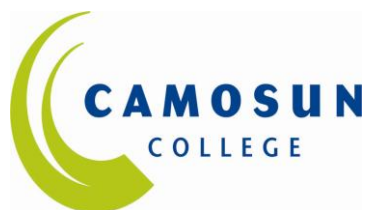


2008

Transportation and Parking Survey Comments Report



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Executive Summary

The Transportation and Parking Survey Comments report provides detailed analysis of the survey comments from staff/admin, faculty and students from Camosun College Campuses, Interurban and Lansdowne obtained from the Transportation and Parking Survey. Furthermore, it highlights points of view not deliverable from regular survey format and outlines key ideas and broad themes put forward from the College population related to Parking and Transportation at Camosun College.

The survey was administered to Staff/Admin, Students and Faculty as a web-based survey running from October 17 to November 3, 2008. *(Please refer “Getting Here – Results of the Camosun College Fall 2008 Transportation and Parking Survey” for demographic information.)*

The Transportation and Parking Survey 2008 had nine sections for the respondents to leave comments. For each section, similar comments were grouped and totals for main groupings were organized with graphs produced for each, by primary campus (Interurban or Lansdowne) or role (Staff/Admin, Faculty, Students). Unique and symbolic comments representing a larger group were highlighted in this report.

For the question: **“How could the parking at Camosun College be improved?”** adding parking spaces or a parkade structure was the top category for Staff/Admin with Interurban slightly more (22%) than Lansdowne (20%) as well as Faculty Interurban (24%) more than Lansdowne (17%), followed close behind by improving the alternatives (bike, carpool, transit) with facility improvements or incentives, Staff/Admin Lansdowne more (20%) than Interurban (19%) with Faculty at Interurban (20%) less than that of Lansdowne (23%). For students the biggest concern was the prices for parking more so at Interurban (26%) than Lansdowne (25%) followed by adding parking spaces which was apparent slightly more at Interurban (18%) than at Lansdowne (11%).

For the question: **“How frequently does inadequate transportation prevent you from attending classes, work or other activities on campus, or make you significantly late? Please describe”** for both campuses combined, students found that the bus service was the primary reason for being late on campus (60%), Staff/Admin found that bus service and parking lot troubles were equally responsible for tardiness on campus (both 33%) and Faculty found that busy parking lots was the main reason for being late on campus (42%). Looking at the difference between campus type with all roles combine, the bus being infrequent, late or full was the primary reason for being late on campus at Lansdowne more (59%) than Interurban (53%).

For the question: **“Have High Fuel prices caused you to consider changing your commute mode? If yes, what type of change have you considered?”** With both campuses combined, students (61%) and Staff/Admin (38%) have considered bus the most as an alternative due to rising fuel prices, Faculty considered this and bicycle equally as their choice (25% for both). Bicycle was the second most popular alternative choice (Students: 12%, Staff/Admin: 26%). The difference between campuses was small; taking the bus was considered most at Interurban campus (57%) than Lansdowne (54%). Biking was considered secondly from both campuses, people from Lansdowne considered this more (17%) than Interurban (15%).

For the question: **“What Factors limit you use of walking?”** with roles combined, distance was the main limitation to walking to campus; this was apparent more at Interurban (88%) than Lansdowne (80%). Weather was the second main limitation on walking to both campuses; this was apparent more at Lansdowne (8%) than at Interurban (4%).

For the question: **“What Factors limit you use of cycling?”** with roles combined, **distance** was the main limitation to cycling to campus; this was apparent slightly more at Interurban (36%) than Lansdowne (32%). Weather came second slightly more at Lansdowne (19%) than Interurban(16%). Furthermore, lack of a bike or the proper gear was also very

apparent slightly more at Lansdowne (16%) than at Interurban (14%) as well as fear, more so at Lansdowne(15%) than at Interurban (14%).

For the question: **“What factors limit your use of ridesharing?”** with roles combined, schedule including running errands throughout the day, work shifts, kids and classes was the main limitation to ridesharing to campus, this was apparent slightly more at Interurban (40%) than Lansdowne (34%). Troubles finding a carpool came second (27% for both.)

For the question: **“What factors limit your use of public transit?”** with roles combined, limited service, schedule and frequency and the time it takes were the main limits for public transit ridership; Interurban felt service was the main factor (30%) and time being second (23%), Lansdowne felt the time was main factor for (25%) with service being second(23%). All roles, regardless of campus, felt that limited bus service, schedule and frequency were the main limitation, with students being impacted most. (Staff/Admin 22%, Faculty 19%, Students 28 %.)

For the question: **“What factors limit your use of telework?”** Faculty (51%) and Staff/Admin (58%) the main limitation on telework was that their role required them to be physically present. For staff/admin the second most major limitation was the fact that the college does not have a policy or procedures set-up or agreed within certain union agreements (16%). Most students (72%) did not know what telework was, but of those who did know what it was their main limitation on using this as a choice was that they preferred personal contact with teachers and other students (10% of total.)

For the section: **“Please add any other comments you may have concerning ways to improve access and encourage use of alternative modes for travel to Camosun Campuses.”** most people (all roles and campuses combined) suggested improving the bus system (37%) followed by providing incentives for better choices (13%) ,improving cycling facilities and offering cycling incentives (12%)., making parking better by reducing the cost, creating better lots and machines (11%), getting rid of Robbins (5%), providing more telework options (1%) and, finally, adding shuttle service (1%).

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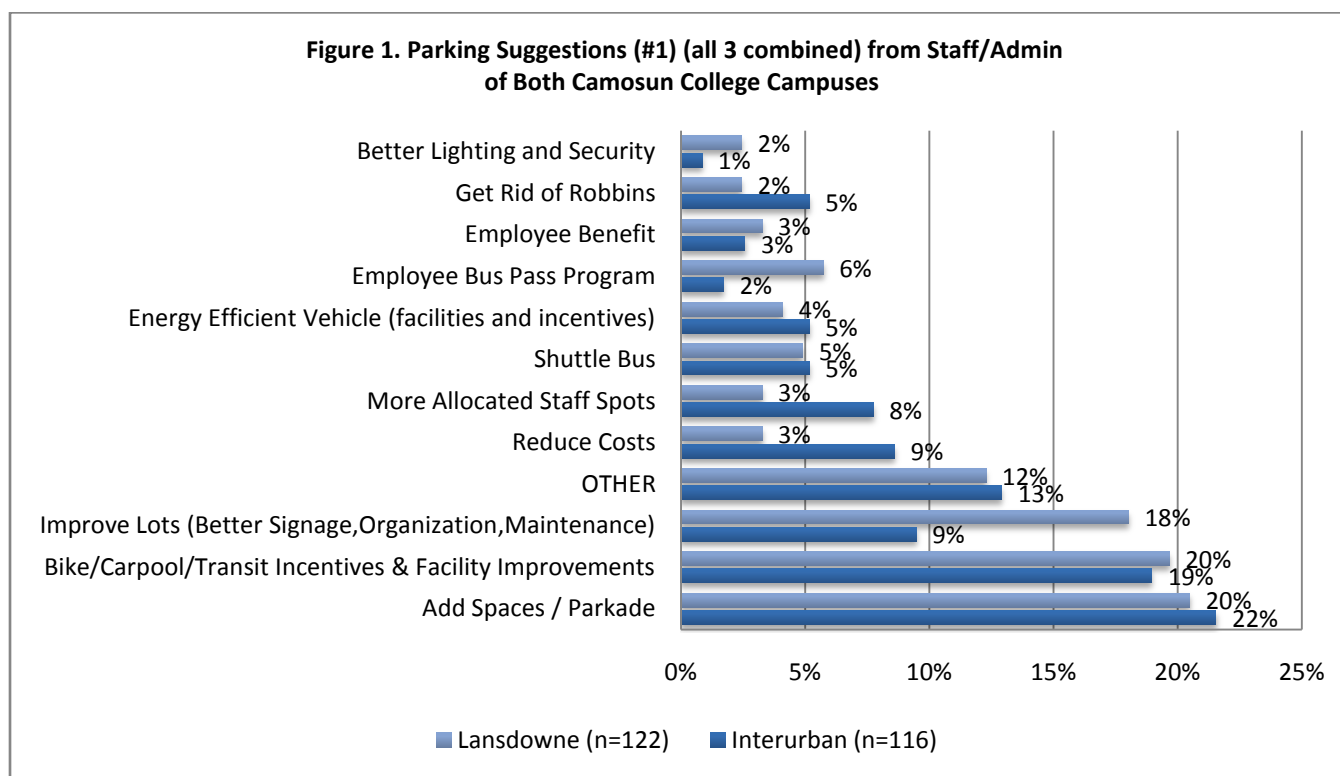
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1. How could the parking at Camosun College be improved? Provide up to 3 suggestions.

For the question: “How could the parking at Camosun College be improved?” the comments were separated into 16 categories. (Add parking spaces or parkade structure, Bike/Carpool/Transit Incentives and facility improvements, Improve lots (signage, organization and maintenance), Other, Reduce Costs, More Allocated Staff spots, Shuttle Bus service, Energy efficient vehicle (facilities and incentives), Employee Bus Pass Program, Change or modify Employee Benefit, Get Rid of Robbins, Better lighting and security, Better/More ticket machines, More time increments, Free Evening and Weekends, No improvement needed).

Each Role (staff/admin, faculty and students) were graphed with the 3 parking suggestions combined and divided up by the primary campus they attended. (See figure 1 - 3 below).

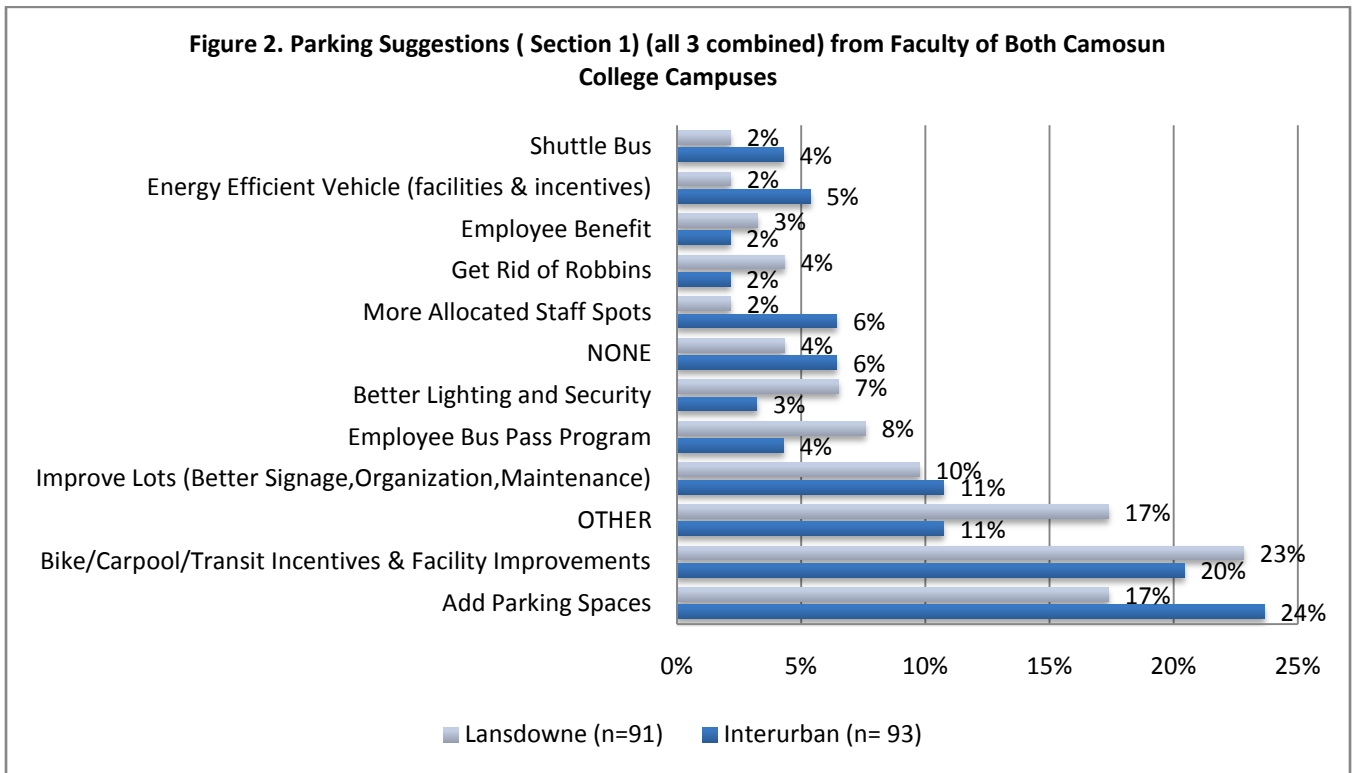
Figure 1 below looks at parking suggestions from Staff/Admin members.



To improve the parking situation at Camosun College, adding parking spaces or a parkade structures was the top category for Staff/Admin on both Campuses (Interurban 22% and Lansdowne 20%), followed close behind by improving the alternatives (bike, carpool, transit) with facility improvements or incentives (Interurban 19% and Lansdowne 20%).

Reducing the cost was also a main suggestion for improving the parking situation; however, this does not necessarily mean staff/admin members are suggesting the reduction of costs for students and ticket fine.

Figure 2 below looks at parking suggestions from Faculty members.

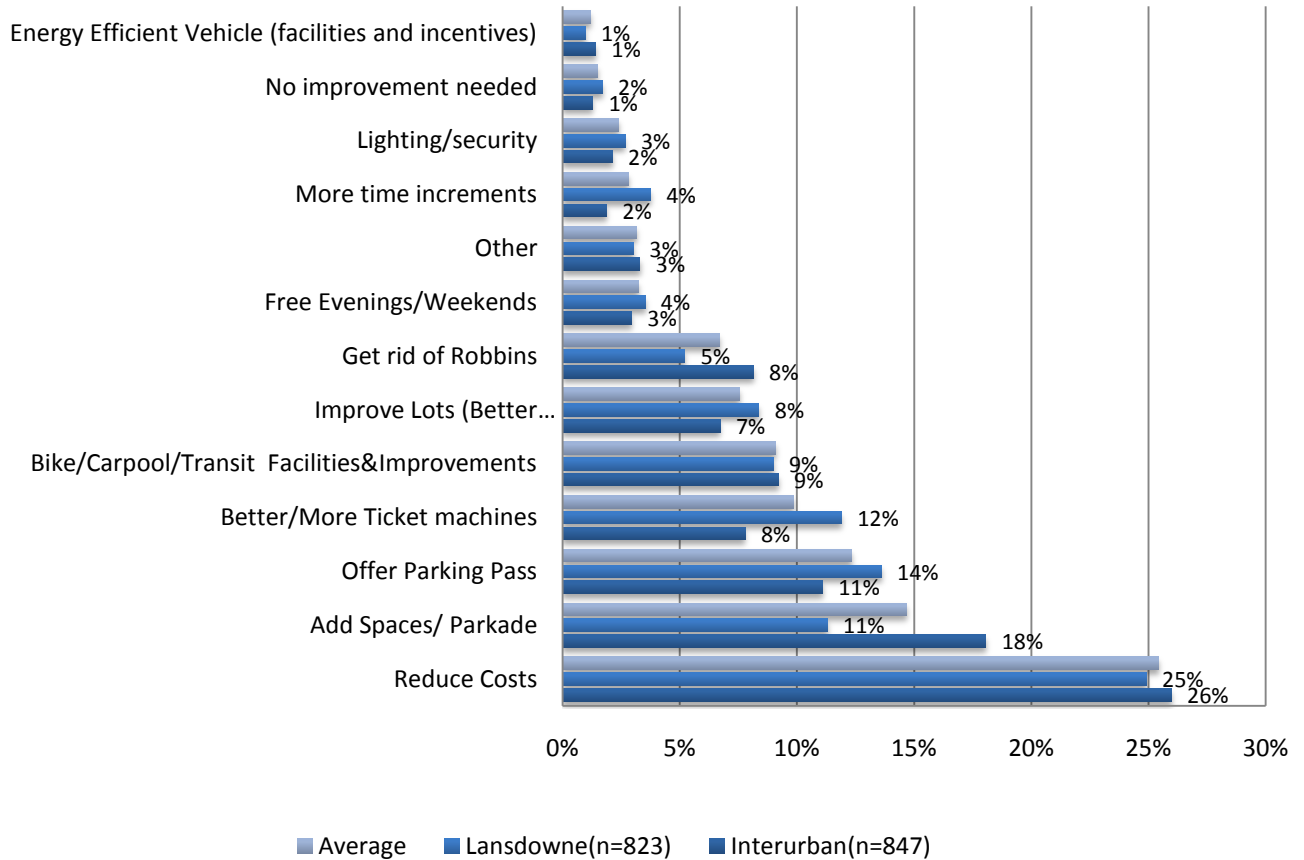


Faculty from both campuses had very similar results as Staff/Admin (See figure 1). However, they did not include reducing costs as one of the suggestions. Add parking spaces was highest at Interurban (24%) than at Lansdowne (17%) and improving alternative incentives and facility improvements was second highest suggestion (20% Interurban and 23% Lansdowne).

The OTHER had some unique suggestions. Some of these include better tracking of passes given out (*“don't give out more passes than there are parking spots. if we pay for a pass we should have a spot.” Interurban Faculty*), opening the facilities earlier (*“Open the buildings before 7:00 am so that people can leave home earlier to avoid the traffic congestion and rush and do some work in their offices/classrooms” Interurban Faculty*) and providing on campus housing.

Figure 3 below looks at parking suggestions from the students of both campuses.

Figure 3. Parking Suggestions (Section 1) (all 3 combined) from Students of Both Camosun College Campuses



For students the biggest concern was the prices for parking (Interurban 26% and Lansdowne 25%), especially for students whom had no other options than driving to campus. Add parking spaces was second highest suggestion for Interurban (18%) as was offering a Parking Pass at Lansdowne (14 %.), followed by improving ticket machines more so at Lansdowne (12%) than Interurban (8 %.)

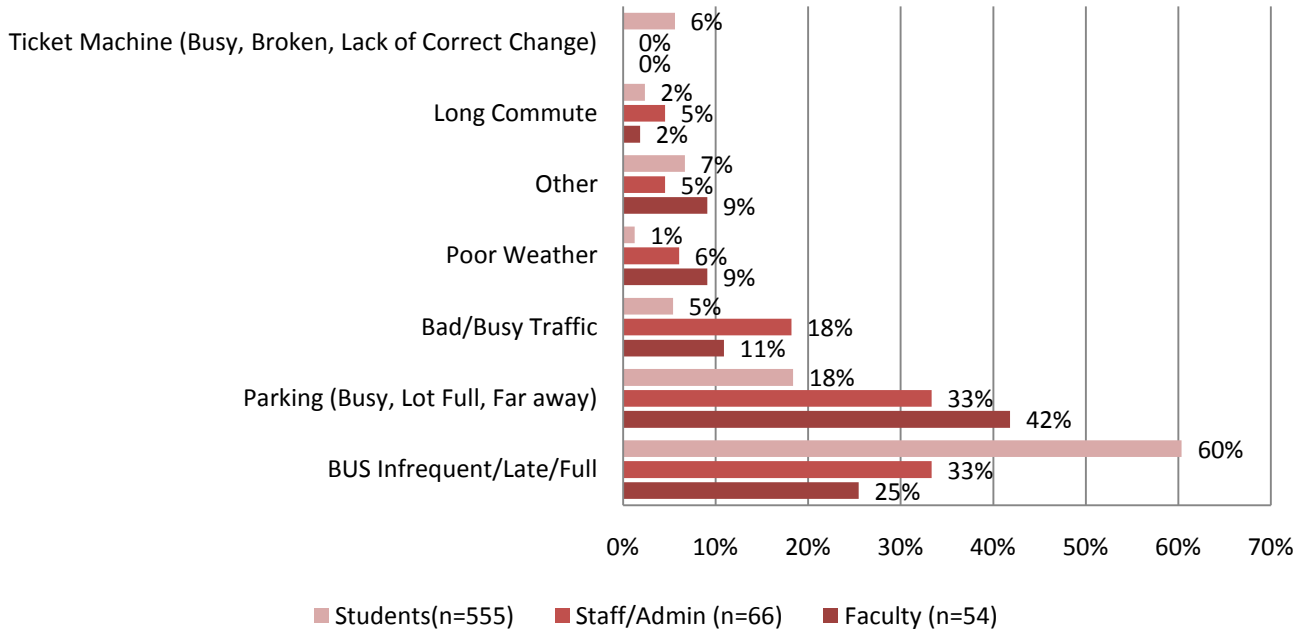
Please see Appendix A for comments pertaining to this section.

2. How Frequently does inadequate transportation prevent you from attending classes, work or other activities on campus, or make you significantly late? Please describe circumstances:

For the question: “How frequently does inadequate transportation prevent you from attending classes, work or other activities on campus, or make you significantly late? Please describe.” the comments were separated into 7 categories (ticket machines (*busy, broken, no change*), *Long commute, Other, Poor weather, Bad/Busy Traffic, Parking (Busy, Lot full, far away) and Bus (Infrequent, Late, and Full.)*)

Figure 4 below looks at the difference in response from Students, Staff/Admin and Faculty regardless of campus.

Figure 4. Survey Comment Response for Faculty , Staff/Admin and Students on both Campuses from Response to (Section 2)

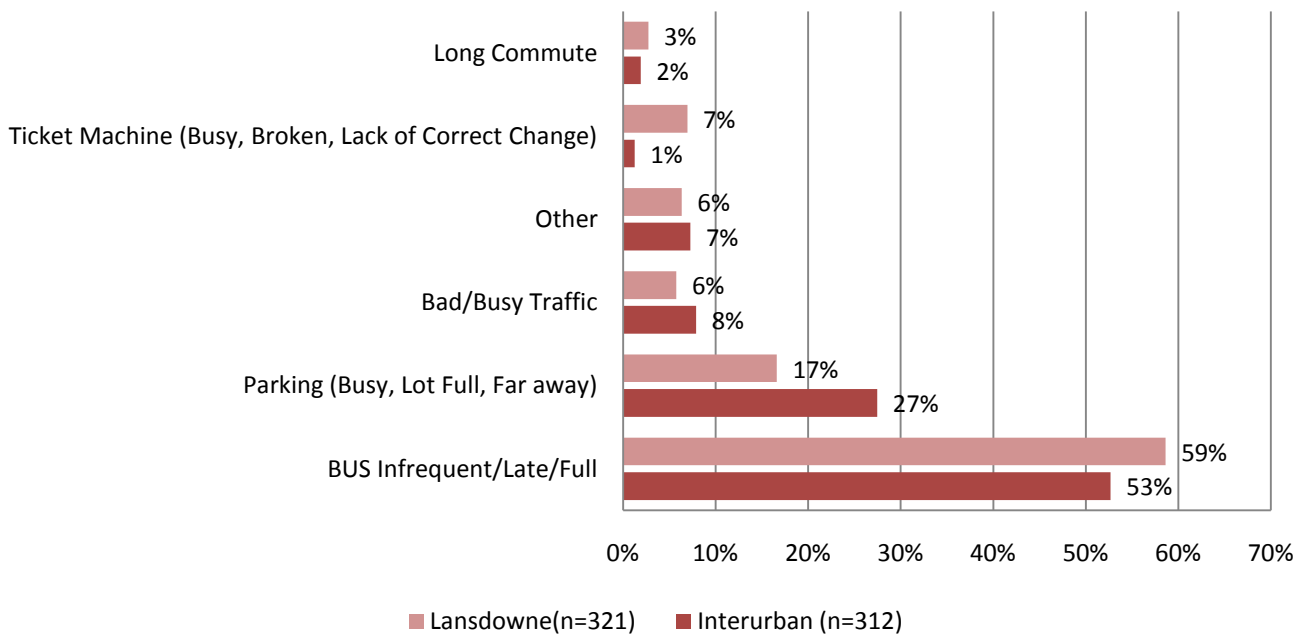


Students found that the bus service was the primary reason for being late on campus (60%), Staff/Admin found that bus service and parking lot troubles were equally responsible for tardiness on campus (both 33%), and Faculty found that a busy parking lots was the main reason for being late on campus (42%).

Staff/Admin and Faculty stressed that inter-campus travel throughout the day, and arriving on campus later in the morning resulted in lateness due to no parking available, or driving around the campus to separate lots.

Figure 5 below looks at the difference in response to question 17 between Campuses.

Figure 5. Survey Comment Response from Interurban and Lansdowne Campuses (Faculty Staff/Admin and Students Combined) Response to (Section 2)



The bus being infrequent, late or full was the primary reason with staff/admin, faculty and students combine from both campuses for being late on campus (see figure 5). Lansdowne campus felt this slightly more (59%) than Interurban (53%). The parking situation was the second main reason for people on both campuses for lateness. Interurban felt this more (27%) than Lansdowne (17%).

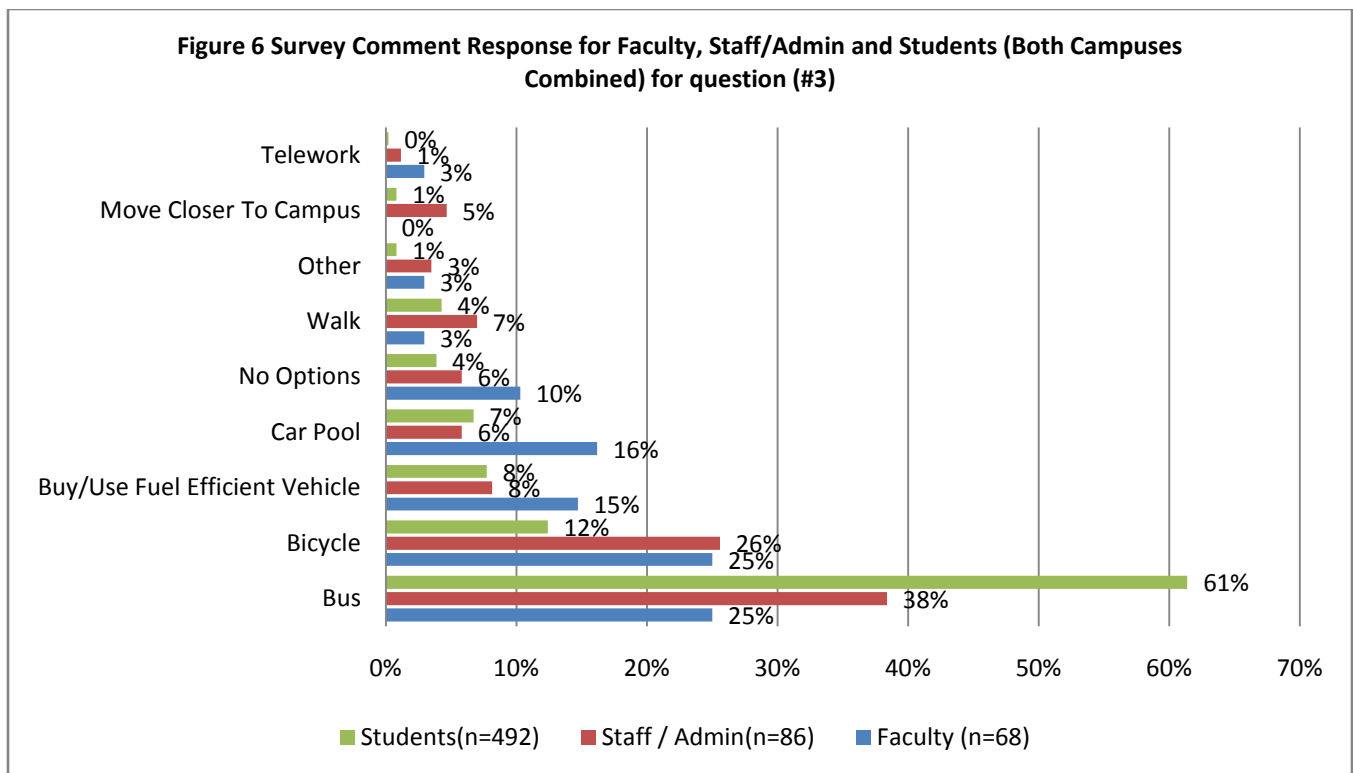
It should be noted that 16% (27 of 167) of people from Interurban whom stressed that bus was infrequent, late or full specified that Bus #39 was the specific problem. From Lansdowne Campus people stressed that the #4 on Hillside was prone to many pass-ups and late schedules in the morning being very unreliable which led to lateness on campus.

Please see Appendix A for comments pertaining to this section.

3. Have High Fuel prices caused you to consider changing your commute mode? If yes, what type of change have you considered?

For the question: “Have High Fuel prices caused you to consider changing your commute mode? If yes, what type of change have you considered?” the comments were separated into 10 categories (*Bus, Bicycle, Buy Fuel Efficient Vehicle, Carpool, Not options, Walk, Other, Move close to campus, Telework*).

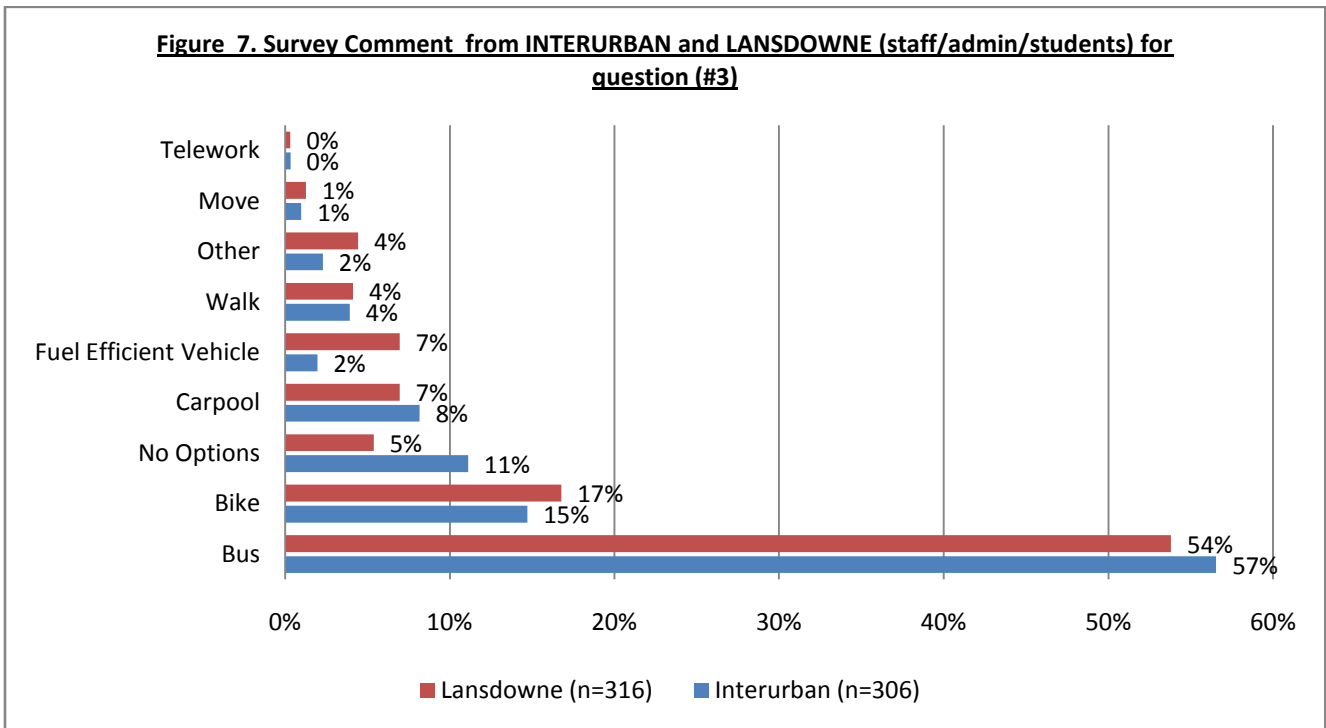
Figure 6 below looks at the difference in response from Students, Staff/Admin and Faculty regardless of campus.



Students (61%) and Staff/Admin (38%) have considered bus the most as an alternative due to rising fuel prices, Faculty considered this and bicycle equally as their choice (25% for both). Bicycle was the second most popular alternative choice (Students: 12%, Staff/Admin: 26%) Many students, staff/admin and faculty chose more than one options with biking and busing being the top choices.

Carpooling was also a mode shift – staff/admin (6%), faculty (16%) and students (7%) have considered. However, it was stressed that this was often inconvenient and hard to organize.

Figure 7 below looks at the difference in response to question 17 between Campuses.

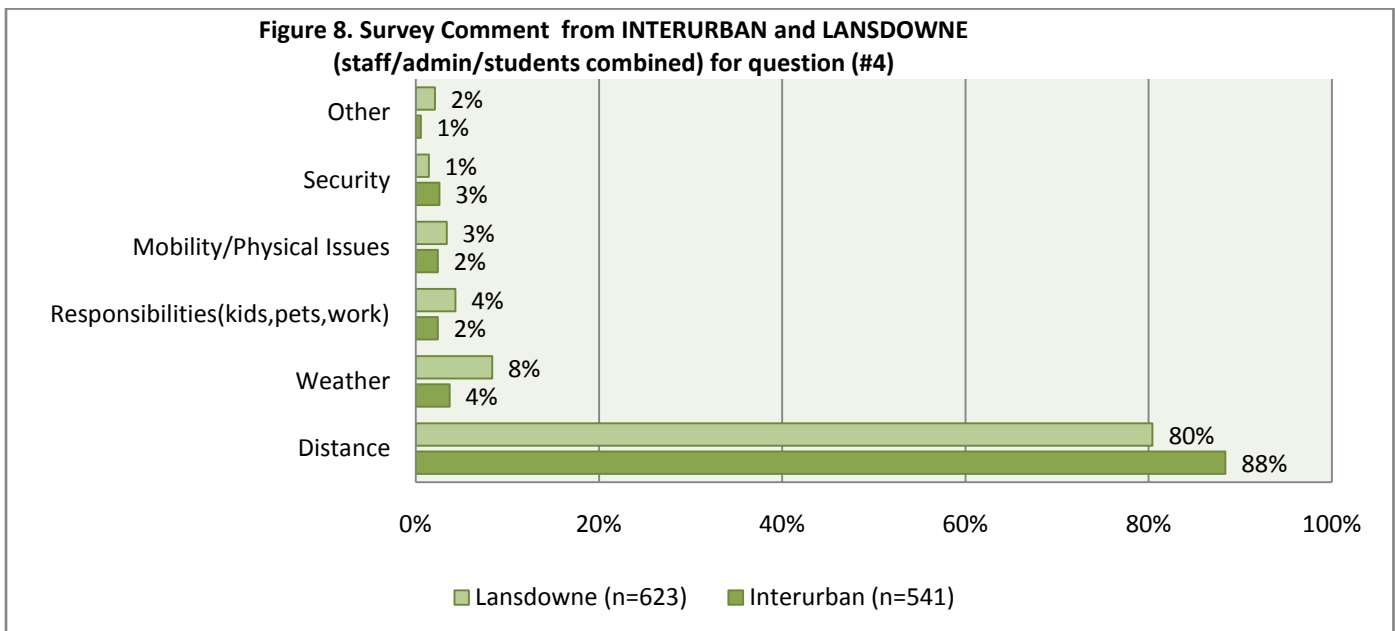


Taking the bus was considered most for staff/admin, faculty and students combine from both campuses. Interurban campus considered this slightly more (57%) than Lansdowne (54%). Biking was considered second from both campuses, people from Lansdowne considered this more (17%) than Interurban (15%).

Please see Appendix A for comments pertaining to this section.

4. What factors limit you use of walking?

For the question: “**What factors limit you use of walking?**” the comments were separated into 6 categories (*Distance, Weather, Responsibilities (kids, pets, work), Mobility/Physical Issues, Security and Other*). Figure 8 below looks at the difference in response between campuses from all roles combine.



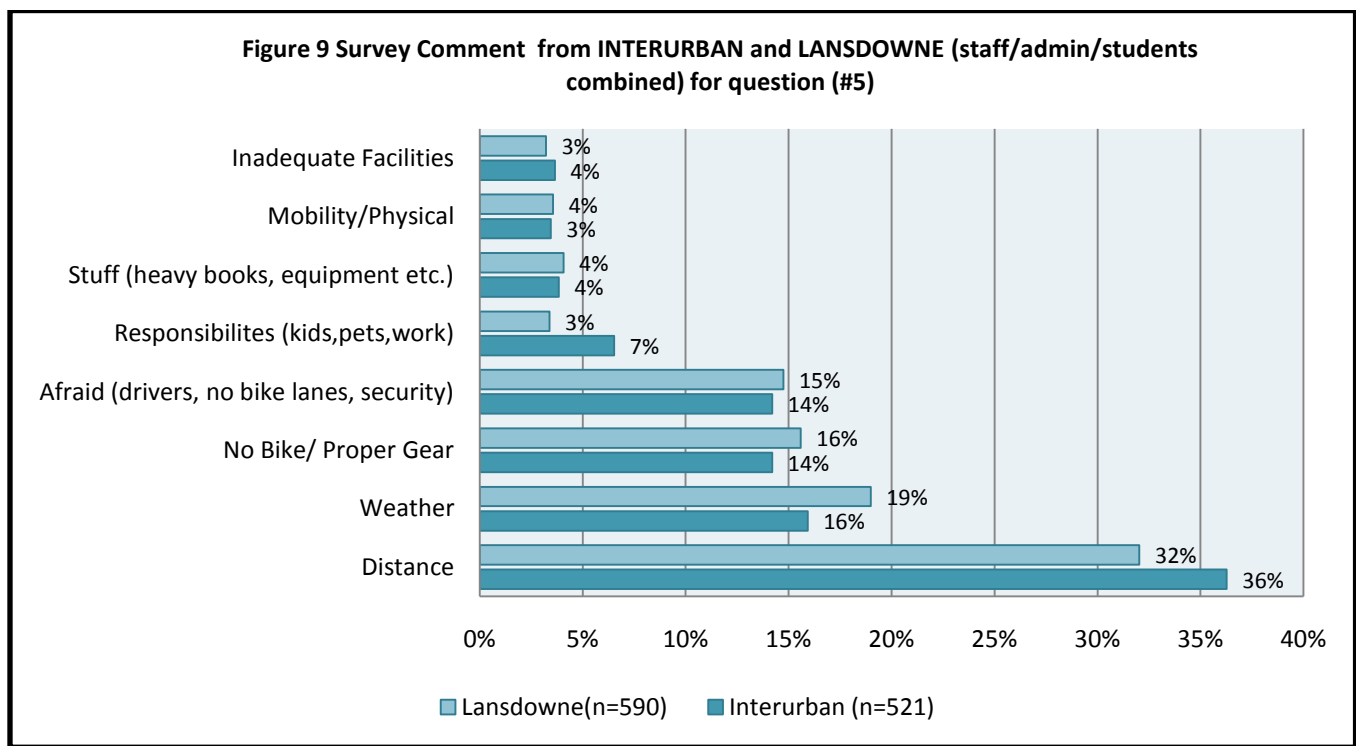
Distance was the main limitation to walking to campus, this was apparent slightly more at Interurban (88%) than Lansdowne (80%). Interurban’s rural location and lack of side-walks and paths was the main reason for this high number. Weather was the second main limitation on walking to both campuses more so at Lansdowne (8%) than Interurban (4%). Intercampus travel and responsibilities (kids, pets and work) was also a top limit on walking to campus, Lansdowne (2%) and Interurban (4%).

Please see Appendix A for comments pertaining to this section.

5. What factors limit your use of cycling?

For the question: “**What factors limit your use of cycling?**” the comments were separated into 8 categories (*Distance, Weather, Responsibilities (kids, pets, work), Mobility/Physical Issues, Afraid, Other, No bike/proper gear, Stuff (heavy books, equipment and Inadequate facilities)*).

Figure 9 below looks at the difference in response between campuses from all roles combine.



Distance was the main limitation to cycling to campus, this was apparent slightly more at Interurban (36%) than Lansdowne (32%) weather came second slightly more at Lansdowne(19%) than Interurban(16%).

Lack of a bike or the proper gear was also a major limitation on biking more so at Lansdowne (16%) than Interurban (14%) followed closely by the fear factor. Many people were afraid to ride to campus due to scary drivers, lack of bike lanes, fear of stolen bikes, and lack of knowledge more so at Lansdowne (15%) than Interurban (14%).

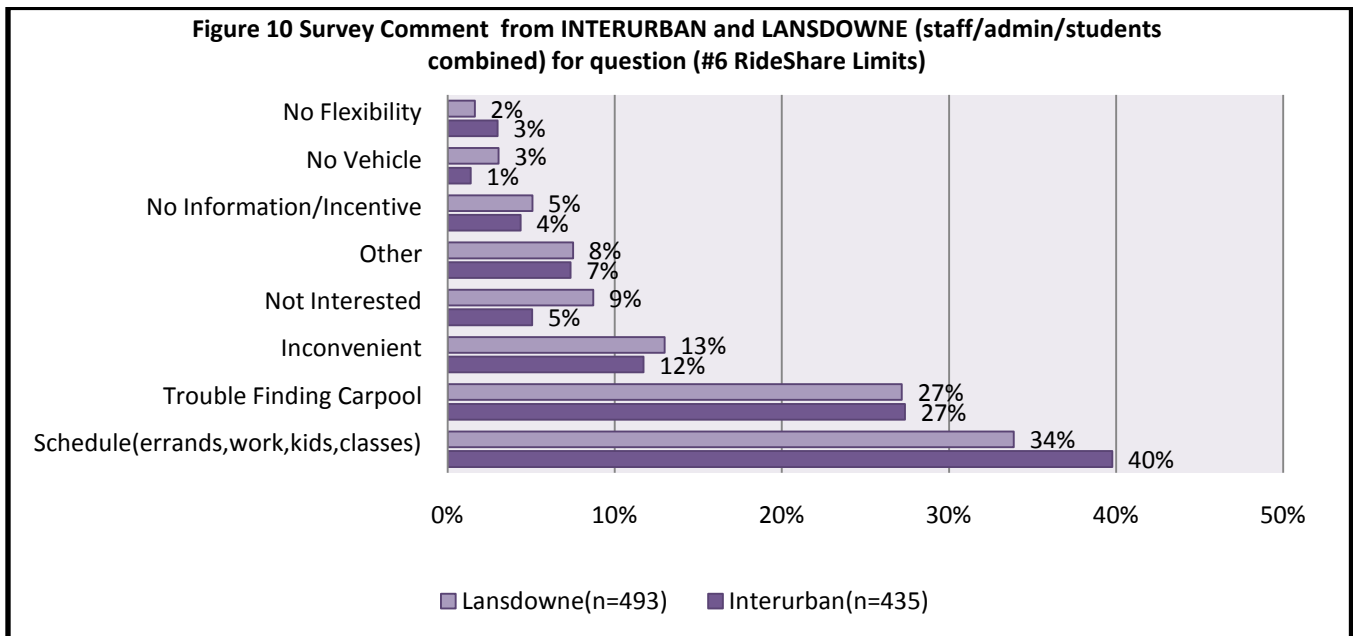
Adequate facilities or lack of knowledge of the facilities available on campus something that was a smaller issue on its own (Interurban 4%, Lansdowne 3%). However, it appeared in many responses as a secondary reason for not cycling to campus.

Please see Appendix A for comments pertaining to this section.

6. What factors limit your use of ridesharing?

For the question: “**What factors limit your use of ridesharing?**” the comments were separated into 8 categories (*No Flexibility, No Vehicle, No Information or Incentive, Other, Not interested, Inconvenient, Trouble Finding a carpool, Schedule.*)

Figure 10 below looks at the difference in response between campuses from all roles combine.



Schedule including running errands throughout the day, work shifts, kids and classes was the main limitation to ridesharing to campus, this was apparent slightly more at Interurban (40%) than Lansdowne (34%). Troubles finding a carpool came second (27% for both).

Many people felt that the process of carpooling was inconvenient (Interurban 12%, Lansdowne 13%) because of the time it takes to organize, coordinate and find appropriate people to carpool from a given area.

A lack of information and incentives by Camosun was also a reasons people did not rideshare (Interurban 4%, Lansdowne 5%).

Many people from the OTHER category felt that their current mode was sufficient.

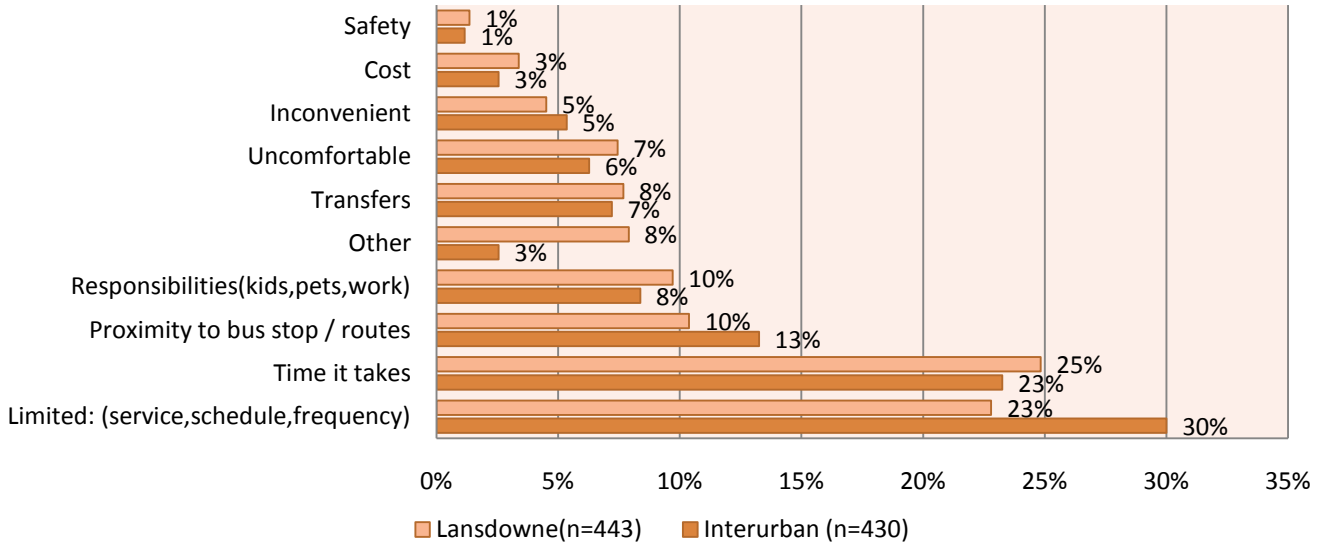
Please see Appendix A for comments pertaining to this section.

7. What factors limit your use of public transit?

For the question: “**What factors limit your use of public transit?**” the comments were separated into 11 categories. (*Safety, Cost, Incontinent, Uncomfortable, Transfers, Other, Responsibility, Proximity to bus stop/routes, Time it takes and Limited (service, schedule, frequency).*)

Figure 11 below looks at the difference in response between campuses from all roles combine.

Figure 11 Survey Comment from INTERURBAN and LANSDOWNE (staff/admin/students combined) for question (#7 Public Transit Limits)



Limited service, schedule and frequency and the time it takes were the main limits for public transit ridership; Interurban felt service was the main factor (30%) and time being second (23%), Lansdowne felt the time was main factor for (25%) with service being second (23%).

Figure 12 and 13 below looks at the difference in limitations to public transit between staff/admin, faculty and staff. These are separated into two graphs for clarity.

Figure 12 Survey Comment from STAFF/ADMIN and FACULTY (bot campuses combined) for question (#7 Public Transit Limits)

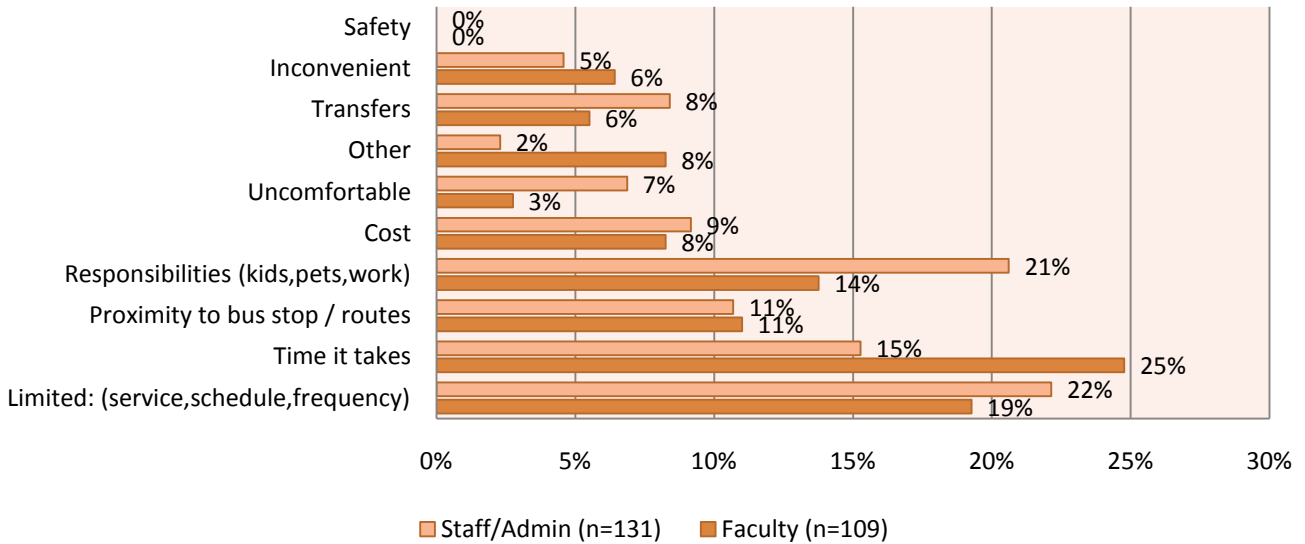
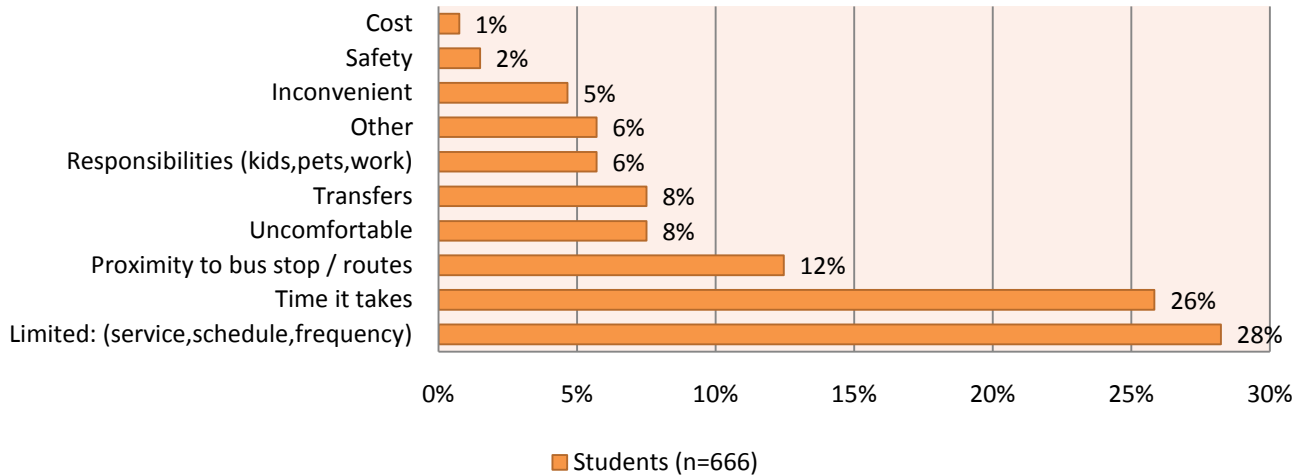


Figure 13 Survey Comment from STUDENTS (both campuses combined) for question (#7 Public Transit Limits)



All roles felt that limited bus service, schedule and frequency were the main limitation, with Students being impacted most. (Staff/Admin: 22%, Faculty: 19%, Students: 28%). For faculty (8%) and staff/admin (9%) cost was a major factor to whether or not they chose to take the bus, this was not as important to students (1%) because of the UPASS.

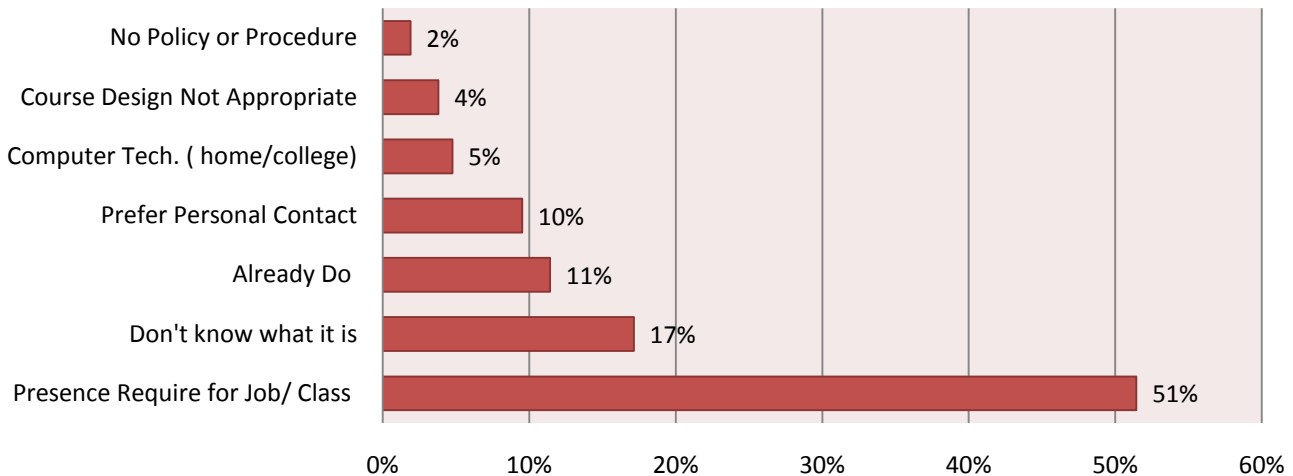
Other responsibilities including kids, pets, work impacted staff/admin (21%) and faculty (14%) much more than students (6%). The lack of direct routes to Camosun a lot limit all people surveyed from riding the bus, the hassle of transfers is a major deterrent for all role types (staff/admin: 8%, faculty: 6%, students: 8%).

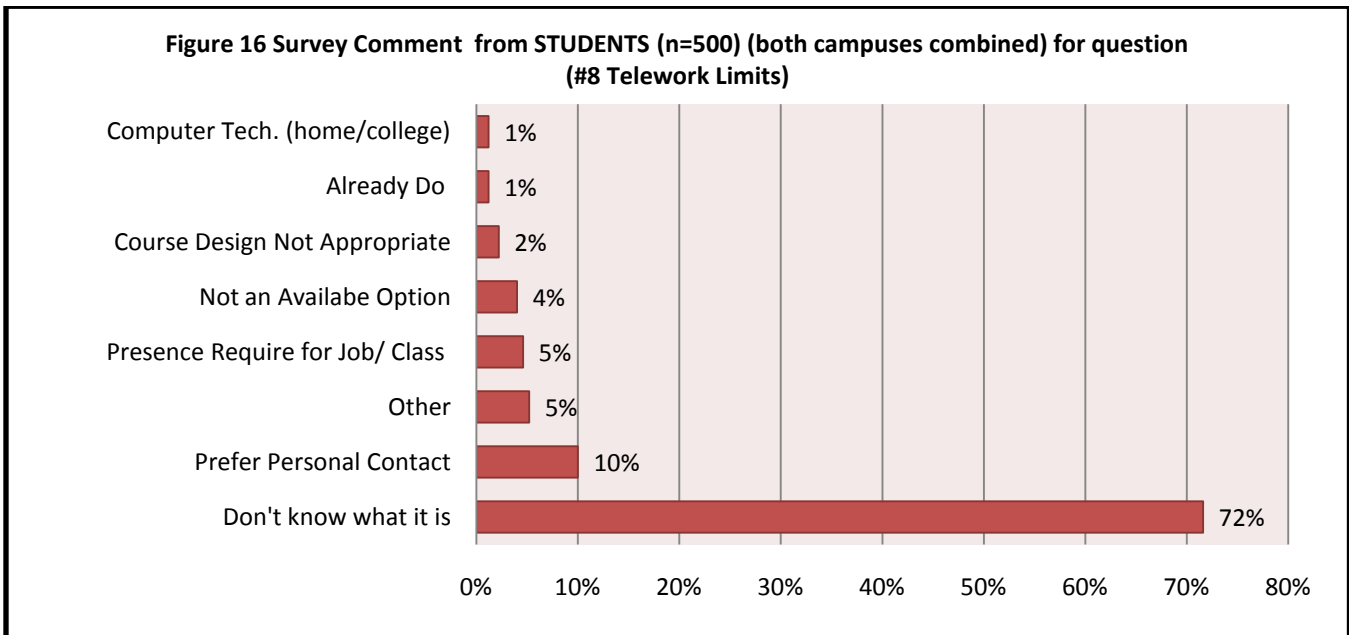
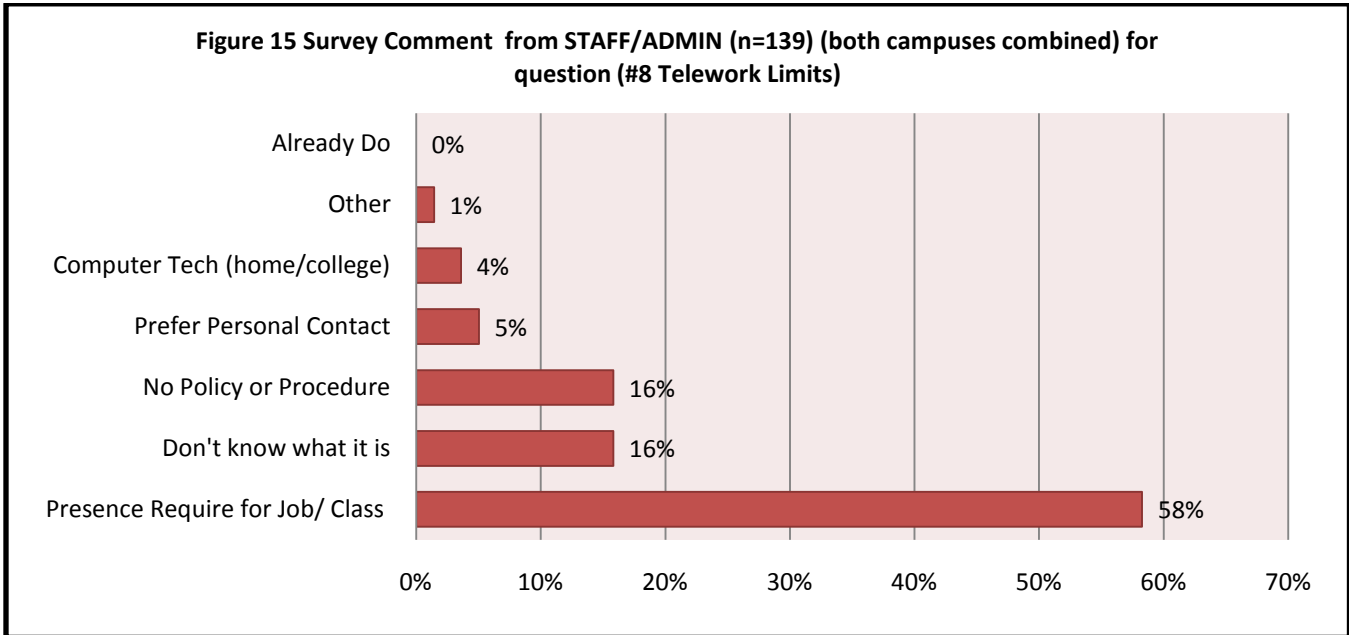
Please see Appendix A for comments pertaining to this section.

8. What factors limit your use of telework?

For the question: "What factors limit your use of telework?" the comments were separated into 7 categories. (No Policy or Procedures, Course design not appropriate, Lack of Computer technology at home or school, Prefer personal Contact, Already do some, Don't know what it is, and Presence require for job/class). Figure 14 (Faculty), Figure 15 (Staff/Admin) and Figure 16 (Students) below look at the limitations for each role regardless of campus.

Figure 14 Survey Comment from FACULTY(n=105) (both campuses combined) for question (#8 Telework Limits)





For faculty (see figure 14) and Staff/Admin (see figure 15), the main limitation on telework was that their role required them to be physically present.

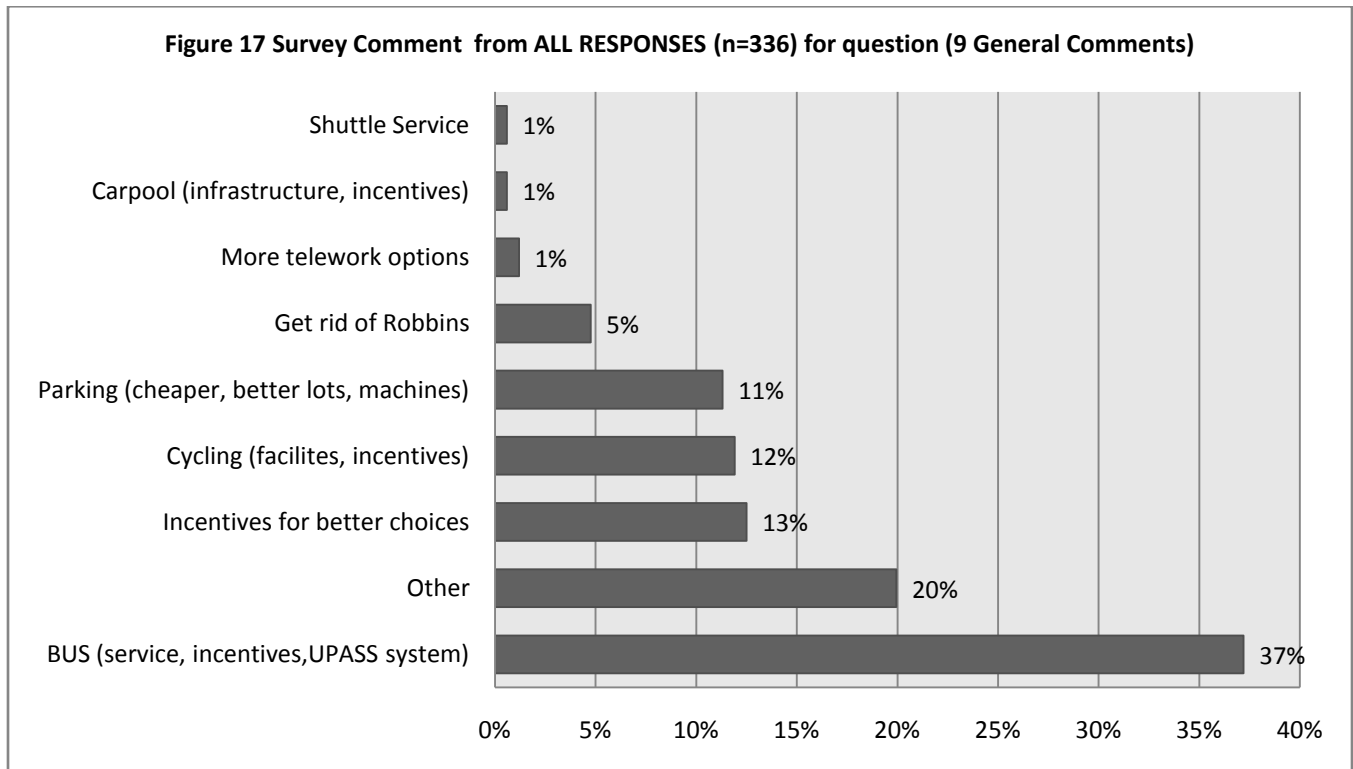
Most students (72%) did not know what telework was (See figure 16), but of those who did know what it was their main limitation on using this as a choice was that they preferred personal contact with teachers, and other students (10%).

For staff/admin the second most major limitation of those who knew what telework was, was the fact that the college does not have a policy or procedures set-up or agreed within certain union agreements (16%) (See figure 15).

Please see Appendix A for comments pertaining to this section.

9. Please add any other comments you may have concerning ways to improve access and encourage use of alternative modes for travel to Camosun Campuses.

For the section: "Please add any other comments you may have concerning ways to improve access and encourage use of alternative modes for travel to Camosun Campuses." the comments were separated into 9 categories. (*Shuttle Service, Carpool (Infrastructure, Incentives), More telework options, Get rid of Robbins, Improve Parking (cheaper, lots, machines), Improve cycling facilities or offer incentives, General Incentives for better choices, other and Improve Bus service or UPASS system*). The total number of responses to this section was 336 and Figure 17 below looks at the limitations for all roles and campuses combine.



To help Camosun's Transportation and Parking situation most people suggested improving the Bus system (37%) followed by providing Incentives for better choices (13%), improving cycling facilities and offer cycling incentives (12%), making parking better by reducing the cost, creating better lots and machines (11%), getting rid of Robbins (5%), providing more telework options (1%) and finally adding Shuttle Service (1%).

Please refer to Appendix for detailed breakdown of comments from this section.

Conclusion

Overall, to improve transportation and parking at Camosun College the Transit System needs to be improved. This is a mode that many people would consider. However, due to inadequate service, full uncomfortable busses and no benefits for faculty and staff/admin members, this mode was unappealing. Providing incentives and facility improvements for better choices on campus could push people to try different modes other than single occupant vehicle. Things like better bike lock-up facilities at Lansdowne, improved shower facilities or better information about existing facilities, providing information on Carpooling or a web matching system are some examples (*please refer to Appendix A for list of other key comments*).

Appendix A - Breakdown of Survey Comments

Section: 1 Parking Suggestions

“Build parkades up not flat and sprawling.” Interurban Staff/Admin

“Encourage those who can to travel by carpool, bike or bus. There are those who don't need their car once they arrive to work.” Interurban Staff/Admin

“I think paying for parking to go to school is ridiculous; students face enough school-related charges.” Interurban Staff/Admin

“Make alternate options known to employees. I have heard of 'RideShare' and other carpool options but have never looked into them.” Interurban Faculty

“Continue to look for ways of reducing dependence on cars e.g. incentives for those that don't drive (draws for gift certificates, decent shower facilities, etc.), subsidize commuter bikes (student/staff buys bike and gets credit for each day the bike is used to get to college to a certain amount) etc”. Lansdowne Faculty

“Cheaper rates would be appreciated, especially when it is very difficult for some people to get to school any other way than driving. I live in Fairfield and work full time during the day, and therefore do not have an hour or more to spend sitting on a bus or biking. I'm also not eligible for a U-pass and cannot afford to buy a bus pass at full price, so I'm basically limited to using my car and parking in the lot.” Interurban Student

“Lower the cost of parking, we are all students and it is very expensive to park, and some of us cannot take the bus due to starting times.” Lansdowne Student

“Monthly and/or term discounted parking passes to be sold at the bookstores. Currently only a weekly pass is available from the machine and this must be purchased with a credit card.” Interurban Student

“It would be really nice if all the pay stations worked. Most of the time my visa won't work in any of the stations and it is quite a hassle having to have change all the time.” Interurban Student

Section: 2 Inadequate Transport leading to Late

“Arriving on campus at any time after 8:00 a.m. means there are absolutely no parking spaces available. If I need to leave for an appointment at lunch, and return thereafter, again, there are NO parking spots available.” Interurban Faculty

“Leaving campus at noon on certain days and not being able to find a place to part when I return.” Lansdowne Faculty

“The amount of students exceed the the capacity of the #4 bus. There are never enough double decker buses on that route at peak times of the day. almost every morning at least 3 single level buses go by filled to capacity making student wait for a less filled bus, making students almost late for classes” Lansdowne Student

Section 3: High Fuel Prices Alternatives

“I have tried asking around for car pools but everyone has different class times. It makes it harder because I live in Langford.” Lansdowne Student

“Combining trips--'daisy-chaining' errands; bus sometimes; thought of getting dropped off with bicycle to ride home after work but decided it probably won't work” Interurban Staff/Admin

“Biking and taking the bus. I drive because I work until 5:30pm and that is the only way to make my 6 pm class on time. I prefer not to drive.” Lansdowne Student

Section 4: Walking Limits

“Distance from campus and familial requirements (getting kids to and from school/daycare before and after work). Also, need to travel between campuses.” Interurban Staff/Admin

“I live and work too far from either of the campuses to walk, and I also work full-time and have two children, so cannot spend that much time in my commute to school.” Lansdowne Student

“It would be a 90 minute walk and I just don't have 3 hrs a day to walk to and from school. Plus, most of the way there are no sidewalks because it's out in an industrial area” Interurban Student

“Distance, I walked home one, it took me 2.5 hours. Also dangerous walking up Interurban because no sidewalks. Especially in Winter when dark.” Interurban Staff/Admin

Section 5: Cycling Limits

“I am not a strong cyclist, I would need some training for cycling in traffic and I would expect bike lanes from where I live to the college. I want to be safe.” Lansdowne Faculty

“I don't feel comfortable riding my bike on the road. It makes me feel very unsafe. However, if there were some sort of bike trailer (ie. a trail like the Galloping Goose) was around the campus I would consider it. Perhaps you could send staff a bike route map?” Lansdowne Staff/Admin

“I'm not a good cyclist. I just purchased a bike this year, and am not a confident enough rider yet to make that long a trip. Plus, the route I would have to take is a heavy traffic area - not the safest for cycle commuters.” Interurban Student

“Nothing limits my cycling as I've ridden my bike religiously for over 20 years. Changing facilities are the major problem I have. I use the disabled bath stall in the Paul bldg as it gives me more room to change, and sometimes use the 2nd floor bathroom, but that is usually occupied. Would like more stand alone washrooms to change into. I also hate that the Interurban campus charges \$5 per month for bike lock up. It's the principal. It should be a taxable benefit. Up to last year, parking a car was about the same amount of money as using the bike lockup. If you shower....then it's the same when you pay for towels. Encourage cyclists or walkers by subsidizing towel rental?? Athletics really need the money, so it definitely would have to be subsidized by some other program at the College” Lansdowne Staff/Admin

“Weather/shower facilities” Lansdowne Student

Section 6: Ridesharing Limits

“Fairly unpredictable schedule of intercampus travel would make that pretty unlikely.” Interurban Staff/Admin

"I work full-time and I go to school part-time. I am way too busy to be juggling my schedule with someone else. By the time I get home from work, I have literally 1/2 hour to eat, change and leave. It would be impossible to find someone in my class to carpool once a week." Lansdowne Student

"Finding people to carpool who live in the area and who have class at similar times" Lansdowne Student

"The hassle of trying to set it up. I tried a few years ago and it wasn't managed by the college. If it were, it would likely be easier to find people and have a formalized system." Interurban Faculty

"If there was an internet website program set-up that would be great, I would definitely use it and so would my friends." Lansdowne Student

"Is information about this available to staff?" Interurban Staff

"Little incentive in terms of: - better parking - improved parking rates" Interurban Student

"Transit is a superior, more convenient option." Interurban Student

Section 7: Public Transit Limits

"I mostly take night classes, and the bus departures from Interurban are quite limited in the evening, and even worse after 8:45 pm when most classes get out." Lansdowne Student

"I live near Quadra/Mackenzie. The UVic/Royal Roads bus only runs during prime time, so if you aren't in that time (eg, after 5:30) you have to go all the way downtown and all the way back out. It is faster to walk for 40 minutes, which is silly. Students who live near UVic face the same problem. I've seen them leave my afternoon labs early so they can catch the last convenient bus." Interurban Faculty

"Scheduling from Sooke...I HAVE to drive to work every Friday at least because the buses do not run at a time reasonable enough to coordinate with my schedule on that day." Lansdowne Staff/Admin

"If I worked at Interurban campus, this would be my choice, but the lack of a cheap bus pass is discouraging. The ProPass is yearly; my contract is 8 months." Lansdowne Staff/Admin

"Cost. I already pay for the vehicle insurance and maintenance so the bus has to be cheaper than gas." Interurban Faculty

"Would have to take three different buses and would take far too long. If there was a suitable bus service from my home, I would certainly use the bus." Interurban Staff/Admin

"I hate the idea of having to get up earlier just so I have to go all the way downtown, then backtrack after transferring. Again, if there was a direct route past the Lansdowne campus from Colwood/Langford, then I would take it." Lansdowne Student

Section 8: Telework Limits

"As a Chair and instructor, having to be available to teach classes and to meet with staff, faculty, and students." Lansdowne Faculty

"I work on the front lines with students and need to be at work everyday - I would be of little use to my department if I worked at home." Interurban Staff/Admin

"Various aspects of my job are visual/tangible and require that I collaborate with others in person. Otherwise, several hours could be managed remotely." Lansdowne Staff/Admin

"I like to have personal contact with other students and instructors on a daily basis." Lansdowne Student

"A computer cannot replace a real live person (a teacher), no matter what." Lansdowne Student

"I like going to lectures and asking questions and seeing people" Interurban Student

"CUPE regulations prevent me from working from home. Big barrier as I could conceivably do quite a chunk of my work from home." Lansdowne Staff/Admin

"I don't think it is available. It certainly hasn't been offered" Interurban Staff/Admin

Section: 9 General Comments

BUS (service, frequency, incentives, UPASS system, employee options) (37%)

"Improve the frequency of bus service to Interurban. Also, if the bus could bypass the traffic tie-up on Interurban going home it would motivate people to get out of their cars. Maybe have an intro program with a free or heavily subsidized bus pass for one term to push people to make the switch to the bus from their car." Interurban Faculty

"Employees bus passes are not significantly better than those of the general public. If the cost of the pass was less, I would be interested in using the bus year round. As it is now, the #39 has such reduced service in spring and summer that it does not make a bus pass a financial wise choice. I think the college should be subsidizing the employee bus passes much more." Interurban Staff/Admin

"If I take the bus it arrives 5 minutes late and with my busy schedule I can't leave home earlier. I hope the college would take into account peoples bus transportation should they arrive late. Really, what harm is an 8:40 start to an 8:30 start..." Interurban Staff/Admin

"Better bus coverage! Thats key. I'm sure more people would take the bus, but nobody wants to spend an hour and a half on the bus when it takes 15 minutes to drive." Interurban Student

"For some people the only feasible mode is to drive, students like myself have no other options, and we are being forced to pay for services that are useless(UPASS) and I am completely frustrated that I am being penalized about this. I cannot Opt-out of the Upass given my circumstances which is abuse and 100% unfair! I hope that this will be valuable information that can put into some positive information on need for efficiency and improvement." Interurban Student

"The wheelchair accessible pickup stop (bus) at the interurban campus is inadequate. It needs a shelter to protect you from the rain when you are waiting for the bus in your wheelchair. The pickup spot at the top of the interurban bus loop does not even meet the transit Authority's own requirements for an accessible stop. It is missing a 6 inch curb. This curb serves to decrease the ramp angle of the bus and make it accessible for a manual wheelchair. If the accessible stop at interurban is moved over to the Pacific Institute for sport excellence, I will no longer be able to access the interurban campus in my manual wheelchair. The terrain between the sport Institute and the interurban campus is simply too steep to traverse in a manual wheelchair, especially for a quad. The accessible pickup stop at interurban is substandard. If the accessible pickup or drop-off spot is moved, as I have been told by the bus drivers, I will longer build access into urban in my manual wheelchair which will compromise my health and academic career." Interurban Student

"Please put in a bus route from westshore to camosun so that everyone in the langford and colwood communities can get to school easier" Lansdowne Student

OTHER (20%) (Note: A lot of the comments in this section did not fit within a certain criteria; here are some examples)

"This survey doesn't address my situation. Currently, I load two kids and a wife into our only vehicle or it's just me. On days that I am alone I park and am expected to pick up the kids and wife after work. If I travel with a full load it is because my wife is dropping off the kids and will pick all of us up. Delivering a family is a form of carpooling that is left out of this and other surveys. What ever you do I hope the result will not be prejudice against such arrangements."

Lansdowne Staff/Admin

"I think that barriers to access for students need to be removed. I often have students who rush here from work and getting a parking ticket because their time ran out doesn't give them the motivation to stay at Camosun. Faculty and instructors who can work from home should thereby reducing the impact on the environment as well as the need for more parking spaces. The move to online courses needs to be funded more aggressively so that more learner can have access to course at a time and place that suits them better." Lansdowne Faculty

"Students travelling between Lansdowne and Interurban should only have to pay once on the same day!" Interurban Staff/Admin

"EQUITABLE TREATMENT OF STAFF AND STUDENTS ON ALLOCATION AND COST OF PARKING" Interurban Student

INCENTIVES FOR BETTER CHOICES (13%)

"I think I'm doing my "part" by not driving a car and taking up space in the parking lot but I also need to have support from the college to do this by not penalizing me for parking just a bike." Interurban Staff/Admin

"I think that motorcycle and scooter use should be encouraged and rewarded (e.g. more dedicated parking areas, lower taxable benefits). More frequent and more direct transit between campuses." Interurban Staff/Admin

"it is very frustrating, being a student, trying to be environmentally conscious, and having to use a car - it's frustrating when there is no support, for cheaper parking, more car-pool spots, safer walking and cycling paths/routes.... there needs to be a change! i would love to cycle to school, but don't feel safe doing so. i just wish they put in safe, usable, bike paths!" Lansdowne Student

'Some kind of positive incentives for not driving...even ads that remind people they need to do their part in cutting gas emissions etc' Lansdowne Student

CYCLING (12%)

"Shower facilities at Interurban are poor (although these might be better now that the new Sport centre is open). 2 men's shower stalls for entire campus was woefully inadequate when I cycle there." Lansdowne Staff/Admin

"Being a poor student, having a discount at a bike shop to maintain my bike and buy items like saddle bags would be cool." Interurban Student

"Are there existing accessible and safe change rooms on campus? Where are they?" Lansdowne Student

"Repeated cycling education courses (too many people are too frightened of traffic); bike-fit sessions; employee discounts at one or several bike shops; road improvements and maintenance on "major routes" and access points to the Lansdowne campus especially." Lansdowne Staff/Admin

"Sheltered bike lock up areas" Lansdowne Faculty

"If parking is an employee benefit for those that drive, why is there no benefit for those that choose to cycle?" Lansdowne Faculty

PARKING (11%)

"The prices for parking have gone up, but parking facilities remain the same. are we getting jipped" Interurban Student

"Improve the kiosks for getting parking tickets. Having only one working and only two areas in a large lot with a large number of students with no alternatives for payment is what causes a large portion of the frustration with parking." Lansdowne Student

"I like UVic's idea of paying for a semester of parking all at once. For those of us who drive regularly, this would be a much easier option." Interurban Student

GET RID OF ROBBINS (5%)

"Camosun should hire their own union workers to run parking lots (like UVIC), NOT contract out to Robbins. Robbins workers are rude and inconsiderate, and they are just trying to meet a quota of tickets they write. I have NEVER received even satisfactory customer service from Robbins." Lansdowne Student

"Basically I wish Robbins did not provide the parking services. i would rather be paying Camosun and employing to students to patrol lots then using that money to maintain parking facilities and perhaps subsidize alternative transport options. Robbins sucks, broken meters, too few meters, increasing parking costs for what? Did their meter guys get raises? i hope so, but i really doubt it." Lansdowne Student

MORE TELEWORK OPTIONS (1%)

"Telecommuting is an excellent idea and would cut down on the traffic/parking and office overcrowding at the college campuses. I would definitely telecommute if given the option." Interurban Staff/Admin

"PLEASE offer your courses online. Especially for the business courses, attending classes is sometimes completely unnecessary. Most of these classes could be completed online effectively. This would reduce MUCH congestion. Also, please offer more business courses at Lansdowne." Lansdowne Student

CARPPOOL (infrastructure/incentives) (1%)

"I like the van pool idea - even if it wouldn't work for me, I think that folks in Sidney or Western Communities would benefit." Interurban Faculty

SHUTTLE SERVICE (1%)

"Many employees take their cars to work because of the need to travel to the other campus. If the college had a shuttle that ran every 30 - 40 minutes, it could save a ton of money from those folks who claim mileage expenses on a daily basis. A hired driver and a van or two could pay for itself in no time from the mileage expense savings. It could also ease the parking strain and reduce carbon emissions." Lansdowne Staff/Admin