

UNIVERSITY OF BRITISH COLUMBIA

2009
Okanagan
Transportation
Survey

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2009 Okanagan Transportation Survey

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1. INTRODUCTION

The TREK Program Centre at the University of British Columbia provides a variety of transportation services to the UBC Okanagan community (UBCO), in support of goals to encourage sustainable travel. Every few years, TREK Program Centre staff undertake a survey of people on the Vancouver campus, to identify transportation needs and provide input to transportation plans. This year, the survey was expanded to include students, faculty, staff, residents and other employees on the Okanagan campus.

This report presents the results of the 2009 Okanagan Transportation Survey, which was undertaken in October 2009. A separate report documents the results of the 2009 Vancouver Transportation Survey, which was undertaken at the same time as the Okanagan survey.

1.1. Analysis of Results

It is important to recognize that the data presented in this report represent simple tabulations of the responses to the survey. The results have not been weighted to reflect the campus population or any other demographic or transportation characteristics, to avoid introducing any unintended biases to the results. Because the survey “sample” (the group of persons who responded to the survey) is self-selected rather than randomly-selected, there is an inherent element of bias in the results. The potential risk in weighting or otherwise adjusting the results is that this could exaggerate any inherent biases. Consequently, the results are presented “as is,” and it is left to those using the information to determine its significance.

2. SURVEY METHOD

The 2009 Okanagan Transportation Survey was conducted via the Internet. The survey was hosted by FluidSurveys, a company in Ontario providing online survey hosting and reporting services. The survey was advertised through an e-mail broadcast to all persons on the Okanagan campus, and through a link from the TREK Program Centre website. Participation in the survey was encouraged by offering three \$200 UBC Bookstore gift certificates to randomly-selected respondents.

The online survey was tested by a small number of UBC staff and UBC's transportation consultant during August and September 2009. As a result of the testing, minor adjustments were made to the survey questions and to the survey logic (which directs respondents to the appropriate questions based on answers to previous questions). All testing was completed and the survey ready by the end of September.

The e-mail broadcast advertising the survey occurred at 9:00 a.m. on Tuesday 6 October 2009. The published deadline for participating in the survey was Tuesday 20 October, but responses up to Friday 23 October are included in this report.

Significant problems occurred on the first day of the survey. Within an hour following the e-mail broadcast, respondents began reporting the following problems with the survey:

- Previous respondents' answers and contact information were visible to others when a new survey was initiated. This problem was corrected the same day.
- Some respondents were unable to enter or edit information in a few specific text fields. This problem was traced to a compatibility issue with older versions of the Firefox browser, and was corrected later the same day.
- Respondents experienced slow response times, with some users reporting pages taking up to a minute to refresh and the survey taking 30 minutes or more to complete.
- Some users reported that their sessions were terminated with a "time out" message, several at the very end of the survey. As a result, many users reported abandoning the survey.

In addition to privacy issues, these problems raise several issues which directly affect the reliability of the survey results:

- **Data completeness.** Twelve percent of survey responses were incomplete, representing approximately 50 surveys. Some respondents reported abandoning the survey due to slow response times, while others reported their sessions were terminated before they were finished. Some respondents also reported that because they were able to see others' responses, they did not provide comments or fill in some information, out of concern that their answers would be seen by others.

- **Data reliability.** Because some surveys were populated with responses to previous surveys, respondents' answers may have been "contaminated" by previous answers which respondents did not or were not able to change when completing the survey.
- **Response rate.** The response rate for the 2009 Okanagan Transportation Survey was lower than expected. It had been expected that the response rate would exceed 10%. A total of 410 responses were received (including incomplete responses), representing only 6.4% of the campus population.

3. DEMOGRAPHICS

This section highlights key demographic characteristics of the UBC Okanagan population. More detail is provided in the appendices, which contain tabulations of all survey questions.

Table 3.1 provides a summary of reasons respondents gave for being at UBC. The majority of respondents were students — 50.9% of respondents indicated that being a student was their primary reason for being at UBC, and a further 2.5% of respondents indicated that being a student was a secondary reason for being at UBC. Staff accounted for the majority of the remaining responses — 26.3% as a primary reason, and an additional 8.9% as a secondary reason.

Table 3.1 — Reasons for being at UBC (percentages of all respondents)

Secondary Reason	Primary Reason					Totals
	Student	Faculty	Staff	Non-UBC Employee	Visitor	
No secondary reason	38.5%	21.8%	22.8%	0%	0%	83.0%
Student	—	0%	2.3%	0%	0.3%	2.5%
Faculty	1.0%	—	0%	0%	0%	1.0%
Staff	8.6%	0.3%	—	0%	0%	8.9%
Non-UBC employee	0.3%	0%	0%	—	0%	0.3%
Visitor	2.5%	0.5%	1.3%	0%	—	4.3%
Totals	50.9%	22.5%	26.3%	0%	0.3%	100%

No respondents identified themselves as non-UBC employees, and only one respondent identified themselves as a visitor. Because of the low response rates for non-UBC employees and visitors, these categories are not included in the results presented in the remainder of this report.

Table 3.2 provides a comparison of numbers of survey responses with actual numbers of students, staff and faculty. This comparison indicates that students are under-represented in the survey results — although students account for 89% of the campus population, they only account for 51% of survey responses. Faculty and staff are over-represented by similar proportions.

Table 3.2 — Survey responses vs. population

	Students	Faculty	Staff	Totals
Survey response rate	201	89	104	394
	51.0%	22.6%	26.4%	100%
Campus population*	5,680	360	370	6,410
	88.6%	5.6%	5.8%	100%

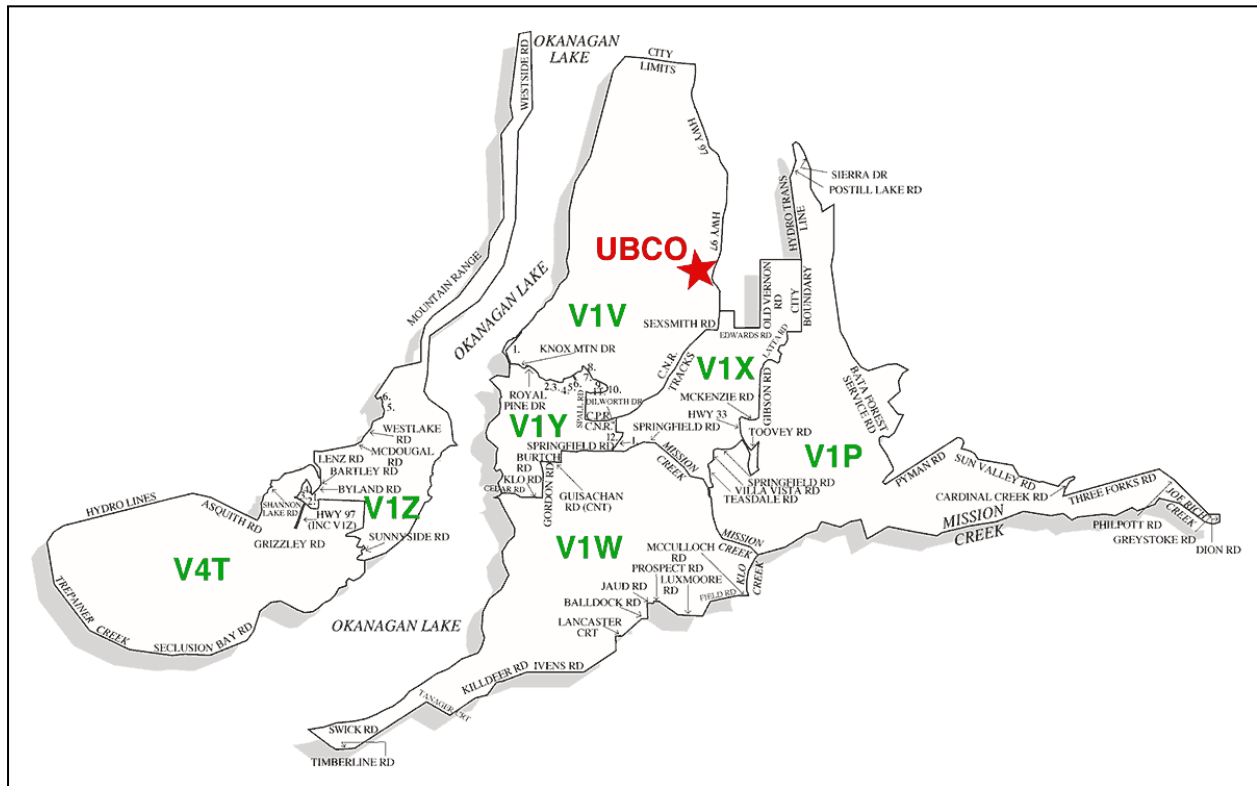
* Source: Policy and Institutional Research, November 2009

Table 3.3 provides a summary of where respondents live, and Figure 3.1 illustrates postal code boundaries in the Kelowna area. One in ten respondents live on campus. Among those who live off-campus, almost three-quarters (72.3%) live in Kelowna and Rutland.

Table 3.3 — Places of residence

Live On Campus		Live Off-Campus	
39 responses	9.9% of all responses	356 responses	90.1% of all responses
Similkameen	12.8%	V0E – Rural north	1.1%
Valhalla	7.7%	V0H – Rural southeast	2.5%
Kalamalka	17.9%	V0X – Rural southwest	0.3%
Nicola	2.6%	V1B – Coldstream, Lumby	2.0%
Cascades	10.3%	V1H – Bella Vista, Priest’s Valley, Okanagan Landing	2.0%
Upper Cascades	15.4%	V1T – Vernon	4.2%
Monashee	30.8%	V1P – Black Mountain	2.2%
Spring Valley West	2.6%	V1V – Kelowna North, Glenmore	16.6%
		V1W – Kelowna South, Mission	17.7%
		V1X – Rutland	16.9%
		V1Y – Kelowna Centre, Downtown	21.1%
		V1Z – West Kelowna	2.5%
		V2A – Penticton	0.6%
		V4T – Westbank, Glenrosa	4.5%
		V4V – Winfield, Lake Country	5.3%
		Other	0.6%
	100%		100%

Figure 3.1 — Kelowna-area postal codes



Among students who live in residence, more than three-quarters report having cooking facilities in their residence, and 92% of these student purchase groceries to consume in residence. Table 3.4 summarizes responses to questions regarding food purchase and preparation.

Table 3.4 — Food purchasing and preparation among students in residence

Question	Responses	
Do you have cooking facilities in your residence?	Yes	78.4%
	No	21.6%
Do you buy groceries?	Yes	91.9%
	No	8.1%
How do you usually get to the grocery store?	I drive a car	25.0%
	Passenger in a car	10.7%
	Bus	64.3%
	Bicycle	0%
	Walk	0%
	Someone else goes to the grocery store for me	0%
	I don't buy groceries	0%

4. TRIPS BY MODE

This section discusses reported trips to and from UBC Okanagan, on campus, and to other destinations. More detail is provided in the appendices, which contain tabulations of all survey questions.

Table 4.1 provides a summary of reported numbers of trips to and from UBCO on a weekday, by various modes of transportation. Significant results include:

- Respondents reported an average of 3.3 trips per person to and from UBCO on a weekday.
- The highest level of transit use occurs among students (most of whom have U-Passes), while the lowest levels of reported transit use occur among faculty.
- The highest rate of carpooling occurs among students.
- The majority of faculty and staff drive alone. Two-thirds of all trips by faculty and staff are driving alone.
- Faculty report the highest levels of bicycle use.

Table 4.1 — Reported average weekday trips per person to and from UBCO

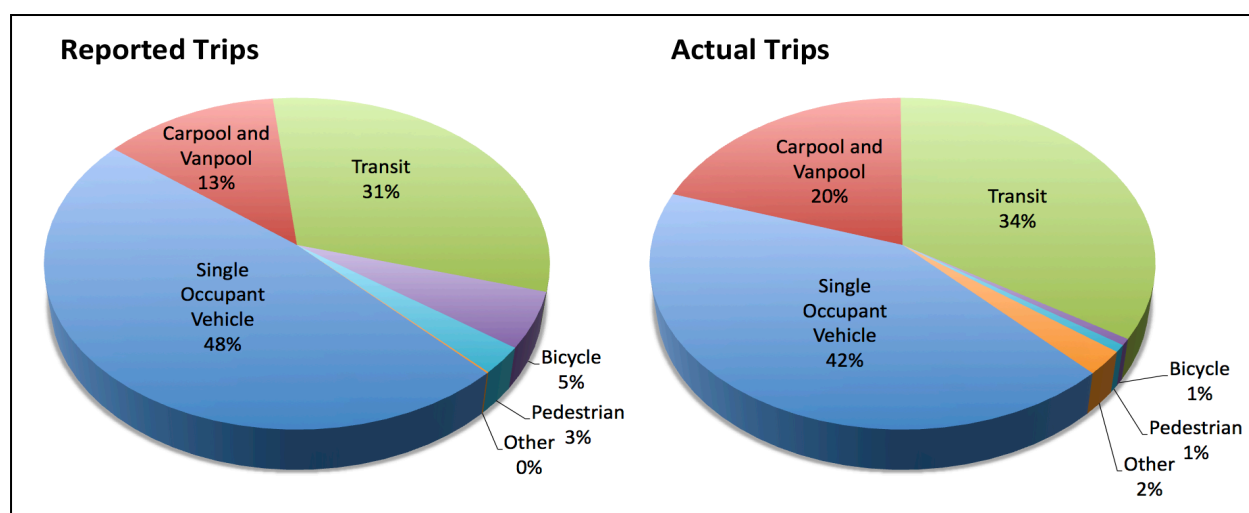
Mode of Transportation	Primary Reason			Totals
	Student	Faculty	Staff	
Transit	1.6	0.2	0.6	1.0
Drove alone	1.2	1.9	1.9	1.6
Carpool, vanpool	0.5	0.3	0.2	0.4
Bicycle	0.2	0.3	0.0	0.2
Walked all the way	0.1	0.0	0.1	0.1
Motorcycle	0	0	0	0
Other	0.0	0.0	0.0	0.0
Totals	3.8	2.8	2.8	3.3

Table 4.2 and Figure 4.1 compare reported and actual numbers of trips and mode shares to and from UBCO, as reported in the 2009 Transportation Survey and observed in September and October 2009. Overall, trips per day to and from UBCO were over-reported by 27%, particularly drive-alone, cycling and walking trips. This result highlights the fact that travel data are not reliable if they are based on trips reported a day or more after the trips were made. Other agencies have countered this problem by collecting travel data through trip diary surveys, in which participants record in a diary every trip they make on a specific day or days, as they make them.

Table 4.2 — Average weekday trips per person to and from UBCO — reported vs. actual

Mode	Reported Trips 2009 Transportation Survey		Actual Trips Fall 2009	
	Trips/Person per Weekday	Mode Share	Trips/Person per Weekday	Mode Share
Transit	1.0	31.2%	0.89	34.2%
Drove alone	1.6	48.0%	1.10	42.4%
Carpool/vanpool	0.4	12.5%	0.51	19.6%
Bicycle	0.2	5.5%	0.02	0.6%
Walked all the way	0.1	2.7%	0.02	0.7%
Motorcycle	0	0%	0.06	2.4%
Other	0.0	0.1%		
Totals	3.3	100%	2.59	100%

Figure 4.1 — Mode shares for trips to and from UBCO — reported vs. actual



Reported arrival and departure times at UBCO are summarized in Table 4.3, and generally reflect a conventional “9 to 5” commuting environment.

Table 4.3 — Reported arrival and departure times at UBCO

Arrivals		Departures	
Between 6:00 a.m. and 9:00 a.m.	70.7%	Between 6:00 a.m. and 9:00 a.m.	0.6%
Between 9:00 a.m. and noon	26.1%	Between 9:00 a.m. and noon	0.6%
Between noon and 3:00 p.m.	2.6%	Between noon and 3:00 p.m.	9.3%
Between 3:00 and 6:00 p.m.	0.6%	Between 3:00 and 6:00 p.m.	71.1%
Between 6:00 and 9:00 p.m.	0%	Between 6:00 and 9:00 p.m.	17.3%
Between 9:00 p.m. and midnight	0%	Between 9:00 p.m. and midnight	0.8%
Between midnight and 6:00 a.m.	0%	Between midnight and 6:00 a.m.	0.3%
	100%		100%

Table 4.4 summarizes reported numbers of trips to and from locations other than UBC Okanagan on a weekday, by various modes of transportation. The majority of trips to other locations are made by automobile, and transit is used far less for other trips than for trips to and from UBCO.

Table 4.4 — Reported average weekday trips per person to and from other locations

Mode of Transportation	Primary Reason			Totals
	Student	Faculty	Staff	
Transit	0.6	0.0	0.2	0.4
Drove alone	1.6	1.8	1.9	1.7
Carpool, vanpool	0.9	0.8	0.5	0.8
Bicycle	0.2	0.3	0.1	0.2
Walked all the way	0.5	0.7	0.3	0.5
Motorcycle	0.1	0.1	0.0	0.1
Other	0.1	0.0	0.1	0.1
Totals	4.0	3.7	3.1	3.7

5. TRANSIT

More persons travel to and from UBC by transit than by any other mode of transportation. Because transit is such an important mode of travel, many of the questions on the 2009 Transportation Survey related to transit services. This section highlights responses to these questions. More detail is provided in the appendices, which contain tabulations of all survey questions.

Table 5.1 provides a summary of reported transit use. Because of the U-Pass program, students use transit more often than others. Faculty use transit the least.

Table 5.1 — Use of transit

Question	Responses	
How often do you use transit to travel to or from UBCO?	Every day	25.5%
	At least once a week	14.5%
	At least once a month	4.8%
	Less than once a month	9.9%
	Don't use transit to travel to/from UBCO	45.3%
I use transit every day to travel to or from UBCO	Students	37.8%
	Faculty	9.4%
	Staff	16.0%
I do not use transit to travel to or from UBCO	Students	27.7%
	Faculty	64.7%
	Staff	62.0%

Table 5.2 provides a summary of reported weekday transit trips, to *all* destinations (not just to and from the Okanagan campus). Because reported trips may not match actual trips (as noted in Section 4), the figures in Table 5.2 should not be considered an accurate count of transit trips. They are useful, however, in providing a comparison of transit use for various trip purposes.

Bus routes used by students, staff and faculty travelling to and from UBCO are indicated in Table 5.3, in descending order of popularity. The route 97 express service and the route 8 local service together account for almost two-thirds of all transit trips to and from UBCO.

Table 5.2 — Reported average weekday transit trips per person by purpose, all destinations

Purpose	Primary Reason			Totals
	Student	Faculty	Staff	
Attend classes at UBCO	1.9	0.1	0.1	1.3
Attend classes at another school	0.0	0.0	0.0	0.0
Work at UBCO	0.4	1.6	1.8	0.8
Work elsewhere	0.1	0.1	0.0	0.1
Shopping	1.0	0.4	0.3	0.8
Dining, restaurant	0.5	0.1	0.0	0.4
Recreation, social	0.6	0.1	0.1	0.4
Personal business	0.5	0.1	0.2	0.4
Visit family	0.2	0.0	0.1	0.1
Other	0.2	0.1	0.0	0.2
Totals	5.4	2.7	2.5	4.4

Table 5.3 — Reported transit routes for trips to/from UBCO

Question	Responses		
Which bus routes you usually take to travel to and from campus?	97	Express	34.0%
	8	University	29.1%
	7	Glenmore	8.6%
	23	Lake Country	5.1%
	90	North Okanagan	5.1%
	11	Rutland	4.8%
	1	Lakeshore	3.2%
	10	North Rutland	3.2%
	21	Glenrosa	2.1%
	3	Dilworth Mountain	1.3%
	9	Shopper Shuttle	1.1%
	12	McCulloch	0.8%
	2	North End Shuttle	0.5%
	20	Lakeview	0.5%
	22	Peachland	0.3%
	27	Horizon	0.3%
	14	Black Mountain	0%
	15	Crawford	0%
	16	Southwest Mission	0%
	24	Shannon Lake	0%
25	East Boundary	0%	
28	Smith Creek	0%	
29	Bear Creek	0%	
		100%	

Key transit trip characteristics are summarized in Table 5.4. Most transit passengers walk to the bus stop, and travel to UBCO without having to transfer to another bus route. Among transit users who drive and park near a bus stop, the Orchard Park Mall is the most popular location to “park and ride.”

Table 5.4 — Transit trip characteristics

Question	Responses		
How many transfers did you make on your most recent transit trip to UBCO?	No transfers		74.4%
	One transfer		19.7%
	Two transfers		5.4%
	Three or more transfers		0.5%
How do you get to the bus stop when travelling to UBCO?	I walk to the bus stop		78.8%
	I drive a car and park near the bus stop		10.8%
	I am a passenger in a car		3.9%
	I ride my bicycle		4.4%
	Other		2.0%
Where do you park your car to take the bus to UBCO?	Orchard Park Shopping Centre	10	38.5%
	Downtown Kelowna	2	7.7%
	Mission Park	2	7.7%
	Highway 97	1	3.8%
	Westside interchange	1	3.8%
	Vernon	3	11.5%
	Other	7	27.0%

Tables 5.5 and 5.6 summarize satisfaction levels with various aspects of transit services and the bus loop on campus. Significant observations include:

- The U-Pass program enjoys very high levels of satisfaction, even among non-students.
- The lowest levels of satisfaction for transit services are for how often buses run at night and on weekends.
- Other poorly-rated aspects of transit service include how often buses run during the day, and comfort at bus stops.
- Satisfaction levels for the bus loop on campus are “middle of the road” — they are neither high nor poor.

Table 5.5 — Satisfaction with transit services

	Students	Faculty	Staff	Totals
Student U-Pass	4.5	4.0	4.0	4.4
How often buses run during the day	2.7	2.7	2.8	2.7
How often buses run at night	1.8	2.0	2.3	1.9
How often buses run on weekends	1.9	2.0	2.3	2.0
Travel time by bus	2.6	3.0	3.2	3.0
How close bus stops are to home	3.3	3.4	3.5	3.3
Ability to get a seat on the bus	3.5	3.6	3.5	3.5
Buses run on time	3.2	3.3	3.2	3.2
Cost of transit	3.7	3.5	3.5	3.6
Information about transit services	3.3	3.7	3.5	3.4
Personal safety on transit	3.8	4.1	3.7	3.9
Access for persons with disabilities	3.7	3.9	3.4	3.7
Driver courtesy	3.7	3.9	3.7	3.7
Comfort on the bus	3.5	3.8	3.6	3.6
Comfort at bus stops	2.6	2.9	2.5	2.6
5 = very satisfied 3 = neither satisfied nor unsatisfied 1 = very unsatisfied				

Table 5.7 — Satisfaction with bus loop on campus

	Students	Faculty	Staff	Totals
Crowding	3.2	3.5	3.6	3.3
Seating	3.1	3.5	3.4	3.2
Weather protection	3.1	3.3	3.2	3.1
Lighting	3.4	3.6	3.6	3.5
Proximity of bicycle parking	3.7	3.5	3.3	3.6
Availability of information about transit services	3.4	3.3	3.4	3.4
Access for persons with disabilities	3.7	3.5	3.1	3.6
5 = very satisfied 3 = neither satisfied nor unsatisfied 1 = very unsatisfied				

Pass-ups are an important issue for transit users traveling to and from UBC Okanagan. A pass-up occurs when some passengers are not able to board a bus because the bus is already full. As summarized in Table 5.8, fifteen students (7.4% of all transit users) reported being passed-up within the past week. One respondent indicated they were travelling with a bicycle and were passed up because the bike rack on the bus was full.

Table 5.8 — Reported pass-ups

Pass-Ups in Past 7 Days	Students		Faculty and Staff	
No pass-ups	11	73.3%	0	
One pass-up	4	26.7%	0	
Two pass-ups	0	0%	0	
Three or more	0	0%	0	
	15	100%	0	—

Table 5.9 provides a summary of the ratings of various incentives to encourage transit use. The most attractive incentives are improvements to the frequency, reliability, routing and hours of service of bus services. Among faculty and staff, a U-Pass program is not as significant an incentive as service improvements and amenities at bus stops.

Table 5.9 — Incentives to use transit more

	Students	Faculty	Staff	Totals
Having a U-Pass	4.1	3.6	3.8	3.9
Direct route to UBCO with no transfers	4.4	4.4	4.4	4.4
Express bus service with few stops	4.2	4.2	4.2	4.2
Better bus service where I live	4.4	4.4	4.3	4.4
Buses run more often	4.4	4.3	4.4	4.4
Buses run on-schedule	4.2	4.2	4.1	4.2
Buses run later at night	4.3	3.9	3.8	4.1
Buses are less crowded	3.6	3.5	3.6	3.6
Designated areas for bags and backpacks	3.1	3.1	3.2	3.1
Benches and shelters at bus stops	3.8	3.8	4.0	3.8
Brighter lighting at bus stops	3.7	3.6	4.0	3.8
Bus schedules at each bus stop	4.2	3.9	4.1	4.1
Park-and-ride lots	4.0	3.9	4.1	4.0
Better route and schedule information	3.9	3.8	3.8	3.8
Better personal safety	3.6	3.5	3.8	3.7
Wireless Internet access on buses	3.9	3.5	3.4	3.7
5 = strongly encourage 3 = neither encourage nor discourage 1 = strongly discourage				

Table 5.8 indicates the levels of support among staff and faculty for a voluntary U-Pass program. There is strong support for both a U-Pass program priced at \$35 to \$45 per month, as well as a U-Pass program with a parking permit which would allow staff and faculty to drive some days and take transit other days. In both cases, 62% of faculty and staff support these programs.

Table 5.8 — Support for staff/faculty U-Pass programs

	Support for a voluntary U-Pass at \$35–\$45/month	Support for a voluntary U-Pass combined with a parking permit
Strongly support	45.3%	43.1%
Somewhat support	16.8%	19.3%
Neutral	21.8%	14.4%
Somewhat oppose	3.3%	9.4%
Strongly oppose	8.4%	8.3%
No opinion	4.4%	5.5%
	100%	100%

6. AUTOMOBILES

This section provides a summary of responses to key questions regarding automobile travel and parking. More detail is provided in the appendices, which contain tabulations of all survey questions.

Table 6.1 summarizes responses to questions about automobile ownership and availability. Almost three-quarters of respondents own an automobile, and a further 11% have access to an automobile.

Table 6.1 — Automobile ownership and availability

Question	Responses	
Do you own or have access to a car?	Yes, I own a car	73.6%
	Yes, I can use or borrow a car most times I need it	11.0%
	No, I do not own or have access to a car	15.4%

Table 6.2 provides a summary of the reported automobile use for trips to and from UBCO. One-third of students report that they typically drive alone to UBCO, whereas two-thirds of staff and faculty report driving alone to campus. Two-thirds of all automobile commuters travel to UBCO by automobile at least five days a week.

Table 6.2 — Reported automobile use for trips to and from UBCO

Question	Responses	
Do you typically travel to UBCO by automobile?	Yes, I drive alone to UBCO	52.7%
	Yes, I drive a carpool or vanpool to UBCO	10.3%
	Yes, I am a passenger in a carpool or vanpool	5.2%
	No, I do not travel to UBCO by automobile	31.8%
I drive alone to UBCO	Students	34.9%
	Faculty	66.7%
	Staff	68.0%
In the past seven days, how many days did you travel to UBCO by automobile?	7 days	3.6%
	6 days	12.0%
	5 days	51.6%
	4 days	14.2%
	3 days	8.4%
	2 days	7.1%
	1 day	1.8%
	I did not travel to UBCO by automobile	1.3%

Table 6.3 summarizes reported parking locations on campus, which are illustrated in Figure 6.1. Most significant is that almost three-quarters of respondents indicated that they always park in the same location, and do not park elsewhere on campus some of the time.

Table 6.3 — Reported parking at UBCO

Where do you park your automobile most often?		Where else do you park your automobile on campus?	
A lot	2.5%	A lot	1.0%
B lot	4.9%	B lot	1.5%
C lot	2.5%	C lot	1.5%
D lot	0.5%	D lot	1.0%
E lot	8.3%	E lot	3.0%
F lot	22.1%	F lot	5.6%
G lot	2.9%	G lot	2.5%
H lot	26.5%	H lot	5.1%
S lot	21.1%	S lot	2.0%
Residence parking lots	1.5%	Residence parking lots	1.0%
Other	5.4%	Other	4.0%
I do not park at UBCO	2.0%	I do not park anywhere else	71.7%
	100%		100%

Table 6.4 summarizes responses to questions regarding carpool parking permits. Two-thirds of respondents (particularly staff and students) would purchase a carpool parking permit if one were available.

Table 6.4 — Carpool parking permits

		Students	Faculty	Staff	Totals
Do you have a carpool parking permit?	Yes	46.2%	18.2%	50.0%	38.9%
	No	53.8%	81.8%	50.0%	61.1%
If no, would you purchase a carpool parking permit if one was available?	Yes	71.4%	55.6%	75.0%	66.7%
	No	28.6%	44.4%	25.0%	33.3%

Figure 6.1 — Parking lots at UBCO

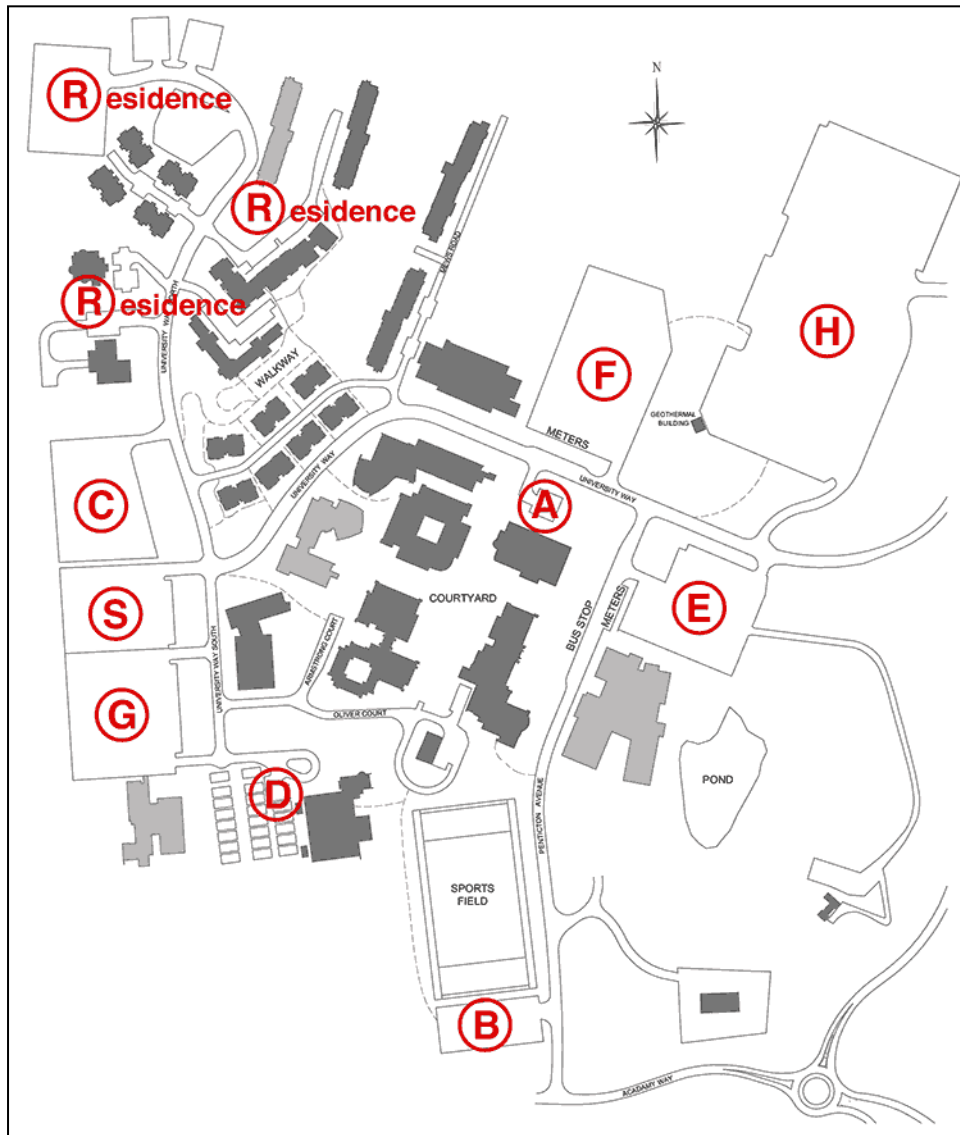


Table 6.5 summarizes responses to several questions regarding carpool.ca, which is a free online service for finding carpool partners. UBC provides support for carpool.ca as a means of assisting commuters form carpools to travel to UBCO. Two-thirds of respondents were aware of the service. Twenty-seven respondents indicated that they had used the service, and five indicated they had found a carpool match through carpool.ca.

Table 6.5 — Carpool and car-sharing services

Question	Responses	
Were you aware of carpool.ca?	Yes	65.5%
	No	34.5%
Have you used the carpool.ca service?	Yes, I am currently using it	2.1%
	Yes, in the past, but I am not currently using it	4.9%
	No	93.0%
If you have used the carpool.ca service, did you find a carpool match?	Yes	18.5%
	No	81.5%
Would you join a car-sharing program if one was available?	Yes	18.2%
	No	46.8%
	Undecided	35.0%

Table 6.5 also indicates that at least 18% of respondents (66 persons) would be interested in car-sharing, as an alternative to owning or renting a car. Members of a car-sharing program have access to a fleet of cars and light trucks to use when and for as long as they want. Cars are reserved in advance, and usage is typically charged by the hour and/or kilometre. Car-sharing provides access to an automobile without the costs and bother of purchasing, insuring and maintaining a vehicle. Interest in car-sharing ranges from 25% of students who indicated they would join a car-share program, to 12% and 10% of staff and faculty, respectively.

7. CYCLING

This section highlights responses to questions regarding bicycle facilities on campus. More detail is provided in the appendices, which contain tabulations of all survey questions.

Table 7.1 summarizes responses to questions about bicycle ownership and availability. The majority of respondents own a bicycle, and a total of 60% have access to a bicycle.

Table 7.1 — Bicycle ownership and availability

Question	Responses	
Do you own or have access to a car?	Yes, I own a bicycle	55.1%
	Yes, I can use or borrow a bicycle most times I need it	4.7%
	No, I do not own or have access to a bicycle	40.2%

Among respondents who own or have access to a bicycle, 17.5% rode to UBCO within the past week, as indicated in Table 7.2. Almost two-thirds of those with access to a bicycle have never ridden to UBCO.

Table 7.2 — Reported bicycle use for trips to and from UBCO

Question	Responses	
How recently did you ride a bicycle to or from UBC?	Today	5.5%
	Yesterday	2.8%
	Within the past week	9.2%
	Within the past month	6.0%
	Within the past year	9.2%
	More than a year ago	5.0%
	I have never ridden a bicycle to or from UBC	62.4%
Which route to UBCO do you use most often?	Highway 97 south of UBCO	37.1%
	Highway 97 north of UBCO	19.4%
	Roberts Creek Road west of UBCO	24.7%
	Other	18.8%

Although only 25% of respondents reported that they use Roberts Creek road to ride to and from UBCO, observations indicate that 85% of bicycle trips are via Roberts Creek Road. As discussed in Section 4, daily bicycle trips were also significantly over-reported. The reasons for these significant discrepancies between reported and actual bicycle use are not known.

Table 7.3 provides a summary of the ratings of various incentives to encourage bicycle use. Safe bicycle routes to UBCO and secure parking on campus are the most attractive incentives.

Table 7.3 — Incentives to ride a bicycle, or ride more often

	Students	Faculty	Staff	Totals
Safe bicycle routes to UBCO	4.1	4.5	4.3	4.2
A bicycle route close to my home	3.9	4.2	3.9	3.9
A flat route to UBCO	3.8	4.0	3.8	3.9
A shorter distance to ride to UBCO	4.1	4.1	3.9	4.1
Better maintenance of bicycle routes	3.9	4.0	3.9	3.9
More bicycle parking on campus	3.7	3.9	3.7	3.7
Secure bicycle storage	3.9	4.1	4.1	4.0
Access to showers and clothing lockers	3.8	4.1	4.0	3.9
A better bicycle	3.8	3.4	3.4	3.6
Better weather	3.8	3.5	3.6	3.7
Had someone to ride with	3.5	3.2	3.3	3.4
More free time	3.9	3.9	3.6	3.8
Less family responsibilities	3.4	3.7	3.5	3.5
Higher gas prices	3.2	3.2	3.3	3.2
5 = strongly encourage 3 = neither encourage nor discourage 1 = strongly discourage				

APPENDIX 1

Survey Questions

APPENDIX 2

Survey Results