

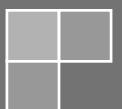


Institute for Survey Research
TEMPLE UNIVERSITY®

Temple University 2022 Transportation and Sustainability Culture Survey Report

Prepared for:
Rebecca Collins
Director of Sustainability

Prepared by:
Heidi Grunwald, PhD
Director Temple University Institute for Survey Research
Gladfelter Hall, Room 856
Polett Walk
Philadelphia, PA 19122



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Temple University 2022 Transportation and Sustainability Culture Report

Executive Summary

The 2022 Temple University Transportation and Sustainability Culture Survey was launched to students using Qualtrics on March 16, 2022 with first reminder send on March 22, 2022 followed by a second reminder on April 5, 2022. A final reminder was sent to students on April 6, 2022. The survey was launched to faculty and staff on March 23, 2022 with the first reminder on March 29, 2022. A second reminder was sent to faculty and staff on April 12th and a final reminder on April 13, 2022. Additional efforts were used to reach the support staff employees who may not have access to computers during work hours or in home. Staff from ISR went to meet staff who work the day shift in 200 A/B Student Center where computers were available, this was about 50-65 employees. Staff met with mid-shift employees at the Dental School, Timmons Hall (20-30 employees) and overnight employees (~100) in Tuttleman 101. There were tables with flyers that included QR codes to access the survey. In addition, in Tuttleman, staff projected the QR codes on a screen. An additional 136 surveys were completed by staff on paper or via the anonymous link during in-person outreach. The overall response rate for the survey was 13.9% but 21% of faculty, 34% of administrative staff, 29% of support staff and 9% of students responded. The drastic reduction in response rate was driven primarily by the drop in students responding.

Of the 4,127 survey responders, 86% were commuters, as compared to 2019 (85%). The remaining 14% reported that they lived on campus. Living on campus was defined as a student living in one of the following places: White Hall, Johnson Hall, Hardwick Hall, 1940 Residential Hall, Temple Towers, 1300 Residence Hall, Morgan Hall, Podiatry Residence Hall, Beech Interplex, or The Edge. All other students were considered commuters along with all faculty and staff.

In 2022, the most common primary mode of transportation reported by respondents was driving a car (32%) or other motorized vehicle not as a passenger which is slightly up from 2019 (29.8%). The next most common primary mode was walking (25%) consistent with 2019 (24.3%), followed by the subway (orange line), El (blue line), or trolley system (18.4% as compared to 19.2% in 2019).

Results of the survey indicate that Temple University students, faculty, and staff take an estimated 263,580 one-way trips to and from campus in a typical week as compared to 344,546 in 2019 likely due to Covid19 and hybrid and online only classes. There were differences in the number of trips taken in a week with respect to student, faculty, and staff. The median number of trips taken for students and staff was 8. For faculty it was only 6 trips per week. Modes used by trip were not mutually exclusive, as a person could use multiple mode throughout one commute to campus. Overall, 22.83% of trips were taken by walking, 26.27% by car (not as a passenger), 18.5% by subway, El, or trolley, 12.05% by regional rail, 7.57% by bus (not including the

intercampus shuttle), 4.46% by bike, 3.87 by Uber, Lyft, or taxi, and 3.86 by carpool (as a passenger) as shown in Table 2.2.

Approximately 32.4% of Temple students, faculty, and staff reported taking a car as their primary means of transportation and they commuted an average of 17.7 miles by car in a typical one-way commute as compared to 21.9 miles in 2019. It is important to note that these numbers may be affected both by Covid19 and by the increasing numbers of students living around but not “on campus” as defined in the survey. The second highest primary mode of commuting was walking (25.2%) indicating that more students may be living near but not on campus. The third highest primary mode of commuting was Subway/Trolley/El (18.4%) followed by Regional Rail (14.2%).

Eighty-eight percent of all respondents reported driving a car with a combustion engine to campus followed by 9.8% who drive hybrids and 2.5% who reported driving an electric vehicle.

Overall, only 3.9% of respondents reported carpooling to campus at least once during a typical week which is steady from 2019 (3.9%). This number is down from the 7.7% in the 2016 report.

For those students who responded who reported they live on campus (only students), 12.6% said they had their own personal vehicle on campus this semester, up from 2019 (8.8%).

Approximately 12% said they use their vehicle every day or almost every day, followed by 41% who reported they use their personal car a few days a week. None of the students who responded reported that they own an electric vehicle.

Only 4.5% of respondents reported that they use a bike as part of their typical weekly commute to campus and the typical one-way commute was 2.8 miles for students, 4.2 miles for faculty and 4.1 miles for staff who ride a bike.

Thirty-five percent of all respondents said they take public transit as part of their commute during a typical week, this is down significantly from 2019 (50.2%) but this is likely impacted by Covid19 and increased percent of students who walk to campus. When students who do not currently use public transportation were asked if they would use public transportation more in several scenarios, only 27% said they would use it more if a transit pass was included in the tuition package. Whereas 39% said they would use it more if fares were cheaper, 64% said they would use it more if parking was more expensive, 61% said they would use it more if gas prices went above \$4/gallon and 57% said they would use it more if Covid19 wasn't a concern. Notably, only 32% had safety concerns and 34% said they would take it more if it was faster.

When faculty were asked the same question about public transportation the top three reasons that faculty said they would ride public transportation more were high gas prices (74%), and if parking costs were higher (68%). Staff results identified the same reasons at 64% and 66% respectively.

When students were asked specifically about SEPTA pass affordability 41% said they would pay \$150 for a semester pass followed by only 15% who would be willing to pay \$200. Eighteen percent said they would not purchase a semester-long pass regardless of price. When asked about Temple's pass that is available for purchase at the beginning of each semester 20% of students reported that they wanted to get a pass but were unable to. Another 43% reported that

they didn't even know Temple had a discount program. For those who were prevented from getting a pass, 36% reported that the process was confusing and another 29% reported that they could not pay the full amount upfront. Overall, when asked if they thought a SEPTA pass benefit would be a meaningful benefit, 84% of students reported yes it would be.

Nineteen-percent of staff reported that they struggle to afford transportation to get to campus as compared to only 6% of faculty. Seventy-five percent of staff reported that they thought a SEPTA pass would be a meaningful benefit as a Temple employee.

New to the 2022 Temple Transportation Survey were questions relating to students, faculty, and staff perceptions, beliefs, dispositions, and behaviors related to sustainability, as well as awareness of campus sustainability initiatives. When asked to rank things the University could do, students, faculty and staff all ranked "more resources and budget dedicated to sustainability and energy efficiency" as the top priority. Students faculty and staff ranked "improved facilities and equipment" as their second top priority. Students ranked "better education and communications internally" as third top whereas faculty and staff ranked changes to transportation policies and practices as third top priority.

When asked values in relation to the environment, only 7% of students, 11% of faculty and 5% of staff classified themselves as environmentally environmental activists. Thirty-two percent of students said they are an advocate for the environment whereas 53% of faculty said they were advocates and 42% of staff. The majority of students classified themselves as environmentally concerned (51%).

When asked directly about climate change, 28% of students, 40% of faculty and 26% of staff reported that they it was extremely important to them personally. Thirty-nine percent of students, 41% of faculty and 39% said that climate change was very important to them personally.

The majority of students (62%), faculty (70%), and staff (64%) reported that they thought Temple had a responsibility to be a leader in sustainability and environmental issues. When asked about how they might vote, 79% of students reported that they would consider a candidate's stance on environmental issues as being important to consider.

Ninety-seven percent of students reported that they thought accessing affordable transportation was a basic need. One in 3 students reported that they agree somewhat that their concern about environmental issues has grown because of activities at Temple. Another 34% said they neither agreed or disagreed with that statement. In addition, 42% of students reported that they disagree somewhat or strongly disagree that coursework is relevant to climate change solutions. Another 25% neither agreed or disagreed with that statement. Only 9% agreed strongly that their coursework was related to climate change solutions. Overall, 60% of students who responded reported that integrating sustainability problem solving topics into the Core Courses would increase academic interest and motivation.

Faculty and staff were asked a series of questions about sustainability. Notably, 57% of faculty and 68% of staff reported that they would be interested in a seminar on integrating sustainability and climate action into life and work if it was available on the HR training portal. Another 8% of faculty and 13% of staff said they would be interested in doing so in person.

Section 1. Survey Administration and Survey Outcomes

The 2022 Temple University Transportation Survey was launched using Qualtrics and sent to students on March 16, 2022 with a first reminder send on March 22, 2022 followed by a second reminder on April 5, 2022. A final reminder was sent to students on April 6, 2022. Students were able to respond to the survey via a direct link included in the survey invitation email. In 2019, students had to go into the TUPortal to find the survey. The survey was launched directly via email to faculty and staff on March 23, 2022 with the first reminder on March 29, 2022. A second reminder was sent to faculty and staff on April 12th and a final reminder on April 13, 2022. Additional efforts were made to reach the 1199c employees who may not have access to computers during work hours or at home. Staff from ISR went to meet staff who work the day shift in 200 A/B Student Center where computers were available, this was about 50-65 employees. Staff met with mid-shift employees at the Dental School, Timmons Hall (20-30 employees) and overnight employees (~100) in Tuttleman 101. There were tables with flyers that included QR codes to access the survey. In addition, in Tuttleman, staff projected the QR codes on a screen. An additional 136 surveys were completed by staff on paper or via the anonymous link during in-person outreach.

All graduate students were eligible to receive the survey. Of the 7,521 who received the survey, 11.7% responded. Of the 14,194 undergraduate students sampled, 7.6% responded. All faculty and staff received the survey invite. Of the 3,690 faculty, 20.5% responded, of the 3,642 administrative staff, 36% responded and of the 590 support personnel, 29.2% responded.

The overall response rate for the 2022 survey was 13.9% down from responses to the 2019 survey which was 17.3% which was also a decrease from both the 2016 and 2013 response rates. Driving the drop-in overall response rate is the very low percentage of students who responded (7.6% of undergraduates and 11.7% of graduates). As shown in Table 1.1 below, there was a continuous decrease in the survey response rates from 34.1% to 18.9% from 2007 to 2013, a spike in 2016 of 24.9%, and a drop again this year to 13.9%. Note the 2007 survey was fielded in December while the 2010, 2103, and 2016, 2019 and 2022 surveys were fielded in the spring semester between March, April, and May. Response rates to most surveys have been declining in recent years, along with the increasing demand to respond to online surveys.

The 2022 incentive for respondents was a chance to win Sustainable prize packages valued at \$50.00. For the first time in the survey's administration, incentive language included a clause stating requirements to submit a 1099 form to declare taxable winnings on the prize. The 2019 and 2016 respondent incentive was a chance to win one of twenty \$50.00 gift cards. In 2013 the incentive was the raffle of 1 grand prize, and iPad (\$399 value) and 30, \$10.00 diamond dollar gifts. The 2010 incentive for responding was a grand prize of a Fuji bike (\$300 value) and 100 winners of \$10.00 diamond dollars. Three reminders were sent to sampled participants followed by a reminder from Executive Vice President and Chief Financial Officer Ken Kaiser.

Table 1.1 Comparison of Previous Surveys Un-Weighted Survey Response Rates

Year	Response Rates					
	2007	2010	2013	2016	2019	2022
Graduate Students	31.2%	20.6%	20.7%	25.0%	17.9%	11.7%
Undergraduate Students	28.7%	15.0%	14.0%	20.0%	13.2%	7.6%
Faculty	49.7%	28.6%	29.9%	39.2%	28.1%	20.5%
Administration and Staff	62.3%	50.1%	42.0%	48.4%	32.6%	34.0%
Support Personnel	22.3%	15.0%	14.7%	12.7%	5.7%	29.2%
Overall/Total Response Rate	34.1%	20.0%	18.9%	24.9%	17.3%	13.9%

Figure 1.1 shows the trend line of the overall response rates for the transportation survey from 2007 to 2022. There has been a drastic decline in the response rate for this survey since 2009.

Figure 1.1 Response Rates Trend Line

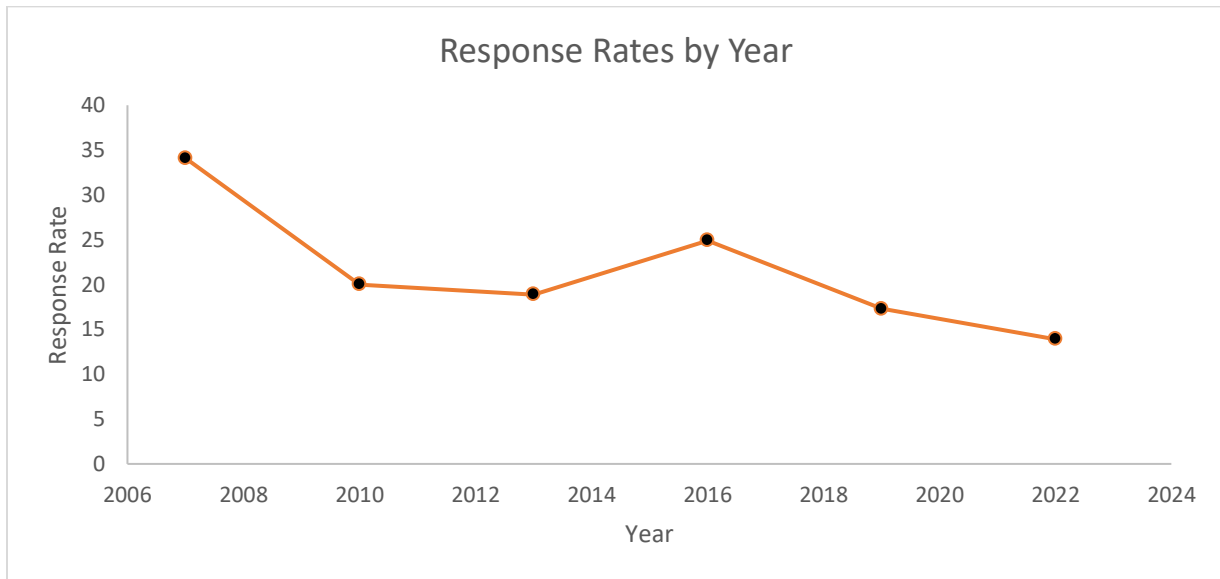


Table 1.2 reports the response rate details for faculty and staff for the 2022 survey. This is the first year all faculty and staff were included in the sample. Within the strata, administration and staff were the most likely to respond with a 34.0% response rate. Faculty were the least likely to respond with only 20.5% completing the survey. Overall faculty, administration, and staff were far more likely to respond than students with a 27.39% response rate compared to 9.01% respectively.

Table 1.2 2022 Un-Weighted Response Rates for Faculty/Staff Completed Surveys

Strata	Eligible		Sampled		Completed Surveys		Response Rates	
	Total	Subclass	Sample	Subclass	Total	Subclass	Total %	Subclass %
Faculty/Staff								
Faculty	3690		3690		758		20.5%	
Full Time Faculty		2217		2217		592		26.7%
Part Time Faculty		1473		1473		166		11.3%
Administration and Staff	3642		3642		1240		34.0%	
Executive/Administrative/Managerial		1338		1338		596		44.5%
Other Professionals		1887		1887		542		28.7%
Technical and Paraprofessional		239		239		51		21.3%
Clerical and Secretarial		178		178		51		28.7%
Support Personnel	590		590		172		29.2%	
Skilled Crafts		170		170		14		8.2%
Service/Maintenance		420		420		158		37.6%
Total Faculty/Staff	7,922		7,922		2,170		27.4%	

Table 1.3 reports the response rate details for students for the 2022 survey. This is the first year all graduate students were included in the sample. Within the strata graduate students were the most likely to respond with a 11.7% response rate. Undergraduate students were less likely to respond with only 7.6% of students completing the survey.

Table 1.3 2022 Un-Weighted Response Rates for Students Completed Surveys

Strata	Eligible		Sampled		Completed Surveys		Response Rates	
	Total	Subclass	Sample	Subclass	Total	Subclass	Total %	Subclass %
Students								
Graduate Students	7521		7521		875		11.6%	
Professional		2202		2202		819		37.2%
Other Graduate Students		5319		5319		56		1.1%
Undergraduates	23641		14194		1082		7.6%	
Seniors+ (>120 credits)		1960		1170		93		7.9%
Seniors		6157		3679		275		7.5%
Juniors		5839		3500		285		8.1%
Sophomores		4819		2911		219		7.5%
Freshman		4550		2745		199		7.2%
Post Baccalaureate		94		56		4		7.1%
Non-Degree Continuing		222		133		7		5.3%
Total Students	31,162		21,715		1,957		9.01%	

Post stratification weights were constructed to adjust for nonresponse bias in each of the sample groups of students, faculty, and staff. All graduate and undergraduate students were combined to make the students sample group. The faculty sample group comprised of full-time and part-time faculty. Lastly, the staff sample group was made up of all administration, staff, and support personnel. The weighted data represents respondents proportionately to the totals at the university. The weighted survey totals for each of the three strata (students, faculty, and staff) are presented in Table 1.4. These estimates include both commuting students and non-commuting students (students who live on campus).

Table 1.4 Respondent Totals Weighted up to the Temple University Community

	Students	Faculty	Staff	Total
Weighted Count	31,162	3,690	4,232	39,084
Weighted Percent	79.73%	9.44%	10.83%	100.0%

Figure 1.2 shows a map of zip codes where survey respondents live and begin their commutes to campus. The zip code data presented below was collected in the survey (see Q2). We were unable to look at the geographic distribution of the total sample because we were not given zip codes in the sampling frame.

Figure 1.2 Map of the Geographic Distribution of Survey Responders

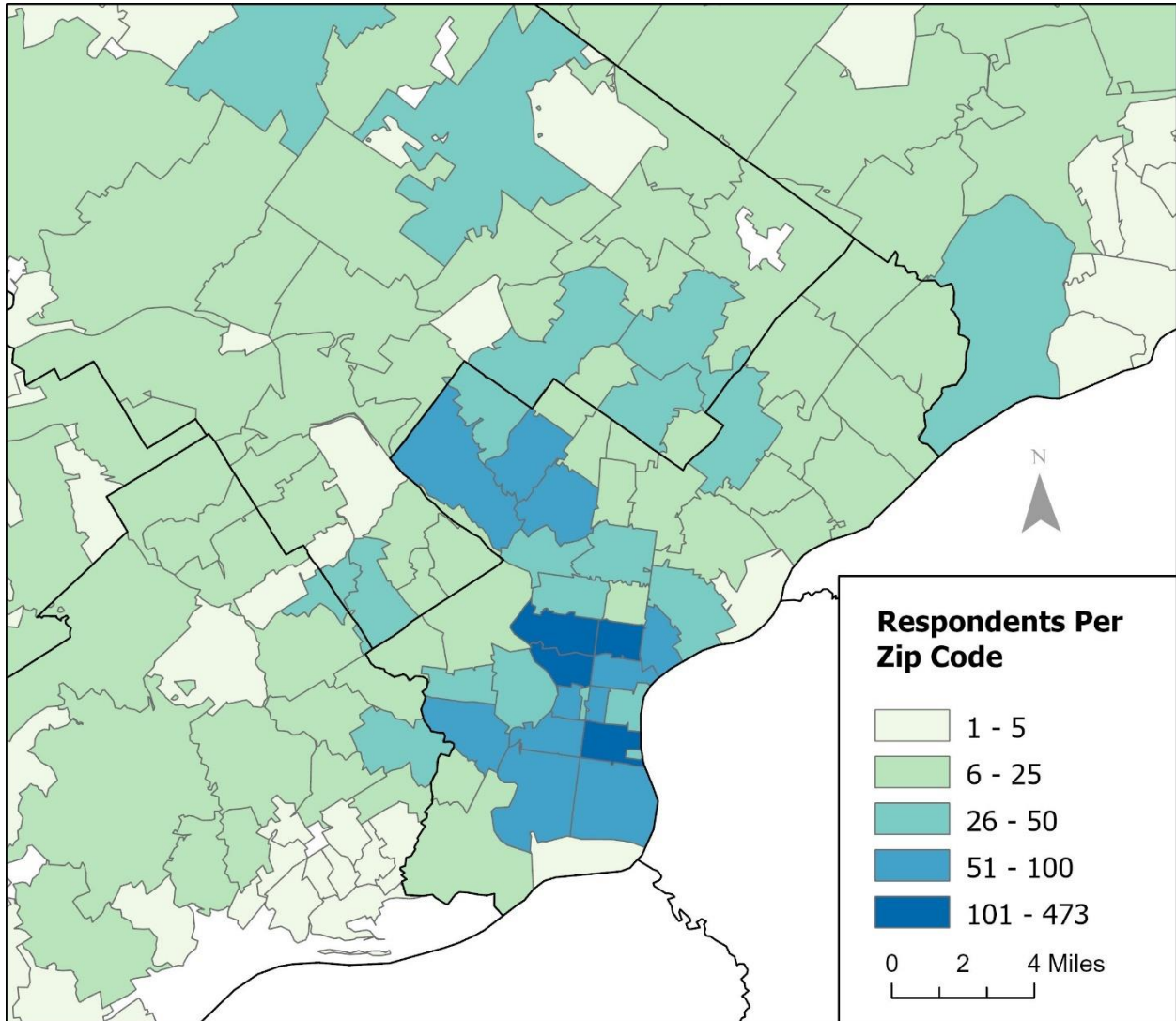


Table 1.5 shows the weighted totals of students who live on campus versus students who commute to campus. For the purpose of this survey, a commuter was defined as someone who lives in White Hall, Johnson Hall, Hardwick Hall, 1940 Residential Hall, Temple Towers, 1300 Residence Hall, Morgan Hall, Podiatry Residence Hall, Beech Interplex, or The Edge. Only those identified as students were asked if they lived on campus or are a commuter (see Q4). Note, participants who selected they do not consent to the survey were excluded from the analysis from this point on (see question labeled CONSENT).

Table 1.5 Weighted Survey Respondent Totals and Percentages for Student Commuters and Students Who Live on Campus

	Students
I live on campus	4,300 14.23%
I am a commuter	25,908 85.77%
Total	30,208 100.0%

Table 1.6 represents those who commute to campus, but it omits students who live on campus and students that walk to campus as their primary mode of transportation (those who checked walk in Q6). Note that all faculty and staff are considered commuters in this analysis. An estimated 87% of Temple University community members commute to campus including an estimated 85.77% of all students. With 69.01% of these students commuting with modes of transportation other than walking as their primary mode.

Table 1.6 Weighted Survey Respondent Totals and Percentages for Commuters (Not Including Students Who Live on Campus or Walk to Campus as Primary Mode)

	Students	Faculty	Staff	Total
Weighted Count	17,644	3,690	4,232	25,566
Weighted Percent	69.01%	14.43%	16.55%	100.0%

Table 1.7 shows the weighted distribution of Temple University students, faculty, and staff across the six campus locations plus those that work remotely. This is the first survey since the Covid-19 pandemic, so the focus of this survey was to see how many faculty and staff work from home and how many students take virtual classes. An estimated 3.18% of the Temple population works or studies 100% remotely, indicating operations at Temple are running at a normal (pre-pandemic) capacity.

Table 1.7 Campus Where Respondents Spent the Most Amount of Time During the 2022 Spring Semester

Campus	Students	Faculty	Staff	Total
Main (Broad & Montgomery)	25,844 83.40%	2,814 76.38%	3,013 71.62%	31,671 81.46%
Health Sciences Center (HSC)	3,026 9.76%	546 14.82%	690 16.40%	4,262 10.96%
Ambler	223 0.72%	35 0.95%	87 2.07%	345 0.89%
Center City (TUCC)	653 2.11%	25 0.68%	57 1.35%	735 1.89%
Fort Washington	0 0.0%	0 0.0%	3 0.07%	3 0.01%
Other	494 1.59%	44 1.19%	90 2.14%	628 1.62%
My classes are 100% virtual	749 2.42%	0 0.0%	0 0.0%	749 1.93%
I work 100% remotely	0 0.0%	220 5.97%	267 6.35%	487 1.25%
Total	30,989	3,684	4,207	38,880

Section 2. Commuting Modes for Temple University Students, Faculty and Staff

In the 2022 survey, commuters were defined as all faculty, staff, and students who were not living on campus (e.g. not living in one of the following places: White Hall, Johnson Hall, Hardwick Hall, 1940 Residential Hall, Temple Towers, 1300 Residence Hall, Morgan Hall, Podiatry Residence Hall, Beech Interplex, or The Edge.) This section (section 2) applies only to the weighted total 32,830 Temple students, faculty, and staff who were classified as commuters.

All commuting students, faculty, and staff were asked to specify the **number of one-way trips they take coming to and from campus in a typical week** (see Q7). They were given the example “If you come to campus 3 days per week, then you would make 6, one-way trips to campus in a typical week,” and they were instructed not to count the intercampus bus shuttle if taken. Table 2.1 reports the total number of trips, mean number of trips, standard deviation for number of trips, and median number of one-way trips taken to and from campus in a typical week by Temple students, faculty, and staff. Overall, students averaged the greatest number of trips taken in a typical week at 8.27, compared to faculty who averaged 5.95 trips in a typical week. The median number of trips taken per week for students and staff was 8, while faculty’s median was only 6. The median for the total population was 8 while the average was 7.47 trips in a typical week. Overall, the number of trips was down across all groups from the 2019 survey. This could be due to some classes having a hybrid or virtual format allowing community members to stay home part of the week.

Table 2.1 One-Way Trips Taken to and From Campus in a Typical Week

		Students	Faculty	Staff	Total
Weighted N (People)		25,924	3,462	3,942	33,328
Total Trips Per Week	Estimate	214,281	20,583	28,716	263,580
Mean Trips Per Week	Estimate	8.27	5.95	7.30	7.47
	Std. Dev.	4.24	2.79	2.98	3.67
Median Trips Per Week	Estimate	8	6	8	8

* less than 1% of commuters were coded as outliers and removed from the sample that was used to create this table because their reported number of one-way trips was greater than 30.

Table 2.2 reports each of the different modes of transportation used by Temple students, faculty, and staff as part of their typical one-way commutes to and from campus in a week. Participants were asked to select all modes that apply to their one-way commutes in a typical week, regardless of whether a mode of transportation was used alone or in combination with another mode (see Q5 – check all that apply format). As a result, the categories in Table 2.2 are not mutually exclusive, and the sum of individuals using one or more modes of transportation (column sum) is greater than the total number of Temple commuters. For example, consider a staff member who takes the regional rail on Monday, Wednesday, and Friday, but on Tuesday and Thursday she drives so she can pick up her son from soccer practice. This staff member would have indicated taking ten one-way trips in a typical week: six by regional rail and four by

car. Thus, she would have selected regional rail and car and have been counted as commuting using both transportation modes.

Table 2.2 Community Members Commuting Modes Breakdown

	Students	Faculty	Staff	Total
Weighted N	25,908	3,690	4,232	33,830
Bus	3,121 7.56%	263 5.16%	558 9.76%	3,942 7.57%
Car (Not as a passenger)	8,822 21.38%	2,298 45.09%	2,560 44.76%	13,680 26.27%
Taxi, Uber, or Lyft	1,768 4.28%	103 2.02%	144 2.52%	2,015 3.87%
Subway, Trolley, or “El”	8,153 19.76%	624 12.24%	858 15.00%	9,635 18.50%
Regional Rail Lines	4,443 10.77%	1,042 20.44%	789 13.80%	6,274 12.05%
Bike	1,879 4.55%	259 5.08%	183 3.20%	2,321 4.46%
Walk	11,115 26.94%	346 6.79%	426 7.45%	11,887 22.83%
Carpool (As a passenger)	1,816 4.40%	88 1.73%	108 1.89%	2,012 3.86%
Other	144 0.35%	74 1.45%	93 1.63%	311 0.60%

A primary goal of the 2022 Transportation Survey was to determine the total percentage of students who commute using sustainable community options as their primary mode. Participants were asked what they would consider to be their primary mode of transportation to get to and from campus in a typical week (see Q6). Each participant was only allowed to choose a single option. The results are shown in Table 2.3 below. In summary for students 37.28% commute using a form of public transit (bus, subway, El, trolley, or regional rail) as their primary mode, 35.02% bike or walk as their primary mode, and 25.37% take a car not as a passenger. For faculty, 33.89% commute with public transit as their primary mode, 5.95% commute by bike or walking as their primary mode, and 56.77% say their primary mode of transportation is by car not as a passenger. For staff, 35.49% commute using public transit as their primary mode, 4.04% by walking or biking as their primary mode, and 57.11% say their primary mode of transportation is by car not as a passenger.

Table 2.3 Primary Means of Transportation Used to Get to and From Campus

	Students	Faculty	Staff	Total
Bus	1,004 3.87%	88 2.54%	276 7.02%	1,368 4.11%
Car (Not as a passenger)	6,577 25.37%	1,967 56.77%	2,245 57.11%	10,789 32.38%
Taxi, Uber, or Lyft	192 0.74%	30 0.87%	12 0.31%	234 0.70%
Subway, Trolley, or “El”	5,287 20.39%	346 9.99%	498 12.67%	6,131 18.40%
Regional Rail Lines	3,376 13.02%	740 21.36%	621 15.80%	4,737 14.21%
Bike	813 3.14%	142 4.10%	63 1.60%	1,018 3.05%
Walk	8,265 31.88%	64 1.85%	96 2.44%	8,425 25.28%
Carpool (As a passenger)	367 1.42%	39 1.13%	57 1.45%	463 1.39%
Other	48 0.19%	49 1.41%	63 1.60%	160 0.48%
Total	25,929 100.0%	3,465 100.0%	3,931 100.0%	33,325 100.0%

Table 2.4 reports the total number and overall percentage of trips taken per week by the various modes of transportation for students, faculty, and staff. The totals represent instances of commuting (one-way trips per mode) in a typical week. This table uses the sum of all one-way trips in a typical week reported per mode per strata as the denominators to calculate the percentages.

Table 2.4 Number of Trips Taken per Week by Mode

	Students	Faculty	Staff	Total
Bus Trips per Week	13,567 5.37%	2,488 3.87%	3,993 8.37%	20,048 5.50%
Car Trips per Week	52,309 20.71%	34,462 53.66%	25,237 52.93%	112,008 30.73%
Taxi, Uber, or Lyft Trips per Week	3,535 1.40%	628 0.98%	561 1.18%	4,724 1.30%
Subway, Trolley, or “El” Trips per Week	46,226 18.30%	7,020 10.93%	6,615 13.87%	59,861 16.42%
Regional Rail Trips per Week	24,236 9.60%	12,546 19.53%	6,154 12.91%	42,936 11.78%
Bike Trips per Week	8,376 3.32%	2,347 3.65%	927 1.94%	11,650 3.20%
Walking Trips per Week	98,168 38.87%	3,223 5.02%	2,800 5.87%	104,191 28.59%
Carpool Trips per Week	5,494 2.18%	736 1.15%	687 1.44%	6,917 1.90%
Other Mode of Transportation Trips per Week	653 0.26%	775 1.21%	705 1.48%	2,133 0.59%
Total Trips per Week	252,564 100.0%	64,225 100.0%	47,679 100.0%	364,468 100.0%

* Those who reported taking more than 30 trips in a typical week were coded as outliers and left out of the sample that was used to create this table.

Figure 2.1 shows the distribution of respondents reported miles per one-way trip for commuters regardless of transportation mode (see Q8). 41.5% of commuters reported that their typical commute to campus is less than 6 miles.

Figure 2.1 Reported Miles per Trip for All Commuters

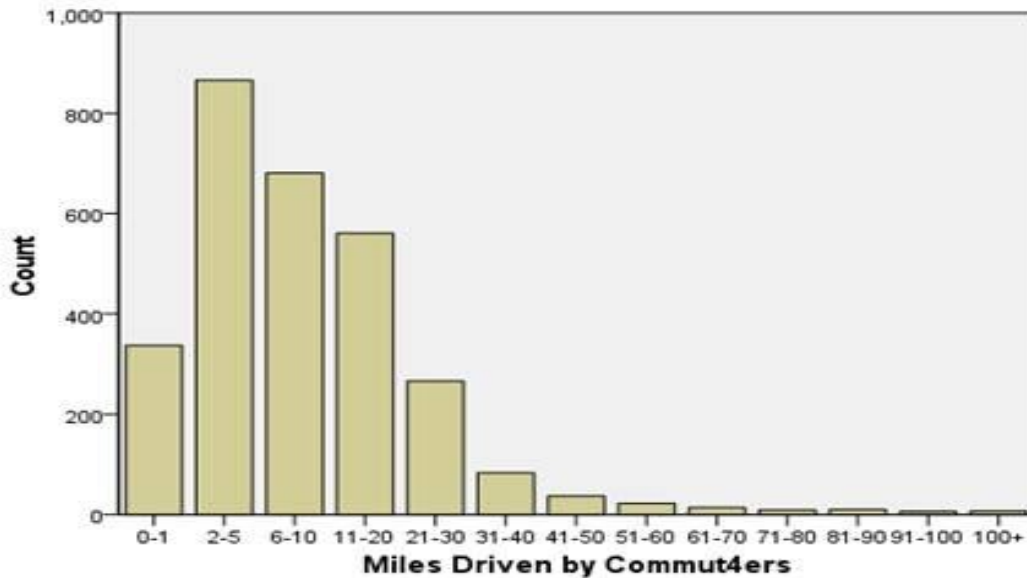


Table 2.5 shows the estimated number of miles as well as the average miles for a typical one-way commute to and from campus by students, faculty, and staff.

Table 2.5 Miles for One-Way Trip

		Students	Faculty	Staff	Total
Estimated Total Miles	# Miles	156,288	118,514	62,048	336,850
		46.40%	35.18%	18.42%	100.0%
Average Miles per Trip	Mean	8.82	14.26	13.07	12.46
	Median	4	9	9	8
	St dev	13.13	16.34	13.39	14.70

Table 2.6 shows the average miles per trip for commuters who selected car, bike, or walk as their primary mode of transportation (see Q12, Q19, Q21, Q23, and Q26). These estimates are based off the respondents who chose one of these methods as a way of getting to and from campus. Faculty and staff reported commuting farther by bike than students. Students commute farthest by walking, but faculty and staff are not far behind. Faculty reported driving farther to campus than students and staff members. Car and bike commuting miles decreased across all strata from the 2019 survey. Only walking numbers increased for students and faculty members; there was a slight decrease in walking distance for staff members from the 2019 survey.

Table 2.6 Average Miles per Trip for Commuters who Selected Car, Bike, Walk, Carpool, or Other as Mode of Transportation to Campus

Mode	Students	Faculty	Staff	Total
Car	16.20	18.73	18.13	17.69
Bike	2.75	4.15	4.14	3.68
Walk	1.75	1.52	1.64	1.64
Carpool	9.01	17.71	7.60	11.44
Other	175.25	47.58	18.99	80.61
Total	40.99	17.94	10.10	23.00

Table 2.6a shows average miles per trip for commuters by their primary mode of transportation. On average the students, faculty and staff population travel 15 miles for a one-way trip.

Table 2.6a Average Miles per Trip for Commuters by Primary Mode

Mode	Students	Faculty	Staff	Total
Bus	4.56	9.88	6.06	6.00
Car	14.82	15.55	14.86	15.03
Uber, Lyft, or Taxi	3.71	3.33	5.00	3.73
Subway	4.01	3.84	5.37	4.40
Regional Rail	16.93	15.13	16.92	16.37
Bike	2.02	4.34	2.71	2.88
Walk	1.59	1.55	1.88	1.61
Carpool	11.63	30.43	8.00	13.38
Other	6.00	54.63	25.63	34.12
Total	8.82	14.08	13.16	11.70

Section 3. Driving

Personal Vehicles for Commuters

As seen in Section 2, overall, 26.27% of Temple University students, faculty, and staff drive a car (not as a passenger) to campus at some point in a typical week of commuting to and from campus.

Table 3.1 Community Members that Commute Driving (from table 2.2)

	Students	Faculty	Staff	Total
Weighted N	25,908	3,690	4,232	33,830
Drive to Campus/Commute by Car (Not as a passenger)	8,822 21.38%	2,298 45.09%	2,560 44.76%	13,680 26.27%

Drivers were asked to report the number of miles they drive as part of their typical one-way commute to or from campus (see Q12). For students, the reported miles driven was down from the 2019 report from 21.1 to 16.20. For faculty a similar trend was evident with the miles going down from 23.5 to 18.73. Staff members also reported a decrease in miles driven from 23.2 to 18.13. Overall, Temple community members are not commuting as far by car. Either they are moving closer to campus or deciding to use other modes of transportation to get to campus.

Below, Table 3.2 shows the standard mean and median number of miles driven by students, faculty, and staff as well as the standard deviation. These averages are for all students, faculty, and staff who commute using a car ever, regardless of if it is their primary mode of transportation. Note that if a respondent reported a number of miles that was greater than or equal to 50, they received this warning message: “Is the number entered above the correct one-way miles driving commute mileage? If yes, click “Next” below, or correct your entry.” Because of this message, numbers greater than or equal to 50 were not discarded from sample for this table.

Table 3.2 Miles Driven by Car as Part of Typical One-Way Commute

		Students	Faculty	Staff	Total
Total Miles		121,989 42.56%	106,485 37.15%	58,158 20.29%	286,632 100.0%
Miles driven as part of typical one-way commute	Mean	16.20	18.73	18.13	18.05
	Median	10	12	12	11
	St dev	19.67	20.97	16.62	20.23

Those who drive to campus (not as a passenger) were asked to report the number of people typically with them when they are driving to campus (see Q13). The options were one (you are usually driving alone), two (you usually have one passenger), or three (you usually have two or more passengers). Table 3.3 below shows that 89.26% of people who drive to campus are driving alone.

Table 3.3 Number of People Typically in Vehicle When Driving to or from Campus

	Students	Faculty	Staff	Total
One (you are typically driving alone)	7,723 87.53%	2,094 91.08%	2,395 93.55%	12,212 89.26%
Two (you usually have one passenger)	1,004 11.38%	195 8.48%	147 5.74%	1,346 9.84%
Three or More (you usually have two or more passengers)	96 1.09%	10 0.43%	18 0.70%	124 0.91%
Total	8,823 100.0%	2,299 100.0%	2,560 100.0%	13,682 100.0%

Those who reported driving to campus not as a passenger, were asked what kind of vehicle they drive to campus (see Q14). This question was new to the survey due to the rise in the availability of electric vehicles in recent years. The options were electric vehicle (requires a plug in to charge and may or may not have a fuel tank), hybrid electric vehicle (cannot be plugged in but has a regenerative braking system and a fuel tank), or internal combustion engine (does not plug in and does not have a regenerative braking system). Table 3.4 below shows that only 2.53% of the Temple community reported driving an electric vehicle to campus while 87.68% reported driving a vehicle with an internal combustion engine.

Table 3.4 Type of Car Driven to and from Campus

	Students	Faculty	Staff	Total
Electric Vehicle	192 2.18%	112 4.87%	42 1.64%	346 2.53%
Hybrid Electric Vehicle	829 9.39%	327 14.22%	183 7.17%	1,339 9.79%
Internal Combustion Engine	7,803 88.43%	1,860 80.90%	2,329 91.19%	11,992 87.68%
Total	8,824 100.0%	2,299 100.0%	2,554 100.0%	13,677 100.0%

Carpooling

Overall, only 3.86% of all Temple students, faculty, and staff reported carpooling to campus. Table 3.5 below shows the distribution for each group who carpool. Students were more likely to carpool than faculty or staff.

Table 3.5 Percentage of Community Members who Commute by Carpool (from Table 2.2)

	Students	Faculty	Staff	Total
Weighted N	25,908	3,690	4,232	33,830
Carpool	1,816 4.40%	88 1.73%	108 1.89%	2,012 3.86%

Table 3.6 shows how many miles community members are traveling as part of their typical one-way commute by carpool. Faculty members commute the farthest by carpool with an average of 17.71 and median of 7 miles.

Table 3.6 Miles by Carpool as Part of Typical One-Way Commute

		Students	Faculty	Staff	Total
Total Miles		11,187 71.14%	3,535 22.48%	1,003 6.38%	15,725 100.0%
Miles carpooled as part of typical one-way commute	Mean	9.01	17.71	7.60	10.82
	Median	5	7	6	6
	St dev	10.08	28.72	7.51	16.83

Those who selected carpool as a form of transportation (see Q5) were also asked if anyone in their carpool drives an electric vehicle (see Q24). An electric vehicle was defined as one that requires a plug to charge the battery. Table 3.7 below shows that only 3.38% of the community carpools with someone that drives an electric vehicle while 91.7% do not ride in a electric vehicle.

Table 3.7 Electric Vehicle Driven to and from Campus in a Carpool

	Students	Faculty	Staff	Total
Yes	64 3.52%	4 4.60%	0 0.00%	68 3.38%
No	1,657 91.19%	83 95.40%	105 97.22%	1,845 91.70%
I'm not sure	96 5.28%	0 0.00%	3 2.78%	99 4.92%
Total	1,817 100.0%	87 100.0%	108 100.0%	2,012 100.0%

Personal Vehicle Ownership of Those Living on Campus

In total, Temple University has approximately 4,300 students living on campus. Those who indicated living on campus were asked if they had a personal vehicle (car or motorcycle) on campus for use on campus this semester (see Q27). Table 3.8 shows that 12.6% of students living on campus have a car on campus for personal use this semester.

Table 3.8 Personal Vehicle Ownership of Students who live on Campus

Personal Vehicle on Campus	Students
Yes	542 12.60%
No	3,758 87.40%
Total	4,300 100.0%

On-campus students who indicated that they did have a car on campus this semester was asked how often they use their car for any purpose this semester (see Q28). Table 3.9 reports the frequency of personal vehicle use for on-campus students. Only 11.79% of students reported using their car almost every day while 32.41% use their car about once a week.

Table 3.9 Frequency of Using Personal Vehicle

Frequency of Use	Students
Every day or almost every day	64 11.79%
A few days a week	223 41.07%
About one day a week	176 32.41%
Less than once a week	80 14.73%
Total	543 100.0%

As seen in previous questions, this survey asked about electric vehicle use. Table 3.10 shows how many students that live on-campus have a personal vehicle that is electric. An electric vehicle was defined as one that requires a plug to charge the battery (see Q29). Overall, 100% of on-campus students with cars reported driving a non-electric vehicle.

Table 3.10 Electric Personal Vehicle

	Students
Yes	0 0.00%
No	542 100.0%
Total	542 100.0%

Section 4. Bicycle

Table 4.1 shows the people that selected bike as part of their typical week of commuting to campus (see Q5). Overall, only 4.46% of people reported biking as part of their commute. Faculty members were the more likely to bike to campus than students or staff members at 5.08% compared to 4.55% and 3.2% respectively.

Table 4.1 Community Members that Commute by Bike (from table 2.2)

	Students	Faculty	Staff	Total
Weighted N	25,908	3,690	4,232	33,830
Bike	1,879 4.55%	259 5.08%	183 3.20%	2,321 4.46%

Table 4.2 shows how many miles community members are biking in a typical one-way commute to campus. Faculty and staff bike approximately the same number of miles on average at 4.14 and 4.15 respectively. They both have a median of 3 miles.

Table 4.2 Miles Biked in a Typical One-Way Commute

		Students	Faculty	Staff	Total
Total Miles		4,332 53.36%	2,644 32.57%	1,142 14.07%	8,118 100.0%
Miles biked as part of typical one-way commute	Mean	2.75	4.15	4.14	3.71
	Median	2	3	3	3
	St dev	2.99	2.97	3.83	3.30

Section 5. Public Transportation

Bus

Overall, 7.57% of Temple University’s students, faculty and staff commute by bus, not including the intercampus shuttle (see Q5). This number is down from the 2019 report.

Table 5.1 Community Members that Commute by Bus (from Table 2.2)

	Students	Faculty	Staff	Total
Weighted N	25,908	3,690	4,232	33,830
Bus	3,121 7.56%	263 5.16%	558 9.76%	3,942 7.57%

Temple community members who reported taking the bus at some point during their typical weekly commute were asked how many buses they take to get to campus (see Q10). Table 5.2 shows the results. Overall, 75.94% of respondents reported taking only one bus to campus which is down from the 2019 report.

Table 5.2 Number of Buses Typically Taken to Commute to and from Campus for Bus Commuters

# of Buses	Students	Faculty	Staff	Total
One	2,405 77.03%	224 84.85%	366 65.59%	2,995 75.94%
Two	637 20.40%	30 11.36%	156 27.96%	823 20.87%
Three or more	80 2.56%	10 3.79%	36 6.45%	126 3.19%
Total	3,122 100.0%	264 100.0%	558 100.0%	3,944 100.0%

Subway, El, or Trolley

Table 5.3 shows that 18.5% of Temple students, faculty, and staff commute using the Subway (orange line), El (blue line), or Trolley lines at some point during their typical weekly commutes to campus. This number is also down from the 2019 report.

Table 5.3 Community Members That Commute by Subway, El, or Trolley (from Table 2.2)

	Students	Faculty	Staff	Total
Weighted N	25,908	3,690	4,232	33,830
Subway, “El”, or Trolley	8,153 19.76%	624 12.24%	858 15.00%	9,635 18.50%

Regional Rail

Overall, 12.05% of Temple community members reported using the regional rail as part of their typical weekly commute to campus. This number is down from the 2019 report.

Table 5.4 Community Members That Commute by Regional Rail (from Table 2.2)

	Students	Faculty	Staff	Total
Weighted N	25,908	3,690	4,232	33,830
Regional Rail	4,443 10.77%	1,042 20.44%	789 13.80%	6,274 12.05%

Public Transit Overview

Table 5.5 shows the distribution of Temple University commuters who commute using some form of public transportation in their typical weekly commute versus those who do not commute using some form of public transportation. Participants must have stated that they use either the bus, regional rail, the Subway, El, or Trolley as a commuting mode during a typical week to be coded as someone who uses public transit. Overall, 46.58% of community members use some form of public transit to commute to campus during a typical week. This number is down from the 2019 report. Note that many participants walk to campus and Covid 19 impacts.

Table 5.5 Community Members Public Transit Use Breakdown

	Students	Faculty	Staff	Total
Commute using public transportation	12,389 47.82%	1,631 44.20%	1,739 41.09%	15,759 46.58%
Commute NOT using public transportation	13,519 52.18%	2,059 55.80%	2,493 58.91%	18,071 53.42%
Total	25,908 100.0%	3,690 100.0%	4,232 100.0%	33,830 100.0%

All students, faculty, and staff who did NOT indicate taking any trips to campus using public transit (bus, regional rail, subway, el, or trolley) were asked to indicate reasons that would make them more likely to use public transit during the week (see Q30_1 – Q30_11). Tables 5.9a, 5.9b, and 5.9c report reasons that would make students, faculty, and staff more likely to use public transit on a scale 1 = A Lot, 2 = Some, and 3 = No Effect. More students would commute using public transit if a pass was included as part of their tuition package (50.09%). Next most important was safer transit systems were safer with 46.55% listing this as important. 40.09% of faculty said if transit systems were safer, they would be more likely to commute using public transit. For staff, safety was also the main concern with 38.72% of votes. Overall, safety was the main concern among people that do not use public transportation. Since the Covid-19 pandemic, safety has been a rising issue. See Appendix 5 for “other” scenarios that would encourage community members to take public transit more often.

Table 5.6a Likelihood That Students that DO NOT Use Public Transportation Would Use Public Transportation More

Reasons	A Lot	Some	No Effect
Weighted N (N = 16,944)			
Transit pass included in tuition package	8,488 50.09%	3,854 22.75%	4,602 27.16%
Fares were cheaper	5,828 34.43%	4,571 27.00%	6,529 38.57%
Parking costs were higher	2,707 16.11%	3,424 20.38%	10,669 63.51%
Transit systems were safer	7,835 46.55%	3,631 21.57%	5,367 31.88%
Transit stops were closer to home	6,402 38.10%	3,711 22.02%	6,736 39.98%
Didn't have to transfer between routes	5,574 33.05%	2,612 15.49%	8,679 51.46%
Transit service was faster	7,150 42.48%	3,949 23.46%	5,733 34.06%
Transit service was more reliable	7,676 45.56%	3,918 23.25%	5,255 31.19%
Gas prices went above \$4	3,106 18.54%	3,440 20.53%	10,207 60.93%
Coronavirus wasn't a concern	3,504 20.78%	3,774 22.38%	9,586 56.84%
Other reason	2,118 19.42%	446 4.09%	8,344 76.49%

Table 5.6b Likelihood That Faculty that DO NOT Use Public Transportation Would Use Public Transportation More

Reasons	A Lot	Some	No Effect
Weighted N (N = 2,420)			
Transit pass included as employee benefit	672 27.76%	594 24.55%	1,154 47.69%
Fares were cheaper	312 13.15%	594 25.04%	1,466 61.80%
Parking costs were higher	215 9.10%	560 23.71%	1,587 67.19%
Transit systems were safer	658 27.45%	609 25.41%	1,130 47.14%
Transit stops were closer to home	799 33.47%	555 23.25%	1,033 43.28%
Didn't have to transfer between routes	804 33.74%	361 15.15%	1,218 51.11%
Transit service was faster	955 40.09%	575 24.14%	852 35.77%
Transit service was more reliable	901 37.90%	604 25.41%	872 36.68%
Gas prices went above \$4	142 6.01%	478 20.23%	1,743 73.76%
Coronavirus wasn't a concern	643 26.67%	628 26.05%	1,140 47.28%
Other concern	663 39.21%	93 5.50%	935 55.29%

Table 5.6c Likelihood That Staff that DO NOT Use Public Transportation Would Use Public Transportation More

Reasons	A Lot	Some	No Effect
Weighted N (N = 2,762)			
Transit pass was included as employee benefit	1,008 36.50%	648 23.46%	1,106 40.04%
Fares were cheaper	630 23.11%	672 24.65%	1,424 52.23%
Parking costs were higher	381 14.04%	534 19.68%	1,799 66.29%
Transit systems were safer	918 33.71%	705 25.89%	1,100 40.40%
Transit stops were closer to home	876 32.17%	585 21.48%	1,262 46.35%
Didn't have to transfer between routes	879 32.35%	396 14.57%	1,442 53.07%
Transit service was faster	1,056 38.72%	684 25.08%	987 36.19%
Transit service was more reliable	1,032 38.18%	735 27.19%	936 34.63%
Gas prices went above \$4	369 13.70%	606 22.50%	1,718 63.80%
Coronavirus wasn't a concern	774 28.46%	624 22.94%	1,322 48.60%
Other concern	489 25.80%	129 6.81%	1,277 67.39%

Section 6. Uber, Lyft, and Taxi

Only 3.87% of Temple community members who commute to campus reported using Uber, Lyft, or Taxi to get to campus during a typical week. This is down from the 2019 report.

Table 6.1 Community Members who Commute Using Uber, Lyft, or Taxi (from table 2.2)

	Students	Faculty	Staff	Total
Weighted N	25,908	3,690	4,232	33,830
Uber, Lyft, or Taxi	1,768 4.28%	103 2.02%	144 2.52%	2,015 3.87%

Section 7. Walking and Other Modes of Transportation

Walking

Many students, faculty, and staff live close enough to campus that they can walk even though they are considered commuters because they do not live on campus. An estimated 22.83% of Temple community members walk to campus as part of their typical commute.

Table 7.1 Community Members who Commute by Walking (from table 2.2)

	Students	Faculty	Staff	Total
Weighted N	25,908	3,690	4,232	33,830
Walk	11,115 26.94%	346 6.79%	426 7.45%	11,887 22.83%

Table 7.2 breaks down the miles walked as part of a typical one-way commute to campus by Temple community members. Students walk slightly shorter distance, on average, at 0.86 miles.

Table 7.2 Miles Walked as Part of Typical One-Way Commute

		Students	Faculty	Staff	Total
Total Miles		10,637 86.76%	958 7.81%	665 5.42%	12,260 100.0%
Miles walked as part of typical one-way commute	Mean	0.86	1.41	1.23	0.99
	Median	0.6	1.0	1.0	0.6
	St dev	0.96	0.76	1.07	0.98

Other Modes of Transportation

Temple Community members may commute using a different mode of transportation to commute to campus (see appendix for participant answers). Only 0.60% of community members reported using a different mode of transportation as part of a typical commute to campus.

Table 7.3 Community Members who Commute Using Another Mode of Transportation (from table 2.2)

	Students	Faculty	Staff	Total
Weighted N	25,908	3,690	4,232	33,830
Other mode of transportation	144 0.35%	74 1.45%	93 1.63%	311 0.60%

Table 7.4 shows the number of miles commuted by other modes of transportation. The mean and standard deviation reported in this table is skewed by large outlier and sparse data especially in the student strata.

Table 7.4 Miles by Other Mode of Transportation as Part of Typical One-Way Commute

		Students	Faculty	Staff	Total
Total Miles		11,163 51.66%	8,340 38.59%	2,107 9.75%	21,610 100.0%
Miles by other mode as part of typical one-way commute	Mean	175.25	47.58	18.99	40.48
	Median	9	15	5	10
	St dev	335.19	48.75	28.03	84.30

Section 8. SEPTA Pass and Transportation Affordability

Students

All students, regardless of if they live on campus or not, were asked some extra questions about the affordability of transportation. Table 8.1 shows the most students would be willing to pay if SEPTA/Temple were to offer a semester pass that would give students access to the entire regional transit network (see Q33). Many students reported only being willing to \$150 for such a pass (41.31%).

Table 8.1 SEPTA Student Pass Max Price

	Students
\$150	12,787 41.31%
\$200	4,507 14.56%
\$250	2,118 6.84%
\$300	1,051 3.40%
\$350	669 2.16%
I would not use a pass regardless of price	5,669 18.31%
Other	4,156 13.43%
Total	30,957 100.0%

Temple has a pass available for purchase at the beginning of each semester, but it can be difficult to obtain. Table 8.2 shows whether students reported that they were able to get the pass in the spring semester (see Q32). 43.29% of students said they were unaware Temple even offered a semester pass.

Table 8.2 Wanted to but Unable to Get Temple SEPTA Pass

	Students
Yes	6,195 20.00%
No	11,370 36.71%
I was unaware Temple had a discounted semester pass program	13,408 43.29%
Total	30,973 100.0%

Students that said they wanted to but were unable to receive the semester pass were asked what prevented them from getting this pass (see Q32a). Table 8.3 shows the results. Many students reported that the process was confusing (36.24%).

Table 8.3 Prevention from Getting Pass

	Students
I was unable to pay the full amount upfront	1,816 29.30%
The pass was sold out	813 13.12%
Confusing Process	2,246 36.24%
I don't have access to checks	192 3.10%
Other	1,131 18.25%
Total	6,198 100.0%

Students were asked if this pass were included as part of their acceptance to Temple University, would it be a meaningful benefit to attend Temple (see Q34). Table 8.4 shows the results and the overwhelming majority (83.61%) said yes.

Table 8.4 Would Pass be a Meaningful Benefit as a Temple Student

	Students
Yes	25,908 83.61%
No	1,895 6.12%
Not sure	3,185 10.28%
Total	30,988 100.0%

Students were asked a trio of questions regarding affordability of transportation to campus. Table 8.5 shows if students struggled to afford transportation to or from campus as part of their daily commute (see Q31a). 74.56% said no.

Table 8.5 Transportation Affordability for Students Coming to and from Campus

	Students
Yes	7,883 25.44%
No	23,105 74.56%
Total	30,988 100.0%

Table 8.6 shows students’ perception of transportation to and from campus over holidays and breaks (i.e., summer break, spring break, winter break, etc.) (see Q31b). 29.65% of students said they struggle to afford transportation home over breaks.

Table 8.6 Transportation Affordability for Students Going Home on Breaks

	Students
Yes	9,188 29.65%
No	21,800 70.35%
Total	30,988 100.0%

Many students work or have internships during the semester to afford tuition or to gain experience for a career after graduation. Table 8.7 shows the affordability of transportation to jobs and internships for students during the semester (see Q31c). Only 22.88% of students said they struggle to afford transportation to internships or jobs.

Table 8.7 Transportation Affordability for Students Going to and from Jobs or Internships

	Students
Yes	7,086 22.88%
No	23,886 77.12%
Total	30,972 100.0%

Faculty and Staff

Faculty and staff were also asked a couple of extra questions about the affordability of transportation. Table 8.8 breaks down the affordability of transportation for Temple faculty and staff that commute to campus (see Q35). 86.7% do not struggle to afford transportation to commute to work.

Table 8.8 Struggle to Afford Transportation to and from Campus as an Employee

	Faculty	Staff	Total
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Yes	234 6.36%	813 19.38%	1,047 13.30%
No	3,447 93.64%	3,381 80.62%	6,828 86.70%
Total	3,681 100.0%	4,194 100.0%	7,875 100.0%

Temple faculty and staff were asked if a SEPTA pass was offered as an employee benefit, would this be a meaningful benefit (see Q36). Table 8.9 shows the results and 71.73% said yes this would be a meaningful employee benefit.

Table 8.9 Would Pass be a Meaningful Benefit as a Temple Employee

	Faculty	Staff	Total
Yes	2,517 68.36%	3,133 74.68%	5,650 71.73%
No	687 18.66%	528 12.59%	1,215 15.42%
Not sure	478 12.98%	534 12.73%	1,012 12.85%
Total	3,682 100.0%	4,195 100.0%	7,877 100.0%

Section 9. Campus Perceptions of Climate Change

New to the 2022 survey, were questions about Temple University’s commitment to sustainability practices. Students, faculty, and staff were asked different questions about their perception of their own carbon footprint, helpfulness of practices Temple could put into place to increase awareness of sustainability. The results are presented in the following tables.

All students, faculty, and staff were asked to rate the most important changes Temple could make to achieve their carbon neutrality commitments (see Q37_1 – Q37_8). The ranking was on a scale from 1 to 6 with one being most important and 6 least important. Table 9.1 reports the mean score and the importance ranking for students, faculty, and staff. Overall, more resources and budget dedicated to sustainability and energy efficiency was most important among all groups followed by improved facilities and equipment.

Table 9.1 Most Important Change Temple Could Make to Achieve Carbon Neutrality Commitments

	Students	Faculty	Staff
More resources and budget dedicated to sustainability and energy efficiency	2.20 1	2.21 1	2.33 1
Better education and communications internally	3.47 3	3.85 4	3.57 4
Improved facilities and equipment	2.90 2	2.64 2	2.79 2
Change to transportation policies and practices	3.64 4	3.40 3	3.41 3
Paperless processes	4.53 6	4.55 6	4.37 5
Expanded sustainable purchasing guidelines and products	4.26 5	4.34 5	4.53 6

Respondents were asked to describe their values in relation to the environment (see Q38). Answers ranged from environmentally aware (I value environmental conservation, but it is not a priority for me), environmentally concerned (I value environmental conservation, and I try to be environmentally conscious when it’s convenient), environmental advocate (conservation is important to me, and I make environmentally conscious decisions daily), and environmental activist (conservation is a huge priority to me, and I speak openly to others about my values and beliefs as an environmentalist). Table 9.2 shows that 48.21% of the population believes they are environmentally concerned, meaning they are conscious of their decisions regarding the environment when it’s convenient.

Table 9.2 Which of the Following Describes Your Values in Relation to the Environment

	Students	Faculty	Staff	Total
Environmentally Aware	3,185 10.29%	127 3.46%	408 9.80%	3,720 9.59%
Environmentally Concerned	15,717 50.80%	1,164 31.70%	1,814 43.55%	18,695 48.21%
Environmental Advocate	9,841 31.81%	1,962 53.43%	1,739 41.75%	13,542 34.92%
Environmental Activist	2,198 7.10%	419 11.41%	204 4.90%	2,821 7.27%
Total	30,941 100.0%	3,672 100.0%	4,165 100.0%	38,778 100.0%

Participants were asked how important the issue of climate change is to them personally (see Q39). They were asked to choose between extremely important and not important at all. Table 9.3 shows that the majority (68.23%) of the population believe climate change is either very important or extremely important to them.

Table 9.3 How Important is the Issue of Climate Change to you Personally

	Students	Faculty	Staff	Total
Not at all important	415 1.34%	64 1.74%	96 2.29%	575 1.48%
Not too important	1,450 4.68%	93 2.53%	162 3.86%	1,705 4.39%
Somewhat important	8,312 26.84%	560 15.21%	1,193 28.43%	10,065 25.90%
Very important	12,198 39.38%	1,490 40.46%	1,646 39.22%	15,334 39.47%
Extremely important	8,599 27.76%	1,476 40.08%	1,100 26.21%	11,175 28.76%
Total	30,974 100.0%	3,683 100.0%	4,197 100.0%	38,854 100.0%

As a major university, Temple has a responsibility to be a leader in sustainability practices and environmental justice. With well over 38,000 students, faculty, and staff members representing the community it is important to lead by example to create change in the environment. Table 9.4 shows how members of the Temple community view the University as a leader in sustainability and environmental justice (see Q40). Environmental justice was defined as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with the respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Approximately 86.67% of the community strongly agrees or somewhat agrees that Temple has this responsibility.

Table 9.4 Do you Agree Temple has a Responsibility as a Leader in Sustainability and Environmental Justice

	Students	Faculty	Staff	Total
Strongly agree	19,156 61.88%	2,576 70.01%	2,683 64.05%	24,415 62.88%
Somewhat agree	7,612 24.59%	663 18.02%	960 22.92%	9,235 23.79%
Neither agree nor disagree	2,755 8.90%	244 6.63%	435 10.38%	3,434 8.84%
Somewhat disagree	685 2.13%	74 2.01%	54 1.29%	813 2.09%
Strongly disagree	749 2.42%	122 3.32%	57 1.36%	928 2.39%
Total	30,957 100.0%	3,679 100.0%	4,189 100.0%	38,825 100.0%

Students were asked if they consider an election candidate’s stance on environmental preservation and sustainability plans or practices when voting in an election (local, regional, or national) (see Q41). Table 9.5 shows that 79.16% of students do take these matters into account on election day. Note only an estimated 7.61% of participants were not eligible to vote.

Table 9.5 Take Candidate’s Stance on Environmental Preservation and Sustainability into Consideration when Voting

	Students
Yes	24,507 79.16%
No	2,596 8.39%
I’m not eligible to vote	2,357 7.61%
I don’t vote	1,497 4.84%
Total	30,957 100.0%

Students were also asked if they believe transportation is a basic need (see Q42). Table 9.6 shows that 97.22% of students believe this is the case. Transportation is necessary in many cases to get to work, school, get groceries, etc.

Table 9.6 Belief that Access Affordable Transportation is a Basic Need

	Students
Yes	30,096 97.22%
No	860 2.78%
Total	30,956 100.0%

The survey asked students how the activities, whether it be coursework or extracurricular activities hosted by the University, they participated in during their time at Temple have impacted their concern regarding environmental issues (see Q43). Table 9.7 shows that only 46.76% of students either strongly agree or somewhat agree that Temple activities have grown their environmental concern.

Table 9.7 Concern about Environmental Issues has Grown Because of Activities I Participated in During Time at Temple

	Students
Strongly agree	5,112 16.51%
Somewhat agree	9,363 30.25%
Neither agree nor disagree	10,446 33.74%
Somewhat disagree	3,153 10.19%
Strongly disagree	2,883 9.31%
Total	30,957 100.0%

Table 9.8 shows how relevant student's coursework is climate change solutions (see Q44). Only 33.02% of student's believe this is the case. Many students could be indirectly learning about things that could impact climate change solutions. For example, a statistics student may be learning general statistical methods, but these methods could be applied to environmental topics such as agriculture or traffic flow.

Table 9.8 Coursework is Relevant to Climate Change Solutions

	Students
Strongly agree	2,914 9.41%
Somewhat agree	7,309 23.61%
Neither agree nor disagree	7,851 25.36%
Somewhat disagree	6,386 20.63%
Strongly disagree	6,497 20.99%
Total	30,957 100.0%

Students were asked if they would be interested in having more classes that integrated learning about sustainability within their major (see Q45). Table 9.9 shows 63.93% want to learn more about sustainability practices within their major.

Table 9.9 More Classes that Integrate Sustainability within Major

	Students
Yes	19,761 63.93%
No	11,147 36.07%
Total	30,908 100.0%

Students were also asked if they would their academic interests and motivation would increase if the University integrating more sustainability problem solving topics into core courses (see Q46). Table 9.10 shows this is a serious interest amongst students with 60.06% voting yes.

Table 9.10 Would Integrating Sustainability Problem Solving Topics into Core Courses Increase Academic Interest and Motivation

	Students
Yes	18,535 60.06%
No	12,325 39.94%
Total	30,860 100.0%

Faculty and staff were also asked a series of questions about sustainability in their lives. First, they were asked if they clearly understand the sustainability issues that are relevant to the University (see Q47). This is important as many of their job responsibilities may have a direct

impact on the University’s sustainability practices, for example facility managers. Table 9.11 shows that 74.66% of faculty and staff either strongly agree or somewhat agree that they understand these issues.

Table 9.11 Clearly Understand Sustainability Issues Relevant to Temple University

	Faculty	Staff	Total
Strongly agree	950 25.86%	1,050 25.08%	2,000 25.45%
Somewhat agree	1,787 48.65%	2,081 49.70%	3,868 49.21%
Neither agree nor disagree	619 16.85%	705 16.84%	1,324 16.84%
Somewhat disagree	234 6.37%	309 7.38%	543 6.91%
Strongly disagree	83 2.26%	42 1.00%	125 1.59%
Total	3,673 100.0%	4,187 100.0%	7,860 100.0%

Faculty and staff were also asked if they feel supported by their immediate manager to adopt proper sustainability measures (see Q48). Table 9.12 shows that only 46.21% of employees feel supported.

Table 9.12 Feel Supported by Immediate Manager to Adopt Sustainability Behaviors

	Faculty	Staff	Total
Strongly agree	590 16.17%	1,130 26.98%	1,720 21.95%
Somewhat agree	813 22.29%	1,088 25.98%	1,901 24.26%
Neither agree nor disagree	1,782 48.85%	1,634 39.02%	3,416 43.59%
Somewhat disagree	239 6.55%	237 5.66%	476 6.07%
Strongly disagree	224 6.14%	99 2.36%	323 4.12%
Total	3,648 100.0%	4,188 100.0%	7,836 100.0%

Along with management support, faculty and staff were asked if they feel supported by their peers to adopt proper sustainability practices and make it a priority (see Q49). Table 9.13 shows that only 47.81% of employees feel peer support.

Table 9.13 Feel Supported by Peers to Make Sustainability a Priority at Temple University

	Faculty	Staff	Total
Strongly agree	551 15.08%	831 19.41%	1,382 17.62%

Somewhat agree	1,013 27.72%	1,355 32.35%	2,368 30.19%
Neither agree nor disagree	1,704 46.63%	1,721 41.08%	3,425 43.67%
Somewhat disagree	244 6.68%	219 5.23%	463 5.90%
Strongly disagree	142 3.89%	63 1.50%	205 2.61%
Total	3,654 100.0%	4,189 100.0%	7,843 100.0%

Table 9.14 shows how employees feel about the level of control they have over the size of the “ecological footprint” they leave through their actions at Temple University (see Q50). Only 39.55% of employees strongly agree or somewhat agree that they have control over this matter.

Table 9.14 Feel Control Over Size of “Ecological Footprint”

	Faculty	Staff	Total
Strongly agree	259 7.09%	444 10.61%	703 8.97%
Somewhat agree	1,018 27.85%	1,379 32.97%	2,397 30.58%
Neither agree nor disagree	921 25.20%	1,259 30.10%	2,180 27.81%
Somewhat disagree	877 23.99%	759 18.14%	1,636 20.87%
Strongly disagree	580 15.87%	342 8.18%	922 11.76%
Total	3,655 100.0%	4,183 100.0%	7,838 100.0%

Table 9.15 shows how much employees understand how their essential functions contribute to meeting the sustainability goals of the University (see Q51). Only 45.56% of employees strongly agree or somewhat agree that they understand how their functions as an employee contribute to the sustainability goals at Temple.

Table 9.15 Essential Functions Contribution to Sustainability Goals of Temple University

	Faculty	Staff	Total
Strongly agree	492 13.45%	669 15.99%	1,161 14.81%
Somewhat agree	1,008 27.56%	1,403 33.54%	2,411 30.75%
Neither agree nor disagree	1,130 30.89%	1,241 29.67%	2,371 30.24%
Somewhat disagree	682 18.64%	639 15.28%	1,321 16.85%
Strongly disagree	346 9.46%	231 5.52%	577 7.36%
Total	3,658 100.0%	4,183 100.0%	7,841 100.0%

Lastly, employees were asked about the level of interest in a one-hour training seminar held by the office of sustainability about integrating sustainability and climate change action into your life (see Q52). Approximately 73.54% of faculty and staff would be interested in the seminar with 63.01% interested if the seminar was held online in the HR training portal, and 10.53% interested if the seminar was held in person.

Table 9.16 Interest in Office of Sustainability Seminar on Integrating Sustainability and Climate Action into Life and Work

	Faculty	Staff	Total
Yes, if it were in person	302 8.23%	525 12.56%	827 10.53%
Yes, if it was on the HR training portal	2,108 57.42%	2,839 67.92%	4,947 63.01%
No, I'm not interested	1,261 34.35%	816 19.52%	2,077 26.46%
Total	3,671 100.0%	4,180 100.0%	7,851 100.0%

Section 10. Selected Campus Comparisons

Table 10.1 shows the breakdown of Temple community members' primary means of transportation to the campus they spend most of their time at this semester. Main campus had the highest percentage of commuters walking or biking to campus as their primary mode at 32.64%. Ambler campus had the highest percentage of commuters by car not as a passenger or by carpool at 90.83%. This was followed by Health Sciences Center at 50.14%. Commuting by public transit was highest at the Center City Campus and Health Sciences Center at 45.79 and 42.75% respectively. This is expected with public transit being easily accessible from these campus locations.

Table 10.1 Primary Means of Transportation Used to Get to and from Campus

Mode Used for Commuting	Main	HSC	Ambler	Center City	Fort Washington	Other	Total
Drive or Carpool	8,296 30.26%	2,102 50.14%	297 90.27%	271 36.82%	3 100.0%	284 46.33%	11,253 33.81%
Public Transit	9,860 35.97%	1,792 42.75%	16 4.86%	337 45.79%	0 0.00%	213 34.75%	12,218 36.71%
Uber, Lyft, Taxi	185 0.67%	32 0.76%	0 0.00%	16 2.17%	0 0.00%	0 0.00%	233 0.70%
Walk or Bike	8,949 32.64%	255 6.08%	16 4.86%	112 15.22%	0 0.00%	91 14.85%	9,423 28.31%
Other	124 0.45%	11 0.26%	0 0.00%	0 0.00%	0 0.00%	25 4.08%	160 0.48%
Total	27,414 100.0%	4,192 100.0%	329 100.0%	736 100.0%	3 100.0%	613 100.0%	33,287 100.0%

Section 11. Past Years Comparisons

Table 11.1 shows a selection of comparisons in survey responses across time from 2008 to 2022. Comparing the 2022 survey to years past, the number of commuters who drive alone has slightly increased from previous years. The percentage of commuters who carpool as part of their commute has increased significantly from the previous survey but not returned to 2016 levels while walking commuters has increased slightly.

Table 11.1 Comparison of 2008 Through 2022 (Estimates Where Available)

Estimate	2008	2010	2013	2016	2019	2022
% of TU commuters driving alone	40	27.3	24.2	25.6	29.8	36.1
% of commuting TU faculty and staff driving alone	54	45.6	50.9	49.4	49.5	56.7
% of commuting TU students driving alone	34	22.2	17.7	17.8	23.5	29.8
% of TU commuters who carpool as part of their commute	9	10.8	5.9	7.7	1.3	5.9
% of commuting TU drivers who park in Temple lots	53	48.2	48.9	47.3	55.0	NA
% of commuting TU drivers who park on the street	37	38.2	40.8	38.1	35.0	NA
% of TU commuters who ride a bike as part of their commute	6	8.8	8.9	9.7	7.5	6.9
% of TU commuters who walk as part of their commute	< 5%	18.2	19.2	29.4	34.5	35.1

2022 Transportation and Sustainability Culture Survey Questions

Q1 Please enter the address where you live this semester or specify the nearest cross street. For example if you live at 1509 Cecil B Moore your cross streets would be Cecil B Moore and Sydenham.

- Enter address
- Enter cross streets

Q2 Please enter the 5-digit postal ZIP CODE where you live this semester.

Q3 On which campus do you spend the most of your time this semester?

- Main (Broad & Montgomery)
- Health Sciences Center (HSC)
- Podiatric Medical Building
- Ambler
- Center City (TUCC)
- Fort Washington
- Other

Q4 Do you live on campus or are you a commuter? For the purposes of this survey, you live on campus if you live in one of the following places:

White Hall
Johnson Hall
Hardwick Hall
1940 Residential Hall
Temple Towers
1300 Residential Hall
Morgan Hall
Beech Interplex
The Edge

You are a commuter if you do not live in any of the places listed above.

- I live on campus
- I am a commuter

Q5 Which modes of transportation do you use during a typical one-way commute to campus? (Check All That Apply)

- Bus (1)
- Car or other motorized vehicle (not as a passenger) (2)
- Uber/Lyft or Taxi (3)
- Subways (orange line), the El (blue line) or subway/surface (trolley) (4)
- Regional rail (5)

- Bicycle (own or Indego) (6)
- Walk (7)
- Carpool (8)
- Other (please write in your answer) (9)

Q6 What would you consider your primary mode of transportation during a typical one-way commute to campus? Your primary mode of transportation is defined by the mode you use for the majority (more than half) of your trip to campus. (Check only one)

- Bus (1)
- Car or other motorized vehicle (not as a passenger) (2)
- Uber/Lyft or Taxi (3)
- Subways (orange line), the EI (blue line) or subway/surface (trolley) (4)
- Regional rail (5)
- Bicycle (own or Indego) (6)
- Walk (7)
- Carpool (8)
- Other (please write in your answer) (9)

Q7 During this academic semester, in a typical week, how many one-way trips do you take to and from campus? (For example: If you come to campus 3 days per week, then you would make 6, one-way trips to campus and from campus in a typical week.) (Do not count the intercampus bus shuttle, if you take it.)

- Trips per week_____

Q8 When you come to campus during a typical week, about how many miles do you travel during a typical one-way commute to campus? (If you use more than one mode of transportation, enter your best estimate of all the miles you travel in a one-way trip.)

- mile(s) commuting one way: _____
- Don't know

IF ANSWERED BUS (1) in Q6

Q9 In a typical week, about how many one-way trips do you take by BUS in your commute going to and from campus? (For example, if you travel to and from campus 3 times per week by BUS you would make 6 one-way trips per week).

- Trips per week_____

Q10 How many buses do you typically take during a one-way trip to campus? (Do not count the intercampus shuttle, if you take it.)

- one
- two

- three or more

IF ANSWERED CAR (2) in Q6

Q11 In a typical week, about how many one-way trips do you take by CAR in your commute going to and from campus? (For example, if you travel to and from campus 3 times per week by CAR you would make 6 one-way trips per week).

- Trips per week _____

Q12 About how many miles do you drive one way during a typical week as part of your commute to campus?

- mile(s) driven one way: _____
- Don't know

Q13 How many people are usually in the vehicle when you drive to or from campus?

- one (you are usually driving alone)
- two (you usually have one passenger)
- three (you usually have two or more passengers)

Q14 What type of car do you most often drive to and from campus?

- Electric vehicle (Requires a plug to charge and may or may not have a fuel tank)
- Hybrid Electric Vehicle (can not be plugged in but has regenerative braking system and a fuel tank)
- Internal Combustion Engine (does not plug in and does not have a regenerative braking system)

IF ANSWERED Uber/Lyft or Taxi (3) in Q6

Q15 In a typical week, about how many one-way trips do you take with taxi, Uber or Lyft in your commute going to and from campus? (For example, if you travel to and from campus 3 times per week by taxi, Uber or Lyft you would make 6 one-way trips per week).

- Trips per week: _____

IF ANSWERED Subway / El (4) in Q6

Q16 In a typical week, about how many one-way trips do you take the subway, trolley, or "El" in your commute to and from campus?

- Trips per week: _____

IF ANSWERED Regional Rail (5) in Q6

Q17 About how many one-way trips in a typical week do you take by regional rail in your commute to or from campus?

- Trips per week: _____

IF ANSWERED Bike (6) in Q6

Q18 In a typical week, about how many one-way trips do you bike in your commute to campus?

- Trips per week: _____

Q19 In a typical week about how many miles do you bike one way as part of your commute to campus?

- Miles biking one way: _____
- Don't know

IF ANSWERED WALK (7) in Q6

Q20 In a typical week, about how many one-way trips do you walk as the main part of your commute to and from campus?

- Trips per week: _____

Q21 During a typical week about how far do you walk one way as part of your commute to campus?

- Miles walking one way: _____
- I walk less than one mile one way
- Don't know

IF ANSWERED Carpool (8) in Q6

Q22 During a typical week, about how many one-way trips do you carpool in your commute to and from campus?

- Trips per week: _____

Q23 About how many miles do you carpool one way during a typical week as part of your commute to campus?

- mile(s) driven one way: _____
- Don't know

Q24 Do either you or the individuals you carpool with drive an electric vehicle to and from campus? An electric vehicle is defined as one that requires a plug to charge the battery.

- Yes
- No
- I'm not sure

IF ANSWERED OTHER (9) in Q6

Q25 In a typical week, about how many one-way trips do you take as the main part of your commute to and from campus?

- Trips per week: _____

Q26 During a typical week about how far do you travel one way as part of your commute to campus?

- Miles one way: _____
- Less than one mile one way
- Don't know

IF Answered "I live on Campus" Q4

Q27 Do you have a personal vehicle (car or motorcycle) for your own use on campus this semester?

- Yes (answer Q28)
- No (skip to Q30)

Q28 About how often do you use your vehicle for any purpose this semester?

- Every day or almost every day
- A few days a week
- About one day a week
- Less than once a week
-

Q29 Is your vehicle and electric vehicle that requires you to plug it in to charge the battery?

- Yes
- No

IF ANSWERED 2,3,6,7,8,9 in Q6

Q30 There are many reasons people decide not to use public transit to commute. According to the answers you've provided in this survey, you typically do not use public transit in your daily commute. Please indicate below how much more likely you would use public transit for your commute if each of the factors shown were true. How much more likely would you be to use public transit if...?

SCALE: A Lot (1), Some (2), No effect on my decision (3)

- A public transit pass was included in your tuition package or offered as an employee benefit
- Fares were cheaper
- Parking costs were higher
- The transit system was safer
- Transit stops were closer to my home
- I didn't have to transfer between routes
- The service was faster
- The service was more reliable
- Gas prices went above \$4
- Coronavirus was not of concern
- Other reason (Please specify)

ALL STUDENTS

Q31 During the last year, did you ever struggle to afford transportation to campus?

- Yes
- No

Q31a During the last year, did you ever struggle to afford transportation to an internship or job?

- Yes
- No

Q31b During the last year, did you ever struggle to afford transportation to travel home for holidays or break?

- Yes
- No

Q32 Have you wanted to but have been unable to purchase a discounted semester SEPTA pass through Temple?

- 1) Yes (answer Q32a)
- 2) No (skip to question Q33)
- 3) I was unaware that Temple had a discounted semester pass program (skip to question Q33)

Q32a What prevented you from being able to purchase a discounted semester SEPTA pass through Temple?

- I was unable to pay the full amount up front
- The pass was sold out
- Confusing process
- I don't have access to checks
- Other

Q33 If Temple/SEPTA were to offer a semester pass that gave you access to all SEPTA routes/modes, what is the most you would be willing to pay for such a pass?

- \$150
- \$200
- \$250
- \$300
- \$350
- I would not use a pass regardless of the price.
- Other

Q34 If you were offered a SEPTA semester pass as part of your acceptance to Temple, would you view that as a meaningful benefit of attending Temple?

- Yes

- No
- Not sure

ALL STAFF/FACULTY

Q35 During the last year, did you ever struggle to afford transportation to campus?

- Yes
- No

Q36 If you were to be offered a SEPTA pass as a benefit of employment at Temple, would you view that as a meaningful employee benefit?

- Yes
- No
- Not sure

We will now ask you a series of questions about your attitudes and beliefs about sustainability. There are no wrong answers. Please be as accurate and truthful as possible. All your answers will be kept confidential.

Q37 Rank in the order of importance (with 1 being the most important and 6 being the least important) What is the most important change Temple could make to achieve our carbon neutrality commitments?

- 1) More resources and budget dedicated to sustainability and energy efficiency
- 2) Better education and communications internally
- 3) Improved facilities and equipment
- 4) Change to transportation policies and practices
- 5) Paperless processes
- 6) Expanded sustainable purchasing guidelines and products

Q38 Which of the following describes your values in relation to the environment?

- a) Environmentally Aware: I value environmental conservation, but it is not a priority for me.
- b) Environmentally Concerned: I value environmental conservation, and I try to be environmentally conscious when it's convenient.
- c) Environmental Advocate: Conservation is important to me, and I make environmentally conscious decisions daily.
- d) Environmental Activist: Conservation is a huge priority to me, and a big part of my life and identity, and I speak openly to others about my values and beliefs as an environmentalist.

Q39 How important is the issue of climate change to you personally?

- a) Not at all important
- b) Not too important
- c) Somewhat important
- d) Very important

- e) Extremely important

Q40 Environmental justice is defined as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Temple University has a responsibility to be a leader in sustainability and environmental justice.

- a. Strongly agree
- b. Somewhat agree
- c. Neither agree nor disagree
- d. Somewhat disagree
- e. Strongly disagree

STUDENTS ONLY

Q41 When you vote for local, regional, and national representatives, do you consider their stance on environmental preservation and sustainability?

- a) Yes
- b) No
- c) I'm not eligible to vote
- d) I don't vote

Q42 I believe that access to affordable transportation is a basic need?

- a) Yes
- b) No

Q43 My concern about environmental issues has grown because of events, activities and/or coursework I have participated in during my time at Temple.

- a. Strongly agree
- b. Somewhat agree
- c. Neither agree nor disagree
- d. Somewhat disagree
- e. Strongly disagree

Q44 My coursework is relevant to climate change solutions.

- a. Strongly agree
- b. Somewhat agree
- c. Neither agree nor disagree
- d. Somewhat disagree
- e. Strongly disagree

Q45 Would you like more classes that integrate sustainability within your major?

- a) Yes
- b) No

Q46 Would integrating Sustainability problem solving topics, (waste reduction, energy management, etc.) into core courses increase your academic interest and motivation?

- a) Yes
- b) No

STAFF/FACULTY ONLY

Q47 I clearly understand sustainability issues relevant to our organization.

- a. Strongly agree
- b. Somewhat agree
- c. Neither agree nor disagree
- d. Somewhat disagree
- e. Strongly disagree

Q48 I feel supported by my immediate manager to adopt sustainability behaviors.

- a. Strongly agree
- b. Somewhat agree
- c. Neither agree nor disagree
- d. Somewhat disagree
- e. Strongly disagree

Q49 I feel supported by my peers to make sustainability a priority at the organization.

- a) Strongly agree
- b) Somewhat agree
- c) Neither agree nor disagree
- d) Somewhat disagree
- e) Strongly disagree

Q50 I feel like I have a lot of control over the size of the “ecological footprint” that I leave through my actions at the organization.

- a) Strongly agree
- b) Somewhat agree
- c) Neither agree nor disagree
- d) Somewhat disagree
- e) Strongly disagree

Q51 I understand how my essential functions contribute to meeting the sustainability goals of the organization.

- a) Strongly disagree
- b) Disagree
- c) Neither agree nor disagree
- d) Agree
- e) Strongly disagree

Q52 If the Office of Sustainability created a one-hour training module about how to integrate sustainability and climate action into your life and job would you be interested in participating?

- a) Yes, if it was in person
- b) Yes, if it was on the HR training portal
- c) No, I'm not interested