**UBC Okanagan Transportation Plan: Phase 2 Public Engagement**

**Appendix IV: Verbatim Survey Responses**

<table>
<thead>
<tr>
<th>Question 5: Please briefly explain why you chose your top three strategies:</th>
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<tbody>
<tr>
<td>I believe remote working is most efficient for many positions. And when that is not possible, I believe in active transportation for exercise and mental health well-being.</td>
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<tr>
<td>Removing the need for a commute is top priority. After that, improving cycling (walking to campus is not realistic given the location) is next, honestly UBCO already has good cycling infrastructure since the rail trail completion but the connections to it throughout Kelowna can be bad, especially in the winter, depending on location.</td>
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<tr>
<td>We need to improve the bike connections to the campus. The rail trail from the south is fine, but we need to put pressure on the city to finish the separate bike bath along Glenmore Rd. to connect to John Hindle. Right now you need to ride in the bike lane and it is terrifying with the large trucks headed to the dump and the speeds they travel at. I bring my kids to the daycare and riding on that road is horrendous.</td>
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<tr>
<td>We absolutely need better end of trip facilities for active commuters. I don’t want or need a membership at the Hangar and the shower facilities in the buildings are horrendous. You should take a look at the end of trip and secure facilities they built at UVic. Underground parking for bikes was amazing.</td>
</tr>
<tr>
<td>More importantly than the first 3 is to establish supporting infrastructure, such as connection to grocery and services for campus community. Reason why everyone owns a car is because you can’t WALK to get access to anything from campus or nearby campus community. If students and living on campus will need a car to do everyday life, there is no solving of the car problem. WALKABLE INFRASTRUCTURES - accessible grocery, affordable food services are KEY! solving transport problem is just touching the superficial problem and not solving the root problem. Parking should be free for staff and faculty.</td>
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<tr>
<td>Strengthening remote working and learning options seems to be the simplest way to reduce trips to campus while progressing on the current strategic plan objectives of flexible and transformative learning as well as focuses on people. Transit services from my home in lower mission do not have options for me to get to work (56-minute trip arriving at 7:56 a.m., leaving me with four minutes to spare, not ideal for potential delays, etc.) Others may have similar problems with transit.</td>
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<tr>
<td>These seem like the lower cost strategies, or in the case of remote/flexible learning, strategies that would have been underway regardless.</td>
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<tr>
<td>Parking is too expensive on campus for faculty and staff. There needs to be an option for staff parking that is affordable and flexible.</td>
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<tr>
<td>As someone who uses public transportation as a primary method to commute to/from campus, it would be amazing to implement a transit pass at a reduced cost for staff/faculty.</td>
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</table>
One of the complexities of commuting via public transportation is that early morning buses are very busy near the first 1-2 months of each semester so there is a risk of being late to work if your normal bus is at maximum capacity before reaching your boarding point. Despite living close to campus, currently I need to leave 60-75 minutes earlier than the start of my work day in order to guarantee that I can board a bus which is not ideal. In the current climate of COVID-19 there is also an underlying sense of anxiety and bus riders are increasingly putting bags on seats or positioning their bodies to prevent someone from sitting beside them. This seems to reduce ridership capacity because the driver is too occupied to be concerned with whether or not seats are available for passengers. Advocating for improved transit service during peak ridership times seems like it could help ensure there are sufficient buses in service to allow passengers to arrive at work/school in a timely manner, and feel more confident about being able to find a seat/standing position in a less densely packed bus.

Crossing John Hindle Drive while walking my bike or riding never feels safe (especially near the traffic circle connecting Hollywood Drive North) because of the speed of traffic and the lack of a controlled intersection. Installing a crosswalk that can activate caution lights to allow pedestrian crossing on John Hindle Drive (perhaps near the Alumni Avenue connecting point) would be a wonderful addition.

For many, biking or walking is not a viable option, and without an improved and more reliable public transit system, that doesn’t leave alternatives to daily commuting by personal vehicle. We need to recognize that increasing parking pricing alone cannot achieve a reduction in vehicles on campus without accessibility to alternatives.

It is not convenient for faculty and staff to bike to campus as there are limited dedicated infrastructure and facilities for commuters. UBC and Kelowna has taken great strides in adding the Bulman connection, rail trail access and John Hindle Drive access for commuters. It would be excellent to keep these maintained and continue to improve.

I live on Mackenzie Rd near Old Vernon Rd which is relatively close to campus, but the frequency of the 23 bus near my house doesn’t allow me to get home at a reasonable time. An option around 430 would be ideal.

Choices 1 and 2 directly remove barriers to non car commuting, making the options easier to adopt. Choice 3 would ostensibly strengthen transit options, and transit would likely routinely supersed active transport options for accessing campus; improved transit networks with staff and faculty transit passes would reduce any remaining barriers to adoption still further.

The potential for vastly improved public transit is there! The routes that exist provide fairly good coverage, but the frequency is terrible. Re: working from home, remote etc, flexibility is important, but students lose so much of the experience if they are not on campus.

I live in Lake Country and would relish cycling to campus (even in winter) however, there is NO SAFE LINK between Lake Country and Campue i.e. the Rail Trail is incomplete.

Because the buses are not enough to get everyone to campus - we need light rail transit or some other form or transit to getting to campus as it is out of the way in Kelowna. And remote working and online learning have proved possible and need to continue.

I’m happy that work has been done to connect the rail trail as well as to Glenmore drive however both of these paths just drop you onto very busy roads. the network needs some serious work to safely get cyclists from the neighbourhood they live connected to the good trails in-place. Currently riding on Glenmore drive is extremely risky as drives speed, drive on the shoulder and pass regularly. As well crossing Highway 97 at most locations such as Banks, Leathhead, Leckie, Dillworth, Cooper, Spall, Burtch and Gordon is extremely risky with little to no room for bikes other than riding on the
sidewalk! If you want folks to ride daily they need to be able to safely get to the trail network. Painted bike decals on road shoulders are NOT safe routes as many many drivers use these to turn, park or drive in! cyclists need designates or shared with pedestrian routes.

| Improving the transit system and accessibility will prove connections between everyone on campus. I also think picturesque, safe routes should be made for bikers and walkers. |

| I think more transit is needed near academy hill and I also think cheaper and more affordable parking should be a priority. Lastly, more support for online students is needed, seeing a advisor is near impossible near the start of the semester which is unacceptable. |

| Having public transport as a financial benefit with better service will improve it’s support throughout campus. |

| Improving the ability to get to and from the campus at a reasonable rate and time are every important |

| Both on campus parking pricing and the amount of availability is a current issue on campus Sustainability is also a very important issue |

| No matter what, I must drive to campus in my own car. Period. The University simply needs to accept that driving to campus is the only option for many people (faculty, staff, and students). |

| Parking services work in a hierarchy as parking lots closer to campus are far more expensive. Prices should all start at a even low price and let it work as first come first serve so it’s fair to everyone. Remote working has been a big part of school since covid-19 and it’s important to secure and strengthen it as much as possible. A funding mechanism for transportation would allow students that are can’t afford means of transport easier and less stressful as the transportation to campus should be the least of a students worries. |

| I believe that the top priority of the sustainability goals should center on the goal Advocate for Improved Transit Service, because the transit that exists in Kelowna is incredibly lacking in frequency and transit options. I understand that funding will be needed to Establish a Sustainable Transportation Program Office and address sustainable goals, so I chose Establish a Funding Mechanism. To add to this point further, I do not agree with increasing parking funds before setting up additional transit options. I believe Action 1.1 considers the available options prior to adding any fees for parking, which are already quite high. |

| Most importantly is ensuring access to and from campus consistently and reliably from more areas, I had to reject housing opportunities due to lack of transit to campus accessibility. Staff and Faculty should be able to access transit at the same price as students if we truly want to increase the usage and reduce individual drivers on campus. In order to achieve the above and all other goals we must then be able to fund them, busses and public transit is expensive. |

| Current parking costs are unreasonable and unfair, and since some people don’t feel comfortable taking public transportation amidst a pandemic, we need to see better options for online learning. |

| Money is everything these days so my number one option is to get funding. Secondly you must advocate to see if there’s even a want or need for improvement of transit and transportation. Thirdly is self explanatory it’s important to enable to use of transit |

| I chose the top three options because sustainable transportation should be the topmost priority. I believe this to be true given the effect transportation has on the environment and that fossil fuels aren’t a durable source of fuel. I listed improved secure biking parking as it could encourage more people to bike. That is beneficial as it improves one’s health, costs less for the individual, and has less of an impact on the environment. Parking pricing should be reevaluated for those that need their car as transportation. Paying crazy amounts of money is not good. |

| Because I travel 1 hr to get to school and 1hr back on the bus. |
These are what effects me the most directly

The transit service schedule to ubco is quite bad. The #6 only comes every hour... You’re either too early for class or you arrive late. There is also the chance that it fills up before it gets to you so then you’re screwed if you want to get to class on time. Plus, the buses are overpacked because of the fact that there’s only one every hour. My most pressing concern is getting more frequent buses for ubco students. Cheaper parking is always a good idea & that’s why it’s on my top 3. Those 2 are the only ones I care about right now as a commuter.

-The bus schedule/route for Quail Ridge really needs improvement
-Getting a parking pass was a nightmare this year and I was unable to
-Sustainability is important to me

Sustainable transportation is extremely important to me, and I think if UBCO started to plan this now, in a few years it could be a real possibility. Support for remote working is obviously something that wasn’t as pertinent as it is now, but due to COVID, I believe that individuals who do not feeling comfortable or are unable to work onsite should be given as many options as possible to make the situation easier for them. Support for online learning, teaching, and resources falls into the same department as remote working. Some people are simply not comfortable returning to campus yet, and they should not be at a disadvantage or have their education, research, or work suffer because of this.

Because I believe that the best thing we can do now regarding transportation is to incentive people to use more sustainable ways of transportation.

Since remote education and work is gaining normality, it seems no less than necessary to reinforce the convenience of these new means of daily life

There are still roughly organized and not detailed enough canvas modules and discrepancies between course setups, which I understand is inevitable between individual professors but I’ve always wanted to see more consistency. Also, I found that the cost of parking my car being more than my wifi bill per month to be unfortunate considering it’s not an incentive to take transit when my car is necessary for my schedule. And, sustainability is always a progressive goal to work towards and to improve.

-i feel the biggest issue with transiting to and from campus is the lacking transit infrastructure in Kelowna. Limited bus routes, infrequent busses, busses that stop operating mid day, and busses that are frequently late.

-i also think that the parking on campus is incredibly high and has become an issue for a lot of people that I know.

-giving staff and faculty the option to get transit passes would help reduce car use and also help support those members of the Ubco community

With the need to lower our emissions and improve social sustainability, I think improving and creating new sustainable ways of transportation is vital. Even areas like Quail Ridge that is a five minute car ride lack the appropriate sustainable transportation to get to the university. Though it is not on the university campus, adding lights and maintaining the Quail Ridge trail could improve walkability and amount of people who walk to school.

1. Because parking is expensive and hard to get. 2. It would make it a lot easier if we had more remote working especially when not everyone can working and afford transportation during covid.3. I feel like a lot more people would carpool or use the bus if we make incentives.

With the pandemic, I think it has been demonstrated that people are capable of working remotely with equal productivity as if it were in-person. That being said, there are people who require in-
person, and it shouldn't be financially discouraging from higher pricing and parking. I ranked these options based on these opinions.

I find that the parking pass fees are way more expensive than they need to be. There are so many parking spots offered that they don't need to be at such a high price range. OC in Kelowna offers parking passes that are only $230 for the whole year. Despite the high cost of a parking pass at UBCO they are often oversold so a spot isn't even available if you purchased one. More sustainable Transportation should be available to students to better the ecosystem and to allow parking passes to be more readily available to those in need. Many times I have been waiting for the bus and it has been too full for more passengers making me almost late for class. An improved transit service for students/faculty only should be made available to have a more sustainable source of transportation.

I'd rather study from home, but if I have to I don’t want to be gouged for parking. If I can study from home it would be great to have faculty and staff be able to do so effectively as well.

Parking has been very hard to attain this year. Both being ridiculously expensive and hard to get a pass. Online learning is extremely difficult and if we are still going to be doing it for a while, we need more help. I am also UBC staff, and remote work is also extremely difficult.

I use the bus everyday to come to campus.

It's very hard to get from downtown to UBC. It sometimes takes 20-30 minutes for a bus to arrive. It's also a huge struggle to get from UBCO to U-buildings or Veda and the bus doesn’t work on weekends, or also comes every 20-30 minutes.

due to all the consequences of online learning on students including the lack of predictability at this time, these supports should continue to be strengthened.

Transit is often the main form of transportation for staff, faculty, and students who do not have access to a car. Improving transit services will not only benefit these individuals, but reduce the number of cars on the road.

Sustainability is very important to me personally, and the pricing on campus seems like a bit of a dig at students. The price makes it inaccessible.

Transit is an issue for students, especially now with COVID-19. Parking passes for one term on campus are outrageous.

I think public transit is the most realistic option, since UBCO is far out of Kelowna biking/walking are not the most practical.

I think online school is a great waste to reduce waste and resources. By having people stay home and learn online, we help save on transportation which tends to consume fossil fuels and harm the environment. Furthermore, an online learning and working environment allows for more flexibility, more digital assignments (less paper) and more connection, since you can learn anywhere you are.

Reducing the need to commute would decrease strain on the transit system on all fronts; public transport, personal vehicles, cycling and pedestrian traffic. If people need to commute the commute should be easily accessible to all kinds of transportation methods, not just busses but for personal vehicles and bikes as well.

Always stay green and try to limit emissions.

I chose more sustainable options as being the most important to me as we continue to battle environmental damages. And no one likes rush hour.

Many students are coming from out of province and have no income to support themselves and rely on bursaries and loans but environmental issues related to transportation should also be addressed to improve transportation surrounding UBC’s Okanagan Campus.

I am a student and parking is sometimes a necessity for me therefore it is my top strategies.

I want to put my expensive bike right outside of residence so that I can bike everywhere. Being and learning in person is a must do for me personally.
As someone who largely uses biking to commute, it is important to me to have a safe and reliable space to leave my bicycle without worrying about not having enough room or having my bicycle stolen while I am away.

The transit service is pretty good already, but I think there could be more done. Parking pricing for students is also really expensive and I think the charges should be lessened.

I mostly walk or use the bus to get to school and leave school.

If people had a greater access to public transportation or even walking/cycling to campus I think more people would choose to leave their cars at home.

Making alternate forms of transport appealing through improved connections and facilities will have positive side effects of decreased congestion and environmental impact.

Online learning has been beneficial to me and I’d like to see that offered in the future as an option for any students. It also helps decrease transportation and parking issues.

If students and faculty had access to safe storage of their bikes and safer routes to and from campus they would be much more likely to ride to school/work. This would increase exercise levels as well as reducing the carbon impact. Parking on campus is expensive and unachievable for some students, including myself, however there is also no bus stop close enough to my house to walk to in Lake Country.

People will choose more sustainable transportation if it is made equally or more time efficient and reasonably priced.

I think there are many things we can improve on the way transportation is valued at UBCO. I think the parking pass prices need to be reevaluated, considering the amount students are in debt in our nation and because UBCO is a university with many students not living on campus. I also think after 1.5 years of living with Covid around this should inform the board of how valuable online learning is, thus making it more accessible no matter if a pandemic is around.

I don’t think the current transit service is good enough. My partner and I feel like it’s hard to secure our bikes when we have to leave them behind. We have expensive bikes. Parking is too expensive.

I think it’s important to still have community in person on campus. Thus I think it’s important that all more sustainable ways of traveling to campus are made more accessible to everyone whether living on campus or off.

As much as you’d like to be sustainable and eco-friendly, it is completely unrealistic to expect every person who comes to this campus to walk, ride, carpool, or use public transportation, even 10 years from now. The transit system in this town is an absolute clown show, and most of the drivers are awful people. (Move In Day 2021 I witnessed several of them speeding on campus, tailgating other vehicles, driving aggressively/intimidatingly, and even yelling at people.) Cycling is beyond dangerous due to terrible drivers, poor bike lanes, and poor weather conditions in the winter. The UBC Okanagan campus is seldom cleared of snow in a timely manner, and when they do show up, they just dump salt in giant piles and walk away. Add in the fact that bike theft is extremely high in Kelowna, and both the Monashee and Purcell Bike Rooms have been broken into and items stolen, even though these doors have been re-secured and beefed up multiple times. What if someone has a family emergency and needs to leave campus quickly? They can’t be expected to wait for a bus, or walk. People are already using their hard-earned money to pay for vehicles, gas, and insurance, and then you expect them to find an additional method of transportation, simply to come to work 35 hrs per week? Not to mention the cost of parking…. monthly passes are high enough, but the so called flex passes you offer for a certain number of days per month is just insane. Maybe UBC should look into having their own Park + Ride Shuttle service - provide off-campus parking along with a free shuttle to and from campus. Maybe UBC should also look into providing a staff pass as part of the employment package - while we USED TO BE well compensated with good benefits, this is no longer the case, and UBC needs to step it up to compete with inflation and similar jobs at other institutions.
I believe that updating the transit services should be a primary goal.

Sustainable transit is something I deeply care about and believe is the most important step here, I also believe that online learning approaches deserve more research, and pedestrian and cycling routes in Kelowna are very important.

The parking on campus is way too expensive.

Parking isn’t affordable for most students, many of which have no other choice but to drive to campus. Bus routes and times need to be conducive to the universities schedule to better support faculty and students. There is no incentive currently for most students to take public transit over driving.

For me as someone that had been through the studying model of online learning, I can understand the problems and issues coming from the lack of experience in online learning, and teaching. So to me, Improving on that idea is of the utmost importance to students as well as professors as the pandemic keeps going on.

The third strategy is to establish a sustainable transportation program office. I myself was first time stepped on campus for the first time in my two years studying here at UBCO. I felt a bit overwhelming with all the information about public transportations and potentially could lead to getting lost or having a problem with transportation. Luckily for me, my friend did help me out the first couple of days to get used to the transit system. So a suggestion is that an office specifically designed to help out students in transporting and also help students out with any problems regarding of transportation would be great.

Parking is way to expensive and the way parking passes were offered this year was very disorganized and makes it difficult for me to want to come to campus.

Sustainability is something to definitely work towards, creating a greener campus.

Active transport I haven’t heard much of but am interested in:

| 1) parking passes cost a lot of money |
| 2) more online classes requires more support for remote working |
| 3) similar to 2, with more classes moving online more support is required |

1. because of covid19 protection and having a number of students attending remotely
2. for students to feel more comfortable with commuting around campus
3. increase trust and comfort for students to use cycles around campus and downtown, also promotes an eco-friendly method of transportation.

A monthly bus pass is approximately the same price as a parking pass in one of the remote lots, so there is less incentive for using public transportation.

Buses are often full between 4:30 and 5pm and waiting for the next one is a 10-15 minute delay. More peak time service would help.
The pandemic showed people can be just as, if not more, productive working at home part of the time.

It is important to incentivize both students and faculty to ride together to campus through different programs, or to have other initiatives such as more bike riding. Ultimately if there was a better transit system in Kelowna perhaps there would be more commuting. The other alternative for more sustainability would be yes to create a stronger online learning environment for remote working/studying.

1. of course online learning reduces the total number of people who need to commute. This has obvious environmental benefits, but also reduces campus congestion which is great for anyone who chooses to attend on campus.
2/3. They are very much intertwined, as much as UBC can spend on sustainable transportation it is ultimately up to the students/faculty themselves to reduce their own environmental footprint. I think that more bike paths, and walking trails would encourage sustainable commuting, thus achieving 2 by implementing 3.

Even though schools are returning to in person classes, the pandemic has changed the course of education, and has opened up many online platforms for students and teacher. Working on improving the blend of technology for learning and teaching is the first because it is a direct priority of school. Establishing funding for transport is third because transportation is important, therefore helping students arrive to class, and get there sustainably is important, but before anything is done, raising awareness and establishing some funding is the first step.

With an improved transit service and a transit pass for staff and faculty, naturally, the increased availability and convenience of transit should encourage more frequent use of the transit system. In addition to this, supporting more remote working will make it easier for members of the UBCO community to schedule their transit times and work routines in a way that is more sustainable and effective. This allows individuals to avoid the many restraints put in place by bus schedules more effectively, further encouraging transit use.

As we move forward to a greener future cycling is a large part of what is going to make a difference and providing superior cycling options is important. Superior and more convenient transportation services will also incentivize usage and reduce individual emissions. Online services provide options for the vulnerable during health crises and to the disabled.

I believe that the parking passes and rates need to be lowered as not many students can afford them. Also, for those who are not able to drive to campus, need to be provided with better and more secure paths for biking and/or walking.

I live off campus and it is really convenient for me, there is only one bus that operates which is bus 13 and it doesn’t operate after 5:40 pm or even on weekends. I have to walk 30-50 min if I have class later than 5pm

Because I am a student, the top three strategies would be the most beneficial to me

Kelowna already has a good transit system, it just isn’t available to everyone yet. If it was more available more people would use it. Also, if people who are already quite close to campus in areas such as Glenmore and Quail ridge are more able to get to campus by active methods, it can reduce how crowded transit may end up being as UBCO grows.

I chose the top 3 strategies as I feel that in regard to the current situation on campus, it applies perfectly well to focus on these immediate concerns first.

Unfortunately people often need a self-serving reason for doing the right thing, hence my support for incentive systems. Improved Transit would helps students get to and from the campus more efficiently. Encouraging good ideas with funding should be able to produce some positive initiatives that might not require much money to put into place.

I believe that the parking pricing model should be updated to fit a student budget. I believe in advocating for improved transit service and improving pedestrian and cycling connections will provide relief to students who walk or cycle on campus.

Parking at UBCO is far too expensive and is unaffordable. People with tight schedules cannot use city transit and must drive and punishing students for having to work is unfair and unjust. For me personally, I prefer in person instruction so remote learning has been difficult. Offering initiatives that support travel to campus is helpful for students like myself.

There needs to be more public transportation going to the various locations near UBCO, including Academy Hill

Improve the transportation

Improve overall our online learning experience
Parking is far too expensive, especially considering how infrequently parking on campus is necessary due to online learning being utilized because of COVID-19. COVID-19 has made online learning and working remotely far more common these past two years.

My top three emphasize the importance of finding sustainable transportation to campus, ensuring that staff and students have a transit pass will eliminate stress and confusion, and improving transit service to can assist students and staff who already have too much on the mind get to campus easily.

The most common issues I see are students talking about how parking passes are very expensive considering the high tuition we already pay. Additionally, I hear people getting worried about their bikes being stolen, or I see bikes lying around with the wheels stolen, so more secure bike parking would be good. Lastly, more incentives to walking and cycling would be more eco-friendly and could improve the wellbeing of students.

Sustainable transportation is a paramount ethical concern in relation to transportation and the global climate crisis, while improving distanced learning and remote working reduces carbon emissions entirely in relation to transportation to and from campus, and this is also significant for many disabled students or staff/ faculty for whom transportation is much more difficult, expensive, and physically costly, reducing overall capacities for actual work or performance for such individuals.

Expanded transit (especially to pandosy/mission area), and more frequent transit can allow students who live further from campus (and in cheaper areas!) as well as make transit less crowded and more user friendly. With a dedicated office for sustainable transit, the goals of this initiative can be better monitored and pushed through as opposed to placing them on other positions where they may be ignored. This initiative will need to be funded in order to be effective.

I think due to the current condition of the pandemic, people may avoid using public transportation, and may prefer to walk or drive to the university. So there are some improvements that are needed walking and driving to campus. Especially during winter. The downhill and uphill walking from academy hill to UBCO does not feel quite safe, and the parking prices, without the parking pass, seem to be a little high to me.

As a student, I would appreciate being able to easily access the campus, as without a car the bus system is quite lacklustre. If that’s not possible, online learning would also be a great alternative.

I would feel like UBC is “putting its money where its mouth is” by providing more direct support for public transit for employees. Sort of like providing gym memberships, I would rather get paid a bit less, but be provided with transit pass/gym access and feel like UBC cares about our wellbeing.

because lots of students are broke and either can’t afford parking or have to walk, also online learning is important.

Online is much more prominent now a days so impoverish the online aspects is important. For those on campus, getting parking is also really important.

As someone who carpools, purchasing a parking permit is quite bothersome and expensive especially if it doesn’t guarantee a spot, I also don’t drive to campus everyday so part of the pass is wasted. Paying using honk mobile is a bit better but at $7 for a full day of parking just parking on campus for a week is already $49 dollars. Parking should be cheaper and first come first serve if not have a free lot.

Environmental impact is of major concern. With the large volume of people travelling to the same destination everyday, it is of importance for us to find ways to reduce single occupancy vehicles coming to campus. We must find more sustainable ways to operate. As with any initiative, this requires funding to make a transition from status quo to a new way.

All of these top 3 initiatives promote active transit, specifically cycling, which is beneficial to people and planet!
By making clean and easy transportation more accessible, it will be much more likely to become the norm. Additionally, incentivizing active transport will encourage people to start.

<table>
<thead>
<tr>
<th>U-pass is super useful, staff should have one. Many of my friends complain about parking. I feel like it is overpriced. During covid, working remotely prevents the virus to spread.</th>
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</thead>
<tbody>
<tr>
<td>Although it’s important to improve sustainable transportation, focus should still be on ultimately benefiting those using the transportation. Finances are undoubtedly the most important factors that must be considered before taking steps towards the other strategies.</td>
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<tr>
<td>I chose my top three strategies on the basis of scope. By creating a means to generate and organize resources, the university will readily be able to adapt to future needs. This, keeping in mind the university’s and the city’s growth rate.</td>
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<tr>
<td>Parking pricing is extreme and unsustainable, especially for students in financial hardship due to the pandemic. Strengthening support for online is extremely important for academic success, while the other strategies focus on non-academic ideas. Sustainable transportation is important for the climate.</td>
</tr>
<tr>
<td>Being able to park on campus is easier for many people especially if they live in a remote areas where busing is limited or none. The transit system in kelowna is lacking compared to counterparts or Vancouver. Students need a safe way to come and go from campus and sometimes they transit system lacks that.</td>
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<tr>
<td>these collectively work to help everyone by contributing to all various ways someone may access campus.</td>
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<tr>
<td>Direct incentivization of community members to use non-auto transportation seems like it will make the fastest and most efficient impact on promoting sustainable transport.</td>
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<tr>
<td>The top three strategies were chosen based on the below factors. I have also included possible barriers/rationale to overcome in order to achieve them.</td>
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1. Staff whose only mode available is to be on-campus full-time would benefit from a subsidized parking fee model. While the goal to reduce emissions is long overdue, UBC-O is essentially a commuter campus given the amount of staff and faculty residing outside it’s immediate sphere. In particular, there is no transit route that services my particular area so single-use car is the only method available. The distance is too great to cycle, my schedule too hectic to car pool, and the suggestion to drive to a transit route and leave my vehicle unattended on the side of a road is quite vulnerable and stressful.

2. Advocating for hybrid and remote work models would lessen the burdens discussed in point 1 but would bear repercussions in terms of having dedicated spaces available for on campus days, of which there is a severe shortage.

3. Advocating for improved transit services that join smaller communities and offer enough time options is ideal, but may not be possible due to low ridership/cost models.

A sustainable Transportation program is highly necessary, as that would lay down the foundation and help in commanding other aspects of the plan. A sustainable funding mechanism is of great need too as it should be set up in a way where the fluctuation of funds don’t impact the facilities being provided. Pedestrian and cycling connection if improved would provide a cost efficient and better way for people to travel without having to worry about receiving improper directions.

<table>
<thead>
<tr>
<th>Improved transit service would incentivize people to use it.</th>
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<tbody>
<tr>
<td>I believe that these top three choices will be overall beneficial to the UBCO community.</td>
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</table>

Improved transit and parking is most important to me

To help provide more transport options to get to more places.
The transit in Kelowna is infrequent and has few routes. I think active and sustainable transportation (including public transport) is key in both university and city development, as well as moving away from a car-centric view.

Though I’m a commuter student who has no option other than driving to campus, I think that making it easier and safer for people to cycle and bus to and from campus is a really good idea. The easier it is for people to get to campus without driving, the better. It reduces emissions and takes pressure off of students to find parking and pay for vehicle maintenance/gas. Support for remote working would be really great too since many students struggle with disabilities etc. Even in non-COVID times it would probably help reduce the transmission of cold and flu viruses if students and staff could do their work from home on occasion.

Sustainable transport systems have high potential to impact a larger part of the greater UBC community, and even the city of Kelowna.

For people who are at home doing classes, there should be a lot more help for them. Now that everyone is back, it feels like the rest are forgotten about. I also thing updating the parking price model should be lower on the scale because the more expensive the pass the more people will carpool.

I chose my top three because for one I think having funding for sustainable transportation is very important because everybody needs ways to get to and from school. I believe if we have more support for remote working students will have a less stressful time getting their schoolwork done and will become more productive. Finally for my third pick I chose improved transit service because I think we should be able to get more buses coming to and from the school more frequently and maybe more in the evening for students with late classes etc.

I like to bike. Some days I have just one class, and on those days I like to just stay home and attend classes remotely.

To help better the student experience as a whole and get our money’s worth Transit in Kelowna is not reliable and it has very limited hours for routes that are not 97 or 8. There is no Glenmore frequent bus for students. Everything is too far away from campus as well.

#1 is important to allow staff to get to work in a more sustainable fashion, reducing traffic and emissions released #2+3 are important because sustainability is the key to improving the future with less pollution etc. due to less cars

Funding will help support an improved cycle path from all areas of Kelowna. I would also be very likely to take other modes of transportation if there was a specific staff pass.

1. The transit is not very consistent, and makes it hard for students to plan with class schedules.
2. There should be more ways for students to easily get to and from campus that is not by car or bus. Better routes would help.
3. Students would benefit from a place/office that encourages and educates about sustainable options. The more sustainable the school can become and encourage people I think the better.

Public transit improvement is most important to me. Buses are often early/late or too full to even pick me up, which has made me late for classes on numerous occasions. In the dead of winter I’d say it’s a health concern, to be left at a cold bus stop for so long, waiting for a bus that isn’t overpacked/full. I would not bike to campus unless there was an easy and secure place to store my bike (that isn't costly), and incentives would help. Faculty and Staff would benefit from having transit passes, and this would help students with campus jobs reduce their university fees (assuming these faculty passes are free). It would be an incentive to take the bus more often.

Parking prices aren’t sustainable for students

The only reason I need my car at all is because the bus to my apartment doesn’t run past 5:40 PM. If the path home was lit or a bus ran, I could reasonably stay on campus later, and even safely transfer home through the campus from elsewhere in the city.
Personally, I have a vehicle so parking is more important to me than transit or cycling. My personal life takes me away from Kelowna and having more online options for education is something that interests me a great deal.

the parking passes are extremely expensive, sustainable programs to help the environment are super important, and remote learning is so difficult!

Public transport can definitely be better at UBCO and sustainable transportation systems are important for our future.

1) People are more likely to do anything if there is money involved, hence me filling out this survey.

2) Tuition is already expensive, parking prices do add up so reducing this should make somewhat of a difference.

3) This is better for the environment. Less pollution from cars.

Parking prices should be reduced in price or at the very least make some of the parking have an option for one hour parking. Some students only have one class on campus but have to pay for at least 3 hrs.

Many people who attend UBC Okanagan use the public transportation system as their main source of transportation, a more sustainable option (such as electric) would improve air quality in Kelowna. Many students and most professors drive to the university, parking pass prices are incredibly high in comparison to other schools and force many to take public transportation instead. Transit service in Kelowna is fairly well run, with buses coming rather quickly, however many routes may only have one bus every hour which makes transit to other places unfavourable.

Top priorities chosen due to directly service oriented nature of selected options.

Busing needs to improve in Kelowna. More routes and more frequent buses are key to independent living when you don’t drive a car

My top three choices are based on the fact that financially incentivizing use of public transit in addition to improving said public transit would, the way I see it, be the most convincing ways to encourage use of public transit. Finally, improving secure bike parking and facilities for cyclists would help people feel safer making their investment in a bike instead of a car.

I feel like they are the strategies that would have to most impact on me, as a student.

I chose these top three because they are the most likely to effectively impact/change our current transit situation with ease. More support for online learning, teaching, and working would cut down on the number of trips and/or limit the number of people needing to access transit daily.

the transit system is poor and it causes people to be late to work/school. Due to its inaccessibility, it is essential to offer work-from-home and study-from-home options as there are sometimes days when people cannot get on public transit on time.

I think that the university has done a good job with support through the online learning this year with covid, but I believe it still could be better with more resources and better teaching styles.

I think it’s important to save the environment and find new ways to do better.

I believe that the transit system could be improved in a few ways. For example, there have been a few occasions where there was supposed to be a bus arriving, yet it didn’t and I ended up riding the next scheduled bus. I also think that an incentive for more people using transit is to simply plan better bus schedules. In an area where I used to live, the bus only ran every half hour during rush hour times, and hourly the rest of the day. It also only ran until 8PM. This is not great for students as midterm exams often go until 9PM or later.

1. I am not made of money. I don’t have the money to insure a car, fill it with gas, and park it at the university for $700 for 7 months.

2. Considering the challenging times we now live in, being able to learn and work remotely is a
luxury. If I come down with covid symptoms I’ll be contained within my house. If we didn’t have the
developing technology we have now have at the university, I might have to drop out if I had to stay
home for two weeks.
3. I travel to the university most days of the week. From my house, I’m spending an hour and a half
on the bus one way. Considering how often I need to travel, I think there could be a better system in
place.
It is because there has to be change in the transit system. there need to be improvement
The parking is expensive and makes it hard for students to commute to school especially since the
busing system in Kelowna is not great. It’s hard to bike to campus due to poor lock up systems.
Public transit is a service that many people use and rely on every day. Depending on the city, transit
services may be poor or decent, compared to larger cities. While it is understandable that the
Okanagan does not have as high of a demand for transit services compared to the Lower Mainland,
it is a service that many students and staff rely on to get to school. Punctuality is very important in a
school/work setting, and when a bus comes late, it is inevitable but it would be appreciated if
people were notified and given an estimate of when the bus will arrive as this allows them to make
the proper arrangements. And as students and/or staff, it should not be a financial concern. While
attending such a large institution, I believe that the option to take transit should be an option for
everyone and at an affordable price.
The transit in Kelowna is fairly poor, especially the number 4 along Academy Way (that bus is
consistently full). A major reason why I ended up commuting in my own vehicle to campus was
because I had a lecture end at 8:30pm during the second term of the 2019/2020 academic year. As
a women, I didn’t feel safe walking up the the hill in the dark, but there wasn’t a bus going up the hill,
so I commuted. If additional funding was provided, transit may be improved. Individuals typically
respond well to positive reinforcement, hence my third place selection of enabling and incentivizing
active transportation and transit.
Likely all staff will be traveling separately and may want to save gas by taking the bus and walking
might be to far for them
One of the reasons i dont bike to school or even think about buying one is because i dont know
where to store it plus i dont want it stolen
driving is still very convenient and more reliable than a bus but most people stress about having to
pay such a high price for a spot that might be stolen by someone else. Alot of the time i take an
earlier bus just in case it donts come so i can take the next one.
An improved transit service will greatly improve student transit. Growing up in the Lower Mainland,
transit was always reliable. Busses every 7-14 minutes on weekdays and trains every 3 minutes, it
was hard to be late for anything. Here in the Okanagan, busses are in 20 to even 80 minute
intervals. They also tend to be late by a good 10 minutes. We must advocate for better transit for all,
especially for students living off campus. Support for remote working and online
learning/teaching/research is even more important now that we’re in the middle of a pandemic. It
also helps students and faculty with busy lives handle whatever’s on their plate. Providing further
support for these services can greatly help save time, money, and energy.
I chose them because it will impact people a lot and from not too far from home. It will not only help
people be more comfortable but also change how people live in the future.
1, transit can be expensive, so creating a fund could be super helpful
2, not everyone can go to school at this time, this could assist people when it comes to distance
learning
3, parking is a little expensive, especially for students who are only working part time and unable to
take public transportation
I think better, faster and more regular bus service is needed, but if walking or cycling was better, the buses would be less needed. I am also concerned that parking will be too limited in the future for cars.

Online help can be challenging so supportive assistants to facilitate random related questions is important with no judgement or loss of focus.

The number 90 bus linking Kelowna to Vernon needs to come every half an hour instead of every hour because of class times.

Remote working can be difficult and related to my first choice because online assistants are very important for a students success. more teaching assistants would be helpfull.

These are the most environmentally sustainable, are less long term cost oriented than options like an office and it will insensitise students to cycle and walk more eliminating part of the driving problem.

As a student, online learning is something I deal with daily so to me it’s the most important to have impactful strategies for. After that, having a cost effective parking price model is my next concern with classes being half online and hopefully going to in person learning. For the third one I think it is important to help out the staff and make passes available for their use, if it can’t be a parking pass (which would be more useful) than a transit one might be the next best thing to help.

Transit services are one of the key mode of transportation for students, given the U-pass privilege. By increasing the frequency of buses going to and fro UBCO, it will definitely improve students’ transport experience.

Stolen bikes on campus happen so often, people just don’t want to leave their bikes unattended and therefore don’t bring them to campus. Online learning (especially for classes during rush hours) can reduce the crowding in public transit.

Shouldn’t have to pay for parking when already paying to go to University...
If a funding mechanism is established progress will be made towards overcoming transportation challenges.
If online working is supported less people will have to commute to campus everyday.

Transit service in Kelowna, and to and from campus could use some miss work. There should be more (frequent) buses especially to academy hill. The last bus on weekdays also end pretty early so you don’t have a bus back after a late movie.

Enabling and Incentivizing Active Transportation and Transit will ensure that most of the growth in trips expected in the coming decades occurs via active and sustainable modes (e.g. walking, cycling and transit). The foremost requirement for this is Improving Pedestrian and Cycling Connections and Improving Secure Bike Parking and End-of-Trip Facilities for Cyclists.

As more students enrol into the UBC Okanagan campus, the need for transportation to and from places will drastically increase. While the need for a better transit system is needed, I also believe that the need to establish a sustainable transport system is very important. When creating new and improved transit systems, the environmental impact must also be considered.

As a computer science student, I had the first 3 strategies in mind because of time management, online learning priorities, and also living off-campus at academy hill.

For students without a personal vehicle living off campus and specifically those not living on Academy Hill, transit/public transport can occasionally be complicated and sometimes lacking. For those working remotely or far from campus, if improving current public transit services is too complicated, a potential solution is continuing to improve online learning and resources, especially during these uncertain times.
As my main mode of getting around is bus transit and active transport (for me walking), I feel that establishing better transit and pedestrian access to, from, and on campus will not only make it easier for me to get around, but also other students who travel in a similar manner to myself.

Many students are living off campus and without a vehicle, which makes the transit pass essential to get to and from school safely. Others may choose to use active forms of transport such as biking or walking, which means there needs to be the proper infrastructure. It also plays into the environmental aspect, where if the infrastructure is good enough we can encourage less personal driving and limit the amount of vehicles on the road.

Climate change is changing our lives dramatically. People MUST begin using alternate modes of transportation. When nature suffers, people suffer more transition to and from campus needs to be facilitated for the entire university community; this requires improved schedules for transit access, but also improved access to single motorized vehicle alternatives (cycling), in safe settings. The cycling paths that exist are good, but could be improved by increasing the scope (e.g., those cycling from Lake Country have no choice but to cycle on the highway, or on Glenmore; both options are treacherous).

Transportation is a major polluter so prepping a fund and a program office for sustainable transportation is crucial for our planet. Pedestrian and especially cycling connections can be dangerous if not established properly, so improving this could help avoid accidents.

If it were available, more students would choose to use public transport to get to school as opposed to their cars if certain buses came more frequently. Such as students who live on academy way, if the 4 bus came more frequently there would be no need to take a car and pay for parking on campus.

Although I have a car of my own, I bike to campus about 3-4 times a week, because of the cost and demand of parking. I believe there should be at least one lot in which students do not require a pass, on a first come first serve basis. Furthermore, paying about $600 (from what I’ve heard from other students) just to get to school is quite ridiculous. We are already exhausting our finances on tuition, rent, groceries, gas, and other fees.

If cheaper parking is not considered, quicker and more effective biking/walking routes should be developed to aid in student transportation and physical activity; I am an 8 minute car ride from school, but a 25 minute bike ride away. Not to mention, it is difficult to dress for the weather as I am either freezing (from going downhill) or having difficulty breathing and overheating (from pushing uphill).

There is not frequent enough transit routes for people to take and therefore there is too many people who have to come to/wait at the university for hours before and after class. There is also not enough parking space to accommodate for people with vehicles, and the pricing isn’t manageable for most students. So if you’re not rich, you can’t drive and park at the university, so you’re faced with the only option of having a poor transit system that forces you to walk far distances and wait for extreme lengths of time to get to and from university. So it only benefits the rich kids.

1- alot of the courses are online so a better and improved platform will to a long way 2- most of the students have to walk and/or cycle around the campus so it should be made more accessible 3- most of the students take the bus to and from ubc so care should be given to the transit service

With the pandemic, remote work is so important which is why I chose 1 and 3 to be at the top. Pricing for parking needs updating and reduced. Students already pay thousands to go to school, they don’t need to pay hundreds to park as well.
I think (optional) online work and school is the way of the future. I also think a constantly improving transit system is the best way to improve transportation to and from large gathering places such as schools.

End goal on importance for me is to have better transit services, remote working, then cycling. I don’t bike

**Sustainability is very important in order to move forward into a greener future.**

I think it is important to improve and promote the availability of safe and more accessible public transit.

Advocating for better transit, increasing funding for sustainability, and offering an incentive all seem the most important in improving the transit system at the moment.

1. Kelowna has a terrible bus transit system that is not improving and expanding at the same rate. Kelowna’s population is growing - especially undeveloped in the mission and upper mission areas.

2 and 3. I enjoy longboarding so having more places to ride around campus would be fun.

**Sustainability is important, improved transit service has been talked about with no serious change yet, an office for transportation would be useful for many students and staff**

I got a car for this semester because it gives me more freedom in Kelowna. If the transit system were a little better or if I had more incentive to transit, I would.

To be blunt, the public transit in Kelowna is really poor. Coming from Hong Kong, I would love if the transit service could be improved and brought up to the standards of public transit in other parts of the world.

Secondly, I always see complaints about bike theft, a concern which I think deters a lot of students from cycling as a mode of transport. More facilities to ensure safety and security might ease students’ worries and improve active transport.

I understand money is a huge factor in whether plans like these actually manifest, so a method of securing funding is essential.

WFH not only reduces emissions but also saves time and increases productivity. I am able to bike to work (live in Glenmore) but there is so much bike theft and I had to buy a locker to be able to shower on arrival. Also WFH means I have to transport more equipment from home to campus (laptop, keyboard, headset, etc).

**The remote working and studying is important currently because due to covid, it has become an obstacle to attend school for some.**

The price of parking on campus is insanely high and very unreasonable for students, our teaching and learning supports need to be the forefront of priorities because that’s why we’re all here, and remote working is a very efficient way to do things so it needs to be supported.

I choose these three because pricing for everyone is too expensive. The school system has been taking advantage of the students for the past year and a half over the pandemic decreasing the values of classes but increasing tuition costs. Also, I was a student RUN OVER BY A TRUCK ON CAMPUS and nothing was done to help me in that situation when I had to undergo surgeries be in air casts, etc and getting to and from class was terrible for me. I think pedestrians should have the right to feel safe and have the priority but that is not the case.

The public transit system in Kelowna as a whole is subpar. The public transit system to the UBCO campus is absolutely terrible considering the size of the city and the size of the UBCO student population.

Transit service needs to improve FIRST. The other strategies will not succeed without an efficient transit system that considers access to the UBCO campus as a high priority.
I chose the top three strategies due to the fact that I am a nursing student who requires a vehicle to transport to and from the Kelowna General Hospital at hours that public transportation isn’t available (5:00 am). Since public transportation is not available for us, we are required to bring a car on campus. The catch is that we aren’t reserved any parking spots, so now I have to scramble to try and find a parking spot to be able to successfully get to and from my clinical practices. We were only notified in Mid-August about the lack of transportation, parking spots and the need for a car. Being from out of province, this puts a lot of stress on me because I will most likely have to carpool and rely on other students to make this work.

The first 2 relate to online learning. And even though online learning sucks, sometimes it is necessary. I had my wisdom teeth removed this week and needed to stay home, some of my profs had good online courses. Others are awful. Also, by making online classes more accessible you reduce the carbon footprint of people driving to the university, whether it be there own personal car, or public transit. The third choice is improve transit because it honestly is garbage. The bus system is so unreliable, I have waited for buses that never arrived, and been on buses that had to swap because of mechanical issues.

I believe that by improving safe pedestrian and cycling connections, individuals will feel more safe to transport to the university. Additionally, in winter months when walking or cycling may not be feasible, transportation should be accessible to staff and students who require it.

1. Parking is extremely expensive, making it inaccessible to many students who are unable to find housing along bus routes.
2. Bus routes such as #4 and #6 are always full and sometimes you are not able to get on, especially around 2-5pm when most students are leaving the university for the day.
3. Focus on sustainable transportation will benefit both transit and driving students.

Be able to opt out of bus pass if you live in walking distance and make parking or bus pass free we already pay so much to go to school it should not also cost money to get there

The obstacle is once you get to campus. Minimal to no bike parking, even less secure parking. No faculty shower facilities. To ride in, work out, shower and go to work was what I lost when I moved to UBCO. It was lost because no bike storage, I have to pay for gym use and shower with students. Yucky.

Transit needs to be a convenient option for drivers first. The convenience will always surpass any use of transit, especially during covid. Then incentivize use of transit making it more appealing to both regular transit users and drivers. Lastly, don’t penalize drivers for driving. Give them better options when it comes to paying for parking. Payment plans would be incredible... lower costs for carpool, etc.

I think it is crucial to encourage the use of public transport and other eco-friendly options, especially now as the population of our city is rapidly growing and so many people are choosing to drive due to the inconvenience of other transportation methods. To convince more people to opt for public transit rather than driving, it’s important that the transit service is improved and that more pedestrian and cycling connections are implemented.

Strengthen Support for remote working (1) / Strengthen support for online learning, teaching, and research (2), AND offer staff and faculty transit passes (3)

During this year, I was able to save so much money not driving back and forth to campus. This was incredibly appreciated as why I have chosen these descriptions as my top 3.

I believe these support sustainability while at the same time allowing for people to come together. Remote learning and teaching is good, but I don’t think in-person interactions are critical to many aspects of education.

Parking needs to be less expensive for staff
I can’t do my job if I can’t park on campus. I can’t park on campus. I didn’t get a parking pass. There are no buses from my area.

I’ve been staff for 5 years and during that time I’ve taken public transit. Currently I drive to the bus stop, park there for the day, then take the #8. This is preferable to the stressful jockeying for a parking spot every morning and avoids the avoid commute on the highway. For this reason, I would love a staff transit pass.

I strongly believe that additional, safe and secure modes of alternative transport are the key to increasing non-car transportation models. I strongly disagree that supporting remote/online working or learning is what UBC should be doing.

Getting people out of cars and off of the roads is key to any sustainable transportation plan. Better transit connections for staff, faculty & students during the term and incentives for leaving cars at home are vital.

Prior to covid-19, I mainly took public transit and use my bicycle to get to campus, even though I own a car. Bike theft is a problem on campus, and thus, I have been storing my bike in my lab space to prevent theft. This is not ideal, and the facilities to shower after a commute to work are lacking. The transit routes are also not great compared to other larger cities that I have lived in. Buses in Kelowna are often full and don’t have capacity for all riders, and there aren’t many options of routes. Having “express” routes would be great to get to and from campus. Remote working is going to be more prevalent, and there needs to be supports in place for this to be an option.

Not having to transport to work every day is an obvious way to reduce high impact transport. Incentivizing and enabling to me covers the improvements and funding pieces. parking model is outdated and prices continue to increase.

Improved pedestrian and transit access will be most impactful to this goal.

1. Remote working has seen a lot of benefits for staff mental health and should be promoted more. Right now there is no messaging around this and many supervisors and requesting a return to office even though it will negatively impact staff mental health and potentially physical health with the pandemic.
2. Most post secondary and higher education institutions provide a reduced cost for transit passes. UBCO should do the same.
3. Right now UBCO is VERY car-centric. There are issues with parking and issues with parking supply. Now more staff are being moved to locations slightly off campus where transit is next to impossible to access (ie. busses come every 45 minutes)

UBCO should advocate for better transit but also actively encourage students, staff, and faculty to take other methods of transportation.

These are all good options but I think the most effective things would be improving transit and making it a more viable option for people. I think a lot of people would take transit if it were faster and more frequent, and knowing that buses won’t be too full (for covid-19 concerns). For a campus that is so far away from where most students live, I was shocked at the lack of decent transit options, and how many people drive. Also by making parking more expensive and encouraging at least part time remote work, active transport/ transit it will at least encourage more variety in the ways people commute and how often they need to go to campus.

The frequency of buses in major route seems to be less, specially during the weekends. Kelowna’s residence are not confident enough to rely on the existing transit service. People will need subsidized mode of transportation to leave their personal vehicles. The incentives should try to match the compromise people make by not using their personal vehicles.
Improved transit service - Especially from those outside the Central Okanagan, transit can be frustrating due to long commute times, infrequent trips (both the buses that go directly to UBCO and connecting buses) that result in a lack of flexibility when it comes to the need to adjust work hours, and uncomfortable trips on very crowded buses that can become a safety concern (both due to the pandemic and the general safety of spending long periods of time standing on a bus that is travelling at highway speeds).

Strengthen support for remote working - the single biggest factor that has allowed me personally to reduce my carbon footprint is the transition to primarily remote work. I would hope that remote working is also increasingly supported especially when it comes to collaboration between campuses.

Improve secure bike parking and end-of-trip facilities for cyclists - though I am not personally able to cycle to work because of distance, cycling is my primary mode of transportation everywhere else, and the lack of parking is one of the biggest barriers I experience. Especially somewhere where I would be leaving my bike for the entirety of a workday, secure parking would also be very important. End-of-trip facilities are also important especially for those who have a longer ride.

Note that the crowding factor on buses can be a barrier against combining transit and cycling when commuting to/from work - during peak times the bus bike racks fill up very quickly.

Finally, although I did not select the faculty/staff parking pass in my top 3 (my belief is that those who need/choose to commute by transit will do so regardless of whether or not a pass is offered) I am fully in support of this option being provided.

If your plan does not address the issues around transit and time to work, it is doomed. Sorry to be so brutal, but this is why enabling and incentivizing active transportation and transit is key. Safe, clean, and preferably under 20 minutes to work. If it is above that, then a ten minute differential between transit (more) than car, will mean the vast majority will go with the car.

The COVID-19 pandemic has shown the world how people can productively and efficiently work from home. This has also had positive effects on people’s mental wellbeing. Continuing to promote working remotely is beneficial to the environment as well as to staff.

The transit in the Okanagan valley is currently very challenging to use. The bus from UBCO to Vernon only runs once an hour in either direction, and passes are so expensive that it makes more sense financially to carpool than take the bus.

I live in a rapidly growing area within 10 km of the campus that has NO transit service!! Improved transportation options will be critical between the downtown and main campus for students, faculty and staff.

If I wish to go to the University, or my partner does, the present system is: a. much slower than by car (too many stops), the system is overcrowded, and the system is not particularly clean.

My top pick would be increased support of electric cars and carpooling as I live far away and not on a bus route. I have recently bought a fully electric car (as soon as I could afford it) to reduce my carbon footprint. In addition, I am currently driving 2 other UBCO members who also live remotedly, so am car pooling. I’m hoping that all of this is encouraged and supported in the future.

Remote work is one of the only options to really reduce commuting, because a lot of people live in locations where the bus doesn’t run, doesn’t run frequently enough to make sense, or requires numerous connections, or where busing or carpooling doesn’t align with the drop-off of children. This also feeds into why I have selected improved transit service. It shouldn’t take an hour to get
somewhere when taking the car takes 15 minutes. People won’t take the bus if it takes them 3 times as long. As soon as a connection is required, you have to add 15-30 minutes to your commute to allow for delays to make sure you can catch your connection, which wouldn’t need to happen if the buses ran much more often. The current staff/faculty pro-pass doesn’t make sense if you are working part-time in person only. The pass is still too expensive and only evens out if you take the bus every day. If you aren’t working every day, you likely aren’t taking the bus every day, and therefore the current pro-pass doesn’t make sense for anyone working from home part-time because it’s more expensive than single fares by a wide margin. I would love to see a transit pass that gives you a certain amount of trips per month that is more inline with part-time work, and a significantly reduced fee than the current pass which assumes many more trips. I have also put update parking prices at the bottom because I think it is problematic to increase parking for those who may not have other options (how can you take the bus when you have to drop off children at various schools before arriving to work? how can you take the bus when you have certain disabilities, or are immuno compromised?). It is predatory to punish people for driving who don’t have other options. If you want people to commute in other ways you need to focus on improving and incentivizing those ways, instead of punishing people for doing something they may not have other options for.

1 -- the infrastructure needs to be present and frequently updated for people to be able to travel to UBCO easily
2 -- there should be no risk of one’s bike being stolen from UBCO, otherwise people won’t be willing to bike there
3 -- staff and faculty should have discounted transit rates; this will lessen costs and incentivize them to use transit. In addition, the pass should be valid for the entire year (including summer), since many students (such as Master’s and PhD students) will be taking transit in summer, too.

All the strategies rise or fall with funding, hence funding the initiatives is a top priority. Secondly, if students, staff and faculty are not incentivized to own and participate in these strategies, it becomes a case of forcing a horse to the stream but being unable to force the horse to drink water. Thirdly, a huge incentive to sustainable campus transportation is making remote learning and working a viable option. This option will drastically reduce the need to commute to campus and be a win-win for everyone.

Though public and active transport may be the most idealized mode of transportation for those who access campus, they are not always feasible for all users. I believe it is important to offer flexibility to those who have families, complex schedules, other commitments, et cetera, so that they are also able to partner with this initiative. I believe that strengthening support of remote work/learning is an important factor to consider when thinking of the diverse needs and abilities of all users.

The transit service definitely needs to be improved, it’s a no-brainer. The pandemic has shown us that a lot of university activities can be effectively done remotely, so that will be a way to reduce commute to and from campus.

A UBCO Transportation Plan without a staff/faculty U-Pass is a failure. This plan is suggesting the same old unsuccessful 15% ProPass that we have had forever - which doesn’t work. Show more leadership and get a full U-Pass; we have already given you all the data, the surveys, the business model - climate leadership is critical - UBCO should lead the way, not follow. A community revenue model works; and, stop talking about it as a ‘discount’ (that is unless you want to kill the idea). I expected better folks. I spent time and effort providing input; now this bottom line driven lack of courage has defaulted to bottom line conservative decision - no environmental leadership. Internalize the externalities and you will see UBCO succeed; failure to do so, we all lose. Clearly a waste of time and effort on my part to get involved. Very sad day, you can do better UBCO leadership, I’m very disappointed in your lack of courage.
Please consider that not everybody is willing to switch to public transportation or biking/walking. There will always be students, faculty, and staff that will prefer driving to work.

We need to offer ways to travel less to campus. Car Pooling is missing from your strategy. This is what will make us change because my neighborhood does not have transit and it too many hills for me to do safely.

I would have biked more often but the bike paths to the university are crowded at peak times, and the roads are terrible, there is only one bike path direction that feels safe (rail trail) and if you try to come the back way you risk your life on a lot of the turns on Glenmore; there are no meaningful trails that come from other directions, for example nothing from Lake Country!!! (this is ridiculous!!!) and although some people do hop over fences with their bikes to connect trails, a properly maintained trail would mean a lot to cyclists; ALSO when I used the bike-showers on campus (e.g. in UNC) the drains often were plugged, even though it didnt look like the shower had been used for a long time, so I ended up standing in a puddle and its hard to put your clothes on like that; the shower in the EME bathroom seems to be locked now, I’d love to know why, and the bike parking areas are often really full (the ones inside the buildings are where I feel the safest leaving my bike). So there are inherent disincentives to cycling to campus for folks who want to. The fact that we do not clear the bike lanes in the winter or do anything to try to ensure that cyclists can still be safe and actively commuting in winter is a shame too. I am grateful for the bike racks on the busses, but these only fit two bikes at a time, so if we want more people cycling, we need to be thinking about that too.

I believe that UBC will require a team to solely focus on and implement this work rather than be a portion of another unit’s duties. I would also highly support active transportation methods as this also supports the Wellbeing Strategic Framework and UBC Okanagan’s Physical Activity plan.

If there was incentive to take public transit rather than drive, more people may be willing to use that service. That has to go along with improving the transit service as often the busses are too full at peak times. Cycling options have significantly improved over the last few years, as a cyclist I appreciate that, however I think improved safe ways to lock a bike up on campus is needed. the cost of the lockers is a bit high...where is the incentive? and there are not many of them to book.

I have the bottom two in their place because we already do these well, IMO.

End of trip facilities - showers, lockers that allow wet clothing to dry during the time one is on campus, ... - are important. Absent these facilities, my office ends up smelling like a musty gym locker in the winter, when I need to dress warm to ride. The lockers in the gym are fine for storing athletic gear used in the gym, but not large enough and/or don't have enough air flow for a large amount of wet clothing. Secure, dry, warm bike parking as well. Wet locks freeze up in winter, as does snow and grime that gets stuck on ones bike during the ride in. The storage needs to be above freezing and dry, so that bikes are in a usable form when one rides home.

The parking price model should prioritize car pools. Might need some form of auditing process to ensure that those using the carpool priority spots actually are car pools. Pricing should also be used to incentivize the use of transit. I.e., it should be far more expensive to drive than take transit. This needs to account for the fact that transit is slower than driving, and therefore the price differential needs to in effect ‘pay’ people for the additional time it takes to use transit.

I believe if we make public transit more accessible and available for staff and faculty they will take advantage of it.

Active transportation and and transit reduce carbon emissions
Bike parking makes cycling more available since there is more space to store bikes during class
Staff and faculty have many parking lots and taking transit would create more available parking and decrease emissions
Remote work is working very well and I believe staff should be given options. Prior to Covid, I would have rode my bike every day however bike theft is so common I was too scared to leave it even locked up with a premium lock.

As a cyclist, extra support from the university would be most welcome. Having access to cyclist-friendly roadways and end-of-trip facilities would increase the safety and comfort of cyclists commuting to campus.

Offering a transit pass is a cheap way to reduce traffic to campus and having somewhere secure to keep a bicycle on campus is necessary. The first choice will help cover the next two.

I live in Vernon, the amount of traffic has quadrupled in the 15 years due to housing prices being cheaper than Kelowna. More people (younger) continue to move to Vernon. It’s too far to bike. Driving or bussing are the only options at present. Bussing needs to come out of the middle of Vernon where people can access the buses to UBC easier vs from OC that is at the top of the hill where almost no one lives. Improving travel times and frequency to meet early morning classes or shifts at the hospital for our frontline working students (nurses, doctors, physio, SW, etc).

Could we turn the bike rail trail (utilized part of the year) to a light rail between the cities with station stops (utilized all year)?

There needs to be oversight, voices and faces and long term planning

Over the past year we’ve experienced a well delivered online learning program, it seems like this could continue to be an option for some courses moving forward that could reduce traffic to campus.

Continued improvement of cycling and pedestrian connectors to campus could encourage more people to use active transportation to campus.

Secure bike storage is an absolute must when considering active transport; generally I wouldn’t take my bike somewhere if I would need to leave it unprotected from the elements, and would definitely not leave it somewhere that it wouldn’t be secure — only to worry about it.

I believe right now our online education in many courses for many students is very challenging and provides added stress and complications to an already stressful life for students. As well I believe that parking on campus can also be a difficult situation for many students. Parking can be expensive and I believe it is important to have accessible parking to all students. I was very proud and excited to hear about the extended parking for UBCO students at the airport as this will offer many more students a more accessible way to school.

I think that we need better sustainable transportation programs here in Kelowna. I also believe that the existing bus system needs to have better route times and options for stops. Finally, I think it would be helpful to have incentives for transportation that doesn’t involve driving.

Personally, learning online does not go well with my natural ways of learning. So, improving support to those in online classes would be helpful. I do not have a parking pass, so I pay a daily fee which is a minimum of $5 which I believe is too much. I pay for 3 hours when I’m never there for more than 2 hours a day. I am not apart of the staff but they should have provided transportation resources just like students.

Priorities:
- separate bike path along Glenmore between Kane and John Hindle
- flexible parking for bad weather days and quick trips to campus
- undercover bike parking in high traffic areas

I drive to campus from east Kelowna which can take 30-40 minutes. In winter it takes an hour. This adds approximately 1:15 - 2 hours a day of time and in winter is very very stressful. The bus service up where I live is not ideal and even if it were I probably would not take it. I have found that working from 2 days a week gives me such a good better work-life balance and would help to ease that stressful driving in winter conditions. Not to mention lessen my carbon footprint.
The point of improving my top three choice is to improve sustainability and making people move more. It is important we use more bicycle and walking. Also for bigger journey, creating more transportation transit is important.

There are still some holes in the active transportation routes to campus. Getting to the rail trail can be challenging and there is a 1km stretch on Glenmore road that is not comfortable for the average person to ride. I feel that #2 & 3 go together. If you offer a staff/faculty pass it won’t be used if the transit system isn’t convenient. Support to work remotely is also a great way to reduce trips to and from campus.

I pay $70/month on my bus pass. That’s $840/year. It would be fantastic if that number could be reduced!

I think with improved transit, I would be more likely to utilize the busing system as right now it is just so infrequent and long. Also, I am still new to the area, so even having a place to share way to engage in active transport to campus from places like Lake Country would be helpful, even if it’s not technically an incentive.

In order for people to use alternate methods to commute to campus, it needs to be convenient and flexible and benefit the individual. We need reliable, fast, convenient transit. We need flexibility so that if workers need to get kids to or from school and want to take transit or cycle, have a flexible start or end time to accommodate.

The Okanagan is so reliant on vehicles. There should be reductions in parking fees/passes to support those who car pool and promote other sustainable transportation to campus. Of course, hybrid models keep vehicles off the road and improve mental wellness.

My priority is focusing on transit (bus) connections to campus, subsidized or UPass programs for staff and students. Eliminating cars.

I chose to improve pedestrian and cycling connections as my number one as I feel it is important to maximize connections for pedestrians and cyclists. Secondly, a sustainable transportation office would help the transit system facilitate more sustainable practices. Lastly secure bike parking and end of trip facilities for cyclist so they don’t need to worry about their bikes being stolen.

Bus is my primary transportation, and I think that getting more people to use public transport, walk and/or bike is a preliminary step to arguing for a sustainable transportation program (show the need for and interest in it)

There are challenges with the first three. Right now the pay off for using transit and active transportation are not high enough (costs associated with parking a bike securely, cost of bus pass, etc) are not enough to offset convenience. PARKING HAS SOME VERY BACKWARD IDEAS THAT NEED TO BE CHALLENGED!!!! - I did not put parking higher because even a global pandemic did not change their plans significantly. Their “flex pass” is barely different from just paying everytime you come to campus.

The cost to park at the university is absolutely outrageous and adds to the stress of students. Kelowna is not a city that offers accessible convenient transportation so it isn’t actually a good alternative.

Parking is just too expensive. Why hasn’t a multi level parkade been built yet? Or underground parking added to new buildings?

The global warming has made it necessary to reduce carbon emissions and encouraging people to use public transit would help in that. I personally feel that the first three strategies would help in reducing the climate change effects.

Making cycling and other forms of sustainable transportation to campus as ‘easy’ as possible should be the goal of a coherent transportation plan, especially at a campus found at a remove from the city and with considerable scope for adding more bike kiosks and bike lanes. This would include teaming
up with the city to ensure that the Rails with Trails path is kept clear year-round. In terms of end-of-trip facilities, faculty/staff would no doubt be encouraged to cycle if there were options for showers and towel service/lockers (i.e. these items need not be carried to/from on the bike). Often people’s choice of transport is based on convenient, time, and practicalities, so addressing these where cycling/bus is concerned is a great place to start. Encouraging online teaching and remote work does not seem like a solution at all to creating a vibrant, active, and engaged campus life. Offering a faculty/staff pass is a nice idea, but I’d rather see that money go towards subsidizing or offering free student passes. Another key way to get students, staff, and faculty to ditch their cars is to establish a regular quick and direct bus link between downtown and the university, especially for rainy/snowy/cold winter days where cycling doesn’t seem appealing or feasible to most commuters. The number 6 bus serves this purpose, but it’s slower than driving, and ultimately time/convenience is a big factor here; perhaps the U could team up with the city to develop a direct bus that runs from city centre (a couple of stops, including perhaps a centrally located grocery store, so students had an easy way to get groceries) directly to the U. This will encourage faculty/staff who live centrally to take the bus and students won’t have the incentive to get a car in order to go downtown for entertainment, food, etc.

<table>
<thead>
<tr>
<th>I would like to bike more often, but I am worried about leaving my bike all day. I also take the bus most days, but the bus from Rotland to Black mountain has multiple 3 hour gaps where it does not run during the day.</th>
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<tbody>
<tr>
<td>Public transportation is Kelowna has always been lacking, which in turn decreases ridership. If we have better/more frequent public transportation people would be more apt to use it.</td>
</tr>
<tr>
<td>Offering staff and faculty rates that the students receives, will surly open up more space for parking on campus as well.</td>
</tr>
<tr>
<td>I do work online and don’t currently have transportation</td>
</tr>
<tr>
<td>I feel like transit and pedestrians are really important and promoting them will be better for the students as well as the University, and also for BC</td>
</tr>
<tr>
<td>If the primary goals are to reduce emissions and to shift more commuters our of single-occupancy vehicles, transit it the best bet. Cycling and walking are simply not options for most people, but improved transit might be if faster, wider, and more reliable transit at a wider range of times becomes available.</td>
</tr>
<tr>
<td>However, if the primary goal is emissions reduction, the Plan needs to recognize that a single occupancy electric vehicle is a smaller carbon footprint than riding a diesel-fueled bus. We need more EV charging stations, EV chargers in parking lots other than the very highest-priced lots on campus (including residence parking), parking discounts for electric vehicles.</td>
</tr>
<tr>
<td>The consensus conclusions of educational research are that online learning is not as effective and harms the mental health of students. It should be used as a last resort. Promoting online learning in the absence of overriding health concerns is a grave a mistake.</td>
</tr>
<tr>
<td>We have quite a few courses of our winter session online and strengthening support for online learning can really help students struggling with the online interface ease out. As students, usually the primary mode of transport is biking and being assured of its security is a stress buster. Again as students, especially international students, we either see ourselves walking down or renting a bike and improving their connections will be beneficial in the long run</td>
</tr>
<tr>
<td>I am Staff and take public transportation for a variety of reasons. The 90 bus from Vernon to Kelowna is always packed and not so good to take while COVID is ongoing. Can UBCO improve this</td>
</tr>
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</table>
by offering staff their own transportation model so they don’t have to take public transportation. Or improve this bus so there is one leaving at 6 AM from Vernon and also add a 2 PM bus leaving from Vernon. More buses needed to be added. Please do this!!

1) Parking passes are ridiculously, and unnecessarily expensive. Being a student athlete I am on campus almost every day and I believe student athletes should be given these passes without charge as they do at other universities.
2) I currently reside in lake country, and riding my bicycle is far too dangerous as the rail trail does not fully connect. This leaves the shoulder along the highway as the only option for sustainable transportation.
3) Again, I reside in lake country and often times the bus schedule is unreliable, or simply does not run frequently enough to be a convenient mode of transportation. Often times it will only run once an hour.

The bus schedule isn’t good

More relevant to me and those around me

Transit in Kelowna is well known to being pretty terrible. There’s a lack of service and large holes in schedules. With bad transit systems, you need to incentivize alternatives if you hope to reduce personal vehicle use. I would use transit if it took similar or less time than driving and allowed me a more open schedule. Improving connections for cyclists and pedestrians would help, but I still feel that these aren’t very achievable given the geography of UBCO (ie. on the other side of a mountain and far away from the city core).

Above all - TRANSIT that is frequent, fast and reliable is the best solution in my opinion.

I have classes that end later than 8:30 and that’s when the bus routes slow down and I end up stuck at the school for an hour. Improving cycling a walking is also key so there is less cars

I don’t have a car so I mostly walk or use the bus to going to campus, and since I live in Academy Way, which is uphill and tedious for walking/cycling, I rely a lot on the bus a lot, but the bus schedule often conflicts with mine

1) I had a bike stolen from campus which was devastating to me. I went back to driving for a long time while I saved to buy another bike and am still anxious leaving my bike. I am on a waitlist for a bicycle locker but have not gotten one yet.
2) During the winter months when riding is pretty unpleasant I’ve enjoyed switching to transit. Having a staff pass would be so much better than having to constantly buy bus tickets or monthly passes. I don’t even live close to where either of these are sold so it’s pretty inconvenient for me to access a bus pass.
3) Bike to Work Week is great, we need more incentives or enabling of transit.

Not many buses go by certain house area therefore an improved transit service might help.

Sometimes people need an incentive to drive less and use their bikes or walk instead

I think COVID-19 has taken a lot of vehicles destined for UBCO off the road - and for some positions working from home has proven to be just as successful (or more) than working in office, so I hope leadership will take this into consideration when deciding on a long-term remote working plan. I’m also a student and have found online learning via Zoom to work well. I’m encouraged to hear about the new parking flex pass - but I think even more options would be great.

I commute on the bus every day and would love to see how its going to be moving forward.

1. The current transit system is not very efficient for many people traveling to and from campus. More people would use it if was a convenient option. 2. Some departments are still planning to enforce that their staff work mostly on-campus despite the lack of business needs to justify this. 3. An improved transportation system requires that funding be directed toward this
It’s not realistic to ride everyday. Having a separated bike route along Glenmore more improve riding in the rain. However, I’ll always need to drive sometimes to transport things to the office and in snow. After riding for September, I’ve purchased a parking pass and will be driving because I could not get a flexible parking pass.

In my opinion, change requires a commitment that has to be tied to human resource capacity. Although I might not suggest it has to be an “office” per se, I believe this needs to be the responsibility of a dedicated person or shared responsibility of several people. I would also want to see the “office” consider incorporating current under resourced and related programs such as UBCycles that are very much related and could greatly contribute to what is being pursued. I might suggest consideration be given on whether or not a new or amalgamated position be connected with the current “wellness coordinator” positions on campus.

As for the other top 3 items, those are all about cycling and making it easier to get to and from campus, but also making it easier and practical to transition from rider to student, staff or faculty, or vice versa. The ability to ride to and/or from campus must be complemented with associated amenities related to bike security and personal hygiene.

I commute to campus by a mix of cycling and transit. Advocating the City to improve cycling routes and connections would make it easier and safer for me to cycle. Fast, reliable transit is important to encourage more people to choose it over a personal vehicle. Transit passes should also be significantly less expensive than a parking pass for that same reason. As a newer employee, I found it very difficult to find/confirm information about end of trip cycling facilities and whether discounted transit passes were available for staff at the time. Improved, centralized communication could also be helpful, ensure key staff are aware of options so they can share information accordingly. Having flexibility to work from home full time or part time would ease parking pressures.

I think, with COVID, there are good supports in place for remote working, so it’s towards the middle (but needs to be sustained!). Similarly, online teaching and research are already happening, and I personally feel like end-of-trip facilities are already pretty good. I imagine to have all of the things in 1-6 above, a Sustainable Transport Program Office would help, but for me, the key issues that increase how often I drive are poor routes (e.g. between Scenic and John Hindle), and the cost of the bus (return trip is more expensive for 2 people who work at UBCO than a daily parking pass). The service, though vastly improved from a few years ago, is still not frequent enough to rely on regularly in inclement weather (when I’m less likely to cycle).

While I appreciate several aspects of remote work/learning, I really prefer a hybrid option that lets me also be in-person. Therefore, giving me a better reason to take active transportation/transit is very important.

Numerous people have informed me that if transit was more frequent, they would strongly consider taking it.

More cyclists would be better especially if efforts could be made to make it more practical year round.

If staff are able to take transit surely that would be preferable parking wise

1. A great transit service reduces any need for people to drive back and forth when they could bus
2. I wouldn’t drive around if I had easy access to great sidewalks
3. motivates people to use bikes or transit

Spending money on infrastructure is the best way to improve transport options.

I take ride the bus to school, but finding a bus route that worked for me was very difficult, as was finding information for it.
I like that bus passes are included in tuition, and I would like to see this expanded on. Because of COVID, half of my classes are online so extra support in online learning would be very important.

Having an office working specifically towards sustainable transportation will enable the ability to follow through with everything else on the list and have specific advocates for transport. Having incentives and/or funding will help encourage people to use sustainable transport. If it’s quick, easy and cheaper than the alternative students are more likely to want to use it. Personally I choose to drive cause it’s easier and faster but if there was better transport to campus that was just as quick as driving I would consider it.

**Question 6: The success of the Transportation Plan will rely heavily on individuals making sustainable transportation choices. Is there anything else the University can do to support you in shifting towards more sustainable modes of transportation?**

**Allow staff to use some of their work time for active transportation.** As well, have bike/walking routes that are completely away from road traffic to support better safety and better breathing air.

**Support remote work.**

There needs to be more incentives to ride your bike. Better end of trip facilities, but maybe also incentives for those that do ride their bikes. Sure public transit is good, but those that bike commute etc. are doing far more to reduce GHG emissions. I have never found transit fares unreasonable. Rather the transit connections to the university are terrible, I find it hard to believe that they will represent &gt;35%.

**More importantly than the first 3 is to establish supporting infrastructure, such as connection to grocery and services for campus community.** Reason why everyone owns a car is because you can’t WALK to get access to anything from campus or nearby campus community. If students and living on campus will need a car to do everyday life, there is no solving of the car problem. WALKABLE INFRASTRUCTURES - accessible grocery, affordable food services are KEY! solving transport problem is just touching the superficial problem and not solving the root problem.

**Free parking**

A more flexible morning schedule would allow me more time to take active transportation. One barrier is simply the additional time it takes to commute.

**Could UBCO look into a UBC-direct transit option?** That seems likely too big of an undertaking.

**E-Scooter rental program may help for those living nearby.**

**Parking rates need to be more affordable and flexible for faculty and staff.**

Adding more secure bike parking spaces would be ideal (similar to what currently exists in the lower level of EME). I’m fortunate to work in a building with extra room to securely bring my bicycle inside, but empathize with those who might not feel confident locking their bikes outside due to potential theft.

**Pretty tough for the university to locate itself on the outskirts of town and then demand its users to shift to walking, biking and (limited) transit.** The university needs to recognize that without an improved transit system and viable alternatives, parking infrastructure needs to be further developed to accommodate campus users.

I’ve recently switched to a fully electric car. I would like to see a parking incentive. Or at least allow parking pass holders to charge at the charge stations a couple times a month (the charge stations are only in the premium priced lots!).
I personally already cycle daily to campus. The rail trail greatly improved the safety and ease of access of my commute. Any additional calmed traffic routes that could be established connecting UBCO with residential areas in Kelowna would be great, especially for those who are not serviced by the rail trail.

I commute a half hour one way to work and no bus is available that will get me to work on time. I already take the bus, but anecdotally most of my students don’t. It is relevant to my courses, so we talk about it. Pre-covid, they mostly reported that they did not take it because they couldn’t risk missing class. The #6 for example was typically full by the time it reached North Glenmore for the morning buses. Midday, buses are spaced out by hours. The #4 is full leaving campus and literally drops almost all those riders at the top of academy hill, leaving little room and opportunity for students who need to take it to its actual destination. I know of a few people who have had to discontinue bus riding because of this. More frequent service on the #6. I know BC Transit/Kelowna claim the bus yard is too small….but if more buses were in service on the road then they wouldn’t need to be parked in the bus yard. And don’t get me started on turning PROTECTED AGRICULTURAL LAND (you know, for growing food and such) into a bus yard. Improvements to the stretch of Glenmore from John Hindle to Scenic would also greatly enhance the potential to bike. Many people do not bike to campus expressly because of that short stretch. Too many large trucks. Help complete the link of the Railtrail between Lake Country and Campus!

Folks who get motion sickness from the fumes, claustrophobia, slower travel times than a car, and being around too many people sardined into buses need other options. Get light rail transit out to the university and many issues will improve.

Currently transportation infrastructure in BC is only for cars and trucks, this has to change so that more vulnerable users feel safe. I would like to see UBC play a far greater role to lobby, local, provincial and federal government to lower the importance of cars transportation and increase the importance of citizens and tax payers moving about in alternative modes. Doing this will increase use of buses, bikes and foot traffic. One example is why are intersections so big and sidewalks and crosswalks almost non-existent? All this does in increase traffic speed and accidents and reduce space for pedestrians or bikes.

Offering an affordable biking rental program (such as ‘city bikes’ that can be parked on campus. Create safe bike lanes for popular routes to transport to and from campus

The bus system needs to be more frequent for people to want to stop using cars. Also in the winter most people don’t want to bike or cycle with the given temperatures. I do use the bus but I wish there was more direct routes and more buses instead of every 20 minutes.

Cheaper parking for electric vehicles. More electric vehicle plug-ins.

More options for transit stops, i.e. more bus routes.

Have a better bus schedule from quail ridge to the university (more times, later in the evenings, on weekends, etc.)

Ride sharing initiatives

No, there is nothing the University to support me in such a shift. No matter what, I must drive to campus in my own car. Period. The University simply needs to accept that driving to campus is the only option for many people (faculty, staff, and students).

An office or individual that can sit down and lay out a transportation plan with me for taking transit as it can be very confusing.

Create a faculty and staff transit permit (reduced price), and advocate for additional transit options with Kelowna Transit. When I last took Kelowna transit before COVID, buses were always full at peak times and often had to wait up to 45 minutes for a bus or miss a bus due to the bus being full. Having more frequent buses as well as better time options and bus stop locations would help me start taking transit again.
to support me would be to increase coverage of and frequency of transit so that I can rely on it to get me where I need when I need
offer cheaper public transit with more stops and a more frequent bus (not one every 40 min/hour)
No not really
Educate the people on why it is advantageous to everyone to travel sustainably
Make a direct route from the university to the westside. 97C has soo many stops and wastes a lot of time.
Already made transit free (in student fees) so no
I take the bus so sustainable buses is great. Also more frequent buses to UBCO would relieve a TON of stress.
Make the quail ridge bus more accessible
More bike parking would be a great way to motivate individuals to bike to campus, as I have heard some people say they would ride their bike if they didn’t have to spend 20 minutes finding a place to lock it up for the day.
I don’t really know
increase transit accessibility and outreach
Send me more information and incentives to do so without increasing the vehicle parking cost. I need resources and info and this is the first time I’ve heard of the plan. I’m into it, but I didn’t know
Help advocate for improved transit in Kelowna
Improve bus system and trail systems surrounding university. Increasing e-bike and e-scooter availability and maybe find something similar to withstand winter conditions. People are probably more inclined to want to drive over walk in winter conditions so improving walking areas affected by winter conditions should be considered.
Make it easier to afford or more bike trails and walking paths.
The bus system is not that very good, sadly. If it were better, people would feel far more inclined to use it, but considering its current state, I can understand why people don’t want to use it. I don’t think the university can really do anything about that - that’s incumbent on the transit system.
Discounts on Tuition, giving deals or discounts on the amount that you use the bus for food services on campus.
Build high speed transport for the Okanagan otherwise stuck or at least a regular (and fast) shuttle service from points such as West Kelowna or the entrance of Kelowna.
Offer incentives for carpooling.
A better bus schedule from vernon to kelowna
Offer incentives for carpooling
Add amenities closer to campus
better busing from academy and quail would be an easy way to reduce trips from students in those popular areas.
Ensure there will be enough room or a second transit option for when many are taking transit.
encourage BC transit to create more bussing times in Kelowna
I think the university has done a great job towards shifting me towards a mom sustainable outlook on transportation. I already take the bus to campus everyday to save on gas and reduce the amount of fossil fuels being burned by cars. I think a greater incentive would be for the university to pay for our UPasses rather than them being added to our tuition fee.
If more desirable route options are not possible (for example more express routes from campus to surrounding terminals) then having the terminal on campus be more accommodating for more routes or more people waiting would be helpful. Currently there is often a large line of people to get on the busses, but having a better physical structure to accommodate seating, waiting areas would be easier to see and be used.
Not really, my house isn’t near any bus stops.

An LRT would be amazing although very costly

Buses only run so late in the night and some students have issues getting home, so they have to turn to carpooling, switching classes or driving a personal vehicle. Transportation should run later hours to support more affordable and sustainable modes of transportation for off campus students. More bus routes should be added to express bus routes. There are bus stops near me, a minute's walk, but they only run for about a total of 30 minutes a day at very specific times that do not align with my schedule. Increase bus routes and extend how long buses run for to and from UBC.

No

Maybe showers for bikers and runners.

No, I think the university is doing really good as I only use the bus for transportation. The U-Pass was a brilliant idea.

Increase the frequency of public transport and decrease the price of U Pass

Making sustainable transportation an easy choice will incentivize me to avoid driving. Make clear, well lit paths and access to buses easy.

More frequent buses, more bus routes to nearby communities with high concentrations of student housing

Improving connections and bike storage of campus. Not UBCO’s problem but access to the Rail Trail isn’t great from all parts of the city.

Make connections easier and cycling a safer option, incentives/initiatives for students might help with participation. Grants/bursaries.

Add more bus stops in surrounding areas (ie lake country)

I personally am very annoyed with the bus system, and would drive alone if I had a parking pass. The two bus routes for me take roughly 3x as long to commute to and from campus than driving alone. If the bus system had more frequent and direct routes, I would be much happier taking the bus.

Providing more buses from Vernon to the UBCO campus would be helpful. And adding more parking areas, at a much much lower cost, for those who do not live on campus

Faster bus routes to UBCO

Maybe have more frequent busses? I drive because the bus to my house only comes every half hour but not on the half hour, which means I would have to leave really early for class. If campus offered more housing near campus, I would walk instead of drive. However I did not want to live dorm style or with 3 other roommates since I live just me and my sister.

Can’t think of anything at this time.

I think that buy increasing the frequency of buses and the coverage of bus routes would encourage more people to use it

I already ride a motorcycle and should not have to pay for parking since it is already more sustainable then a car and does not occupy much space.

More routes are needed that directly impact students.

To me, I think that bus is the most sustainable way. However, there can be some inconsistent problems that can occur. For example, on days, the bus can get very crowded and some students might not be able to take a bus to school on time. I have heard from some students that there is only 1 bus stop from their house, and often when they have class till a certain time and there are no more buses from that station route, they can’t bus home. So increasing bus routes and bus active-time would be a good plan for sustainable transportation. Another problem I see is during the winter when in Kelowna it can get to below -25°, some students have to walk 1-2km to the bus station to catch a bus. To others it might not be a problem, however, I still think that there is a risk in walking that long-distance during the wintertime when the temperature can tend to get very low. Once student got on bus, it will provide heater so that won’t be a problem.
Honestly I will not ever bus to school, carpooling or creating initiatives in that aspect I am interested in provide more bus routes using electric vehicles, making the bus a more viable and accessible option in comparison to a car. Already use transit.

Better transportation, better bike paths especially in wintertime. Increased storage on campus for students belonging.

More secure bike storage, I have always wanted to bike to school; unfortunately I have seen too many “bike stolen” signs to really make me take the leap. I think more indoor storage, or storage that is closely guarded would increase the number of people who bike to school. I also think that dedicated changing/commute rooms would be great, I usually walk 15-20 minutes to campus and by the time I arrive I am hot and sweaty. It would be great to have more dedicated lockers, and showers for those who commute.

I think UBC should make more of an effort to encourage carpooling, there are so many students who live in the same area that take their own dedicated vehicle to school. I know UBC has invested interest in people paying for parking, but a campus wide carpooling portal or carpooling advocacy group would decrease net emissions.

Have an active, reliable and frequent bus schedule for those who start and finish their days at odd times. Also have areas for students to hangout in between classes.

As an international student, upon arrival, it was difficult to acquire the resources I needed for my dorm. I believe that with the addition of the convenience store in Nechako, many of the problems in relation to trips to and from off-campus locations will be resolved. Allowing more students to easily walk or bike to this spot on campus. The implementation of more than one convenience store on campus, similar to how there are several locations where students can acquire food, will also be effective to avoid overcrowding and items being consistently sold out.

Research if providing a highway like system for cyclists would increase bike usage.

Offer events and organizations that will help bring people together which in turn will encourage students and staff to collaborate on reducing GHG emissions and increase biking, walking and bussing.

Increase bus routes and schedules

Having more student residence because that way I won’t have a need to resort to cars or buses.

Improving bicycling-related resources around campus will definitely benefit a lot as many students prefer to cycle but can not due to the fewer parking spots.

I now drive a fully electric car in an effort to reduce my carbon footprint when I travel to work. It is important that there be more charging stations to encourage.

Offer incentives to make sustainable transport choice, like prices or competitions.

Monetary incentives for sustainable transportation besides expensive parking passes.

Electric scooters to borrow

More schedules

We already have U pass which is awesome, but we hope that there will be more bus times

Financial incentives (sustainable transportation options can be expensive for students).

Busses running from Vernon to campus an hour earlier to eliminate stress of being late to class.

Encourage the use of public transport and provide charging stations for electric vehicles, in order to promote the usage of cars with less carbon emissions.

Making sustainable options accessible will all kinds of different limitations in mind will greatly improve students and faculty’s abilities to make sustainable choices; investing further in the online structures that have been developed in response to the pandemic will also increase accessibility as
well as reduce GHG emissions by eliminating the majority of transportation needs for students and staff/ faculty working remotely.

By requiring in-person learning and reducing accessibility to parking will force students to have to take on sustainable transit options, possibly showing them to adapt them more in day to day life and exist without a vehicle. Also maintaining the 4 route during the summer season will make UBCO more accessible all year, as opposed through the academic year.

More bus routes, and increasing bus frequency. Or a shuttle system to help transport students after busses have stopped or on the weekend. Improving the safety when students are walking up hill to academy hill would be helpful. Moreover, improving trails connected to UBCO

No - I am very willing to make sustainable transportation choices.

Don’t depend on individuals to have to choose to do the right thing. Provide transit passes. Provide incentives for active transport, carpooling, etc.

University being closer to housing, food, fun, etc

more bus routes, more bike paths, more trails.

More simple information easily available for others to get informed

The routes need to be more frequent and with more stops.

IU can speak into the bussing system for commuting between Vernon and Kelowna. For many years, there has been a challenge of over-crowding on the busses during certain times of day. The first 2 bus runs from Vernon to Kelowna in the morning and the 4:00 and 5:00 from Kelowna to Vernon in the afternoon are always WAY over capacity (upwards of 20 people standing for the 50 minute ride). I have had many conversations with other riders who go back to driving as the stress and chaos of these popular times are too much. An improved schedule to reduce the overburden of these scheduled runs would make it more manageable to continue to bus.

Transit pass, incentivizing biking, better biking facilities (locks, available showers, lockers, etc.), bike path connections

I find myself looking to go further and further away from my work - and thus lengthening my commute - because the cost of living in Kelowna forces me to look elsewhere for property. I know I’m not going to get a raise any time soon, so I would hope that in terms of advocacy UBCO would also urge other stakeholders to improve transit service. Hearing Mayor Colin Basran say it’s not a priority hurts... :(

creating a very active transit system

lower cost of Upass

Some percentage of students would be unable to choose sustainable transportation simply due to financial difficulties or even location, i.e. students located in the Okanagan but not in Kelowna. Different methods of support may be required for those students.

student discounts for bicycles

Working with the public transit to get buses to come to campus more often for high-use routes for students (ex: the #4 and #6 buses)

Work with the city to offer more buses and more frequent busses to other areas of Kelowna that lack busses

Offer free bus passes, work to provide better transport options

more bike racks and outdoor night lighting to make walking safer

Incentivizing the purchase of electric vehicles by offering parking discounts and/or a reliable and extensive bank of electric vehicle charging stations.

I think as long as it is incentivized with more efficient and varying service times to the university it will be successful.

Given the distance commuters face and the lack of current options for those unable to afford to live in close proximity to campus, making sustainable choices comes at a heavy cost. It is my hope that
the University takes into account socio-economic factors and supports staff and faculty that have few options but to drive to campus by recognizing that affordable parking options are necessary. If reducing emissions is the goal, then sustainable work models will need to be more wholly supported across all spheres of campus work/life to deal with those particular cases. It is my hope that those who choose to drive because it is their only option are not penalized by higher and higher fees, which can disproportionately impact those already struggling with a high cost of living. There must be symbiosis between socio-economic impact and ethical decision-making.

The university could provide information between lectures to students regarding sustainable modes of transportation to properly incentivise and help students shift to sustainable modes of transport swiftly.

Making the transit to academy hill more accessible

Sell bikes, have discounts on places that do sell bikes

Discount for long range bus trips ie back to Fraser valley

Showers for after you bike and a place to store your biking equipment

More consistent buses to and from the university

Unfortunately there isn’t. I live too far from any bus stops for it to be a viable option for me (2 hours walking, 10 minute drive with no reliable/safe parking nearby). Ideally I’d like to stay on campus and just walk to classes/bus from there, but as a local student it just doesn’t make financial sense for me to pay that much just to avoid driving.

Having bikes to rent from the university would incentivise those who want to cycle, but don’t have their own bike.

No I think I’m okay

no I don’t think so

n/a

Offer more bus lines and free transportation

Yes, adding a sort of "University village" next to campus, that includes multiple grocery shopping, banks, and whatever you have to go transit to, would be great. Maybe add a small route when university village is implemented, that goes around academy hill all the way to the "University Village". This is very similar to what UBC Vancouver has. Even though UBC Vancouver is far away from everything else in Vancouver, it has everything you need near you.

subsidise the buss pass more instead of masking it under tuition fees. offer electric scooters/bikes to rent from campus

Coworking space downtown for more accessibility

Somehow getting the busses to come more often, on a 15 min schedule instead of 30 min. As well as, more cycling/walking paths that are lit. I.e. The forest from campus to Qual is great but there are no lights and so students drive when they have evening class instead of walk.

Reduce transit fees further, or make it free for registered students/faculty to use.

-Continue to offer online classes for students or online attendance options (don’t stop even if/when the pandemic resolves!).

-Allow faculty (like professors) to continue working from home if they so choose.

-Provide secure, free access to bike lockers on campus.

-Teach students how to mount a bike onto transit buses (say, using posters on campus where bike lockers are, or at campus bus stops?) to reduce student anxiety around this.

-Add evening buses onto bus routes that don’t have them so that students who have to take evening classes don’t have to rely on cars/cabs to get to school/home (some bus routes depart their last bus at 5pm).
Increased walking trails around campus might better encourage students to get out and walk, which could transfer to more walking in other parts of the city. I’m not sure.

No
Nope

Increase transit options
Make transportation easier. I found it very difficult to use the transportation app and also found buses were very bad at being on time in the winter months especially and therefore I did not trust them and did not want to use them. Also promote carpooling. Maybe have reserved spots for people who carpool so there is an incentive.

Improving pedestrian and cycling connections.
A more sustainable route for people using cars for transportation would be to incentivize carpooling, perhaps with close reserved parking spaces for those who aren’t travelling alone.
Advocate for improving the busing system (creating new routes and improve route frequencies)
Making bus wait times shorter would be the most convincing change to make me choose the bus over a car.

I think more housing options around campus, (not necessarily on campus), will make it easier for students to walk or bike to school in less than 15-20 minutes.

increase the bus routes, take biking and walking accessible, allow work and study from home options to minimize crowds, add safer bike locking systems as bike parts are frequently stolen e.g. tires, seats, handle bars

Lower the parking fees, as they are quite high. Or provide better busing system to travel to and from school.
It would be better to have a schedule for the busses and make sure everyday is the same and having less.

Provide less expensive options.
to change the times that it correlates with classes and give enough time for people to get out of class and not miss the bus

Yes, provide easier walking and transportation solutions in the winter time
The trail between quail and campus gets too dark at night making me feel unsafe to want to walk home.

Making transit more affordable and convenient to use.
Driving to campus in my own vehicle has been more convenient, since I can come and go as I please without long wait times or the risk of missing transit. If there were other options to get from point A to point B which were more sustainable, and frequent, I would consider that option to reduce my carbon footprint.

Advocate for google maps, its the only reliable source i have found useful to catch a bus to school.
Frankly, I’ve always preferred transit over private vehicles since it’s better for the environment. If the bus service here were better, I would use it more often than asking my friends for rides when in need

Have bike or scooters that you can rent on campus for the people living higher up on campus residences.

More amenities like commercial retail fronting UBCO Exchange and enclosed transit shelters by EME

I travel from Rutland to school everyday prior to the pandemic, the bus is SUPER UNCOMFORTABLY PACKED by people. if i had a car i would never commute on bus 8 to school. It would be great to have a more frequent bus schedule so that the students can ride the bus more comfortably. Safety on board is also a concern, that some of my friends had met some racist verbal
assaults on the bus back home. In addition, it would also be really nice to set up some other rapid bus lines so that students will have faster, easier options to commute from far places to UBCO.

Many of students are living on academy hill now, however, it is frustrating to see that most of the pedestrian walk uphill don’t even have ANY street lights along the way. some pavements are broken, and a part of the way does not have pavement at all. I almost twisted my ankle twice on the pedestrian. It would be really nice if UBCO can work the city of kelowna to better maintain that pedestrian walk. Bus route 4 goes along the academy hill, but unfortunately the schedule is extremely limited. If there could be a shuttle service along the academy hill area in weekdays, most of the students would definitely take it.

Give financial incentives to encourage it such as discounts or promotions with local business that are subsidised by the school.

In-depth research in travel mainly from the connecting bus from Vernon to Kelowna needs more stops on one bus and express transit with no stops on the other. Both buses leaving every hour. This move of transit will also help the logistics of the transit system’s carbon footprint.

The major obstacles that stop a large chunk of the student population from taking the bus are reliability of when the bus will show up and where bus stops are located. However, I highly doubt the university can help much with these obstacles. My only thoughts are to encourage carpooling so that there will be less single occupancy usage of vehicles, as well as, having more housing available that is at the school or close to it to increase active modes of transport. Living on or near campus eliminates the necessity of having a vehicle and increases the usage of transit for going places outside of school.

Student bus passes should work all over the Okanagan area, down to Penticton. It would also be cool if the student bus pass could work in the Vancouver area too (UBC Vancouver campus).

Have more frequent as well as more busses added.

Make the buses more frequent and later at night. Add more routes maybe

Incentivize Active Transportation and Transit

Improve Pedestrian and Cycling Connections

Improve Secure Bike Parking and End-of-Trip Facilities for Cyclists

Adding the same bus routes from academy hill bus stop for bc transit as that of Ubco Exchange. Also encouraging cyclists and pedestrians by encourages more bike parking and making clearer, more convenient paths for pedestrians.

Perhaps the university could improve or provide more living options, in order to increase the number of students living on or close to campus. The more students there are living on or near campus, the more likely students will shift towards more sustainable modes of transport such as walking or cycling.

Allow staff to work remotely, btwn 2-3 days a week which will cut down on the need for parking on campus to allow staff to purchase a flex-pass parking and save $$$ every month. Parking on campus is very costly.

I already travel very heavily using sustainable modes of transportation, so I'm not the one who needs convincing.

Having online resources on exactly how to use the resources offered would be great. For example I have anxiety, so taking the bus for the first time was very nerve wracking. Having a video where I could see how the person uses the bus pass/how to operate on the bus/an exact run-down of how it will go would've made the experience even easier and more accessible for me. This could work the same for other forms of sustainable transportation as well.

Yes: providing more education about the alternate ways how to reach campus. advertising campaigns for doing so. Safe-cycle for before and after work rides to campus, i.e. meeting at the Parkinson Rec
centre and cycling in a co-hort to UBCO. Leaving UBCO again at 4:45pm and 5:00pm and cycling towards downtown together. Safety on the bike path to UBCO as it gets darker.

Yes: providing more education about the alternate ways how to reach campus. Advertising campaigns for doing so. Safe-cycle for before and after work rides to campus, i.e. meeting at the Parkinson Rec centre and cycling in a co-hort to UBCO. Leaving UBCO again at 4:45pm and 5:00pm and cycling towards downtown together. Safety on the bike path to UBCO as it gets darker.

UPass for Staff/Faculty; Safer places to store bikes while on campus

Many walking and biking paths are relatively dangerous, so improving safety for active modes of transportation could help increase that. It could also be helpful to establish a student carpooling system to decrease the auto modes of transportation; many students live in the about same area and drive separately to the same class instead of carpooling.

UBCO could make sustainable transport plans available, and be vocal about their availability. Taking transit and walking in the long run would save a lot of students and staff money, if they knew about the ways to get to campus for cheaper, such as ride sharing and public transit, I am sure they would pick sustainable transportation choices over what they might do regularly

Make more friendly bike paths! And hopefully advocate for closer bus stops in rural areas.

Improved transit options to the lower-mission and hospital regions, i.e. more direct service with less stops and more bus availability

More transit routes around town to the university on a significantly more frequent basis than 1/hour.

Except the 97 bus, all the other bus have delays and/or are mostly full. So care should be given regarding that

Make the bussing more accessible for those not in Kelowna and more frequent

have more busses like increase 6 service

advocate for better bus routes throughout kelowna and the okanagan.

and don't charge everyone for a bus pass, especially if they won’t use it. there needs to be better opt out options.

Providing the necessary resources for sustainable transportation as well as lowering the cost of said resources might further incline students to participate in more sustainable means of transport.

I drive 40 minutes to campus and 40 minutes back to campus everyday since I live in the Upper Mission. I would love to take the bus but unfortunately busses are very limited and only come once every hour or so and even less frequent in the early mornings or evenings when I might have to go for an early morning class or stay late. As a result, busing is a very inconvenient option for me. Increasing the frequency of bus routes or having a bus route connect up to the Mission area would definitely encourage me to take the bus rather than driving to and from campus a total of an hour and 20 minutes everyday.

More bike racks

Push for longer transit hours (for students studying late or even just enjoying campus until or past midnight). Closer/more frequent bus times.

lower student prices for transportation. i understand UBC is doing the best it can, but it just isn’t enough. students are already faced with so many pressures already; they shouldn’t have to worry about money while trying to get a quality education.

Increasing the frequency and timings of certain buses (ie. 13).

making more housing and affordable housing close to the university

Maybe set up an app for people to note where they are commuting from and maybe allowing students to communicate if they need rides in areas where other computers are passing through. This would have to be a consensual app where people would have to feel safe being picked up by
fellow students maybe by similar faculty? Like if I'm driving from Armstrong to Kelwona (which I do) i cold pick someone up at Polson park in Vernon or in Quail Ridge, etc.

Pressure must be placed onto the city of Kelowna to improve the transit system.

By extending public transit hours to earlier in the am for students that need to be at hospitals as a part of their education or by creating a carpool program for those students (eg. nursing students).

Increase the number of routes up academy hill. People do use their personal car and it’s not needed.

I believe the University should consider how to enhance transportation for neighboring communities, such as Vernon, Rutland, West Kelowna, and Penticton. Many students do not access sustainable modes of transportation because it appears to be an increased workload in addition to their scholastics. To prevent sensory overload, and since habits are usually formed in the first three weeks of a new environment, the University should target students entering the facility PRIOR to their start date. For instance, as a nursing student transferring from Okanagan College, I had no prior knowledge to the bus systems, alternative transportation, carpools, or even parking passes for the University. Perhaps a pamphlet that provides information for transportation options could be provided to individuals in and around Kelowna prior to the student’s start date. This would assist the student as they transfer into a new environment, prevent sensory overload, and help form healthy transportation choices early in their scholastic career.

Encourage BC Transit to increase bus frequency during peak transit hours from the university.

Free transit

Answer emails and requests for bike lockers. Prioritize and incentivize those who ride to campus, further ride greater incentive.

Make sustainable transport a school-wide initiative. Show how sustainable transport can contribute to the university and its image like a European city might use sustainable transport. Bonding happens when groups come together to overcome adversity. What adversity are we banding together to overcome. How might we make the threat more tangible and the efforts we make more tangible to both participants and non-participants?

Just provide more options, for example increased bus routes and also more times for the already-existing bus routes.

A free transit pass and/or online options for courses.

More transit options to get around, incentive of having a pass

Better and more flexible parking options

I don’t support this shift or this plan. “Sustainable transportation choices” are not possible due to factors beyond UBCO’s control. It might make administrators feel like they are doing something noble, but it is really just shifting an impossible burden to employees.

Staff transit passes. It is frustrating paying $70 a month just to get to work, especially after working from home for 18 months and paying nothing.

Pressure City of Kelowna for a safer bike corridor on Glenmore and safer monitoring of rail trail.

Financial incentive to invest in sustainable alternatives (i.e. discounts at local retailers on e-bikes, bicycles, discounted transit passes

increase double-decker busses and frequency of buses which can encourage more transit users to further increase sustainable modes of transportation

e-bikes shared. Like the e-scotters

If we want to have more people walk and bike to campus, lets make it easier to do that. We could improve the pathway to Quail over the hill for pedestrians. We could landscape and brand around the pedestrian bridge over John Hindle and make it feel like part of campus.

They need to incentivize other forms of travel, advocate for better transit, and lead by example.
Incentivize public transit and active modes of transport and carpooling. Increase the “flex pass” options for parking and less full-time parking passes so people consider other options at least part of the time. Increase buses or have “express” buses at peak times for quicker/less crowded options.

University should advocate to increase the frequency of bus routes around new residential development in Kelowna. For. e.g. the frequency of bus 4 that passes through Academy hill and major part of the downtown is very low. The university should lobby to improve transit services in such area where we can see major residential development.

I would say, unfortunately, that the University will only succeed when it has its own, "private" transit. Direct transportation from the clusters (1. downtown, 2. pandosy village, 3. glenmore, 4. around Orchard Park), and would have to negotiate parking. Transit will always be only the last choice for the following reasons: time to work (because of all the stops); crowded buses and no seats, and, number one probably for a number of riders: Kelowna’s homeless problem (the travesty of our thinking it is okay for people to live on the streets) is another major puzzle of the transit challenge. Very few people who can afford a car will take transit when they often, particularly on the 97 express route, have to sit beside, or be very near a homeless person. Instead of taking my bike back home one day (the first time taking transit since the pandemic started), I took the bus. A homeless man came on, he took off his mask once seated. Sorry, no more transit for me if I can help. The one day I couldn’t cycle, I rented a car. A dedicated bus lane. Or best, a tram, where the “homeless” issue is a bit less of an issue. And finally, more space for bikes than just the two presently on Kelowna busses.

Consider accessibility and disabled people in your planning. Not everyone can ride a bike or walk long distances, and offering financial incentives to those who can while increasing the price of parking for those who can’t is ableist.

Advocate for a variety of transit operations – not just big overcrowded buses. Work closely with BC Transit to ensure that the bus loop and bus shelters are entirely smoke free to support a healthier campus environment for everyone. Safer cycling routes to campus will also be critical. Flexible parking options are important compliment to remote working arrangements.

My partner has told me that the hill to University is brutal to get up on bike. He often pushes his bike up. Will the path be de-iced at all? Likely not. Couldn’t solar go towards that. And as for the hill, why can’t the engineers develop a system so that energy of those going down can be stored to use for those going up the monster hill to the University (when you leave the Okanagan path and go “up” to the University coming from Kelowna).

Yes, please ensure free EV charging for cars (buying an ecar is so expensive and as a UBCO member this was done to help UBCO become more green). Also please ensure and support carpooling for those in remote areas.

As staff I know more people who commute on the bus than I did as a student, even with the UPass for students. Staff and faculty really do deserve a better bus pass, and the current propass will be useless to anyone working part-time from home, or anyone who feels they still need to drive occasionally. It is essentially a solution for the people already taking the bus regularly, and not an incentive for the people who are driving but might consider taking the bus on an irregular basis.

Offer incentives/discounts for carpooling and transit;
Offer discounts for equipment for active transit (e.g. bike locks, helmets, new bikes).
1) Seek to incentivize “good” behaviour rather than punish “bad” behaviour, e.g. by jacking up parking fees overnight! 2) Subsidizing UBC gym fees for faculty and staff 3) Creating and encouraging communities of practice around sustainable commuting behaviours (similar to support groups)

As someone who is planning to have a family in the near future, the university could best assist me by allowing for the flexibility of both remote and on-campus work. With the logistics of having to
drop kids off at daycare in the morning, it will most likely never be feasible for me to take public transit or actively commute to work. I would appreciate if the university takes into account the experience of those with young families and how decisions surrounding the Transportation Plan could make it more or less equitable for parents who work full-time.

Giving incentives for active travel would be a great way to increase adoption of that method of travel.

Yes, get me a TRUE staff / faculty U-Pass folks ($20/month!); and, drive folks to it by increasing parking prices, this was the successful formula used in both Vancouver and Kelowna folks! I’d even pay $40/month if you thru in 5 days of parking per month!!!

Add more charging infrastructure (bike and car).

Add differential parking rates for combustion vs electric vehicles.

There are many busses that go to campus, but the routes these busses take do not service the North Glenmore/Clifton area at all.

I will always prefer driving, no matter the incentive.

Offer me incentives to Car Pool. I cannot cycle.

I listed a lot of things on the previous page that are relevant. I moved here in the fall and basically found that as soon as it got cold I couldn't cycle because the care for cycle routes is so poor in Kelowna. I do take public transit when its not a pandemic as my primary mode and I feel strongly that better (more reliable, more predictable, more accessible) bus service would be a way of bringing more people onboard. I hear how people talk about being scared to wait at bus stops in Rutland at night (I lived on the edge of Rutland before the pandemic when I was using transit all the time) and although I think that is really shitty and classist and racist, I also understand how the poor lighting, limited service, long wait times between busses, and darkness (especially in winter) can really contribute to feeling unsafe. As staff and as a student at UBC, I often come home late, and this means catching the bus at 10 pm (after work and school) to go home, so although I tend to feel really comfortable at the UBC transit exchange, I cannot say the same for other areas or for where I disembark from the bus, especially in the winter. I would have biked more often but the bike paths to the university are crowded at peak times, and the roads are terrible, there is only one bike path direction that feels safe (rail trail) and if you try to come the back way you risk your life on a lot of the turns on Glenmore; there are no meaningful trails that come from other directions, for example nothing from Lake Country!!! (this is ridiculous!!!) and although some people do hop over fences with their bikes to connect trails, a properly maintained trail would mean a lot to cyclists; ALSO when I used the bike-showers on campus (e.g. in UNC) the drains were plugged, even though it didn't look like the shower had been used for a long time, so I ended up standing in a puddle and its hard to put your clothes on like that; the shower in the EME bathroom seems to be locked now, I’d love to know why, and the bike parking areas are often really full (the ones inside the buildings are where I feel the safest leaving my bike). So there are inherent disincentives to cycling to campus for folks who want to. The fact that we do not clear the bike lanes in the winter or do anything to try to ensure that cyclists can still be safe and actively commuting in winter is a shame too. I am grateful for the bike racks on the busses, but these only fit two bikes at a time, so if we want more people cycling, we need to be thinking about that too.

Continued advocacy for a clear rail trail from Lake Country to UBC. This is a large safety concern of mine as I do not feel safe biking on the highway.

It's already in progress, but additional daycare spots.

Offering incentives such as a staff or faculty bus pass that is less expensive then parking.

I cycle already. Don't build more parking. Work with the city to enforce parking bylaws around campus and tow vehicles illegally parked.
provide secure spots for e-bike storage

Improve transit route

Explore more work from home options, improve cycling program, and transit - that is all I can think of that would incur any meaningful change.

I currently partake in a sustainable mode of transportation (cycling), however, further resources being put towards incentivizing cycling would be most welcome!

Secure bicycle parking.

Recognize that a growing population of students and staff live out of Kelowna in Vernon and Lake Country (too far for some to bike, especially in the winter) with little options for commuting by bus due to limited access and travel times. Student shifts at the hospital start at 6:45am.

Pushing for better bus routes would be very useful.

I’m never going to switch to the infrequent bus service in Kelowna, so improving bike safety and making it as easy as possible is the only intervention that will shift me away from driving.

Increase bus shifts on weekdays and weekends.

The fact that it is already in are tuition fees and that it is mandatory it is a good thing so we as student use the public transportation more often.

Already bus user

I already choose/chose sustainable methods even before there were any good options :-)
Looking forward to sustainable options that more people are comfortable with!
I've already shifted. Just make it cheaper, please. :)

Supporting future projects like light rail transit. Incentivizing transit. Supporting work from home where possible.

I think having the staff rate for bus passes help, but I do wonder about staff and faculty (and even students) with dependents who need child care. While child care is an issue everywhere, and may not be directly related to transport, I think if there was a space on campus for staff/faculty/students to bring their children and not have to drop them somewhere else, they may be more inclined to take transit with them. Just a thought, and it may be out there.

-Flexibility for work locations and times of work. Support from my manager and team. Shift in work culture
-Secure bike lock up
-I like the idea of a sustainable transportation office and central place to go to
-Also really need signed Taxi stands on campus
-

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-

Offer free parking to those riding motorcycles during summer months while still not giving up their parking lot allocations during winter months

UPass for faculty- Mandated like with students.

I think with u pass it is already quite sustainable as it encourages students to ride the bus rather than drive their own cars.

Staff transit passes (or a good discount on them). Also, for those who carpool some days or don’t have need for the bus five days a week, a discount on tickets?

UBC (HR and Finance) has actively worked against people trying to put together a bus pass system for ourselves. This reduces future participation. Advocate for a barrier for the bike lane on
Glenmore. Provide people space to store their bikes at their building of work (maybe in their office) and provide convenient after trip facilities.

Improved transit schedules would be key.

If the on campus housing price would be reduced so that all the students could afford staying on campus and the on campus housing would be increased so that most of the students could be accommodated in them the use of transport would be reduced. Apart from that if convenient stores, grocery stores would be introduced nearby campus it would help the reduction of use of private transport too and it would help increase sustainability.

Making cycling and other forms of sustainable transportation to campus as ‘easy’ as possible should be the goal of a coherent transportation plan, especially at a campus found at a remove from the city and with considerable scope for adding more bike kiosks and bike lanes. This would include teaming up with the city to ensure that the Rails with Trails path is kept clear year-round. In terms of end-of-trip facilities, faculty/staff would no doubt be encouraged to cycle if there were options for showers and towel service/lockers (i.e. these items need not be carried to/from on the bike). Often people’s choice of transport is based on convenient, time, and practicalities, so addressing these where cycling/bus is concerned is a great place to start. Encouraging online teaching and remote work does not seem like a solution at all to creating a vibrant, active, and engaged campus life. Offering a faculty/staff pass is a nice idea, but I’d rather see that money go towards subsidizing or offering free student passes. Another key way to get students, staff, and faculty to ditch their cars is to establish a regular quick and direct bus link between downtown and the university, especially for rainy/snowy/cold winter days where cycling doesn’t seem appealing or feasible to most commuters. The number 6 bus serves this purpose, but it’s slower than driving, and ultimately time/convenience is a big factor here; perhaps the U could team up with the city to develop a direct bus that runs from city centre (a couple of stops, including perhaps a centrally located grocery store, so students had an easy way to get groceries) directly to the U. This will encourage faculty/staff who live centrally to take the bus and students won’t have the incentive to get a car in order to go downtown for entertainment, food, etc.

Price will play a large factor in this. Keeping sustainable options less that the cost of conveniently driving to campus will benefit making the sustainable choice.

improve safety walking from bus to dorms or to campus

More bike parking

The university should advocate for increased transit stops in and around Kelowna and incentivize transit use and sustainable transport. Maybe lessen the car parking price for electric vehicles, whereas increase it for gas vehicles

although, most of us are aware of the consequences it has on our climate it wouldn’t hurt to reiterate it through awareness workshops perhaps.

Paying or subsidizing for bus passes for staff. Offer Staff their own “mini-bus” so we don’t have to take with students (from Vernon). Offer more buses from Vernon during the busy times (first time in the AM and 4 PM in the afternoon).

Paying or subsidizing for bus passes for staff. Offer Staff their own “mini-bus” so we don’t have to take with students (from Vernon). Offer more buses from Vernon during the busy times (first time in the AM and 4 PM in the afternoon).

More busses running

Improve app moovit or create new app

Pressure on BC Transit to offer more frequent, faster and easier service.

Having more options for late buses
I hope this is possible, but it would make a huge difference if route 4 had a more flexible schedule and was active on weekends. Also, I suggest to have more lockers on campus, so students wouldn’t have to leave campus as often to get materials for classes.

Advocate for better road repairs adjacent to the wonderful active transport corridors we have already. I live in Ellison area and access the campus via the John Hindle trail and the underpass at Bulman Road. That part of my commute is amazing! Feels fast and safe. The rest of my commute is terrifying. The road from the underpass the other 20 minutes of my ride him is along a road with zero shoulder pitted with potholes. I would drive if I could afford to park on campus 100% just because of that bit. I see other people riding bikes on it too so I know I’m not the only one riding in that area.

Really just the support of a hybrid remote work schedule would get me off the road more, and I would consider using transit if there were more options - perhaps more trips to UBCO, or an express bus etc.

Provide options for faculty and staff traveling between campus and the Innovation Precinct. Transit is currently limited so many staff will likely end up driving for meetings.

Flexible parking and separated bike route along Glenmore.

For me personally, advocating for the timely completion of the Rail Trail between Kelowna and Lake Country, inclusive of ensuring it is a commuter pathway that is cleared when necessary during our short winter season.

Ensure all students and employees are aware of transportation options available to them. Perhaps make that information part of the onboarding and orientation processes and ensure long-standing employees are informed as well.

Nothing not already noted in the previous page.

Maybe incentivize people for using more sustainable modes of transit

Park and ride locations would help reduce my driving distance and allow me to use the bus for about half of my commute. I would benefit from reduced fuel bill and possibly not require a parking pass.

Make information of bus routes/parking rates and other transportation options easily accessible and understandable.

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**Question 7: Anything else to add?**

Free parking

Sustainability is extremely important to me, thank you for working on this.

Free parking that was available for faculty and staff during the pandemic should continue to be available as we return to work. Parking options need to be both flexible and affordable. Alternatively, there needs to be more opportunities to work from home.

Parents who drive young children cannot bike to work, and transit is nearly impossible given multiple stops and coordinating routes. Increasing fees only means young families have to pay more, which is especially frustrating. Recognition that we’re not all 20 something single students living on a bus route would go a long way in developing these strategies.

If you build it, they will come. More frequent bus service is absolutely the key to more people using it.

Perhaps the University could send well-informed representatives to City of Kelowna council meetings to argue against development proposals which advocate building yet more homes on the tops of local mountains (i.e. car-dependent neighbourhoods).

I am glad this is a priority in the plan, very important to take action now.
Not every student lives on campus, and it is expensive to drive. At least I can read on the bus. It would be best if they offered free wifi, so you could review your notes.

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<tr>
<td>Nothing</td>
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Don’t punish people for having vehicles. Realistically we need greener personal vehicles, and that’s something UBCO has zero influence on.

<table>
<thead>
<tr>
<th>I was very disappointed with the parking situation this year, the waitlists were not properly advertised this year and little to one information about parking was released.</th>
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<tbody>
<tr>
<td>cheaper parking, or ability to add more cars to one parking pass</td>
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I feel that many people choose not to ride the bus because it is seen as dirty or unsanitary, to share a commute with strangers. If the busses were cleaned more often, especially during high volume times, then this stigma would slowly be removed.

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<tbody>
<tr>
<td>Create a better parking plan so that lots that the lots that students have purchased annual passes for do not fill up.</td>
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</table>

If UBC were to set up a space to meet others who live in your area of the Okanagan, I would like to be a part of a carpooling initiative, I would be happy to drive other students that live near me as well as carpool with other drivers. I think this would appease student’s need to be time and cost efficient while lessening the carbon emissions.

<table>
<thead>
<tr>
<th>PLEASE acknowledge the fact that electric vehicles are NOT a sustainable mode of transportation - there is not enough power infrastructure to homes to support this, cities would have to go through major upgrades (and who’s going to pay for this? we’re already taxed to within an inch of our lives); not to mention the incredible damage to the environment which is NOT repairable - lithium mines destroy the landscape, and cannot be recovered - at least the oilsands are replanted after bitumen extraction is complete</th>
</tr>
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</table>

I think it is fantastic UBC is trying to shift to a sustainable model, I hope that it becomes more and more viable.

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<tr>
<td>In general, having essential things available at walkable distances will be incredibly beneficial to UBCO students and staff. While the current transit system is convenient to use, it is undeniable that it requires a large chunk of time to be reserved out of a person’s day in order to do even simply tasks. If a quick trip to Walmart could be replaced by a quick walk to the convenience store on campus, students would not only be able to acquire items more sustainably, but also save a large amount of time that they can then invest in other aspects of their life such as academics and extracurriculars.</td>
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<tr>
<td>Increase bus routes and schedules</td>
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<tbody>
<tr>
<td>I think the availability of transit bus stops in campus itself is a really good choice taken by UBCO as it makes it easier for students to travel around in the city.</td>
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<tr>
<th>Nope</th>
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<td>Nope</td>
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<tr>
<th>n/A</th>
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<tbody>
<tr>
<td>Thank you for taking the initiative to work towards a more sustainable way of commuting to and from the university!</td>
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<tr>
<td>Question</td>
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<td>-------------------------------------------------------------------------</td>
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<tr>
<td>Transit isn't a possibility for many students that live off of campus due to there being no direct bus routes going from them to the school</td>
</tr>
<tr>
<td>As a cyclist much of the year, I would really really appreciate many more end-of-trip facilities for cyclists. There are none in the building I work in. There should be multiple such facilities in every building.</td>
</tr>
<tr>
<td>While a moot point, the pressure on the individual to make personal choices is greatly overshadowed by the impacts of institution and business (airlines, shipping etc.). Ideally the University is examining the impacts of the numerous flights it books every year for various reasons.</td>
</tr>
<tr>
<td>Sustainability and reducing greenhouse gases is really important. Having said that though, myself and many other students have no other option than to drive. Measures like making parking passes much more expensive/reducing parking significantly would add a major roadblock to local commuter students in more rural regions of the Okanagan.</td>
</tr>
<tr>
<td>Thanks for working on improving/expanding sustainable transportation options! :)</td>
</tr>
<tr>
<td>In Kelowna missing a bus can mean making it to campus for class on time or an hour late. We need to improve the bus system all around Kelowna for students taking public transit to succeed</td>
</tr>
<tr>
<td>make the U pass optional for students who will not be using it</td>
</tr>
<tr>
<td>Nothing else comes to mind</td>
</tr>
<tr>
<td>Maybe if there were nice bike trails/paths that lead to the university (like a greenway), then more students would use that to commute instead of driving</td>
</tr>
<tr>
<td>Renewable energy like solar or battery charged busses will hit the target a lot sooner than 2040.</td>
</tr>
<tr>
<td>Sustainability is very important, so recommending or providing an e-scooter/cycle renting or docking service would be very helpful. :)</td>
</tr>
<tr>
<td>It would be nice if there was a more extensive bus transit service that interconnects with the rest of Kelowna, especially to places such as Glenmore, Rutland, the Airport, Lake Country, and more Southern parts of Kelowna.</td>
</tr>
<tr>
<td>day pass parking should be permissible in the mornings!</td>
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<tr>
<td>Thank you for trying to improve the community’s carbon footprint!</td>
</tr>
<tr>
<td>DO BETTER WITH PARKING PRICES and treating pedestrians better</td>
</tr>
<tr>
<td>I like the supplemental support for e-bikes. This should also be considered for gym. If every faculty member paid, even $5/month, most wouldn’t use but it could be a health fee. Whether people use the service or not is there choice. For those who show up with a helmet to the gym and/or showers 25x a year money is reimbursed and they still have access. This is about our environment and our health</td>
</tr>
<tr>
<td>Better end-of-trip facilities for cyclists (i.e. covered bike lock-ups and lockers)</td>
</tr>
<tr>
<td>increase stops and hours of bus operations even in remote areas to encourage more transit users</td>
</tr>
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</table>
Limited space for bringing a bike on the bus (if more than a few people wanting to bus one way/ bike one way)

Direct buses to University from clusters (time). dedicated bus lane (time). reduce overcrowding, deal with homelessness with the City or do “private” UBC buses, and bike transport. And added bonus, small buses to transport people to the clusters.

Please do consider improving transit infrastructure to Vernon, not just Kelowna. It is getting less and less affordable to live in Kelowna and Vernon or West Kelowna are better options for people who can’t afford to live in Kelowna.

There should be more bike and walking paths, in addition, building should be built more efficiently in terms of space utilization. The number of floors should be increased to assist with the rapidly growing number of students, staff and faculty. There should been more high rises built rather than a constant spread of low rises…. with underground bike parking.

Nothing right now, thanks

Travelling by bus should not take 2 to 3X longer than taking a car (which is does for me as I have to walk 15 minutes to the nearest bus stop from my house).

If you are targetting sustainability, give preference to hybrid and electric cars without cutting parking.

Its really frustrating that the car share programs are not better set up, that carpooling seems to be non-existant, that there are not enough bike parking places on campus, and that UBCycles gets so little visibility on Campus - I just discovered them and this should be something that is way more foregrounded as a resource for everying, especially with the BikeShare program that they run. We can do better. I am really looking forward to doing better, and I will participate in making improvements if the opportunities arise to participate.

Great work to your team!

I don’t understand the growth of autos in the BAU scenario. Are there plans in place to build sufficient parking to accommodate this? Restricting parking is an important part of getting people to switch modes.

Work with the city of Kelowna

Could we turn the bike rail trail (utilized part of the year) to a light rail between the cities with station stops (utilized all year)?

Direct liaison with the city and the busing company are required. The buses themselves are often very uncomfortable, example, too hot or too cold or deafeningly loud engine noises, and engine fumes inside the bus, note this is a a very strong dis-incentive to ride the bus or deter someone from being a long term rider.

I like the proposed Flume trail.

reduce parking permit fee

no

The Rail Trail between Lake Country and UBC is still closed. That would make a big difference, too.

I wonder how consulting on this plan during COVID affected the results. People had more flexibility to embrace sustainable transportation during the pandemic, with less places to go.

Thank you for the staff bus subsidy program- could this be monthly? instead of for a term?

The system is currently set up for hard core bikers not casual / commuter bikers.

No, thank you.

No

Why are ZEVs not considered sustainable, given that their GHG emissions are lower than transit?

Please add one more bus first thing in the AM and more in the afternoon so the buses aren’t so crowded.
DO NOT SACRIFICE PARKING!!! Kelowna has one of the highest personal vehicle per capita values in Canada. From my view this stems from the planning and design of Kelowna along with poor transit. You cannot force people to stop driving when there are not other viable options.

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<thead>
<tr>
<th>Response</th>
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<tbody>
<tr>
<td>No thank you.</td>
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<tr>
<td>For me personally, no.</td>
</tr>
<tr>
<td>Thank you for the opportunity to review and share input.</td>
</tr>
<tr>
<td>No thanks.</td>
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<td>No</td>
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