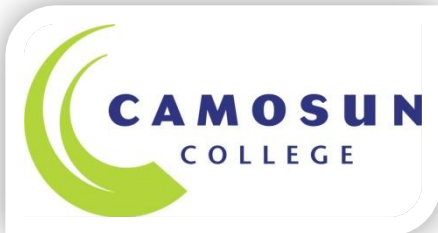


# 2008

## Getting Here

Results of the Camosun College Fall 2008  
Transportation and Parking Survey



Anny Schaefer  
Educational Research and Planning  
February 2009

# Contents

Acknowledgments .....	1
Executive Summary .....	2
Introduction .....	5
Process and Participation.....	5
Demographics.....	6
Campus Location.....	9
Primary Campus Core Groups .....	11
Neighbourhoods/Municipalities.....	12
Travel Modes .....	15
Days per Week Driving .....	18
Mode by Municipality and Neighbourhood .....	20
Carpooling.....	24
Other Means of Travel .....	24
Bus/Public Transit .....	26
Students' Ratings of Bus Service over Time .....	27
Bus Use among Full-Time Students .....	28
Bus Service between Campuses .....	29
Travel between Campuses.....	32
Trips per Week .....	32
Employees: Work-Related Travel between Campuses .....	33
Employees: Off-Campus Meetings .....	34
Parking .....	35
Parking Availability.....	35
Student Ratings of Parking Availability over Time .....	37
Parking Dollar Value .....	38
Student Ratings of Parking Dollar Value over Time .....	40
Parking Improvement Suggestions .....	41
Students' Parking Suggestions over Time .....	41
Alternatives.....	41
Importance of Alternative Strategies .....	41
Issues Caused by Inadequate Transportation.....	44
High Fuel Prices and Commuting Behaviour .....	47

Motivators, Incentives and Options.....	48
Employees: Options and Incentives .....	49
Alternative Commute Modes .....	51
Factors Limiting Use of Alternative Commute Modes .....	52
Walking .....	53
Cycling .....	56
Ridesharing .....	59
Public Transit.....	61
Telework.....	63
Conclusions .....	64
Appendix.....	65

## ACKNOWLEDGMENTS

Kathryn LeGros, Director of Ancillary Services at Camosun College, spearheaded this survey, which was part of a larger study of parking and transportation issues at the College. Her ideas are evident throughout and the results will provide data to fuel her creative problem-solving.

Shannon Craig, Transportation and Parking Planner in Ancillary Services and Co-op Student (Camosun College Environmental Technology Program) combed through and made sense of thousands of open-ended responses. She also mapped respondents' locations in the Capital Regional District. She also provided the cover photo.

Todd Alexander Litman of the Victoria Transport Policy Institute provided an early draft of the survey and insightful ideas for analysis along the way.

Karen Currie of Educational Research and Development prepared the initial online version of the survey.

## EXECUTIVE SUMMARY

As part of a broader initiative examining transportation and parking issues in the fall of 2008, Camosun College invited students and employees to participate in a Transportation and Parking Survey from October 17 to November 3, 2008. Participation was high for a web-based survey, with responses from 15% of students and 32% of employees. Geographically and demographically it is reasonable to assume the respondents are representative of the underlying groups and that the survey results are a reliable indicator of the College community's thoughts and opinions.

Both Lansdowne and Interurban campuses are well-represented. To account for part-time status as well as time spent at two or more locations, a measure of primary campus is used, meaning the campus at which an individual spends more than half of his or her total time at Lansdowne in an average week. Just over one-half of those responding spend at least half their time at Lansdowne and 45% spend more than half their time at Interurban while the remainder are at other campuses or sites and the others are indeterminate.

Most people drive to Camosun College—just under two-thirds overall (63%) say their primary travel mode is car. Nearly 7 in 10 (68%) usually drive to Interurban and nearly 6 in 10 (57%) to Lansdowne. Students are less likely to drive (58%) compared to more than three-quarters of faculty (77%) and staff or administrators (78%).

Bus is the second most popular primary mode, with three in ten (29%) choosing this method. Lansdowne commuters are more likely to take the bus than those who are primarily at Interurban (31% versus 26%). Students are five times more likely to take the bus than faculty (35% and 7% respectively) while about one in ten staff and administrators (11%) usually bus it.

Just under half (46.5%) have an alternative means of transportation. Of this sub-group, 40.5% sometimes drive and 36.5% take the bus, while 11% bicycle and 7% walk. One-quarter (25%) use this alternative one to two times a month or three to four times a month (26.65). Just over one in five (21.9%) ever carpool.

More than half (50.5%) of those at Lansdowne compared to one-third (32.5%) of those at Interurban rate bus service excellent or good. Conversely, nearly a third (31.7%) of those at Interurban rate bus service either poor or very poor compared to less than one-fifth of those at Lansdowne (17.2%). "Adequate" ratings of about one-third are similar at the two campuses (35.7% at Interurban compared to 32.2% at Lansdowne). Student ratings of bus service have deteriorated since 2006: Overall, 44% of **students only** rate bus service to Camosun College campuses as excellent or good, considerably lower than in October 2006 when two thirds (66%) of all students found it excellent or good. By the same token, nearly one in four current students (23%) rate bus service to campus poor or very poor compared to only 8% in 2006, and about one-third (33%) in 2008 compared to one-quarter (26%) in 2006 describe the bus service to Camosun as fair or adequate.

About one-quarter make at least one trip between campuses per week—nearly one-third of staff or administrators (31.9%) and nearly one-fifth of faculty (18.7%) make one to two trips each week while a significant group of students (11.7%) make five or more trips

between campuses each week. Employees were also asked for more details about travel between campuses. About half never or rarely travel between campuses for work; another 12% need to do so only once a month on average; 17% travel two or three times a month; 15% travel once or twice a week, and 6% travel three or more times a week. Faculty are significantly less likely than staff/administrators to travel between campuses (65% vs. 39% are required to travel "never or rarely"). Nearly twice as many staff/administrators as faculty must travel between campuses either once a month (16% compared to 8%) or two or three times a month (22% compared to 11%).

Almost 40% rate parking availability either Excellent (8.9%) or Good (29.2%), about one-third rate it Fair/Adequate (35.3%) and more than one quarter Poor (19.3%) or Very Poor (7.4%). When considered by Primary Campus, the picture changes dramatically as nearly twice as many people at Interurban as at Lansdowne rate parking availability poor or very poor (34% vs. 19%). Student satisfaction with parking has apparently declined in the last few years: In 2006, more than half rated availability excellent or good (51%) compared to just over a third in 2008 (35%); in 2006, only 16% rated availability poor or very poor compared to 29% in 2008.

Overall only one in five (19.5%) believe that parking dollar value is excellent or good value while more than half (53.7%) find it poor or very poor value.

The most popular parking improvement suggestion was the addition of a parkade structure or spaces, followed by improving alternatives for cycling, carpooling and transit.

Eight out of ten people at the College believe that alternative transportation strategies that minimize the need for cars and parking are either very important or somewhat important. On the other hand, one in five people at the College (20%) believes the strategies are either not at all important or has no opinion. Faculty are most likely to believe the strategies are not at all important (14%), while students are most likely to have no opinion (12%).

Inadequate transportation causes issues such as missed classes or work, or significant lateness for over half of people (56%). Faculty (62%) are most likely to report never having transportation-induced problems, followed by staff and administrators (58%) and students (39%) (Figure 26). About one-quarter of students (26%) report having such problems seldom and another quarter (25%) occasionally, while 10% have issues related to transportation frequently (at least once a week).

High fuel prices have caused just under half of the College community (45%) to consider changing their commute mode. There is little difference between the two campuses; however, faculty are **least** likely to consider changing their commuting behaviour (61%), followed by staff and administrators (58%) and students (54%). The bus is the most popular alternative among both students (61%) and staff/administrators (38%) while faculty weight both bus and bicycle equally (25% for each). Bicycle is the second most popular alternative choice among students (12%) and staff/administrators (26%). Slightly more people consider taking the bus to Interurban campus (57%) than to Lansdowne (54%), while those from Lansdowne consider biking slightly more (17%) than Interurban (15%).

Almost six in 10 people would be motivated by "More frequent transit service", four in ten by "Less crowded/more comfortable buses" (39.4%), more than one-third by "Improved cycling paths" (36.4%) and "Rideshare matching service" (35.2%). "Guaranteed ride home service" (30.5%), "Vanpool" (30.2%), "More comfortable/safer bus stops" (28.1%) and "Improved change/shower facilities" (26.6%) follow closely. Almost 1 in 5 would like to see "Improved walking paths/sidewalks" (18.8%).

Employees only were asked to evaluate and suggest other incentives that would motivate them. Slightly less than half favoured Telework (43.8%) and a parking cash-out (43%). Other options received little support.

Respondents were asked their views of alternative commute modes. **Public transit** is the most popular alternative commute mode, with 70% open to considering it, followed by Ridesharing (52%) and Cycling (39%). Just over one-quarter (26%) are receptive to Telework/Studying at Home, and less than one-fifth (19%) would consider Walking. Detailed analysis is provided of how often people are willing to use these alternative modes, and of the main obstacles to their use, such as distance, weather, time, need for flexibility, and so on. Public Transit is by far the most popular alternative commuting option, considered by 70% of the College community on average 4.1 times per week; nearly half (48.2%) are open to taking transit full-time.

## INTRODUCTION

As part of a broader initiative examining transportation and parking issues in the fall of 2008, Camosun College invited students and employees to participate in a Transportation and Parking Survey. The web-based survey ran from October 17 to November 3, 2008.

## PROCESS AND PARTICIPATION

E-mail invitations to complete the survey were sent to students, faculty, staff and administrators. Of the 8,147 students registered in at least one credit or Continuing Education course during the Fall term of 2008, 1,643 clicked the link to the online survey in the e-mail and 1,232 actually submitted a completed survey. Faculty, staff and administrators were invited to complete the survey through the Camosun College "all-staff" e-mail list, reaching approximately 1,100 current employees, of whom 363 responded. In addition, the Camosun College Parking and Transportation Planning website also included a link to the survey.

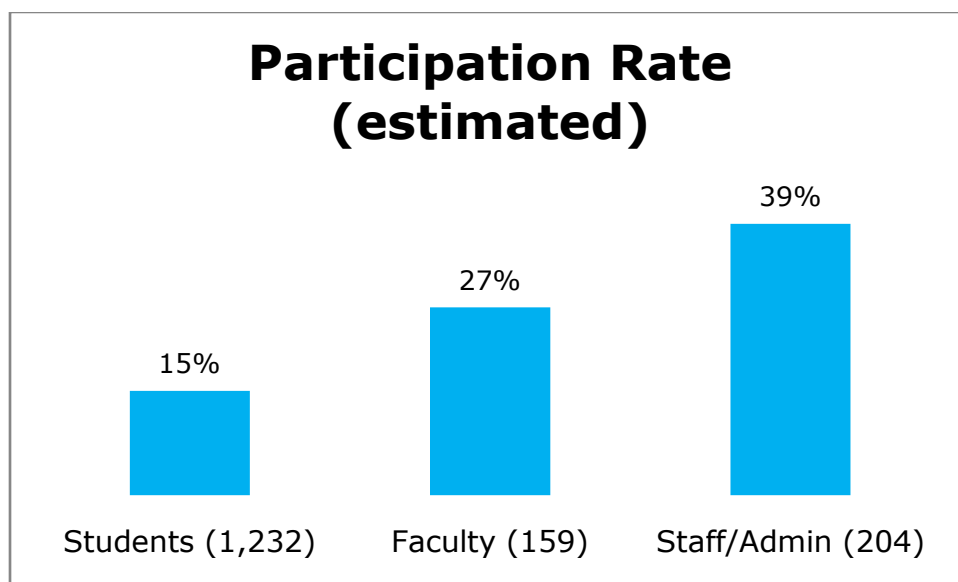
Participation rates were good for a web-based survey, ranging from 15% of students to 27% of faculty and 39% of staff and administrators (Table 1; Figure 1).

Just over three-quarters (77%) of respondents were students, while 10% were faculty and 13% were staff or administrators (Table 1).

**Table 1: Respondents by role and estimated participation rates**

	Respondents	Population	Estimated Participation Rate (%)	Share of Total (%)
Student	1,232	8,147	15	77.2
<b>TOTAL EMPLOYEES</b>	<b>363</b>	<b>1125<sup>e</sup></b>	<b>32</b>	<b>22.8</b>
Faculty	159	600 <sup>e</sup>	27	10.0
Staff/Admin	204	525 <sup>e</sup>	39	12.8
Other	1			0.1
<b>Total</b>	<b>1596</b>	<b>9272</b>	<b>17</b>	<b>100.0</b>

<sup>e</sup> Estimate based on Camosun staff e-mail list and HR data tables

**Figure 1: Respondents by role and estimated participation rates**

## DEMOGRAPHICS

Of the 1,596 people who responded to the survey, the gender split is 60% female and 40% male (Table 2). Women are over-represented among students: 58% of respondents were female compared to about 50% of students.<sup>1</sup>

**Table 2: Survey Respondents by Gender and Role**

	Male		Female		Total	
	#	%	#	%	#	%
Student	511	42%	706	58%	1217	100%
Faculty	66	43%	88	57%	154	100%
Staff/Admin	49	25%	150	75%	199	100%
Other	1	100%	0	0%	1	100%
<b>Total</b>	<b>627</b>	<b>40%</b>	<b>944</b>	<b>60%</b>	<b>1571</b>	<b>100%</b>

About one-third (33.1%) of respondents have been at the College for less than a year, almost half (46.1%) between one and four years, 8% between 5 and 9 years, and almost 12% for 10 years or more (Table 3). Among faculty respondents, more than half (52.8%) have been at the College for at least 10 years. Just over half (53.9%) of students have been at the College 1 to 4 years.

<sup>1</sup> Camosun College Student Age and Gender Distribution by School, 2007-08 Academic Year, Camosun College, Educational Research and Planning.

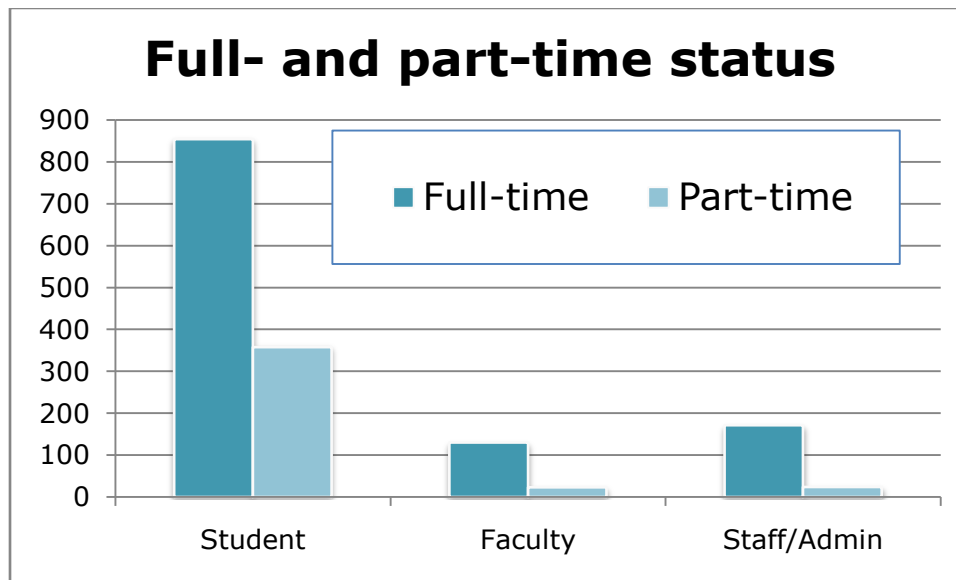
**Table 3: Survey respondents by length of time at Camosun College**

	Less than a year	1 to 4 years	5 to 9 years	10 years or more	Not applicable	Total
Student	489	653	50	10	10	<b>1212</b>
	40.3%	53.9%	4.1%	0.8%	0.8%	<b>100.0%</b>
Faculty	12	21	39	84	3	<b>159</b>
	7.5%	13.2%	24.5%	52.8%	1.9%	<b>100.0%</b>
Staff/Admin	19	50	40	87	4	<b>200</b>
	9.5%	25.0%	20.0%	43.5%	2.0%	<b>100.0%</b>
<b>Total</b>	<b>520</b>	<b>724</b>	<b>129</b>	<b>181</b>	<b>17</b>	<b>1571</b>
	<b>33.1%</b>	<b>46.1%</b>	<b>8.2%</b>	<b>11.5%</b>	<b>1.1%</b>	<b>100.0%</b>

Three-quarters (74.0%) of all respondents are full-time students or employees; specifically, 71% of students, 85% of faculty and 88% of staff and administrators are full-time (Table 4; Figure 2).

**Table 4: Full- or part-time status by role**

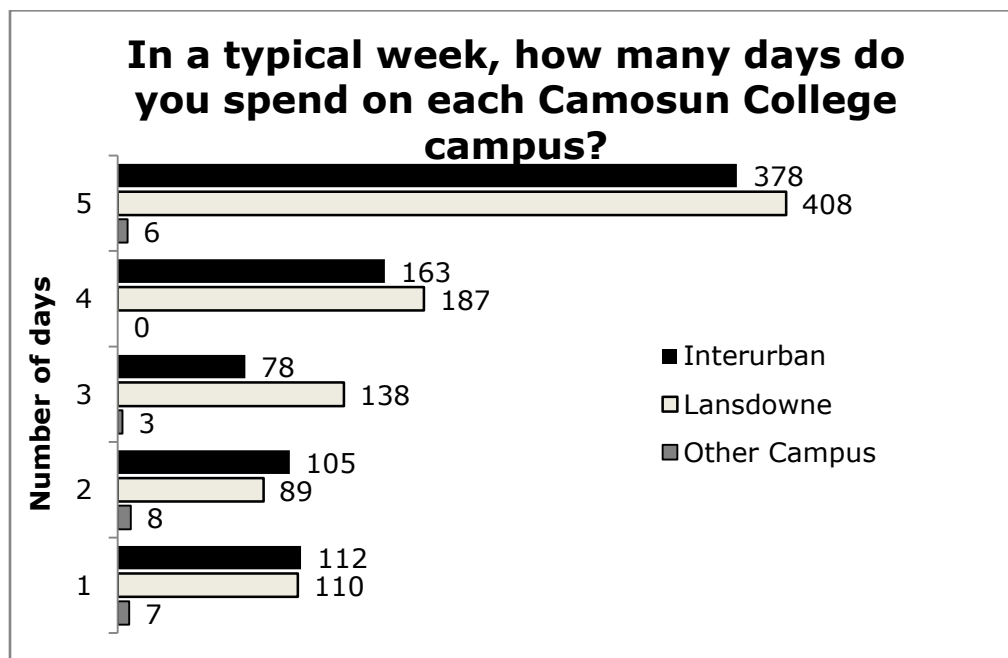
	<b>Full-time</b>	<b>Part-time</b>	<b>Total</b>
Student	854	358	1212
	70.5%	29.5%	100.0%
Faculty	130	23	153
	85.0%	15.0%	100.0%
Staff/Administration	171	24	195
	87.7%	12.3%	100.0%
<b>TOTAL</b>	<b>1155</b>	<b>405</b>	<b>1560</b>
	<b>74.0%</b>	<b>26.0%</b>	<b>100.0%</b>

**Figure 2: Full- or part-time status by role**

## CAMPUS LOCATION

Both full-time and part-time respondents were asked how many days they spend on each Camosun College campus<sup>2</sup> in a typical week. The actual responses are displayed in Figure 3. See the Appendix (Table 43) for more detailed information about days per week by campus.

**Figure 3: Days spent on each campus in a typical week**



A measure of **Primary Campus**—defined as the **campus at which an individual spends more than half of his or her time**, whether part-time or full-time—was calculated by adding together the total number of days reported at all campuses then creating a proportion of time spent at each campus. For example, a part-time student who spends 2 days of the week at Interurban and 1 at Lansdowne would have **Interurban** as her Primary Campus. A full-time employee who spends 3 days at Lansdowne, 2 at another campus and 1 at Interurban would have **Lansdowne** as his Primary Campus. A faculty member who is at Interurban 5 days a week and Camosun 4 days a week is coded with **Interurban** as Primary Campus.

More than 800, or just over half of respondents (50.4%) spend at least half of the week at Lansdowne; another 700 or so (44.7%) spend more than half of their time at Interurban (Table 5; Figures 4 and 5). A very small number (7 or 0.4%) spends most of each week at other Camosun campuses, including Victoria Conservatory of Music, hospitals and other practicum sites, and the Saanich Adult Education Centre. Just over 30 split their time evenly between Lansdowne and Interurban and 36 specified no campus (these may be distributed education students). For clarity and simplicity, most of the following analysis is limited to

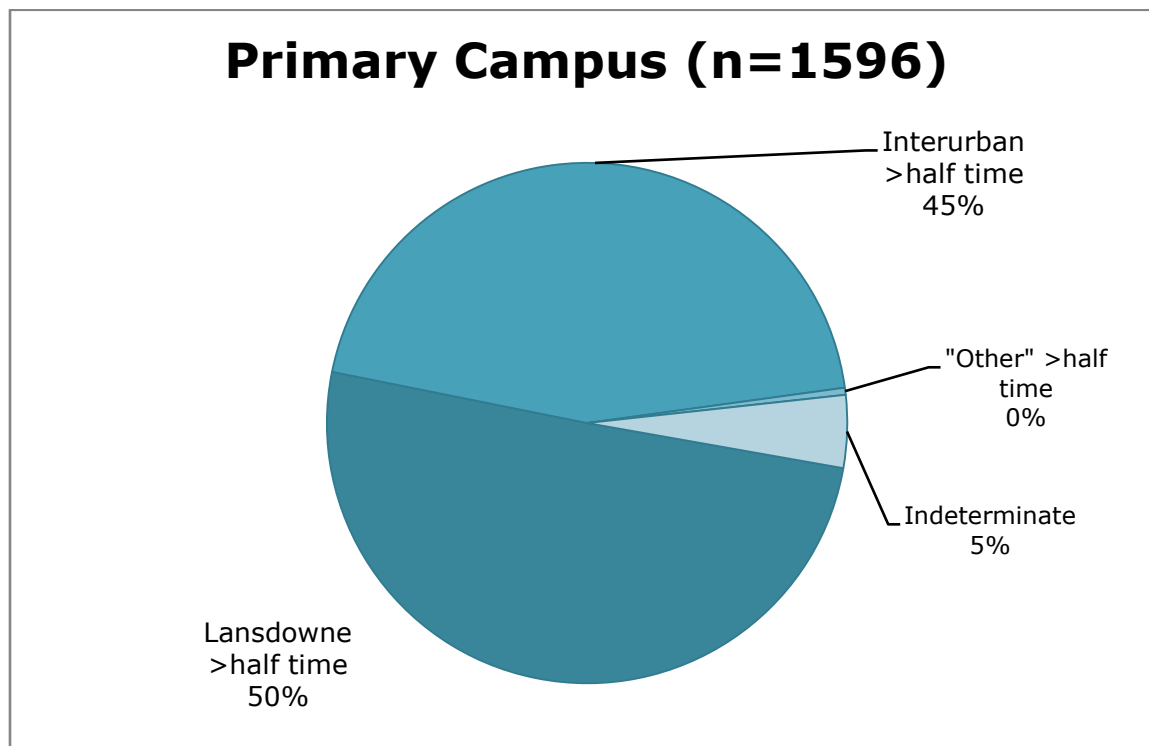
<sup>2</sup> Lansdowne, Interurban, Other.

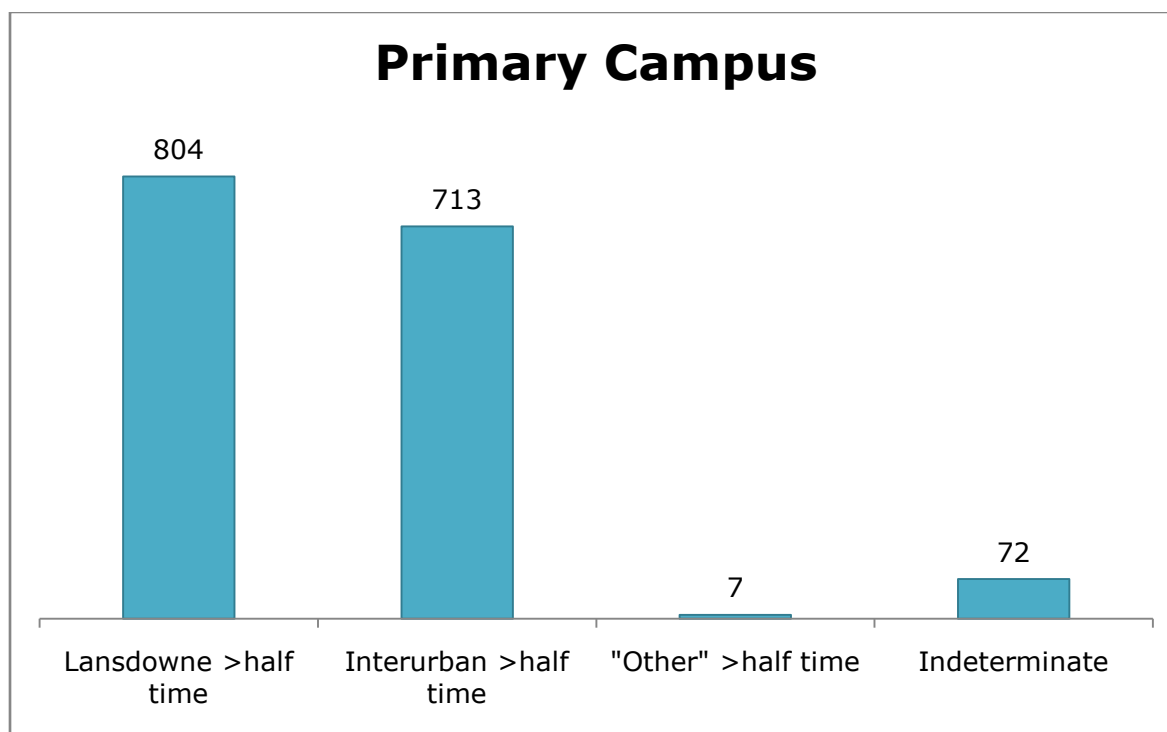
those at either Lansdowne or Interurban campus for more than half of the time (95.1% of the sample).

**Table 5: Primary campus**

	<b>Number</b>	<b>Percent</b>
Lansdowne more than half of the time	804	50.4
Interurban more than half of the time	713	44.7
Lansdowne or Interurban subtotal	1517	95.1
Other campus more than half of the time	7	0.4
Indeterminate:		
Lansdowne half of the time, Interurban half of the time	34	2.1
No campus specified	36	2.3
<b>TOTAL</b>	<b>1596</b>	<b>100.0</b>

**Figure 4: Primary Campus (percentage)**



**Figure 5: Primary Campus (number)****PRIMARY CAMPUS CORE GROUPS**

For clarity, the analysis is often limited to Students, Faculty, and staff/administrators whose primary campus is Interurban and Lansdowne only. Table 6 summarizes these groups.

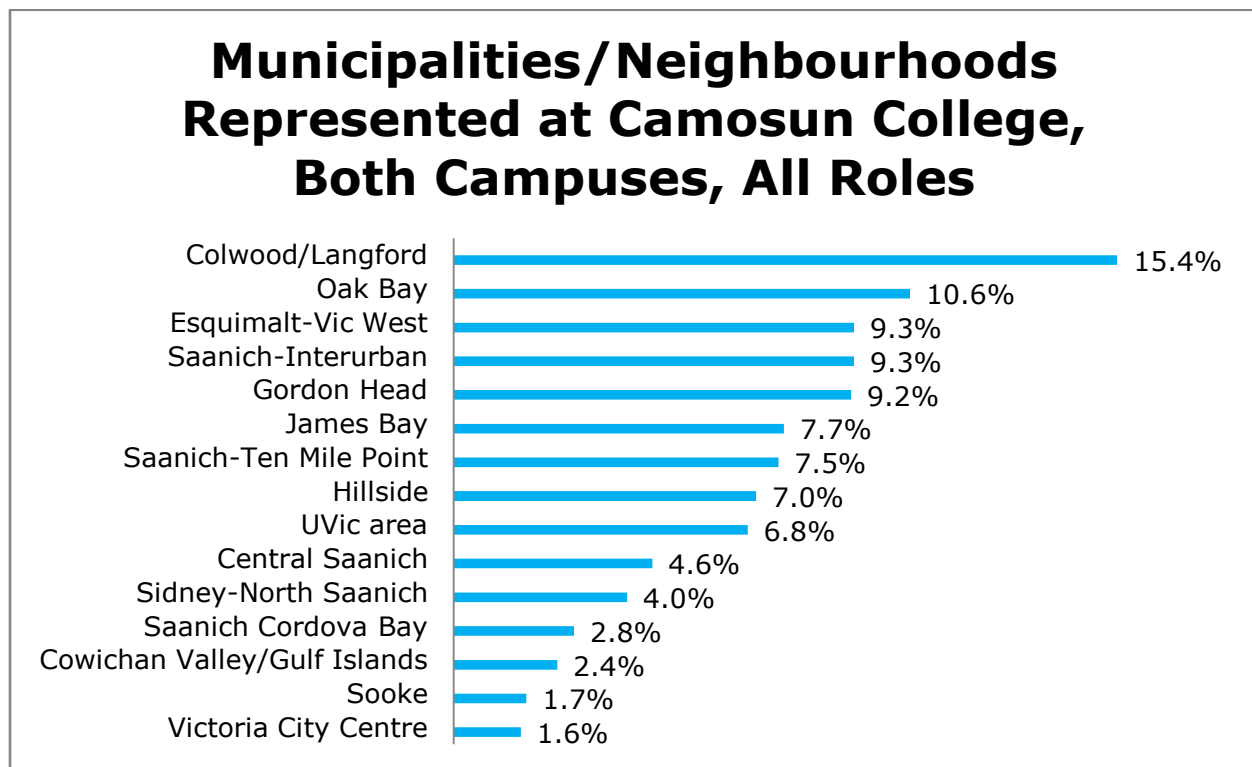
**Table 6: Core group respondents**

	<b>Interurban</b>	<b>Lansdowne</b>	<b>Total</b>
Student	555	610	<b>1165</b>
Faculty	74	79	<b>153</b>
Staff/Administrators	83	115	<b>198</b>
<b>Total</b>	<b>712</b>	<b>804</b>	<b>1516</b>

## NEIGHBOURHOODS/MUNICIPALITIES

Of those who provided the first three characters of their local postal code (1538 or 96%), more than half are clustered in five neighbourhoods (Figure 6). The largest group (15%) is from Colwood and Langford, followed by Oak Bay (11%); Esquimalt, Saanich-Interurban and Gordon Head (each at 9%); James Bay (8%); and Ten Mile Point, Hillside, and the University of Victoria area (each at 7%).<sup>3</sup>

**Figure 6: Respondents by municipality or neighbourhood**



<sup>3</sup> Environmental Technology Program students are using administrative data from the College's student and staff information system (Colleague) to map locations of all current students and employees more precisely. Early indications are that the distribution is very much like this one—in other words, the survey sample of students appears to be geographically representative of the population.

Figure 7 displays home area by campus. The 15% of respondents from Colwood/Langford are divided almost evenly between Interurban and Lansdowne campuses (112 at Interurban, 109 at Lansdowne), however Oak Bay residents are predominantly based at Lansdowne campus.

**Figure 7: Respondents by area and campus**

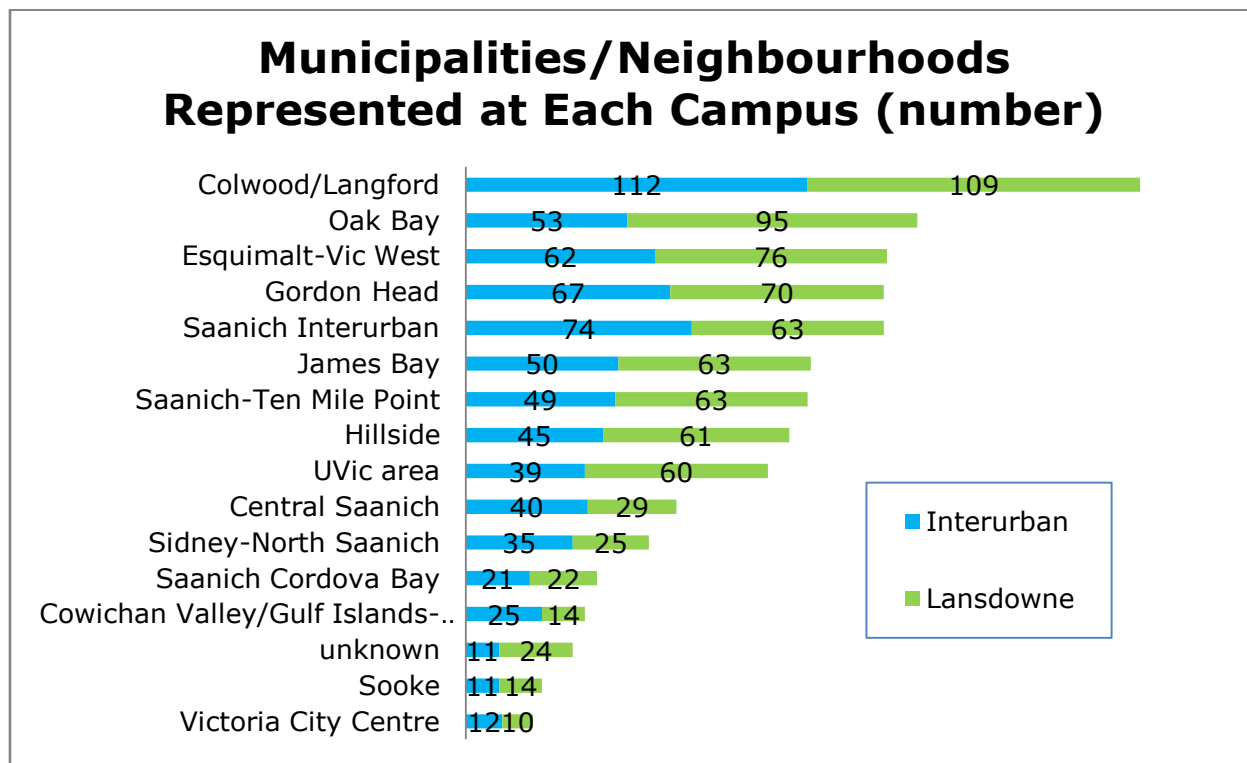
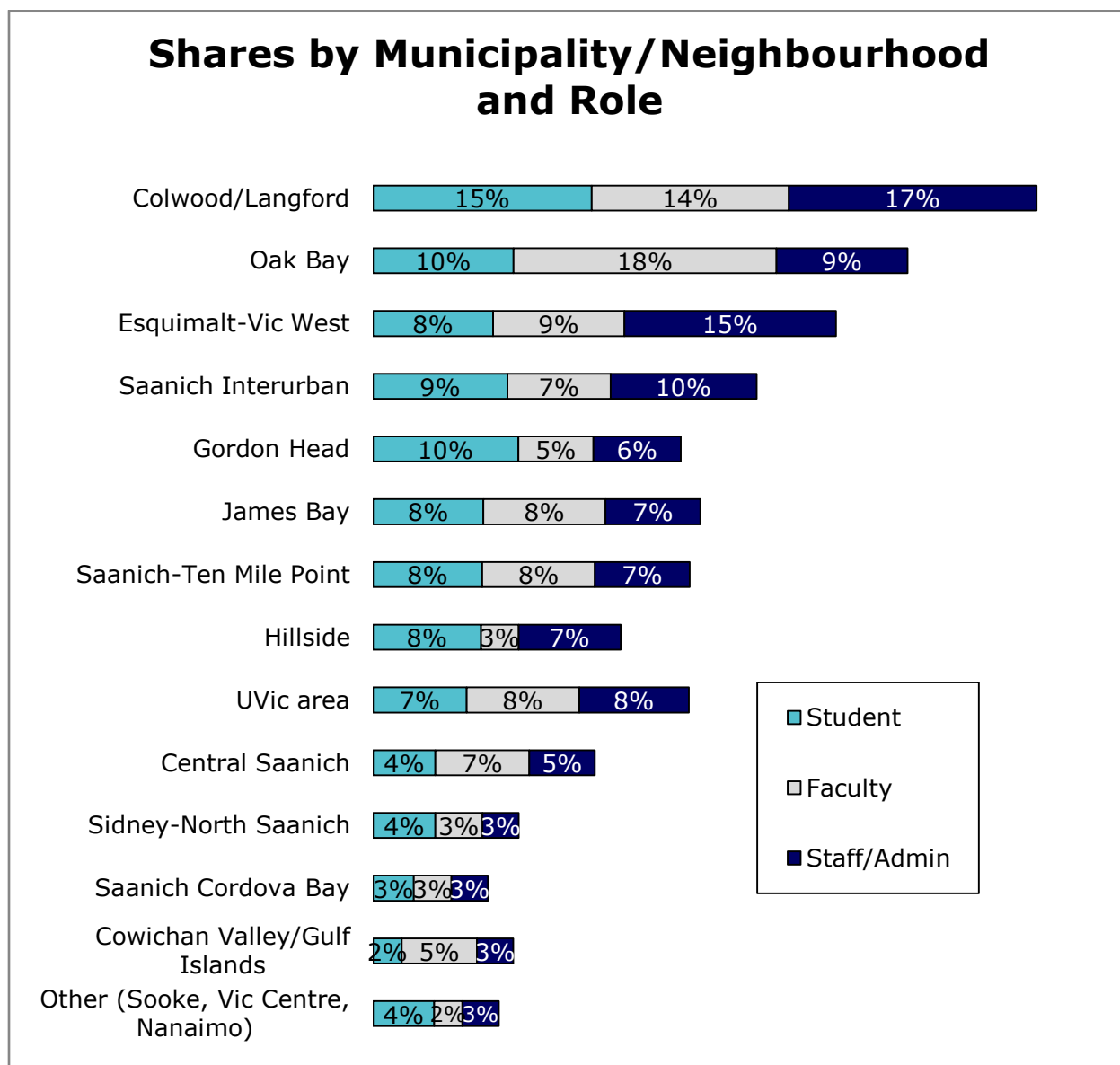


Figure 8 displays the distribution of students, faculty and staff/administrators by municipality or neighbourhood. For example, 17% of staff/administrators commute from the Western Communities of Colwood and Langford, 9% from Oak Bay, 15% from Esquimalt-Vic West, 10% from Saanich Interurban and so on; 14% of faculty are from Colwood or Langford, 18% are from Oak Bay, 14% from Colwood/Langford, 9% from Esquimalt-Vic West, and so on.

Similar shares of each of the three groups arrive from the Western Communities; faculty are twice as likely as staff/administrators to be from Oak Bay, and staff/administrators are almost twice as likely as students to be from Esquimalt-Victoria West.

**Figure 8: Respondents by area and role**



## TRAVEL MODES

Just under two-thirds of the Camosun College community travel to any campus primarily by car (63%), although fewer students (58%) than faculty or staff (78% of each group) choose this mode (Table 7; Figure 9; Figure 10). More than one-third of students (34%) travel by bus compared to one-tenth of staff (10%) and a small minority of faculty (7%). Faculty are much more likely to bike (11%) compared to staff (5%) and students (3%). Only one person reports primarily Teleworking.

**Table 7: Usual mode of travel to Camosun College by primary role, all campuses**

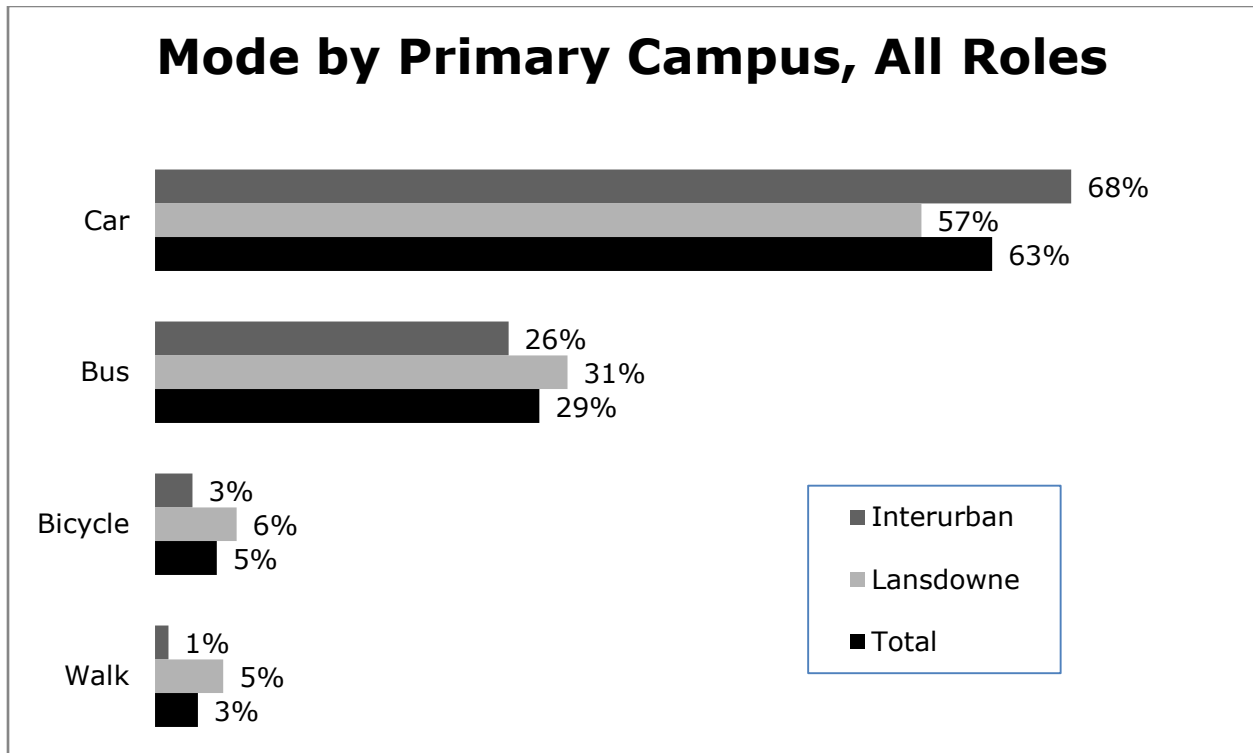
	Student		Faculty		Staff/Admin		Total	
	Number	%	Number	%	Number	%	Number	%
Car	714	58.2%	123	77.8%	160	78.4%	997	62.8%
Bus	422	34.4%	11	7.0%	21	10.3%	454	28.6%
Bicycle	42	3.4%	18	11.4%	10	4.9%	70	4.4%
Motorcycle	12	1.0%	0	0.0%	3	1.5%	15	0.9%
Walk	34	2.8%	6	3.8%	9	4.4%	49	3.1%
Other	2	0.2%	0	0.0%	0	0.0%	2	0.1%
Telework or study at home	0	0.0%	0	0.0%	1	0.5%	1	0.1%
<b>Total</b>	<b>1226</b>	<b>100.0%</b>	<b>158</b>	<b>100.0%</b>	<b>204</b>	<b>100.0%</b>	<b>1588</b>	<b>100.0%</b>

Students at Interurban are more likely to drive than those at Lansdowne (64% vs. 52%) as are faculty (88% vs. 67%), while there is little difference between staff/administrators at the two campuses (Table 8). By the same token, students at Interurban are less likely to take the bus (31% vs. 38%) as are faculty (5% vs. 9%) while Interurban staff/administrators are slightly more likely to take the bus than their counterparts at Lansdowne (12% vs. 10%). Cycling is more than twice as popular at Lansdowne than it is at Interurban (6% versus 3%), a difference that's most pronounced among faculty (7% at Interurban, 17% at Lansdowne). Walking, while rare at both campuses, is five times more common at Lansdowne (5% vs. 1%, where it is most popular among faculty (8%) and staff/administrators (7%).

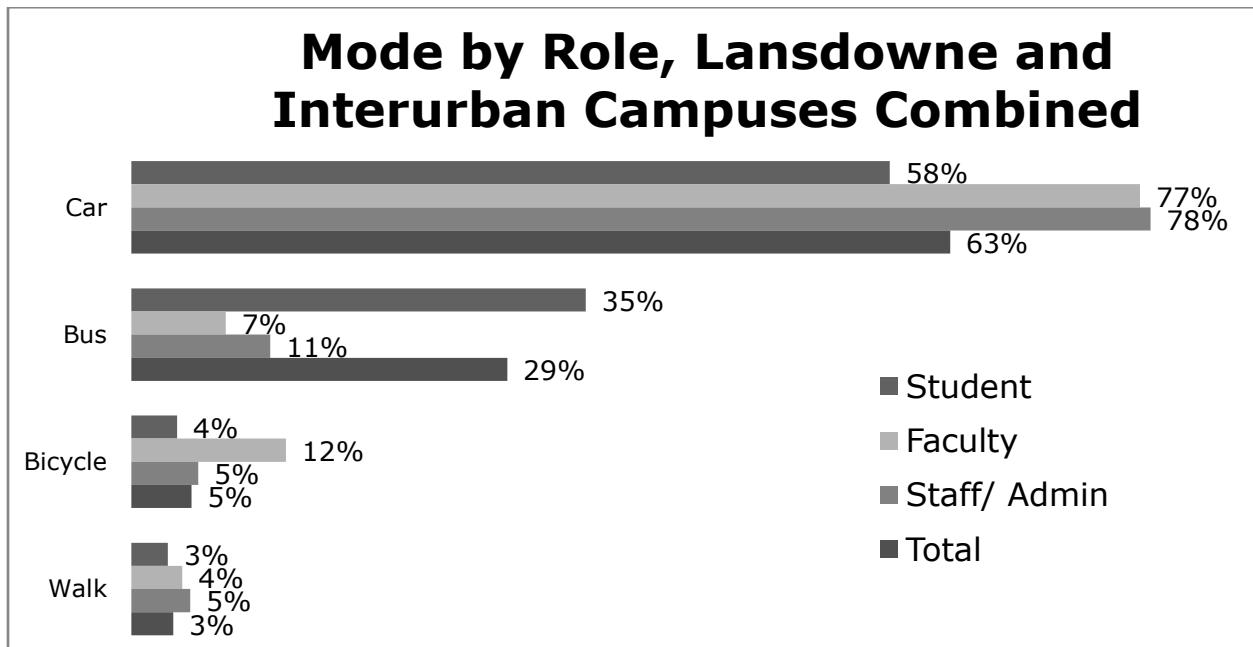
**Table 8: Usual mode of travel by role and primary campus**

	Student		Faculty		Staff/Admin		Total	
	Interurban	Lansdowne	Interurban	Lansdowne	Interurban	Lansdowne	Interurban	Lansdowne
Car	354 64.2%	318 52.2%	65 87.8%	52 66.7%	65 78.3%	89 77.4%	484 68.4%	459 57.2%
Bus	173 31.4%	229 37.6%	4 5.4%	7 9.0%	10 12.0%	11 9.6%	187 26.4%	247 30.8%
Bicycle	12 2.2%	29 4.8%	5 6.8%	13 16.7%	3 3.6%	7 6.1%	20 2.8%	49 6.1%
Motorcycle	4 .7%	6 1.0%	0 .0%	0 .0%	3 3.6%	0 .0%	7 1.0%	6 .7%
Walk	6 1.1%	27 4.4%	0 .0%	6 7.7%	1 1.2%	8 7.0%	7 1.0%	41 5.1%
Other	2 .4%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	2 .3%	0 .0%
Telework or study at home	0 .0%	0 .0%	0 .0%	0 .0%	1 1.2%	0 .0%	1 .1%	0 .0%
<b>Total</b>	<b>551</b> <b>100.0%</b>	<b>609</b> <b>100.0%</b>	<b>74</b> <b>100.0%</b>	<b>78</b> <b>100.0%</b>	<b>83</b> <b>100.0%</b>	<b>115</b> <b>100.0%</b>	<b>708</b> <b>100.0%</b>	<b>802</b> <b>100.0%</b>

**Figure 9: Main travel mode by primary campus**



**Figure 10: Main travel mode by role and primary campuses**

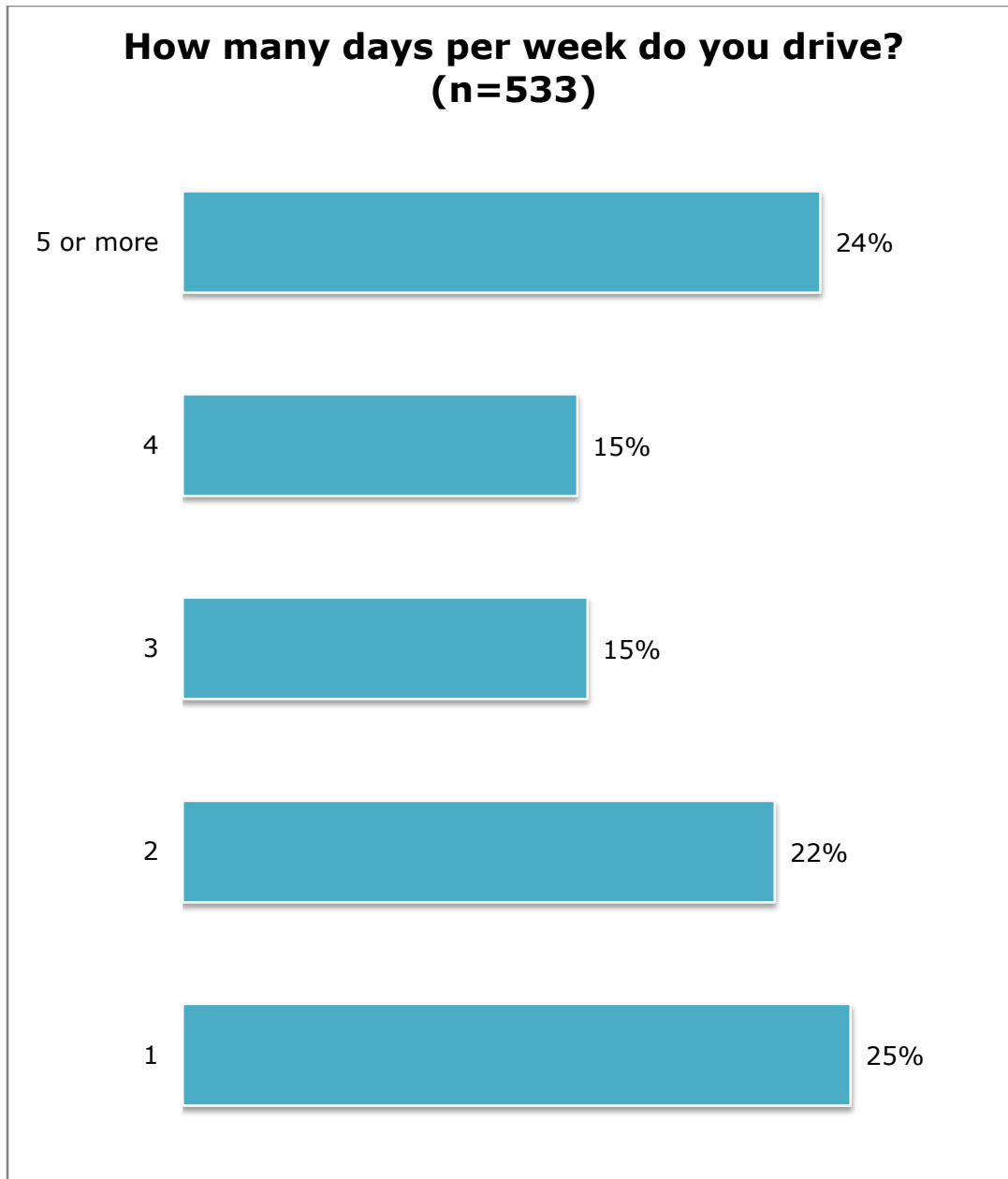


## DAYS PER WEEK DRIVING

Four out of five of people (80%) travel to Camosun College campuses by car either primarily (63%) or alternatively (17%) (Table 9). Of these two groups (n=533), 42% provided the number of days per week they drive. One-quarter each drive one day per week (25%) or five or more days per week (24%), about one-fifth drive two days per week (22%), and about 15% each drive three or four days per week (Figure 11).

**Table 9: Travel by car**

<b>Travel</b>	<b>#</b>	<b>%</b>
Usually by car	943	59.1%
Alternatively by car	336	21.1%
Total # respondents	1596	100.0%
<b>Total usually or alternatively by car</b>	<b>1279</b>	<b>80.1%</b>
<b>Number providing days per week they drive</b>	<b>533</b>	<b>41.7% of those who drive/ 33.4% of all respondents</b>

**Figure 11: Days per week driving**

## MODE BY MUNICIPALITY AND NEIGHBOURHOOD

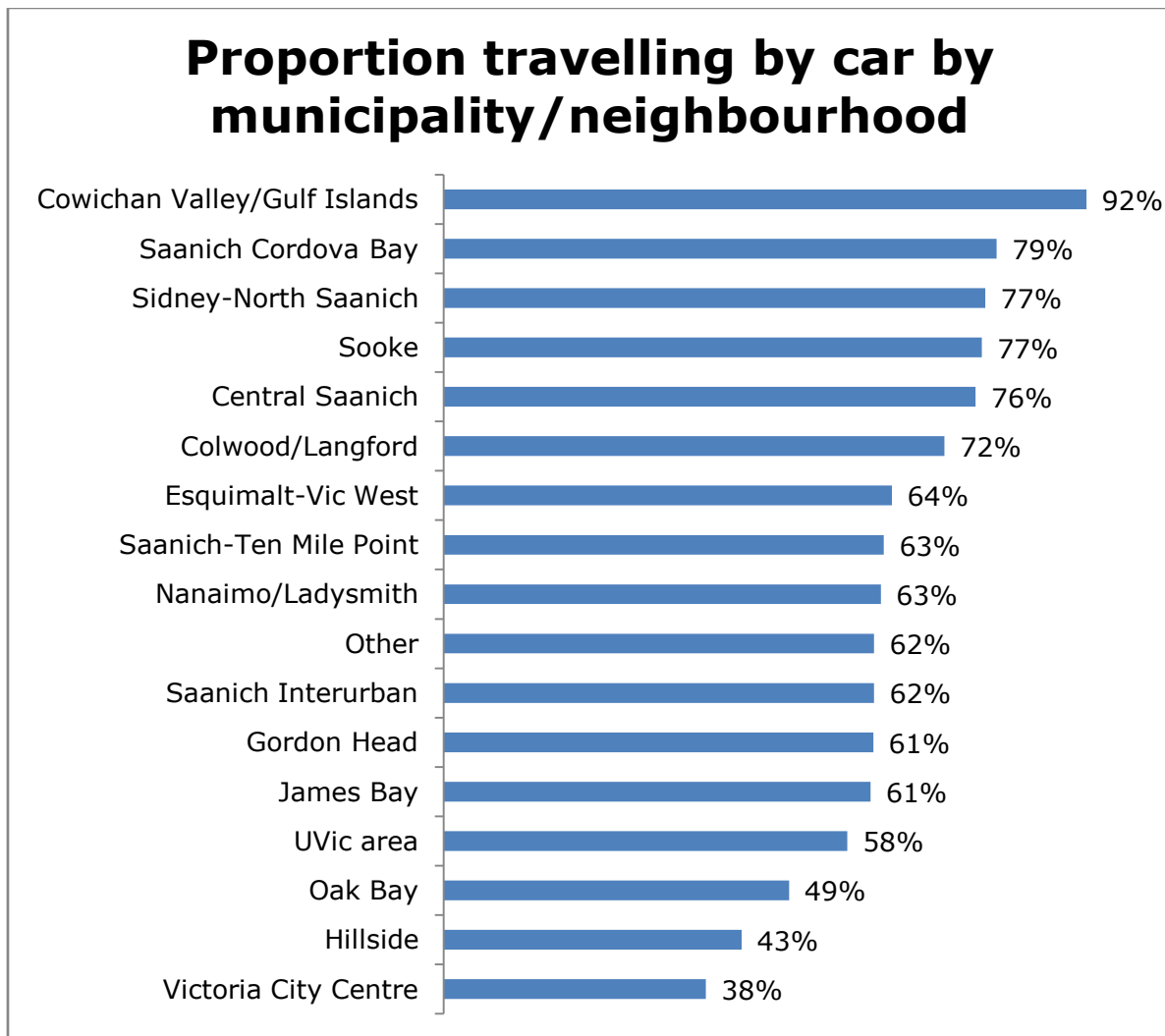
Table 10 summarizes usual mode of travel by municipality or neighbourhood (sorted by number of respondents in each area). For example, three-quarters of Colwood/Langford residents usually drive (72%) while two-thirds of those residing in Victoria City Centre travel to campus by bus (63%) and the largest proportions of those who walk to work live in either Oak Bay (12%) or the University of Victoria neighbourhood (13%).

**Table 10: Usual Mode by Municipality/Neighbourhood**

	Car		Bus		Bicycle		Walk		Other*		Total	
	#	%	#	%	#	%	#	%	#	%	#	%
Colwood/Langford	169	72%	58	25%	2	1%	1	0%	6	3%	<b>236</b>	<b>100%</b>
Oak Bay	80	49%	47	29%	16	10%	19	12%	0	0%	<b>162</b>	<b>100%</b>
Saanich Interurban	88	62%	42	29%	7	5%	3	2%	3	2%	<b>143</b>	<b>100%</b>
Esquimalt-Vic West	91	64%	40	28%	7	5%	0	0%	4	3%	<b>142</b>	<b>100%</b>
Gordon Head	86	61%	39	28%	12	9%	0	0%	3	2%	<b>140</b>	<b>100%</b>
James Bay	72	61%	41	35%	4	3%	1	1%	0	0%	<b>118</b>	<b>100%</b>
Saanich-Ten Mile Point	73	63%	38	33%	4	3%	1	1%	0	0%	<b>116</b>	<b>100%</b>
Hillside	46	43%	47	44%	6	6%	8	7%	1	1%	<b>108</b>	<b>100%</b>
UVic area	60	58%	24	23%	6	6%	14	13%	0	0%	<b>104</b>	<b>100%</b>
Central Saanich	54	76%	13	18%	3	4%	1	1%	0	0%	<b>71</b>	<b>100%</b>
Sidney-North Saanich	48	77%	14	23%	0	0%	0	0%	0	0%	<b>62</b>	<b>100%</b>
Saanich Cordova Bay	34	79%	8	19%	1	2%	0	0%	0	0%	<b>43</b>	<b>100%</b>
Cowichan Valley/Gulf Islands	34	92%	2	5%	0	0%	0	0%	1	3%	<b>37</b>	<b>100%</b>
Sooke	20	77%	6	23%	0	0%	0	0%	0	0%	<b>26</b>	<b>100%</b>
Victoria City Centre	9	38%	15	63%	0	0%	0	0%	0	0%	<b>24</b>	<b>100%</b>
Other	8	62%	4	31%	0	0%	1	8%	0	0%	<b>13</b>	<b>100%</b>
Nanaimo/Ladysmith	5	63%	3	38%	0	0%	0	0%	0	0%	<b>8</b>	<b>100%</b>
<b>Total</b>	<b>977</b>	<b>63%</b>	<b>441</b>	<b>28%</b>	<b>68</b>	<b>4%</b>	<b>49</b>	<b>3%</b>	<b>18</b>	<b>1%</b>	<b>1553</b>	<b>100%</b>

\* "Other" includes motorcycle, Telework and 'other'

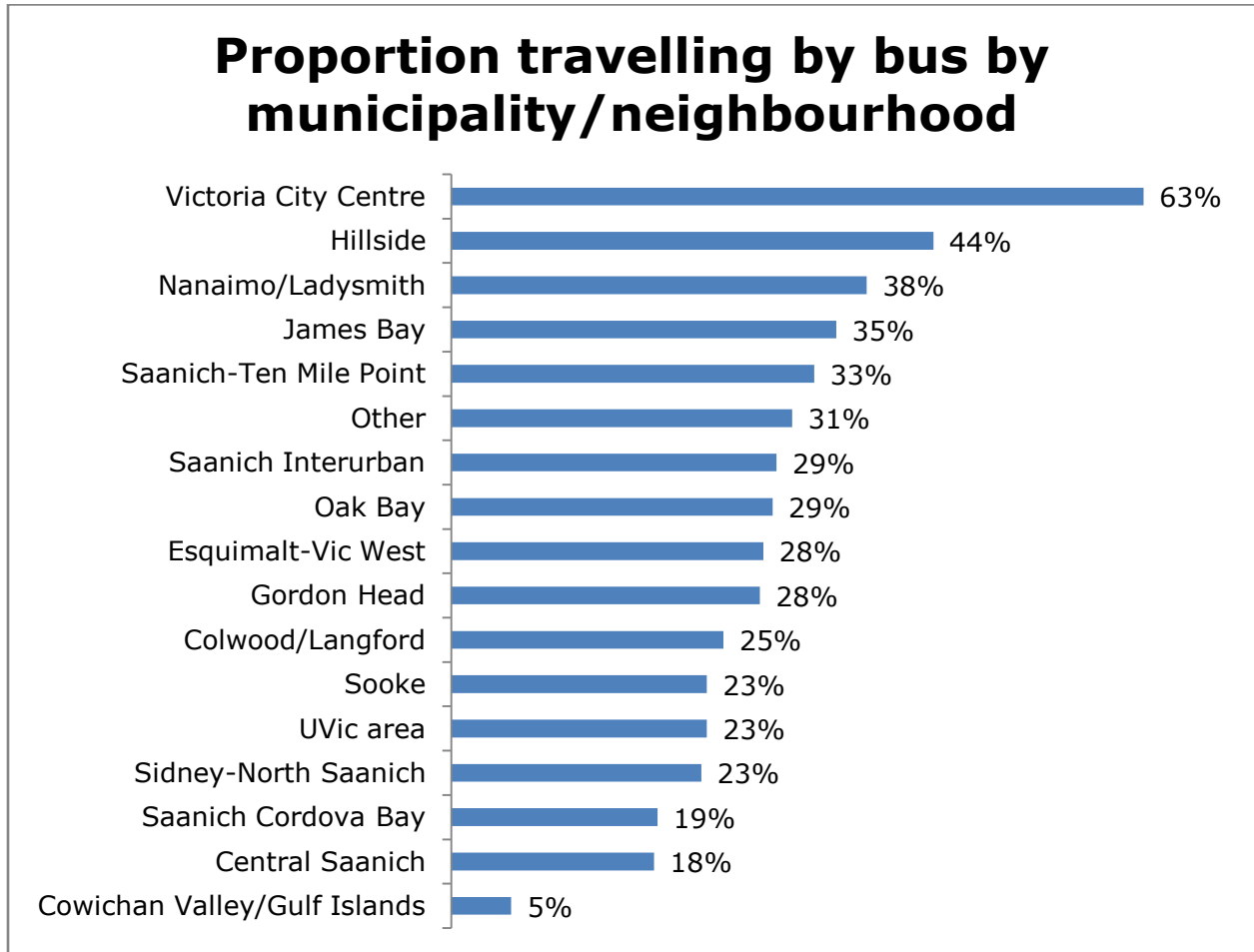
Figure 12 illustrates relative use of cars by municipality/neighbourhood: Nearly three-quarters (72%) of those commuting from Colwood and Langford arrive by car, compared to 92% from the Cowichan Valley and Gulf Islands and 38% from downtown Victoria.

**Figure 12: Share travelling by car by municipality/neighbourhood**

Note: Nanaimo/Ladysmith is a small group (n=8)

Conversely, Figure 13 displays the gradient of those travelling by bus from various neighbourhoods, for example 44% of those travelling to Camosun from Hillside do so by bus.

**Figure 13: Share travelling by bus by municipality/neighbourhood**



Note: Nanaimo/Ladysmith is a small group (n=8)

## CARPOOLING

Just over one-fifth of people at Camosun ever carpool (21.9%). Participation in carpooling ranges from 19.3% among staff/administrators to 22.4% among students, but the difference is not statistically significant (Table 11).

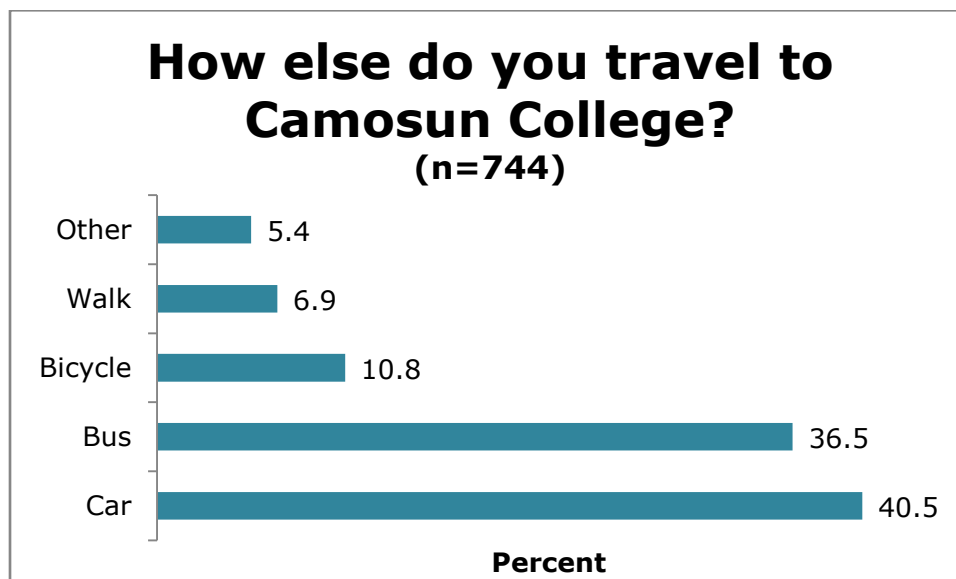
**Table 11: Carpooling by role**

	Yes		No		Total	
	#	%	#	%	#	%
Student	275	22.4%	951	77.6%	1226	100.0%
Faculty	34	21.4%	125	78.6%	159	100.0%
Staff/Admin	39	19.3%	163	80.7%	202	100.0%
Other	0	0.0%	1	100.0%	1	100.0%
<b>Total</b>	<b>348</b>	<b>21.9%</b>	<b>1240</b>	<b>78.1%</b>	<b>1588</b>	<b>100.0%</b>

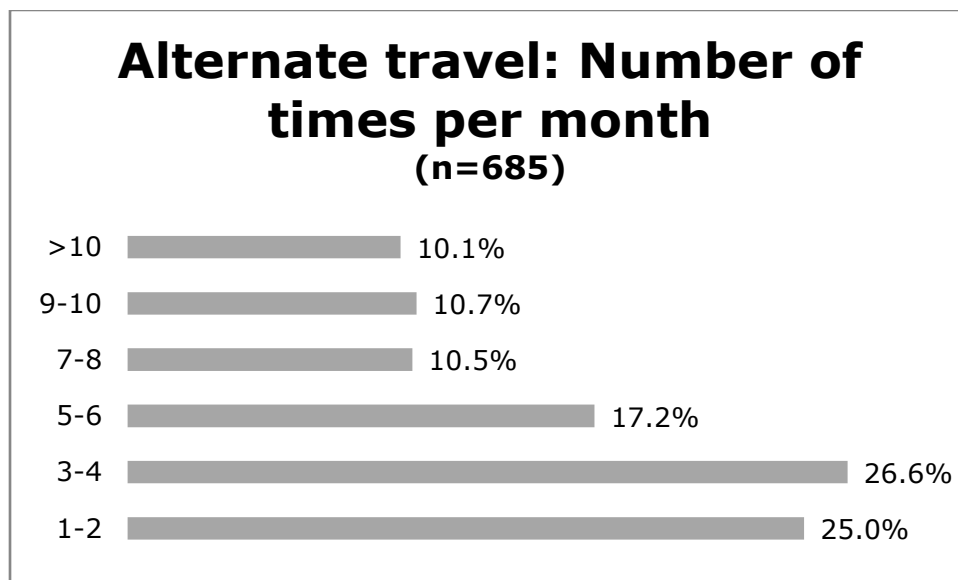
## OTHER MEANS OF TRAVEL

Just under half (47%; n=744) of the Camosun community ever travel to the College by any other means. Of these, 41% sometimes also travel by car, 37% by bus, and 11% by bicycle, while 7% also walk and 5.4% use other means including motorcycle and telework (Figure 14). Just over one-half (51.6%) use an alternate mode of travel one to four times a month, while almost one-third (31.3%) use an alternate mode seven or more times a month (Figure 15)<sup>4</sup>.

**Figure 14: Other means of travel to the College**



<sup>4</sup> Of the 744 reporting that they have an alternative mode of travel, 685 provided number of times per month that they travel by this alternative mode.

**Figure 15: Number of times per month alternate travel means used**

Among those who sometimes use an alternative means of transportation, two-thirds (67.3%) who usually travel by car also travel by bus, whereas 78% of those who usually travel by bus also travel by car from time to time (Table 12).

**Table 12: Usual travel mode by alternate travel mode**

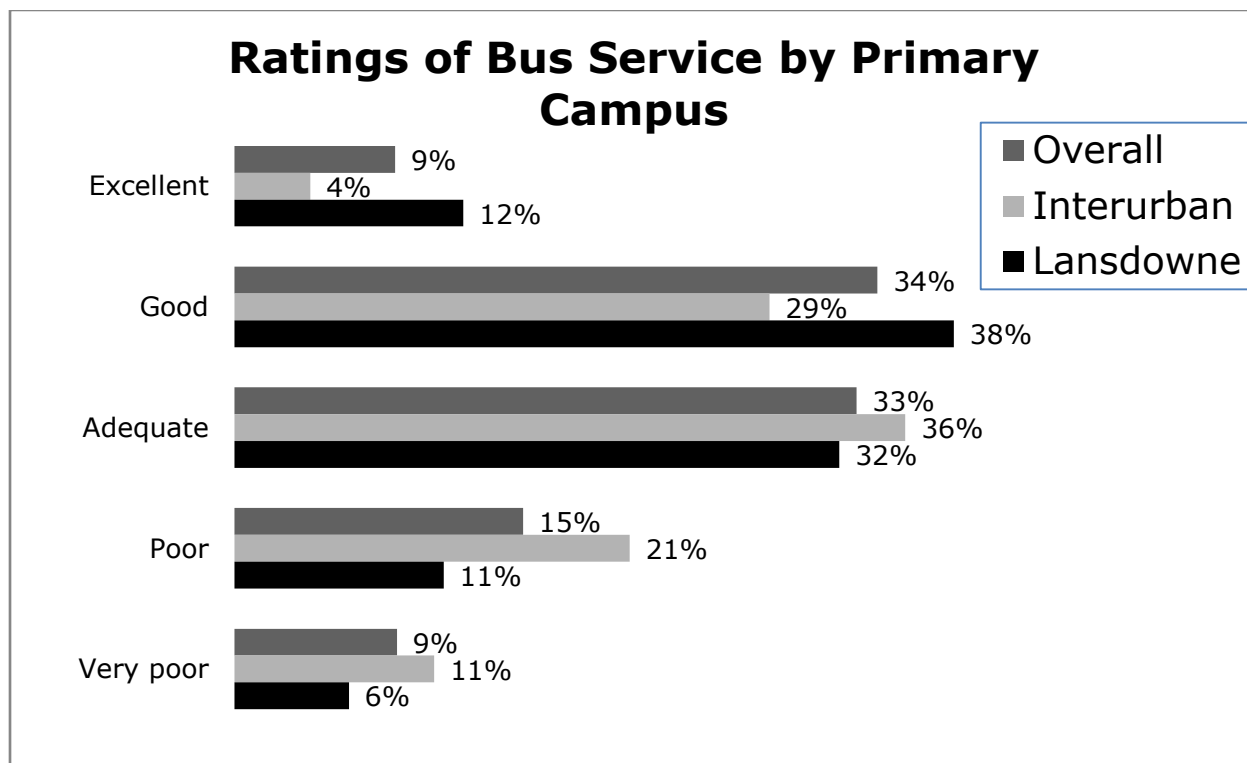
		Alternative travel mode							Total	
		Car	Bus	Bicycle	Motorcycle	Walk	Telework	Other		
Usual travel mode	Car	2.7%	67.3%	13.7%	5.1%	9.2%	0.9%	1.2%	336	100.0%
	Bus	78.2%	2.0%	9.7%	1.3%	5.7%		3.0%	298	100.0%
	Bicycle	52.8%	39.6%			5.7%		1.9%	53	100.0%
	Motorcycle	58.3%	33.3%					8.3%	12	100.0%
	Walk	56.8%	29.7%	10.8%				2.7%	37	100.0%
	Telework			100.0%					1	100.0%
	Other	100.0%							2	100.0%
TOTAL		<b>40.6%</b>	<b>36.3%</b>	<b>10.8%</b>	<b>2.8%</b>	<b>6.9%</b>	<b>0.4%</b>	<b>2.2%</b>	<b>739</b>	<b>100.0%</b>

## BUS/PUBLIC TRANSIT

Perhaps not surprisingly because of its location, Interurban bus service is rated lower than that at Lansdowne (Table 13; Figure 16). More than half (50.5%) of those at Lansdowne compared to one-third (32.5%) of those at Interurban rate bus service excellent or good. Conversely, nearly a third (31.7%) of those at Interurban rate bus service either poor or very poor compared to less than one-fifth of those at Lansdowne (17.2%). "Adequate" ratings of about one-third are similar at the two campuses (35.7% at Interurban compared to 32.2% at Lansdowne).

**Table 13: Bus service ratings by campus**

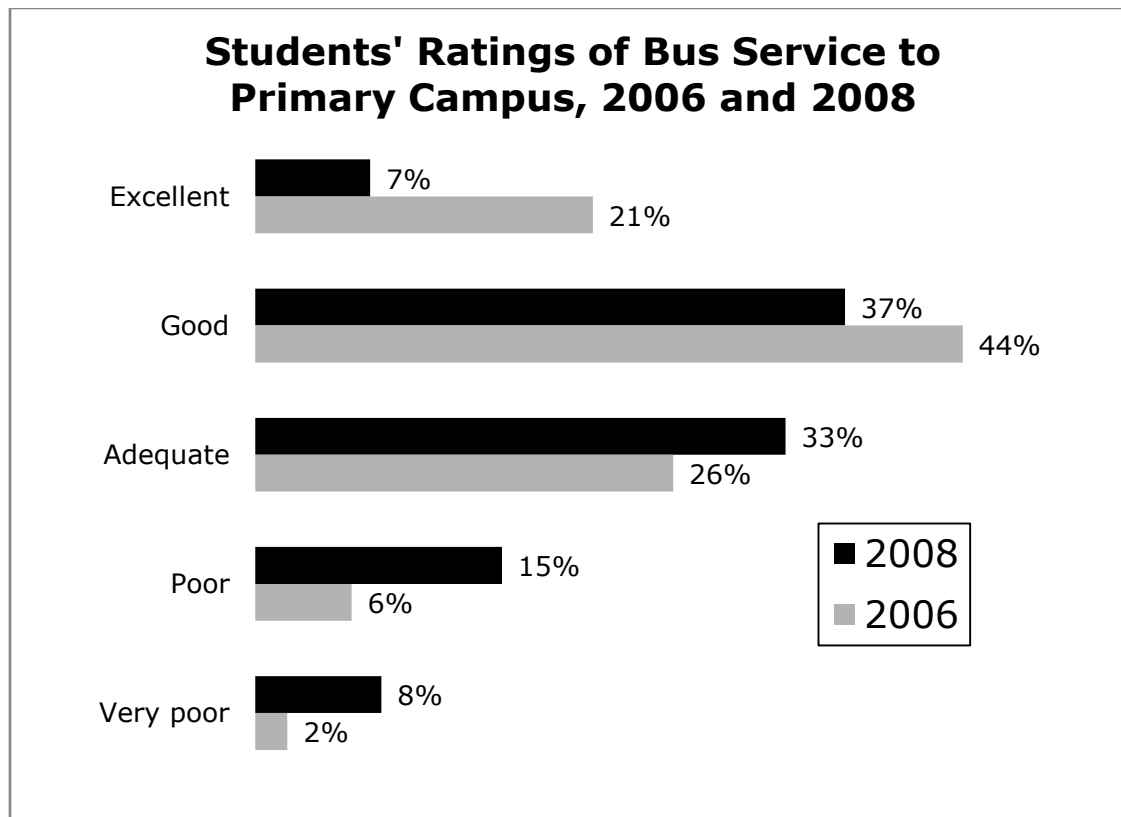
	Overall		Interurban		Lansdowne	
	Number	%	Number	%	Number	%
Excellent	93	8.6%	19	4.0%	70	12.2%
Good	372	34.3%	134	28.5%	220	38.3%
Adequate	360	33.1%	168	35.7%	185	32.2%
Poor	167	15.4%	99	21.1%	64	11.1%
Very poor	94	8.7%	50	10.6%	35	6.1%
<b>Total</b>	<b>1086</b>	<b>100.0%</b>	<b>470</b>	<b>100.0%</b>	<b>574</b>	<b>100.0%</b>

**Figure 16: Bus service rated by primary campus****STUDENTS' RATINGS OF BUS SERVICE OVER TIME**

Overall, 44% of **students only** rate bus service to Camosun College campuses as excellent or good (Table 23; Figure 23), considerably lower than in October 2006 when two thirds (66%) of all students found it excellent or good. About one-third (33%) in 2008 compared to one-quarter (26%) in 2006 describe the bus service to Camosun as fair or adequate. Nearly one in four current students (23%) rate bus service to campus poor or very poor compared to only 8% in 2006.

**Table 23: Students' ratings of bus service to Camosun College, 2008 and 2006**

	<b>2008</b>	<b>2006</b>
Excellent	7%	21%
Good	37%	44%
Adequate	33%	26%
Poor	15%	6%
Very poor	8%	2%
<b>Total</b>	<b>100%</b>	<b>100%</b>

**Figure 23: Student ratings of bus service, 2006 and 2008**

#### BUS USE AMONG FULL-TIME STUDENTS

While 31% of Interurban students and 38% of those at Lansdowne primarily take the bus, these figures include Continuing Education students. Restricting the analysis to those who are eligible for a bus pass—or full-time students only (n=834), which is a reasonably accurate proxy<sup>5</sup>—37% of Interurban students and 39% of those at Lansdowne usually travel by bus (Table 14).

<sup>5</sup> Full-time status is only a proxy for UPass eligibility as some part-time students will also be eligible for the UPass and some full-time students may not be. "UPasses are issued to students who are registered in continuing classes in the main Camosun College calendar. The UPass is not provided to Adult Special Education students, students who are admitted to the College as "audit students", and those registered in classes in the Camosun College Continuing Education calendar." (<https://www.camosun.bc.ca/services/library/upass.html>) "All students taking at least one course on-campus are charged for a four-month pass." <http://www.camosunstudent.org/upass.shtml>

**Table 14: Usual mode of travel among full-time students by primary campus**

	Interurban		Lansdowne		Total	
	#	%	#	%	#	%
Car	222	58.1%	228	50.4%	<b>450</b>	<b>54.0%</b>
Bus	141	36.9%	174	38.5%	<b>315</b>	<b>37.8%</b>
Bicycle	10	2.6%	21	4.6%	<b>31</b>	<b>3.7%</b>
Motorcycle	4	1.0%	6	1.3%	<b>10</b>	<b>1.2%</b>
Walk	4	1.0%	23	5.1%	<b>27</b>	<b>3.2%</b>
Other	1	0.3%	0	0.0%	<b>1</b>	<b>0.1%</b>
<b>Total</b>	<b>382</b>	<b>100.0%</b>	<b>452</b>	<b>100.0%</b>	<b>834</b>	<b>100.0%</b>

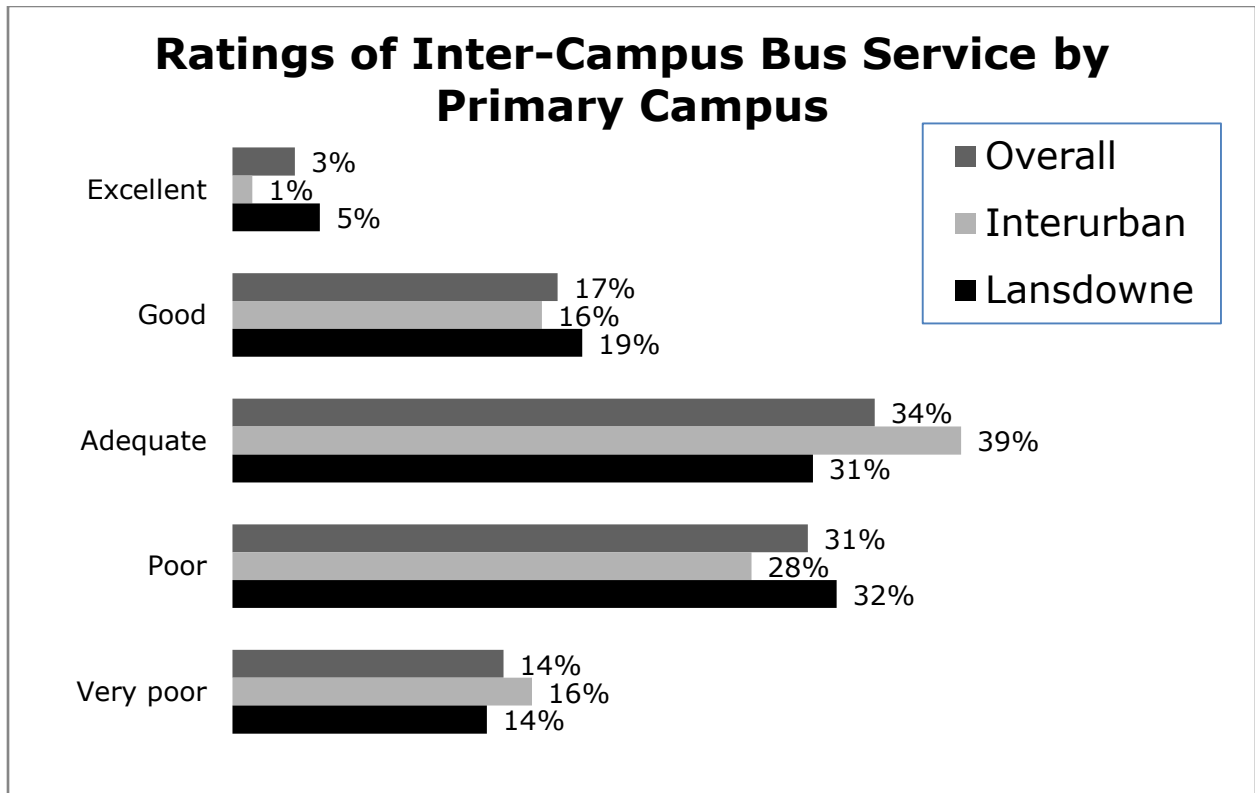
### BUS SERVICE BETWEEN CAMPUSES

Nearly three-quarters (72%) replied "Not applicable/don't know/never used it" when asked to rate the bus service between the Lansdowne and Interurban campuses of Camosun College; therefore, just over one-quarter (28%) of the Camosun College community has experience of travelling by bus between campuses. Of those who responded, one in five (20%) considers the service between campuses excellent or good and more than a third (34%) consider it adequate; however, almost one-half (45%) rate it poor or very poor (Table 15). There is little difference in ratings between people based at the two campuses (Figure 17).

**Table 15: Ratings of bus service between campuses, by campus and role**

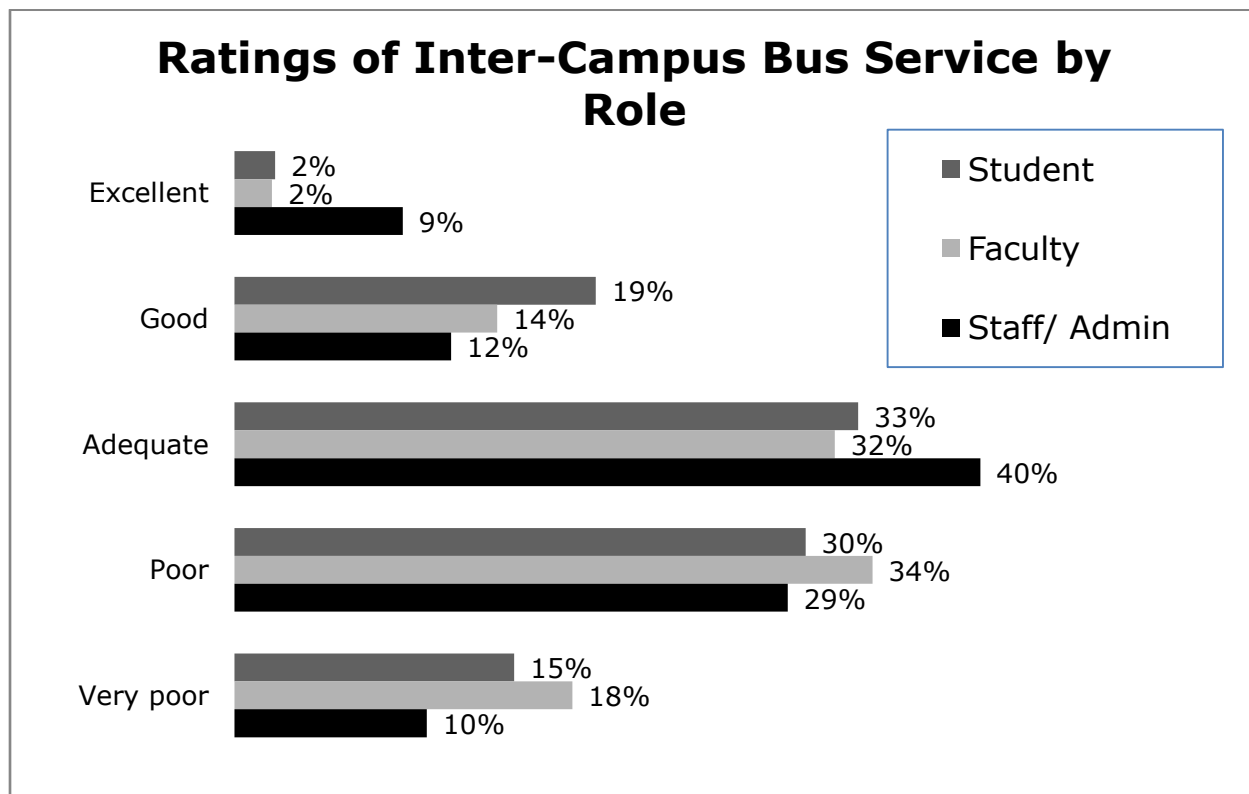
	Overall		Interurban		Lansdowne		Role at Camosun		
	Number	%	Number	%	Number	%	Student	Faculty	Staff/ Admin
Excellent	<b>15</b>	<b>3%</b>	2	1%	11	5%	2%	2%	9%
Good	<b>78</b>	<b>17%</b>	31	16%	44	19%	19%	14%	12%
Adequate	<b>154</b>	<b>34%</b>	73	39%	73	31%	33%	32%	40%
Poor	<b>138</b>	<b>31%</b>	52	28%	76	32%	30%	34%	29%
Very poor	<b>65</b>	<b>14%</b>	30	16%	32	14%	15%	18%	10%
<b>Total</b>	<b>450</b>	<b>100%</b>	<b>188</b>	<b>100%</b>	<b>236</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Figure 17: Ratings of inter-campus bus service by primary campus**



Staff and administrators are most likely to find the inter-campus bus service at least adequate (61%) compared to faculty (48%) and students (54%) (Figure 18). Unfortunately, more than half of faculty (52%), 45% of students and 39% of staff/administrators rate inter-campus bus service as poor or very poor.

**Figure 18: Ratings of inter-campus bus service by role**



## TRAVEL BETWEEN CAMPUSES

### TRIPS PER WEEK

Nearly three-quarters (72%) of Camosun students, faculty, staff and administrators make **no** trips between campuses in a typical week (Table 16). Students are least likely to travel between campuses (74%), followed by faculty (70%). Among staff and administrators, however, just under 58% have no need to travel between campuses on a weekly basis. In other words, more than four out of ten staff and administrators (42.4%) travel between campuses at least once a week.

One in eight people (12.5%) in the Camosun community must make one or two trips per week between campuses: Nearly one-third of staff (32%) and one-fifth of faculty (19%) make one or two weekly trips, compared to less than one-tenth of students (9%). A small proportion overall (6%), although nearly one in ten staff (9%), makes three or four trips per week, and a considerable number of students (12%) must make at least five trips per week between campuses.

**Table 16: Trips between campuses by role**

Trips per week between campuses	What is your primary role at Camosun College?			
	Student	Faculty	Staff/Admin	Total
No trips in a typical week	873 74.1%	105 70.0%	110 57.6%	1088 71.6%
1-2 trips per week	101 8.6%	28 18.7%	61 31.9%	190 12.5%
3-4 trips per week	66 5.6%	11 7.3%	17 8.9%	94 6.2%
5 or more trips per week	138 11.7%	6 4.0%	3 1.6%	147 9.7%
<b>Total</b>	<b>1178</b> <b>100.0%</b>	<b>150</b> <b>100.0%</b>	<b>191</b> <b>100.0%</b>	<b>1519</b> <b>100.0%</b>

## EMPLOYEES: WORK-RELATED TRAVEL BETWEEN CAMPUSES

About half of staff<sup>6</sup> never or rarely travel between campuses for work; another 12% need to do so only once a month on average; 17% travel two or three times a month; 15% once or twice a week, and 6% three or more times a week (Table 17). Faculty are significantly less likely than staff/administrators to travel between campuses (65% vs. 39% are required to travel "never or rarely")<sup>7</sup>. Nearly twice as many staff/administrators as faculty must travel between campuses either once a month (16% compared to 8%) or two or three times a month (22% compared to 11%).

**Table 17: How often do you need to travel between campuses for work, on average?**

	Faculty	Staff/Admin	TOTAL	
			Number	%
Never or rarely (up to a few times a year)	64.8%	38.5%	180	50.1%
Once a month	8.2%	15.5%	44	12.3%
Two or three times a month	11.3%	22.0%	62	17.3%
Once or twice a week	10.7%	18.0%	53	14.8%
Three or more times a week	5.0%	6.0%	20	5.6%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>359<sup>a</sup></b>	<b>100.0%</b>

<sup>a</sup> Nearly all employees who took the survey (359 of 361) responded to this question.

Three-quarters (73%) of staff drive when required to travel between campuses for work (Table 18). About one in eight (12%) carpools, while 15% use public transportation or another means; other means included bicycling (n=11), drive alone or with someone else (n=8), "bike, walk, drive", "drive and bus", "motorcycle", and "walk" (n=1 each).

**Table 18: What is your usual means of travel between campuses?**

	Number	%
Drive alone	243	73.0%
Drive with someone else (car pool)	40	12.0%
Other	25	7.5%
Public transportation	25	7.5%
<b>Total</b>	<b>333</b>	<b>100.0%</b>

<sup>6</sup> The survey contained five questions asked only of College faculty, staff and administrators.

<sup>7</sup> Chi-squared=25.28, p<.001.

## EMPLOYEES: OFF-CAMPUS MEETINGS

While about 60% of employees never or rarely need to travel off-campus for meetings or special events (Table 19), just under one-fifth (18.8%) must do so at least once a month and one in eight (12.4%) two or three times a month. Another 10% must travel at least once a week. Faculty are slightly more likely than staff and administrators to need to travel off-campus.

**Table 19: How often do you need to travel off-campus for meetings or special events?**

	Faculty	Staff/Admin	Total	
			Number	%
Never or rarely (up to a few times a year)	56.1%	60.8%	209	58.7%
Once a month	19.1%	18.6%	67	18.8%
Two or three times a month	14.0%	11.1%	44	12.4%
Once or twice a week	7.0%	6.0%	23	6.5%
Three or more times a week	3.8%	3.5%	13	3.7%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>356</b>	<b>100.0%</b>

Nearly three-quarters of those who travel off-campus for meetings drive alone (71.5%); a further one in five carpool (20.4%); the remaining 8% are split between public transportation and other means, including "drive alone or with someone else" (Table 20).

**Table 20: What is your usual means of travel off-campus for meetings or special events?**

	Number	%
Drive alone	231	71.5%
Drive with someone else (car pool)	66	20.4%
Public transportation	13	4.0%
Other	13	4.0%
<i>bicycle</i>	4	1.2%
<i>drive alone or with someone else</i>	4	1.2%
<i>Bicycle or car</i>	2	0.6%
<i>Camosun College Van</i>	1	0.3%
<i>cycling or ferry, or both</i>	1	0.3%
<b>Total</b>	<b>323</b>	<b>100.0</b>

## PARKING

Respondents were invited to rank parking availability and dollar value as well as provide suggestions for improvement of parking.

### PARKING AVAILABILITY

Respondents were asked to rate the availability of parking on the campus at which they spend most of their time (Table 21; Figure 19). Overall<sup>8</sup>, almost 40% rate availability either Excellent (8.9%) or Good (29.2%), about one-third Fair/Adequate (35.3%) and more than one quarter Poor (19.3%) or Very Poor (7.4%). When considered by Primary Campus, the picture changes dramatically as nearly twice as many people at Interurban as at Lansdowne rate parking availability poor or very poor (34% vs. 19%).

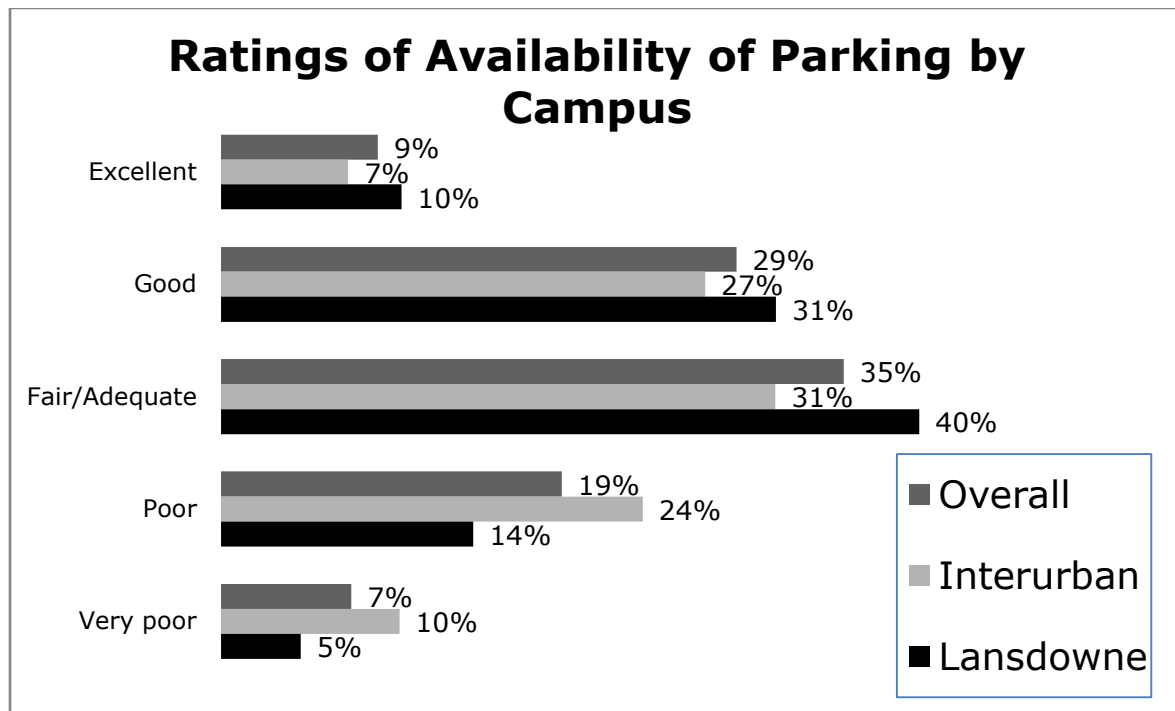
**Table 21: Parking Availability by Primary Campus, All Roles, 2008**

	Overall		Interurban		Lansdowne	
	Number	%	Number	%	Number	%
Excellent	123	<b>8.9%</b>	47	7.2%	68	10.2%
Good	404	<b>29.2%</b>	179	27.4%	209	31.4%
Fair/Adequate	488	<b>35.3%</b>	205	31.4%	263	39.5%
Poor	267	<b>19.3%</b>	156	23.9%	95	14.3%
Very poor	102	<b>7.4%</b>	66	10.1%	30	4.5%
<b>Total</b>	<b>1384</b>	<b>100.0%</b>	<b>653</b>	<b>100.0%</b>	<b>665</b>	<b>100.0%</b>

---

<sup>8</sup> Overall includes No Campus, Other and Both.

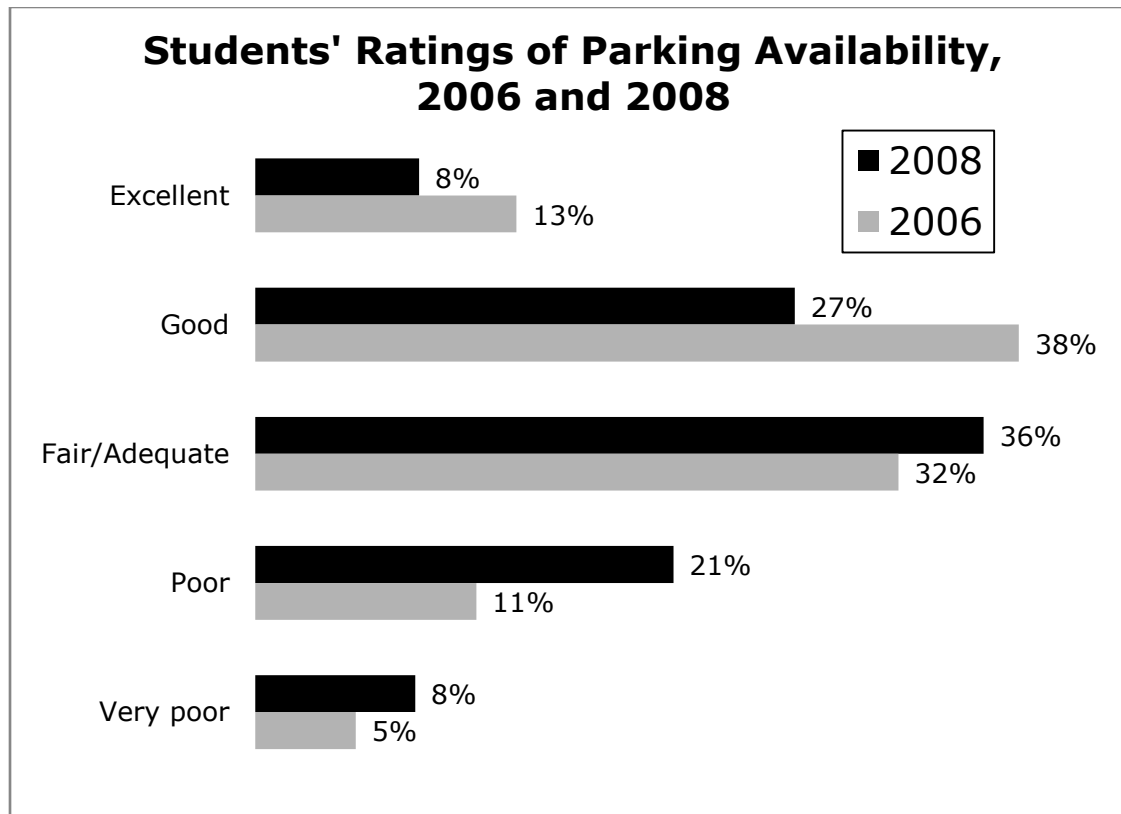
**Figure 19: Parking availability rated by campus, all respondents, 2008**



### STUDENT RATINGS OF PARKING AVAILABILITY OVER TIME

In October 2006, two years before the present survey, the Student Profile Project asked students who reported using a car to travel to the College to rate availability of parking. Comparing the results indicates much lower satisfaction with availability of campus parking: In 2006, more than half rated availability excellent or good (51%) compared to just over a third in 2008 (35%); in 2006, only 16% rated availability poor or very poor compared to 29% in 2008 (Figure 20).

**Figure 20: Student satisfaction with parking availability, 2006 and 2008**



## PARKING DOLLAR VALUE

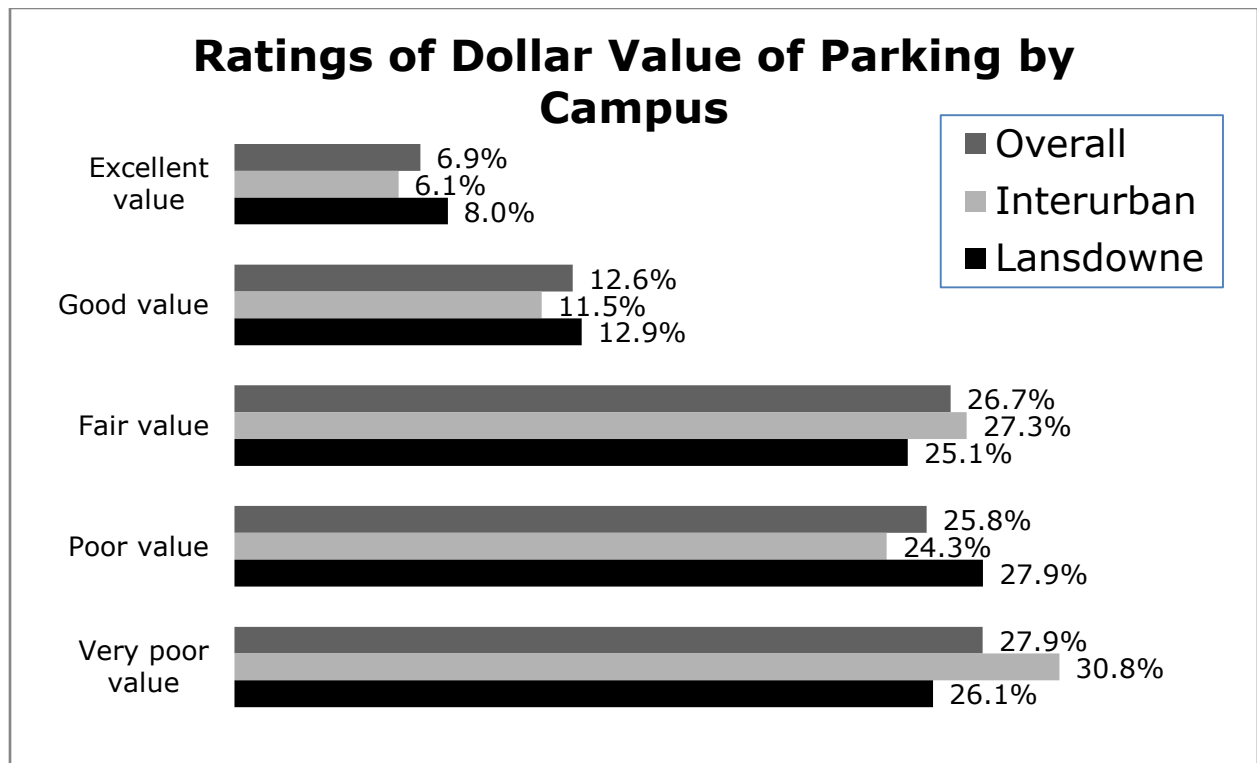
Overall<sup>9</sup> only one in five (19.5%) believe that parking dollar value is excellent or good value while more than half (53.7%) find it poor or very poor value (Table 22; Figure 21). There is little difference between the two campuses although those primarily at Lansdowne are slightly more likely to perceive excellent or good value (20.9%) compared to those at Interurban (17.6%).

**Table 22: Parking Dollar Value by Primary Campus, All Respondents, 2008**

	Overall*		Interurban		Lansdowne	
	Number	%	Number	%	Number	%
Excellent value	93	6.9%	39	6.1%	51	8.0%
Good value	169	12.6%	73	11.5%	83	12.9%
Fair value	358	26.7%	174	27.3%	161	25.1%
Poor value	346	25.8%	155	24.3%	179	27.9%
Very poor value	374	27.9%	196	30.8%	167	26.1%
<b>Total</b>	<b>1340</b>	<b>100.0%</b>	<b>637</b>	<b>100.0%</b>	<b>641</b>	<b>100.0%</b>

---

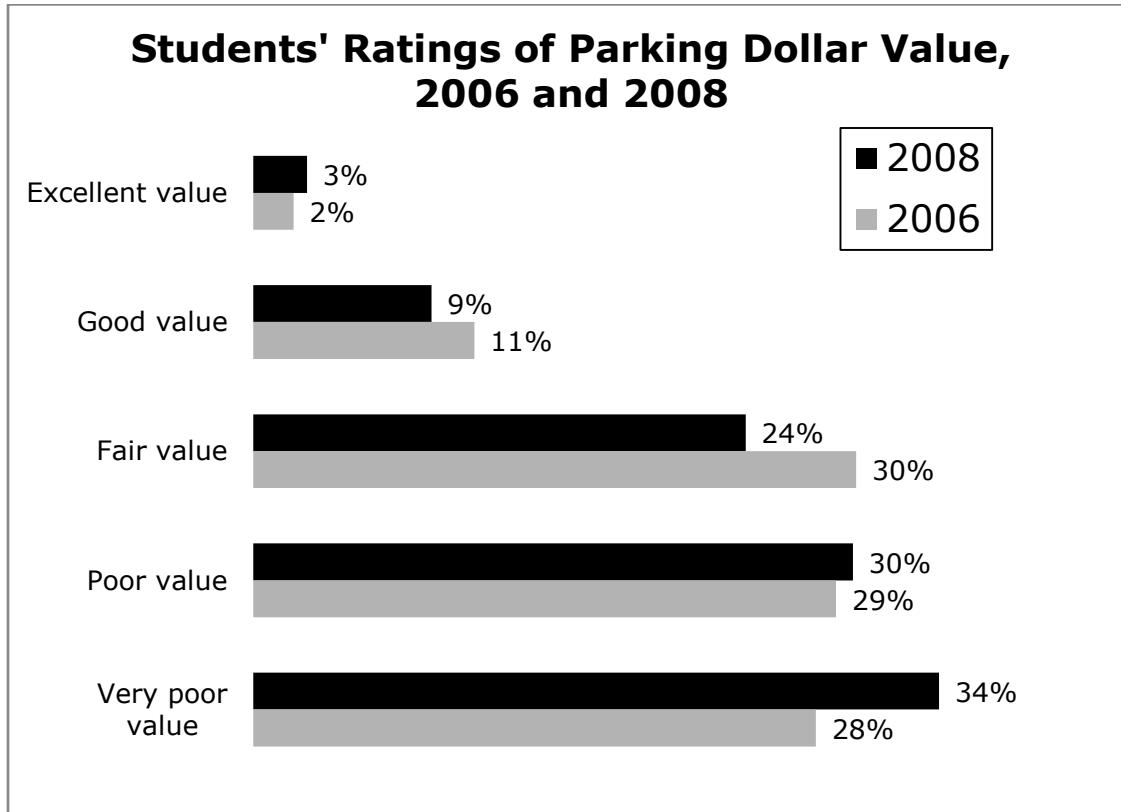
<sup>9</sup> Overall includes No Campus, Other and Both.

**Figure 21: Ratings of Parking Dollar Value, All Respondents, 2008**

### STUDENT RATINGS OF PARKING DOLLAR VALUE OVER TIME

In both 2006 and 2008, few students rate the dollar value of parking at Camosun College as excellent value (3% in 2008, 2% in 2006) (Figure 22). Fewer students find parking to be fair value in 2008 (24%) compared to 2006 (30%) and more feel it is very poor value (34% in 2008 vs. 28% in 2006).

**Figure 22: Student satisfaction with parking dollar value, 2006 and 2008**



## PARKING IMPROVEMENT SUGGESTIONS

All respondents (not just drivers) were able to provide up to three suggestions to improve parking at both campuses.<sup>10</sup> Adding parking spaces or a parkade structure topped the list for both staff/administrators (22% of those at Interurban and 20% of those at Lansdowne) and Faculty (24% at Interurban, 17% at Lansdowne). A close second was improving alternatives for cycling, carpooling and transit. Among students, the most popular suggestion was lowering the cost of parking (26% at Interurban and 25% at Lansdowne) followed by adding parking spaces which was apparent slightly more at Interurban (18%) than at Lansdowne (11%).

### STUDENTS' PARKING SUGGESTIONS OVER TIME

In October 2006, students who travelled to the College by car were asked the same questions. At that time, the most popular suggestion was also reduced cost, with more than one-third (36%) suggesting that option. The second most popular option was parking passes (15%), and 10% favoured additional spaces.<sup>11</sup>

## ALTERNATIVES

One of the survey's main focuses was assessing the need for transportation alternatives, as well as obstacles members of the College community may face when considering other options.

### IMPORTANCE OF ALTERNATIVE STRATEGIES

Nearly half of the College community (45%) believes that alternative transportation strategies that minimize the need for cars and parking are very important (Table 24; Figure 24). Another 35% believe these strategies are somewhat important. On the other hand, one in five people at the College (20%) believes the strategies are either not at all important or has no opinion. Faculty are most likely to believe the strategies are not at all important (14%), while students are most likely to have no opinion (12%).

---

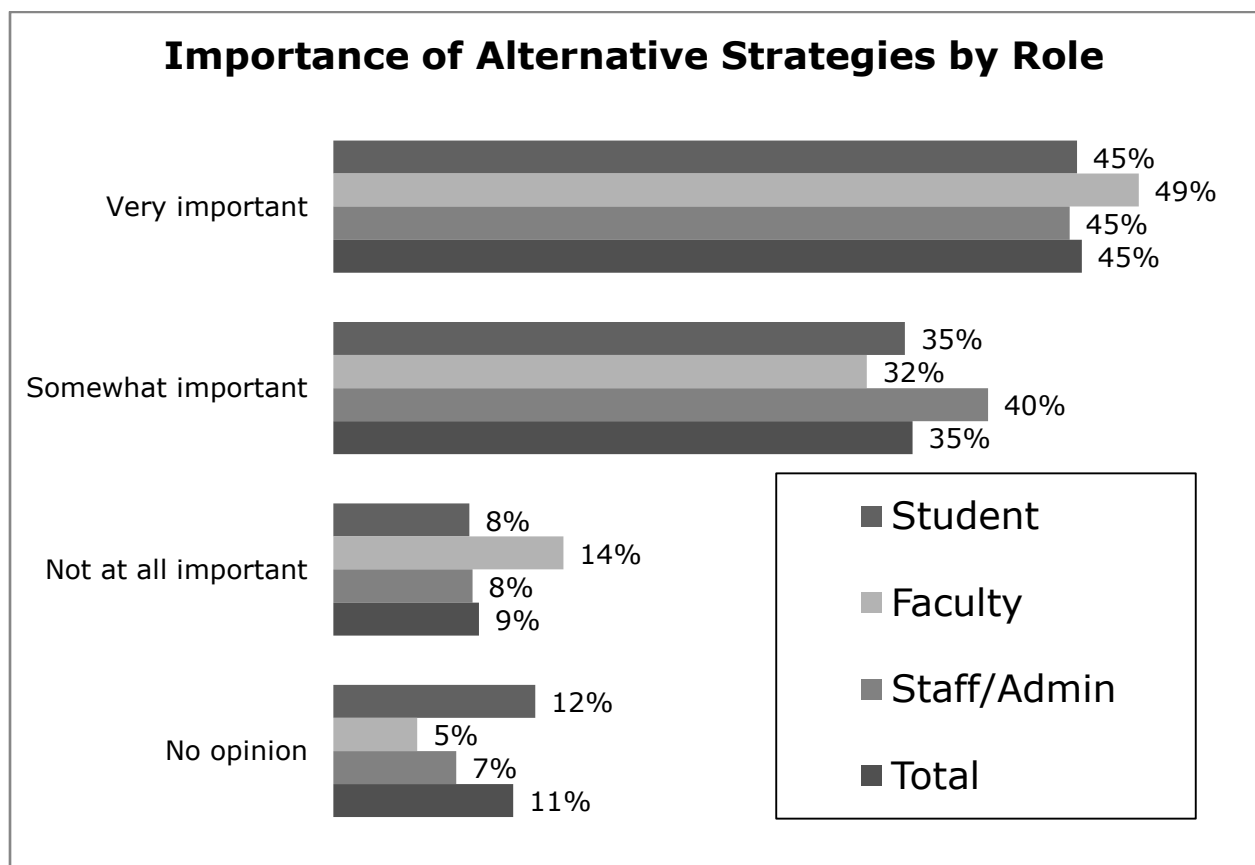
<sup>10</sup> Detailed analysis of users' comments can be found in Shannon Craig, *Transportation and Parking Survey Comments Report*, Camosun College Ancillary Services (December 2008).

<sup>11</sup> Educational Research and Planning, *Student Profile Project*, October 2006.

**Table 24: Importance of alternative strategies by role**

	Student		Faculty		Staff/Admin		Total	
	Number	%	Number	%	Number	%	Number	%
Very important	553	45.0%	77	48.7%	90	44.6%	720	45.3%
Somewhat important	425	34.6%	51	32.3%	80	39.6%	557	35.0%
Not at all important	101	8.2%	22	13.9%	17	8.4%	140	8.8%
No opinion	150	12.2%	8	5.1%	15	7.4%	173	10.9%
<b>Total</b>	<b>1229</b>	<b>100.0%</b>	<b>158</b>	<b>100.0%</b>	<b>202</b>	<b>100.0%</b>	<b>1590</b>	<b>100.0%</b>

**Figure 24: Ratings of importance of alternative strategies by role**



There is little difference in views between campuses on this question (Table 25).

**Table 25: Ratings of Importance of Alternative Strategies by Campus, with 2005 for Comparison**

	<b>Interurban</b>	<b>Lansdowne</b>	<b>Total</b>	<b>2005 Campus Plan Survey</b>
Very important	42%	48%	45%	73%
Somewhat important	37%	34%	35%	20%
Not at all important	9%	8%	8%	5%
No opinion	12%	10%	11%	2%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

There is, however, a pronounced shift from 2005, when the same question was asked in the Campus Plan Survey.<sup>12</sup> At that time, 73% of 151 respondents deemed alternative strategies very important. The reason for this change is open to debate—perhaps the larger sample size of the 2008 Parking and Transportation Survey yielded a more accurate result, or it could be that individuals' priorities have actually changed over time and, if they have, it is unknown whether the changes result from implementation of alternative strategies in the meantime.

---

<sup>12</sup> The online survey tool Survey Monkey was used to post a survey on the Camosun College website to provide community feedback to the campus plan. The survey was posted on the website from August to October 2005. The survey was open to anyone. There were 151 responses to the survey.

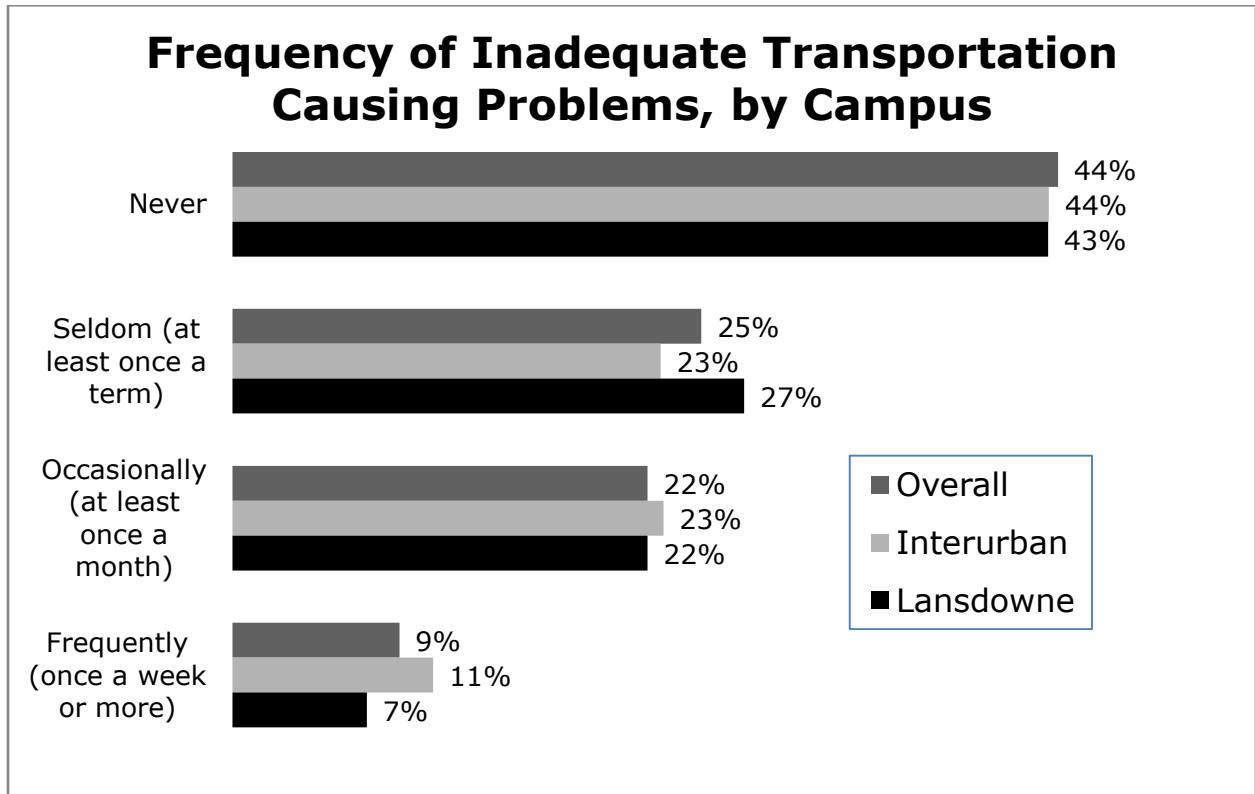
## ISSUES CAUSED BY INADEQUATE TRANSPORTATION

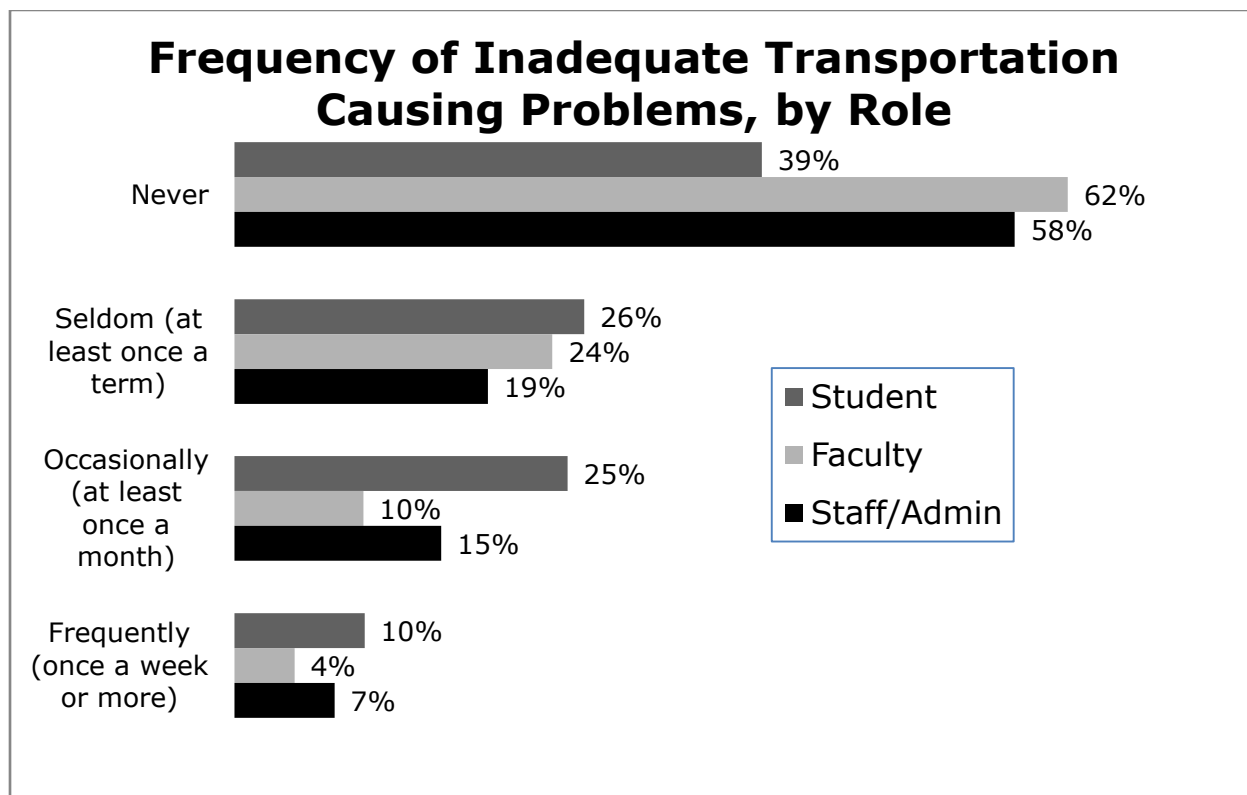
When asked "How frequently does inadequate transportation prevent you from attending classes, work or other activities on campus, or make you significantly late?", a large group of people (44%) report never having such problems; this figure is virtually the same for both campuses (Table 26; Figure 25). Faculty (62%) are most likely to report never having transportation-induced problems, followed by staff and administrators (58%) and students (39%) (Figure 26). About one-quarter of students (26%) report having such problems seldom and another quarter (25%) occasionally, while 10% have issues related to transportation frequently (at least once a week).

**Table 26: Frequency of issues caused by inadequate transportation, by primary campus and role**

	Overall		Interurban		Lansdowne		Student	Faculty	Staff/ Admin
Never	692	44%	305	44%	346	43%	39%	62%	58%
Seldom (at least once a term)	393	25%	160	23%	217	27%	26%	24%	19%
Occasionally (at least once a month)	348	22%	161	23%	176	22%	25%	10%	15%
Frequently (once a week or more)	140	9%	75	11%	57	7%	10%	5%	8%
<b>Total</b>	<b>1573</b>	<b>100%</b>	<b>701</b>	<b>100%</b>	<b>796</b>	<b>100%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

**Figure 25: Frequency of problems caused by inadequate transportation by primary campus**



**Figure 26: Frequency of problems caused by inadequate transportation, by role**

When asked to describe the circumstances under which inadequate transportation caused problems, students point to the bus service (60%), while staff and administrators report that bus service and parking lot troubles are equally responsible for tardiness on campus (both 33%). Faculty say that busy parking lots are the main reason for tardiness (42%). Looking at the difference between campus type with all roles combined, the bus being infrequent, late or full is the primary cause of being late on campus at both Lansdowne (59%) and Interurban (53%).<sup>13</sup>

<sup>13</sup> Shannon Craig, *Transportation and Parking Survey Comments Report*.

## HIGH FUEL PRICES AND COMMUTING BEHAVIOUR

The College is divided about fifty-fifty on whether high fuel prices have caused people to consider changing their commute mode, with 45% saying yes and 55% saying no (Table 27). There is little difference between the two campuses. Faculty are less likely to consider changing their commuting behaviour, however, as 61% reply no to this question.

**Table 27: Have high fuel prices caused you to consider changing your commute mode?**

	Campus		Role			Total
	Interurban	Lansdowne	Student	Faculty	Staff/Admin	
Yes	45.6%	43.8%	45.7%	38.8%	42.3%	44.6%
No	54.4%	56.2%	54.3%	61.2%	57.7%	55.4%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Respondents elaborated on possible changes to their commute mode resulting from higher fuel prices. The bus is the most popular alternative among both students (61%) and staff/administrators (38%) while faculty weight both bus and bicycle equally (25% for each). Bicycle is the second most popular alternative choice among students (12%) and staff/administrators (26%). There is little difference between campuses. Slightly more people consider taking the bus to Interurban campus (57%) than to Lansdowne (54%), while those from Lansdowne consider biking slightly more (17%) than Interurban (15%).<sup>14</sup>

---

<sup>14</sup> Shannon Craig, *Transportation and Parking Survey Comments Report*.

## MOTIVATORS, INCENTIVES AND OPTIONS

Respondents were asked, "What transportation improvements might motivate you to use alternative commute modes more frequently? (Check all that apply.)"

Almost 6 in 10 people (58.8% of 1596 respondents) would be motivated by "More frequent transit service" (Table 28; Figure 27); 4 in 10 by "Less crowded/more comfortable buses" (39.4%), and more than one-third by "Improved cycling paths" (36.4%) and "Rideshare matching service" (35.2%). "Guaranteed ride home service" (30.5%), "Vanpool" (30.2%), "More comfortable/safer bus stops" (28.1%) and "Improved change/shower facilities" (26.6%) follow closely. Almost 1 in 5 would like to see "Improved walking paths/sidewalks" (18.8%).

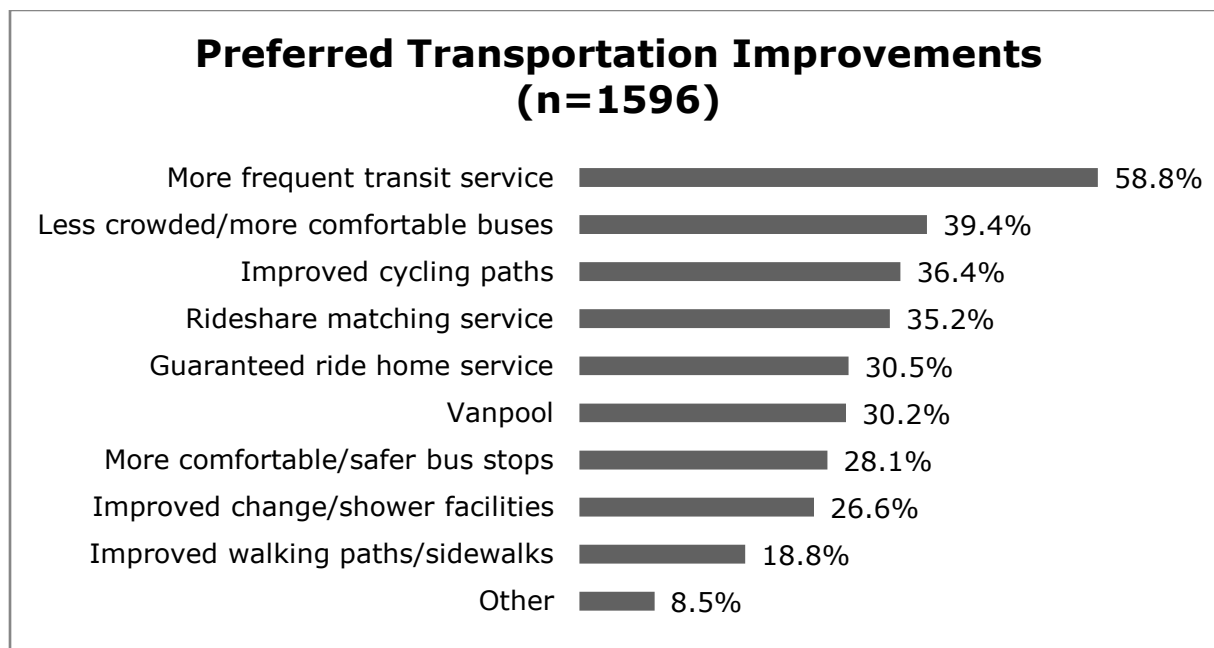
In the open comments, most people (all roles and campuses combined) suggested improving the Bus system (37%) followed by providing incentives for better choices (13%), improving cycling facilities and offer cycling incentives (12%), making parking better by reducing the cost, creating better lots and machines (11%), getting rid of Robbins (5%), providing more telework options (1%) and adding Shuttle Service (1%).<sup>15</sup>

**Table 28: Preferred transportation improvements**

	<b>% yes</b>
More frequent transit service	58.8%
Less crowded/more comfortable buses	39.4%
Improved cycling paths	36.4%
Rideshare matching service	35.2%
Guaranteed ride home service	30.5%
Vanpool	30.2%
More comfortable/safer bus stops	28.1%
Improved change/shower facilities	26.6%
Improved walking paths/sidewalks	18.8%
Other	8.5%

---

<sup>15</sup> Shannon Craig, *Transportation and Parking Survey Comments Report*.

**Figure 27: Preferred transportation improvements****EMPLOYEES: OPTIONS AND INCENTIVES**

Employees only were also asked to evaluate and suggest other options or incentives that would motivate them to use alternative commute modes more often (Table 29). Slightly less than half favoured Telework (43.8%) and a parking cash-out (43%). Other options suggested included a subsidized or free bus pass (5%); improved transit routes, service and bus lanes (1.1%); more flexibility including a modified work week, a four-day work week and the ability to work at the campus closer to one's home; use of technology such as videoconferencing to minimize inter-campus trips; and an inter-campus shuttle. There are also pleas to not penalize drivers including a request for free parking for those outside areas served by transit and two comments that parking cash-out is unfair for those with no other options. Several comments revolved around cycling or other human power to commute: Subsidize bikes/bike equipment/towels, and offer more cycling paths. In the miscellaneous category are a request for carpooling with incentives, "exempt status for motorcycle-only use", "remove Robbins", and "such questions belong with unions."

**Table 29: What further options or incentives might motivate you to use alternative commute modes more frequently?**

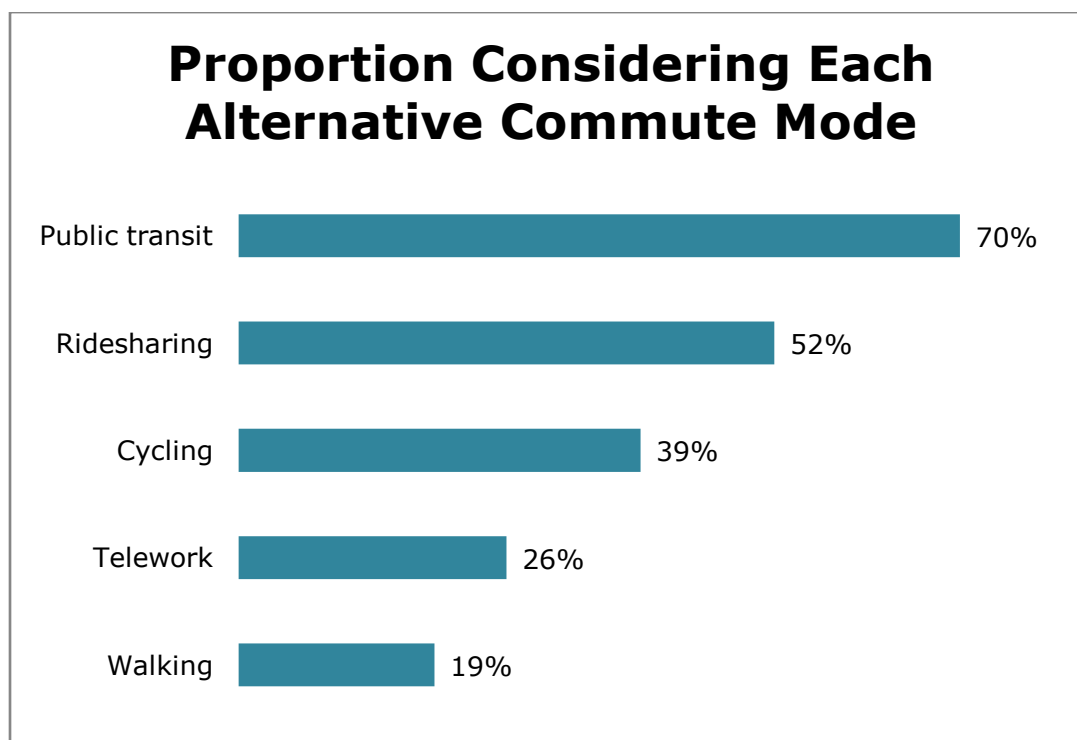
<b>Option</b>	<b>#</b>	<b>Percent of employees (n=363)</b>
Telework	159	43.8%
Parking cash-out	156	43.0%
subsidized transit costs (refer to text)	18	5.0%
improved transit	4	1.1%
campus flexibility	3	0.8%
shuttle	3	0.8%
video-conferencing/technology	3	0.8%
modified work week	2	0.6%
NOT parking cash-out	2	0.6%
subsidized equipment (bicycles, towels, etc.)	2	0.6%
carpool incentives	1	0.3%
motorcycle--no charge	1	0.3%
negotiate with unions	1	0.3%

## ALTERNATIVE COMMUTE MODES

Respondents were asked their views of alternative commute modes.<sup>16</sup> **Public transit** is the most popular alternative commute mode, with 70% open to considering it, followed by Ridesharing (52%) and Cycling (39%). Just over one-quarter (26%) are receptive to Telework/Studying at Home, and less than one-fifth (19%) would consider Walking (Figure 28).

These results should be interpreted with caution, however, as they do not factor in those who are already using alternative commute modes; for example, more students than faculty/staff/administrators already use public transit, somewhat skewing the results. A more thorough analysis would consider only those who are not already using a given mode for each relevant question and this could also provide a more accurate extrapolation of numbers who could be persuaded to change their mode.

**Figure 28: Alternative commute modes considered**



<sup>16</sup> Introduction to the questions: "Some alternative commute modes are listed below. For each one, please indicate which you would consider using more frequently when traveling to Camosun College, how often you would consider using that commute mode, and the factors that limit your use:". This was followed by "Would you consider (Walking, Cycling, Ridesharing, Public transit, Telework)", "If yes, how many times per week?" (plus "How many months of the year" for walking and cycling), and "What factors limit your use of ...?"

## FACTORS LIMITING USE OF ALTERNATIVE COMMUTE MODES

Detailed analysis of open-ended responses indicating what factors limit use of alternative commute modes is available in a separate report.<sup>17</sup> In summary, distance is the main limitation to **walking** (88% at Interurban, 80% at Lansdowne), with weather a weak second (8% at Lansdowne, 4% at Interurban).

Distance is also the main limitation to **cycling** to campus (36% at Interurban, 32% at Lansdowne), again followed by weather (19% at Lansdowne, 16% at Interurban). Lack of a bike or the proper gear is also apparent slightly more at Lansdowne (16%) than at Interurban (14%) as are safety concerns (15% at Lansdowne, 14% at Interurban).

**Ridesharing** was mainly limited by schedule including running errands throughout the day, work shifts, kids and classes as well as difficulty finding a carpool.

**Public transit** use affected by limited service, schedule and frequency and the time it takes. **Telework** was primarily limited for faculty and staff/administrators by their role's requirement that they be physically present. For staff/administrators, the second major limitation was that the college does not have a policy or procedures set-up or negotiated. Almost three-quarters of students (72%) did not know what telework was, but of those who did know, they preferred personal contact with teachers and other students.

---

<sup>17</sup> Shannon Craig, *Transportation and Parking Survey Comments Report*.

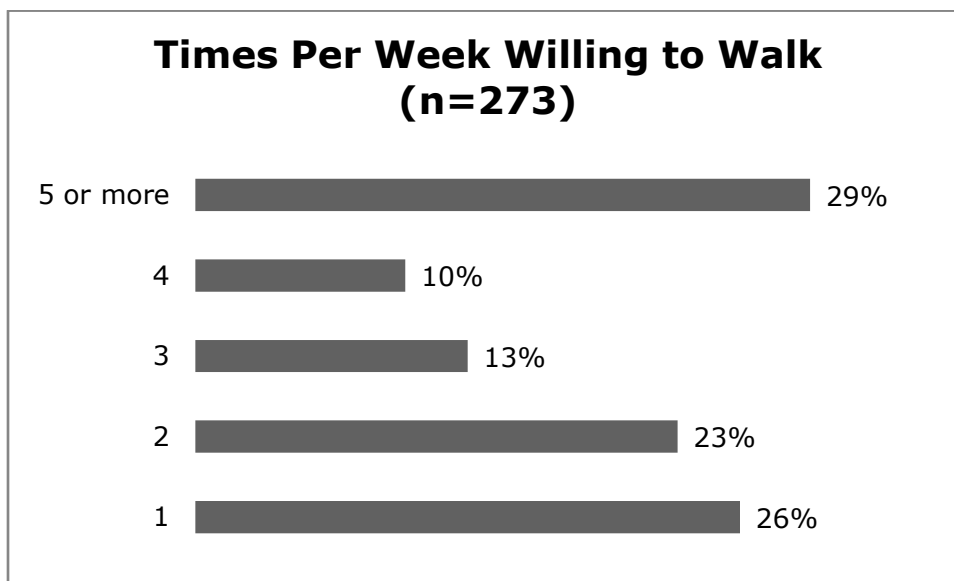
## WALKING

Those open to Walking (19% of respondents) would consider walking to campus on average 3.1 times per week<sup>18</sup>, 8.75 months of the year<sup>19</sup> (Table 30; Figure 29). The largest group (45% of wannabe walkers) would consider walking 12 months per year (Table 31; Figure 30).

**Table 30: Times per week willing to walk**

Times per week	#	%
1	70	25.6%
2	62	22.7%
3	35	12.8%
4	27	9.9%
5 or more	79	28.9%
Total	273	100.0%

**Figure 29: Times per week willing to walk**

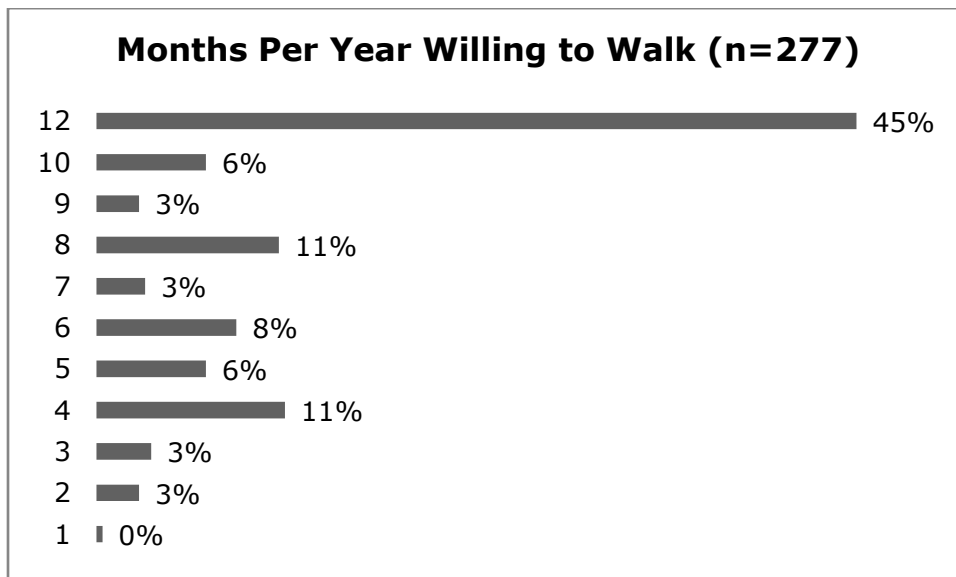


<sup>18</sup> Mean=3.1 days/week; median=3 days/week.

<sup>19</sup> Mean=8.75 months/year; median=10 months/year.

**Table 31: Months per year willing to walk**

Months/year	#	%
1	1	0.4%
2	7	2.5%
3	9	3.2%
4	31	11.2%
5	18	6.5%
6	23	8.3%
7	8	2.9%
8	30	10.8%
9	7	2.5%
10	18	6.5%
12	125	45.1%
Total	277	100.0%

**Figure 30: Months per year willing to walk**

### WILLINGNESS TO WALK BY CAMPUS

There are significant differences<sup>20</sup> in willingness to walk between those at Lansdowne and Interurban campuses (Table 32), with more than a quarter (27%) whose primary campus is Lansdowne willing to walk compared to only 10% of those at Interurban.

**Table 32: Willingness to walk by primary campus**

	Interurban	Lansdowne	Total
Yes	9.9%	27.1%	19.0%
No	90.1%	72.9%	81.0%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

---

<sup>20</sup> Pearson Chi-Square,  $p < .01$ .

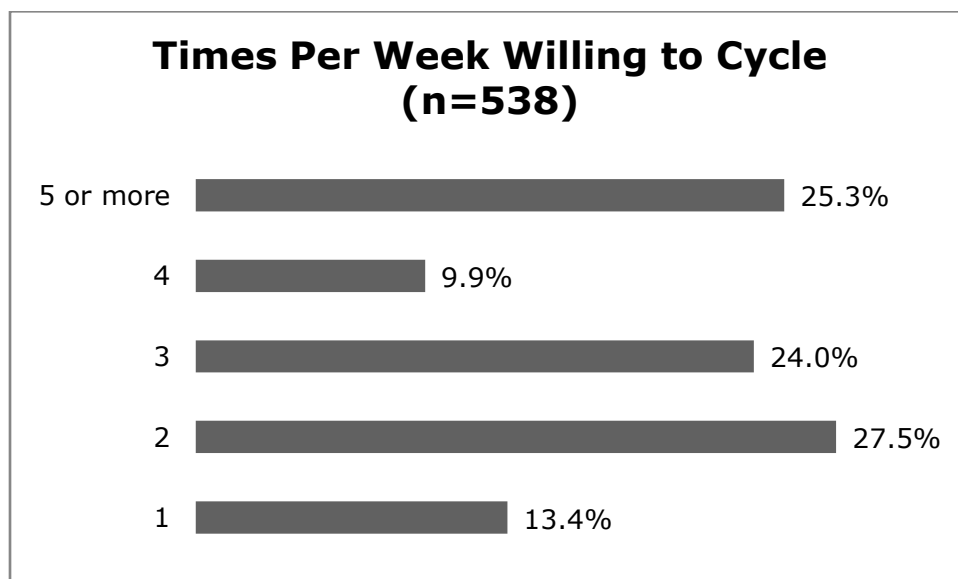
## CYCLING

Those open to Cycling (39% of respondents) would consider cycling to campus on average 2.8 times per week<sup>21</sup>, 6.6 months of the year<sup>22</sup> (Table 33; Figure 31). The largest group (27% of would-be cyclists) would consider cycling year-round (Table 34; Figure 32).

**Table 33: Times per week willing to cycle**

Times per week	#	%
1	72	13.4%
2	148	27.5%
3	129	24.0%
4	53	9.9%
5 or more	136	25.3%
<b>Total</b>	<b>538</b>	<b>100.0%</b>

**Figure 31: Times per week willing to cycle**

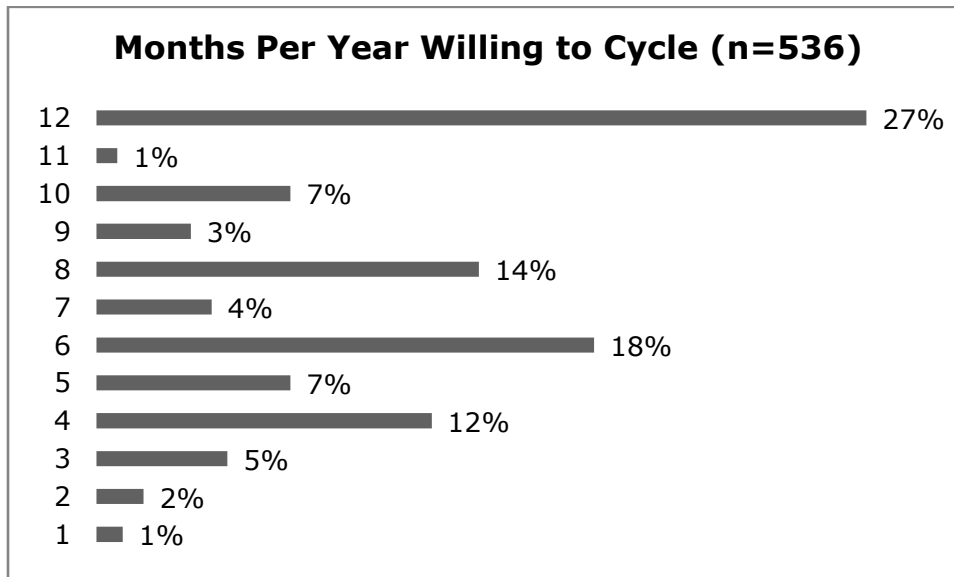


<sup>21</sup> Mean=2.8 days/week; median=3 days/week.

<sup>22</sup> Mean=6.6 months/year; median=6 months/year.

**Table 34: Months per year willing to cycle**

Months/year	#	%
1	5	0.9%
2	9	1.7%
3	25	4.7%
4	64	11.9%
5	37	6.9%
6	95	17.7%
7	22	4.1%
8	73	13.6%
9	18	3.4%
10	37	6.9%
11	4	0.7%
12	147	27.4%
<b>Total</b>	<b>536</b>	<b>100.0%</b>

**Figure 32: Months per year willing to cycle**

## WILLINGNESS TO CYCLE BY CAMPUS

There is no significant difference in willingness to cycle between those at Lansdowne and Interurban campuses (Table 35).

**Table 35: Willingness to cycle by primary campus**

	<b>Interurban</b>	<b>Lansdowne</b>	<b>Total</b>
Yes	36.5%	42.5%	39.7%
No	63.5%	57.5%	60.3%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

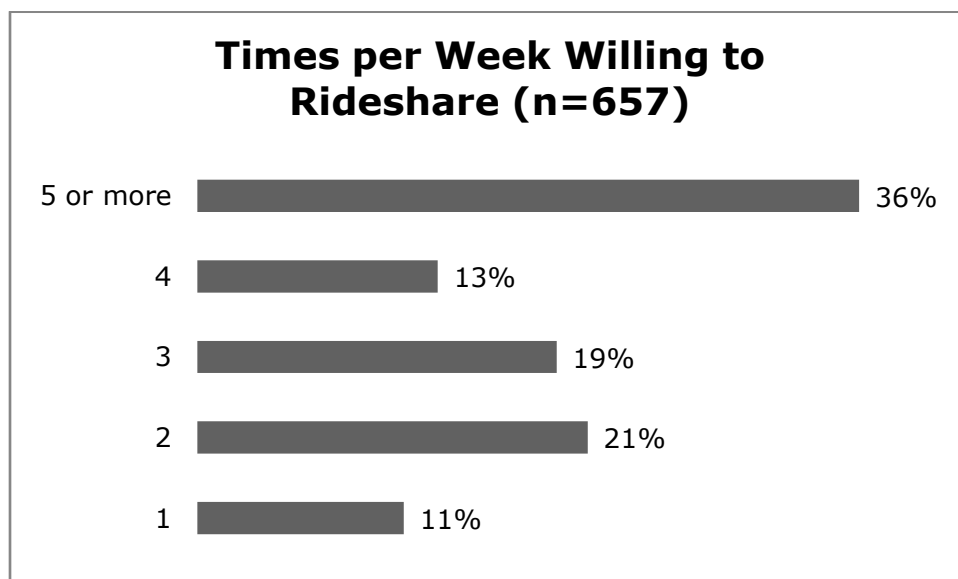
## RIDESHARING

Those open to Ridesharing (52% of respondents) would consider ridesharing to campus on average 3.2 times per week<sup>23</sup> (Table 36; Figure 33). More than one-third (36%) of those who are willing to rideshare are willing to do so full-time.

**Table 36: Times per week willing to rideshare**

Times per week	#	%
1	73	11%
2	138	21%
3	127	19%
4	85	13%
5 or more	234	36%
<b>Total</b>	<b>657</b>	<b>100%</b>

**Figure 33: Times per week willing to rideshare**



<sup>23</sup> Mean=3.2 days/week; median=3 days/week.

## WILLINGNESS TO RIDESHARE BY CAMPUS AND BY ROLE

Those at Lansdowne and Interurban campuses are equally willing to rideshare (Table 37).

**Table 37: Willingness to rideshare by primary campus**

	Interurban	Lansdowne	Total
Yes	52.6%	52.7%	52.7%
No	47.4%	47.3%	47.3%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Students are much more interested in ridesharing (56%) than are faculty (41%) or staff/administrators(42%) (Table 38).

**Table 38: Willingness to rideshare by role**

	Student	Faculty	Staff/ Admin	Total
Yes	55.9%	40.7%	42.3%	52.6%
No	44.1%	59.3%	57.7%	47.4%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

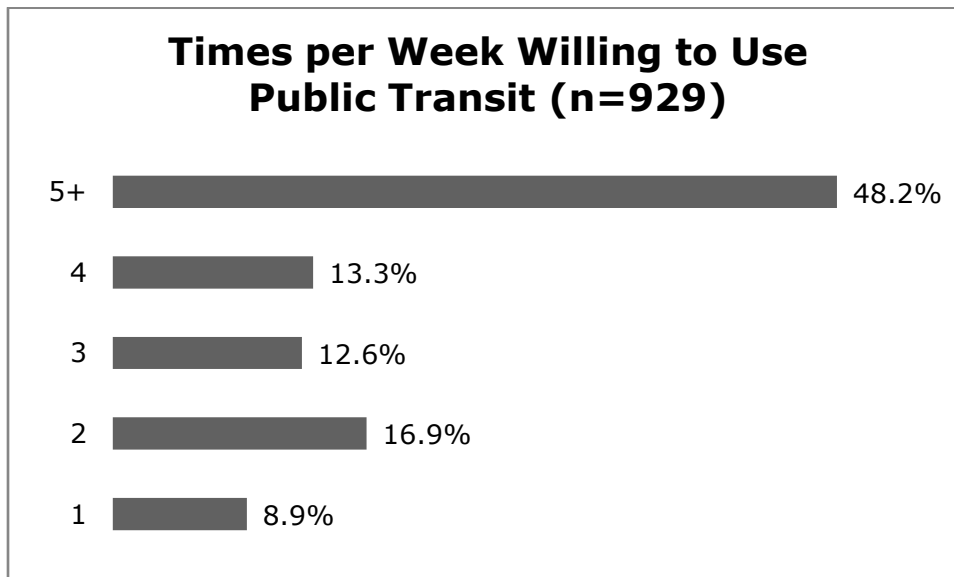
## PUBLIC TRANSIT

Public Transit is by far the most popular alternative commuting option. On average, those who would consider using transit (70%) would do so 4.1 times per week<sup>24</sup>. Nearly half (48.2%) are open to taking transit full-time (Table 39; Figure 34).

**Table 39: Times per week willing to take public transit**

Times per week	#	%
1	83	8.9%
2	157	16.9%
3	117	12.6%
4	124	13.3%
5+	448	48.2%
<b>Total</b>	<b>929</b>	<b>100.0%</b>

**Figure 34: Times per week willing to take public transit**



<sup>24</sup> Mean=4.1 times/week; median=4 times/week.

#### WILLINGNESS TO TAKE PUBLIC TRANSIT BY CAMPUS AND BY ROLE

There is no meaningful difference in willingness to take public transit by campus, although those at Interurban are slightly less willing to do so (69% versus 73%) (Table 40).

**Table 40: Willingness to use transit by campus**

	Interurban	Lansdowne	Total
Yes	68.7%	72.9%	70.9%
No	31.3%	27.1%	29.1%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Nearly three-quarters of students (74.5%) are willing to use transit; this is significantly higher than either faculty (61%) or staff/administrators (57%) (Table 41).

**Table 41: Willingness to use transit by role**

	Student	Faculty	Staff/Admin	Total
Yes	74.5%	60.5%	57.1%	70.9%
No	25.5%	39.5%	42.9%	29.1%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

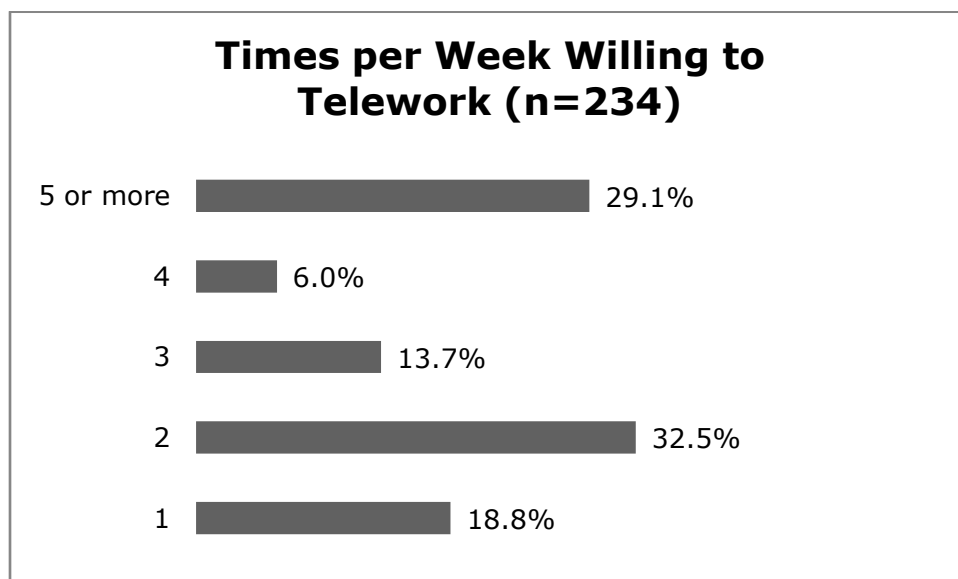
## TELEWORK

Those open to Telework (26%) would consider the option on average less than one day per week<sup>25</sup> (Table 42; Figure 35). Two days per week is selected by one-third (32.5%) while 29% are willing to Telework full-time.

**Table 42: Days per week willing to Telework**

Times per week	#	%
1	44	18.8%
2	76	32.5%
3	32	13.7%
4	14	6.0%
5 or more	68	29.1%
<b>Total</b>	<b>234</b>	<b>100.0%</b>

**Figure 35: Times per week willing to Telework**



<sup>25</sup> Mean=0.74 days/week; median=1 day/week.

## CONCLUSIONS

This survey provides a representative overview of the thoughts and opinions of the Camosun College community about the current and potential state of transportation and parking on campus. It provides valid evidence to support transportation and parking planning at the College.

The survey indicates areas of strength, weakness and opportunity for implementing the alternatives that will need to be in place soon. While most people drive and there is dissatisfaction with existing transit service and parking options, there is a “well of willingness” to explore alternative options if the right incentives and infrastructure are in place although role and campus are the primary limiting factors.

There is also the potential for more detailed analysis to answer specific questions asked by those charged with implementing a new transportation and parking strategy at the College.

## APPENDIX

This Appendix provides a detailed breakdown of data collected on days spent per week on each campus.

**Table 43: Days per typical week spent on each campus**

		Lansdowne	Interurban	Other	Indeter- minate	Total
5 days per week exclusively at one campus	number	370	341	5		716
	%	23.2%	21.4%	0.3%		44.9%
4 days per week exclusively at one campus	number	150	113	0		263
	%	9.4%	7.1%	0.0%		16.5%
3 days per week exclusively at one campus	number	96	51	0		147
	%	6.0%	3.2%	0.0%		9.2%
2 days per week exclusively at one campus	number	51	55	1		107
	%	3.2%	3.4%	0.1%		6.7%
1 day per week exclusively at one campus	number	40	60	0		100
	%	2.5%	3.8%	0.0%		6.3%
<b>TOTAL EXCLUSIVELY AT ONE CAMPUS</b>	number	707	620	6		1333
	%	44.3%	38.8%	0.4%		83.5%
Spend time each week at 2 campuses, predominantly at one	number	93	93	1		187
	%	5.8%	5.8%	0.1%		11.7%

1-5 days per week at each of 2 campuses	number				35	35
	%				2.2%	2.2%
Spend time each week at 3 campuses	number	4			1	5
	%	0.3%			0.1%	0.3%
Total at no campus	number				36	36
	%				2.3	2.3%
TOTAL	number	804	713	7	72	1596
	%	50.4%	44.7%	0.4%	4.5%	100.0%

