips to / from UBC, which is up from 2021. SW Marine Drive account for 35% of all transit trips to / from UBC, which is down from 2021.
- Ridership in the "UBC Line"[1] corridor amounts to 65% of all transit trips to and from UBC.
- The R4 RapidBus route carries 22% of all transit trips and the 99 B-Line carries 27% of all transit trips.
- Express bus routes carry 55% of all transit trips.
- Trolley bus Routes account for 13% of all transit trips.

[1] UBC Line refers to the future rapid transit line to UBC that is expected to be used by people currently taking transit to / from UBC via Chancellor Boulevard, University Boulevard and 16th Avenue.

The daily distribution of transit trips to and from UBC in 2022 and 1997 is shown in ***Figure 3.2***. Compared to 2021, the hourly peak periods in 2022 are lower and are more distributed, more so in the afternoon. Sharp peaks are not desirable as they translate to overcrowded buses and pass-ups along the route, which in turn contribute to unsatisfied customers and people choosing alternative, less sustainable modes.

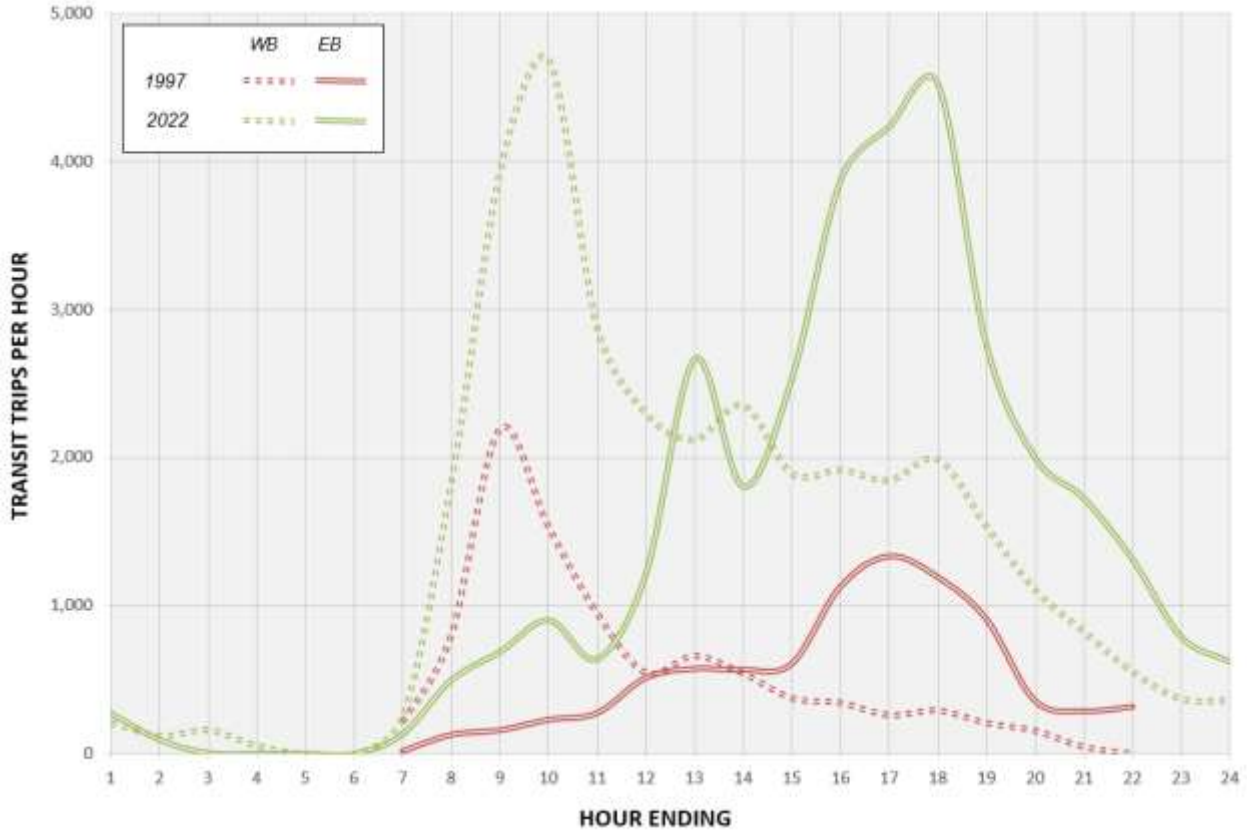


Figure 3.2: Distribution of Average Weekday Transit Trips to / from UBC, 1997 vs. 2022

In 2022, UBC carried out a transportation survey of the campus community to gather more detailed information about travel to / from and around campus. This survey is carried out approximately every five years to supplement the annual monitoring and is used to help inform future improvements on campus. The top three responses to a question about what would increase the likelihood of travelling to or from campus by public transit more often were a rapid transit connection, reduced overcrowding, and increased frequency of service. In fact, 69% of all survey respondents said they would very likely take transit if there was a rapid transit connection to UBC. Of people that currently do take transit to travel to or from UBC, the average travel time from respondents was 58 minutes, one way, which is up from 51 minutes from the 2017 survey results.

3.2 Bicycles and Pedestrians

Table 3.4 and ***Figure 3.3*** provide summaries of the trend in bicycle trips from fall 1997 to fall 2022. There was a significant decrease in trips by bike after the U-Pass program was introduced in 2003. However, with the exception of a few years, there has been a general increase in the number of bicycle trips since 2010. This is likely credited to continued improvements in bike infrastructure at UBC and in the City of Vancouver as well as the general popularity of biking in the region including the uptake of e-bikes that increases the distance cyclists are willing to travel to commute. Since data is recorded over a single day, variations in data year over year are highly anticipated, particularly as weather has a direct correlation with people's decision to ride their bike.

Table 3.4: Summary of Average Weekday Bicycle Trips to / from UBC, 1997 vs. 2022

Average Weekday Bicycle Trips	Before U-Pass		After U-Pass		Change 1997-2022 (count / percentage)	
	Fall 1997	Fall 2003	Fall 2021	Fall 2022		
Person Trips	2,700	2,800	1,300	1,300	-1,400	-52%
Trips Per Person	0.06	0.06	0.02	0.02	-0.04	-68%
Bicycle Mode Share	2.5%	2.4%	1%	1%	-1.6%	-62%

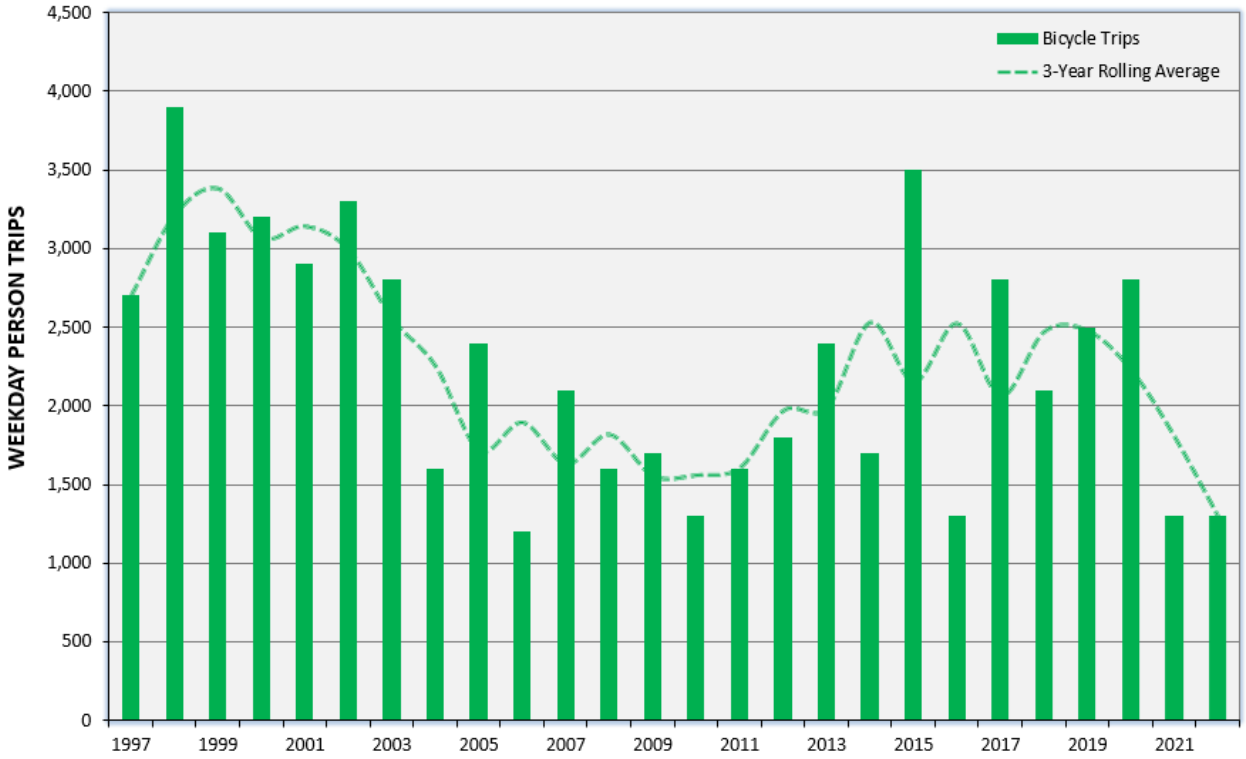


Figure 3.3: Average Weekday Bicycle Trips to / from UBC, 1997 – 2022

In 2019, UBC entered into a new bike share program with HOPR on campus, but this program does not have an impact on commuter trips since the program serves on campus trips only. In late 2023 there will be an integrated e-bike share program between UBC and the City of Vancouver, which will likely increase the number of bike commuter trips. From the 2022 Transportation Survey, 32% of the people who biked to campus once a week or less indicated they would very likely to travel to and from campus by bike or e-bike more often with a bike share program. The Transportation Survey also asked the campus community what would help them bike to campus more often (including e-bikes and other micromobility devices). The top three responses were if they lived closer to campus, if they had access to cheaper or discounted e-bikes, and if there were more higher-quality secure bike parking and end of trip facilities.

All buses operating on transit routes serving UBC are equipped with bicycle racks, each of which has space for two bicycles. Below is a summary of the usage of racks over the past three years:

- In 2022, total of 79 bicycles were on buses at a 1.9% usage rate of rack space.
- In 2021, total of 78 bicycles were on buses at a 1.9% usage rate of rack space.
- In 2020, total of 38 bicycles were on buses at a 1% usage rate of rack space.

UBC tracks this usage to identify capacity issues. It is not uncommon for bike racks on popular routes to be full to campus in the morning because more cyclists (63%) bring their bikes on buses westbound, up the hill, to campus. The most popular transit routes for cyclists to travel with their bicycles are the 99 B-Line and the R4 rapid bus.

Table 3.5 provides a summary of the trend in pedestrian trips, and ***Figure 3.4*** illustrates year-by-year changes. Similar to bicycle trips, pedestrian trips decreased significantly after the U-Pass was introduced and have fluctuated over the past few years with another decrease in 2022.

Table 3.5: Summary of Average Weekday Pedestrian Trips to / from UBC, 1997 vs. 2022

Average Weekday Pedestrian Trips	Before U-Pass		After U-Pass		Change 1997-2022 (count / percentage)	
	Fall 1997	Fall 2003	Fall 2021	Fall 2022		
Person Trips	1,400	1,500	600	600	-800	-57%
Trips Per Person	0.03	0.03	0.01	0.01	-0.02	-71%
Pedestrian Mode Share	1.3%	1.3%	0.5%	0.4%	-0.9%	-67%

Over the long term, UBC doesn't anticipate to see much of an increase in pedestrian trips or pedestrian mode share to and from campus as a result of the location of the campus and the distance to where a majority of the commuting population lives. However, UBC will continue to make improvements to infrastructure to enhance the walking and rolling experience on campus since all trips must start or end with these modes.

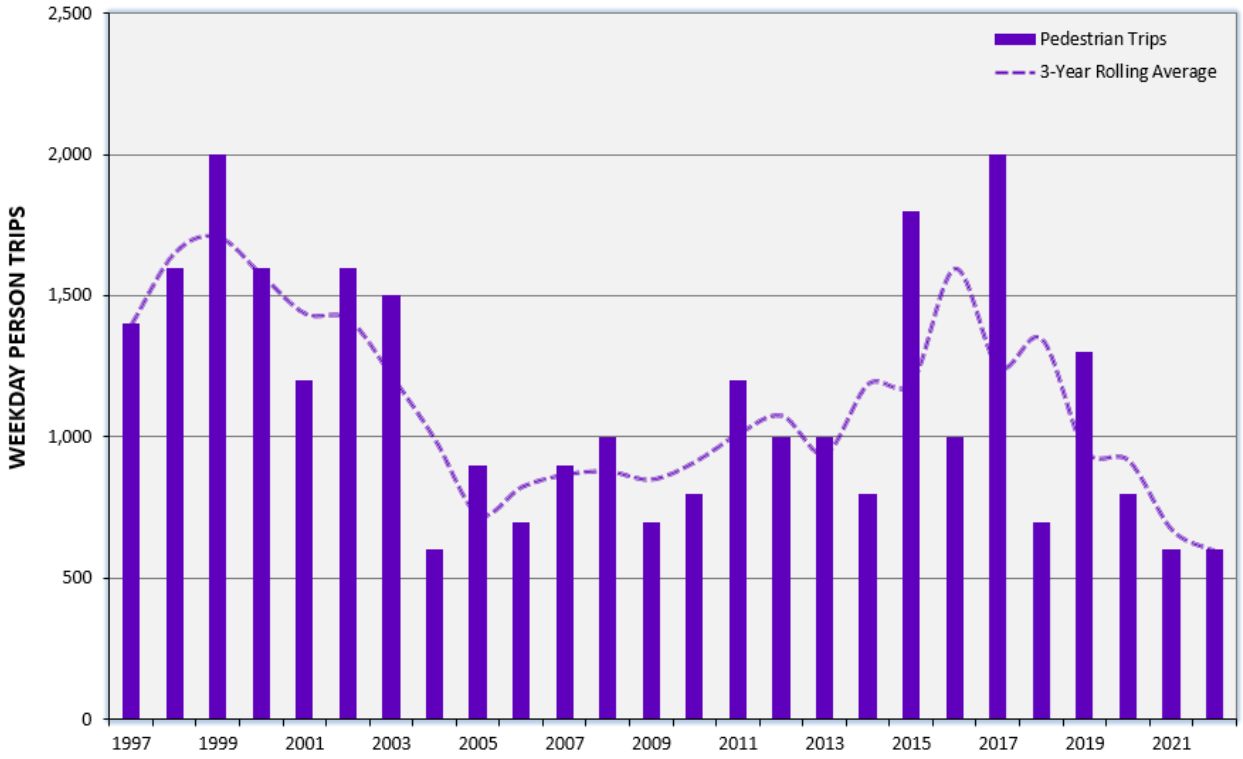


Figure 3.4: Average Weekday Pedestrian Trips to / from UBC, 1997 – 2022

In 2022, BC Ministry of Transportation and Infrastructure (MoTI) completed an Active Transportation Study of the area, which identified the need for improvements to active transportation infrastructure on all Ministry roadways. Timelines for implementation have not been identified, but UBC will continue to advocate for these essential improvements to support the use of active modes to travel and from campus.

3.3 Automobiles

UBC is committed to reducing the amount of single occupant automobile traffic travelling to and from UBC each day as indicated by two of the three transportation targets (**Section 1.1**) focusing on vehicle traffic.

Table 3.6 provides a comparison of SOV travel in fall 1997 and fall 2022, and ***Figure 3.5*** provides a summary of year-by-year changes with the three-year rolling average.

Table 3.6: Summary of SOV Trips to / from UBC

Average Weekday SOV Trips	Fall 1997	Fall 2021	Fall 2022	Change 1997-2022 (count / percentage)	
Person Trips	46,000	49,500	54,500	+8,500	+18.5%
Trips Per Person	1.09	0.78	0.87	–0.22	–20.3%
SOV Mode Share	43%	37.2%	39.8%	-3.6%	-8.2%

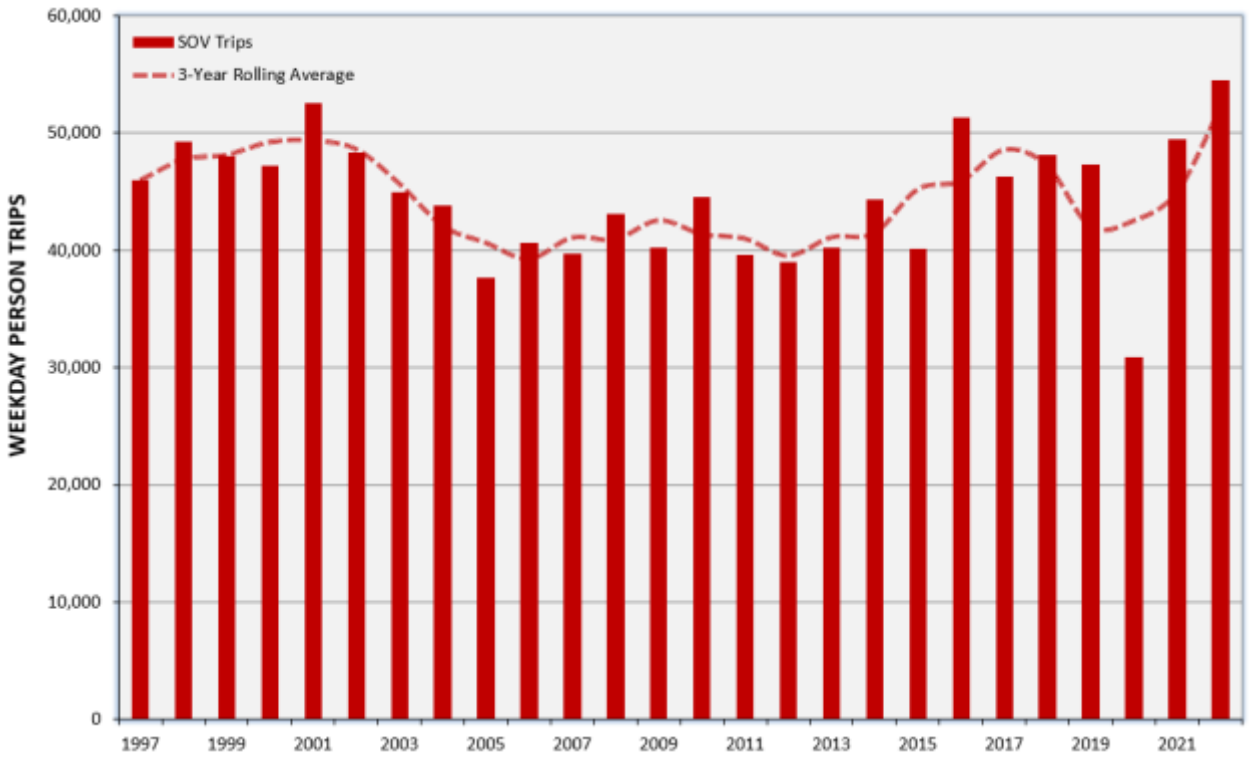


Figure 3.5: Average Weekday SOV Trips to / from UBC, 1997 - 2022

This year, the number of SOV trips reached an all-time high. This is likely attributable to COVID-19 with fewer people sharing rides or taking transit and instead are driving alone, or getting dropped-off and picked-up by family, friends, or ride-hailing companies.

From the 2022 Transportation Survey, the campus community was asked why they chose to drive alone. Their top three responses were to save time, for convenience, and because they live too far from UBC to take transit.

Carpooling, or High Occupancy Vehicle travel (HOV), has decreased substantially since 1997. A summary of the trend in HOV travel is provided in ***Table 3.7***, and a summary of year-by-year changes and the three-year rolling average is provided in ***Figure 3.6***.

Table 3.7: Summary of HOV Trips to / from UBC

Average Weekday HOV Trips	Fall 1997	Fall 2021	Fall 2022	Change 1997-2022 (count / percentage)	
Person Trips	36,100	15,000	12,600	-23,500	-65%
Trips Per Person	0.85	0.24	0.20	–0.66	–76.5%
HOV Mode Share	34%	11.3%	9.2%	–24.8%	–73%

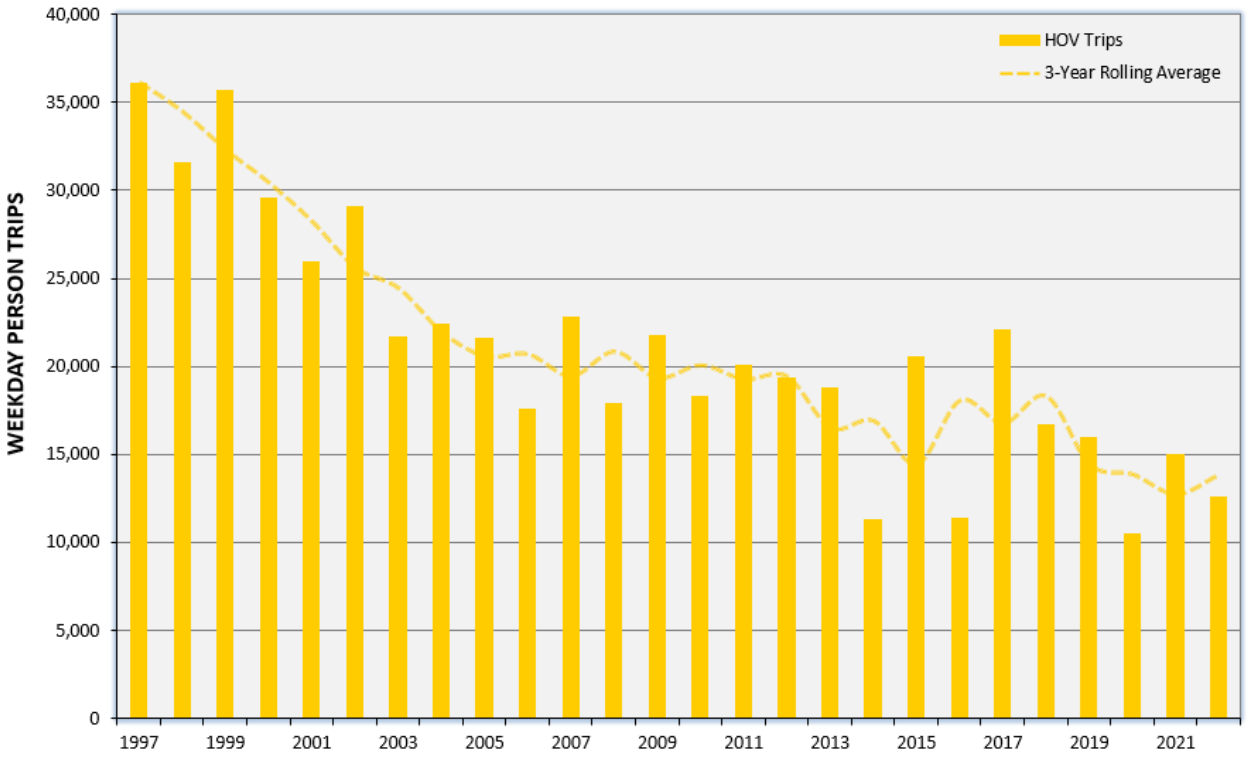


Figure 3.6: Average Weekday HOV Trips to / from UBC, 1997 – 2022

The 2022 survey results found that nearly 80% of people that drive also park on campus, while 7% park off campus then bike, walk or roll and 6% park off campus then take transit. When asked if increased parking fees would help drivers choose alternative moves, the answer was not at all likely indicating that the need for vehicles to run errands or other reasons overpowers the cost of parking.

Figure 3.7 shows the change in daily automobile traffic volumes from 1997 to 2022. In fall 2022, daily automobile traffic was 60,300 vehicles per day, which is a 3% decrease from 1997. From 1997 to 2015, daily traffic to / from UBC decreased, but from 2016 the number of automobile trips has increased, which is likely attributed to population growth overall (both in neighbourhoods and academic growth). Although some of the people living within neighbourhoods work or study at UBC, other members of the household may not, resulting in more trips off campus in the morning and to campus in the evening. As previously noted, in 2021 a new methodology was used to determine average daily population on campus from 2000 onwards, which is why there appears to be drop in the campus population line in 2000 in ***Figure 3.7***.

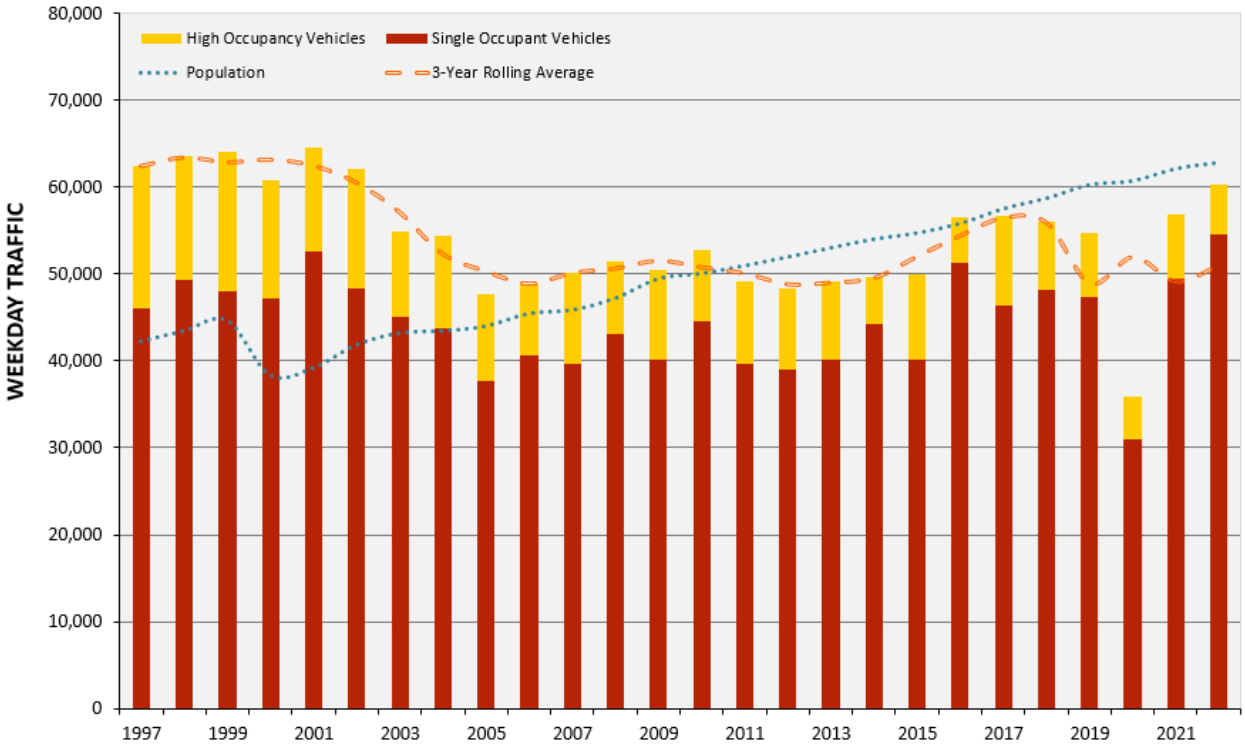


Figure 3.7: Average Weekday Automobile Traffic to / from UBC, 1997 – 2022

TARGET 2: Reduce single occupant vehicle trips to and from UBC by 20% from 1997 levels and reduce single occupancy vehicle trips per person to and from UBC by 30% from 1997 levels.

× In 2022, there were 54,500 SOV vehicle trips, which is an 18.5% increase from 1997 values.

× In 2022, there were 0.87 SOV trips per person, which is a 20.3% reduction from 1997 values.

TARGET 3: Maintain daily private automobile traffic at or less than 1997 levels. Private automobiles include single occupant vehicles and carpools / vanpools, but do not include buses, motorcycles and trucks.

✓ In 2022, there were 60,300 private vehicles per day, which is a 3% reduction from 1997 values.

Covid-19 continues to have impacts on transportation trends at UBC and across the region. UBC will continue to monitor progress against our targets alongside ongoing efforts to bring a rapid transit connection to UBC; and support initiatives that shift behaviour away personal vehicles onto buses, carpools, and more active modes.

As a result of the significant uptake of car sharing in Vancouver, UBC started tracking the number of car share trips to and from campus. Car share vehicles were counted at screenline locations over an eight-hour period, which is presented below in ***Table 3.8***. UBC provides around 160 dedicated parking stalls to Modo and Evo carshare in addition to overflow parking on the roof level of parkades. In 2020, Car2Go stopped operating in Vancouver, leaving Evo as the only one-way car share provider for the city.

Table 3.8: Summary Car Share Trips to and from UBC

Car-Share Vehicle Trips	Fall 2016	Fall 2017	Fall 2018	Fall 2019	Fall 2020	Fall 2021	Fall 2022
1-Person Trips	388	408	503	497	163	408	399
2-Person Trips	41	73	41	101	45	82	63
3+ Person Trips	7	39	9	13	18	11	22
Totals	**436**	**520**	**553**	**611**	**226**	**501**	**484**

There was a significant increase in car share trips to / from UBC from 2015 to 2019, but there was a drop in 2020 as a result of COVID and the departure of Car2Go. However, the number of trips by carshare did increase in 2021 and 2022 from 2020 levels with a majority of the trips made with only one person in the vehicle.

Results from the 2022 Transportation Survey of the campus community identified the top three reasons respondents use car share vehicles are to run errands / shopping, when the weather is poor, and for visiting friends and family.

More research is required to determine the overall benefits of car share at UBC. For example, what travel mode is being replaced by car share and how many times do the vehicles that are driven to campus move throughout the day.

3.4 Heavy Trucks

Construction activity at UBC and the day-to-day operation of the university generate truck traffic. The City of Vancouver, through which all trucks must travel to reach UBC, manages heavy truck traffic with a number of bylaws and regional regulations. For the purposes of monitoring travel patterns to and from UBC, heavy trucks are defined as vehicles with three or more axles. This simpler definition makes it easier to monitor heavy truck traffic, as it is only necessary to count the number of axles on a truck to determine whether it is a "heavy truck". In addition, the purpose of monitoring is to help us better understand truck volume and noise rather than vehicle weights.

Counts of heavy truck traffic are undertaken on a quarterly basis, shown in ***Table 3.9****, while* ***Figure 3.8*** compares the total construction and non-construction related truck traffic at UBC over the last three years.

Table 3.9: Average Weekday Heavy Truck Trips to / from UBC, 2022

Route	Type of Truck		Totals by Route
	Construction	Non-Construction	
Chancellor Boulevard	11.0	10.0	21 (6%)
University Boulevard	37.5	12.5	50 (15%)
W 16th Avenue	46.5	17.8	64 (19%)
SW Marine Drive	159.0	42.5	202 (60%)
Totals	**254 (75%)**	**83 (25%)**	**337 (100%)**

As shown in the table, on average there are 337 heavy truck trips per day to / from UBC. Of the 337trips, 75% of them are construction related trips. Of the four routes to / from UBC, SW Marine Drive carries 60% of the truck traffic.

Truck traffic is variable depending on what stage of construction projects are in at the time of data collection and in 2022 there were many active project sites in the excavation stage when counts were being conducted.

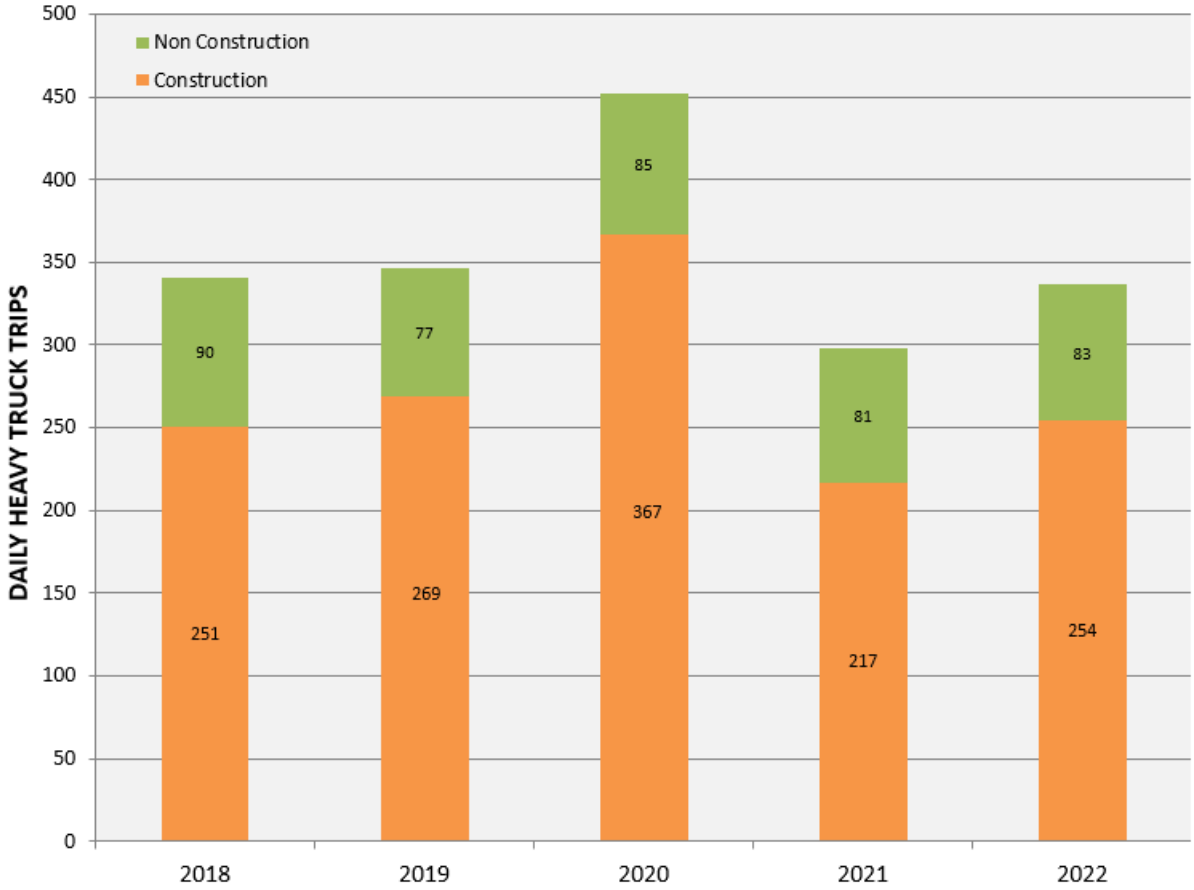


Figure 3.8: Heavy Truck Trips to / from UBC

4 Traffic Conditions At UBC

This section of the *Transportation Status Report* summarizes transportation conditions on campus, particularly traffic volumes and speeds at key locations throughout the campus.

4.1 Traffic Speeds

Traffic speeds were recorded over one week on campus using pneumatic tubes. The locations are identified in ***Figure 1.1***.

The 85th percentile speed is used for the purposes of representing travel speeds and is the speed below which 85% of the traffic travels. The average 85th percentile speed data from 2019 to 2022 is summarized in ***Tables 4.1 and 4.2*** for eastbound / northbound traffic and westbound / southbound traffic, respectively. Data highlighted in red represents locations where collected speed data is >5km/h above the posted speed limit in the current monitoring year. Note, data is not collected at every location annually, which is why there are empty boxes in the following tables.

Table 4.1: Average 85th Percentile Traffic Speeds (km/h) Eastbound / Northbound, 2018 – 2022

Location	Speed Limit (km/h)	Eastbound / Northbound			
		Fall 2019	Fall 2020	Fall 2021	Fall 2022
Wesbrook Mall s/o Gage	50	50	-	44	54
Wesbrook Mall s/o University	50	45	51	50	54
Thunderbird w/o Wesbrook	30	37	-	46	-
West Mall s/o University Blvd	30	33	-	33	30
East Mall s/o Thunderbird	30	48	-	48	47
Wesbrook Mall n/of 16th Ave	50	53	-	51	-
Wesbrook Mall s/o 16th Ave	50	33	40	35	30
16th Ave w/o East Mall	60	68	-	67	-
16th Ave w/o Wesbrook Mall	50	56	67	64	70
16th Ave e/o Wesbrook Mall	50	67	63	84	70
Chancellor e/o Western Pkwy	50	54	58	58	56
University e/o Toronto Rd	50	61	63	62	59

Table 4.2: Average 85th Percentile Traffic Speeds (km/h) Westbound / Southbound, 2018 – 2022

Location	Speed Limit (km/h)	Westbound / Southbound			
		Fall 2019	Fall 2020	Fall 2021	Fall 2022
Wesbrook Mall s/o Gage	50	44	-	38	56
Wesbrook Mall s/o University	50	49	51	53	51
Thunderbird w/o Wesbrook	30	47	-	43	-
West Mall s/o University Blvd	30	30	-	34	31
East Mall s/o Thunderbird	30	57	-	48	47
Wesbrook Mall n/of 16th Ave	50	54	-	57	-
Wesbrook Mall s/o 16th Ave.	50	31	43	30	30
16th Ave w/o East Mall	60	68	-	79	-
16th Ave w/o Wesbrook Mall	50	61	58	58	68
16th Ave e/o Wesbrook Mall	50	60	64	67	65
Chancellor e/o Western Pkwy	50	58	62	57	56
University e/o Toronto Rd	50	60	57	63	62

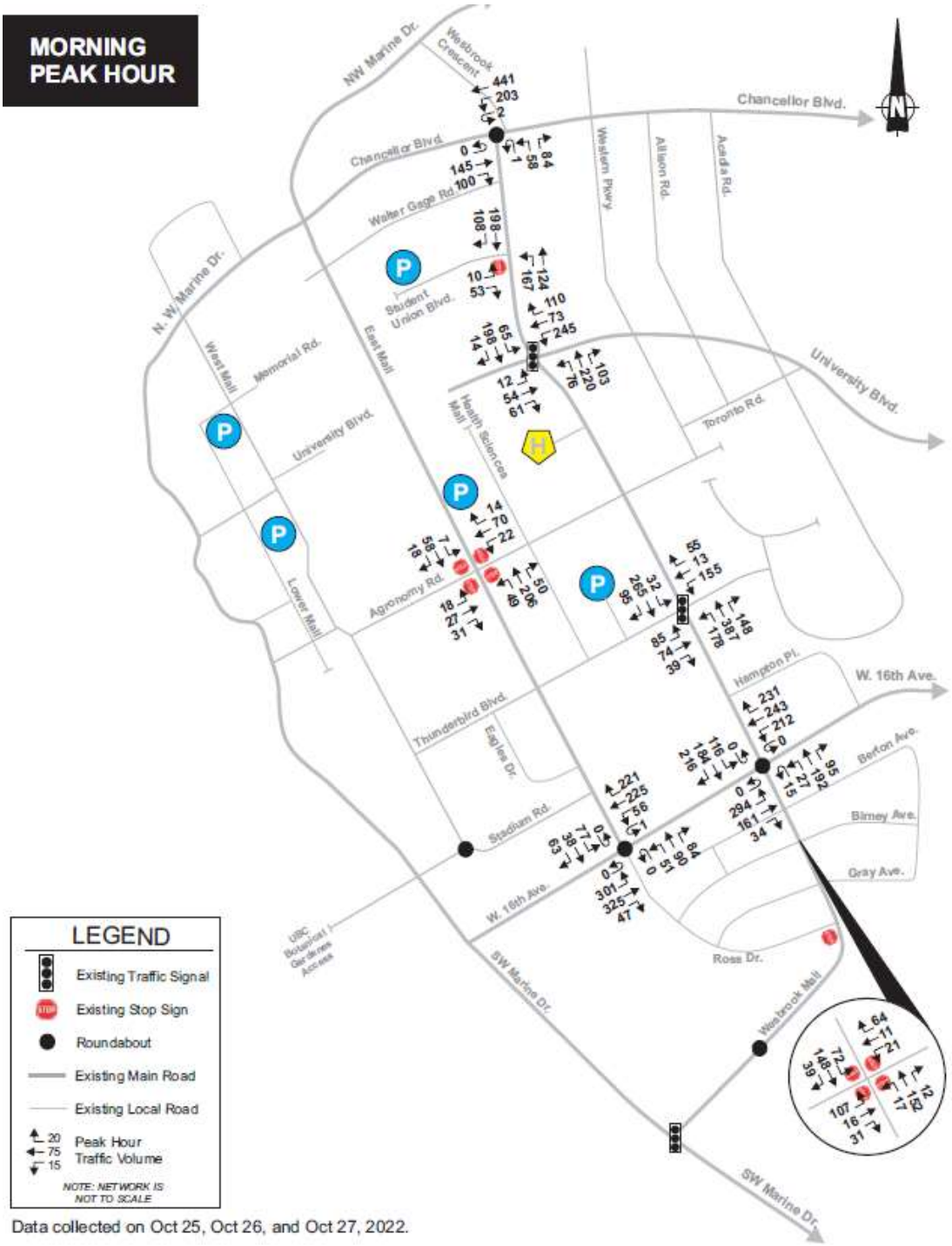
Overall, speeds in 2022 are comparable to 2021, with a few exceptions as noted below:

- Traffic speeds on BC Ministry of Transportation and Infrastructure roadways to and from campus far exceed the posted speed limit of 50 km/h. This includes 16th Avenue, University Boulevard, and Chancellor Boulevard. The most concerning speed data is on 16th Avenue east and west of Wesbrook Mall where 85th percentile speeds are 65-70km/h in a 50 km/h speed zone. UBC has informed the local RCMP detachment and the Ministry to bring awareness to this speeding issue.
- Wesbrook Mall south of Chancellor Boulevard saw an increase in speeds, but only just above the 50km/h speed limit. Reasons for the increase in speeds are likely attributed to increased traffic overall as well as the newly paved roadway condition.
- According to the UBC Road and Traffic Rules, local road speed limits are 30km/h. For the most part, speeds on UBC's local roads are within the acceptable range of the 30km/h speed limit. Reasons for less speeding on the internal roadways include heavy pedestrian traffic and traffic calming measures.

UBC will continue to advocate for speed reduction measures around campus. For example, UBC was successful at getting the speed limit on 16th Avenue reduced from 60km/h to 50km/h to create a consistent speed limit along the corridor.

4.2 Traffic Volumes

Peak hour traffic volumes collected over one day at key intersections on campus are illustrated in ***Figures 4.1*** and ***4.2***. The turning volumes are not intended to represent average daily traffic volumes or conditions, but are intended to provide a general overview of traffic patterns to / from and on campus during the AM and PM peak hours.



Data collected on Oct 25, Oct 26, and Oct 27, 2022.

Figure 4.1: 2022 Morning Peak Hour Traffic Volumes at UBC

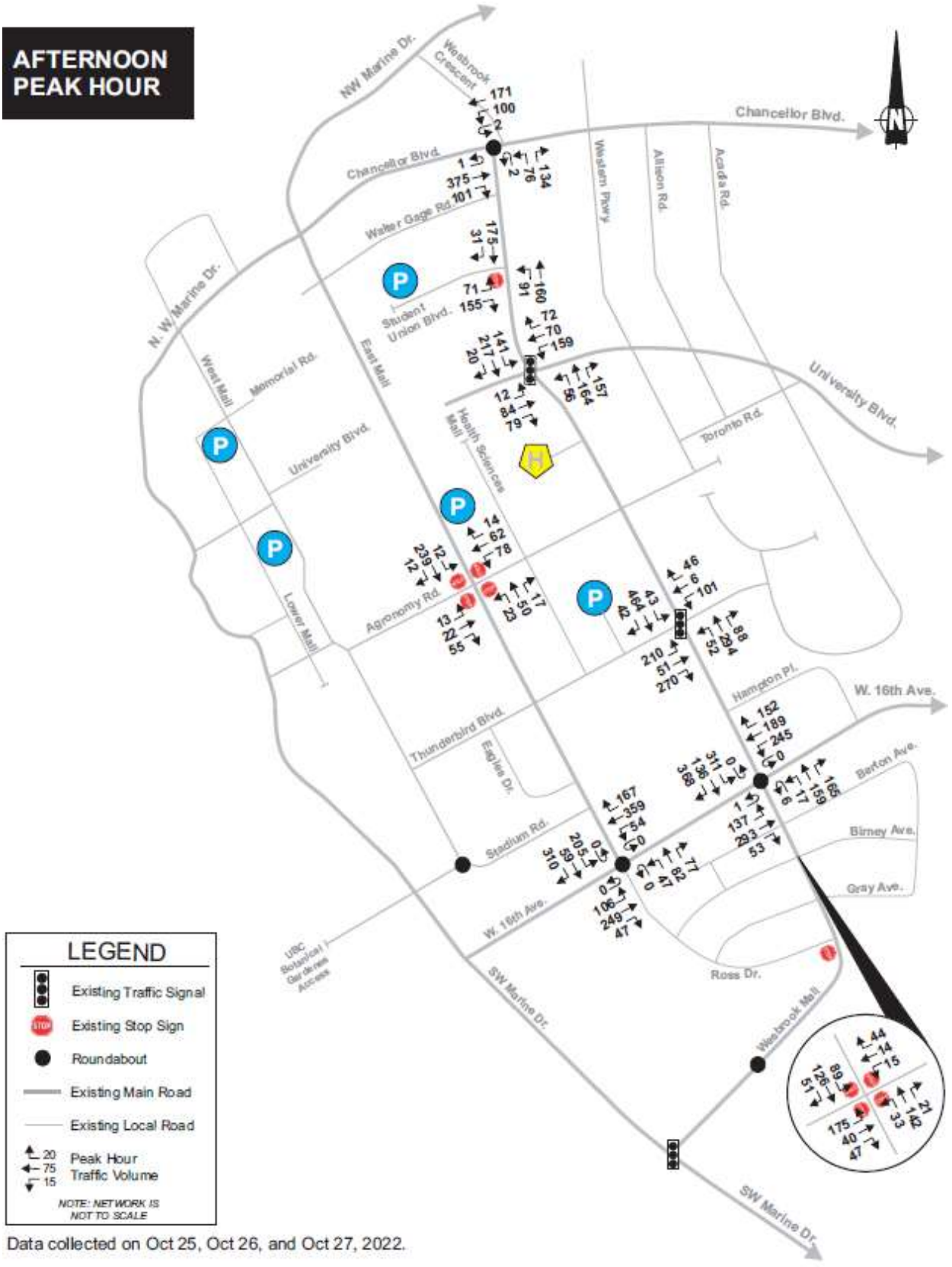


Figure 4.2: 2022 Afternoon / Evening Peak Hour Traffic Volumes at UBC

4.3 Travel Patterns

A licence plate survey was conducted to determine origins and destinations of traffic on Wesbrook Mall between 16th Avenue and SW Marine Drive. Data was collected over a 3-hour period from 4pm to 7pm over one day.

The results of the licence plate survey are summarized in ***Table 4.3*** and in ***Figure 4.3***.

Table 4.3: Summary of Travel Patterns on Wesbrook Mall in Wesbrook Place, 2018 vs 2022

Destination of Trip	Northbound		Southbound	
	# of Trips 2018 (2022)	% Distribution 2018 (2022)	# of Trips 2018 (2022)	% Distribution 2018 (2022)
Through	705 (107)	40% (22%)	266 (111)	15% (11%)
Wesbrook Place	530 (353)	30% (74%)	2,943 (908)	77% (89%)
South Research Campus	542 (17)	30% (4%)	287 (1)	8% (0.1%)

**Counts do not include buses.*

There were issues with data collection in 2022 resulting in data collection over 3-hours instead of 12-hours. As a result, the percentage distribution of trips can only be compared. Key observations regarding travel patterns on Wesbrook Mall in South Campus are as follows:

- 22% of all vehicles turning onto Wesbrook Mall from SW Marine Drive travel through Wesbrook Place to 16th Avenue, this is down from 40% in 2018.
- 11% of all vehicles southbound on Wesbrook Mall from 16th Avenue continue all the way south to SW Marine Drive. This is down from 15% in 2018.
- 89% all trips southbound on Wesbrook Mall from 16th Avenue are destined to areas within Wesbrook Place. The number of trips into the Village is up 12% compared to 2018 counts, which is likely attributed to more people living in the neighbourhood.
- Trips into South Research Campus from 16th Avenue has decreased by 56% compared to 2018, but this is likely due to the time period of the 2022 survey that would not have captured staff trips to work.

The decrease in through trips is possibly due to the longer travel time through Wesbrook Place compared to using 16th Avenue and SW Marine Drive around the neighbourhood, which is a welcome change in travel patterns for the neighbourhood and will continue to be monitored.

Figure 4.3: Travel Patterns on Wesbrook Mall between 16th Avenue and SW Marine Drive

Campus and Community Planning Engagement Charter

2022 Annual Review

June 2023

THE UNIVERSITY OF BRITISH COLUMBIA

Executive Summary

The UBC Vancouver-Point Grey and Okanagan campuses are located, respectively, on the traditional, ancestral and unceded territories of the xʷməθkʷəy̓ əm (Musqueam) people and the Syilx Okanagan Nation. The xʷməθkʷəy̓ əm and Syilx peoples have been stewards and caretakers of these territories since time immemorial. To acknowledge and support this important role, UBC strives toward building meaningful, reciprocal and mutually beneficial partnerships with the xʷməθkʷəy̓ əm and the Syilx peoples.

The 2022 Annual Report of Campus and Community Planning's (C+CP) Engagement Charter summarizes consultation, engagement, and community programming activities and targeted engagement with key organizations undertaken by the department in 2022. It also includes an overview of C+CP's engagement with Musqueam on planning and development projects.

Through our ongoing commitment to our Engagement Principles, C+CP continues to apply new methods to strengthen our engagement to make it more equitable and inclusive in alignment with the Indigenous Strategic Plan, Inclusion Action Plan and the Anti-Racism and Inclusive Excellence Task Force Report.

UBC is committed to deepening its relationship with Musqueam and to meaningful reconciliation, in alignment with the *UBC Indigenous Strategic Plan*; the *Truth and Reconciliation Commission of Canada: Calls to Action*; the *United Nations Declaration on the Rights of Indigenous Peoples;* and the Province's *Declaration on the Rights of Indigenous Peoples Act*. As part of this commitment, UBC and Musqueam are co-developing a Relationship Agreement. This includes changing the way the university plans the campus with deeper Musqueam engagement, sharing information and discussing needs and interests on different types of planning and development projects, including Campus Vision 2050.

COVID-19 restrictions were eased as the year progressed; this enabled C+CP to deliver its consultation, engagement, and programming both in-person as well using virtual platforms which continues to be a preference for some. In 2022, C+CP worked with Musqueam staff and knowledge holders on seven projects as well as meeting regularly to share information on upcoming planning and development projects. There were public consultations on eight development permit applications; engagement on UBC Campus Vision 2050; along with collaborative partnership programs to help build and shape community; and ongoing work with key organizations, including external partners and agencies to accelerate completion of SkyTrain to UBC.

In 2022, there was extensive engagement on Campus Vision 2050, a comprehensive, multi-year planning and engagement process. This included three rounds of public engagement as

well as meetings and workshops with Musqueam, advisory groups, stakeholders and subject matter experts. The engagement approach builds on C+CP's Engagement Charter. It is focused on intentionally seeking to lower barriers to participation and hear as many voices as possible. This includes, building collaborative relationships with equity-seeking groups - communities that experience significant collective barriers in participating in society due to disadvantage and discrimination.

UBC has been sharing information and engaging with Musqueam, as part of Campus Vision 2050. Engagement with Musqueam is ongoing and UBC continues to work closely with Musqueam to understand their interests and identify ways to support and address them.

A strong theme in C+CP's 2022 engagement approach was focusing on strengthening relationships through meetings with key interest groups including students, faculty, staff, residents and external community members and jurisdictions with the goals of understanding what is important to them and having them provide guidance in shaping campus planning projects. This included ongoing work with key organizations including the University Neighbourhoods Association and the AMS.

Purpose

Engagement is central to the University's academic mission, administration, planning and community relationships. With this in mind, C+CP conducts an annual review of its engagement activities to demonstrate transparency and accountability to its Engagement Charter, which was adopted by the UBC Board of Governors in September 2014, after consultation with stakeholders and partners. The Charter sets out C+CP's engagement commitments by identifying core principles and guiding practices for consultation on C+CP-led plans, development projects, and joint community programming.

2022 Engagement Activities

During 2022, C+CP designed and delivered the following engagement initiatives, based on the Charter principles and practices, stakeholder/partner suggestions from previous annual Charter reviews. C+CP also is continuously evolving engagement practices to make engagement accessible to all, to understand and draw out diverse opinions and to identify ways to address the interests of UBC's diverse communities.

Musqueam Engagement
As outlined in UBC's Indigenous Strategic Plan, UBC is committed to implementing the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP). Building upon this commitment to reconciliation, UBC and Musqueam Indian Band are working together to

transform their relationship and co-developing a Relationship Agreement. This is an important part of UBC's institutional commitment to deepening the university's relationship with Musqueam and to reconciliation more broadly. Through the development of the Relationship Agreement, UBC and Musqueam Indian Band are co-developing a comprehensive framework for engaging Musqueam on land use initiatives.

In 2022, C+CP worked with Musqueam staff and knowledge holders on seven projects as well as meeting regularly to share information on upcoming planning and development projects. These engagements are not only shaping project outcomes but are also informing UBC's commitments in the Relationship Agreement on how UBC will engage Musqueam on future land use projects:

- **Museum of Anthropology landscape:** Working with Musqueam and Museum of Anthropology representatives to develop a concept plan for the landscape surrounding the Museum and detailed design of the landscape rehabilitation associated with the Great Hall Seismic Renewal project.
- **Gateway Health Building:** Located at the main entrance to UBC, Musqueam were engaged in the design process for the building and landscape. Outcomes included designing the landscape around the building to bring the surrounding forests into the heart of the campus, and express Musqueam presence, along with several art opportunities for Musqueam artists
- **UBC-Musqueam Plant List:** Musqueam and UBC are working together to create a list of indigenous species to showcase plants of this place that have significance to Musqueam. This list is being used to help prioritize selection and refine a vegetative palette for new campus landscape projects
- **UBC Farm:** Identification of Musqueam and UBC values for the UBC Farm, and how they relate to UBC Farm plans and programs, including invasive species removal in the forested area and building reuse and expansion to create a Farm Centre.
- **Connected Landscapes:** A project that involved several meetings with Musqueam discussing how to enhance east-west corridors on campus that support ecology, integrated systems, inclusion, and a strengthened Musqueam presence in the landscape
- **Campus Vision 2050:** UBC has been sharing information and engaging with Musqueam community, staff and leadership. Through this process, Musqueam has identified interests and potential concerns associated with Campus Vision 2050 and Musqueam is working with UBC to develop mitigation strategies. Engagement with Musqueam is ongoing and UBC continues to work closely with Musqueam to understand their interests and identify ways to support and address them.
- **Musqueam-UBC Peninsula Workshop:** Sharing information to support both Musqueam's and UBC's respective planning work and to advance the relationship in mutually beneficial ways

Development Permit Public Consultation

Public consultation is part of the development permit approval process. A public meeting may be held at the discretion of the Director of Planning for major Institutional/Public Realm/Neighbourhood development permit applications or minor projects that generate significant public interest. In 2022, seven virtual Public Open Houses were held on four neighbourhood projects, along with Mandarin simultaneous translation provided for two of the projects. There were also two in-person Public Open were held for institutional projects with online feedback forms made available and two smaller institutional projects invited the public to comment via online feedback forms only (noted with an asterisk):

Neighbourhood Projects

1. DP22001 Carey Theological College Expansion Project
2. DP22002 Wesbrook Place Lot 6
3. DP22010 Wesbrook Place Lots BCR5 & BCR6
4. DP22011 Wesbrook Place Temporary Basketball Court (project cancelled)

Institutional Projects

5. DP22014 Food and Beverage Innovation Centre
6. * DP 22019T Solar Decathlon Competition Entry Temporary Building - "Thirdspace Commons"
7. * DP22047 Riley Orchard UBC Botanical Garden (project on hold)
8. DP05012–5 Beaty Biodiversity Addition

In addition to the standard Development Permit (DP) signs, further context and information was provided both on site and on the web project page for all projects except for the Solar Decathlon Competition Entry Temporary Building.

Six of the projects received their Development Permit with construction either underway or beginning shortly.

Campus Vision 2050

Campus Vision 2050 is a comprehensive, multi-year planning and engagement process. The first phase of Campus Vision 2050 launched in early 2022 with broad public engagement to hear from the institution, community and Musqueam about needs and aspirations for the future of the campus and neighbourhoods. This engagement helped shape guiding principles for the process and to define growth assumptions and space needs to be explored.

The second phase of Campus Vision 2050 focused on the Draft 30-Year Vision and its major features (the Big Ideas), as well as key proposed updates to the Housing Action Plan (HAP) and key recommendations for updating the Land Use Plan (LUP). This engagement began in fall 2022 and completes with the LUP public hearing in fall, 2023. Engagement has included discussions with Musqueam, meetings with stakeholder groups and committees (including the AMS, UNA, faculty and technical experts), and two rounds of engagement with the broader community:

1. **Sept. 21, 2022 to Oct. 14, 2022**: an initial set of five Big Ideas, two development scenarios with different approaches to building heights, open space and mixing of academic and neighbourhood lands, and initial direction on updates to the HAP.
2. **Jan. 17, 2023 to Feb. 7, 2023**: full Draft 30-Year Vision, draft updates to the HAP, and key recommendations for updating the LUP.

Musqueam information sharing and engagement to date on Campus Vision 2050 has included: Bi-lateral meetings with staff and leadership as well as Chief and Council updates; Campus Vision 2050 Community Advisory Committee, which include Musqueam representatives and Musqueam community-wide engagement: sessions with community members and staff, a community dinner and a survey. The draft 30-year Vision is currently being reviewed with Musqueam staff to ensure the range of interests and concerns are being addressed.

UBC engaged with a wide range of communities, units, departments, clubs and organizations across the campus. Input was gathered using a range of methods, including information sessions (open houses), in-depth workshops, facilitated community conversations, pop-up information booths, presentations to various campus departments and groups and online and printed surveys through the Campus Vision 2050 online platform.

Input was also generated through targeted engagement with project advisory committees, faculty and technical experts and key interest groups on campus, spanning students, faculty, staff, residents, developers, and external community members and jurisdictions.

UBC has been engaging with equity-seeking groups across campus and in the neighbourhoods since the start of Campus Vision 2050. Some examples of this include:

- Facilitated community conversations with Centre for Accessibility advisors and representatives from the Disability Affinity Group, the Disabilities United Collective, UBC Law Disability Alliance, and the Disabled Graduate Students Association.
- Joined meetings of and hosted sessions with Indigenous groups across campus, including the Indigenous Strategic Plan Executive Advisory Committee, First Nations House of Learning, Institute for Critical Indigenous Studies, Indigenous Working Group, and a group of Indigenous graduate students.
- Presented and facilitated discussions at shift worker meetings, including five custodial crew talks and six dining hall staff stand-up meetings (early morning, daytime, and midnight sessions).
- Hosted a session with the Beyond Tomorrow Scholars Program for Black Canadian Scholars and facilitated a community conversation with Queer BIPOC students.
- Facilitated community conversations with the Newcomers Support Group in the neighbourhoods, with support from a Mandarin translator.

- Joined meetings of the University Multifaith Chaplains Association and the Islamic Relief Club.

Feedback from engagement in the fall and winter has and will continue to be critical to forming and refining the Draft 30-Year Vision, updated HAP and updated LUP.

Community Programs

C+CP's community programming initiatives are developed in collaboration with campus partners, with a goal of delivering programs and events that help build and shape community and support institutional priorities. During the past year, the Community Programs and Outreach team enthusiastically returned to many beloved, in-person campus events, introduced a number of new programs to the campus community, and continued to see uptake and support for many long-running projects and initiatives.

Ongoing Throughout the Year

- Inspiring Community Grants, in partnership with the Vancouver Foundation. Includes stewardship of a volunteer grant selection committee with UBC community members. Grant funds are available to UBC students, faculty, staff, residents, and Musqueam.
- Youth Leadership Program, to support youth engagement in the UNA and Acadia Park.
- Kids Fit, a collaboration with Active Kids (School of Kinsesiology).
- Nature Club with Beaty Biodiversity Museum
- Culture Club, a monthly a monthly drop-in program for families at MOA, focused on intergenerational and intercultural learning.
- Community Services Card to provide student families in Acadia Park access to UBC cultural and recreational amenities.
- Funding and support for Connected Community Coordinator, a joint role with the UNA.
- Inspired at the Chan, a community concert series in partnership with the Chan Centre for the Performing Arts.
- Project 529 anti-bike theft registration.
- Continued support for partnership programs with the Bike Kitchen, including free Community Bike Clinics, the Kids Bike Library, Volunteer Nights and bike recycling.
- Funding for student Peer Health Educators at the Wellness Centre
- Funding and support for the Acadia Park Food Hub Outreach Coordinator
- Funding for Mothers Coming Together: New mothers group at Acadia Park
- Student Art and Animation Fund, a pilot initiative to support student artists, performers and placemakers.

Annual Special Events

- Lights in Lee Square installations in collaboration with SVPRO in support of Sexual Assault Awareness Month, Climate Hub's Climate Emergency Week, and Thrive.

- Thrive by the Fire, outdoor concert in support of Thrive month and mental health literacy
- Tough Toddler, a day of kid-friendly fun at Osborne Gym.
- Kids Take Over UBC!
- Before I Graduate, a student-led placemaking project
- Summer on the Mall, a series of outdoor pop-up events in the public realm.

Ongoing Stakeholder and Partner Engagement

Throughout the year we met with a variety of stakeholders and partners on a range of planning initiatives. The following provides some examples of this ongoing work:

With the UBC Community

University Neighbourhoods Association (UNA)

C+CP and the UNA work together on a variety of initiatives to respond to the needs to residents and enhance engagement and communication. Examples of this include: the UNA-UBC Liaison Committee (formerly the Neighbourhood Liaison Committee) (a joint committee of the UBC Board of Governors and the UNA Board of Directors); a resident member on UBC's Development Permit Board; quarterly meetings between senior leadership and the UNA Board of Directors; daily engagement between UNA and UBC administration; and monthly updates to the UNA Board on campus planning initiatives.

Alma Mater Society

Campus and Community Planning holds regular meetings with AMS leadership to discuss issues of shared interest, including but not limited to engagement and advocacy on a rapid transit extension to UBC, the U-Pass BC program, climate action planning, and campus development and land use including related opportunities to support affordable student housing.

With key external organizations

Rapid transit to UBC

In April of 2022, TransLink and the Mayors' Council on Regional Transportation endorsed Transport 2050: 10-Year Priorities, which outlines the transit and transportation projects that will be undertaken in the first 10 years of the region's 30-year transportation strategy. The extension of SkyTrain to the Vancouver was named as one of the prioritized projects.

Leading up to the Mayors' Council's approval of this plan, UBC ran a communications campaign to encourage students, faculty, staff, and alumni to get involved in the TransLink-led public engagement process and share their thoughts on the 10-year Priorities Plan and SkyTrain to UBC. Survey respondents were given the option to comment on specific aspects of the proposed priorities – the extension of SkyTrain to UBC garnered the most interest with 203 comments.

UBC staff, including C+CP, are continuing to work with the Province, City of Vancouver and representatives from the Musqueam, Squamish and Tsleil-Waututh First Nations to advance the next phase of planning. As the project progresses, engagement with the UBC community, labour groups, including the BC Federation of Labour and CUPEBC and business associations such as the BC Business Council and the Greater Vancouver Board of Trade, and other project supporters is ongoing.

Next Steps

Looking ahead, C+CP will build on approaches used for Campus Vision 2050 and Musqueam engagement and pilot new ways to strengthen our engagement to make it more equitable and inclusive, in alignment with the UBC Indigenous Strategic Plan, Inclusion Action Plan as well as the Recommendations from the President's Task Force on Anti-Racism and Inclusive Excellence Final Report. This will include updating the Engagement Charter to reflect feedback and insights gained through recent public engagement processes and developing a strategy for regularized, non-project-based engagement to strengthen relationships with key stakeholders and student, faculty, staff and resident groups.