

2022 Transportation and Mobility Report



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INTRODUCTION

The University of Illinois Chicago (UIC) strives to provide an inclusive and energized academic, research and healthcare environment for a diverse population of more than 34,000 students and 17,000 employees across its 240-acre urban campus. Accessible by multiple modes of public transportation - and located between two expressways - UIC is now the city's largest university due to its tremendous growth in the last decade.

To gather information about how the members of the UIC and UI Health campus community travel to, from, and around campus, OVCAS's Office of Planning, Sustainability and Project Management conducts a biennial Transportation and Mobility Survey (formerly known as the Commuter Survey). The results are then compiled and published into a report that helps shape transportation planning at UIC.

This year's report identifies the key findings from over 6,500 survey responses collected in March 2022 and updates our understanding of the travel behavior of our students, faculty and staff. In addition, the data and key findings from this year's survey help to illuminate emerging transportation trends and areas for improvement as UIC continues to respond to the changes brought about by the COVID-19 pandemic.



Significantly, the 2022 survey will inform an exciting new initiative: our Transportation and Mobility Framework Plan. We hope this framework will move the university toward integrated multi-modal planning and identify transportation and parking provision priorities that address the needs of the university now and in the near future.

Thank you to all the survey participants for your time and thoughtful responses. Your input is appreciated.

John Coronado
Vice Chancellor for Administrative Services

EXECUTIVE SUMMARY

The 2022 UIC Transportation and Mobility Survey revealed some unexpected insights while reinforcing many long-held assumptions.

The research team was interested in a snapshot in time, knowing that travel patterns are in constant flux with decisions still often dictated by the pandemic.

First and foremost, **driving alone continues to dominate the travel landscape for students, faculty, and staff.** For approximately half of the campus community, it's their primary mode of transportation now and was so pre-pandemic as well (Figure 1). The increase in driving alone also increased the calculated greenhouse gas emissions from commuting, even though people commuted, on average one day per week less than in the past. Even within this car-centric culture, however, exciting changes are taking place in terms of active transportation and multi-modal approaches to getting around campus.

This year's survey asked 50 questions on diverse topics such as what time they typically arrive on campus, how they travel between destinations once here, and what factors - if any - would get them to consider a shift in their primary mode of transportation. What emerges is a rich, complex picture of how tens of thousands of individuals gather in a dense urban destination, making countless calculations along the way.

With such a thorough dataset upon which to

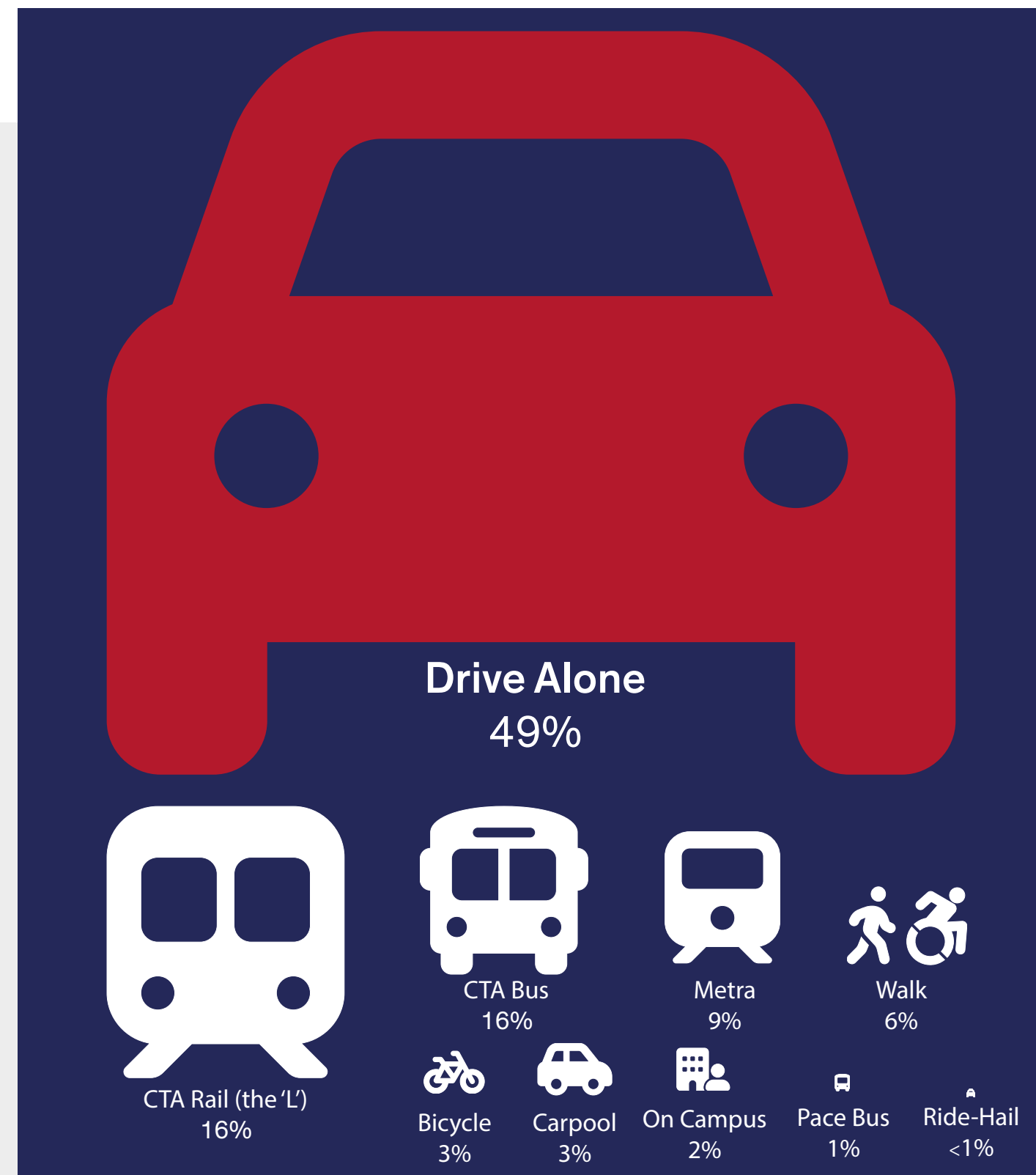
draw, the research team had to decide what to highlight for the purposes of this report. We have chosen to focus on four areas: **(1) primary mode choice and the factors behind it; (2) understanding commuter behavior in terms of driving alone and proximity to transit stations; (3) how COVID-19 has affected transportation and mobility; and (4) what the survey reveals about beliefs and actions related to electric vehicles and sustainability.**

Through tables, charts, and the words of respondents themselves, it is the research team's goal that readers of this report will examine how their personal choices and the choices of others fit into a larger picture.

We also hope that providing this information will inspire further thought about their current transportation behavior and promote discussion about transportation issues facing the UIC community at present and in the future.

A note about weighting: survey respondents were not a representative sample of campus populations; therefore, any survey data relating to primary mode choice was weighted in order to provide a more accurate reflection of faculty, staff, undergraduate, graduate, and professional students as a whole. Instances of the use of weighted data are labeled as such. All other data in the report is unweighted.

Figure 1. Visualization of Primary Mode Split



METHODOLOGY

6,537

INDIVIDUALS FROM UIC AND UI HEALTH COMPLETED THE 2022 SURVEY

The Office of Planning, Sustainability and Project Management (PSPM) administered the 2022 Transportation and Mobility Survey between February 24 and March 25. Responses were collected online using Qualtrics.

The survey instrument was structured to include multiple choice, Likert scale, and short answer responses (see Appendix A). The survey included the same questions as 2020 version, with the inclusion of new questions related to 1) the COVID-19 pandemic and 2) electric vehicles. All questions were optional, and participants could choose to be entered into a drawing for a cash prize by providing their email.

Recruitment and Response Rates

Participants included faculty, staff, and students from the UIC and UI Health communities. They were recruited via email, social media, and print posters distributed campus wide in addition to targeted email outreach and presentations by PSPM staff to multiple in-person, hybrid, and virtual classes. The UIC Communications Council was a vital partner in recruiting efforts.

All participants in this study were volunteers and informed consent was not required, as this research was classified as exempt by the Institutional Review Board at UIC.

Of the approximately 50,000 individuals at UIC and UI Health, 6,537 completed the survey.

A breakdown of respondents by type is included in Table 1.

Comparison to Previous Surveys

For over a decade, PSPM has executed this survey across campus on a mostly biennial basis, with a supplemental survey carried out for west campus participants in July 2020 to determine changes in commuting brought about by the pandemic.

The 2022 response rates for staff are similar to previous years' results, as seen in Table 2. Faculty and student response rates, however, were lower than 2018 and 2020, save for a distinct increase in student responses in 2020.

The research team believes multiple factors may have contributed to this:

- Fewer students and faculty are traveling to campus on a regular basis (or at all) due to classes still being offered in virtual and/or hybrid formats.
- The spring semester was entirely virtual for the first two weeks—and a snowstorm partially closed the campus down during the fourth week—so potential respondents may have believed that their travel patterns were not well enough established to comment upon by the time the survey launched.

957	Faculty
3,198	Staff
2,359	Students

Table 1. Response Rate by Respondent Type

	2022	2020	2018
FACULTY	31%	39%	46%
STAFF	30%	25%	25%
STUDENTS	7%	16%	11%



PRIMARY MODE CHOICE ANALYSIS

This survey is a key means by which UIC gains an understanding of the mode split among different populations across campus. This data is used to inform campus transportation programs and services, as well as partnerships with transit agencies and other providers.

In terms of their average daily commute, survey respondents could provide information on up to three modes. For the purposes of this report, only the first - or primary - mode is analyzed (Figure 2).



49%

OF INDIVIDUALS
DRIVE ALONE

The next two most utilized modes are CTA Rail (16%) and CTA Bus (11%). Just 3% indicated their primary mode is a bike, but 40% of respondents indicated a willingness to bike if cycling infrastructure were more robust.

Note: this data has been weighted



20%

SAY NOTHING COULD
GET THEM ON TRANSIT

An additional 20% of respondents say that only direct, express service from their home to campus would make them more likely to take public transportation. Over 55% say that nothing would convince them to bike to campus.

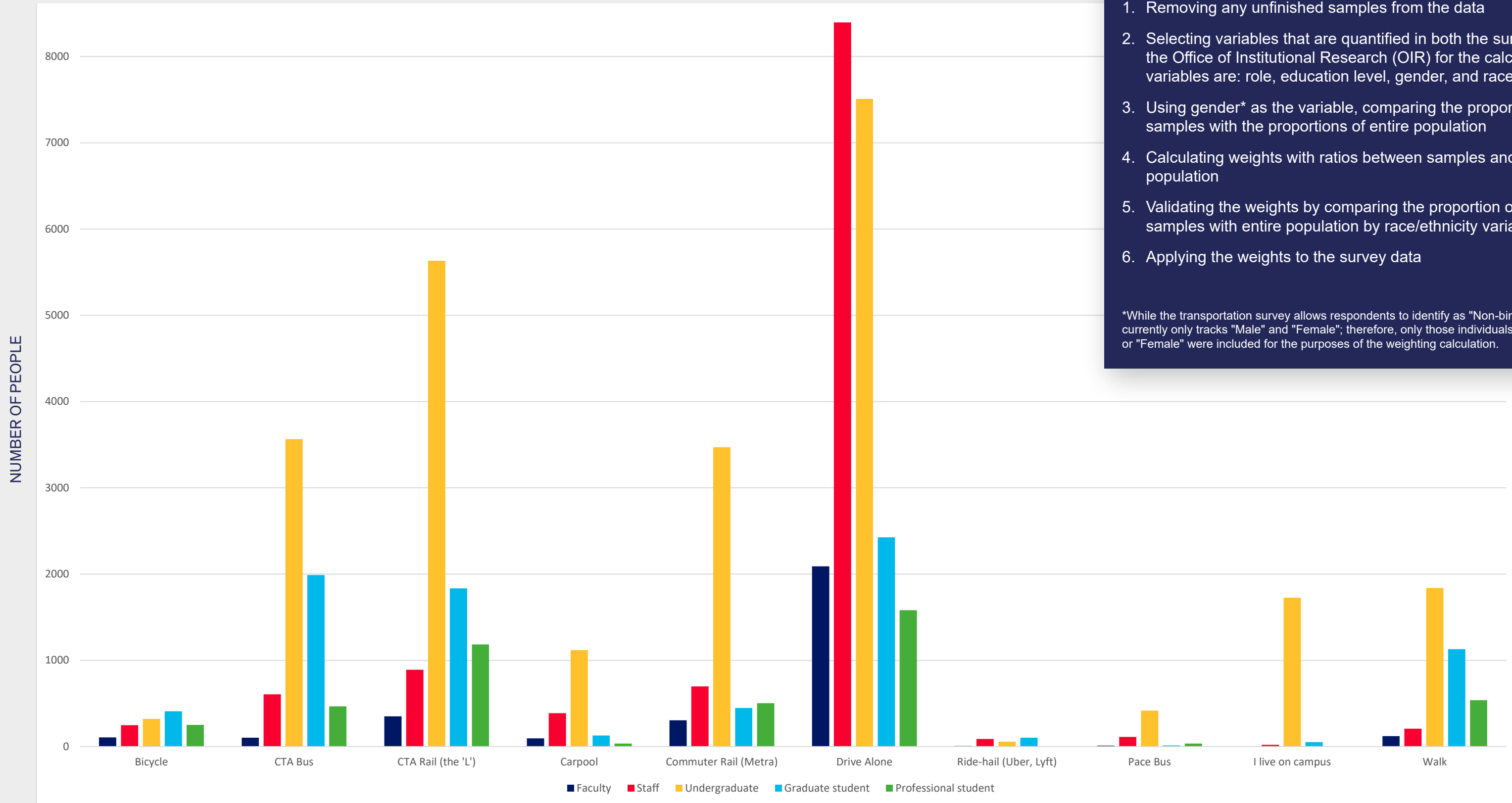


60%

NEVER DEVIATE FROM
THEIR PRIMARY MODE

The ways that respondents travel to and around campus change little over the course of a semester, with fewer than 10% of respondents indicating that they deviate from their primary mode once a month or more.

FIGURE 2. WEIGHTED PRIMARY MODE BY ROLE



The weighting analysis was carried out by:

1. Removing any unfinished samples from the data
2. Selecting variables that are quantified in both the survey and by the Office of Institutional Research (OIR) for the calculations; those variables are: role, education level, gender, and race/ethnicity
3. Using gender* as the variable, comparing the proportions of the samples with the proportions of entire population
4. Calculating weights with ratios between samples and total population
5. Validating the weights by comparing the proportion of the weighted samples with entire population by race/ethnicity variable
6. Applying the weights to the survey data

*While the transportation survey allows respondents to identify as "Non-binary" or "Other," OIR currently only tracks "Male" and "Female"; therefore, only those individuals identifying as "Male" or "Female" were included for the purposes of the weighting calculation.

COMMUTER BEHAVIOR

This survey was previously known as the UIC Commuter Survey, and this year a conscious decision was made to replace that title with a more inclusive one, signalling to those who live on or very near campus that their travel behavior is just as significant to the overall picture of campus transportation trends.

However, the fact remains that many individuals spend a significant amount of time commuting. For example, 49% of respondents indicate their one-way trip to campus takes 40 minutes or more. For comparison, the average pre-pandemic commute time in the Chicago metropolitan region is around 30 minutes, a number that has remained constant for years.

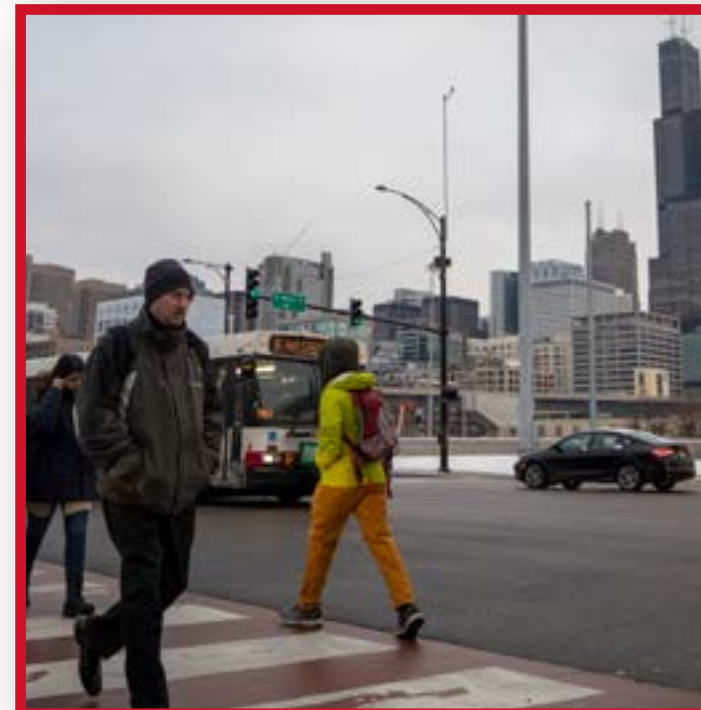
Multiple factors play into the choices one makes about how they get to campus on a given day, and this year we decided to drill down into a specific piece of the data: those who commute by car but live in close proximity to transit. By gaining a better understanding of the behavior of these commuters, UIC may find ways to address commute times, congestion, and mode choice for other commuters as well.

“Several years ago, there was a UIC Commuter shuttle for Union Station. It made commuting much easier. I don't know why it had to stop.”

“I don't mind taking the blue line, but the safety has been compromised a lot in comparison to pre-pandemic times.”

Of the survey respondents:

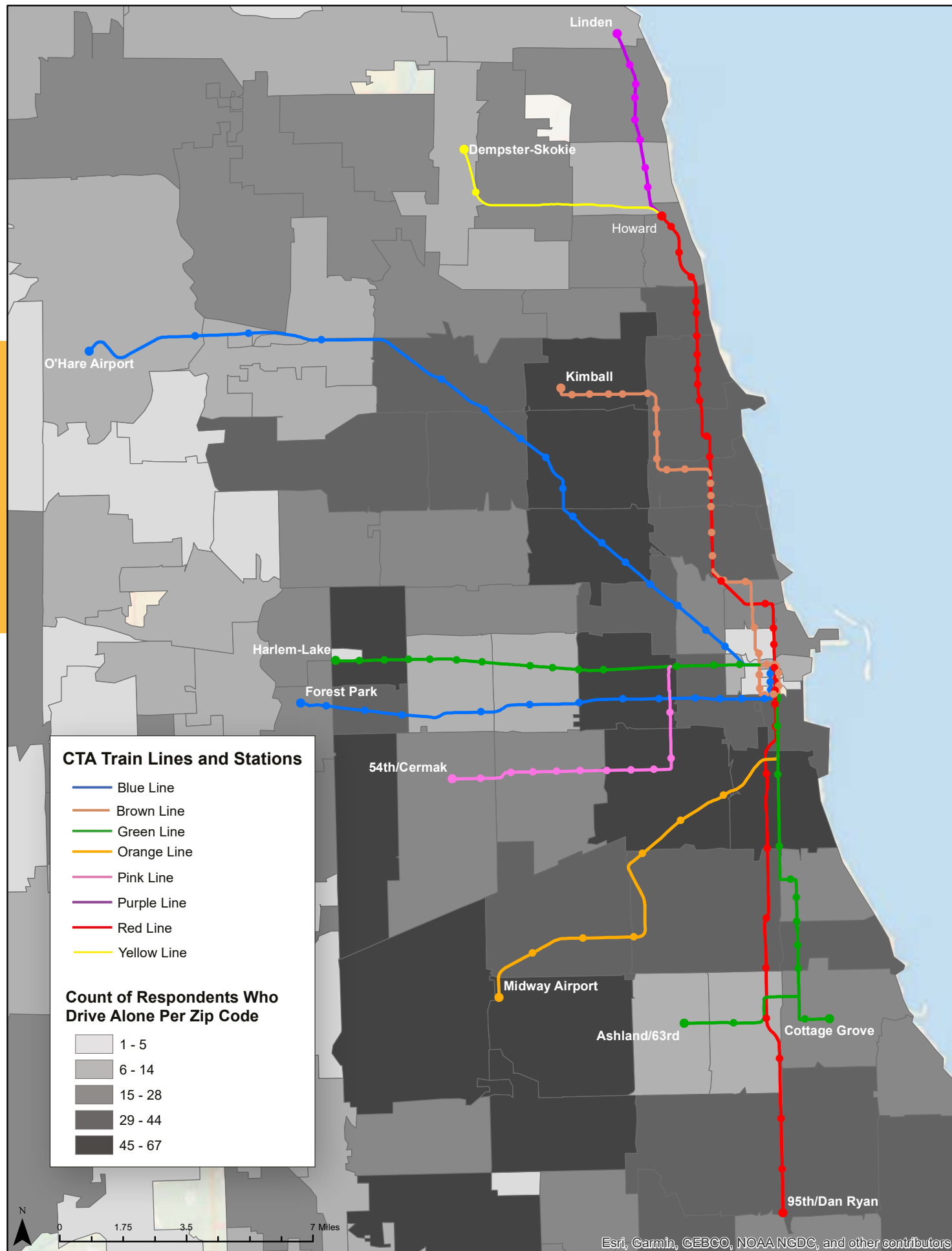
2,710
drivers have a parking pass, with only 26 of them report using the Value Card Program



Of the survey respondents:

20%
travel *between* campuses for work or classes, nearly half of them on a weekly or daily basis

COUNT OF RESPONDENTS WHO DRIVE ALONE PER ZIP CODE WITH CTA STATIONS OVERLAY



I AM NOT YET READY TO GO BACK TO THE CTA BECAUSE OF COVID CONCERNS; THEREFORE, I AM ONLY COMMUTING BY PERSONAL CAR FOR THE DURATION OF THE PANDEMIC.

Despite reduced service and increased travel times on Chicago Transit Authority (CTA) bus and rail lines beginning in March 2020 and continuing through when this survey was administered, CTA ridership on campus remains strong, especially among students. Even a change to the UPass program - allowing students to decline the pass since the fall 2020 semester - has had little impact on shifting travel habits, with just 7% of respondents indicating that the ability to opt out of the U-Pass was a reason they had changed their commute.

While we did not conduct a full spatial analysis, this map visually demonstrates that there is a high concentration of respondents who are driving alone even though there are CTA train stations within their zip code. Significantly, a high concentration of those who live in the 60612, 60608, and 60616 zip codes - all of which are within five miles of campus at their farthest points - drive alone to campus.

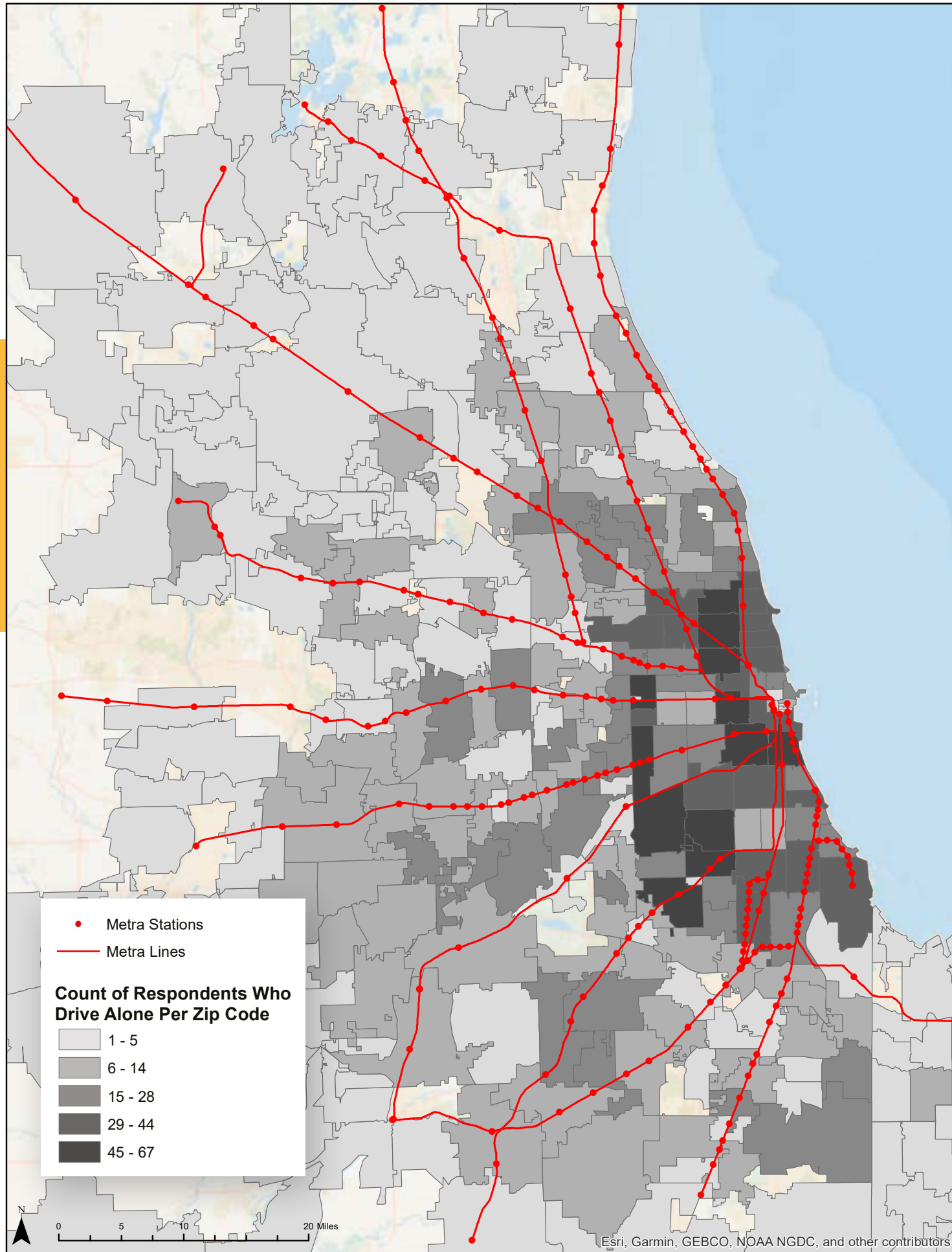
What the map doesn't capture is that qualitative data on why someone would choose to drive even though their zip code has transit (ex: concerns over crime, concerns over COVID, maybe it's a far walk to the train, maybe they are a healthcare worker whose shift starts earl/ends late and they don't want to take transit at that hour, etc.).

Future analysis of this data could yield insights into why someone chooses to drive even though their zip code has transit and/or they live close to campus. Dimensions of health, perceptions of safety, and time and days on campus were collected by quantitative and qualitative means and may be salient factors when considering how to shift a portion of drivers to transit users.

A note on design: multiple CTA lines share a track, and thus in GIS, share the same polyline. For clarity of this map, the color brown represents all of the lines that serve the Loop.

COUNT OF RESPONDENTS WHO DRIVE ALONE PER ZIP CODE WITH METRA STATIONS OVERLAY

“ I WOULD SWITCH FROM DAILY DRIVING TO METRA IF THERE WAS A CONVENIENT SHUTTLE SERVICE THAT WOULD RELIABLY GET ME TO CAMPUS AND BACK TO THE STATION. ”



Similar to the CTA station proximity visualization, this map visually demonstrates that there is a high concentration of respondents who are driving alone to campus despite the presence of Metra stations within their zip code.

After driving alone and CTA rail and bus, Metra is the third most cited primary mode among faculty and staff, and the fourth most cited primary mode among students (using weighted data). One possible reason that Metra is not currently more widely used is the elimination in 2019 of UIC-managed shuttle service from Ogilvy and Union Stations to campus.

In a sentiment analysis of the final survey question - " Do you have any other comments about your experience of commuting at UIC?" - over 60 respondents mentioned the lack of this type of shuttle service as having a negative effect on their ability to choose transit as a commuting option either some or all of the time.

A note on methodology: both maps were created using the raw survey data, not the weighted data, as the research team was interested in an aggregate view of those respondents who indicated they drive alone for purposes of this visualization.

The data was cleaned, particularly the zip code data. Errors in the raw data were removed, including when respondents entered phone number area codes, zip codes with 6 digits, zip codes with 4 digits, text, or left the field blank.

After the data was cleaned, there were 385 unique zip codes. Only 371 matched when joining the data to the zip code shapefile. The research team surmises that some zip code entries in the survey results likely had the numbers accidentally inverted, and therefore GIS did not recognize them.

Heroes work here!

 UI Health | 

EFFECTS OF THE PANDEMIC

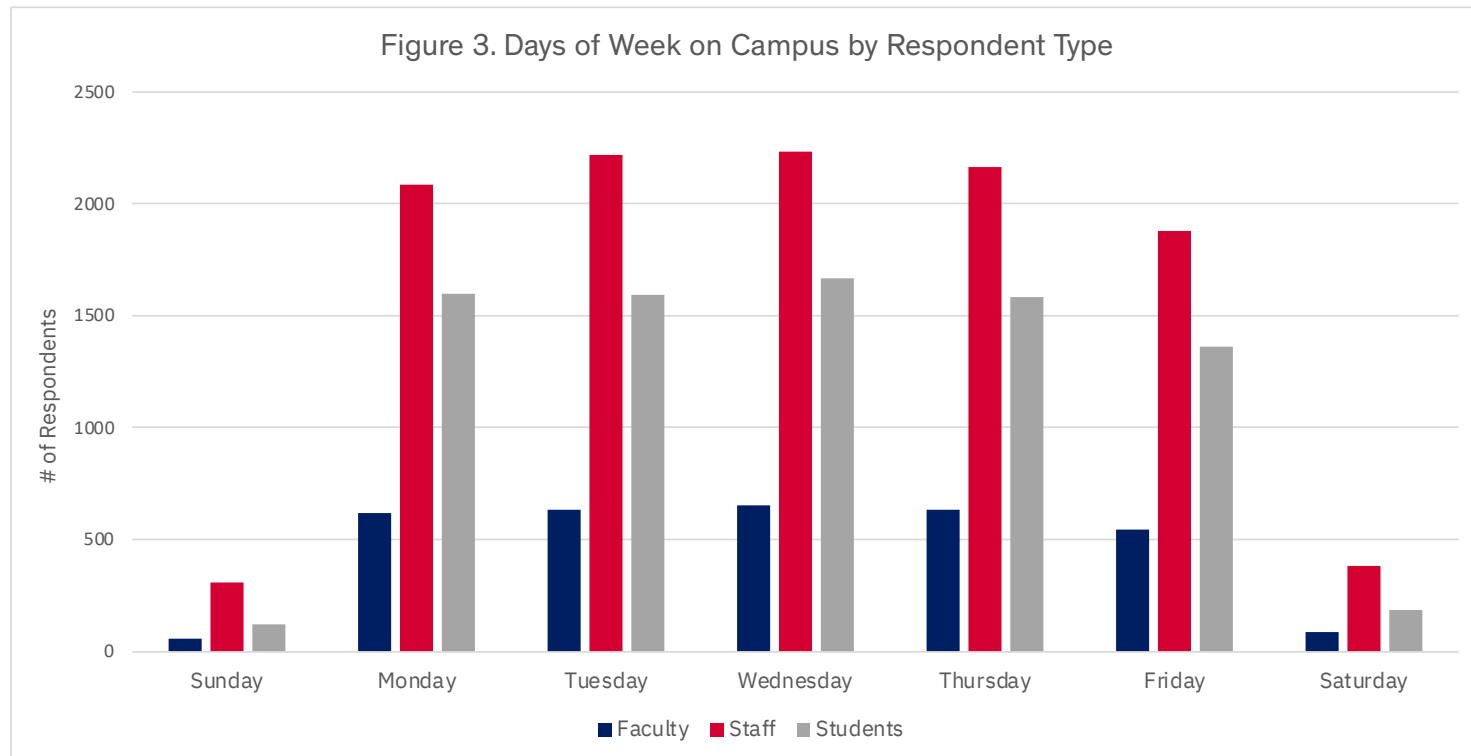
Flexible start hours and remote work days have been incredibly important during this stage of the pandemic, and are relevant to decisions made about commuting and risk assessments.

Questions on the changes in travel brought about by the COVID-19 pandemic yielded some unexpected results. For example, only 1/3 of respondents indicated that they had changed their travel patterns since pre-COVID days.

However, the number of respondents who currently have a work from home or remote work schedule has changed significantly. Before the pandemic, 80% of respondents indicated they never or rarely worked remotely. Post-COVID, only 46% of respondents never or very rarely worked remotely or from home. The number of respondents who work remotely twice or more per week more than tripled, from 8% pre-COVID to 25% today.

Nearly 70% of individuals who commute to campus do so five days a week, with another 20% of respondents reporting that they commute three days each week. The days of the week on campus are fairly evenly distributed from Monday through Friday, as seen in Figure 3, with staff being the most likely to commute on weekends.

Figure 3. Days of Week on Campus by Respondent Type



I live outside of the city, so public transportation or a bicycle are not feasible options. I am, however, exploring electric vehicle options and would be very interested in on-campus charging stations.

SUSTAINABILITY AND A SHIFT TO ELECTRIC VEHICLES

2/3 of respondents answered “yes” or “undecided” when asked if they're considering purchasing an electric vehicle (EV) in the next five years.

I am glad to see more university support and encouragement for electric vehicles. I am seriously considering an electric vehicle and charging stations would be a huge plus.

The university's [Climate Action Implementation Plan \(CAIP\)](#) is a portfolio of solutions designed to help UIC become a Carbon Neutral Campus by 2028 and reduce greenhouse gas (GHG) emissions by 10,000 MTCO₂e annually. Single-occupancy vehicles are currently the largest source of UIC's [Scope 3 GHG Emissions](#).

One strategy for achieving this is to reduce transportation-related emissions by reducing commuting-related travel and increasing the number of hybrid, electric, and compressed natural gas vehicles in the campus fleet. While transitioning from gas-powered to hybrid and electric vehicles may not ease congestion - and survey respondents indicated little interest in changing their current travel modes - investing in a campus wide EV infrastructure could have a significant impact on decreasing overall GHG emissions and carbon footprint per person.

Importantly, the 2021 bipartisan Infrastructure Investment and Jobs Act (IIJA) includes \$7.5 billion for to programs designed to support EV charging infrastructure: the Charging and Refueling Grant Program and the EV Charging Formula Program. Campus wide investment in this type of infrastructure for faculty, staff, and students who commute using EVs can also have a positive spillover effect toward the goal of electrifying more of the campus fleet.

OVER THE YEARS, I'VE SEEN IMPROVEMENTS TO UIC TRANSPORTATION OPTIONS (SHORTER WAIT TIMES, MORE BUSES, BETTER SECURITY).

I'VE NOTICED MORE BIKE RACKS AND NOW THE DIVVY STATIONS. I THINK THE CAMPUS IS DOING ALL IT CAN TO ENCOURAGE GREEN OPTIONS AND MAKE IT SAFER TO WALK AND BIKE.

DISCUSSION

Overall, the survey revealed that while major disruptions to campus work and life occurred as a result of the pandemic, the ways in which our communities travel to, from, and around campus have largely remained the same since the survey was last deployed in March 2020.

Not surprisingly, sentiment analysis of respondents' comments indicated that transportation decisions are informed more than ever by factors of health and safety. Some transit riders are delaying a return to CTA bus and rail due to concerns about COVID-19 as well as upticks in crime and harassment. For some, this issue is not a big concern yet, as many faculty and staff still have some flexibility in working remotely at least part of the time.

For students, fiscal constraints may be one reason that transit use remains high, even with concerns about health and safety, particularly for undergraduates. Another significant yet

unknown variable is the percentage of classes that are informally being held either entirely or partially in a virtual format. The ongoing hybrid work and classroom environment is an important factor that would benefit from additional research and quantification for future transportation planning decisions.

Despite ongoing uncertainty around the effects of COVID-19 on campus life and operations, many in the campus community are looking ahead to a future with increased access to EV infrastructure, more and better options for cyclists, and transportation planning that harnesses technology in the pursuit of safety.

To that end, there are a number of opportunities to further use this survey data to understand the ways in which the university can improve the campus experience.

Opportunities:

- **Increase awareness of the existing range of transportation options and benefits.** Respondents indicated a low awareness of transportation programs and benefits such as Divvy and Zipcar discounts, secure cycle rooms and shower facilities, negotiable start times for some staff, and the CommuteAdvice@uic.edu email, which anyone can contact to receive a personalized commute plan. More widespread and consistent promotion of these programs could promote a shift to public and shared forms of transportation, as well as provide support for new students, faculty, and staff.
- **Identify additional ways to support multi-modal commuters and those with long travel times.** Five-hundred and forty-six respondents indicated they take at least three modes to get to and from campus. Nearly 18% of respondents travel an hour or more one way on their commute. Policies such as flexibility in remote work, staggered start times, and additional/improved shuttle services could help improve the travel experiences of these populations.
- **Understand the ways in which culture and identity shape travel patterns.** It is beyond the scope of this report to more deeply examine the ways that gender, race, and ethnicity play a role in one's transportation decisions and choices. However, the research team acknowledges that these demographic factors, and other aspects of individuals' lived experiences, are relevant to future transportation planning initiatives across campus. One step in this direction are the guiding principles of the forthcoming Transportation and Mobility Framework.



CONCLUSION

TOWARD A TRANSPORTATION AND MOBILITY FRAMEWORK

The 2010 Campus Master Plan called for the development of a unified transportation network linking campus gateways with city bike routes, major bus routes, and mass transit stations. Aligning with the 2018 Master Plan Update, that vision continues to be a goal for UIC and is further necessitated by the near-term projects identified for implementation.

Since 2010, UIC has made meaningful progress improving access to transportation and mobility throughout campus. For example, in the transportation survey conducted that same year, 41% of respondents stated that they would be interested in participating in a campus bike-sharing program. Today, there are 20 Divvy stations on or very near campus, offering an accessible, affordable way to get around by bike.

Since 2015, the UIC-Halsted and Illinois Medical District CTA Blue Line stations have undergone significant renovations and upgrades. UIC's own fleet of buses and shuttles are now fully accessible. And a number of pedestrian walkways have been improved using the latest in green infrastructure and safety features.

Over the past five years, UIC has worked closely with the Chicago Department of Transportation (CDOT) to advocate and find alignments with city plans and initiatives to improve transportation and safety. This collaboration has produced several capital projects supporting the expansion of bike lanes throughout campus and traffic calming like the renovation of Harrison Street from Halsted to Morgan Street in 2019.

These programs all demonstrate the strides made in the past two decades. But we still have much to accomplish.

Over the last five years, UIC's enrollment has steadily increased, resulting in an associated growth in faculty and staff. While the result is a vibrant and vital university that serves the Chicago region, this growth has stressed the university's transportation and parking resources and has resulted in a need to assess UIC's campus access and mobility infrastructure as a whole. While the COVID-19 pandemic temporarily had an impact on the quantity of commuters and the frequency of their trips to campus, the mode split has remained consistent with the

Transportation and Mobility Framework Guiding Principles:

- To optimize the use of campus space in alignment with the 2018 UIC Master Plan Update and create a more inviting, pleasant campus environment by containing the amount of space given to the parking of staff and student vehicles.
- To foster an efficient and safe environment for pedestrians, cyclists, and other non-motorized modes of transportation to and between campuses. Simultaneously, work with partners within the City of Chicago to create a safer road network in support of the city's [Vision Zero](#) commitment.
- To support a diversity of transportation options to all UIC and UI Health destinations, so that members of the campus community have choices, thereby maximizing the ease of access for students, staff, faculty, patients, and other visitors.
- To reduce the university's Scope 3 emissions (created from traveling from home to UIC and back again) by reducing the number of single-occupancy vehicles arriving on campus.
- To promote transportation justice across the university (for travel arriving at campus and intercampus) by removing travel barriers that are felt more keenly by minority members of the UIC community.

two previous surveys (2018 and 2020), with commuters driving alone being the majority, followed by commuters who use CTA train and CTA bus.

As a result, UIC is pursuing a comprehensive Transportation & Mobility Framework designed with two key goals:

- Move the university toward integrated, multi-modal transportation planning; and
- Identify transportation and parking provision priorities which will address the needs of the university now and in the near future.

Underpinning both goals is the need to make the best use of university resources, whether money or space, and the acknowledgement that parking is both expensive to provide and does not represent the highest and best use of campus

space. Nonetheless it is understood that some parking provision is important to the function of the university and hospital.

UIC aims to foster a robust transportation system designed to provide viable options from which every campus community member can choose how they get to and from and around campus. Such a system will allow individuals to make informed decisions about their commute, selecting the mode that best matches their need in any given situation.

The feedback we received from the thousands of students, staff, and faculty across campus will play an invaluable role in contributing to the Transportation & Mobility Framework going forward. Together, we'll continue to ensure that UIC remains a lively, modern, urban campus that serves the needs of all.

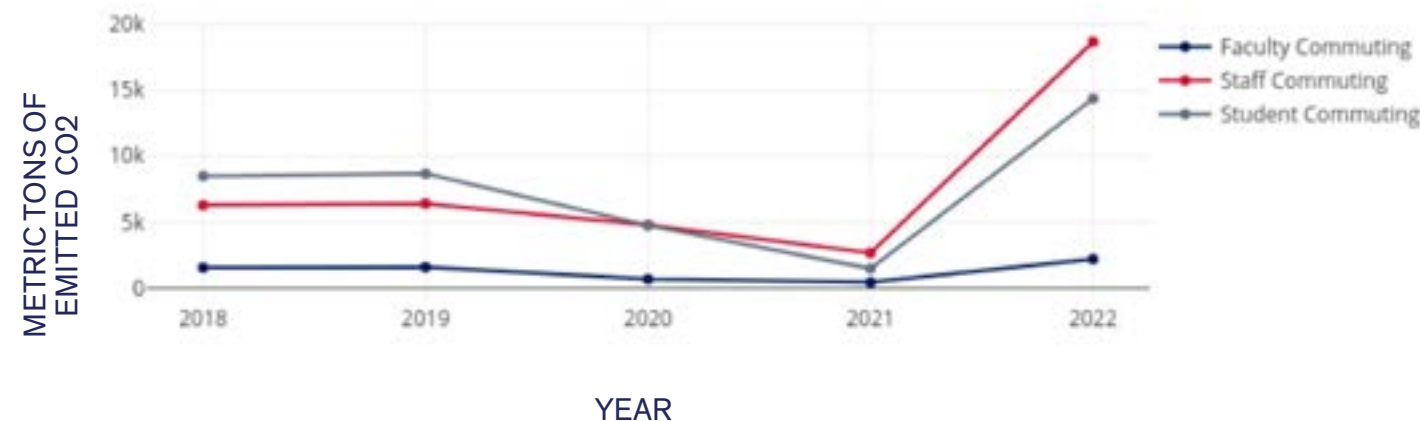
Appendix - UIC Commuting Emissions

Using the University of New Hampshire's Sustainability Indicator Management & Analysis Platform (SIMAP), we can analyze UIC's commute related greenhouse gas emissions. The SIMAP calculator takes into account the average emissions and average miles per trip for each mode of transportation, and UIC's mode split for faculty, staff, and students.

In 2022, there is a notable increase in emissions from staff and faculty commuting and a small increase in emissions from student commuting. There was a decrease in emissions in 2020 and 2021 due to the COVID-19 pandemic, which interrupted normal university activities and schedules and pushed many university functions online.

As university personnel have returned to campus, more commuters are driving alone to campus, creating more greenhouse gas emissions. On average, commuters are traveling to campus one day less per week than in 2018 and 2019, but the emissions from the number of commuters driving alone outweighs this reduction.

UIC COMMUTER-RELATED CARBON EMISSIONS



Appendix - Survey Questions

The following pages reflect the questions included in the Transportation and Mobility survey instrument. Questions and responses were collected using Qualtrics.

2022 Transportation and Mobility Survey

Start of Block: Default Question Block

Welcome to the 2022 UIC Transportation and Mobility Survey.

The survey is voluntary. You may answer as few or as many questions as you wish.

The data are confidential, and the results of any research or analysis using the data will be presented in a way that individual respondents cannot be identified. For the purposes of analysis, we may combine other data with your responses to this survey.

Occasionally, we receive requests to use administrative datasets—including survey results—for academic research projects. Any researchers using these data for academic research are bound to the same rules of confidentiality and reporting stated above. That is, they may not report results in a way that identifies an individual respondent.

Participants can enter a drawing for one \$100 grand door prize and one of six \$25 door prizes (subject to U of I System policies, which may include 8.1.4 and 8.10.4).

To be entered in the drawing, please click the link at the end of the survey and add your email.

If you have any questions about this survey, please contact [Em Hall via email](#).

What is your primary role at UIC?

- Student (1)
- Faculty (2)
- Staff (3)

Display This Question:

If What is your primary role at UIC? = Student

Are you:

- Undergraduate (1)
- Graduate student (2)
- Professional student (3)
- Other (4)

Display This Question:

If What is your primary role at UIC? = Student

On what campus do you spend the most time?

- East Campus (including South Campus) (1)
- West Campus (2)
- School of Law (3)
- Other (4)

Display This Question:

If What is your primary role at UIC? != Student

What is your current work location at UIC?

- East Campus (1)
- West Campus or UI Health (2)
- School of Law (3)
- Remote location (8)

Display This Question:

If What is your current work location at UIC? = West Campus or UI Health

Are you affiliated with the UI Health?

- Yes (1)
- No (2)

Display This Question:

If Are you affiliated with the UI Health? = Yes

What is the nature of your job?

- Physician (1)
- Nurse (2)
- Administrative/clerical/desk-based (3)
- Support staff (4)
- Medical Resident (5)
- Other (6)

Display This Question:

If Are you affiliated with the UI Health? = Yes

What shift do you typically work at UI Health?

- Daytime (8 am to 5pm/similar) (1)
- Evening (3 pm to 11 pm/4 pm to midnight/similar) (2)
- Overnight (11 pm to 7 am/midnight to 8 am/similar) (3)

What is your current residential zip code?

Do you have access to a personal vehicle?

- Yes (1)
- No (2)

Display This Question:

If Do you have access to a personal vehicle? = Yes

Do you currently drive an electric vehicle that requires plug-in charging?

- Click to write Choice 1 (1)
- Yes (4)
- No (5)

Display This Question:

If Do you have access to a personal vehicle? = Yes

Are you considering purchasing an electric vehicle in the next 5 years?

- Yes (1)
- No (4)
- Undecided (5)

What mode of transportation is your PRIMARY mode when traveling to UIC's campus? If you take multiple modes in the course of one trip to campus, please indicate how you travel the most miles.

- Bicycle (1)
- CTA Bus (2)
- CTA Rail (the 'L') (3)
- Carpool (8)
- Commuter Rail (Metra) (4)
- Drive Alone (5)
- Ride-hail (Uber, Lyft) (6)
- Walk (7)
- Pace Bus (9)
- I do not commute as I live on campus (10)
- Other (11) _____

How many miles do you travel to UIC via your primary mode? (Please give a number response)

Display This Question:
If What mode of transportation is your PRIMARY mode when traveling to UIC's campus? If you take mult... = Drive Alone

If you are currently driving alone to campus using a conventional vehicle (gas-powered vehicle), what would encourage you to take an alternative form of transportation more often? (Check all that apply)

- Does not apply (1)
- Nothing (4)
- More electric vehicle charging stations on campus (5)
- Better public transit (routes, timing, prices, options, safety, etc.) (6)
- More incentives from UIC to carpool/walk/take public transit (please specify in text block below): (7)
- Other (please specify): (8)

Display This Question:
If What mode of transportation is your PRIMARY mode when traveling to UIC's campus? If you take mult... = Ride-hail (Uber, Lyft)

Do you typically ride alone or share a ride?

- Solo ride (Lyft, Uber, etc.) (1)
- Shared ride (LyftLine, UberPool, etc.) (2)

Display This Question:
If What mode of transportation is your PRIMARY mode when traveling to UIC's campus? If you take mult... = Carpool

How many people are in your carpool (count yourself)?

- 2 (1)
- 3 (2)
- 4+ (3)

On a typical commute, do you use a secondary mode of transportation? (e.g. If you drive a short distance to a Metra station, driving would be a secondary mode. Similarly, if you take a divvy bike from the train station to the campus, that would also be a secondary mode.)

- Yes (1)
- No (2)

Display This Question:

If On a typical commute, do you use a secondary mode of transportation? (e.g. If you drive a short d... = Yes

What is your secondary mode of transportation?

- Bicycle (2)
- CTA Bus (3)
- CTA Rail (the 'L') (4)
- Carpool (5)
- Commuter Rail (Metra) (7)
- Drive alone (6)
- Ride-hail (Uber, Lyft) (8)
- Walk (9)
- PACE Bus (10)

Display This Question:

If On a typical commute, do you use a secondary mode of transportation? (e.g. If you drive a short d... = Yes



How many miles do you travel on your secondary mode? (Please give a number response)

Display This Question:

If On a typical commute, do you use a secondary mode of transportation? (e.g. If you drive a short d... = Yes

On a typical commute, do you use a tertiary mode of transportation? In a trip with three modes, this would be how you travel the fewest miles.

- Yes (1)
- No (2)

Display This Question:

If On a typical commute, do you use a tertiary mode of transportation? In a trip with three modes, t... = Yes

What is your third mode?

- Bicycle (1)
- CTA Bus (6)
- CTA Train (the 'L' (7)
- Carpool (8)
- Commuter rail (Metra) (9)
- Drive alone (2)
- Ride-hail (Uber, Lyft) (3)
- Walk (4)

Display This Question:

If On a typical commute, do you use a tertiary mode of transportation? In a trip with three modes, t... = Yes



How many miles do you travel on your third mode? (Please give a number response)

Have you changed the way you commute to UIC in the last two years (or as a result of the pandemic?)

Yes (1)

No (2)

Display This Question:

If Have you changed the way you commute to UIC in the last two years (or as a result of the pandemic?) = Yes

What changes brought about by COVID-19 have had an impact on changing your commute? (Check all that apply)

Concerns about health and sanitation on public transit (1)

Concerns about personal safety on public transit (4)

Decreased frequency of service for public transit (5)

Ability to opt-out of U-PASS program (6)

Availability of parking on campus (7)

Other (please specify): (8)

Display This Question:

If Have you changed the way you commute to UIC in the last two years (or as a result of the pandemic?) = Yes

How did you commute prior to the pandemic?

Bicycle (1)

CTA Bus (6)

CTA Train (the 'L' (7)

Carpool (8)

Commuter rail (Metra) (9)

Drive alone (2)

Ride-hail (Uber, Lyft) (3)

Walk (4)

Display This Question:

If Do you have access to a personal vehicle? = Yes

Do you have a UIC parking pass?

Yes (1)

No (2)

Display This Question:

If Do you have a UIC parking pass? = Yes

Do you use the Value Pass?

- Yes (1)
- No (2)

Display This Question:

If Do you have access to a personal vehicle? = Yes

When you are working, where is your vehicle usually parked?

- At home (1)
- In a UIC parking lot or garage (2)
- At a Metra or CTA facility (3)
- On the street at UIC (4)
- In another paid parking facility near UIC (5)
- Other (6) _____

Display This Question:

If When you are working, where is your vehicle usually parked? = In a UIC parking lot or garage

And When you are working, where is your vehicle usually parked? = On the street at UIC

And When you are working, where is your vehicle usually parked? = In another paid parking facility near UIC

Once you have parked your vehicle, how long does it take you to get to your office or primary work area?

- Fewer than 5 minutes (1)
- 6-10 min (2)
- 11-15 min (3)
- 16 minutes or more (4)

Display This Question:

If What mode of transportation is your PRIMARY mode when traveling to UIC's campus? If you take mult... != Bicycle

Do you have access to a bicycle?

- Yes (1)
- No (2)

Do you have a Divvy membership?

- Yes (1)
- No (2)

How often do you deviate from your primary mode of transportation? e.g. if you usually drive alone, but bicycle occasionally, please estimate how often you bike.

- Twice or more per week (1)
 - Once a week (2)
 - Once a month (3)
 - Less than once a month (4)
 - Never (5)
-

On average, how long is your commute TO UIC?

- 0-20 min (1)
 - 20-40 min (2)
 - 40-60 min (3)
 - 60+ min (4)
-

On average, how long is your commute FROM UIC?

- 0-20 min (1)
 - 20-40 min (2)
 - 40-60 min (3)
 - 60+ min (4)
-

How does the length of your commute compare to pre-pandemic?

- It is longer (1)
 - It is shorter (2)
 - It is the same (3)
-

Page Break

What time do you typically arrive at UIC?

- Before 7:00 am (1)
 - 7:00-8:00 am (2)
 - 8:00-9:00 am (3)
 - After 9 am (4)
-

What time do you typically leave UIC?

- Before 4:00 pm (1)
 - 4:00 pm to 6:00 pm (2)
 - 6:00 pm to 8:00 pm (3)
 - After 8 pm (4)
-

How many times per week do you work from home or work remotely?

- Never or very rarely (1)
 - 0-1 time per week (2)
 - 1-2 times per week (3)
 - Twice or more per week (4)
-

How many times per week did you work remotely prior to the COVID-19 pandemic?

- Never or very rarely (1)
 - 0-1 time per week (2)
 - 1-2 times per week (3)
 - Twice or more per week (4)
-

In a typical week, how many days do you commute to campus?

- 0 (1)
 - 1 (4)
 - 2 (2)
 - 3 (3)
 - 4 (5)
 - 5 (6)
 - 6+ (7)
-

What days are you typically on campus? Click all that apply.

- Monday (1)
- Tuesday (2)
- Wednesday (3)
- Thursday (4)
- Friday (5)
- Saturday (6)
- Sunday (7)

How many weeks per year do you commute to campus?
(Fall/spring semesters are 16 weeks long; summer sessions are 4/8 weeks long.) Full-time employees typically commute about 48 weeks per year.

Do you need to travel between campuses for work or classes?

- Yes (1)
- No (2)

Display This Question:

If Do you need to travel between campuses for work or classes? = Yes

How often do you travel between campuses?

- Every day (1)
- Weekly (2)
- Monthly (3)
- Occasionally (4)

Display This Question:

If Do you need to travel between campuses for work or classes? = Yes

How do you travel between campuses? Check all that apply.

- UIC Shuttle (1)
- CTA Bus (2)
- My personal vehicle (3)
- Departmental vehicle (4)
- Bike (including Divvy) (5)
- Walk (6)
- CTA 'EI' (7)
- Lyft/Uber (8)
- Scooter (9)
- Other (10) _____

Display This Question:

If What is your primary role at UIC? != Student

How many years have you worked at UIC?

- less than 1 year (1)
- 1-4 years (2)
- 4-7 years (3)
- 7-10 years (4)
- 10+ years (6)
- Don't know (7)

Display This Question:

If What is your primary role at UIC? = Student

How many credits are you currently enrolled in?

- 0-4 (1)
- 5-7 (2)
- 8-11 (3)
- 12+ (4)

Display This Question:

If What is your primary role at UIC? = Student

This semester, did you qualify for a UPASS? The UPASS allows for unlimited use of CTA trains & buses for eligible students.

- Yes (1)
- No (2)

Display This Question:

If What mode of transportation is your PRIMARY mode when traveling to UIC's campus? If you take mult... = Drive Alone

Would any of the following make you more likely to take public transportation (bus, El or Metra)? Choose all that apply.

- Available closer to my house (1)
- Direct, express service available (2)
- There was a shuttle available from downtown transit stations (3)
- There was parking available at my nearest station (4)
- Nothing would make me more likely to take public transportation (5)
- Other (6) _____

How important are these factors when considering how you travel to/from and/or around UIC?

	Not Important (1)	Slightly Important (2)	Moderately Important (4)	Important (5)	Very Important (6)
Time of day (1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Well-lit infrastructure (sidewalks, bike lanes, parking garages, etc.) (4)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Visible presence of other students/faculty/staff (5)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Visible presence of campus security (6)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Perceived low risk of crime or harassment (7)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please specify): (8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Would any of the following make you more inclined to ride a bicycle to campus (even if you already do so)? Choose all that apply.

- There were more bicycle lanes (1)
- There was more secure storage or secure bike parking (2)
- I had access to showers (3)
- The weather was better (4)
- Nothing would make me more likely to ride a bicycle (5)
- Other (6) _____

UIC offers the following services to UIC community members. Please indicate whether you are aware of them. Check all that apply.

- Zipcar discount (1)
- Divvy discount (2)
- Student UPASS (3)
- Secure cycle rooms and shower facilities (4)
- NightRide shuttle (5)
- UIC shuttle (6)
- TransLoc shuttle app (7)
- CommuteAdvice@uic.edu email (8)
- Flexible/negotiable start times for some staff (9)

Do you have any other comments about your experience of commuting at UIC?

End of Block: Default Question Block

Start of Block: Block 1

The following questions are for demographic purposes only. They are optional.

Which of the following racial groups best describes you?

- White or Caucasian (1)
 - Black or African-American (2)
 - Asian or Asian-American (3)
 - Hispanic/Latinx (4)
 - American Indian or Alaska Native (5)
 - Native Hawaiian or Pacific Islander (6)
 - Multi-race (7)
 - International (8)
 - Unknown (9)
-

Please indicate your gender.

- Male (1)
 - Female (2)
 - Non-binary (3)
 - Other (4)
-

How old are you?

- Under 23 (1)
 - 24-37 (2)
 - 38-54 (3)
 - 55-73 (4)
 - 74+ (5)
-

Would you like to enter a drawing for a chance to win a door prize?

- Yes (1)
 - No (2)
-

Display This Question:

If Would you like to enter a drawing for a chance to win a door prize? = Yes

Please share your email address

End of Block: Block 1



FOR MORE INFORMATION:

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