UNIVERSITY OF BRITISH COLUMBIA

2009 Vancouver Transportation
Survey

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## University of British Columbia 2009 Vancouver Transportation Survey

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## 1. INTRODUCTION

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

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

### 1.1. Analysis of Results

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

## 2. SURVEY METHOD

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

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

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

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

- Previous respondents' answers and contact information were visible to others when a new survey was initiated. This problem was corrected by 3:00 p.m. the same day.
- Some respondents were unable to enter or edit information in a few specific text fields. This problem was traced to a compatibility issue with older versions of the Firefox browser, and was corrected later the same day.
- Respondents experienced slow response times, with some users reporting pages taking up to a minute to refresh and the survey taking 30 minutes or more to complete.
- Some users reported that their sessions were terminated with a "time out" message, several at the very end of the survey. As a result, many users reported abandoning the survey.

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

- Data completeness. Twenty percent of survey responses were incomplete, representing almost 1,000 surveys. Some respondents reported abandoning the survey due to slow response times, while others reported their sessions were terminated before they were finished. Some respondents also reported that because they were able to see others' responses, they did not provide comments or fill in some information, out of concern that their answers would be seen by others.
- Data reliability. Because many surveys were populated with responses to previous surveys, respondents' answers may have been "contaminated" by previous answers which respondents did not or were not able to change when completing the survey.
- Response rate. The response rate for the 2009 Vancouver Transportation Survey was lower than expected. Based on results from 2002 and 2004, it was anticipated that the response rate would exceed $10 \%$. Instead, the 4,941 responses amounted to only $8.3 \%$ of the campus population, as indicated in Table 1.1. The response rate was also low in 2007, which was the result of problems with the survey host's servers that caused the survey to not be available for the first three days following the email broadcast (a different Canadian survey host was used in 2007).

Table 1.1 - Response rates for campus-wide transportation surveys

| Year | Responses | Campus <br> Population* | Response Rate |
| :---: | :---: | :---: | :---: |
| 2009 | 4,941 | 59,300 | $8.3 \%$ |
| 2007 | 3,638 | 54,100 | $6.7 \%$ |
| 2004 | 6,404 | 50,800 | $12.6 \%$ |
| 2002 | 5,629 | 46,100 | $12.2 \%$ |
| *Source: Policy and Institutional Research, population $=$ number of students + staff + faculty |  |  |  |

## 3. DEMOGRAPHICS

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

Table 3.1 provides a summary of reasons respondents gave for being at UBC. The majority of respondents were students - $55.3 \%$ of respondents indicated that being a student was their primary reason for being at UBC, and a further $12.5 \%$ of respondents indicated that being a student was a secondary reason for being at UBC. Staff accounted for much of the remaining responses $-31.7 \%$ as a primary reason, and an additional $11.7 \%$ as a secondary reason.

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

| Secondary Reason | Primary Reason |  |  |  |  |  | Totals |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Student | Faculty | Staff | Non-UBC Employee | Resident | Visitor |  |
| No secondary reason | 39.1\% | 10.6\% | 24.8\% | 0.6\% | 1.0\% | 0.5\% | 76.7\% |
| Student | - | 0.4\% | 5.0\% | 0.2\% | 0.2\% | 0.2\% | 5.9\% |
| Faculty | 0.8\% | - | 0.2\% | 0.1\% | 0\% | 0\% | 1.2\% |
| Staff | 5.3\% | 0.1\% | - | 0\% | 0.1\% | 0\% | 5.5\% |
| Non-UBC employee | 0.9\% | 0\% | 0\% | - | 0\% | 0\% | 1.0\% |
| Resident | 3.5\% | 0.4\% | 0.7\% | 0\% | - | 0\% | 4.6\% |
| Visitor | 2.5\% | 0.6\% | 1.8\% | 0.2\% | 0\% | - | 5.1\% |
| Totals | 52.0\% | 12.1\% | 32.6\% | 1.1\% | 1.4\% | 0.8\% | 100\% |

Table 3.2 provides a comparison of numbers of survey responses with actual numbers of students, staff and faculty. This comparison indicates that students are under-represented in the survey results - although students account for $79 \%$ of the campus population, they only account for $54 \%$ of survey responses from within this same population - and faculty and staff are overrepresented.

Table 3.2 - Survey responses vs. population

| Survey response rate | 2,385 | 555 | 1,496 | 4,436 |
| :--- | :---: | :---: | :---: | :---: |
|  | $53.8 \%$ | $12.5 \%$ | $33.7 \%$ | $100 \%$ |
| Campus population* | 46,850 | 2,750 | 9,650 | 59,250 |
|  | $79.1 \%$ | $4.6 \%$ | $16.3 \%$ | $100 \%$ |
| *Source: Policy and Institutional Research, November 2009 | Staff | Totals |  |  |

Table 3.3 provides a summary of where respondents live. One in six respondents live on campus. Among those who live off-campus, almost two-thirds (65.4\%) live in Vancouver. Among students, faculty and staff who live off-campus, $63 \%, 77 \%$ and $64 \%$ live in Vancouver, respectively.

Table 3.3 - Places of residence

| Live On Campus |  | Live Off-Campus |  |  |
| :--- | :---: | :--- | :---: | :---: |
| 764 responses | $17.6 \%$ of all responses | 3,586 responses | $82.4 \%$ of all responses |  |
| Gage residence | $10.2 \%$ | UEL | $0.7 \%$ |  |
| Place Vanier residence | $11.0 \%$ | Vancouver — West side | $35.4 \%$ |  |
| Totem Park residence | $6.5 \%$ | Vancouver — Downtown | $7.6 \%$ |  |
| Thunderbird residence | $6.8 \%$ | Vancouver — East side | $22.4 \%$ |  |
| Marine residence | $14.1 \%$ | Richmond | $10.1 \%$ |  |
| St. John's College | $1.8 \%$ | Burnaby/New Westminster | $7.8 \%$ |  |
| Green College | $1.3 \%$ | North Shore | $5.2 \%$ |  |
| Fairview | $6.9 \%$ | Surrey/White Rock/Langley | $4.5 \%$ |  |
| Acadia | $5.9 \%$ | Coquitlam/Port Moody/PoCo | $3.4 \%$ |  |
| Fraternity, sorority | $0.9 \%$ | Delta | $2.5 \%$ |  |
| Theological colleges | $2.1 \%$ | Pitt Meadows/Maple Ridge | $0.3 \%$ |  |
| Chancellor Place | $2.1 \%$ | Fraser Valley | $0.1 \%$ |  |
| Hampton Place | $5.4 \%$ |  |  |  |
| Hawthorne Place | $11.3 \%$ |  |  |  |
| Wesbrook Place | $4.1 \%$ |  |  |  |
| University Village | $2.9 \%$ |  | $100 \%$ |  |
| Other | $6.7 \%$ |  |  |  |
|  | $100 \%$ |  |  |  |

Table 3.4 provides a summary of places of residence for students, based on responses to the 2004, 2007 and 2009 Transportation Surveys. Key trends during this time include:

- The U-Pass introduction appears to have resulted in students relocating from the West side to the East side. In winter 2004, 30\% of all students reported living on the West side and $12 \%$ on the East side. In 2007, the West side share of the student population decreased to $24 \%$ and the East side share increased to $18 \%$. This indicates a significant shift from the West side to the East side for $6 \%$ of all students. No further shift from west to east was observed in 2009.
- The proportion of students reporting living on campus (including the UEL) has risen steadily, from $20 \%$ in 2004 to $23 \%$ in 2007 and $26 \%$ in 2009. Corresponding decreases have occurred among students living in Delta, Richmond and the North Shore

Table 3.4 - Student place of residence trends

|  | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 9}$ |
| :--- | :---: | :---: | :---: |
| UBC and UEL | $20 \%$ | $23 \%$ | $26 \%$ |
| Vancouver — West side | $30 \%$ | $24 \%$ | $25 \%$ |
| Vancouver — Downtown | $3 \%$ | $4 \%$ | $4 \%$ |
| Vancouver - East side | $12 \%$ | $18 \%$ | $18 \%$ |
| Richmond | $12 \%$ | $8 \%$ | $9 \%$ |
| Burnaby/New Westminster | $7 \%$ | $7 \%$ | $6 \%$ |
| North Shore | $6 \%$ | $4 \%$ | $4 \%$ |
| Surrey/White Rock/Langley | $1 \%$ | $3 \%$ | $4 \%$ |
| Coquitlam/Port Moody/PoCo | $3 \%$ | $4 \%$ | $3 \%$ |
| Delta | $5 \%$ | $2 \%$ | $1 \%$ |
| Pitt Meadows/Maple Ridge | $0 \%$ | $0 \%$ | $0 \%$ |
| Fraser Valley | $0 \%$ | $0 \%$ | $0 \%$ |
| Other and unknown | $1 \%$ | $3 \%$ | $\mathrm{n} / \mathrm{a}$ |
| Totals | $100 \%$ | $100 \%$ | $100 \%$ |

## 4. TRIPS BY MODE

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

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

- Respondents reported an average of 3.1 trips per person to and from UBC on a weekday.
- The highest level of transit use occurs among students (most of whom have U-Passes), while the lowest levels of reported transit use occur among faculty, non-UBC employees and visitors.
- Among non-residents, faculty report the highest levels of bicycle use and drive-alone travel.
- Faculty and staff reported the highest number of daily trips to and from UBC, and visitors reported the lowest numbers of daily trips.
- Residents appear to have included trips between their homes and destinations on the UBC campus, unlike others who reported only trips between UBC and locations elsewhere in the region. The result is that residents reported twice as many trips per day as others. Because of this apparent reporting problem, reported trips for residents should be ignored.


## Table 4.1 - Reported average weekday trips per person to and from UBC

| Mode | Primary Reason |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Student | Faculty | Staff | Non-UBC <br> Employee | Resident | Visitor | Totals |
| Transit | 1.9 | 1.3 | 1.7 | 1.3 | 1.6 | 0.5 | 1.8 |
| Drove alone | 0.2 | 1.0 | 0.9 | 0.5 | 1.2 | 0.9 | 0.5 |
| Carpool, <br> vanpool | 0.1 | 0.3 | 0.3 | 0.3 | 0.5 | 0.1 | 0.2 |
| Bicycle | 0.2 | 0.7 | 0.3 | 0.3 | 0.7 | 0.3 | 0.3 |
| Walked all <br> the way | 0.3 | 0.2 | 0.1 | 0.2 | 1.9 | 0.3 | 0.3 |
| Motorcycle | 0.1 | 0.0 | 0.1 | 0.0 | 0.2 | 0.0 | 0.0 |
| Other | 0.1 | 0.1 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| Totals | $\mathbf{2 . 9}$ | $\mathbf{3 . 6}$ | $\mathbf{3 . 4}$ | $\mathbf{2 . 6}$ | $\mathbf{6 . 3}$ | $\mathbf{2 . 1}$ | $\mathbf{3 . 1}$ |

Table 4.2 and Figure 4.1 compare numbers of trips to and from UBC reported in the 2009 Transportation Survey with numbers of trips observed in Fall 2009. The key difference is that survey respondents over-reported "green" modes of travel such as transit, cycling and walking, and under-reported automobile modes of travel (driving alone, carpooling and vanpooling). Respondents also reported $44 \%$ more trips per person than were observed in Fall 2009.

Table 4.2 - Average weekday trips per person to and from UBC - reported vs. actual

| Mode | Reported Trips 2009 Transportation Survey |  | Actual Trips <br> Fall 2009 |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Trips/Person per Weekday | Mode Share | Trips/Person per Weekday | Mode Share |
| Transit | 1.8 | 56.9\% | 1.02 | 47.1\% |
| Drove alone | 0.5 | 16.6\% | 0.70 | 32.3\% |
| Carpool/vanpool | 0.2 | 6.4\% | 0.38 | 17.5\% |
| Bicycle | 0.3 | 9.2\% | 0.03 | 1.4\% |
| Walked all the way | 0.3 | 8.3\% | 0.01 | 0.6\% |
| Motorcycle | 0.0 | 1.4\% | 0.02 | 1.1\% |
| Other | 0.0 | 1.1\% | 0.02 | 1.1\% |
| Totals | 3.1 | 100\% | 2.16 | 100\% |

Figure 4.1 - Average weekday trips per person to and from UBC - reported vs. actual


Table 4.3 summarizes reported numbers of trips to and from locations other than UBC on a weekday, by various modes of transportation. The responses to this question appear to exhibit a similar over-reporting bias to "green" modes such as transit and walking as for reported trips to and from UBC. Because of the bias inherent in reported trips, the figures in Table 4.3 should only be used on a comparative basis, and absolute numbers of reported trips should not be cited or used.

Table 4.3 - Reported average weekday trips per person to and from other locations

| Mode | Primary Reason |  |  |  |  |  | Totals |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Student | Faculty | Staff | Non-UBC <br> Employee | Resident | Visitor |  |
| Transit | 1.5 | 0.4 | 1.0 | 0.7 | 1.1 | 0.6 | 1.2 |
| Drove alone | 0.6 | 1.4 | 1.3 | 1.1 | 1.0 | 1.4 | 0.9 |
| Carpool, vanpool | 0.4 | 0.4 | 0.6 | 0.1 | 0.6 | 0.7 | 0.4 |
| Bicycle | 0.3 | 0.4 | 0.3 | 0.2 | 0.6 | 0.7 | 0.3 |
| Walked all the way | 0.7 | 0.9 | 1.0 | 1.0 | 1.0 | 0.8 | 0.8 |
| Motorcycle | 0.1 | 0.0 | 0.1 | 0.0 | 0.3 | 0.2 | 0.1 |
| Other | 0.0 | 0.2 | 0.1 | 0.0 | 0.3 | 0.0 | 0.1 |
| Totals | 3.6 | 3.8 | 4.3 | 3.1 | 4.8 | 4.5 | 3.8 |

Eleven percent of respondents reported making one or more trips in the past seven days to or from UBC between midnight and 6:00 a.m. in the morning. Table 4.4 and summarizes average numbers of reported trips per week between midnight and 6:00 a.m. Sixty percent of respondents reported making one trip per week after midnight, and $21 \%$ reported making two trips per week.

Table 4.4 - Reported average weekly trips to and from UBC between midnight and 6 a.m.

|  | Primary Reason |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Student | Faculty | Staff | Non-UBC <br> Employee | Resident | Visitor | Totals |
| Avg. weekly <br> trips | 1.6 | 1.5 | 2.1 | 1.0 | 1.8 | 3.0 | 1.7 |

Key characteristics of trips to and from UBC between midnight and 6:00 a.m. in the morning are summarized in Table 4.5. Almost two-thirds of trips are by transit (among students, $70 \%$ of trips after midnight are by transit), and half the trips are for entertainment and related purposes.

Table 4.5 - Characteristics of trips to and from UBC between midnight and 6 a.m.

| Mode |  | Purpose |  |
| :--- | :---: | :--- | :---: |
| Drive alone | $18.1 \%$ | Going to work | $11.9 \%$ |
| Carpool or vanpool | $9.7 \%$ | Leaving work | $10.9 \%$ |
| Transit | $62.6 \%$ | Going to school | $5.8 \%$ |
| Bicycle | $2.7 \%$ | Leaving school | $11.2 \%$ |
| Walk | $1.4 \%$ | "Designated driver" | $17.0 \%$ |
| Motorcycle | $1.0 \%$ | Entertainment | $32.1 \%$ |
| Other | $4.6 \%$ | Other | $10.9 \%$ |
|  | $\mathbf{1 0 0 \%}$ |  | $\mathbf{1 0 0 \%}$ |

Ninety-two percent of residents travel off-campus at least once a week - $21 \%$ make trips offcampus every day, $50 \%$ make trips off-campus two or more time per week, and $21 \%$ make trips off-campus once per week. Table 4.6 indicates modes of travel for off-campus trips, and Table 4.7 summarizes average weekly trips off-campus per person by purpose. As with other survey questions where respondents are asked to report trips, it is likely that in Table 4.6, residents have over-reported trips by "green" modes such as transit, cycling and walking, and under-reported automobile trips.

Table 4.6 - Reported weekly trips per person by residents to off-campus destinations

| Primary Mode |  | Secondary Modes |  |
| :--- | :---: | :--- | :---: |
| Transit | $63.3 \%$ | Transit | $22.0 \%$ |
| Automobile driver | $27.1 \%$ | Automobile driver | $11.9 \%$ |
| Automobile passenger | $4.8 \%$ | Automobile passenger | $26.1 \%$ |
| Bicycle | $3.9 \%$ | Bicycle | $14.5 \%$ |
| Walk | $0.5 \%$ | Walk | $19.7 \%$ |
| Motorcycle | $0.0 \%$ | Motorcycle | $0.0 \%$ |
| Other | $0.5 \%$ | Other | $5.8 \%$ |
|  | $\mathbf{1 0 0 \%}$ |  | $\mathbf{1 0 0 \%}$ |

Table 4.7 - Reported weekly trips per person by residents to off-campus destinations

| Purpose | Student | Faculty | Staff | Non-UBC <br> Employee | Resident | Visitor | Totals |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 0.7 | 1.1 | 1.4 | - | 2.3 | - | 1.2 |
| Post- <br> secondary | 0.1 | 0.0 | 0.1 | - | 0.1 | - | 0.1 |
| Other school | 0.0 | 0.8 | 0.4 | - | 0.4 | - | 0.2 |
| Daycare | 0.0 | 0.4 | 1.1 | - | 0.5 | - | 0.3 |
| Shopping | 1.7 | 1.4 | 2.3 | - | 2.3 | - | 1.9 |
| Dining |  |  |  |  |  |  |  |

For trips on campus, $84 \%$ of respondents indicated that walking is their primary means of travel. Transit and cycling were reported as the primary modes of travel by $6 \%$ of respondents each.

Only $3 \%$ of respondents indicated that an automobile was their primary means of travel on campus.

Table 4.8 provides a summary of on-campus trips, based on the zone system illustrated in Figure 4.2. The most common origin-destination pair is trips between zones 3 and 5, which account for $10.4 \%$ of all reported on-campus trips. Figure 4.3 illustrates all origin-destination pairs which account for $2 \%$ or more of all trips.

Table 4.7 - Reported on-campus trips by zone

| Start | Finish Zone |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Zo | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 1 | 1.1\% | 0.9\% | 0.7\% | 0.1\% | 1.0\% | 0.2\% | 0.2\% | 0.3\% | 0.3\% | 0.1\% | 0.1\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.1\% |
| 2 | 0.7\% | 1.6\% | 2.0\% | 0.3\% | 3.1\% | 0.7\% | 0.8\% | 0.5\% | 0.5\% | 0.3\% | 0.1\% | 0.1\% | 0.1\% | 0.0\% | 0.0\% | 0.0\% |
| 3 | 0.6\% | 1.9\% | 2.3\% | 0.4\% | 5.2\% | 0.8\% | 0.9\% | 1.2\% | 1.1\% | 0.3\% | 0.1\% | 0.1\% | 0.2\% | 0.0\% | 0.0\% | 0.1\% |
| 4 | 0.1\% | 0.3\% | 0.4\% | 0.1\% | 0.4\% | 0.2\% | 0.1\% | 0.2\% | 0.3\% | 0.1\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |
| 5 | 0.9\% | 3.1\% | 5.3\% | 0.4\% | 2.9\% | 1.0\% | 1.7\% | 1.7\% | 2.8\% | 0.4\% | 0.1\% | 0.2\% | 0.2\% | 0.0\% | 0.0\% | 0.1\% |
| 6 | 0.2\% | 0.7\% | 0.9\% | 0.1\% | 1.0\% | 0.5\% | 0.7\% | 0.8\% | 0.8\% | 0.4\% | 0.1\% | 0.2\% | 0.2\% | 0.0\% | 0.0\% | 0.1 |
| 7 | 0.3\% | 0.8\% | 0.8\% | 0.1\% | 1.8\% | 0.5\% | 0.8\% | 1.1\% | 0.7\% | 0.3\% | 0.1\% | 0.1\% | 0.1\% | 0.0\% | 0.0\% | \% |
| 8 | 0.3\% | 0.5\% | 1.1\% | 0.2\% | 2.0\% | 0.8\% | 0.9\% | 1.0\% | 1.8\% | 0.3\% | 0.1\% | 0.1\% | 0.2\% | 0.0\% | 0.0\% | 0.1\% |
| 9 | 0.3\% | 0.6\% | 1.1\% | 0.3\% | 3.0\% | 0.6\% | 0.8\% | 1.9\% | 3.3\% | 1.3\% | 0.1\% | 0.2\% | 0.3\% | 0.0\% | 0.0\% | 0. |
| 10 | 0.0\% | 0.2\% | 0.2\% | 0.1\% | 0.4\% | 0.4\% | 0.3\% | 0.4\% | 1.3\% | 0.1\% | 0.0\% | 0.1\% | 0.2\% | 0.0\% | 0.0\% | 0.0\% |
| 11 | 0.0\% | 0.1\% | 0.1\% | 0.0\% | 0.1\% | 0.0\% | 0.1\% | 0.2\% | 0.2\% | 0.0\% | 0.1\% | 0.0\% | 0.1\% | 0.0\% | 0.0\% | 0.1 |
| 12 | 0.0\% | 0.1\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 0.0\% | 0.1\% | 0.2\% | 0.1\% | 0.0\% | 0.1\% | 0.1\% | 0.0\% | 0.0\% | 0.1\% |
| 13 | 0.1\% | 0.1\% | 0.2\% | 0.0\% | 0.2\% | 0.2\% | 0.1\% | 0.3\% | 0.3\% | 0.2\% | 0.0\% | 0.1\% | 0.2\% | 0.0\% | 0.0\% | 0.1\% |
| 14 | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |
| 15 | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |
| 16 | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 0.1\% | 0.0\% | 0.1\% | 0.0\% | 0.1\% | 0.1\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |
|  | 5\% | f all | rips |  |  |  | 4\% | f all | rips |  |  |  | 1-2\% | of all | trips |  |

A key conclusion which can be drawn from the results presented in this section is that travel data are not reliable if they are based on trips reported a day or more after the trips were made. Respondents are more likely to report trips they make on a regular basis (such as trips to school or work), and overlook infrequent or unusual trips. Respondents also tend to over-report "green" trips by transit, cycling and walking, and under-report trips by automobile. Many survey respondents simply skip these questions, resulting in a low sample size and potential bias.

Other agencies have countered these problems by collecting travel data through trip diary surveys, in which participants record in a diary every trip they make on a specific day or days, as they make them. The trip diary approach avoids the problems associated with collecting travel data through an online survey, and results in reliable and accurate data.

Figure 4.2 - Zone system for on-campus trips


Figure 4.3 - Most common on-campus trips


## 5. TRANSIT

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

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

Table 5.1 - Use of transit

| Question | Responses |  |
| :--- | :--- | :---: |
| How often do you use transit to travel | Every day | $49.6 \%$ |
| to or from UBC? | At least once a week | $20.0 \%$ |
|  | At least once a month | $6.7 \%$ |
|  | Less than once a month | $7.0 \%$ |
|  | Don't use transit to travel to/from UBC | $16.6 \%$ |
| I use transit every day to travel to or | Students | $61.7 \%$ |
| from UBC | Faculty | $21.7 \%$ |
|  | Staff | $43.5 \%$ |
|  | Non-UBC employees | $32.0 \%$ |
|  | Residents | $21.5 \%$ |
|  | Visitors | $11.4 \%$ |
| I do not use transit to travel to or from | Students | $5.1 \%$ |
| UBC | Faculty | $29.8 \%$ |
|  | Staff | $29.3 \%$ |
|  | Non-UBC employees | $36.0 \%$ |
|  | Residents | $12.3 \%$ |
|  | Visitors | $25.7 \%$ |

Table 5.2 provides a summary of reported weekday transit trips, to all destinations (not just to and from the Vancouver campus). As noted in Section 4, transit trips are over-reported on the survey. Consequently, the figures in Table 5.2 should not be considered an accurate count of transit trips. They are useful, however, in providing a comparison of transit use for various trip purposes.

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

|  | Primary Reason |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Purpose | Student | Faculty | Staff | Non-UBC <br> Employee | Resident | Visitor | Totals |
| Class at UBC <br> Point Grey | 1.9 | 0.1 | 0.1 | 0.1 | 0.2 | 0.3 | 1.3 |
| Classes at <br> other UBC | 0.1 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.1 |
| Classes at <br> other school | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 |
| Work at UBC <br> Point Grey | 0.2 | 1.7 | 2.1 | 1.9 | 0.4 | 0.6 | 0.9 |
| Work <br> elsewhere | 0.4 | 0.2 | 0.3 | 0.8 | 2.2 | 1.0 | 0.4 |
| Shopping | 0.6 | 0.2 | 0.4 | 0.4 | 1.8 | 0.9 | 0.6 |
| Dining | 0.4 | 0.1 | 0.2 | 0.3 | 0.8 | 0.4 | 0.3 |
| Recreation, <br> social | 0.6 | 0.2 | 0.3 | 0.4 | 1.5 | 1.9 | 0.5 |
| Personal <br> business | 0.3 | 0.2 | 0.3 | 0.3 | 0.7 | 1.4 | 0.3 |
| Visit family | 0.2 | 0.0 | 0.1 | 0.0 | 0.2 | 0.0 | 0.2 |
| Other | 0.2 | 0.1 | 0.1 | 0.1 | 0.6 | 0.0 | 0.2 |
| Totals | $\mathbf{5 . 1}$ | $\mathbf{2 . 9}$ | $\mathbf{4 . 0}$ | $\mathbf{4 . 4}$ | $\mathbf{9 . 2}$ | $\mathbf{6 . 4}$ | $\mathbf{4 . 7}$ |

Table 5.3 provides a summary of community shuttle use, and Figure 5.1 illustrates community shuttle routes on campus. Only $16 \%$ of all respondents indicated that they use the service at all, and among residents only $29 \%$ use the service at least once a month. Among those who used the service in the past week, the majority reported using route C20, which serves Marine Drive, Hawthorn Place, Chancellor Place, the Totem, Thunderbird and Place Vanier residences, and the Botanical Garden.

Table 5.3 - Community shuttle use

|  |  |  |
| :--- | :--- | :---: |
| How often do you use the community shuttle | Two or more times a week | $3.1 \%$ |
| service on campus? | Once a week | $2.2 \%$ |
|  | At least once a month | $3.4 \%$ |
|  | Less than once a month | $7.7 \%$ |
| Do not use | $83.7 \%$ |  |
| During the past seven days, which | C19 | $9.1 \%$ |
| community shuttle routes did you use? | C20 | $52.0 \%$ |
|  | C22 | $38.9 \%$ |

Figure 5.1 - Community shuttle routes


Tables 5.4 and 5.5 summarize satisfaction levels with various aspects of regional transit services and on-campus community shuttle services. Significant observations include:

- The U-Pass program enjoys very high levels of satisfaction, even among non-students.
- The lowest levels of satisfaction for regional transit services are for how often buses run at night and on weekends, and the availability of seats on buses.
- For community shuttle services, the lowest levels of satisfaction are for frequencies of service and hours of service.

Table 5.4 - Satisfaction with regional transit services

|  | Students | Faculty | Staff | Everyone |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Student U-Pass | 4.8 | 4.6 | 4.3 | 4.7 |  |  |  |
| How often buses run during the day | 3.5 | 3.6 | 3.2 | 3.4 |  |  |  |
| How often buses run at night | 2.5 | 2.8 | 2.5 | 2.5 |  |  |  |
| How often buses run on weekends | 2.6 | 2.8 | 2.5 | 2.6 |  |  |  |
| Travel time by bus | 3.1 | 3.4 | 3.1 | 3.1 |  |  |  |
| How close bus stops are to home | 3.9 | 4.1 | 4.0 | 3.9 |  |  |  |
| Ability to get a seat on the bus | 2.9 | 2.8 | 2.5 | 2.8 |  |  |  |
| Buses run on time | 3.2 | 3.3 | 3.0 | 3.2 |  |  |  |
| Cost of transit | 3.4 | 3.3 | 2.7 | 3.2 |  |  |  |
| Information about transit services | 3.8 | 3.8 | 3.5 | 3.7 |  |  |  |
| Personal safety on transit | 3.9 | 4.0 | 3.5 | 3.8 |  |  |  |
| Driver courtesy | 3.7 | 3.9 | 3.5 | 3.7 |  |  |  |
| Comfort on the bus | 3.3 | 3.3 | 3.0 | 3.2 |  |  |  |
| Comfort at bus stops and stations | 3.3 | 3.2 | 3.0 | 3.2 |  |  |  |
| 5 very satisfied $3=$ neither satisfied nor unsatisfied |  |  |  |  |  |  | = very unsatisfied |

Table 5.5 - Satisfaction with community shuttle services

|  | Students | Faculty | Staff | Everyone |
| :--- | :---: | :---: | :---: | :---: |
| How often shuttle buses run during the day | 2.8 | 2.8 | 2.9 | 2.9 |
| How late shuttle buses run at night | 2.9 | 2.8 | 2.9 | 2.9 |
| Community shuttle service on weekends | 2.9 | 2.6 | 2.9 | 2.9 |
| Travel time by shuttle bus | 3.6 | 3.2 | 3.5 | 3.6 |
| Walking distance to a shuttle stop | 3.5 | 3.8 | 3.5 | 3.6 |
| Shuttle buses run on time | 3.8 | 3.8 | 3.6 | 3.8 |
| Cost of community shuttle service | 3.8 | 3.3 | 3.2 | 3.6 |
| Information about community shuttles | 3.2 | 2.8 | 3.0 | 3.1 |
| $5=$ very satisfied $3=$ neither satisfied nor unsatisfied | = very unsatisfied |  |  |  |

Pass-ups are a key issue for transit users traveling to UBC. A pass-up occurs when some passengers are not able to board a bus because the bus is already full. As summarized in Table $5.6,44 \%$ of transit users reported being passed-up within the past week. Four percent indicated they were travelling with a bicycle and were passed up because the bike rack on the bus was full.

Table 5.6 - Reported pass-ups

| Pass-Ups in Past 7 Days | Students | Faculty | Staff | Everyone |
| :--- | :---: | :---: | :---: | :---: |
| No pass-ups | $51.9 \%$ | $73.8 \%$ | $56.5 \%$ | $56.1 \%$ |
| One pass-up | $19.8 \%$ | $10.9 \%$ | $18.0 \%$ | $18.2 \%$ |
| Two pass-ups | $12.7 \%$ | $8.1 \%$ | $12.3 \%$ | $11.9 \%$ |
| Three or more | $15.6 \%$ | $7.2 \%$ | $13.2 \%$ | $13.8 \%$ |
|  | $\mathbf{1 0 0 \%}$ | $\mathbf{1 0 0 \%}$ | $\mathbf{1 0 0 \%}$ | $\mathbf{1 0 0 \%}$ |

Table 5.7 provides a summary of the ratings of various incentives to encourage transit use. Although the U-Pass is the most popular incentive among students, others prefer incentives which improve the quality of transit service, such as more frequent, faster and reliable service, fewer transfers, and less crowded buses.

Table 5.7 - Incentives to use transit more

|  | Students | Faculty | Staff | Everyone |
| :--- | :---: | :---: | :---: | :---: |
| Having a U-Pass | 4.7 | 4.0 | 4.1 | 4.3 |
| Direct route to UBC with no transfers | 4.6 | 4.2 | 4.3 | 4.4 |
| Express bus service with few stops | 4.5 | 4.2 | 4.3 | 4.4 |
| Buses run more often | 4.5 | 4.1 | 4.2 | 4.3 |
| Buses run on-schedule | 4.3 | 4.0 | 4.1 | 4.2 |
| Buses are less crowded | 4.3 | 4.1 | 4.3 | 4.2 |
| Designated areas for bags and backpacks | 3.3 | 3.2 | 3.3 | 3.3 |
| Bus schedules at each bus stop | 4.1 | 3.8 | 3.8 | 3.9 |
| Better route and schedule information | 3.8 | 3.5 | 3.7 | 3.7 |
| Better personal safety | 3.6 | 3.3 | 3.6 | 3.6 |
| Wireless Internet access on buses, | 3.9 | 3.5 | 3.4 | 3.6 |
| $\quad$SkyTrain and SeaBus |  |  |  |  |
| 5 = strongly encourage $3=$ neither encourage nor discourage |  |  |  |  |

Table 5.8 indicates the levels of support among staff, faculty and residents for voluntary U-Pass programs. While there is strong support among staff and faculty for a U-Pass program priced at $\$ 35$ to $\$ 45$ per month, there is considerably less support for combining a U-Pass program with a parking permit which would allow staff and faculty to drive some days and take transit other days.

Table 5.8 - Support for staff/faculty and community U-Pass programs

|  | Staff and Faculty |  | Residents |
| :--- | :---: | :---: | :---: |
|  | Support for <br> voluntary U-Pass <br> at $\$ 35-\$ 45 /$ sonth | Support for <br> voluntary U-Pass <br> combined with <br> parking permit | Support for <br> voluntary <br> community U-Pass <br> at \$30-\$40/month |
| Strongly support | $71.3 \%$ | $38.5 \%$ | $45.6 \%$ |
| Somewhat support | $13.7 \%$ | $19.2 \%$ | $13.9 \%$ |
| Neutral | $8.1 \%$ | $18.8 \%$ | $7.1 \%$ |
| Somewhat oppose | $1.0 \%$ | $7.8 \%$ | $2.4 \%$ |
| Strongly oppose | $2.9 \%$ | $8.7 \%$ | $1.2 \%$ |
| No opinion | $3.0 \%$ | $7.2 \%$ | $3.1 \%$ |
| Already have a U-Pass |  | $\mathbf{1 0 0 \%}$ | $26.7 \%$ |
|  | $\mathbf{1 0 0 \%}$ | $\mathbf{1 0 0 \%}$ |  |

## 6. AUTOMOBILES

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

Table 6.1 summarizes responses to questions about automobile ownership and availability. Almost half of respondents own an automobile, and a further $21 \%$ have access to an automobile.

## Table 6.1 - Automobile ownership and availability

| Question | Responses |  |
| :--- | :--- | :---: |
| Do you own or have | Yes, I own a car | $47.2 \%$ |
| access to a car? | Yes, I am a member of a car-sharing service | $3.9 \%$ |
|  | Yes, I can use or borrow a car most times I need it | $17.1 \%$ |
|  | No, I do not own or have access to a car | $31.9 \%$ |

Table 6.2 provides a summary of the reported automobile use for trips to and from UBC. Eleven percent of students report that they typically drive alone to UBC, whereas $32 \%$ to $40 \%$ of others report driving alone to campus. Half of all automobile commuters travel to UBC by automobile at least five days a week.

Table 6.2 - Reported automobile use for trips to and from UBC

| Question | Responses |  |
| :--- | :--- | :---: |
| Do you typically travel to | Yes, I drive alone to UBC | $24.4 \%$ |
| UBC by automobile? | Yes, I drive a carpool or vanpool to UBC | $4.6 \%$ |
|  | Yes, I am a passenger in a carpool or vanpool | $4.0 \%$ |
|  | No, I do not travel to UBC by automobile | $67.0 \%$ |
| I drive alone to UBC | Students | $11.0 \%$ |
|  | Faculty | $39.1 \%$ |
|  | Staff | $35.5 \%$ |
|  | Non-UBC employees | $39.5 \%$ |
|  | Residents | - |
|  | Visitors | $32.0 \%$ |
| In the past seven days, | 7 days | $5.0 \%$ |
| how many days did you | 6 days | $4.8 \%$ |
| travel to UBC by | 5 days | $40.4 \%$ |
| automobile? | 4 days | $14.3 \%$ |
|  | 3 days | $12.5 \%$ |
|  | 2 days | $8.7 \%$ |
|  | 1 day | $8.1 \%$ |
|  | I did not travel to UBC by automobile | $6.2 \%$ |

Some persons who commute to UBC by automobile park in Vancouver neighbourhoods near UBC and travel the remainder of the way to UBC by transit, cycling or walking. Most do so to avoid paying for parking on campus. Table 6.3 and Figure 6.1 indicate locations in Vancouver where commuters often park.

Table 6.3 - Reported off-campus parking

| Question | Responses |  |
| :--- | :--- | :---: |
| Where do you usually | Point Grey (area 1 in Figure 7.1) | $29.5 \%$ |
| park off-campus? | Alma (area 2) | $3.3 \%$ |
|  | Dunbar (area 3) | $21.3 \%$ |
|  | 16th Avenue (area 4) | $0 \%$ |
|  | SW Marine Drive (area 5) | $1.6 \%$ |
|  | Other location in Vancouver or UEL | $44.3 \%$ |

Figure 6.1 - Off-campus parking locations


## 7. CYCLING

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

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

Table 7.1 - Bicycle ownership and availability

| Question | Responses |  |
| :--- | :--- | :---: |
| Do you own or have | Yes, I own a bicycle | $53.4 \%$ |
| access to a car? | Yes, I can use or borrow a bicycle most times I need it | $6.1 \%$ |
|  | No, I do not own or have access to a bicycle | $40.5 \%$ |

Among respondents who own or have access to a bicycle, one quarter rode to UBC within the past week, as indicated in Table 7.2. Forty-five percent of those with access to a bicycle have never ridden to UBC.

Table 7.2 - Reported bicycle use for trips to and from UBC

| Question | Responses |  |
| :--- | :--- | :---: |
| How recently did you ride | Today | $12.7 \%$ |
| a bicycle to or from UBC? | Yesterday | $4.0 \%$ |
|  | Within the past week | $7.7 \%$ |
|  | Within the past month | $7.7 \%$ |
|  | Within the past year | $11.8 \%$ |
|  | More than a year ago | $11.4 \%$ |
|  | I have never ridden a bicycle to or from UBC | $44.7 \%$ |

Twenty-one percent of respondents who own or have access to a bicycle reported making a trip by bicycle between two locations on campus during the past week.

## APPENDIX 1

## Survey Questions

## 2009 UBCV Transportation Survey

> "One response only" choices are indicated with radio buttons $=\bigcirc$
> Multiple response choices are indicated with check boxes $=\square$
> Questions for which an answer is required are indicated with an asterisk *
> Notes in green indicate survey logic, and do not appear on the survey
> Questions are presented one page at a time (page titles do not appear on the survey)

## Part 1

## Page 1

Thank you for taking the time to participate in the UBC Transportation Survey.
This survey is being conducted in an effort to address the transportation needs of all members of the UBC community.

The survey is in two parts. You can choose to complete Part 1 only, or complete both parts. Part 1 of the survey takes approximately 10 minutes to complete, and Part 2 takes about 15 minutes. All responses will be held in the strictest confidence.
$\$ 1,000$ in prizes! To show our appreciation for taking the time to complete the survey, your name will be entered into a draw for one of five $\$ 200$ gift certificates for any UBC Bookstore when you complete Part 1. Your name will be entered in the draw a second time if you complete Part 2, doubling your chances of winning a gift certificate. Prize draws will be held in November, and all winners will be notified by email and/or telephone. You must complete each part of the survey to be eligible to win a prize.

If you have any questions regarding this survey, please contact the TREK Program Centre at 604-8277433 or treksec2@exchange.ubc.ca.

## Page 2

At which UBC campus do you attend school or work?
We understand that some people may work or have classes at two or more locations. Please indicate the primary school or work location where you spend the most time, and as many secondary locations as apply.

## 2.1 *

Primary location:
O Vancouver Point Grey
O Robson Square
O Great Northern Way
O Kelowna Okanagan > termination page with link to UBCO survey page
O Home (telework, distance education)

O I do not attend school or work at UBC
O Other, please specify: $\qquad$

## 2.2

Secondary locations:Vancouver Point GreyRobson Square
$\square$ Great Northern Way
$\square$ Kelowna Okanagan
$\square$ Other, please specify: $\qquad$
Page 3
Live on/off campus

## 3.1 * ID: live-on-campus

Do you live on campus?
O Yes
O No >page 5
Page 4
Residence (on campus)
4.1 *

Please indicate where you live on campus:
O Gage residence
O Place Vanier residence
O Totem Park residence
O Thunderbird residence
O Marine residence
O St. John's College
O Green College
O Fairview
O Acadia
O Fraternities/Sororities
O Theological Colleges
O Chancellor Place
O Hampton Place
O Hawthorne Place
O Wesbrook Place
O University Village
O Other
O I do not live on campus > page 5

## Page 5

## 5.1 *

What is the first half of your postal code?
It is important to know where people live in order to plan transportation services to UBC. Please enter the first half of your home postal code (V6R, for example). If you don't know your postal code, refer to the map of postal code zones below.
$\qquad$ validate: 3 letters/numbers, error $=$ Please enter the first half of your postal code
include map of postal codes

## Page 6

What is your reason for being at UBC?
We understand that many people are at UBC for more than one reason (such as for work and school). Please indicate one primary reason and as many secondary reasons as apply.

## 6.1 * ID: primary-classification

Primary reason:
O Student
O Faculty > page 8
O Staff > page 9
O Non-UBC employee (e.g. hospital, retail, research) > page 10
O Resident on campus > page 10
O Visitor or other > page 10

### 6.2 ID: secondary-classification

Secondary reason:
$\square$ Student
$\square$ FacultyStaffNon-UBC employeeResident on campus
$\square$ Visitor or otherNone of the above

## Page 7

## 7.1

Please indicate whether you are a full-time or part-time student.

O Full-time
O Part-time

## 7.2

How many years have you been a student at UBC?
O Less than one year
O One year
O Two years
O Three years
O Four years
O Five or more years
$>$ page 10
Page 8

## 8.1

Please indicate whether you are a full-time or part-time faculty member.
O Full-time
O Part-time
$>$ page 10
Page 9
Classification details (staff)

## 9.1

Please indicate whether you are a full-time or part-time employee.
O Full-time
O Part-time

## 9.2

Are you:
O Unionized staff
O Management and professional staff
O Other
Page 10

## 10.1 * ID: transit-frequency

How often do you use transit to travel to or from UBC?
O I use transit every day
O I use transit at least once a week
O I use transit at least once a month

O I use transit less than once a month
O I don't use transit to travel to or from UBC $>$ page 16
Page 11
Transit trip purpose

## 11.1

Please record the total number of one-way trips you made by transit yesterday (or on Friday if yesterday was a weekend day), for each of the following purposes.
A one-way trip is a trip to a single destination. For example, a trip from UBC to downtown, then from downtown to Marpole, and then from Marpole back to UBC is considered three one-way trips. Include every transit trip you made, including trips which started and ended off-campus, as well as transit trips to and from UBC.

Leave all boxes blank if you did not make any trips by transit yesterday (or on Friday).
dropdown choices: 1-10+ trips, plus "no trips for this purpose"
Attend classes at UBC Point Grey campus
Attend classes at another UBC campus
Attend classes at another school
Work at UBC Point Grey campus
Work elsewhere
Shopping
Dining/restaurant
$\qquad$

Recreational/social
Personal business (e.g. banking, dentist)
$\qquad$
$\qquad$
Visit family $\qquad$
Other
Page 12
Transit details

## 12.1

How many transfers did you make on your most recent transit trip to UBC?
A transfer means you left one transit vehicle and boarded another, such as a transfer from one bus to another bus, from SkyTrain to a bus, or from a bus to SeaBus.
O No transfers
O 1 transfer
O 2 transfers
O 3 or more transfers

## 12.2

How do you pay your transit fare most of the time?
O U-Pass
O Cash
O FareSaver ticket
O Adult monthly pass
O Employee pass through payroll deduction
O Other (including TransLink employee pass, government pass)
Page 13
Transit pass-up frequency

## 13.1

During the past seven days, has a bus on a route to UBC passed by you without stopping to pick you up because it was already full?
O Yes > page 14
O No
$>$ page 15
Page 14
Transit pass-up details

## 14.1

During the past seven days, how many times were you passed by a full bus that didn't stop?
O One time
O Two times
O Three or more times

## 14.2

Where were you passed by a full bus that didn't stop?

## text fields

Bus route and stop location $\qquad$
Bus route and stop location $\qquad$
Bus route and stop location $\qquad$

## 14.3

Were you passed up because the bike rack on the bus was full, and you were travelling on the bus with your bicycle?
O Yes
O No

## 15.1

How satisfied are you with various aspects of transit services?
scale of 1 to 5 , where $5=$ very satisfied, $3=$ neither satisfied nor unsatisfied, $1=$ very unsatisfied, $0=$ no opinion

Student U-Pass
How often buses run during the day
How often buses run at night
How often buses run on weekends
Travel time by bus
How close bus stops are to my home
Ability to get a seat on the bus
Buses run on time
Cost of transit
Availability of information about transit services
Personal safety on transit
Driver courtesy
Comfort on the bus
Comfort at SkyTrain stations and bus stops
$>$ page 17 if use transit-frequency = daily
otherwise > next page
Page 16
Transit incentives

## 16.1

Please rate how influential each of the following would be in encouraging you to take transit more often. scale of 1 to 5 , where $5=$ strongly encourage, $3=$ neither encourage nor discourage, $1=$ strongly discourage, $0=$ no opinion

Having a U-Pass
Direct route to UBC with no transfers
Express bus service with few stops along the route
Buses run more often
Buses run on-schedule
Buses are less crowded
Designated areas on buses for bags and backpacks

Bus schedules at each bus stop
Better information about transit routes and schedules
Better personal safety
Wireless Internet access on buses, SkyTrain and SeaBus
Page 17
Community shuttle frequency
17.1 *

How often do you use the Community Shuttle service on campus?
O Two or more times a week
O Once a week
O At least once a month
O Less than once a month
O I do not use the Community Shuttle service on campus > page 20

## Page 18

Community shuttle use

## 18.1

During the past seven days, which Community Shuttle routes did you use?C19: Spanish BanksC20: Marine Drive, Hawthorn Place, Totem and Thunderbird residences, Botanical GardenC22: Acadia and Fairview residences, Hampton PlaceNone of the above
insert map of shuttle routes as of September 2009
Page 19
Community shuttle satisfaction

## 19.1

How satisfied are you with various aspects of Community Shuttle services?

## scale of 1 to 5 , where $5=$ very satisfied, $3=$ neither satisfied nor unsatisfied, $1=$ very unsatisfied, $0=$ no opinion

How often shuttle buses run during the day
How late shuttle buses run at night
Community Shuttle service on weekends
Travel time by shuttle bus
Walking distance to a shuttle stop
Shuttle buses run on time
Cost of Community Shuttle service

## 20.1 *

Do you own or have access to a car?
O I own a car
O I am a member of a car-sharing service
O I can use or borrow a car most times I need it
O I do not own or have access to a car
$>$ page 25 if use live-on-campus $=$ yes
otherwise > next page
Page 21
Automobile travel to UBC
21.1 *

Do you typically travel to UBC by automobile?
O Yes, I drive alone to UBC
O Yes, I drive a carpool or vanpool to UBC
O Yes, I am a passenger in a carpool or vanpool > page 24
O No, I do not travel to UBC by automobile >page 25
Page 22
Automobile parking

## 22.1

Where do you usually park your automobile?
O On campus
O University Endowment Lands
O Off campus in Vancouver > page 23
O I do not drive to UBC
$>$ page 24
Page 23
Off-campus parking

## 23.1

Where do you usually park off-campus?
O Point Grey (area 1 on map below)
O Alma (area 2)
O Dunbar (area 3)
O 16th Avenue (area 4)
O SW Marine Drive (area 5)

Other location in Vancouver or UEL
include map of numbered parking areas

## Page 24

Automobile frequency

## 24.1

In the past seven days, how many days did you travel to UBC by automobile?
O 7 days
O 6 days
O 5 days
O 4 days
O 3 days
O 2 days
O 1 day
O I did not travel to UBC by automobile in the past seven days
Page 25
Bicycle availability

## 25.1 *

Do you own or have access to a bicycle?
O I own a bicycle
O I can use or borrow a bicycle most times I need it
O I do not own or have access to a bicycle >page 27

## Page 26

## 26.1

How recently did you ride a bicycle to or from UBC?
O Today
O Yesterday
O Within the past week
O Within the past month
O Within the past year
O More than a year ago
O I have never ridden a bicycle to or from UBC

## 26.2

In the past seven days, did you make a trip by bicycle between two locations on campus?
O Yes
O No

## 26.3

How do you get your bicycle to campus?
$\square$ I ride my bicycle to or from UBC
$\square$ I take my bicycle on the bus to or from UBC
$\square$ I store my bicycle on campus
$\square$ I borrow a bicycle for trips on campus
$\square$ I use a "purple and yellow" bike from the bike co-opOther
$\square$ I do not ride a bicycle on campus
Page 27
Car share awareness and use

## 27.1

Are you aware of car-sharing services available on campus?
O Yes
O No

## 27.2

Which car-sharing services have you used on campus?
$\square$ Co-operative Auto Network (CAN)
$\square$ ZipcarNone of the above

## 27.3

Which car-sharing services have you used off campus?
$\square$ Co-operative Auto Network (CAN)Zipcar
$\square$ Other
$\square$ None of the above
> page 28 if use primary-classification OR secondary-classification = student
$>$ page 30 if primary-classification OR secondary-classification = faculty OR staff
$>$ page 31 if primary-classification OR secondary-classification $=$ resident
otherwise > page 32

## Page 28

## 28.1 *

Do you have a student U-Pass?
O Yes > page 29
O No

```
> page 30 if primary-classification OR secondary-classification = faculty OR staff
p page 31 if primary-classification OR secondary-classification = resident
otherwise > page 32
```

Page 29
U-Pass (student)

## 29.1

Have you used your U-Pass yet to make a trip on transit?
O Yes
O No

## 29.2

Have you claimed the federal tax credit for transit passes? (For more information, refer to the TREK Program Centre.) insert link to http://www.upass.ubc.ca/taxcredit.html, open in new window
O Yes
O No, but I plan to claim the tax credit
O No, I did not know about the tax credit
O No, I did not have sufficient taxable income to claim the credit
O No, other reason, please specify: $\qquad$
> page 30 if primary-classification OR secondary-classification $=$ faculty OR staff
$>$ page 31 if primary-classification OR secondary-classification $=$ resident
otherwise > page 32

## Page 30

U-Pass (staff/faculty)

## 30.1

Please indicate your level of support for a Staff/Faculty U-Pass program, at an estimated cost of $\$ 35$ to $\$ 45$ per month.
UBC is exploring opportunities to implement a Staff/Faculty U-Pass program. Similar to the Student UPass program, it would provide unlimited use of the regional transit system (including bus, SeaBus, and SkyTrain). Participation in the Staff/Faculty U-Pass program would be voluntary, and consequently the price for the pass would be higher than the price students pay for their mandatory program.
O I strongly support a Staff/Faculty U-Pass program
O I somewhat support
O I am neutral
O I am somewhat opposed
O I am strongly opposed
O No opinion

## 30.2

Please indicate your level of support for combining a Staff/Faculty U-Pass with a parking permit, so that you would be able to drive some days and take transit other days.

O I strongly support a Staff/Faculty U-Pass program combined with a parking permit
O I somewhat support
O I am neutral
O I am somewhat opposed
O I am strongly opposed
O No opinion
$>$ page 31 if primary-classification OR secondary-classification $=$ resident
otherwise > page 32
Page 31
U-Pass (residents)

## 31.1

Please indicate your level of support for a Community U-Pass program for campus residents, at an estimated cost of $\$ 30$ to $\$ 40$ per month.
UBC is exploring options to implement a Community U-Pass program for campus residents. Similar to the Student U-Pass program, it would provide unlimited use of the regional transit system (including bus, SeaBus, and SkyTrain). Participation in the Community U-Pass program would be voluntary, and consequently the price for the pass would be higher than the price students pay for their mandatory program.
O I strongly support a Community U-Pass program
O I somewhat support
O I am neutral
O I am somewhat opposed
O I am strongly opposed
O No opinion
O I already have a student U-Pass
O I do not live on campus
Page 32
Conclusion (part 1)

## 32.1 *

This completes the first part of the UBC Transportation Survey.
Thank you for taking the time to complete this survey. Your name will be entered in a draw for one of five $\$ 200$ UBC Bookstore gift certificates. If you would like to have your name entered into the draw a second time, please take a few more minutes to complete the second part of the UBC Transportation Survey.
O Yes, I would like to answer some additional questions
O No, I don't want to answer more questions $>$ page 45

## Part 2

The following questions ask about trips you made yesterday, or on Friday if yesterday was a weekend day. You will be asked to report the number of one-way trips.
A one-way trip is a trip to a single destination. A trip to UBC and back home is considered two one-way trips. For trips involving two methods of travel (bicycle and bus, for example) please indicate only the primary method (the one you used for the majority of your trip). If you live on-campus, please report only the trips that you made off-campus.

Example 1: Bill lives in Totem Park residences and walks to the Buchanan Building each morning for class. This does not count as a trip because it is not off-campus. After school, Bill decides to go to the grocery store, so he catches a ride with a friend who drops him off at the store. After buying his groceries, he takes the bus back to UBC. This counts as one trip by carpool and one trip by transit.

Example 2: Sarah lives in East Vancouver. In the morning, her father drops her off on Broadway on his way to work so she can take the 99 B-Line the rest of the way to UBC. This counts as a transit trip because she rode the bus for the majority of the trip. At the end of the day, she catches a ride with a friend, who drops her off close to her home, and she walks the rest of the way home. This counts as a carpool trip because her friend drove her for the majority of the trip.

## Page 34

Trips yesterday

## 34.1

Please record the number of one-way trips you made to and from UBC for any purpose yesterday (or on Friday), for each of the following means of travel.

## dropdown choices: $1-10+$ trips, plus "no trips by this means"

| Transit | - |
| :--- | :--- |
| Drove alone | - |
| Carpool and vanpool | - |
| Bicycle | - |
| Walked all the way | - |
| Motorcycle | - |
| Other means of travel | - |

## 34.2

How many one-way trips did you make yesterday (or on Friday) to and from locations other than UBC, by various means of travel? Do not report any trips that you already reported above.

## dropdown choices: $1-10+$ trips, plus "no trips by this means"

Transit
Drove alone
Carpool and vanpool

Bicycle
Walked all the way $\qquad$
Motorcycle
Other means of travel
Page 35
Trips after midnight
35.1 *

In the past seven days, did you make any trips to or from UBC between midnight and 6:00 a.m.?
○ Yes > page 36
O No
$>$ page 37 if primary-classification OR secondary-classification $=$ resident
otherwise > page 39

## Page 36

## 36.1

In the past seven days, how many days did you travel to or from UBC between midnight and 6:00 a.m.?
O 7 days
O 6 days
O 5 days
O 4 days
O 3 days
O 2 days
O 1 day
O None

## 36.2

What is your primary means of travel for trips to or from UBC between midnight and 6:00 a.m.?
O Drive alone
O Carpool or vanpool
O Transit
O Bicycle
O Walk
O Motorcycle
O Other, please specify: $\qquad$

## 36.3

What is the primary purpose of your trips to or from UBC between midnight and 6:00 a.m.?
O Going to work

O Leaving work
O Going to school
O Leaving school
O Bus is a "designated driver"
O Entertainment
O Other, please specify: $\qquad$
> page 37 if primary-classification OR secondary-classification $=$ resident
otherwise > page 39
Page 37
Off-campus trip details (residents only)

## 37.1

How often do you make trips off campus?
O Every day
O Two or more times a week
O Once a week
O At least once a month
O Less than once a month

## 37.2

How do you make trips off campus most often?
O Transit
O Automobile driver
O Automobile passenger
O Bicycle
O Walk
O Motorcycle
O Other, please specify: $\qquad$

## 37.3

What other ways do you make trips off campus?
$\square$ TransitAutomobile driverAutomobile passengerBicycleWalkMotorcycleNone of the above

## 38.1

Please indicate the number of times in the past seven days that you left campus for each of the following reasons.

## dropdown choices: $1-10+$ trips, plus "no times for this purpose"

Work
Post-secondary school
Other school
Daycare
Shopping
Dining/restaurant
$\qquad$

Recreational/social
Personal business (e.g. banking, dentist)
Pick up or drop off a person
Visit family
Other

## 39.1

What is your primary means of travel between locations on campus?
O Walk
O Bicycle
O Transit
O Automobile driver
O Automobile passenger
O Motorcycle
O Other, please specify: $\qquad$
Page 40
On-campus mode (after 6 p.m.)

## 40.1

Please indicate the time periods when you are typically on campus.
$\square$ Daytime between 7:00 a.m. and 6:00 p.m.Early evening between 6:00 and 10:00 p.m.Late evening between 10:00 p.m. and midnight
$\square$ Nighttime between midnight and 7:00 a.m.

## 40.2

For travel on campus after 6:00 p.m., please indicate your primary means of travel between locations on campus.
O Walk
O Bicycle
O Transit
O Automobile driver
O Automobile passenger
O Motorcycle
O Other
O Not applicable
Page 41
On-campus origins-destinations

## 41.1

Please record all trips you made around campus yesterday (or on Friday, if yesterday was a weekend day).
Indicate the start and end zones for each trips based on the areas shown on the map below. If you made more than 10 trips yesterday please record only the first 10 trips you made.
Example: Bill arrives at UBC at the trolley bus loop (zone 5). He walks to the SUB (zone 5) to get a coffee and then to the Buchanan Building (zone 3) for class. This counts as two trips - the first between zone 5 and zone 5, and the second between zone 5 and zone 3 .
dropdown choices: zones 1-16
Start zone Finish zone
Trip 1 $\qquad$
$\qquad$
Trip 2 $\qquad$
$\qquad$
Trip 3 $\qquad$
$\qquad$
Trip 4 $\qquad$
$\qquad$
Trip 5 $\qquad$
$\qquad$
Trip 6 $\qquad$
$\qquad$
Trip 7 $\qquad$
$\qquad$
Trip 8 $\qquad$
$\qquad$
Trip 9 $\qquad$
$\qquad$
Trip 10
Insert zone map
$>$ page 42 if primary-classification OR secondary-classification $=$ faculty OR staff otherwise > page 44

## 42.1 *

Do you telework some or all of the time?
Telework describes a situation where you are able to work from home or a remote location off-campus, rather than travel to campus to work.
O Yes, I telework full time
O Yes, I telework some of the time
O No, I do not telework >page 44
Page 43
Telework details

## 43.1

In the past seven days, how many one-way trips to and from UBC did you avoid by teleworking?
In other words, by teleworking, how many one-way trips to and from UBC did you not have to make in the past seven days?

A trip to UBC and back home is considered two one-way trips.
dropdown choices: $1-10+$ trips, plus "I did not avoid any trips"
___ one-way trips

## 43.2

How has the ability to telework affected your job satisfaction?
O I am more satisfied with my job since I began teleworking
O I am less satisfied with my job since I began teleworking
O My job satisfaction has not changed as a result of teleworking
O No opinion

## 43.3

How has the ability to telework affected your productivity on the job?
O I am more productive since I began teleworking
O I am less productive since I began teleworking
O My productivity has not changed as a result of teleworking
O No opinion

## Page 44

Contact information (parts $1 \& 2$ )

## 44.1

Please enter your contact information to win one of five $\$ 200$ gift certificates for any UBC Bookstore. Because you completed Parts 1 and 2 of the survey, your name will be entered twice.

All personal information will be kept in the strictest confidence, and will only be used to award prizes.

Name $\qquad$
Email $\qquad$
Phone
$>$ page 46
Page 45
Contact information (part 1 only)

## 45.1

Please enter your contact information to win one of five $\$ 200$ gift certificates for any UBC Bookstore.
All personal information will be kept in the strictest confidence, and will only be used to award prizes.
Name
Email $\qquad$
Phone $\qquad$

## Page 46

## Comments

This concludes the UBC Transportation Survey.
If you have any comments regarding transportation issues at UBC, please provide them in the spaces below. All comments will be kept strictly confidential.

## 46.1

Transit comments

## 46.2

U-Pass comments

## 46.3

Bicycle and walking comments

## 46.4

Parking comments

## 46.5

Carpool/vanpool comments

## 46.6

General comments
Thank you for participating in the UBC Transportation Survey.

## > TREK Program Centre website

## APPENDIX 2

## Survey Results











| Oustion |  |  |  |  |  |  | rbenga at |  |  |  |  |  |  |  |  |  |  |  | to/from UBC? <br> Don't use <br> trans |  |  |  |  |  |  | Membereof of | Own or ac |  |  |  |  | 25.1 Own Can use or |  | bicycle? <br> Totals |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Oustion |  | $\qquad$ |  |  |  | $\begin{aligned} & 0 \\ & \vdots \\ & \vdots \\ & 0 \end{aligned}$ |  |  |  |  |  |  |  |  |  |  |  |  |  | $\begin{aligned} & \text { Toatals } \\ & \hline 0 \\ & 0 \\ & 1 \\ & 128 \\ & 108 \\ & 108 \\ & 13 \end{aligned}$ |  | $\square$ | $\begin{gathered} \text { No } \\ \hline 0 \\ 0 \\ 0 \\ 0 \\ 0.1 \\ 1.3 \\ 1.8 \\ \hline \end{gathered}$ |  |  |  | $\begin{aligned} & 0 \\ & 3 \\ & 11 \\ & \hline 12 \end{aligned}$ |  |  |  |  |  |  |  |
|  | Prekuportapoftapesis | 1 time 2 times 3 times 4 times 5 times 6 times 7 times 8 times 9 times 10 or more times No times for this purpose Totals |  | 0 0 0 0 10 10 | $\begin{aligned} & 1.5 \\ & 1.0 \\ & 1.0 \end{aligned}$ | $\begin{aligned} & \circ \\ & \vdots \end{aligned}$ |  |  | $\begin{aligned} & 0 \\ & 1 \\ & 5 \\ & 58 \\ & 58 \\ & 50 \end{aligned}$ |  |  |  | $\begin{aligned} & 0 \\ & 0 \\ & 1 \\ & 58 \\ & 18 \\ & 10 \end{aligned}$ |  | $\begin{aligned} & 01 \\ & 1, \\ & 0.8 \end{aligned}$ | $\begin{aligned} & 0.0 \\ & 37 \\ & 0.8 \\ & 0.8 \end{aligned}$ |  | $\begin{aligned} & 5 \\ & \hline 24 \\ & \hline 24 \end{aligned}$ |  | $\begin{gathered} 0 \\ 0 \\ 58 \\ 58 \\ 18 \end{gathered}$ |  | 0 $\vdots$ 0 10 14 0 |  |  |  |  |  | $\begin{aligned} & 0 \\ & 0 \\ & 31 \\ & 32 \\ & \text { 30 } \\ & \hline 0 \end{aligned}$ |  |  |  |  |  |  |
|  | Vsstamiy |  |  | $\begin{aligned} & \text { 07 } \\ & \hline 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 8 \\ & \hline \end{aligned}$ | $\begin{aligned} & 0.9 \\ & 0.7 \\ & \hline \end{aligned}$ |  | 2 7 5 1 1 0 0 0 0 0 2 23 12 12 |  |  |  |  | $\square$ |  |  |  | $\begin{gathered} 08 \\ \hline \end{gathered}$ | $\begin{array}{r} 0 \\ 5 \\ 0.0 \\ 0.0 \\ \hline 0 \end{array}$ |  |  |  |  |  |  |  |  |  |  |  |  |  | (17 |  |  |  |
|  | Oner |  |  |  |  |  |  | $\circ$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ $\vdots$ |  |  |  |  | 10 10 5 0 0 1 0 0 0 0 5 5 0 |  | $\begin{aligned} & 8 \\ & { }_{13}^{8} \end{aligned}$ |  |  |  |  | $\begin{gathered} 0.8 \\ \hline 10 \\ 5 \\ 5 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 50 \\ 0.7 \\ 0.7 \end{gathered}$ |  |  |  |  |  |  | 1.5 <br> 0 <br> 2 <br> 0 <br> 0 <br> 0 <br> 0 <br> 0 <br> 0 <br> 0 <br> 0 <br> 0 <br> 1.8 <br> 1.3 |  |  |  |  |  |  |  |
| 39.1 What is your primary means of travel between locations on campus? |  |  |  |  |  |  |  |  |  |  |  |  | 3019 213 223 99 15 4 23 3596 $100.0 \%$ | $\begin{array}{r} \hline 84.0 \% \\ 5.9 \% \\ 6.2 \% \\ 2.8 \% \\ 0.4 \% \\ 0.1 \% \\ 0.6 \% \\ 100.0 \% \\ \hline \end{array}$ |  |  | 168 32 5 11 11 1 2 20 6.108 6 |  |  |  | $\begin{array}{r}  \\ \hline 84.0 \% \\ 5.9 \% \\ 6.2 \% \\ 2.8 \% \\ 0.4 \% \\ 0.1 \% \\ 0.6 \% \\ 100.0 \% \\ \hline \end{array}$ |  |  | 2490 $84.2 \%$ <br> 182 $6.2 \%$ <br> 222 $7.5 \%$ <br> 35 $1.2 \%$ <br> 9 $0.3 \%$ <br> 2 $0.1 \%$ <br> 17 $0.6 \%$ <br> 2957 $100.0 \%$ <br> $100.0 \%$  |  | 144 10 10 2 4 0 4.9 4.18 4 |  |  |  |  |  |  |  | 0.7  <br> 3020 $83.9 \%$ <br> 213 $5.9 \%$ <br> 224 $6.2 \%$ <br> 99 $2.8 \%$ <br> 15 $0.4 \%$ <br> 4 $0.1 \%$ <br> 23 $0.6 \%$ <br> 3598 $100.0 \%$ <br> $100.0 \%$  |
|  | Daytime between 7:00 a.m. an Early evening between 6:00 an Late evening between 10:00 p Nighttime between midnight an Totals |  |  |  |  | $\begin{aligned} & 41 \\ & 5 \\ & 5 \\ & 5 \\ & 52 \\ & 52 \end{aligned}$ |  | $\begin{aligned} & 0.68 \\ & \hline 10 \\ & 10 \\ & 10 \\ & 10 \\ & 26 \end{aligned}$ |  |  | $\begin{aligned} & 1.500 \\ & \hline \end{aligned}$ |  |  |  |  |  |  |  |  | $\begin{aligned} & 10000 \\ & \hline \end{aligned}$ |  |  |  |  |  | $\begin{array}{r} 4.1 \% \\ \hline 140 \\ 39 \\ 8 \\ 13 \\ 200 \end{array}$ | $\begin{aligned} & 18828 \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { cive } \\ & \hline \end{aligned}$ | $\begin{aligned} & 10080 \\ & \hline \end{aligned}$ |   <br>   |  |  | $\begin{aligned} & \text { and } \\ & \hline \end{aligned}$ |  |
|  |  |  |  |  |  | $\begin{gathered} 15 \\ \begin{array}{c} 15 \\ 1.218 \\ \hline 120 \end{array} \\ \hline \end{gathered}$ |  |  |  |  | $\begin{gathered} 368 \\ \hline \end{gathered}{ }_{36} 8$ |  |  | $\begin{array}{r} \hline 63.3 \% \\ 4.6 \% \\ 6.3 \% \\ 4.7 \% \\ 0.8 \% \\ 0.2 \% \\ 0.3 \% \\ 19.8 \% \\ 100.0 \% \end{array}$ |  |  | 131 28 21 21 1 0 2. 218 6.16 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Yes, I telework full time Yes, I telework some of the tim No, I do not telework Totals |  | $\begin{aligned} & 15,56 \\ & \hline 186 \\ & \hline \end{aligned}$ |  | $\begin{aligned} & 36685 \\ & \hline \end{aligned}$ |  |  |  |  |  | $\begin{aligned} & 158 \\ & \hline \end{aligned}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | $\substack{0.85 \\ \hline \\ \hline}$ |  |  |  |  |
|  |  |  | ( |  |  | 3 0 0 0 0 0 0 0 0 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  | 158 956 as and $4.07 \%$ | $\begin{aligned} & 1.80 \\ & \hline \end{aligned}$ | 0 0 0 $0.0 \%$ |  |  |  |  |  |  |  |  |  |  | $\begin{gathered} 7 \\ 18 \\ 8 \\ \hline \\ \hline 0.4 \\ \hline \end{gathered}$ |  |  |  |  |  |  |  |  |  |  |  |  | $\begin{aligned} & 58.50 \% \\ & \hline \\ & \hline \end{aligned}$ |  |  |  |  |
|  |  | Onking | ( 39. |  |  | 1008 $\vdots$ $\vdots$ $0.0 \%$ | $\begin{array}{r} 0.38 \\ \hline \\ 0 \\ 0 \\ 0 \\ 0.3 \% \\ \hline 0.3 \% \\ \hline \end{array}$ | $\begin{array}{r} 0.18 \\ \hline \\ 0 \\ 0 \\ 0.1 \% \\ 0.1 \% \end{array}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |




| $\begin{aligned} & \text { Colour } \\ & \text { Code } \end{aligned}$ | Location |  | Primary reason for being at UBC |  |  |  |  |  | Primary reason for being at UBC |  |  |  |  |  |  |  | Off-Campus Totals |  | $\begin{aligned} & \text { Colour } \\ & \text { Code } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Student | Faculty | Staff | Employee | Resident | Visitor | Totals |  | Student Faculty |  | Staff | Employee | Resident | Visitor |  |  |  |
|  | UBC/UEL Vancouve |  | 590 | 62 | 68 | 3 | ${ }^{63}$ | 3 | 789 | 18.0\% | 13 | 4 | 7 | 0 | 0 |  | 1,282 $0.75 \%$ <br> 273 $7.6 \%$ <br> 811 $22.5 \%$ |  |  |
|  |  | West Side | 573 | 228 | 450 | 21 | 0 | 10 | 1,282 | 29.3\% | 573 | 228 | 450 | 21 | 0 | 10 |  |  |  |
|  |  | Downtown | 98 | 47 | 123 | 4 | 0 | 1 | 273 | 6.2\% | 98 | 47 | 123 | 4 | 0 | 1 |  |  |  |
|  |  | East Side | 415 | 73 | 308 | 5 | 0 | 10 | 811 | 18.5\% | 415 | 73 | 308 | 5 | 0 | 10 |  |  |  |
|  | Richmond |  | 205 | 23 | 130 | 2 | 0 | 4 | 364 | 8.3\% | 205 | 23 | 130 | 2 | 0 | 4 | 364 | 10.1\% |  |
|  | Burnaby $/$ New Westminster |  | 142 | 10 | 121 | 5 | 2 | 1 | 281 | 6.4\% | 142 | 10 | 121 | 5 | 2 | 1 | 281 | 7.8\% |  |
|  | North Shore <br> Surrey/White Rock/Langley |  | 89 | 34 | 60 | 4 | 0 | , | 188 | 4.3\% | 89 | 34 | 60 | 4 | 0 | 1 | 188 | 5.2\% |  |
|  |  |  | 80 | 4 | 76 | 0 | 0 | 1 | 161 | 3.7\% | 80 | 4 | 76 | 0 | 0 | 1 | 161 | 4.5\% |  |
|  | Surrey/White Rock/Langley Northeast Sector |  | 61 | 10 | 50 | 1 | 0 | 1 | 123 | 2.8\% | 61 | 10 | 50 | 1 | 0 | 1 | 123 | 3.4\% |  |
|  | Delta <br> Pitt Meadows/Maple Ridge |  | 31 | 19 | 39 | 1 | 0 | 0 | 90 | 2.1\% | 31 | 19 | 39 | 1 | 0 | 0 | 90 | 2.5\% |  |
|  |  |  | 4 | 1 | 6 | 0 | 0 | 0 | 11 | 0.3\% | 4 | 1 |  | 0 | 0 | 0 | 11 | 0.3\% |  |
|  | Pitt Meadows/Maple Ridge Abbotsford/Mission |  | 1 | 1 |  | 0 | 0 | 0 | 2 | 0.0\% | 1 | 1 | 0 | 0 | 0 |  | 2 | 0.1\% |  |
| $\begin{aligned} & \text { Colour } \\ & \text { Code } \end{aligned}$ | Totals |  | 2,289 | 512 | 1,431 | ${ }^{46}$ | ${ }^{65}$ | ${ }^{32}$ | 4,375 | 100\% | 1,712 | ${ }^{454}$ | 1,370 | ${ }_{13}^{43}$ | 2 | ${ }_{1}^{30}$ | 3,611 | 100\% |  |
|  |  |  | 52\% | 12\% | 33\% | 1\% | 1\% | 1\% | 100\% |  | 47\% | 13\% | 38\% | 1\% | 0\% | 1\% | 100\% |  |  |
|  | UBC/UEL Location |  | Student | Faculty | Staff | Employee | Resident | Visitor |  |  | Student | Faculty | Staff | Employee | Resident | Visitor |  |  |  |
|  |  |  | 25.8\% | 12.1\% | 4.8\% | 6.5\% | 96.9\% | 9.4\% |  |  | 0.8\% | 0.9\% | 0.5\% | 0.0\% | 0.0\% | 3.3\% |  |  |  |
|  | Vancouver | West Side | 25.0\% | 44.5\% | 31.4\% | 45.7\% | 0.0\% | 31.3\% |  |  | 33.5\% | 50.2\% | 32.8\% | 48.8\% | 0.0\% | 33.3\% |  |  |  |
|  |  | Downtown | 4.3\% | 9.2\% | 8.6\% | 8.7\% | 0.0\% | 3.1\% |  |  | 5.7\% | 10.4\% | 9.0\% | 9.3\% | 0.0\% | 3.3\% |  |  |  |
|  |  | East Side | 18.1\% | 14.3\% | 21.5\% | 10.9\% | 0.0\% | 31.3\% |  |  | 24.2\% | 16.1\% | 22.5\% | 11.6\% | 0.0\% | 33.3\% |  |  |  |
|  | Richmond |  | ${ }_{6}^{9.0 \%}$ | 4.5\% 2.0\% | ${ }^{9.1 \%}$ | 4.3\% $10.9 \%$ | - ${ }^{0.0 \%}$ | $12.5 \%$ $3.1 \%$ |  |  | 12.0\% | 5.1\% | 9.5\% | 4.7\% | ${ }^{0.0 \%}$ | 13.3\% |  |  |  |
|  | Burnaby/New WestminsterNorth Shore |  | 6.2\% | ${ }_{6}^{2.6 \%}$ | 8.5\% | 8.7.9\% | 3.1\% | 3.1\% $3.1 \%$ |  |  | 8.3\% $5.2 \%$ | 2.2\% ${ }^{2.5 \%}$ | 8.4\% | 9.3\% | (100.0\% | -3.3\% |  |  |  |
|  | Surrey/White Rock/Langley Northeast Sector |  | 3.5\% | 0.8\% | 5.3\% | 0.0\% | 0.0\% | 3.1\% |  |  | 4.7\% | 0.9\% | 5.5\% | 0.0\% | 0.0\% | 3.3\% |  |  |  |
|  |  |  | 2.7\% | 2.0\% | 3.5\% | 2.2\% | 0.0\% | 3.1\% |  |  | 3.6\% | 2.2\% | 3.6\% | 2.3\% | 0.0\% | 3.3\% |  |  |  |
|  | Delta <br> Pitt Meadows/Maple Ridge <br> Abbotsford/Mission |  | 1.4\% | 3.7\% | 2.7\% | 2.2\% | 0.0\% | 0.0\% |  |  | 1.8\% | 4.2\% | 2.8\% | 2.3\% | 0.0\% | 0.0\% |  |  |  |
|  |  |  | 0.2\% | 0.2\% | 0.4\% | 0.0\% | 0.0\% | 0.0\% |  |  | 0.2\% | 0.2\% | 0.4\% $0.0 \%$ | 0.0\% | 0.0\% | 0.0\% |  |  |  |
|  |  |  | 0.0\% | 0.2\% 100\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  |  | 0.1\% | 0.2\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% 100\% |  |  |  |



