Transportation Report

University of Tennessee, Knoxville

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Executive Summary

Towards the end of the 2021 fall semester, the Office of Sustainability, Parking & Transit Services, and Gordian, launched a campus wide transportation and parking survey. The aim of the survey was to improve greenhouse gas emissions reporting related to scope 3 emissions and better understand future initiatives and projects. The survey had a total of 7,205 complete responses, which represents approximately 21.6% of students, staff and faculty for the fall of 2021. The survey revealed the following:

	60%	60.3% of survey respondents indicated that driving alone was their primary commuting method to campus.
	55%	Once on campus, 54.6% of respondents selected walking as their primary method of campus commuting. 30.0% still elected to drive alone.
	65%	65.1% of respondents live 14 minutes or less from campus, and 52.3% of that population drives alone.
	85%	85.4% of commuters arrive between 7am and 12pm, with the most arrivals between 8am-8:59am (23.6%) and 9am-9:59am (25.8%).
	1	A majority of respondents indicated that the #1 future initiative should be more real-time parking availability in garages. 71.7% indicated parking was extremely difficult or somewhat difficult to find
	78%	78.1% of respondents indicated interest in an all-inclusive bus pass.
	91%	91.4% of respondents placed value on the importance of UTK reducing its carbon footprint.

Based on these findings the Office of Sustainability concludes this report with several procedure recommendations and actions, which fall under four main categories:

<u>Reporting Standards</u>:
➔ The adoption of procedures and systems that support repeating this report biannually, which includes the creation of permanent staff positions within the Office of Sustainability.

<u>Future Initiatives</u>:
➔ University support of funding needs to install real-time parking availability, and the creation of an all-inclusive bus pass program with KAT.

<u>Development and Infrastructure</u>:
➔ The adoption of procedures that prioritize alternative transportation and decentralize single commuter vehicles on the UTK campus, and the creation of incentive programs.

<u>The Path to 2061</u>:
➔ Best path to put UTK on track to meet its 2061 carbon neutrality commitment, including scope 3 emissions.

Introduction

Survey Overview

       The 2022 transportation report is based on responses from a survey that was conducted on parking and transportation in the Fall of 2021. The survey was written collaboratively by the Office of Sustainability, Parking & Transit Services, and Gordian. This survey was determined as a need to improve accuracy in the report of greenhouse gas (GHG) emissions for the Sustainability Indicator Management & Analysis Platform (SIMAP) and the Sustainability Tracking Assessment & Rating System (STARS). These reporting platforms are utilized by the University of Tennessee Knoxville (UTK), to measure and compare sustainability initiatives, commitments, and data to other higher education institutions. This survey provided the Office of Sustainability with zip code data from participants, which we were able to use with a tool from Gordian to provide us with approximate GHG emissions data.

       After removing duplicates and partial responses, the survey had a total of 7,205 respondents, representing approximately 21.6% of students, staff, and faculty. Prior to this survey collection in 2021, previous reporting was based on a small survey that was completed in 2017-2018 with a total of 800-900 respondents. As this small sample size significantly underrepresents the UTK population, a larger sample was needed to accurately measure transportation activity on campus. Beyond GHG data the Office of Sustainability additionally learned valuable information regarding barriers to alternative transportation methods, incentives, and behavioral patterns. A copy of the survey, along with suggestions for future surveying, based on feedback, will be provided at the end of this report.

Participant Recruitment

       In our goal to reach a larger sample size than the previous survey, the survey was promoted through multiple avenues. First, the Office of Sustainability graphic designer created multiple advertisements that were utilized across campus, with a QR code that led to the survey (listed in the appendix). These advertisements, and link to the survey, were also broadcasted on Canvas, where users had the ability to click and be directed to the survey. Lastly, the survey was sent to all student permit holders (non-commuter and commuter), which was 17,796 UT students, and published in the Getting Around UT November newsletter, a distribution list with approximately 950 UT related members.

       Additionally, the Office of Sustainability offered twenty (20) fifty dollar ($50) gift cards to the VolShop to incentivize participation in the survey. Per Tennessee state gambling laws, participants did not need to complete the survey in order to enter in for the drawing, and additionally could choose to enter their information in the drawing by visiting the Facilities Services Complex.

Demographics

Total Sample

Out of the 7,205 respondents, 6,942 were students which is about 21.9% of the total students enrolled in Fall 2021[1]. There were 155 faculty that responded which makes up a little less than

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[1]

https://oira.utk.edu/reporting/fact-book/#:~:text=The%20University%20of%20Tennessee%2C%2

0.9% of the total faculty. Lastly, there were 108 staff respondents which is about 2.0% of the total staff members[2].

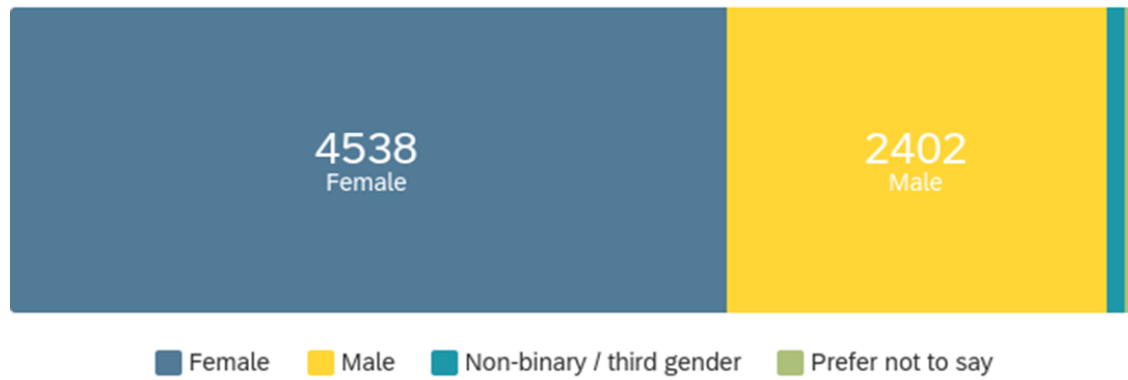Figure 1: Survey Participant by Relation to UTK (Q 60)
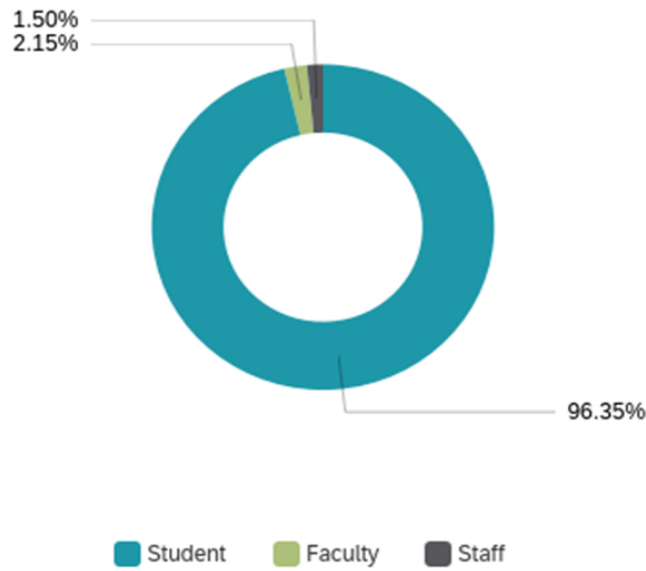
Gender

As shown in Figure 2, 63.5% of the respondents were female, followed by 33.6% identified as male. There was 1.5% that identified as non-binary or third gender, concluding with 1.4% preferring not to say.

0Knoxville%2C%20enrolled%2031%2C701%20students%20in%20Fall,graduate%2Fprofessional%20students%20are%20international
[2] https://data.utk.edu/humanresources/

Survey Participants by Gender

| 4538 Female | 2402 Male | | |

■ Female ■ Male ■ Non-binary / third gender ■ Prefer not to say

Class Standing

With 96.4% of the survey being filled out by students it is important to dive in a little deeper into which students they are. Figure 3 shows that the survey was relatively evenly answered by all undergraduate students in relation to how long until they graduate. Students post-undergrad represent 15.6% of the respondents.

Figure 3: Survey Student Participant by Year (Q 61)

Survey Student Participants by Year
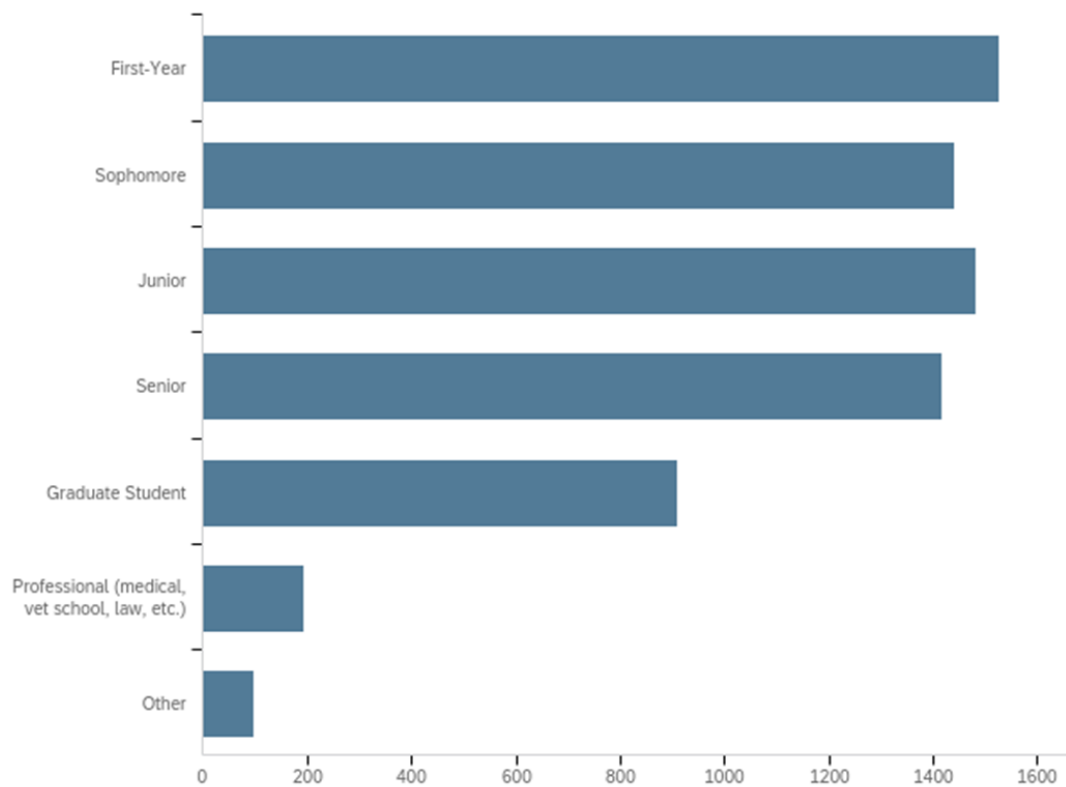
Greenhouse Gas Emissions

Scope 3 emissions, the category in which these emissions are calculated, tends to be an underestimated and reported category for higher education institutions. In 2021 the Global Conference on Sustainability in Higher Education (GCSHE), which was hosted by The Association for the Advancement of Sustainability in Higher Education (AASHE), saw an influx of institutions addressing scope 3 emissions. As a category, scope 3 emissions are hard to measure and accurately report, and the data from this survey will be used as a starting point to better understand how UTK can address these within the journey to carbon neutrality by 2061.

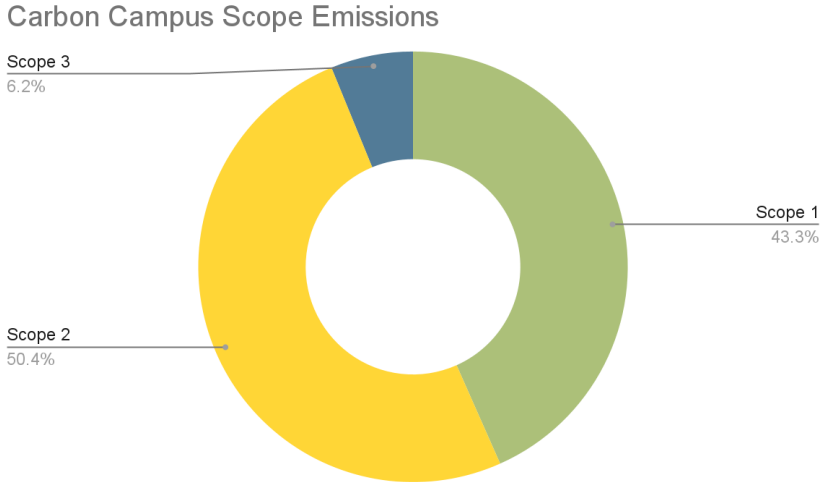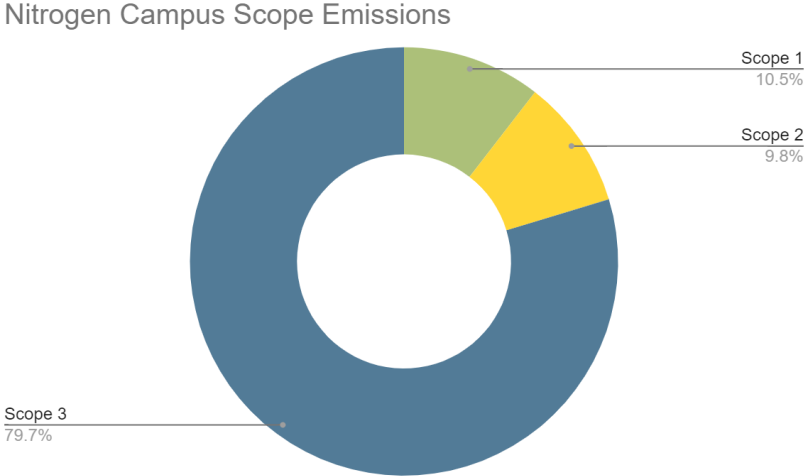Figure 4: UTK carbon emissions per SIMAP reporting

Carbon Campus Scope Emissions

Scope 3
6.2%

Scope 1
43.3%

Scope 2
50.4%

Figure 5: UTK Nitrogen per SIMAP reporting

Nitrogen Campus Scope Emissions

Scope 1
10.5%

Scope 2
9.8%

Scope 3
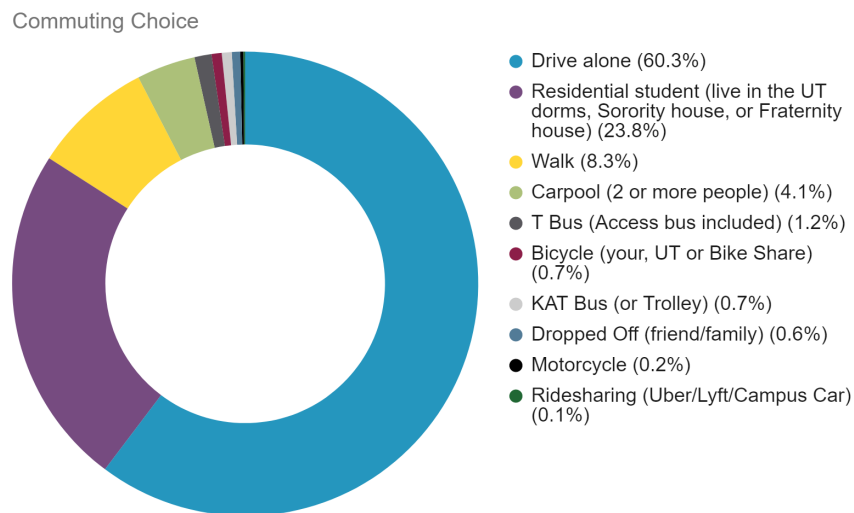79.7%

Results

Commuting

The primary concern with the survey was to better understand current commuting habits for students, staff, and faculty at UTK. As such, we asked survey respondents to indicate what their primary commuting habits were to campus, what their commuting habits were once on campus, and they were additionally asked for information regarding their commuting decisions. This included why they make the current commuting choices that they do, what incentives could be used to motivate them to make a different decision, and how long it takes them to get to campus

Commuting Methods

Commuting to Campus

Data from the survey showed that an overwhelming majority of the respondents consider driving alone as their number one commuting habit. 4,655 of respondents noted this as their primary, which represents 60.3% of the respondents. This is next followed by 1840 who indicated that their close proximity, as a residential student who lives on campus, determined their commuting style and did not drive to campus. Other respondents indicated their primary commuting habits fell into the following categories: 643, 8.3%, Walk to campus, 315, 4.1%, Carpool (2 or more people) to campus, 91, 1.18% use the T bus (Access bus included), 53, 0.7%, use the KAT bus or Trolly system, and 55, 0.7%, bike to campus using either their own bike or one borrowed from UT or the Bike Share program.
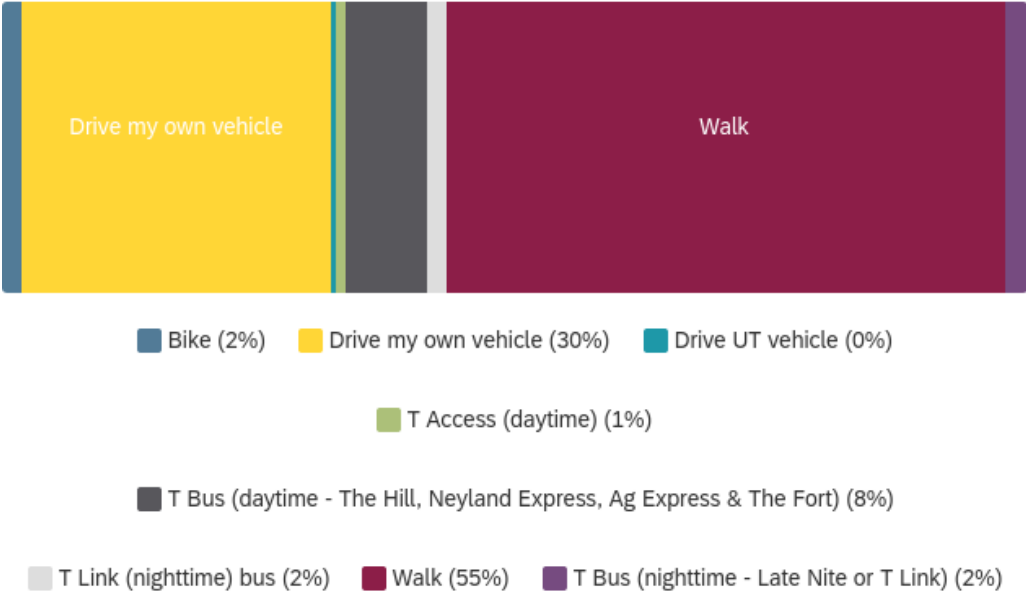
Figure 6: Primary Commuter habits (Q1)

Commuting Choice

- Drive alone (60.3%)
- Residential student (live in the UT dorms, Sorority house, or Fraternity house) (23.8%)
- Walk (8.3%)
- Carpool (2 or more people) (4.1%)
- T Bus (Access bus included) (1.2%)
- Bicycle (your, UT or Bike Share) (0.7%)
- KAT Bus (or Trolley) (0.7%)
- Dropped Off (friend/family) (0.6%)
- Motorcycle (0.2%)
- Ridesharing (Uber/Lyft/Campus Car) (0.1%)

Commuting on Campus

We asked respondents to indicate which commuting method they use once they are on campus and need to get to another location on campus. The largest selection was walking, which accounted for 54.6% of respondents. The next largest category, however, was driving their own vehicle which was 30.0%. Notably, 0.4% of the respondents indicated utilizing a UT vehicle, which demonstrates a lack of data as we recognize there is a large UT fleet of vehicles that is utilized by staff. The remaining 15.0% of respondents indicated that they utilized another alternative such as biking or mass transit.

Figure 7: Commuting on campus (Q7)

Bike (2%)   Drive my own vehicle (30%)   Drive UT vehicle (0%)

T Access (daytime) (1%)

T Bus (daytime - The Hill, Neyland Express, Ag Express & The Fort) (8%)

T Link (nighttime) bus (2%)   Walk (55%)   T Bus (nighttime - Late Nite or T Link) (2%)
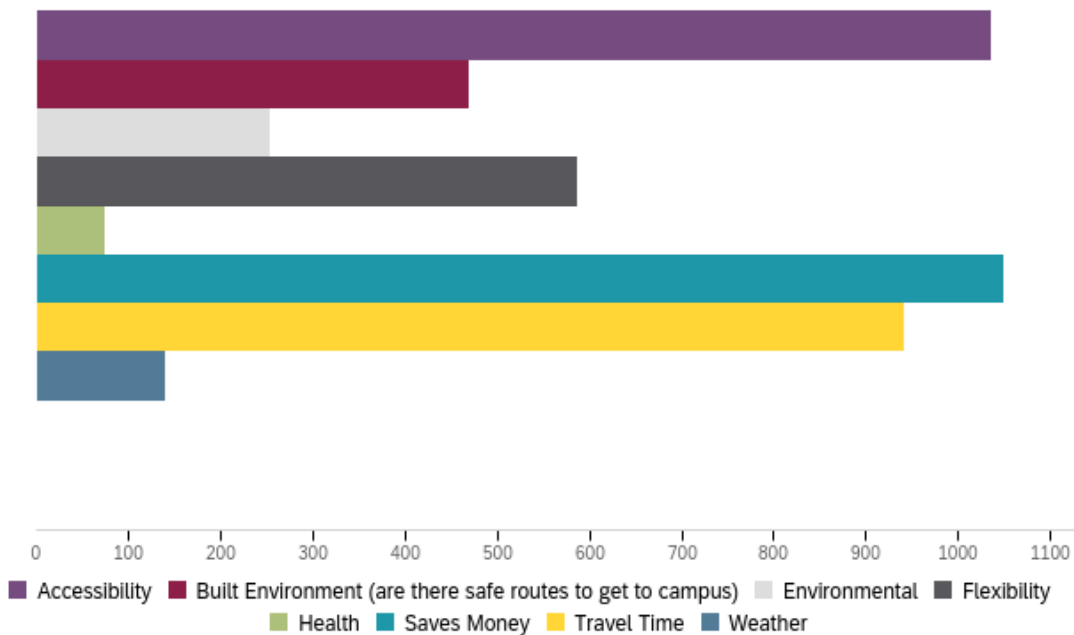
Commuting Decisions

To better understand the relationship between commuting decisions and commuters, we asked respondents to rank reasonings behind their commuting choices. Regardless of form of transportation, the two top reasons respondents made commuting decisions were affordability and convenience. This held true for single car commuters as well, with those two reasons being followed, in order of ranking, by "work off campus and need to drive", "need to drive off site such as JIAM or ORNL", "take classes at Pellissippi", and "other"(figure 8).
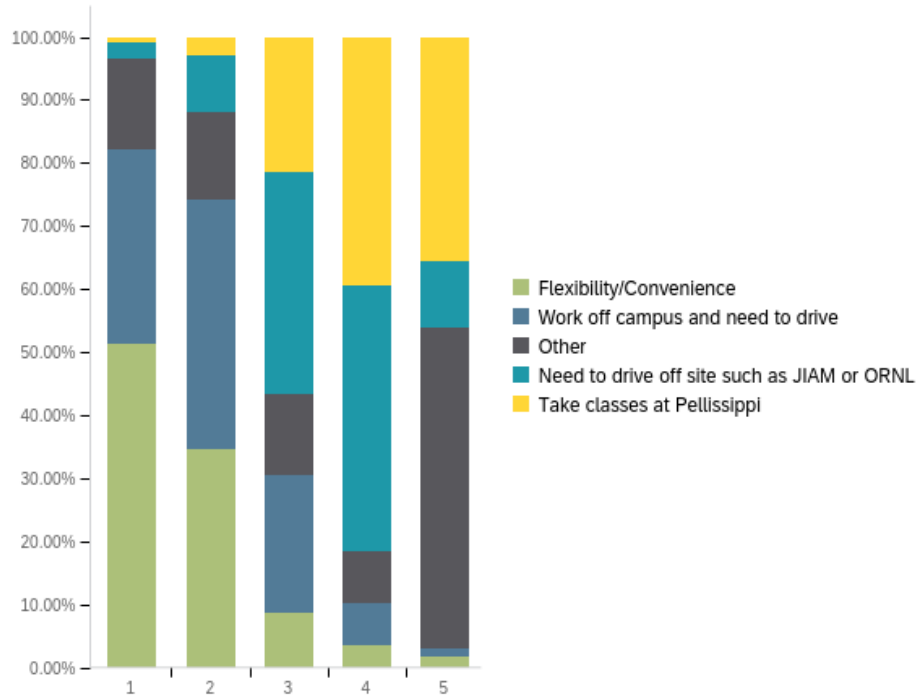
In addition to asking for current motivation, we asked respondents who had indicated a solo form of transportation (inclusive of the "drive alone" and "motorcycle" selections) what factors might make them choose an alternative mode. The intention was to understand how future incentive programs might be able to influence commuters who currently were making their decisions based primarily on affordability and convenience. The top three influencing factors were Accessibility, Saving money, and travel time which gives us a better understanding of how we can influence commuting decisions.

Figure 9: Influencing factors for choosing an alternative to solo transportation (Q 24)

Commuting Distance

Table 1, below, compares question 1 and 2 from the survey to understand distance and commuting decisions for respondents. A majority of the respondents, 65.1%, reported being within 14 minutes or less from campus while they were making commuting decisions. Of that percentage, 52.3% made the decision to drive alone, with the other majority in this time category belonging to residential students who live on campus. The remaining categories dwindle in popularity across all distances, culminating in a combined total of 39.7% for transportation categories which are alternatives to driving alone.

Table 1: Comparison of Q1 and Q2 of the survey

	Less than 5 minutes	5-9 minutes	10-14 minutes	15-19 minutes	20-24 minutes	25-29 minutes	30 + minutes	Totals
Drive alone	4.08%	15.10%	14.92%	8.48%	5.76%	4.32%	7.61%	60.27%
Residential student (live in the UT dorms, Sorority house, or Fraternity house)	15.29%	3.29%	2.08%	1.07%	0.87%	0.53%	0.69%	23.82%
Walk	1.53%	1.77%	2.72%	1.49%	0.49%	0.25%	0.08%	8.33%
Carpool (2 or more people)	0.38%	1.44%	1.05%	0.50%	0.22%	0.19%	0.30%	4.08%
T Bus (Access bus included)	0.04%	0.04%	0.17%	0.25%	0.30%	0.26%	0.13%	1.18%
Bicycle (your, UT or Bike Share)	0.08%	0.19%	0.13%	0.13%	0.09%	0.00%	0.09%	0.71%
KAT Bus (or Trolley)	0.01%	0.09%	0.34%	0.12%	0.05%	0.03%	0.05%	0.69%
Dropped Off (friend/family)	0.00%	0.08%	0.13%	0.19%	0.08%	0.04%	0.06%	0.58%
Motorcycle	0.01%	0.05%	0.01%	0.06%	0.01%	0.00%	0.05%	0.21%
Ridesharing (Uber/Lyft/Campus Car)	0.00%	0.03%	0.05%	0.04%	0.01%	0.00%	0.00%	0.13%
Totals	21.42%	22.08%	21.60%	12.34%	7.89%	5.62%	9.06%	100.00%

Commuting Times

Respondents were asked to approximate the time block in which they arrive on campus, and 85.4% indicated an arrival time between the hours of 7am-12pm. The three highest arrival hours were 7am-7:59 (17.0%), 8am-8:59am (23.6%) and 9am-9:59am (25.8%).

- 5:59 am or earlier (4%)
- 6:00-6:59 am (2%)
- 7:00-7:59 am (17%)
- 8:00-8:59 am (24%)
- 9:00-9.59 am (26%)
- 10:00-10:59 am (13%)
- 11:00-11:59 am (6%)
- 12:00-12:59 pm (3%)
- 1:00-1:59 pm (2%)
- 2:00-2:59 pm (1%)
- 3:00-3:59 pm (0%)
- After 4:00 pm (2%)
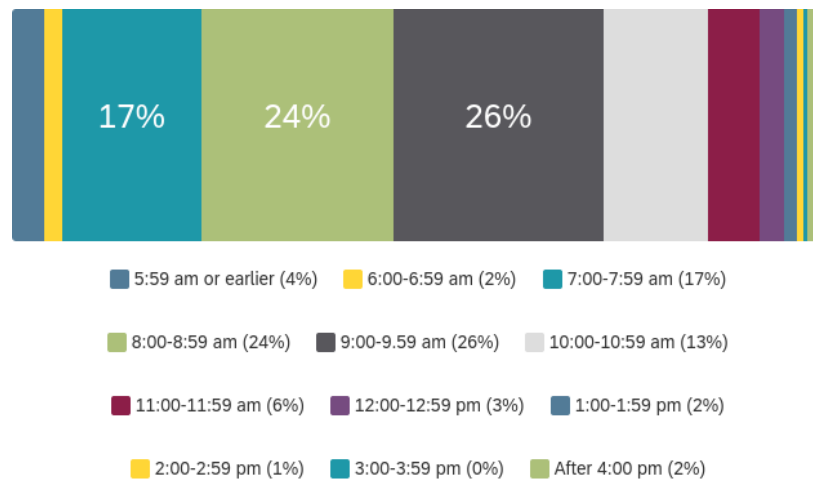
Future Initiatives

We asked respondents to rank a set of possible future initiatives that they would like to see UTK focus on. In order of respondent ranking, the initiatives were: (1) More real-time availability and signage on parking garages or areas, (2) Expand T bus service, (3) Discount with Ridesharing provider (uber/lyft), and (4) Carpool formation. When respondents were asked about difficulty finding parking, 71.7% indicated parking was extremely difficult or somewhat difficult to find. We also asked if they would be interested in an inclusive bus pass which could be used for all commutes, to which 78.1% of respondents indicated interest.

Figure 1: Rank in the order of these future initiatives for prioritization (Q 16)

Legend:
- Carpool Formation
- Discount with Ridesharing provider (Uber/Lyft)
- Expand T Bus service
- More real-time availability and signage on parking garages or areas
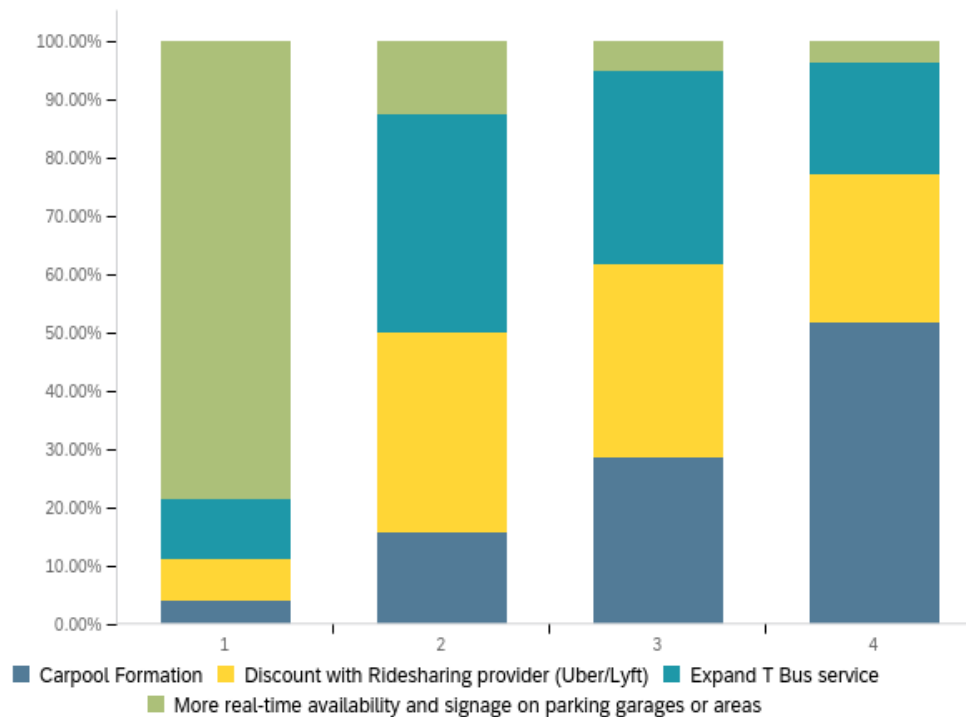
Respondents were asked how much impact, if any, they believed their commute had on the university's carbon footprint and while there were some respondents, 16.9%, who believed there was no impact, a majority assumed at least some responsibility. 69.3% believed their commuting habits had a little − a moderate impact, while 13.8% felt a lot − a great deal of impact. When asked how important respondents believed it was for UTK to reduce its carbon footprint or impact on the environment, 91.4% placed at least some value, with options ranging from "not important at all" to "extremely important". 48.0% of the respondents selected "very important" or "extremely important".

Figure 12: How important is it that UTK reduces its carbon footprint or impact on the environment? (Q?)

Legend:
- Not at all important
- Slightly important
- Moderately important
- Very important
- Extremely important

(8.62%, 16.87%, 26.52%, 26.40%, 21.59%)
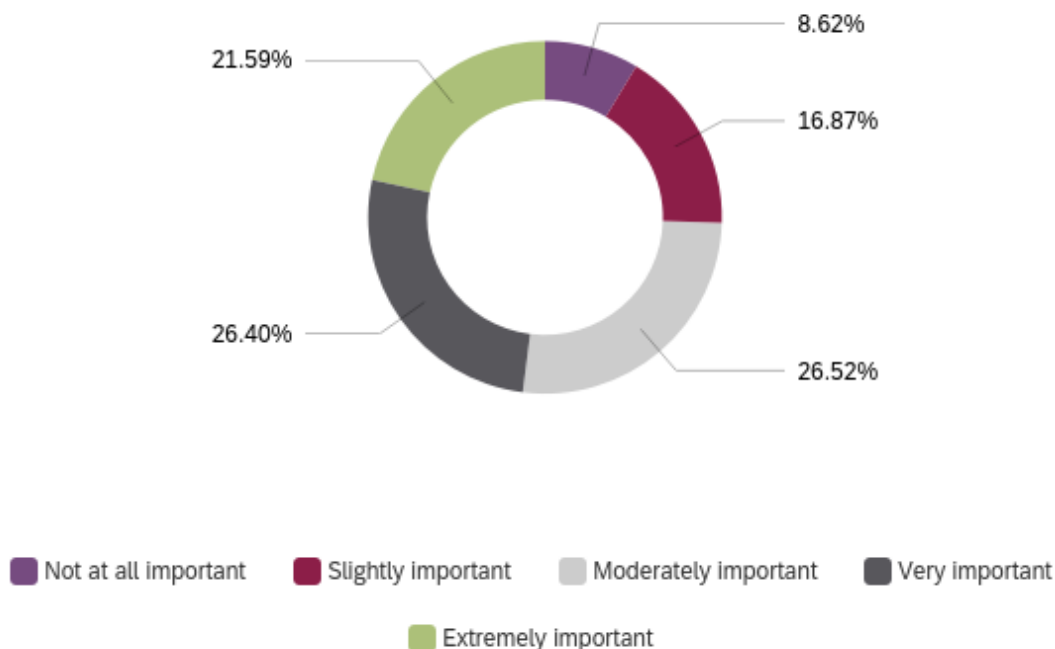
Conclusion

Through this survey, the Office of Sustainability learned valuable information not only for their office operations but also for other entities related to the campus. The findings within this report are intended to support the university in reaching its carbon neutrality commitment as well as informing procedures, campus design, and other transportation related decisions at UTK. In line with this, the following procedure suggestions and actions are highly recommended:

Reporting Standards

The information in this report has been sought after by multiple departments and groups, including Parking & Transit, Master Planning efforts, and the Knoxville Regional Transportation Planning Organization. It has been proven valuable, even before its publication, yet there are no procedures in place to require its reporting or support the Office of Sustainability in conducting

the survey. Additionally, there are several barriers in the way of continuously collecting data and increasing the accuracy of this report, including a lack of staff in the Office of Sustainability, which places the responsibility of this report on AmeriCorps members. This continuous turnover of responsibilities leads to loss of relationships with UTK, loss of systemic information, and sporadic reporting that is hard to benchmark and measure accurately. With this in mind, the Office of Sustainability recommends the following procedures and actions:

- The adoption of a procedure regarding transportation reporting standards is recommended. This procedure should require a biannual report which outlines current trends, current scope 3 emissions data, suggestions for future procedure/action, and recommendations to assist the university in reaching carbon neutrality.
    - Gordian has been a previous partner that the university has utilized, but that partnership has not been fully supported, which has caused disruptions in reporting. The university should move forward with establishing a solid data partner, or better staff internal operations, as listed below.
- In relation to transportation, The Office of Sustainability should be better staffed to take on the growing need for sustainability measurement and reporting. At a *minimum*, the office should be granted the ability to hire permanently for two of its current facilities services AmeriCorps positions including the Data Analyst/Office Administrator and the Alternative Energy/Transportation coordinator positions.
    - In future planning efforts, all (7) AmeriCorps positions should be reviewed and suggested for permanent positions.
- The Office of Sustainability should work closely and collaboratively with Parking and Transit services to implement annual data collection on transportation activity.

Future Initiatives

Based on the recommendations which respondents were in highest favor of, the Office of Sustainability recommends that:

- The university should support Parking and Transit in adding more real-time availability on parking garages. After the financial impacts of the COVID-19 pandemic, this support should include a financial investment for Parking and Transit to implement these infrastructure updates.
    - Not only is this infrastructure important to respondents and imperative to address as the university continues to welcome larger student populations, but it also addresses emissions from single commuters that idle in parking garages while looking for parking spaces.
- The university should create a partnership with Knoxville Area Transit (KAT) to create an inclusive bus pass for students, staff and faculty that can be used on all KAT trips.
    - Not only was this highly favored by respondents, but it additionally falls in line with incentive structures respondents indicated would influence their commuting decisions.
    - Data collection following this partnership can be used to understand scope 3 emissions reductions by incentivizing alternatives to single car commutes.

● After achieving the above two recommendations, the university should additionally pursue the following future initiatives as they are supported by future reporting: Expanding t-bus services, creating a discount with a ridesharing provider, and the formation of carpool programs/incentives.

Future Development and Infrastructure

As the university looks forward to the remaining 39 years until carbon neutrality, it is imperative that the built environment begins to foster sustainable transportation. To achieve this lofty goal, the Office of Sustainability recommends that:

● The university prioritize the decentralization of single commuters and cars on campus by:
  ○ Adopting procedures that require infrastructure to prioritize alternative transportation. This should look like the adoption of a complete streets policy, the reduction of drivable roads through campus, and the prioritization of alternative transportation infrastructure such as increased bike lanes.
  ○ Increasing funding to the Office of Sustainability so that they may create incentive programs which promote alternative transportation.
  ○ Limit the amount of parking infrastructure growth by looking for alternative solutions that do not include the building of new parking garages where garages do not currently exist.

The Path to 2061

Currently, it is hard to create a comprehensive roadmap for the reductions we will need to see in order to hit our 2061 carbon neutrality commitment. Although we know that commuting on and to campus is a part of our scope 3 emissions picture, we do not have all of the data needed to make recommendations on reductions. As the university implements the above suggestions, we should see this data become easier to manage and future transportation reports should be able to make clear benchmarking suggestions that ensure we are on the right track. Below are the current benchmarks we believe should be hit within the next 8 years should the university wish to prioritize the reduction of greenhouse gas emissions:

2022
*First transportation report published

*The transportation report will be utilized in campus planning master efforts.

*UTK will begin to revisit procedures for built environment

2025
*2nd transportation report published in 2024, 3rd in 2026

*UTK will have increased staffing for the OoS

*UTK and KAT will have formed a partnership

2028
*4th transportation report will be published

*UTK will fund incentives and promote alternative transportation

*GHG accounting will be more comprehensive of scope 3 emissions

2030+
*OoS will use the 5th transportation report to inform the 2030 sustainability master plan

*"Drive alone" transportation category will be under 30%

*Policy suggestions will be adopted in time for 2032 campus master planning efforts

Appendix

The appendix of this report is intended for use within the future productions of this survey. The authors will provide critical feedback and recommendations for implementation and improvement within the next iteration of the survey. Additionally, social media and graphics utilized during the survey production and distribution will be shared.

There is plenty left to analyze regarding all of the responses and multitude of questions we asked. If you see a question on this list that you would like to know the answer to, please email us at sustainability@utk.edu and we would be happy to assist.

Lessons Learned

The survey consisted of, in total, 70 questions which were not all shown to each participant. Respondents were asked the same introductory questions, and based on their responses would be shown additional questions to gather clarification and more data. For the intention of this appendix, the questions will be shown within their categories, which may not have been the order in which participants were asked, and are not in numerical order.

The largest lesson we learned distributing this survey was the need to run extensive testing on the draft before launching. There were a few minor errors that we had to fix while the survey was live, and we received that feedback from some respondents. While Gordian was an excellent partner on this, the Office of Sustainability relied heavily on their expertise and did not have systems in place to test the survey on their own. We have created this appendix with the hope of creating systemic knowledge that did not exist within the office before.

Question category 1: Welcome Message (2 questions)

Q71	HOW DO YOU GET HERE, HOW ARE WE DOING, AND WHO ARE YOU. Welcome to the UT Knoxville Commuting Survey! Thank you for your participation in this 5-10 minute survey sponsored by the Office of Sustainability partnering with Parking and Transit Services. Your participation helps us collect the data for greenhouse gas emissions and understand current behaviors to assist in future initiatives. The survey will ask questions such as: How do you get around campus? Do you have an electric vehicle? When do you arrive on campus? Do you have a current permit, etc. What is your experience with parking on campus? To participate in this survey, you must be a current student, faculty or staff member at the University of Tennessee-Knoxville. All personal and identifying information collected through this survey will remain confidential. If there are questions, or issues accessing the survey, please contact: Amythest Devlin (adevlin@utk.edu)
Raffle	You may opt-in to a drawing for one (1) of twenty (20) $50 VolShop gift cards. To enter this drawing, you may leave your email address at the end of the survey. If you do not wish to complete this survey but would still like to enter the drawing, you may fill out an entry form at the Office of Sustainability (Facilities Services Complex, 2040 Sutherland Avenue). This drawing is open to anyone over the age of 18, even if they do not participate in the survey. Odds of winning are based on how many people enter the drawing. We estimate the odds of winning at 1:150 for 3,000 participants.

Q1	What is your primary way to commute to UT? ○Drive Alone ○Carpool (2 or more people) ○Motorcycle ○Bicycle (yours, UTs or Bike Share) ○KAT Bus (or Trolley) ○T Bus (Access bus included) ○Dropped off (friend/family) ○Ridesharing (Uber/Lyft/Campus Car) ○Walk ○Residential student (live in UT dorms, Sorority house or Fraternity house)
	(Q1) Feedback: Remove the residential student option. Students can indicate proximity to campus in the distance question, and it is more valuable data to understand how they move from their residence to classes on campus.
Q2	How many minutes does it typically take you to get to campus? ○Less than 5 minutes ○5-9 minutes ○10-14 minutes ○15-19 minutes ○20-24 minutes ○25-29 minutes ○30+ minutes
Q6	What time do you typically arrive on campus? ○5:59 am or earlier ○6:00-6:59 am ○7:00-7:59 am ○8:00-8:59 am ○9:00-9:59 am ○10:00-10:59 am ○11:00-11:59 am ○12:00-12:59 pm ○1:00-1:59 pm ○2:00-2:59 pm ○3:00-3:59 pm ○After 4:00 pm
Q7	How do you get around on-campus (check up to 3 you use most) □Bike □Drive my own vehicle □Drive UT vehicle □T Access (daytime) □T Bus (daytime - The Hill, Neyland Express, Ag Express & The Fort) □T Bus (nighttime - Late Nite or T Link) □T Link (nighttime) bus □Walk

	(Q7) Feedback: Remove the repetition of "T Link" by either removing it from the T Bus (Nighttime - Late Nite or T Link) answer, or removing the stand alone option.
Q9	Do you have ADA/Accessibility mobility needs? ○Yes ○No
Q11	Do you drive a 100% electric vehicle or plug-in hybrid vehicle? ○Yes ○No
Q12	*Displayed only if "yes" is selected on Q11* Do you have a UT EV Special Parking/Charging Permit to partner with your hangtag to charge at UT chargers? ○Yes ○No
Q13	*Displayed only if "yes" is selected on Q11* Do you charge at UT chargers? ○Yes ○No
Q14	*Displayed only if "yes" is selected on Q13* Which chargers? □S23 at Music □11th St Garage □Ag Campus
	(Q14) Feedback: Additional new chargers will need to be added, including S7 off Neyland Drive
Q15	What is your local Knoxville/East Tennessee zip code? (allows us to create a GIS map)(note: zip code for residence halls is 37916)
	(Q15) Feedback: The tool that we used for this GIS map belongs to Gordian. The information is vital for our SIMAP reporting, so in the event that we no longer have a partnership with Gordian, we must create our own tool.
Q16	Rank in order these possible future initiatives for prioritization (rank 1 to 4) ○Carpool formation ○Discount with Ridesharing provider (Uber/Lyft) ○Expand T Bus Service ○More real-time availability and signage on parking garages or areas
	(Q16) Feedback: (1)We had feedback from users that the wording of this question was odd and hard to understand. (2) Adding a "type in your own" would have been great information to gather, we suggest finding a way to incorporate this into the next survey.
Q17	Rate your interest in an inclusive bus pass that could be used anytime, not just campus commutes.

	○Not interested at all ○Slightly interested ○Moderately interested ○Very interested ○Extremely interested

Question category 3: Residential conditional response (7 Questions)

Q53	Do you have a vehicle on campus? ○Yes ○No
Q54	*Displayed only if "Yes" is selected in Q53* If yes, do you have a UT parking permit? ○Yes ○No
Q55	*Displayed only if "Yes" is selected in Q54 If yes, what type of permit? ○Residential (Non-Commuter) ○Greek (live in Sorority (GS) or Fraternity (GF) House at UT) ○Motorcycle
Q56	*Displayed only if "Yes" is selected in Q53* If yes, where do you park? ○On-street parking close to campus (not Fort Sanders) ○On-street parking in The Fort area ○Other, please specify?_____
Q57	*Displayed only if "Yes" is selected in Q53* How difficult is it to find a place to park? ○Extremely difficult ○Somewhat difficult ○Neither easy nor difficult ○Somewhat easy ○Extremely easy
Q58	*Displayed only if "Yes" is selected in Q53* Rank the top influences on your decision to bring a vehicle to campus (rank 1 most to 5 least by dragging and dropping) ○Work off campus and need to drive ○Take classes at Pellissippi ○Need to drive off site such as JIAM or ORNL ○Flexibility/convenience ○Other _____

Q59	*Displayed only if "Yes" is selected in Q53*
	How often do you use your vehicle?
	○Daily
	○Once a week
	○Once a month
	○Rarely

Question category 4: Rideshare conditional response (Uber/Lyft/Campus Car/Taxi) (1 Question)

Q51	Rank what influences your decision to rideshare (1 to 5).
	□Affordability
	□Convenience
	□Environmental
	□Only option (do not have a car)
	□Safety

Question category 5: Walk conditional response (1 Question)

Q52	Rank what influences your decision to walk (1 to 5).
	□Affordability
	□Convenience
	□Environmental
	□Only option (do not have a car)
	□Safety

Question category 6:T Bus (access included) conditional response (3 Questions)

Q46	Which T bus do you primarily ride during the daytime on a regular basis?
	○T Neyland Route
	○T Fort Route
	○T Hill Route
	○T Access (accessible transportation)
	○T Ag Express
Q48	What alternative do you use in bad weather?
	○Car
	○Carpool (2 or more people)
	○Neither - I still take T bus or Access
Q49	Rank what influences your decision to take the T bus (1 to 5).
	□Affordability
	□Convenience
	□Environmental
	□Only option (do not have a car)

	□Safety

Question category 7: Dropped off conditional response (1 Question)

Q50	Rank what influences your decision to get dropped off (1 to 5). □Affordability □Convenience □Environmental □Only option (do not have a car) □Safety

Question category 8: Motorcycle conditional response (4 Questions)

Q32	Do you have a UTK motorcycle/moped permit? ○Yes ○No
Q33	Which alternative do you primarily utilize in bad weather? ○Car ○Carpool (2 or more people) ○KAT Bus ○KAT Trolley ○T Bus (fixed route - The Hill, Neyland Express, Ag Express, The Fort, Late Nite) ○Walk
	(Q33) Feedback: Add option of "other" with a blank. It is an option in Q38 and should be universal in questions for good data.
Q34	*Displayed only if the selection to Q33 is "Car"* Do you have a UT parking permit for your car? ○Yes ○No
Q35	Please rank what factors most influence your decision to ride your motorcycle (rank 1 most to 7 least by dragging and dropping) □Affordability □Convenience/Flexibility □Easier to park □Environmental □Health □Only option (do not have a car) □Safety

Question category 9: Bicycle conditional response (6 Questions)

Q36	Do you have a UT bicycle permit? ○Yes ○No
Q37	Is your bicycle registered with UTPD Operation ID or do you have a free UT bicycle permit in case it is stolen? ○Yes ○No
	(Q36 & Q37) Feedback: UT bicycle permit is questioned in both. Remove question 36 to avoid repeating.
Q38	Which alternative do you primarily utilize in bad weather? ○Car ○Carpool (2 or more people) ○KAT Bus ○KAT Trolley ○T Bus (fixed route - The Hill, Neyland Express, Ag Express, The Fort, Late Nite) ○Walk ○Other:_____
	(Q38) Feedback: Rideshare missing.
Q39	Do you have a UT parking permit for your car? ○Yes ○No
	(Q39) Feedback: Q39 should be conditional and only displayed if "car" is selected in Q38.
Q40	*Displayed only if "Bicycle (yours, UT, or Bike share)" is selected in Q1* What factors most influence your decision to ride your bicycle? ○Affordability ○Convenience/Flexibility ○Easier to park ○Environmental ○Health ○Only option (do not have a car) ○Safety
	(Q40) Feedback: Repeating question for users who select "Bicycle" in Q1 and Q7, remove question and only utilize Q78
Q78	What factors most influence your decision to ride your bicycle? (rank 1 most to 7 least by dragging and dropping) □Affordability □Convenience/Flexibility □Easier to park □Environmental

	□Health □Only option (do not have a car) □Safety

Question category 10: KAT Bus or Trolley conditional response (5 Questions)

Q41	Which bus do you primarily ride on a regular basis? ○KAT regular routes ○KAT Trolley route ○KAT LIFT (accessible transportation)
Q42	What alternative do you use in bad weather? ○Car ○Carpool (2 or more people) ○Neither - I still take KAT bus or Trolley
	(Q42) Feedback: Selections are not consistent with what was offered in previous questions that are similar, such as question 38.
Q43	*Displayed only if "Car" is selected in Q42* Do you have a UTK parking permit for your car? ○Yes ○No
Q45	Rank what influences your decision to take the KAT Bus or Trolley? (rank 1 most to 5 least by dragging and dropping) □Affordability □Convenience □Environmental □Only options (do not have a car) □Safety

Question category 11: Carpool conditional response (7 Questions)

Q25	Do you have a UT parking permit? ○Yes ○No
Q26	*Displayed only if "Yes" is selected on Q25* If yes, what type of permit? ○Commuter ○Evening ○Staff
Q27	*Displayed only if "No" is selected on Q25*

	If no, does the other person have a permit? ○Yes ○No
	(Q27) Feedback: Reword question to ask if any member of the carpool has a parking permit
Q28	*Displayed only if "Yes" is selected on Q27* If yes, what type of permit? ○Staff ○Commuter ○Evening
Q29	*Displayed only if "No" is selected on Q27* If no, where do you park? ○On-street parking close to campus (not Fort Sanders) ○On-street parking in The Fort area ○Other, please specify? _____
Q30	How difficult is it to find a place to park typically? ○Extremely difficult ○Somewhat difficult ○Neither easy nor difficult ○Somewhat easy ○Extremely easy
Q31	How do the following impact your decision to carpool?

Q31 table:

	None at all	A little	A moderate amount	A lot	A great deal
ADA/Accessible	○	○	○	○	○
Environmental	○	○	○	○	○
Less stressful	○	○	○	○	○
Regular Schedule	○	○	○	○	○
Saves money	○	○	○	○	○

Question category 12: Drive alone conditional response (6 Questions)

Q19	*Displayed only if "Drive alone" is selected in Q1* Do you have a UT parking permit? ○Yes ○No

Q20	*Displayed only if "Drive alone* is selected in Q1 *and* "Yes" is selected in Q19* If yes, what type of permit? ○Commuter ○Residential ○Evening ○Greek (live in Sorority (GS) or Fraternity (GF) House at UT) ○Motorcycle ○Staff	
Q21	*Displayed only if "Drive alone* is selected in Q1 *and* "No" is selected in Q19* If no, where do you park? ○On-street parking close to campus (not Fort Sanders) ○On-street parking in The Fort area ○Other, please specify? _____	
Q22	*Displayed only if "Drive alone" is selected in Q1* On a typical day, how hard is it to find a place to park? ○Extremely difficult ○Somewhat difficult ○Neither easy nor difficult ○Somewhat easy ○Extremely easy	
Q23	How do the following impact your decision to commute alones (Car, Bike, Motorcycle)	

	None at all	A little	A moderate amount	A lot	A great deal
ADA/Accessible	○	○	○	○	○
Children (daycare, school pickup)	○	○	○	○	○
Flexibility/convenience(need vehicle for errands)	○	○	○	○	○
Irregular schedule	○	○	○	○	○
Office is inaccessible by bus	○	○	○	○	○
Travel time	○	○	○	○	○
Weather	○	○	○	○	○

Q24	If using an alternative form of travel was a viable option for you (carpool, KAT bus or trolley, Bicycle, Rideshare) to commute to campus, instead of driving alone, what would be your reasoning for that commuting choice? (rank 1 most to 8 least by dragging and dropping) □Accessibility

	□Built Environment (are there safe routes to get to campus?) □Environmental □Flexibility □Health □Saves money □Travel time □Weather
	(Q24) Feedback: The wording on this question was confusing for some and we could never seem to get it right. Our intention was to learn about what we could use to motivate individuals to choose an alternative over single car commuting. It is possible that this question could instead be a fill in the blank or the wording could be changed.

Question category 13: Demographics (6 Questions)

Q60	What is your classification? ○Student ○Staff ○Faculty
Q61	Which of the following best describes your student status? ○First year ○Sophomore ○Junior ○Senior ○Graduate student ○Professional (medical, vet school, law, etc.) ○Other
	(Q61) Feedback: "other" became a catchall category, and the question should have only been displayed if the answer to Q60 was "Student"
Q76	I currently reside in: [Drop down list with the following options] Alpha Gamma Rho, Alpha Tau Omega, Beta Theta Pi, Beta Upsilon Chi, Kappa Sigma, Phi Delta Theta, Phi Gamma Delta, Phi Kappa Psi, Phi Kappa Tau, Pi Kappa Alpha, Pi Kappa Phi, Sigma Alpha Epsilon, Sigma Chi, Sigma Nu, Sigma Phi Epsilon, Farmhouse, Alpha Chi Omega, Alpha Delta Pi, Alpha Omicron Pi, Chi Omega, Delta Delta Delta, Delta Gamma, Delta Zeta, Kappa Delta, Kappa Kappa Gamma, Phi Mu, Phi Beta Phi, Sigma Kappa, Zeta Tau Alpha, Clement Hall, Dogwood Hall, Fred Brown Hall, Geier Hall, Hess Hall, Laurel Hall, Magnolia Hall, Massey Hall, North Carrick Hall, Reese Hall, Robinson Hall, South Carrick Hall, Stokely Hall, Volunteer Hall, N/A.
	(Q76) Feedback: This question should only be displayed if the respondent had indicated being an on campus student. The N/A category had 4702 responses.
Q63	Do you have a car? ○Yes ○No
Q64	*Displayed only if "Yes" was selected in Q63"

	○Yes ○No
	(Q63 & Q64) Feedback: These were unnecessary and repetitive for most respondents at this point, and received lots of feedback from participants, remove in future production.
Q65	Please indicate your gender: ○Male ○Female ○Non-binary/third gender ○Prefer not to say

Question category 14: Impact on the Environment (2 Questions)

Q67	How much impact, if any, do you think your commuting habits have on UTK's carbon footprint on the environment? ○None at all ○A little ○A moderate amount ○A lot ○A great deal
Q68	How important is it that UTK reduces its carbon footprint or impact on the environment? ○Not at all important ○Slightly important ○Moderately important ○Very important ○Extremely important

Question category 15: Raffle (2 Questions)

Q69	Please enter your UT ID: _____
Q70	Please enter your email address: _____

Advertisements and Graphics

Below are the graphics that were utilized for participant recruitment, they were designed by the Office of Sustainability's student worker and graphic designer, Leah Falin.

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