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TEMPLE UNIVERSITY®

Temple University Transportation Survey Sustainability Audit Report 2019

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Executive Summary

The 2019 Temple University Transportation Survey was launched on March 20, 2019 and was completed on April 15, 2019, which was approximately a four week period. Of the 9,230 Temple University students, faculty, and staff that were randomly selected with a stratified design, 1,912 submitted a survey. Of the 1,912 submitted surveys, 1,602 (84%) were sufficiently completed to be included in this report. This excludes those that were partially completed (310) and those who refused (5). This makes for an overall response rate of 17.3% which is down from an overall response rate of 24.9% in 2016 and 18.9% in 2013. It is important to note that the University experienced system wide phishing scams prior to the launch of the Transportation Survey, which could have impacted response rates. This was also the first year survey invitations included the option to take the survey via TUPortal. Post-stratification weights were calculated to adjust for non-response bias. Weighted results reflect the universe estimates of Temple University students, faculty, and staff proportionally.

Of the 1,602 survey responders, 85% were classified as commuters, while the other 15% were classified as living 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 2019, the most common primary mode of transportation reported by respondents was driving a car or other motorized vehicle not as a passenger (29.8%), followed by walking (24.3%), and the subway (orange line), El (blue line), or trolley system (19.2%).

Results of the survey indicate that Temple University students, faculty, and staff take an estimated 344,546 one-way trips to and from campus in a typical week. 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 10. For faculty, it was only 7 trips per week. Modes used by trip were not mutually exclusive, as a person could use multiple modes throughout one commute to campus. Overall, 29.3% of trips were taken by walking, 23.2% by car (not as a passenger), 18.1% by subway, El, or trolley, 13.8% by regional rail, 8.0% by bus (not including the intercampus shuttle), 4.5% by bike, 1.7% by Uber, Lyft, or taxi, and 1.4% by carpool (as a passenger).

Temple community members commuted an average of 21.9 miles by car in a typical one-way commute to campus. This number increased from the 2016 report. It is important to note that these numbers may be affected by a shift in the overall proportion of students living on or nearby campus.

Approximately thirty-seven percent (37%) of Temple students, faculty, and staff reported taking at least one trip in an average week by car or other motorized vehicle not as a passenger. Reported fuel efficiency, using average miles per gallon (MPG), for students, faculty, and staff has

not improved since the 2010 survey. In 2019, the reported average MPG was 22.6 compared to 24.0 MPG in 2013 and 2016.

When driving to campus, 55.0% of commuters reported parking in a Temple parking lot with paid or swipe access while another 35.0% reported parking on a nearby neighborhood street. These numbers varied between students, faculty, and staff. While 74.8% of faculty park in the Temple parking lots, only 49.6% of students do the same. Furthermore, 39.0% of students park on a nearby neighborhood street, while only 18.3% of faculty reported parking on the street.

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

For those who live on campus (only students), 8.8% said they had their own personal vehicle on campus this semester. In total, 47.1% of those who have a car on campus said they park their car in a Temple parking lot with paid or swipe access while another 47.1% said they park on a neighborhood street near campus or their residence. In terms of use, only 5.8% said they use their car every day, while 47.1% said they use their car one time per week.

The 2019 transportation survey asked several questions about bicycle behaviors, use of Indego, Philadelphia's bike sharing system, and what would encourage commuters to bike more as part of their daily commute. Of those who reported biking to campus at least once during a typical week, 95.3% reported using their own bike, while the remaining 4.7% use an Indego bike to get to campus. No respondents reported using a combination of their own bike and Indego. In terms of finding a parking spot for bikes on campus, 83.5% reported that they did not have a problem finding a spot when they wanted one.

When the campus community was asked about what scenarios would encourage them to bike as part of their typical commute or bike more often, 37.6% said more dedicated bike lanes, 36.5% said better road conditions/road surfaces, and 23.2% said more secure bike parking with swipe access on campus. These top scenarios did not change from the 2016 report. 40.4% of respondents reported that there were no scenarios that would encourage them to bike more often. Scenarios encouraging bike ridership can be found in appendix 4.

As of April 2019, 10.1% of students, faculty, and staff had used Indego for any purpose in the past. Users rated to ride for fun/entertainment as their primary purpose for using Indego (with 15.7% of respondents said they used it for this purpose often or very often). The second most frequent purpose was to take a bike ride with friends (9.7% said often or very often). The third most frequent purpose was to get exercise (9.0% said often or very often).

Overall, 50.2% of Temple students, faculty, and staff use some form of public transit during a typical week commuting to and from campus. This has decreased from 59.1% in the 2016 report, but again it is important to note the increase in on-campus and near-campus housing. 41.9% of students and 35.8% of staff indicated that they would be a lot more likely to use public transit if

the service were faster, while 40.2% of faculty indicated that they would be a lot more likely to use public transportation if the transit stops were closer to their homes.

Approximately 81% of Temple community members have used a mobile ride request service such as Uber or Lyft for any reason in the past. This number is up significantly from 58.8% in the 2016 report.

There were differences in terms of primary modes of transportation used in travel to different Temple University Campuses. Main campus had the highest proportion of people commuting via walking or biking at 32.1%. The Ambler campus had the highest proportion of commuters driving to campus not as a passenger. Temple's Center City Campus had the highest proportion of commuters using Uber, Lyft, or Taxi to get to campus (5.6%).

Comparing the 2019 survey to years past, the percentage of TU commuters who walk as part of their commute to campus has increased. The percentage of people driving to campus alone has increased.

Section 1. Survey Administration and Survey Outcomes

The 2019 Temple University Transportation Survey was launched on March 20, 2019 and was completed on April 15, 2019, which was approximately four weeks. Of the 9,230 Temple University students, faculty, and staff that were randomly sampled with a stratified design, 1,912 submitted a survey. Of the 1,912 submitted surveys, 1,602 (84%) were sufficiently completed to be included in this report. In the 310 that were submitted, but omitted from the results, 305 were partially completed and 5 refused at the beginning of the survey.

The overall response rate for the 2019 survey was 17.3% counting only completed surveys, which was a decrease from both the 2013 and 2016 response rates. As previously mentioned, this may be due to phishing scams that happened prior to the launch of the Transportation Survey. 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 17.3%. Note the 2007 survey was fielded in December while the 2010, 2013, and 2016 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 2019 incentive for respondents was a chance to win one of twenty \$50.00 gift cards. 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 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 Operating Officer Kevin G. Clark. In 2007, four reminders were sent to participants. Only 7% of the completed surveys were finished after the fourth reminder was sent. In 2010 and 2013, only three reminders were sent, and in 2016, three reminders were sent along with a reminder from President Neil D. Theobald.

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

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

Figure 1.1 shows the trend line of the overall response rates for the transportation survey from 2007 to 2019. There has been a decline in the response rate for this survey since 2009.

Figure 1.1 Response Rates Trend Line

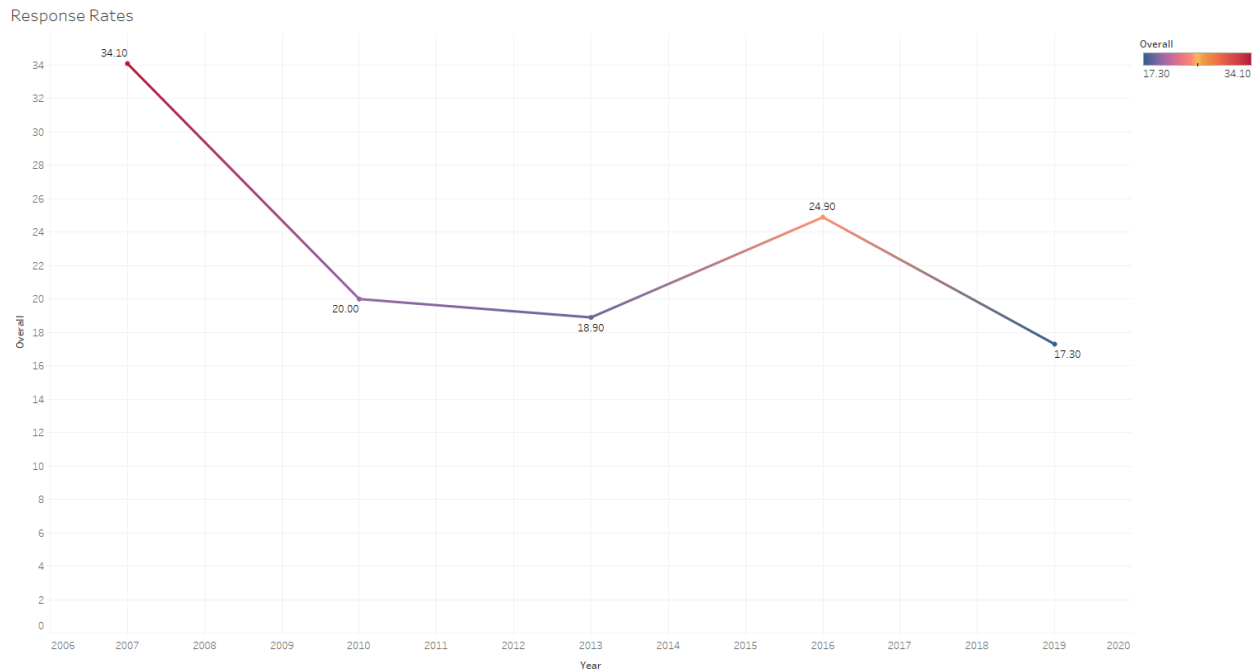


Table 1.2 reports the response rate details for faculty and staff for the 2019 survey. Within the strata, executive/administrative/managerial personnel were the most likely to respond with 47.0% of those sampled followed by full-time faculty (35.4%). Service/maintenance personnel were the least likely to respond (4.8%).

Table 1.2 2019 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	3878		786		221		28.1%	
Full Time Faculty		2287		463		164		35.4%
Part Time Faculty		1591		323		57		17.6%
Administration and Staff	4989		982		320		32.6%	
Executive/Administrative/Managerial		1547		315		148		47.0%
Other Professionals		2592		489		141		28.8%
Technical and Paraprofessional		419		78		14		17.9%
Clerical and Secretarial		431		100		17		17.0%
Support Personnel	678		140		8		5.7%	
Skilled Crafts		192		35		3		8.6%
Service/Maintenance		486		105		5		4.8%
Total Faculty/Staff	9,545		1,908		549		28.8%	

Table 1.3 reports the response rate details for students for the 2019 survey. Within the strata non-degree continuing were the most likely to respond with 100.0% of those sampled followed by other graduate students (18.3%). Post-baccalaureate were the least likely to respond (0.0%) followed by seniors (11.6%). As a whole, students were less likely to respond to the survey than faculty, administration, and staff.

Table 1.3 2019 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	8866		1838		329		17.9%	
Professional		2582		535		91		17.0%
Other Graduate Students		6284		1303		238		18.3%
Undergraduates	27346		5484		724		13.2%	
Seniors+ (>120 credits)		2286		465		74		15.9%
Seniors		7006		1399		162		11.6%
Juniors		7040		1396		186		13.3%
Sophomores		6031		1217		172		14.1%
Freshman		4897		999		128		12.8%
Post-Baccalaureate		58		6		0		0.0%
Non-Degree Continuing		28		2		2		100.0%
Total Students	36,212		7,322		1,053		14.4%	

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 combined. 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	36,212	3,878	5,667	45,757
Weighted Percent	79.1%	8.5%	12.4%	100.0%

Figures 1.2a and 1.2b shows maps of zip codes where respondents 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 1.2a Map of the Geographic Distribution of the Total Survey Responders

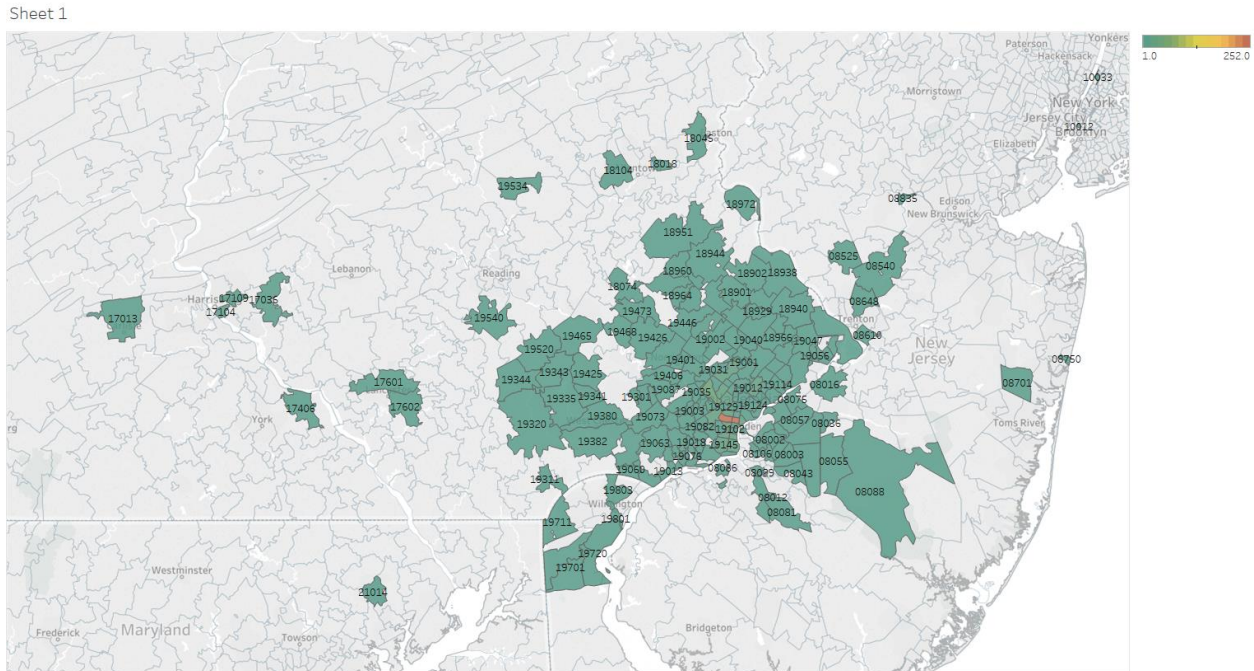


Figure 1.2b Zoomed Map of the Geographic Distribution of Total Survey Responders

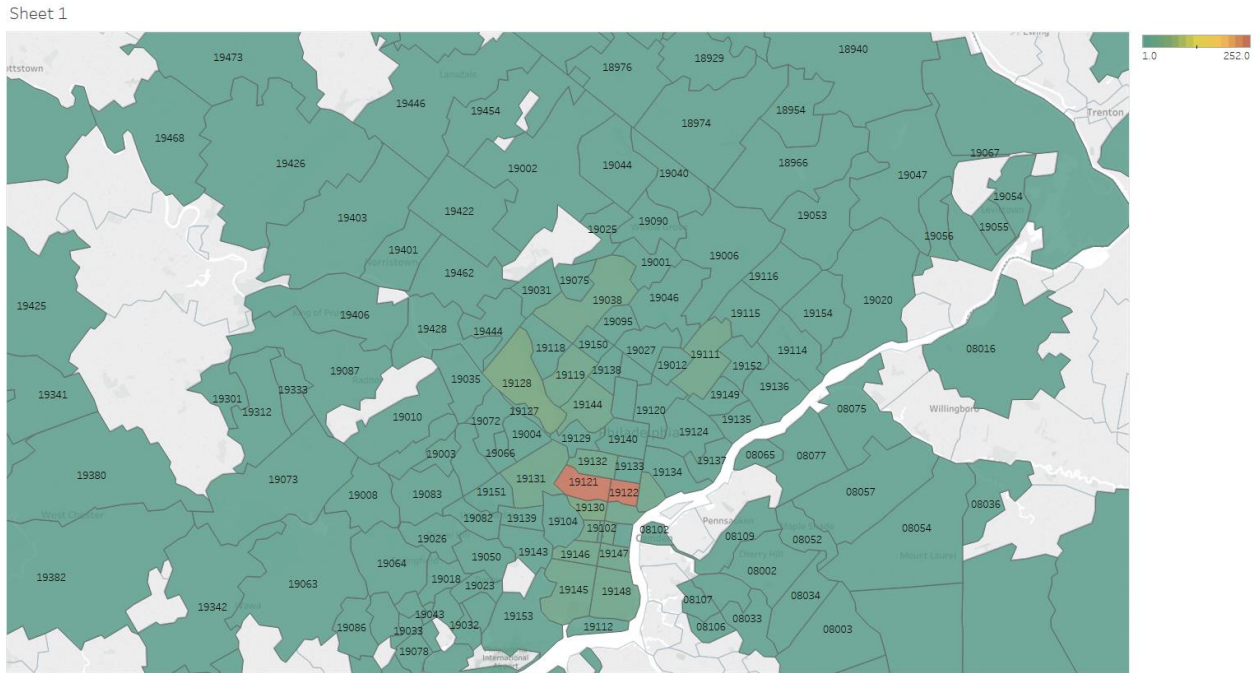


Table 1.5 shows the weighted totals of students who live on campus versus students who commute to campus. For the purpose of this survey, a commuter was defined as someone who lives in White Hall, Johnson Hall, Hardwick Hall, 1940 Residential Hall, Temple Towers, 1300 Residence Hall, Morgan Hall, Podiatry 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). For the purposes of this survey, all faculty and staff were assumed to be commuters.

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

	Students
I live on campus	6,672 18.4%
I am a commuter	29,540 81.6%
Total	36,212 100.0%

Table 1.6 represents those who commute to campus, but it omits those that only walk to campus (those who only checked walk in Q5). An estimated 85% of Temple University community members commute to campus including an estimated 81.6% of all students.

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

	Students	Faculty	Staff	Total
Weighted Count	21,906	3,860	5,615	31,381
Weighted Percent	69.8%	12.3%	17.9%	100.0%

Table 1.7 shows the weighted distribution of Temple University students, faculty, and staff across the eight campus locations.

Table 1.7 Campus Where Respondents Spent the Most Amount of Time During the 2019 Spring Semester

Campus	Students	Faculty	Staff	Total
Main (Broad & Montgomery)	32,120 88.7%	2,948 76.0%	3,905 68.9%	38,973 85.2%
Health Sciences Center (HSC)	2,063 5.7%	755 19.5%	1,002 17.7%	3,820 8.3%
Ambler	275 0.8%	35 0.9%	155 2.7%	465 1.0%
Center City (TUCC)	1,066 2.8%	70 1.8%	104 1.8%	1,240 2.7%
Temple Administrative (TASB)	0 0.0%	0 0.0%	294 5.2%	294 0.6%
Harrisburg	0 0.0%	0 0.0%	69 1.2%	69 0.2%
Fort Washington	34 0.09%	0 0.0%	17 0.3%	51 0.1%
Podiatry	310 0.9%	0 0.0%	86 1.5%	396 0.8%
Other	344 0.9%	70 1.8%	35 0.6%	449 1.0%
Total	36,212	3,878	5,667	45,757

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

In the 2019 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 39,085 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, and median number of one-way trips taken to and from campus in a typical week by Temple students, faculty, and staff. Overall, staff averaged the greatest number of trips taken in a typical week at 9.27, compared to faculty who average 6.83 trips in a typical week. The median number of trips taken per week for students and staff was 10, while faculty’s median was only 8. The median for students, faculty, and staff combined was 10 and the average was 8.74 trips in a typical week.

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

		Students	Faculty	Staff	Total
Weighted N (People)		28,921	3,825	5,615	38,361
Total Trips Per Week	Estimate	265,778	26,383	52,385	344,546
Mean Trips Per Week	Estimate	9.02	6.83	9.27	8.74
	Std. Dev.	4.46	2.88	2.46	3.94
Median Trips Per Week	Estimate	10	7	10	10

* 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 they drive so they can pick up their 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, they 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	29,540	3,878	5,667	39,085
Bus	4,092 13.9%	404 10.4%	777 13.7%	5,273 13.5%
Car (Not as a passenger)	9,148 31.0%	2,316 59.7%	3,041 53.7%	14,505 37.1%
Taxi, Uber, or Lyft	2,786 9.4%	263 6.8%	173 3.1%	3,222 8.2%
Subway, Trolley, or “El”	8,804 29.8%	965 24.9%	1,434 25.3%	11,203 28.7%
Regional Rail Lines	5,984 20.3%	1,053 27.2%	1,538 27.1%	8,575 21.9%
Bike	2,476 8.4%	228 5.9%	225 4.0%	2,929 7.5%
Walk	12,380 41.9%	386 10.0%	708 12.5%	13,474 34.5%
Carpool (As a passenger)	1,135 3.8%	70 1.8%	311 5.5%	1,516 3.9%

A primary goal of the 2019 Transportation Survey was to determine the total percentage of students who commute using sustainable commuting 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, 39.0% commute using a form of public transit (bus, subway, El, trolley, or regional rail) as their primary mode, 35.7% bike or walk as their primary mode, and 23.5% take a car not as a passenger. For faculty, 38.7% commute with public transit as their primary mode, 4.1% commute by bike or walking as their primary mode, and 53.9% say their primary mode of transportation is by car not as a passenger. For staff, 45.2% commute using public transit as their primary mode, 3.9% by walking or biking as their primary mode, and 46.5% 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	1,100 3.7%	105 2.8%	276 4.9%	1,481 3.8%
Car (Not as a passenger)	6,947 23.5%	2,053 53.9%	2,609 46.5%	11,609 29.8%
Taxi, Uber, or Lyft	275 0.9%	53 1.4%	35 0.6%	363 0.9%
Subway, Trolley, or “El”	5,881 19.9%	632 16.6%	985 17.5%	7,498 19.2%
Regional Rail Lines	4,539 15.4%	737 19.4%	1,279 22.8%	6,555 16.8%
Bike	1,272 4.3%	105 2.8%	86 1.5%	1,463 3.8%
Walk	9,285 31.4%	53 1.4%	138 2.5%	9,476 24.3%
Carpool (As a passenger)	241 0.8%	70 1.8%	207 3.7%	518 1.3%
Total	29,540 100.0%	3,808 100.0%	5,615 100.0%	38,963 100%

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	25,792 8.3%	1,406 4.7%	4,674 8.1%	31,872 8.0%
Car Trips per Week	54,075 17.3%	15,437 51.7%	23,088 39.8%	92,600 23.2%
Taxi, Uber, or Lyft Trips per Week	5,851 1.9%	476 1.6%	479 0.8%	6,806 1.7%
Subway, Trolley, or “El” Trips per Week	55,950 17.9%	4,750 15.9%	11,465 19.7%	72,165 18.1%
Regional Rail Trips per Week	37,522 12.0%	5,703 19.1%	12,117 20.9%	55,342 13.8%
Bike Trips per Week	15,900 5.1%	975 3.3%	1,161 2.0%	18,036 4.5%
Walking Trips per Week	113,436 36.4%	639 2.1%	3,246 5.6%	117,321 29.3%
Carpool Trips per Week	3,370 1.1%	462 1.5%	1,829 3.2%	5,661 1.4%
Total Trips per Week	311,896 100.0%	29,848 100.0%	58,059 100.0%	399,803 100.0%

* 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). 50.8% of commuters reported that their typical commute to campus is less than 6 miles.

Figure 2.1 Reported Miles per Trip for All Commuters

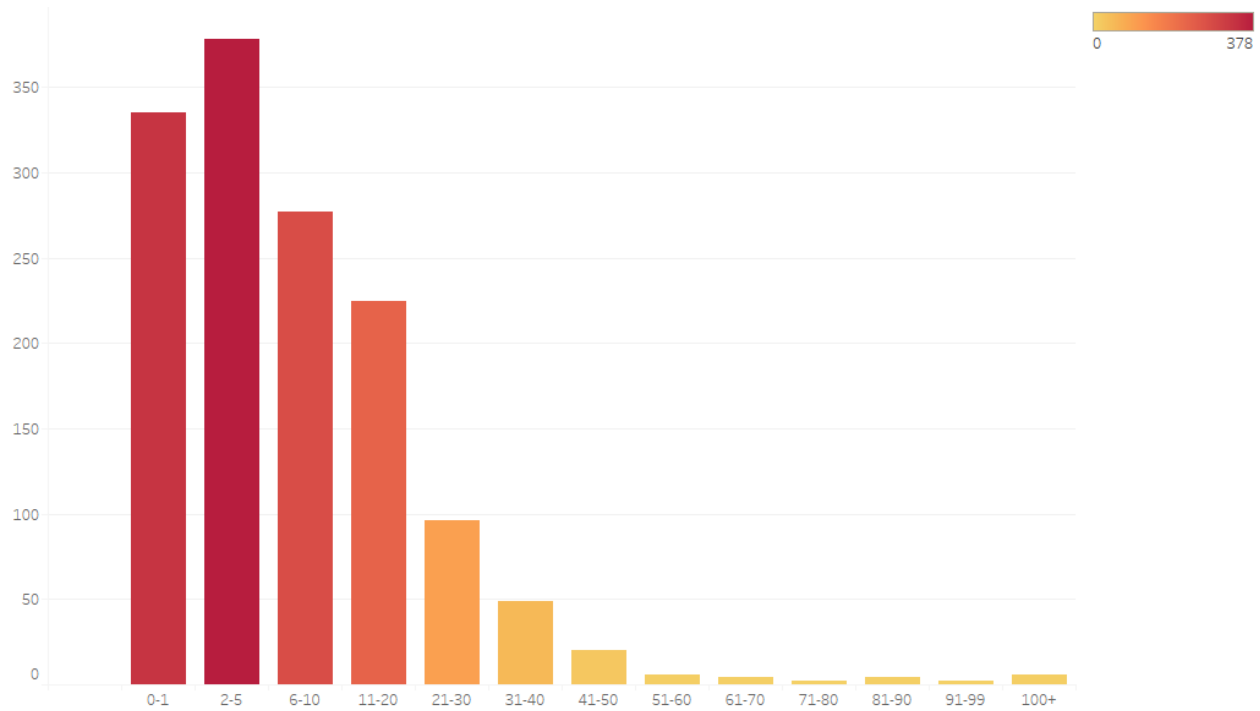


Table 2.5 shows the average miles per trip for commuters who selected car, bike, or walk as their primary mode of transportation (see Q10b, Q14c, and Q15b). These estimates are based off the respondents who chose one of these methods as their primary way of getting to and from campus. Faculty reported commuting farther by bike than students and staff, while staff members commute the farthest by car and walking. Students reported having an average walk to campus that is less than a mile. Only staff biking distance and student walking distance were down from the 2016 survey numbers.

Table 2.5 Average Miles per Trip for Commuters who Selected Car, Bike, or Walk as Their Primary Mode of Transportation to Campus

Mode	Students	Faculty	Staff	Total
Car	24.8	25.0	25.6	25.1
Bike	4.5	5.5	2.3	4.4
Walk	0.9	1.4	2.4	0.9
Total	10.7	23.5	23.7	15.4

Section 3. Driving

A. Personal Vehicles for Commuters

As seen in Section 2, overall, 37.1% 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	29,540	3,878	5,667	39,085
Drive to Campus/Commute by Car (Not as a passenger)	9,148 31.0%	2,316 59.7%	3,041 53.7%	14,505 37.1%

Drivers were asked to report the number of miles they drive as part of their typical one-way commute to or from campus (see Q10b). In the overall sample of drivers who answered this question (weighted N = 14,496), the reported average number of miles driven as part of the typical one-way commute was 21.9 miles which was up significantly from the 2016 report. Note that this estimate is different from the 25.1 miles reported as the average number of miles per trip for whom driving is their *primary* mode of transportation (a subset of the overall sample) from Table 2.5.

Below, Table 3.2 shows the mean and median number of miles driven by students, faculty, and staff. 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. The number of miles ranged from 0 to 720.

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

		Students	Faculty	Staff	Total
Total Drivers		9,131	2,328	3,037	14,496
Miles driven as part of typical one-way commute	Mean	21.1	23.5	23.2	21.9
	Median	10.0	12.0	12.0	11.0

Those who drive to campus (not as a passenger) were asked to report the number of people they are typically with them when they are driving to campus (see Q10c). 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 90.8% 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)	8,116 88.7%	2,211 95.4%	2,834 93.2%	13,161 90.8%
Two (you usually have one passenger)	963 10.5%	88 3.8%	173 5.7%	1,224 8.4%
Three or More (you usually have two or more passengers)	69 0.8%	18 0.8%	17 0.6%	104 0.7%
Total	9,148 100.0%	2,317 100.0%	3,042 100.0%	14,489 100.0%

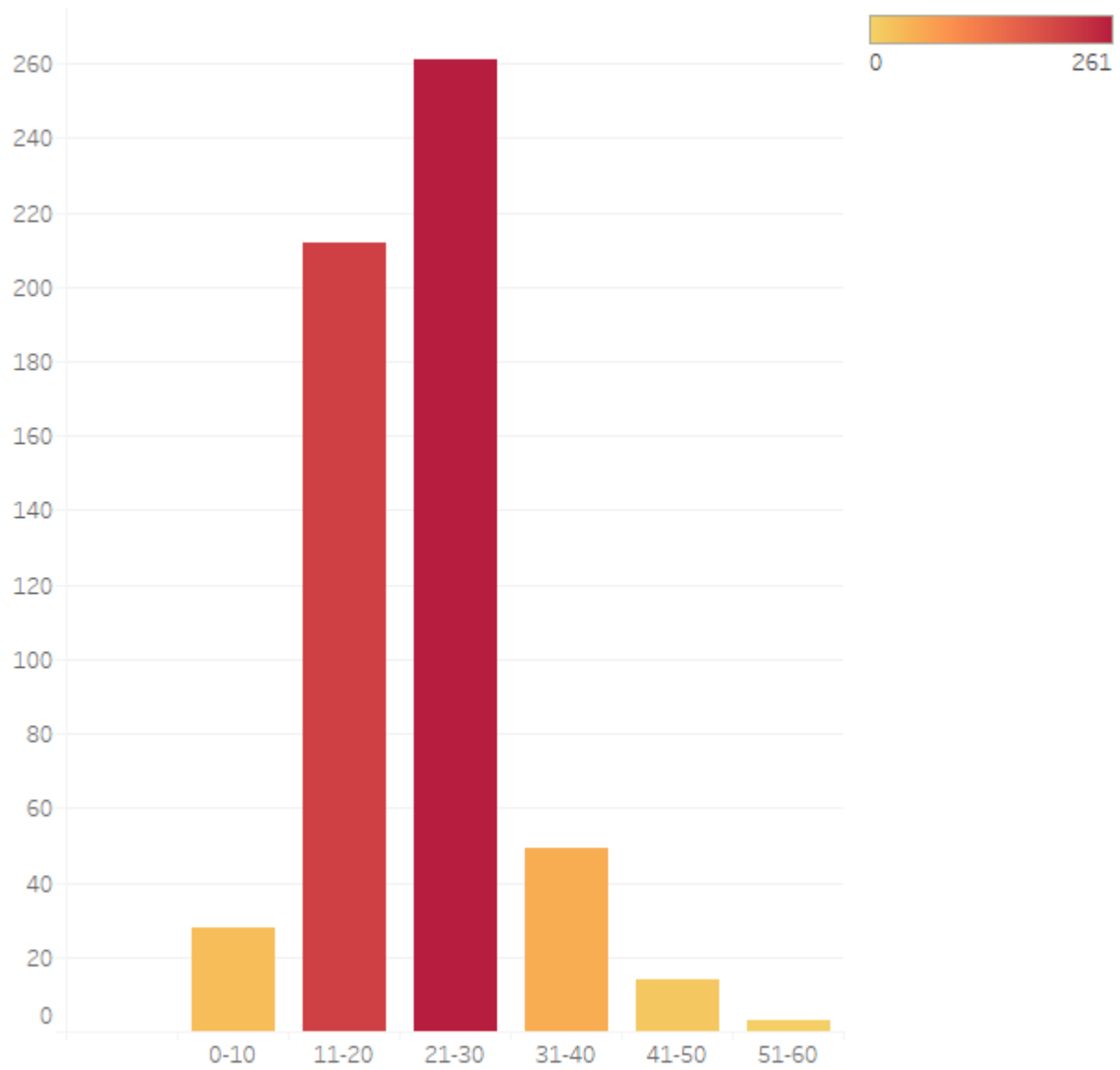
Additionally, those who reported not driving alone (e.g. those who said they have two or more passengers in the car with them N = 1,328) were asked whether or not all people in the car come to campus with them or get dropped off at another location (see Q10d). 77.6% of respondents reported that all people in the car come to campus with them.

Table 3.4 Destinations for Others in the Vehicle when Driving to or from Campus

	Students	Faculty	Staff	Total
All come to campus	722 80.8%	70 79.5%	104 60.1%	896 77.6%
Some go to other locations	172 19.2%	18 20.5%	69 39.9%	259 22.4%
Total	894 100.0%	88 100.0%	173 100.0%	1,155 100.0%

Those who commute to campus by car at some point during a typical week were asked to report the average “city” miles per gallon that their vehicles got (using their best estimate) (see Q10e). Overall, 46.0% of respondents reported getting between 21-30 “city” miles per gallon. Figure 3.2 shows the distribution of estimated miles per gallon of vehicles used to get to campus. Note that those who reported getting greater than 60 miles per gallon were coded as outliers and dropped from the sample used to create Figure 3.2 and Table 3.5.

Figure 3.1 Bar Chart of Estimated Miles per Gallon of Vehicles Used to Commute to/from Campus



Overall, the reported fuel efficiency, using average miles per gallon (MPG), for students, faculty, and staff has not improved since 2010. It went down from the reported average of 24.0 MPG in the 2016 report.

Table 3.5 Estimated City Miles per Gallon of Vehicles Used to Commute to/from Campus

	Students	Faculty	Staff	Total
Total Drivers	8,938	2,319	3,003	14,260
Mean City MPG	23.5	23.9	21.9	22.6

Table 3.6 shows the most common places people park their vehicles when coming to campus (see Q10f). Overall, 55.0% of people said they park their cars in a Temple parking lot with paid or swipe access. These numbers did vary across the different strata. 74.8% of faculty reported parking in these lots, while only 49.6% of students reported parking in these lots. On the other hand, 39.0% of students reported parking on neighborhood streets near campus, while only 18.3% of faculty park on neighborhood streets. See Appendix 3 to see what “other” locations people reported parking.

Table 3.6 Most Common Parking Location for Commuter Vehicles on Campus

	Students	Faculty	Staff	Total
In a Temple parking lot with paid or swipe access	4,505 49.6%	1,720 74.8%	1,676 56.1%	7,901 55.0%
In another lot	481 5.3%	88 3.8%	155 5.2%	724 5.0%
On neighborhood streets near campus	3,542 39.0%	421 18.3%	1,071 35.8%	5,034 35.0%
Other	550 6.1%	70 3.0%	86 2.9%	706 4.9%
Total	9,078 100.0%	2,299 100.0%	2,988 100.0%	14,365 100.0%

B. Carpooling

Overall, only 3.9% of all Temple students, faculty, and staff reported carpooling to campus. Table 3.7 below shows the distribution for each group who carpool. Staff members were more likely to carpool than students or faculty.

Table 3.7 Percentage of Community Members who Commute by Carpool (from table 2.2)

	Students	Faculty	Staff	Total
Weighted N	29,540	3,878	5,667	39,085
Carpool	1,135 3.8%	70 1.8%	311 5.5%	1,516 3.9%

Those who selected carpool as a form of transportation (see Q5) were also asked how many people are typically in the vehicle when commuting to campus. The options were two (one driver and one passenger) or three or more (one driver and two or more passengers). Overall, 73.3% of carpoolers reported having two people in the car when coming to campus.

Table 3.8 Number of People Typically in Vehicle When Carpooling to or from Campus

	Students	Faculty	Staff	Total
Two (you usually have one passenger)	722 65.6%	70 100.0%	294 94.5%	1,086 73.3%
Three or More (you usually have two or more passengers)	378 34.4%	0 0.0%	17 5.5%	395 26.7%
Total	1,100 100.0%	70 100.0%	311 100.0%	1,481 100.0%

C. Personal Vehicle Ownership of Those Living on Campus

In total, Temple University has approximately 6,672 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 Q19). Table 3.9 shows that 8.8% of students living on campus have a car on campus for personal use this semester, compared with 12.8% in 2016

Table 3.9 Personal Vehicle Ownership of Students who live on Campus

Personal Vehicle on Campus	Students
Yes	585 8.8%
No	6,087 91.2%
Total	6,672 100.0%

On-campus students who indicated that they did have a car on campus this semester were asked how often they use their car for any purpose this semester (see Q19b). 47.1% reported using their car about one day a week, while only 5.8% said they use their car every day or almost every day. Table 3.10 reports the frequency of personal vehicle use for on-campus students.

Table 3.10 Frequency of Using Personal Vehicle

Frequency of Use	Students
Every day or almost every day	34 5.8%
A few days a week	241 41.3%
About one day a week	275 47.1%
Less than once a week	34 5.8%
Total	584 100.0%

Table 3.11 shows the locations where on-campus students with cars typically park during the semester (see Q19a). Overall, 47.1% of on-campus students with cars reported parking in a Temple lot with paid or swipe access, while another 47.15 reported parking on neighborhood streets near campus/residence.

Table 3.11 Parking Location of Personal Vehicles on Campus

Parking Location	Students
In a Temple lot with paid or swipe access	275 47.1%
In another lot	0 0.0%
On neighborhood streets near campus/residence	275 47.1%
Other	34 5.8%
Total	584 100.0%

Section 4. Bicycle

A. Bicycle Commuting

Table 4.1 shows the people that selected bike as part of their typical week of commuting to campus (see Q5). Overall, only 7.5% of people reported biking as part of their commute. Students were the more likely to bike to campus than faculty and staff at 8.4% compared to 5.9% and 4.0% respectively.

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

	Students	Faculty	Staff	Total
Weighted N	29,540	3,878	5,667	39,085
Bike	2,476 8.4%	228 5.9%	225 4.0%	2,929 7.5%

Those who bike to campus were asked if they used their own personal bike, an Indego bike, or a combination of both their personal bike and Indego (see Q14a). 95.3% of bikers reported using their own personal bike. Faculty and staff were far more likely to commute to campus on an Indego bike than students, 15.4% and 15.6% for faculty and staff compared to 2.8% for students. No one reported commuting using a combination of their personal bike and Indego.

Table 4.2 Use a Personal Bike (Owned by Self or Friend) or Use of Indego (Philadelphia’s Bike Share System)

Type of Bike Used	Students	Faculty	Staff	Total
I use a personal bicycle (owned by me or someone else I know)	2,407 97.2%	193 84.6%	190 84.4%	2,790 95.3%
I use Indego (Philadelphia’s Bike Share System)	69 2.8%	35 15.4%	35 15.6%	139 4.7%
I use both a personal bike and Indego, depending on the day	0 0.0%	0 0.0%	0 0.0%	0 0.0%
Total	2,476 100.0%	228 100.0%	225 100.0%	2,929 100.0%

Biking commuters were asked if they were able to find a parking spot for their bike on a campus bicycle rack if they wanted to use one (see Q14d). Table 4.3 show the results from this question. Only 3.5% of respondents reported not being able to find a spot, while 13.0% said they do not use a campus bicycle rack.

Table 4.3 Ability to Find a Spot in a Campus Bicycle Rack

Bike Rack Availability	Students	Faculty	Staff	Total
Yes	2,167 87.5%	140 61.4%	138 61.6%	2,445 83.5%
No	103 4.2%	0 0.0%	0 0.0%	103 3.5%
I typically do not use a campus bike rack	206 8.3%	88 38.6%	86 38.4%	380 13.0%
Total	2,476 100.0%	228 100.0%	224 100.0%	2,928 100.0%

Regardless of whether or not Temple community members reported biking as a commuting mode, all commuters, those who do not live on campus, (weighted N = 39,085) were asked to indicate whether certain scenarios would encourage them to bike as part of their typical weekly commute, or bike more often (see Q17 – check all that apply format). Table 4.4 shows the scenarios that would encourage commuting Temple community members to bike as part of their commute or bike more often. Overall 40.4% of students, faculty, and staff reported that there are no scenarios that would encourage them to bike more as part of their commute. The most popular scenario that would encourage community members to bike more is more dedicated bike lanes (37.6%). This was followed by better road conditions/road surfaces (36.5%). The third most popular scenario was additional secure bike parking with swipe access on campus (23.2%). The most popular scenarios did not change from the 2016 report. See Appendix 4 for what “other.”

Table 4.4 Scenarios That Would Encourage TU Community Members to Bike as Part of Their Commute or Bike More Often

Scenarios	Students	Faculty	Staff	Total
Weighted N	29,540	3,878	5,667	39,085
More dedicated bike lanes	11,967 40.5%	1,246 32.1%	1,469 25.9%	14,682 37.6%
More bikeway destination/route signage	4,780 16.2%	456 11.8%	501 8.8%	5,737 14.7%
Better road conditions/road surfaces	11,796 39.9%	1,053 27.2%	1,434 25.3%	14,283 36.5%
Better street lighting	5,777 19.6%	386 10.0%	553 9.8%	6,716 17.2%
Increased education and outreach programs	2,201 7.5%	175 4.5%	225 4.0%	2,601 6.7%
Additional secure bike parking locations with swipe access on campus	7,772 26.3%	562 14.5%	726 12.8%	9,060 23.2%
More Indego stations on campus	2,201 7.5%	246 6.3%	190 3.4%	2,637 6.7%
More Indego stations closer to my home and other places I go	3,198 10.8%	211 5.4%	276 4.9%	3,685 9.4%
Other	3,680 12.5%	509 13.1%	847 14.9%	5,036 12.9%
There are no scenarios that would encourage me to bike more as part of my commute	10,351 35.0%	2,123 54.7%	3,300 58.2%	15,774 40.4%

B. Using Indego

Table 4.5 shows that 10.1% of Temple community members, including both those who live on campus and those who commute, have used Indego, Philadelphia’s Bike Share System, for any purpose in the past (see Q21a). This number is up from 8.7% in 2016.

Table 4.5 Have Used Indego (Philadelphia’s Bike Share System)

	Students	Faculty	Staff	Total
Yes	3,886 10.7%	263 6.8%	466 8.2%	4,615 10.1%
No	32,326 89.3%	3,615 93.2%	5,201 91.8%	41,142 89.9%
Total	36,212 100.0%	3,878 100.0%	5,667 100.0%	45,757 100.0%

Survey respondents who reported using Indego in the past (weighted N = 4,615) were asked to share what their primary purpose was for using the bike share system (see Q21b). For each purpose, respondents were asked to choose from five choices: 1 = Never, 2 = Rarely, 3 = Sometimes, 4 = Often, 5 = Very Often. Table 4.6a shows the percentage of respondents who reported that they use Indego either often or very often for that particular purpose. 15.7% of respondents said they use Indego often or very often to ride for fun/entertainment as compared to 32.9% in 2016., Another 9.7% said they use it often or very often to take a bike ride with friends as compared to 10.5% in 2016. Ride-share availability is perhaps one explanation for the drop in ridership for fun/entertainment.

Table 4.6a Primary Purpose for Using Indego (% of People who Answered Often or Very Often)

Purpose	Students	Faculty	Staff	Total
Indego Users (Weighted N)	3,886	263	466	4,615
Go to/from work	3.6%	13.3%	7.5%	4.5%
Go to/from school	4.4%	13.3%	3.6%	4.9%
Go to/from meetings/appointments	0.9%	20.1%	3.6%	2.3%
Go to/from shopping	4.4%	20.1%	3.6%	5.2%
Go to/from social events	5.3%	13.7%	11.2%	6.4%
To get exercise	8.9%	6.8%	11.2%	9.0%
To ride for fun/entertainment	15.0%	26.7%	14.8%	15.7%
To take a bike ride with family	2.7%	6.8%	3.6%	3.0%
To take a bike ride with friends	9.8%	6.8%	11.2%	9.7%

Table 4.6b shows the average scores of students, faculty, staff for how often they use Indego for the purposes below. The scores are on a scale from 1 = Never, 2 = Rarely, 3 = Sometimes, 4 = Often, to 5 = Very Often. Scores close to 1 represent a purpose that was used never or rarely, and scores closer to 5 represent a purpose that was used often or very often.

Table 4.6b Primary Purpose for Using Indego (Mean Frequency Score)

Purpose	Students	Faculty	Staff	Total
Indego Users (Weighted N)	3,886	263	466	4,615
Go to/from work	1.32	1.60	1.46	1.35
Go to/from school	1.34	1.53	1.20	1.34
Go to/from meetings/appointments	1.35	1.87	1.44	1.39
Go to/from shopping	1.48	1.88	1.60	1.51
Go to/from social events	1.73	2.01	1.76	1.75
To get exercise	1.81	2.07	1.96	1.84
To ride for fun/entertainment	2.35	2.80	2.27	2.37
To take a bike ride with family	1.37	1.60	1.54	1.40
To take a bike ride with friends	2.07	1.61	1.72	2.01

Section 5. Public Transportation

A. Bus

Overall, 13.5% of Temple University’s students, faculty and staff commute by bus, not including the intercampus shuttle (see Q5). This number is up from 12.5% in the 2016 report.

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

	Students	Faculty	Staff	Total
Weighted N	29,540	3,878	5,667	39,085
Bus	4,092 13.9%	404 10.4%	777 13.7%	5,273 13.5%

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 Q9c). Table 5.2 shows the results. Overall, 78.8% of respondents reported taking only one bus to campus which is up from 73.5% in the 2016 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	3,164 77.3%	368 91.1%	622 80.1%	4,154 78.8%
Two	860 21.0%	18 4.5%	138 17.8%	1,016 19.3%
Three or more	69 1.7%	18 4.5%	17 2.2%	104 2.0%
Total	4,093 100.0%	404 100.0%	777 100.0%	5,274 100.0%

Bus commuters were asked an additional question of what payment method they typically use for the bus. The most popular bus payment method is the SEPTA Key – Travel Wallet (pay as you ride) (41.9%). This was followed by SEPTA Key – Monthly (24.5%).

Table 5.3 Typical Payment Method Used for Bus

Payment Method	Students	Faculty	Staff	Total
Cash fare	310 7.6%	18 4.5%	17 2.2%	345 6.5%
SEPTA Key – Travel Wallet (pay as you ride)	1582 38.7%	246 60.9%	380 48.9%	2,208 41.9%
SEPTA Key – Weekly	481 11.8%	0 0.0%	17 2.2%	498 9.4%
SEPTA Key – Monthly	929 22.7%	105 26.0%	259 33.3%	1,293 24.5%
University Pass Semester Long	516 12.6%	0 0.0%	0 0.0%	516 9.8%
Other	275 6.7%	35 8.7%	104 13.4%	414 7.8%
Total	4,093 100.0%	404 100.0%	777 100.0%	5,274 100.0%

B. Subway, El, or Trolley

Table 5.4 shows that 28.7% 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 slightly up, yet not statistically significantly different than the 28.5% reported in the 2016 report.

Table 5.4 Community Members That Commute by Subway, El, or Trolley (from Table 2.2)

	Students	Faculty	Staff	Total
Weighted N	29,540	3,878	5,667	39,085
Subway, “El”, or Trolley	8,804 29.8%	965 24.9%	1,434 25.3%	11,203 28.7%

Those who said they commute using the Subway, El, or Trolley lines were also asked what form of payment they typically use. Overall, 55.5% of respondents said they use SEPTA Key – Travel Wallet (pay as you ride) as their primary payment method.

Table 5.5 Typical Payment Method Used on Subway, El, or Trolley

Payment Method	Students	Faculty	Staff	Total
Cash fare	275 3.1%	18 1.9%	17 1.2%	310 2.8%
SEPTA Key – Travel Wallet (pay as you ride)	4,986 56.6%	597 61.8%	639 44.6%	6,222 55.5%
SEPTA Key – Weekly	585 6.6%	0 0.0%	52 3.6%	637 5.7%
SEPTA Key – Monthly	1,960 22.3%	263 27.2%	536 37.4%	2,759 24.6%
University Pass Semester Long	688 7.8%	18 1.9%	0 0.0%	706 6.3%
Other	310 3.5%	70 7.2%	190 13.2%	570 5.1%
Total	8,804 100.0%	966 100.0%	1,434 100.0%	11,204 100.0%

C. Regional Rail

Overall, 21.9% of Temple community members reported using the regional rail as part of their typical weekly commute to campus as compared to 22.7% in 2016.

Table 5.6 Community Members That Commute by Regional Rail (from Table 2.2)

	Students	Faculty	Staff	Total
Weighted N	29,540	3,878	5,667	39,085
Regional Rail	5,984 20.3%	1,053 27.2%	1,538 27.1%	8,575 21.9%

Regional rail commuters were asked what payment method they typically use to ride the regional rail train. The most common payment method is the Trail Pass – Monthly (35.0%).

Table 5.7 Typical Payment Method Used on Regional Rail

Payment Method	Students	Faculty	Staff	Total
Cash fare	1,169 19.5%	140 13.3%	86 5.6%	1,395 16.3%
10 pack of tickets	1,204 20.1%	368 35.0%	190 12.4%	1,762 20.5%
Trail Pass – Weekly	172 2.9%	0 0.0%	35 2.3%	207 2.4%
Trail Pass – Monthly	1,548 25.9%	333 31.7%	1,123 73.0%	3,004 35.0%
University Pass Semester Long	1,582 26.4%	0 0.0%	0 0.0%	1,582 18.4%
Other	310 5.2%	211 20.1%	104 6.8%	625 7.3%
Total	5,985 100.0%	1,052 100.0%	1,538 100.0%	8,575 100.0%

D. Public Transit Overview

Table 5.8 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, 50.2% of community members use some form of public transit to commute to campus during a typical week. This number is down from 59.1% in 2016. This drop is due to the decrease in the percentage of students commuting by public transit, 63.5% in 2016 vs 49.4% in 2019. Faculty commuting by public transit is up slightly from 48.7% in 2016 to 50.7% and staff is up from 38.2% in 2016 to 54% in 2019. These numbers reflect the increase in students walking.

Table 5.8 Community Members Public Transit Use Breakdown

	Students	Faculty	Staff	Total
Commute using public transportation	14,581 49.4%	1,965 50.7%	3,058 54.0%	19,604 50.2%
Commute NOT using public transportation	14,959 50.6%	1,913 49.3%	2,609 46.0%	19,481 49.8%
Total	29,540 100.0%	3,878 100.0%	5,667 100.0%	39,085 100.0%

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 Q18). 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. 41.9% of students indicated that they would be a lot more likely to use public transit if the service was faster. For faculty, 40.2% indicated that they would be a lot more likely to use public transit if the transit stops were closer to their homes. For staff, 35.8% indicated that they would be a lot more likely to use public transit if the service was faster. See Appendix 5 for “other” scenarios that would encourage community members to take public transit more often.

Table 5.9a Likelihood That Students that DO NOT Use Public Transportation Would Use Public Transportation More

Reasons	A Lot	Some	No Effect
Weighted N (N = 14,581)			
Fares were cheaper	4,489 30.4%	3,817 25.8%	6,121 41.4%
Parking costs were higher	2,992 20.3%	2,579 17.5%	9,182 62.2%
The transit system was safer	3,886 26.2%	3,611 24.4%	7,325 49.4%
Transit stops were closer to my home	4,746 32.0%	3,680 24.8%	6,396 43.2%
I didn't have to transfer between routes	4,402 29.8%	2,098 14.2%	8,288 56.0%
The service was faster	6,190 41.9%	3,405 23.0%	5,193 35.1%
The service was more reliable	6,018 40.8%	2,854 19.3%	5,881 39.9%
Gas prices went above \$4 again	2,682 18.2%	3,267 22.2%	8,769 59.6%

Table 5.9b Likelihood That Faculty that DO NOT Use Public Transportation Would Use Public Transportation More

Reasons	A Lot	Some	No Effect
Weighted N (N = 1,913)			
Fares were cheaper	228 12.1%	404 21.5%	1,246 66.3%
Parking costs were higher	158 8.5%	404 21.7%	1,299 69.8%
The transit system was safer	333 18.1%	421 22.9%	1,088 59.1%
Transit stops were closer to my home	755 40.2%	316 16.8%	807 43.0%
I didn't have to transfer between routes	737 39.3%	263 14.0%	877 46.7%
The service was faster	614 32.7%	509 27.1%	755 40.2%
The service was more reliable	649 34.6%	439 23.4%	790 42.1%
Gas prices went above \$4 again	175 9.5%	404 21.9%	1,263 68.6%

Table 5.9c Likelihood That Staff that DO NOT Use Public Transportation Would Use Public Transportation More

Reasons	A Lot	Some	No Effect
Weighted N (N = 2,609)			
Fares were cheaper	605 24.2%	518 20.7%	1,382 55.2%
Parking costs were higher	259 10.3%	622 24.8%	1,624 64.8%
The transit system was safer	363 14.6%	639 25.7%	1,486 59.7%
Transit stops were closer to my home	743 29.7%	553 22.1%	1,209 48.3%
I didn't have to transfer between routes	881 35.2%	397 15.8%	1,227 49.0%
The service was faster	898 35.8%	657 26.2%	950 37.9%
The service was more reliable	760 30.3%	743 29.7%	1,002 40.0%
Gas prices went above \$4 again	397 16.0%	587 23.6%	1,503 60.4%

Section 6. Uber, Lyft, and Taxi

In 2019, 8.2% of Temple community members who commute to campus reported using Uber, Lyft, or Taxi to get to campus during a typical week, which is up from 4.7% in 2016.

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

	Students	Faculty	Staff	Total
Weighted N	29,540	3,878	5,667	39,085
Uber, Lyft, or Taxi	2,786 9.4%	263 6.8%	173 3.1%	3,222 8.2%

Table 6.2 shows the proportion of Temple students, faculty, and staff that have used a mobile ride request service such as Uber or Lyft for any purpose in the past. Overall, 80.8% of the community has used a mobile ride request service as compared to 58.8% in 2016. A higher proportion of students have used these services compared to faculty and staff at 84.0% compared to 70.6% and 67.4% respectively. These numbers have increased drastically compared to the 2016 report, where 65.8% of students, 41.2% of faculty and 35.8% of staff reported using mobile ride share services.

Table 6.2 Use of Mobile Ride Request Services Such as Uber or Lyft

	Students	Faculty	Staff	Total
Yes	30,435 84.0%	2,737 70.6%	3,818 67.4%	36,990 80.8%
No	5,777 16.0%	1,141 29.4%	1,849 32.6%	8,767 19.2%
Total	36,212 100.0%	3,878 100.0%	5,667 100.0%	45,757 100.0%

Those who stated that they had used a mobile ride request service in the past were asked what motivated them to use the service. For each motivation, the choices were: 1 = Not important at all, 2 = Slightly important, 3 = Somewhat important, 4 = Important, 5 = Very important. Table 6.3a shows the percentage of people who answered that the motivations were important or very important. 75.5% of mobile ride request users said their biggest motivation for using the service was to get around more easily, faster, and in a shorter amount of time and another 75.5% said their biggest motivation was that it goes places that are hard to reach by transit.

Table 6.3a Motivations for Using Uber or Lyft (% of People who Answered Important or Very Important)

Motivation	Students	Faculty	Staff	Total
Weighted N	30,435	2,737	3,818	36,990
Save money on transportation	22.4%	11.5%	15.4%	21.5%
Get around more easily, faster, shorter time	77.2%	65.4%	69.7%	75.5%
Goes places that are hard to reach by transit	78.0%	63.5%	64.7%	75.5%
Safety concerns	46.1%	25.6%	29.9%	42.9%
Avoid parking	56.3%	57.1%	58.4%	56.5%

Table 6.3b reports the average importance scores given by students, faculty, and staff on a scale of 1 = Not important at all, 2 = Slightly important, 3 = Somewhat important, 4 = Important, to 5 = Very important. Scores close to 1 show a motivation that is not important at all or slightly important, where scores closer to 5 show a motivation that is important or very important.

Table 6.3b Motivations for Using Uber or Lyft (Mean Importance Score)

Motivation	Students	Faculty	Staff	Total
Weighted N	30,435	2,737	3,818	36,990
Save money on transportation	2.42	2.02	2.12	2.36
Get around more easily, faster, shorter time	4.04	3.68	3.82	3.99
Goes places that are hard to reach by transit	4.12	3.60	3.74	4.03
Safety concerns	3.21	2.46	2.72	3.11
Avoid parking	3.34	3.41	3.51	3.36

Section 7. Miscellaneous Questions

All students, regardless of if they live on campus or not, were asked a couple of extra questions about the affordability of transportation to campus. Table 7.1 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 Q22).

Table 7.1 Student SEPTA Pass

	Students
\$150	12,449 34.4%
\$200	5,365 14.8%
\$250	4,127 11.4%
\$300	2,235 6.2%
\$350	1,444 4.0%
I would not use a pass regardless of price	7,531 20.8%
Other	3,026 8.4%
Total	36,177 100.0%

Students were also asked if they ever struggle to afford transportation to campus at any point during the last year (see Q23). Table 7.2 shows the results.

Table 7.2 Transportation Affordability for Students

	Students
Yes	12,346 34.1%
No	23,866 65.9%
Total	36,212 100.0%

Section 8. Selected Campus Comparisons

Table 8.1 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 32.1%. The campuses categorized as other (Podiatry, Fort Washington, etc.) had the lowest proportion of commuters driving a car not as a passenger at 19.2%. Ambler had the highest proportion of commuters driving to campus not as a passenger at 78.0%, Temple Administrative Campus was close behind at 76.3%.

Table 8.1 Primary Means of Transportation Used to Get To and From Campus

Mode Used for Commuting	Main	HSC	Ambler	Center City	Temple Administrative	Harrisburg	Other	Total
Drive	8,272 25.6%	2,112 57.1%	362 78.0%	344 28.2%	225 76.3%	17 25.0%	172 19.2%	11,609 29.8%
Walk or bike	10,372 32.1%	120 3.2%	0 0.0%	258 21.1%	0 0.0%	17 25.0%	277 30.9%	10,939 28.1%
Carpool	415 1.3%	86 2.3%	17 3.7%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	516 1.3%
Public Transportation	12,982 40.2%	1,380 37.3%	68 14.7%	551 45.1%	70 23.7%	34 50.0%	447 49.9%	15,532 39.9%
Uber, Lyft, or Taxi	276 0.9%	0 0.0%	17 3.7%	69 5.6%	0 0.0%	0 0.0%	0 0.0%	362 0.9%
Total	32,317	3,698 100.0%	464 100.0%	1,222 100.0%	295 100.0%	68 100.0%	896 100.0%	38,960 100.0%

Section 9. Past Years Comparisons

Table 9.1 shows a selection of comparisons in survey responses across time from 2008 to 2019. Comparing the 2019 survey to years past, the number of commuters who drive alone has increased slightly from recent years, but the percentage of commuters who walk as part of their commute has increased from previous years. Table 9.2 shows the longitudinal comparison of the trends in primary mode and Table 9.3 indicates the trend in total trips per week to campus.

Table 9.1 Comparison of 2008 Through 2019 (Estimates Where Available)

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

Table 9.2 Comparison of 2008 – 2019 (Estimates Where Available)

Estimate	2008	2010	2013	2016	2019
% Primary Mode					
Commute only with drive	34.0	39.4	27.7	32.7	29.8
Walk (or Bike in 2016 this was combined)	0.3	23.3	25.3	27.9	24.3
Bike	2.0	5.0	4.6		3.8
Van/Carpool	2.0	3.7	7.0	2.6	1.3
Public Transportation	23.0	27.9	35.3	36.3	39.8
Motorcycle, Scooter, Moped				0.6	
Uber, Lyft, Taxi					0.9

Table 9.3 Comparisons of 2008-2019 Total Trips Per Week (Estimates Where Available)

Estimate	2008	2010	2013	2016	2019
Trips Per Week				379,171	399,803

*The estimated total trips per week was asked directly of respondents in 2016 and 2019. Previous years' survey estimates were not computable or comparable due to the fact that non-commuters and those who reported they walked to campus were treated differently.

Appendix 1. Informed Consent for the Temple Transportation Survey

Temple University is receiving no compensation for conducting this study. This study is sponsored by the Office of Sustainability. This survey of Temple Students, Faculty and Staff is an important step in the University's effort to create a more energy sustainable community. It is part of a large energy audit that will help to determine energy and transportation habits of all Temple Students, Faculty and Staff.

Everyone at the University's primary campuses are eligible to participate in the survey. However, only one in six people were selected randomly (by a computer) to participate. This is why your answers are important to obtaining valid results. This online survey is very short. The time required to complete it will vary according to your answers. Many people will be finished in under five minutes. Virtually everyone will be able to complete it in less than ten minutes.

Your answers will be held in strict confidence. No one will be able to associate your name with your answers in the analysis. All the data will be kept confidential. Your participation in this study is entirely voluntary. If you chose not to participate, there will be no penalty or loss of benefits to you. You may also discontinue your participation at any time without penalty or loss of any kind of benefits.

There is no cost and no compensation to you for participating in this survey. However, \$1,000 worth of \$50 Visa gift cards (20 gift cards) will be raffled. If you win a raffle prize, you will be notified via e-mail no later than May 31, 2019 with information about how to collect your prize. If you have, any questions about your participation contact the Institute for Survey Research at 215.204.8355.

I understand that by checking "I agree" below, I acknowledge that I have read this consent form, and I agree to participate under the terms set forth above (please check the appropriate box below).

- 1) I agree. Please continue to the survey.
- 2) I do not agree.

Appendix 2. Sustainability Audit – Temple Transportation Survey

QINTRO

The Temple Transportation Survey is for Faculty, Students, and Staff. We will ask you a series of questions about your commute to campus. We ask that you think about **a typical week** during this spring semester (If you are staff, answer about your typical week). Please read and answer each question below. Please be as accurate and truthful as possible. All your answers will be confidential.

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.

1. Enter address
 2. Enter cross streets
-

Q1a

Please enter the address.

Street 1 _____
Street 2 _____

Q1b

Please specify the nearest cross streets.

Street 1 _____
Street 2 _____

Q2

Please enter the 5-digit postal ZIPCODE where you live this semester.

Q3

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

- 1) Main (Broad & Montgomery)
- 2) Health Sciences Center (HSC)
- 3) Ambler
- 4) Center City (TUCC)
- 5) Temple Administrative Services Building (TASB)
- 6) Harrisburg
- 7) Fort Washington
- 8) Podiatry
- 9) Other

Display This Question:

If STYPE = STUDENT

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 Residence Hall
- ❖ Morgan Hall
- ❖ Podiatry Residence Hall,
- ❖ Beech Interplex
- ❖ The Edge

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

- 1) I live on campus
- 2) I am a commuter

Skip To: Q19 If Q6 = I live on campus

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)
- Subway (orange line), the EI (blue line) or subway/surface (trolley) (4)
- Regional rail (5)
- Bicycle (own or Indego) (6)
- Walk (7)
- Carpool (8)

Skip To: Q7 If # of Selected Choices = 0

Q6

What would you consider your **primary** mode of transportation? Your primary mode of transportation is defined by the mode you use for the majority (more than half) of your trip.

Display option if Q5_1 = 1 (Bus)

- 1) Bus

Display option if Q5_2 = 1 (Car (Not as a passenger))

- 2) Car or other motorized vehicle (Not as a passenger)

Display option if Q5_3 = 1 (Uber/Lyft or Taxi)

- 3) Uber/Lyft or Taxi

Display option if Q5_4 = 1 (Subway (orange line), the EI (blue line) or subway/surface (trolley))

- 4) Subway (orange line) the EI (blue line) or subway/surface (trolley)

Display option if Q5_5 = 1 (Regional rail)

- 5) Regional rail

Display option if Q5_6 = 1 (Bicycle (own or Indego))

- 6) Bicycle (own or Indego)

Display option if Q5_7 = 1 (Walk)

- 7) Walk (if you walk more than half of the distance to campus)

Display option if Q5_8 = 1 (Carpool)

- 8) Carpool
-

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 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 is your one-way commute? (If you use more than one mode of transportation, enter your best estimate of all the miles you travel in a one-way trip.)

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

Display This Question:

If Q8 Is Greater Than or Equal to 50

Q8over

Is the number entered above the correct one-way commute mileage? If yes, click "Next" below, or correct your entry.

Display This Question:

If Q5_1 = 1 (Bus)

Q9a

About how many one-way trips in a typical week do you take a bus in your commute to or from campus? (Do not count the intercampus shuttle, if you take it.)

Trips per week: _____

Display This Question:

If Q5_1 = 1 (Bus)

Q9b

What type of payment method do you typically use?

- 1) Cash fare
 - 2) SEPTA Key - Travel Wallet (pay as you ride)
 - 3) SEPTA Key – Weekly
 - 4) SEPTA Key – Monthly
 - 5) University Pass Semester Long
 - 6) Other
-

Display This Question:

If If Q5_1 = 1 (Bus)

Q9c

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

- 1) one
 - 2) two
 - 3) three or more
-

Display This Question:

If Q5_2 = 1 (Car (Not as a passenger))

Q10a

In a typical week, about how many one-way trips do you make going to and from campus in a **car or other motorized vehicle**? (Do not include times as a carpool passenger, if you carpool.)

Trips per week: _____

Display This Question:

If Q5_2 = 1 (Car (Not as a passenger))

Q10b

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

1) Miles driven one way: _____

2) Don't know

Display This Question:

If Q10b Is Greater Than or Equal to 50

Q10over

Is the number entered above the correct one-way driving commute mileage? If yes, click "Next" below, or correct your entry.

Display This Question:

If Q5_2 = 1 (Car (Not as a passenger))

Q10c

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

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

Skip To: Q10e If Q10c = 1

Display This Question:

If Q5_2 = 1 (Car (Not as a passenger))

Q10d

If you **carpool** to campus, do all the people in the car come to the campus, or are some dropped off at other locations?

- 1) all come to the campus
- 2) some go to other locations

Display This Question:

If Q5_2 = 1 (Car (Not as a passenger))

Q10e

What is the average “city” miles per gallon your vehicle gets (your best estimate is fine)?

- 1) MPG: _____
- 2) Don't know

Display This Question:

If Q5_2 = 1 (Car (Not as a passenger))

Q10f

If you drive to campus, where do you most often park your vehicle on campus?

- 1) in a Temple parking lot with paid or swipe access
- 2) in another lot
- 3) on neighborhood streets near campus
- 4) other (please specify) _____

Display This Question:

If Q5_3 = 1 (Uber/Lyft or Taxi)

Q11a

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: _____

Display This Question:

If Q5_4 = 1 (Subway (orange line), the El (blue line) or subway/surface (trolley))

Q12a

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: _____

Display This Question:

If Q5_4 = 1 (Subway (orange line), the El (blue line) or subway/surface (trolley))

Q12b

What type of payment method do you typically use?

- 1) Cash fare
 - 2) SEPTA Key - Travel Wallet (pay as you ride)
 - 3) SEPTA Key – Weekly
 - 4) SEPTA Key – Monthly
 - 5) University Pass Semester Long
 - 6) Other
-

Display This Question:

If Q5_5 = 1 (Regional rail)

Q13a

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: _____

Display This Question:

If Q5_5 = 1 (Regional rail)

Q13b

What type of payment method do you typically use?

- 1) Cash fare
 - 2) 10 pack of tickets
 - 3) Trail Pass – Weekly
 - 4) Trail Pass – Monthly
 - 5) University Pass Semester Long
 - 6) Other
-

Display This Question:

If Q5_6 = 1 (Bicycle (own or Indego))

Q14a

Do you use a personal **bicycle** (owned by you or someone you know), or do you use **Indego** (Philadelphia's Bike Share System)?

- 1) I use a personal bicycle (owned by me or someone I know)
 - 2) I use Indego (Philadelphia's Bike Share System)
 - 3) I use both a personal bike and Indego, depending on the day/my needs
-

Display This Question:

If Q5_6 = 1 (Bicycle (own or Indego))

Q14b

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

Trips per week: _____

Display This Question:

If Q14b Is Greater Than or Equal to 50

Q14over

Is the number entered above the correct one-way bike commute mileage? If yes, click "Next" below, or correct your entry.

Display This Question:

If Q5_6 = 1 (Bicycle (own or Indego))

Q14c

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

- 1) miles biking one way: _____
 - 2) Don't know
-

Display This Question:

If Q5_6 = 1 (Bicycle (own or Indego))

Q14d

If you use (or want to use) a campus bicycle rack, can you typically find a spot?

- 1) No
 - 2) Yes
 - 3) I typically do not use a campus bicycle rack
-

Display This Question:

If Q5_7 = 1 (Walk)

Q15a

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: _____

Display This Question:

If Q5_7 = 1 (Walk)

Q15b

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

- 1) mile(s) walking one way: _____
 - 2) I walk less than one mile one way
 - 3) Don't know
-

Display This Question:

If Q15b Is Greater Than or Equal to 5

Q15over

If the number entered above the correct one-way walking commute, click “Next” below, or click “Back” to correct your entry.

Display This Question:

If Q5_8 = 1 (Carpool)

Q16a

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

Trips per week: _____

Display This Question:

If Q5_8 = 1 (Carpool)

Q16b

How many people are usually in the vehicle when you carpool to campus?

- 1) two (one driver and one passenger)
- 2) three or more (one driver and two or more passengers)

Q17 ALL COMMUTERS

Please check any of the following scenarios that would encourage you to bike as part of your commute or bike more often.

- More dedicated bike lanes (1)
- More bikeway destination/route signage (2)
- Better road conditions/road surfaces (3)
- Better street lighting (4)
- Increased education and outreach programs (5)
- Additional secure bike parking locations with swipe access on campus (6)
- More Indego stations on campus (7)
- More Indego stations closer to my home or other places I go (8)
- Other (please specify) (9) _____
- There are no other scenarios that would encourage me to bike as part of my commute (e.g., live too far away, do not know how to ride a bike, etc.) (10)

Display This Question:
If Q17e_10 = 1 (There are no other scenarios that would encourage me to bike as part of my commute)

Q17a_explain
(please explain):

Display This Question:
If Q5_1 NOT EQUAL 1 (Bus)
And Q5_4 NOT EQUAL 1 (Subway (orange line), the El (blue line) or subway/surface (trolley))
And Q5_5 NOT EQUAL 1 (Regional rail)

Q18

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...?

	A lot	Some	No effect on my decision
Fares were cheaper (1)	1	2	3
Parking costs were higher (2)	1	2	3
The transit system was safer (3)	1	2	3
Transit stops were closer to my home (4)	1	2	3
I didn't have to transfer between routes (5)	1	2	3
The service was faster (6)	1	2	3
The service was more reliable (7)	1	2	3
Gas prices went above \$4 again (8)	1	2	3
Other reason (PLEASE SPECIFY) (9)	1	2	3

Display This Question:

If Q4 = 1 (I live on campus)

Q19

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

- 1) No
- 2) Yes

Skip To: Q20 If Q19 = 1 (No)

Display This Question:

If Q6 =1 (I live on campus)

Q19a

Where do you most often park on campus?

- 1) In a Temple parking lot with paid or swipe access
- 2) In another lot
- 3) On neighborhood streets near campus/residence)
- 4) Other (specify) _____

Display This Question:

If Q6 =1 (I live on campus)

Q19b

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

- 1) Every day or almost every day
- 2) A few days a week
- 3) About one day a week
- 4) Less than once a week

Q20

Have you ever used a mobile ride request service such as Uber or Lyft?

- 1) No
- 2) Yes

Skip To: Q21a If Q20 = 1 (No)

Q20a

What motivated you to use Uber or Lyft:

	Not at all important	Slightly important	Somewhat important	Important	Very important
Save money on transportation (1)	1	2	3	4	5
Get around more easily, faster, shorter time (2)	1	2	3	4	5
Goes places that are hard to reach by transit (3)	1	2	3	4	5
Safety concerns (4)	1	2	3	4	5
Avoiding parking (5)	1	2	3	4	5
Other (please specify): (6)	1	2	3	4	5

Q21a

Have you ever used Indego, Philadelphia’s bike share system?

- 1) No
- 2) Yes

Skip To: Q22 If Q21a = 1 (No)

Q21b

What were the primary purposes for which you used Indego? (Please rate each individually)

	Never	Rarely	Sometimes	Often	Very often
Go to/from work (1)	1	2	3	4	5
Go to/from school (2)	1	2	3	4	5
Go to/from meetings/appointments (3)	1	2	3	4	5
Go to/from shopping (4)	1	2	3	4	5
Go to/from social events (5)	1	2	3	4	5
To get exercise (6)	1	2	3	4	5
To ride for fun/entertainment (7)	1	2	3	4	5
To take a bike ride with family (8)	1	2	3	4	5
To take a bike ride with friends (9)	1	2	3	4	5

Display Questions Q22 and Q23 for students ONLY.:

Display This Question:

If STYPE = STUDENT

Q22

If Temple/SEPTA were to offer a semester (August-December) pass that gave you access to the entire regional transit network, what is the most you would be willing to pay for such a pass:

- 1) \$150
- 2) \$200
- 3) \$250
- 4) \$300
- 5) \$350
- 6) I would not use a pass regardless of the price.
- 7) Other

Display This Question:

If STYPE = STUDENT

Q23

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

- 1) No
- 2) Yes

END

Thank you for taking the time to participate in Temple's Transportation Survey! If you want to be eligible for the raffle prizes, please check "yes" below. If not, check "no." If you enter and win the raffle,

you will be notified in the next few weeks via your preferred method of contact with information to claim your prize.

- 1) Yes, please enter my name in the raffle.
- 2) No thank you, I do not want to be entered in the raffle

Skip To: End of Block If END = 2 (No thank you, I do not want to be entered in the raffle)

CONMODE

Please indicate your preferred mode of contact.

- 1) Email
 - 2) Phone call
 - 3) Text message
 - 4) Mail
-

CONTACT

Please enter your preferred mode of contact information:

Display option if CONMODE = 1 (Email)

Email (1) _____

Display option if CONMODE = 2 (Phone call)

Phone (2) _____

Display option if CONMODE = 3 (Text message)

Text (3) _____

Display option if CONMODE = 4 (Mail)

Street Address 1 (4) _____

Display option if CONMODE = 4 (Mail)

Street Address 2 (5) _____

Display option if CONMODE = 4 (Mail)

City (6) _____

Display option if CONMODE = 4 (Mail)

State (7) _____

Display option if CONMODE = 4 (Mail)

ZIP Code (8) _____

Appendix 3. Other Most Common Parking Locations for Vehicles Commuting to Campus (Q10f)

- At SEPTA station (I drive to the train)
- Both Temple parking lot, lot at Cecil B and 11th or neighborhood
- Buery Scooter Parking
- Do not drive to campus
- Don't typically drive to campus
- Don't drive to campus
- Edberg Olson Gated Lot
- I do not drive to campus, I take regional rail
- I do not drive to campus. I park in SEPTA lot
- I don't
- I don't drive to campus
- I drive to the PATCO parking lot (NJ side) and take the PATCO into PA.
- I drive to the regional rail
- I'm an online only student
- Not applicable
- Regional Rail parking lot
- SETPA Train Station
- Street parking
- Temple Ambler
- Train station parking lot
- Very difficult you end up paying heavily
- Warminster Station
- Woodcrest Station PATCO

Appendix 4. Scenarios that Would Encourage Commuters to Bike or Bike More Often (Q17)

- A buddy to travel with in neighborhoods that could be unsafe (especially at night)
- A shower in my building
- A stationless bike system is the only way that I would rent a bike to go to campus
- Access to a bike
- Along with outreach programs: signage/education on how to safely bike to/around campus. i.e. how to safely pass bikes/pedestrians, when not to ride on sidewalks, understanding one way streets, wearing HELMETS, etc.
- Used to bike, but too old now
- Awareness of drivers of bikers
- Basically, I am disinclined to bike because of traffic safety
- Being a better bike rider
- Better bike security at the regional rail station nearest my house
- Better driver and biker etiquette
- Better drivers
- Better neighborhoods between my house and campus
- Better outreach to drivers
- Better rates for parking
- Better sidewalks for commuters
- Better traffic enforcement by PPD and Temple PD
- Better weather
- Better weather and better road conditions.
- Bike lanes on broad street
- Bike lanes on campus; 11th, 12th, and 13th streets all have bike lanes that start or stop at Cecil B Moore
- Bike provided by university or at least major discounts to buy a bike
- Bike racks need to be pulled further away from building walls, or retaining walls so front tire can be locked up
- Bike shop with knowledgeable employees

- Bike storage in the building where I work
- Blind cannot use bike
- Can't ride a bike
- Cannot live too far away
- Cannot ride a bike due to disability
- Change car drivers' attitudes toward cyclists
- Cheap bikes
- Cheaper bikes
- Close 13th street to all private vehicles between Cecil and Norris
- Closer to school
- Compensation, discounted fares or pre-tax benefits for travel
- Covered bike racks to protect from elements
- Dedicated secure biking zones would be a great idea
- Designated areas for Uber and Lyft – they stop anywhere and it is dangerous for bikers
- Do not care to ride a bike
- Don't feel safe biking in North Philly
- Drive
- Easy access to a shower and store work clothes
- Educate and create more awareness to drivers
- Education on how to ride in the city
- Facilities to shower/change from bike clothes to work clothes
- Free bike repair on campus
- Free or cheap bikes
- Having a bike
- Having a bike for free
- Having a primary job closer to campus
- I am too old to ride a bicycle to campus and work too late at night
- I can crash a bike into anything

- I can't bike
- I live too far away
- I cannot fit a bike into my apartment
- I do not have a bike
- I do not own a bike or else I probably would bike
- I don't always feel safe cycling because of drivers, and I feel like traffic safety laws are under enforced
- I don't like bike riding
- I don't want to ride a bike
- I don't bike as of now
- I don't know how to ride a bike
- I don't ride a bike
- I live too far
- I live too far away
- I need a bike
- Have to pick up my kids from school after work
- Riding down broad street or through neighborhoods in North Philly is too dangerous
- I walk so no need to bike
- Commute too far so biking in impractical
- Would love to but feel unsafe because of the neighborhoods
- I would never bike – too far and not safe
- I would never bike in Philadelphia, too dangerous not bike friendly at all
- I would not bike to work
- I'm more worried my bike will get stolen at night
- I'm not biking through North Philadelphia
- I've never biked in my life
- If campus was not located in North Philadelphia I would love to bike to work
- If I didn't have to worry about being hit and injured by a motor vehicle I would bike more
- If I lived closer

- If I lived closer to campus
- If I lived near campus
- If I was not taking night classes
- If someone would pay me \$1,000,000 to bike to school
- If there were cheaper places to rent near campus
- Incentives to logging bike miles
- Indego free or reimbursed as an employee or student benefit
- Indoor bike facilities near all campus buildings and bike lane/lanes through campus
- It is too far and would take me too long to bike
- It's too far from my home I would not bike
- Kids no longer in primary school; I drop them off and pick them up at odd times
- Learning to ride a bike, but even then neighborhoods would be a little scary that I would need to bike through
- Let me take my bike on rush hour trains
- Live closer to campus
- Live closer to campus
- Live far away ... North Philadelphia not safe
- Live too far away
- Live too far away
- Lived closer to campus
- Living closer to campus
- Living further away
- Lockers to store belongings. Changing rooms/showers
- Longer commute
- Make North Philadelphia safer, cleaner, better neighborhood for people who live there
- Too dangerous
- Minimal cost bikes
- Money to get a bike
- More areas only for bikers as I don't want to hit pedestrians

- More availability of showers on campus because biking causes sweating
- More bike racks
- More protected bike lanes
- More protected bike lanes would help
- More regular work hours, leave work too late
- Nice weather
- No bikes please, spend money helping students elsewhere
- None
- None I don't like bikes
- None of the above
- Not able to bike because of health issue
- Not in North Philadelphia
- Not teaching an evening class
- Only if I lived closer
- Owning a better bicycle
- Owning a bike and knowing how to ride it
- Drivers are too dangerous
- Places to shower after a bike ride
- Protected bike lanes
- Safer drivers
- Safer environment outside of campus
- Safer neighborhoods, more regular work hours, and need to carry things to and from work
- Safer riding conditions and better weather
- Safer riding conditions that would decrease the danger of being hit by a vehicle
- Safety in the neighborhood
- Safety
- Scooters like in Washington D.C.
- Service that offered bikes, somewhere to put my bike in my apartment

- Shower/dressing room in my office area
- Showers
- Spare money for a bike
- Student bike discount
- No circumstances would encourage me to bike more
- Bike lanes with physical barriers
- Too far
- Too far to ride a safe route
- Walking is better than a bike
- Warmer weather
- Ways to easily transport a bike on the train
- Weather
- Wider roads
- Would not bike

Appendix 5. Scenarios That Would Encourage People to Use Public Transit More (Q18)

- Train times rarely match my schedule
- Prefer walking
- Subway stations are too old and dirty
- Don't want to wait for trains after long days of work
- More trains during non-peak hours
- Better transit from NJ to PHL
- Campus is close enough to my home that I do not need to take public transportation to campus
- Cannot get to work by regional rail effectively – stop too far and in the evening does not seem safe. Bus is too slow
- Closer, safer stop on the Health Sciences Campus
- Drop my granddaughter to day care
- Extra time and the need to pick kids up and take them to activities immediately after work
- Given the locations of most convenient stops and the wait time for the bus, it is more expedient to walk
- Have to drive to septa station and pay to park there so may as well finish the commute
- Public transit to the Ambler campus is not logistically feasible
- I am able to walk the whole distance so I don't really feel a need to take public transit
- I could take the train but it does not run often enough and actually takes longer than driving
- Trains are not frequent enough
- Have too many appointments to take public transit
- More convenient for me to walk to school
- I don't know how to take public transportation
- I have a child and drop her off
- Easier for me to drive than walk and stand on bus due to disability
- I have to pick up my kids
- Car is the fastest way to commute
- I live close enough that do not need to use public transportation to get there at all

- I live close enough that I just walk
- I live close enough that there is no bus route that would get me to school any faster or more directly than bicycling or walking
- I live close enough to campus that I can walk and it does not make sense for me to take public transportation to campus
- I live close enough to campus that using public transit would not be worth the time/money
- I live far away and it would be a hassle
- I live less than a mile from campus. No need to use public transportation
- I live off campus but close enough to walk
- Quicker to drive then to take public transportation
- I live within walking distance of campus
- I prefer to be in control of my commute and not rely on other scheduling
- I enjoy walking over public transit
- I teach at night and get nervous about waiting for the train at night
- I work at TASB – very inconvenient to public transit
- I have to wait too long for the train
- If I lived farther away
- If my job didn't require me driving
- If public transit was cleaner
- If public transportation was reliable to and from work and school
- If the regional rail stations were closer to HSC, I would ride the train every day
- If there was somehow less parking near campus then there already is
- If the schedules for public transit fit my work and class schedule better and more consistently
- It would be great if a train ran from Reading PA to Philly again and then I would be happy to take it
- More frequency regional rail service
- New to the area and feel safer driving
- No restrooms on the R5 trains
- Not willing to pay car payments and pay public transportation pass

- There are no convenient transit routes between my home and work

Appendix 6. Other Motivations for Using Uber or Lyft (Q20)

- After subway stopped running
- All trains were canceled due to weather
- Allowed me to use my wageworks commuter dollars
- Public transit system was too confusing
- Bad neighborhoods
- Bad road conditions (snow days)
- Bad weather
- Bad weather and carrying things that needed to be kept dry
- Bad weather makes the service convenient
- Broke my foot
- Buses have not been reliable at times
- Car broke down
- Car repair
- Car troubles Faster than taking a bus
- Car was in shop
- Class times not conducive to regional rail schedule
- Convenient for traveling in groups. Payment is fast and easy (done electronically)
- Coupons that make it worth it
- Convenience
- Don't have a car available and needed to get there quickly
- Didn't want to use public transit during bad weather
- Distance that is not available to walk or bike
- Don't feel like driving
- Don't own a car
- Don't want to drive
- Drunk

- Ease of use over taxi
- Easier payment
- Emergency
- Faster than Temple's Flight Services
- Feeling too sick to take the subway
- Gas prices
- Go to the airport
- Going out downtown and not drinking and driving
- I don't have a driver's license
- I don't like driving at night
- I missed my bus
- When I was on vacation
- Parents could not drive me
- Public transportation isn't always open
- SEPTA strike
- Speed
- The ease of use is unbeatable
- Very easy to use