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The PSU Student Transportation Survey was distributed to 6,000 randomly selected students in May of 2009. Completed surveys were received from 665 students. Students provided information about transportation choices and preferences, which were paired with demographic characteristics and residential addresses.

Responses reflect ongoing trends in student transportation choices. The mode share of transit has changed little since 2005, when it emerged as the dominant mode of transportation, despite increases in the price of the PSU subsidized FlexPass. Single occupancy vehicle travel remains the second most common choice, although its mode share has decreased each time the survey has been conducted. Walking remains the third most common mode choice, despite changes in data analysis methodology, which likely account for the recent decrease in mode share. Most notably, bicycling increased from 7% to 11% from 2007 to 2009, representing a 57% increase in mode share.

When asked about benefits that would encourage them to choose an alternative to driving to campus, students indicated that larger discounts on TriMet passes and improvements to transit service and connectivity would be the most effective. A spatial analysis of survey responses indicates that students living within 5 miles of campus make 42% of their trips to PSU by walking and bicycling, and that single occupancy vehicle travel increases with distance from campus.
BACKGROUND

The PSU Student Transportation Survey is conducted biennially to gather information about students’ travel behaviors in order to guide PSU policies regarding parking rates, transit subsidies, bicycle programming, and transportation planning. PSU is the largest university in the state of Oregon, with a campus population of 26,700, including 3,961 non-inload\(^1\) students. Of the inload population, approximately 62% are full-time students and 7.6% currently live in student housing.

The 2009 Student Transportation Survey was conducted from May 1 through May 12, 2009. With the assistance of the PSU Office of Research and Planning (OIRP), 6,000 randomly selected inload students enrolled at the PSU Portland campus were invited via e-mail to complete an electronic survey. Survey responses were received from 665 students.

**PSU Transportation and Parking Services**

Transportation and Parking Services (TAPS) at PSU provides a variety of transportation services to students, faculty and staff members, tenants and guests. TAPS manages vehicle parking, while facilitating and encouraging the use of alternative transportation modes. In 2009, there were a total of 3,665 vehicle parking spaces on campus. Parking prices are adjusted annually to manage demand and provide operational funding for TAPS. Approximately 15% of parking revenue is devoted to the promotion of alternative modes of transportation.

Over 90% of this funding is used to subsidize the cost of transit passes for students and employees. TAPS also installs and maintains bicycle parking and operates a bicycle shop where students, faculty, and staff can maintain and repair their bikes with provided tools, assistance, and discounted parts.

**FlexPass**

The FlexPass is available to students who are registered for at least three credit hours. The FlexPass allows for unlimited riding in all zones on bus, MAX, Portland Streetcar, and the Portland Aerial Tram for an academic term. Additional benefits of the FlexPass in Spring 2009 included a free membership to PSU’s bicycle shop ($15 value) and a discount on daily car parking.

The FlexPass is valid for an academic term, or approximately three months. At the time of the transportation survey, three all-zone monthly passes purchased directly from TriMet would have cost $258. TriMet provides FlexPasses to PSU for $220 per student, reflecting expected usage. PSU subsidizes these passes to make them available to students at a rate of $175, which is 32.2% below the retail price of three monthly passes. This rate is also approximately 62.7% of the cost of a full-time PSU parking permit, helping to support transit as an alternative to driving alone. Students enrolled in summer term may purchase a FlexPass that is valid for a shorter amount and discounted at an equivalent rate.

Figure 1 shows the PSU transit pass subsidy during spring term between the years of 2005 and 2009. These rates reflect the cost of passes for spring term only. Prior to the 2004-2005 academic year, TAPS subsidized monthly two-zone and all-zone TriMet passes.

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1 Non inload credit hours are those credits that are considered Self-Support. Tuition and fees for self-support sections are assessed separately from the charges associated with regular courses, and credits associated with self-support classes do not count toward a student’s enrollment for tuition purposes.
Figure 1. Price of FlexPass, 3 All-Zone Monthly Passes and Parking Permit to PSU Students (2005-2009)
The survey was distributed via email on April 30 to a random sample of 6,000 students who were registered for at least one inload credit hour during Spring Term of 2009. The survey remained active through May 12, and a single reminder e-mail was sent to students during the 12 day period. The survey (Appendix A) consisted of 13 questions aimed at collecting information about student preferences and behaviors. In the two final questions, students were given the opportunity to provide their full address and to provide additional comments and suggestions.

Student Transportation Surveys were first conducted in 1997 and 2000, and have been conducted biennially since 2003. Although survey questions have been adjusted over time, an effort has been made to maintain enough consistency to allow for longitudinal comparisons.

The most significant difference between the 2007 and 2009 surveys is the elimination of “Park & Ride” as a transportation mode. In 2009, a separate question was included in the survey to gather information about how students travel to transit stops.

A total of 665 students responded to the survey, generating a response rate of 11%. Students who had not travelled to PSU in the previous week were excluded from the analysis, leaving a total of 662 students. However, not all respondents completed all questions. The response rates for individual questions vary, as noted in report charts.

The primary purpose of the survey analysis is to compare the use of different transportation modes. This information is evaluated in several different ways. Each comparison reflects one mode per day: the transportation mode used to travel the longest distance to the PSU campus. This method of analysis creates a simplified representation of students’ travel habits. In reality, many students employ multiple modes per trip, come to campus multiple times in a single day, and may employ a different combination of modes for trips departing the PSU campus.

MODE SPLIT OF TRIPS
Students were asked to specify a transportation mode for one trip to campus each day in the preceding week. The survey does not account for trips departing the PSU campus. The mode split of trips is generated from all trips reported by all survey respondents.

Students who used more than one mode in a single commute to campus were instructed to choose the mode in which they travelled the farthest. However, 56 survey respondents chose multiple modes for at least one day. It was assumed that most of these students were describing individual trips that included multiple types of travel, rather than multiple trips to campus.

In 2009, when a student chose two modes for a single day, an assumption was made about which mode accounted for a larger portion of the commute. Most commonly, students selected “walked” in addition to another transportation mode, such as “took transit” or “drove alone.” In these cases, it was always assumed that walking accounted for the smallest portion of the commute. Prior to 2009, these choices were included as distinct trips in the analysis, which likely overstated the number of trips taken on foot.

PRIMARY MODE OF INDIVIDUAL
An evaluation of demographic characteristics and their relationship to transportation choices is most easily accomplished by identifying a primary mode for each individual. A primary mode was assigned to an individual if more than 50% of their reported trips to campus employed a single mode.
**PRIMARY MODE PER ACADEMIC TERM**
Survey respondents were asked to identify their most frequently used mode in travelling to the PSU campus during each academic term, to illustrate seasonal differences.

Additional details about data analysis are included in each section.

**Study Period Weather**
The electronic survey was available to students from May 1 to May 12. Because students were prompted to report travel behaviors for the week preceding the survey, it is likely that students described trips as early as April 28.

During the 14 day period from April 28 to May 11, temperatures ranged from 40°F to 72°F, with an average daily low of 46°F and an average daily high of 64°F. Precipitation was observed on 8 of the 14 days, ranging from a trace amount, to nearly one inch of rain. It is assumed that transportation mode choices are affected by weather to some extent.

**Table 1.** Observed Weather Conditions April 28-May 4, 2009

<table>
<thead>
<tr>
<th></th>
<th>Monday</th>
<th>Tuesday</th>
<th>Wednesday</th>
<th>Thursday</th>
<th>Friday</th>
<th>Saturday</th>
<th>Sunday</th>
</tr>
</thead>
<tbody>
<tr>
<td>High (F)</td>
<td>54°</td>
<td>58°</td>
<td>68°</td>
<td>72°</td>
<td>66°</td>
<td>63°</td>
<td>56°</td>
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<tr>
<td>Low (F)</td>
<td>45°</td>
<td>43°</td>
<td>40°</td>
<td>48°</td>
<td>50°</td>
<td>45°</td>
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<tr>
<td>Precipitation (in inches)</td>
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<td>.02</td>
<td>.00</td>
<td>.00</td>
<td>.65</td>
<td>.08</td>
<td>.83</td>
</tr>
</tbody>
</table>

**Table 2.** Observed Weather Conditions May 5-May 11, 2009

<table>
<thead>
<tr>
<th></th>
<th>Monday</th>
<th>Tuesday</th>
<th>Wednesday</th>
<th>Thursday</th>
<th>Friday</th>
<th>Saturday</th>
<th>Sunday</th>
</tr>
</thead>
<tbody>
<tr>
<td>High (F)</td>
<td>63°</td>
<td>63°</td>
<td>61°</td>
<td>63°</td>
<td>71°</td>
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<tr>
<td>Low (F)</td>
<td>50°</td>
<td>50°</td>
<td>44°</td>
<td>42°</td>
<td>42°</td>
<td>45°</td>
<td>50°</td>
</tr>
<tr>
<td>Precipitation (in inches)</td>
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<td>.33</td>
<td>.13</td>
<td>.00</td>
<td>.00</td>
<td>.00</td>
<td>.00</td>
</tr>
</tbody>
</table>

Weather data was obtained from WeatherUnderground.com².

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Student Mode Split by Trips

Students were asked to specify a transportation mode for one trip to campus each day in the preceding week. The survey does not account for trips departing the PSU campus. A total of 2776 mode choices were included in the 2009 analysis, each representing a single trip to PSU. Students made an average of 4.17 trips to PSU during the survey week.

Figure 2. Mode Split of Trips to PSU (2009)

The results of the 2009 PSU Student Transportation Survey reflect ongoing trends. As shown in figure 3, The mode share of transit has changed little since 2005, when it emerged as the dominant mode of transportation. Single occupancy vehicle travel remains the second most common choice, although its mode share has decreased each time the survey has been conducted.

Walking remains the third most common mode choice, despite changes in data analysis methodology, which likely account for the recent decrease in mode share. Most notably, bicycling increased from 7% to 11% from 2007 to 2009, representing a 57% increase in mode share.
Figure 3. Mode Split of Trips to PSU (1997-2009)

How did you travel to PSU each day LAST WEEK? [If you used more than one method, mark the one in which you traveled the farthest]

In 2000, respondents were not asked to distinguish cycling and walking. These trips were apportioned using the results of the 1997 and 2003 surveys.

* Rode Transit includes responses: “Rode the Bus or MAX,” and “Rode Portland Streetcar”
** Other includes responses: “Other,” “Motorcycle/Scooter,” and “Was dropped off”
MOTIVATIONS
The survey included three questions related to motivating factors involved in student mode choices. Respondents were instructed to select three or fewer choices. Respondents were not invited to identify a primary motivating factor, or all motivating factors. Respondents who selected more than three choices were excluded from the analysis.

Figure 4 shows why students who ever drive alone choose this mode. A total of 889 selections were made. With 217 selections, “Saves time” was by far the most common selection, as it was in 2007.

Figure 4. Reasons why Students Choose Drive Alone
*If you ever DRIVE ALONE to campus, check up to THREE reasons. (n=370)*

- Saves time
- Need car to travel between PSU and work
- Need to make special trips before or after school
- Irregular school schedule or night classes
- Weather is unpleasant
- No one to carpool with

3 Chart includes responses chosen by over 10% of respondents. Please see question 5 of the survey instrument in Appendix A for a full list of selections.
Figure 5 shows what might encourage students who ever drive alone to use other modes for those trips. A total of 772 selections were made. Selected by 201 of the 382 respondents, “Larger discounts on TriMet passes” was the most common selection. This choice was also the most common choice in 2007. “Better transit service/connectivity” was the second most common choice, with 114 selections.

**Figure 5. Incentives for Choosing Alternative Modes**

*If you ever DRIVE ALONE to campus, what benefits would encourage you to try an alternative? [check up to THREE options] (n=382)*

- Larger discounts on TriMet passes: 50%
- Better transit service/connectivity: 30%
- Free or discounted use of car sharing (i.e. Zipcar): 20%
- No benefits would encourage me to try an alternative: 10%
- Incentives for carpools (eg: bookstore discounts): 10%
- Reserved parking for carpools: 10%
- Guaranteed ride home for personal emergencies: 10%
- Help finding carpool partners: 10%
- Showers & lockers for bike commuters and walkers: 10%

---

4 Chart includes responses chosen by over 10% of respondents. Please see question 6 of the survey instrument in Appendix A for a full list of selections.
Figure 6 shows why students who ever choose to travel by transit, biking, walking, or carpooling make these choices. A total of 1179 selections were made. “Saves money,” “More environmentally friendly,” and “Parking is expensive” were the most common choices with 182, 165, and 157 selections respectively.

**Figure 6. Reasons why Students Choose Transit, Biking, and Walking**

*If you ever travel to campus by BUS, MAX, STREETCAR, CARPOOL, BIKE, or WALKING, why do you commute that way? [Check up to THREE reasons] (n=443)*

---

5 Chart includes responses chosen by over 10% of respondents. Please see question 9 of the survey instrument in Appendix A for a full list of selections.
Primary Mode and Student Characteristics
In the first question of the survey, students were asked how they travelled to the PSU campus each day in the preceding week. In the previous analysis of mode split, these trips were aggregated.

In the following analysis, a primary mode is assigned to each survey respondent who travelled to the PSU campus during the study period. This allows for comparison of transportation choices and student characteristics. Students were assigned a primary mode if more than 50% of their trips to the PSU campus were made by a single mode. Other students are described as “multi-modal.” Multi-modal students used two modes an equal number of times, or used more than two modes, with no one mode accounting for more than half of their trips to the PSU campus.

The Office of Research and Planning (OIRP) at PSU maintains demographic information for all students. OIRP periodically publishes statistical portraits of the student body. Where characteristics of the entire student body are described, they are taken from the OIRP student profile of inload enrollment for the end of the academic term of Spring 2009.

OIRP generated the random sample of 6,000 students targeted by the transportation survey, providing e-mail addresses, demographic information, and enrollment information for survey recipients. The student characteristics included in this analysis were not obtained through survey responses, but through records provided by OIRP.

http://www.oirp.pdx.edu/source/fact09s/psu_all_eot.htm
GENDER
OIRP data indicates that the PSU student population is 54.2% female and 45.8% male. The survey respondents are 66.2% female, and 33.7% male. Therefore, males are under-represented in the survey results.

Figure 7 shows the 2009 mode split results by gender. There are several noticeable differences between the responses of women and men. Only 6% of female survey respondents bicycled to campus, compared to 16% of male respondents. However, more female respondents walked to campus.

More female respondents chose to drive alone to campus. However, only 1% of female respondents motorcycled to campus, while 3% of male respondents chose this method.

**Figure 7. Primary Mode & Gender**
**ETHNICITY**

For the purposes of this analysis, Non-White ethnicities have been combined into one group, because more detailed categories generated very small sample sizes. OIRP indicates that the PSU student population is 65% White, and 26.3% Non-White. Remaining students declined to state an ethnicity. The survey respondents are 68.4% White, and 20.8% Non-White.

Figure 8 shows the 2009 mode split results by ethnicity. Non-White students were more likely to carpool to campus, and much less likely to bicycle to campus.

*Figure 8. Primary Mode & Ethnicity*
AGE
OIRP reports the average, or mean, age of students to be 28. The ages of survey respondents ranged from 18 to 64, with a mean of 29 and a median of 27.

Table 3 shows the mean age of respondents by their primary, or most frequent, mode of travel to campus. The results of the 2009 survey are largely consistent with the results of the 2007 survey, although the mean age of students who frequently motorcycle to campus has decreased from 37 to 34.

**Table 3. Age**

<table>
<thead>
<tr>
<th>Mode of Travel</th>
<th>Mean Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drove Alone</td>
<td>31</td>
</tr>
<tr>
<td>Rode Transit</td>
<td>29</td>
</tr>
<tr>
<td>Carpoled</td>
<td>26</td>
</tr>
<tr>
<td>Dropped Off</td>
<td>27</td>
</tr>
<tr>
<td>Bicycled</td>
<td>29</td>
</tr>
<tr>
<td>Walked</td>
<td>26</td>
</tr>
<tr>
<td>Motorcycle/Scooter</td>
<td>34</td>
</tr>
<tr>
<td>Multi-Modal</td>
<td>30</td>
</tr>
<tr>
<td>Other</td>
<td>29</td>
</tr>
</tbody>
</table>
STUDENT LEVEL
OIRP provides detailed information about student level. However, a detailed analysis would result in very small sample sizes. For example, only 34 undergraduate freshmen responded to the survey. For the purposes of this analysis, students have been categorized as undergraduate and graduate students. Post-baccalaureate students have been categorized as graduate students.

Figure 9 shows the mode split of students by level. Undergraduate students were more likely to carpool to campus as their primary mode, while graduate students were more likely to bicycle.

**Figure 9. Primary Mode & Student Level**
CREDIT HOURS & HOURS SPENT ON CAMPUS

OIRP reports the average number of credits to be 11. The credit hours of survey respondents ranged from 1 to 23, with a mean of 11 and a median of 12. Table 4 indicates that students who carpooled as their primary mode were registered for an average of 13 credits, more than any other mode.

Students were also asked how many hours they typically spend on campus when they visit. This information was self-reported through the survey. The amount of time survey respondents spend on campus ranged from 2 to 14 hours, with a mean of 6 hours. Table 4 indicates that students who typically drive alone spend fewer hours on campus than any other mode. Students who typically motorcycle to campus spend more hours on campus than any other mode. A total of 37 survey respondents indicated that they live on campus. These students were not included in the analysis.

Table 4. Credit Hours and Daily Hours on Campus

<table>
<thead>
<tr>
<th>Mode</th>
<th>Mean Credit Hours</th>
<th>Hours on Campus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drove Alone</td>
<td>11</td>
<td>5.6</td>
</tr>
<tr>
<td>Rode Transit</td>
<td>12</td>
<td>6.3</td>
</tr>
<tr>
<td>Carpooled</td>
<td>13</td>
<td>6.9</td>
</tr>
<tr>
<td>Dropped Off</td>
<td>12</td>
<td>6.7</td>
</tr>
<tr>
<td>Bicycled</td>
<td>11</td>
<td>6.3</td>
</tr>
<tr>
<td>Walked</td>
<td>12</td>
<td>6.4</td>
</tr>
<tr>
<td>Motorcycle/Scooter</td>
<td>12</td>
<td>7.4</td>
</tr>
<tr>
<td>Multi-Modal</td>
<td>11</td>
<td>6.2</td>
</tr>
<tr>
<td>Other</td>
<td>10</td>
<td>5.8</td>
</tr>
</tbody>
</table>
Transit Use
All survey respondents were asked to indicate how many transit trips (Bus/MAX/streetcar) they made for any purpose (including non-PSU trips) in the preceding month. Respondents were instructed to count each direction as a trip. Figure 10 shows the estimated monthly transit trips for survey respondents. A mean of 20 and a median of 12 transit trips were made by survey respondents. Approximately 24% of respondents had not used transit in the previous month.

Figure 10. Number of Transit Trips in Previous Month to Any Destination

In the past MONTH, how many trips on the BUS, MAX, or STREETCAR did you make for ANY PURPOSE, including work and school. Count each direction as a separate trip. If none, please enter "0." (n=626)
TRAVEL TO TRANSIT STOP
Prior to 2009, “Park & Ride” was included as a unique mode of transportation. In 2009, a separate question was added to the transportation survey, in order to capture information about travel to transit stops. Figure 11 indicates that the majority, 76%, of survey respondents walk to transit stops when travelling to the PSU campus by transit. Of those who bicycle to transit stops, the vast majority of these students bring their bikes onboard transit.

*Figure 11. Travel to Transit Stop*

*If you ever use BUS, MAX or STREETCAR to get to campus, how do you usually travel to the stop? (n=565)*
METHOD OF PAYMENT
The survey asks all students who ever use transit to indicate their typical method of fare payment. Figure 12 shows that 33% of survey respondents reported using the PSU FlexPass, while 28% of students reported using cash at the time of their transit trip.

**Figure 12. Transit Fare Payment**

*If you ever ride the BUS, MAX, or STREETCAR to campus, how do you usually pay for your fare? (n=539)*

- PSU FlexPass: 33.40%
- Cash at time of trip: 28.39%
- Travel within Fareless Square: 9.65%
- Ticket purchased in advance of trip: 11.50%
- TriMet Pass (Multi-day, Monthly, Annual) subsidized by employer or university other than PSU: 7.42%
- TriMet Pass (Multi-day, Monthly, Annual) purchased at full price: 3.53%
- PSU Passport (PSU Staff/Faculty Pass): 2.60%
- Other: 2.23%
- Streetcar-Only Pass (Annual): 1.30%
Figure 13 indicates that these trends are different for students for whom transit is their primary mode. A majority of these students purchase the FlexPass. It should be noted that some students only travel to PSU one day per week, which may influence their method of payment.

*Figure 13. Transit Fare Payment by Students who use Transit as their Primary Mode*

*If you ever ride the BUS, MAX, or STREETCAR to campus, how do you usually pay for your fare? (n=242)*
Figure 14 compares transit payment methods from 2000 to 2009. With the exception of 2005, the discounted PSU transit pass has been the most utilized payment method. In 2005, PSU transitioned from a discounted monthly pass to the quarterly FlexPass.

**Figure 14. Transit Fare Payment (2000-2009)**

*If you ever ride the BUS, MAX, or STREETCAR to campus, how do you usually pay for your fare?*

Because survey choices have not remained constant over time, categories are not precisely consistent. In 2009, “Other” includes “Travel within Fareless Square,” “Streetcar-Only Pass,” and any TriMet pass (multi-day, monthly, annual) subsidized by an entity other than PSU.

Because the PSU Transportation Survey is distributed to a random sample of students, some full-time employees taking courses receive the survey. The “PSU Passport” was chosen by 14 respondents as their method of fare payment. The PSU Passport is a subsidized pass offered to PSU employees. In 2009, these responses were grouped with the PSU FlexPass for the purposes of this analysis.
Driving & Parking
The survey asks all students who ever drive alone or carpool to campus to indicate their typical parking habits. Figure 15 shows results of the analysis of responses. Of the discrete choices available, the PSU parking permit issued for the term or academic year was selected by the largest group of respondents, accounting for 39% of respondents. However, 47% of respondents usually used hourly or daily parking.

Figure 15. Parking

*If you ever DRIVE ALONE or CARPOOL to campus, do you usually use: (n=435)*
CARPOOLING
The survey asked students who carpool to campus to indicate how many people were usually in the carpool vehicle, including themselves. Table 5 shows the reported number of carpoolers between 2003 and 2009. The proportion of carpooling students who typically carpool with just one other person was higher in 2009 than in any other survey year. The proportion of students who typically carpool in groups of 4 or more has declined steadily since 2003. However, the sample size of carpooling students is very small, and has fluctuated considerably.

Table 5. Number of People in Carpool
If you ever CARPOOL to campus, how many persons on average are in the same vehicle (including yourself)?

<table>
<thead>
<tr>
<th></th>
<th>2003</th>
<th>2005</th>
<th>2007</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>79%</td>
<td>82%</td>
<td>81%</td>
<td>92%</td>
</tr>
<tr>
<td>3</td>
<td>7%</td>
<td>12%</td>
<td>15%</td>
<td>6%</td>
</tr>
<tr>
<td>4+</td>
<td>14%</td>
<td>6%</td>
<td>4%</td>
<td>2%</td>
</tr>
<tr>
<td>n=</td>
<td>28</td>
<td>171</td>
<td>54</td>
<td>141</td>
</tr>
</tbody>
</table>
**Biking**

The large increase in bike trips represents the greatest change in student mode split between 2007 and 2009. In 2009, 14% of survey respondents who traveled to the PSU campus in the previous week biked at least one day. Of those students who biked, 53% had used more than one transportation mode to commute to campus during the study week, including 24% who arrived by motor vehicle at least one day. The remaining 47% traveled only by bike to the PSU campus in the preceding week. In comments, two respondents noted that biking is “sexy.”

*Figure 16. Mode Share of Bicycle Trips to PSU (1997-2009)*

In 2000, respondents were not asked to distinguish cycling and walking. These trips were apportioned using the results of the 1997 and 2003 surveys.
Primary Mode by Term

In addition to reporting daily trips to the PSU campus, students were asked which transportation mode they use the most during each academic term. Figure 17 indicates that some modes remain relatively steady throughout the year, while other modes fluctuate considerably. In winter term, a greater percentage of students report using transit and a smaller percentage of students report traveling to PSU by bicycle, motorcycle, or scooter. Colder temperatures, increased precipitation, and fewer daylight hours likely influence students’ choices to bike and motorcycle less.

Transportation modes that remain constant throughout the year may be less affected by weather. For example, the percentage of students who walk to campus does not change considerably during the year. Perhaps the choice to walk to campus is more strongly affected by location than comfort. Similarly, the percentage of students who drive alone to campus remains relatively constant. As discussed previously, unpleasant weather is ranked fifth among reasons students reported for driving alone.

Figure 17. Most Frequent Mode by Academic Term

By TERM, how do you most frequently travel to the PSU campus? Select ONE mode PER TERM. If you typically use more than one method per trip, mark the one in which you travel the farthest.
In the survey, students are asked to report their mode of travel for each day in the previous week, and they are asked separately to report a primary mode for each academic term. Because the survey is distributed during spring term, these values can be compared. As figure 18 indicates, the percentage of students who report bicycling as their most frequent mode of transportation in spring term is larger than the proportion of students who made most of their recent trips to PSU by bicycle. It is possible that students estimate their bicycling inaccurately. It is also possible that the week preceding the survey was not representative of the academic term as a whole, because of campus events, weather, or construction on routes to campus.

**Figure 18. Mode Split in Spring Term**

Multi-modal responses have been removed from this analysis, and percentages reflect the remaining responses.
Campus Trip Origins

Only 286 survey respondents (fewer than half) submitted an address in their survey response. These addresses were compared with addresses provided by OIRP. Of those provided, 38 addresses conflicted with OIRP records. For the purposes of this analysis, addresses provided by OIRP were used, except in cases where a different address was provided in the survey.

Table 6. Student Origin by State in Address

<table>
<thead>
<tr>
<th>Percent of Respondents</th>
<th>Oregon</th>
<th>Washington</th>
<th>Hawaii</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>n=</td>
<td>646</td>
<td>12</td>
<td>2</td>
<td>2</td>
</tr>
</tbody>
</table>

The inclusion of two students with Hawaii addresses indicates that OIRP addresses do not always reflect current residence. In some cases, addresses may reflect permanent residence or may be out of date. It is therefore assumed that there are some errors in the data set.

Table 7 shows the 5 cities most frequently included in respondent addresses. The majority of respondents, 67.7%, listed Portland as their city of residence.

Table 7. Student Origin by City

<table>
<thead>
<tr>
<th>Percent of Respondents</th>
<th>Portland</th>
<th>Beaverton</th>
<th>Hillsboro</th>
<th>Lake Oswego</th>
<th>Tigard</th>
<th>Other</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>n=</td>
<td>448</td>
<td>52</td>
<td>23</td>
<td>12</td>
<td>11</td>
<td>114</td>
<td>2</td>
</tr>
</tbody>
</table>

RESULTS & ANALYSIS

MAPPING

Survey respondent addresses were mapped using ArcGIS, a collection of software produced by ESRI. Metro, the Portland area’s regional government, maintains the Regional Land Information System (RLIS), a collection of geographic data that can be viewed using ArcGIS. The street files used to map students, and all other geographic elements of the maps included in this report, were obtained from RLIS.

Of the 662 survey respondents who had travelled to the PSU campus in the previous week, 606 could be located within the Portland metropolitan area using RLIS data. A total of 56 survey respondents could not be located, either because their address was located outside of the metropolitan area, included PO boxes, or could not be matched to known addresses.
Figure 19 reflects the average distance to the PSU campus by primary mode in miles. The distance is measured “as the crow flies,” rather than along transportation corridors. The analysis indicates that survey respondents who drive alone and carpool live the farthest from PSU, while survey respondents who walk and bicycle live the closest to PSU. However, the analysis also reflects previously discussed errors in student addresses. For example, one survey respondent who frequently walks to campus also has an address that is over 20 miles from PSU according to OIRP data.

**Figure 19. Average Distance to PSU by Primary Mode**

Figures 20, 21, and 22 display mode choices relative to location.
Figure 20. Survey Respondents & Primary Mode

Legend
- Rode Transit
- Drove Alone
- Motorcycle/Scooter
- Dropped Off
- Carpoold
- Bicycled
- Multi-modal
- Other
Figure 21. Mode Split by Distance

Percentage of Trips to PSU Campus

- **Walked**: 22.5%
- **Bicycled**: 19.4%
- **Rode Transit**: 36.8%
- **Carpooled**: 7.9%
- **Drove Alone**: 11.8%
- **Drove Alone**: 36.2%
- **Bicycled**: 2.3%
- **Walked**: 3.6%
- **Other**: 0%

Within 5 Miles
- **Rode Transit**: 43.8%

Over 5 Miles
- **Drove Alone**: 36.2%

- **Carpooled**: 7.9%
- **Bicycled**: 19.4%
- **Walked**: 22.5%
- **Other**: 0%
Results & Analysis

Figure 22. Mode Split by Distance

- **Within 3 Miles (n=784)**
  - Bicycle: 18.1%
  - Walk: 36.4%
  - Transit: 33.0%

- **3 Miles-5 Miles (n=538)**
  - Bicycle: 21.2%
  - Drive Alone: 20.8%
  - Transit: 42.2%

- **5 Miles-10 Miles (n=753)**
  - Drive Alone: 41.3%
  - Over 10 Miles (n=488)
  - Drive Alone: 41.8%
Comments & Suggestions
The final question on the transportation survey allows students to provide additional opinions: “Do you have any other suggestions/comments to improve PSU transportation options?” Several survey respondents commented on multiple topics.

TRANSIT
A total of 105 comments referenced transit, the most common transportation mode used to travel to the PSU campus. The bulk of these comments indicated that the FlexPass is either too expensive or only cost-effective to students who use transit as a primary mode of transportation and travel long distances. Other comments addressed transit service, expressing a need for a more comprehensive schedule, or more convenient stops.

I paid $175 for my flexpass this term. Yikes that's expensive! Especially for such a “Green” school.

The Flexpass is not economic for most people who use Trimet as a secondary mode of transportation.

Offer discount student ticket pricing for those who do not travel often enough to make a flex pass cost-effective.

Would love if my bus route ran later at night, then I would not have to travel by car after 9:30 pm, much more flexibility and access!

PARKING
A total of 81 comments referenced motor vehicle parking at PSU. The largest group of comments indicated that there is not sufficient parking at PSU. Over half of these comments specifically noted that even with a campus parking permit, it is difficult to find parking. Many comments indicated that parking at PSU is too expensive.

MORE PARKING and LESS EXPENSIVE PARKING!

Stop selling more passes than there are parking spots in garages.

PSU should ensure that if a person purchases a parking permit that there will be parking spaces available to which the time slot the permit is listed for.

Regulate parking better and give tickets to non permit holders.

There needs to be more parking. Carpooling and public transit are great, but this is a non-traditional campus with lots of commuter students and it's time to accommodate for that.

Have more PSU motorcycle parking options.

I feel that people that have disabled parking permits should not have to pay for their permits.
BIKING
A total of 43 comments addressed bicycling. The bulk of these comments addressed parking and other end-of-trip facilities. A few comments addressed bike routes to campus.

More secure bike parking, more covered bike parking.

We need covered bike parking desperately! And more staple racks by smith and cramer!

Secure place for bikes. Locker place/warm showers for bike commuters. Discounted price for trimet passes for specific days.

Thanks so much for all of the new bike parking. It has made term a lot easier.

Better bike connections from the Hawthorne Bridge to the Urban Center.

SHUTTLE
A total of 10 comments suggested a PSU shuttle.

It would be really great if PSU had their own shuttle bus system. Since PSU is located in downtown, I understand that their are many alternative ways to commute there. But maybe having a personal PSU bus in every transit center would be nice.

TRANSITIONS
Several students addressed changes in the University District, many of which related to the renovation of the Transit Mall along SW 5th and 6th Avenue.

Quit limiting parking with all the endless construction.

Construction has severely limited access to safe place to lock up bicycles.

I think the transportation options are exceptional and I cannot wait until the new MAX opens!

Get that green line a’workin’?

I’m excited about the proposed “bike boulevard” on broadway.

As long as they don’t get rid of fareless square things are working ok for me.

Several changes have occurred since the distribution of the 2009 PSU Student Transportation Survey. Construction along the Transit Mall has been completed, and buses and MAX light rail trains serve the campus more directly. A dedicated cycle track has been installed on SW Broadway for the safety and convenience of cyclists. After much discussion, Portland’s Fareless Square has been reduced to a “Free Rail Zone,” in which the streetcar and MAX light rail trains are free, but buses are not. These changes may be reflected in the results of future surveys.
OTHER
Comments reflected different perspectives about transportation choices, and PSU’s role in facilitating these choices.

*Cheaper parking or cheaper FlexPass.*

*Eliminate all non-handicapped parking on campus immediately. There is no excuse for driving in Portland.*

*Don’t assume the bus or bike is an option for everyone. Life is complex.*

*The school could do a much better job of informing students on transportation discounts and other commuting enhancements available to them.*
The results of the 2009 PSU Student Transportation Survey largely reflect ongoing trends. Transit remains the most dominant form of transportation used to travel to the PSU campus, while the proportion of trips taken by car continues to decrease. Cycling has increased over time, jumping from 7% of trips in 2007 to 11% in 2009, representing a 57% increase in bicycling mode share. Women, Non-Whites, and undergraduate students continue to bicycle at lower rates.

Students continue to indicate that more affordable transit passes and improvements in transit service would encourage them to reduce their driving trips. It also appears that students who live closer to campus are more likely to choose active forms of transportation, such as walking and biking, so increasing housing options closer to campus could also support a reduction in the number and travel distance of driving trips.

Currently, PSU is drafting a Climate Action Plan outlining strategies to decrease emissions from a variety of campus activities, including commuting. These institutional goals provide an additional mandate for efforts to reduce single occupancy vehicle travel.

Since the distribution of the 2009 PSU Student Transportation Survey, additional investments have been made to encourage bicycle commuting. The PSU Bike Hub opened in the new Student Recreation Center, expanding the amount of outreach and educational and maintenance services offered to bicycle commuters. Additional bike parking is also planned, including secure parking in the Montgomery Bike Garage. Such investments may influence the future transportation choices of PSU students.
1) How did you travel to PSU each day LAST WEEK? [If you used more than one method, mark the one in which you traveled the farthest]

<table>
<thead>
<tr>
<th>Method</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drove alone</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Motorcycle/Scooter</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>Was dropped off</td>
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</tr>
<tr>
<td>Carpool (two or more persons)</td>
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<tr>
<td>Rode the Bus or MAX</td>
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<tr>
<td>Rode Portland Streetcar</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Bicycled</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Walked</td>
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<tr>
<td>Did not come to PSU this day</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
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</tbody>
</table>

2) What time did you arrive at campus each day last week?

<table>
<thead>
<tr>
<th>Time</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>Before 7am</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>7am - 9am</td>
<td></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>9am - 4pm</td>
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<tr>
<td>4pm - 6pm</td>
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<tr>
<td>After 6pm</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Did not come to PSU this day</td>
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<td></td>
</tr>
</tbody>
</table>

3) What time did you leave campus each day last week?

<table>
<thead>
<tr>
<th>Time</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>Before 7am</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7am - 9am</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9am - 4pm</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4pm - 6pm</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>After 6pm</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Did not come to PSU this day</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
4) If you ever use BUS, MAX or STREETCAR to get to campus, how do you usually travel to the stop?

- Walk
- Bicycle (park and ride)
- Bicycle (bring on transit)
- Automobile (park and ride)
- Motorcycle/Scooter (park and ride)
- Dropped Off
- Other (please specify)

If you selected other please specify:

5) If you ever DRIVE ALONE to campus, check up to THREE reasons.

- Saves time
- Saves money
- Access to free parking
- Parking is not expensive
- Need car to travel between PSU and work
- Need to make special trips before or after school
- Drive children to/from destinations
- Need to haul heavy/bulky items
- Want car for emergencies
- Irregular school schedule or night classes

If you selected other please specify:

6) If you ever DRIVE ALONE to campus, what benefits would encourage you to try an alternative? (check up to THREE options)

- Guaranteed ride home for personal emergencies
- Free or discounted use of car sharing (i.e. Zipcar)
- Help finding carpool partners
- Incentives for carpools (e.g. bookstore discounts)
- Reserved parking for carpools
- Larger discounts on TriMet passes
- More information about transit schedules and trip planning
- Better transit service/connectivity
- More covered bike parking
- Indoor secure bike parking
- Showers & lockers for bike commuters and walkers
- No benefits would encourage me to try an alternative
- Other (please specify)

If you selected other please specify:

7) If you ever DRIVE ALONE or CARPOOL to campus, do you usually use:

- PSU parking: permit (term or academic year)
- PSU parking: by the hour or day (full price, or with FlexPass discount)
- PSU parking: free parking in evenings or on sundays
- On-street parking: by the hour
- On-street parking: free parking in evenings or on sundays
- Non-PSU parking: long-term
- Non-PSU parking: by the hour or day
- Other (please specify)

If you selected other please specify:

8) If you ever CARPOOL to campus, how many persons on average are in the same vehicle (including yourself)?


9) If you ever travel to campus by BUS, MAX, STREETCAR, CARPOOL, BIKE, or WALKING, why do you commute that way? [Check up to THREE reasons]
I live on campus, or close to campus
☐ Do not have a car
☐ Saves time, or a better use of my time
☐ I enjoy it
☐ Less stress than driving
☐ Exercise
☐ Have more flexibility
☐ Saves money
☐ Incentives offered by employer (eg. transit discounts)
☐ Parking is expensive
☐ Parking is hard to find
☐ Enjoy commuting with other people
☐ Special parking available for carpool
☐ More environmentally friendly
☐ Disabled/health reasons
☐ Other (please specify)

If you selected other please specify:

10) If you ever ride the BUS, MAX, or STREETCAR to campus, how do you usually pay for your fare?

☐ Cash at time of trip
☐ Ticket purchased in advance of trip
☐ TriMet Pass (Multi-day, Monthly, Annual) purchased at full price
☐ TriMet Pass (Multi-day, Monthly, Annual) subsidized by employer or university other than PSU
☐ Streetcar-Only Pass (Annual)
☐ PSU FlexPass
☐ PSU Passport (PSU Staff/Faculty)
☐ Travel within Fareless Square
☐ Other (please specify)

If you selected other please specify:

[page break]
11) In the past MONTH, how many trips on the BUS, MAX or STREETCAR did you make for ANY PURPOSE, including work and school? Count each direction as a separate trip. If none, please enter "0"

12) When on campus, how many hours do you typically spend per day here?

- [ ] I live on campus
- [ ] 1 or less
- [ ] 2
- [ ] 3
- [ ] 4
- [ ] 5
- [ ] 6
- [ ] 7
- [ ] 8
- [ ] 9
- [ ] 10
- [ ] 11
- [ ] 12
- [ ] 13
- [ ] 14
- [ ] Other (please specify)

If you selected other please specify:

13) By TERM, how do you most frequently travel to the PSU campus? Select ONE method PER TERM. If you typically use more than one method per trip, mark the one in which you travel the farthest.

- [ ] Fall
- [ ] Winter
- [ ] Spring
- [ ] Summer

- [ ] Drive Alone
- [ ] Motorcycle/Scooter
- [ ] Get dropped off
- [ ] Carpool (two or more persons in a car)
- [ ] Ride the Bus or MAX
- [ ] Ride the Portland Streetcar
- [ ] Bicycle
- [ ] Walk
- [ ] Do not come to PSU during this term
- [ ] Other

14) Your address will help us learn more about commuting patterns. Only your zip code is required! [You will receive no solicitations from having responded to this survey]

- [ ] Street Address
- [ ] Unit/Apt.
- [ ] City
- [ ] State
- [ ] Zip Code (5-digits) Required!

15) Do you have any other suggestions/comments to improve PSU transportation options?

Thank you for participating!