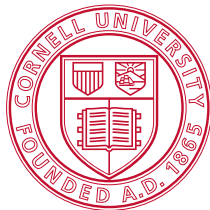


**Cornell University  
Transportation Focused Generic  
Environmental Impact Statement**

**Travel Survey Results**

**Referendum Report  
(Graduate/Professional Students and  
Undergraduate Students)  
Volume 6 of 6**

2006



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# 1. Volume Contents

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The Cornell University Transportation Focused Generic Environmental Impact Statement Travel Survey Results are reported in six separate volumes. Below is a listing of each of the volumes:

- Volume 1: Faculty/Staff
- Volume 2: Graduate/Professional Students
- Volume 3: Undergraduate Students
- Volume 4: All Groups Combined (Faculty/Staff, Graduate/Professional Students, and Undergraduate Students)
- Volume 5: Summary Comparison of Faculty/Staff, Graduate/Professional Students, and Undergraduate Students
- Volume 6: Referendum Report (Graduate/Professional Students and Undergraduate Students)

## 2. Purpose

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Cornell University, in conjunction with the Town of Ithaca, is preparing a transportation-focused Generic Environmental Impact Statement (t-GEIS) to identify and evaluate the transportation-related impacts, on transportation systems and neighborhoods, of hypothetical university population growth scenarios over the next decade, and identify potential mitigation strategies for those impacts. This will result in a set of strategies intended to improve transportation options for the entire Cornell community and reduce adverse transportation impacts on the community. The primary emphasis will be on identifying ways to reduce the number of trips by motor vehicles traveling through residential neighborhoods to and from Cornell. It will identify ways of getting people, not vehicles, to campus, and will include recommendations for transportation demand management, multi-modal transportation strategies including pedestrian, bicycle, transit and parking, safety, access and circulation modifications, such as traffic calming, zoning changes and other measures.

## 3. Methodology

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### **Objectives**

Developing effective and realistic options for employees and students traveling to campus, as well as identifying potential adverse impacts to the community, requires knowing how people travel now, why they use certain modes of transportation, what the obstacles are to using alternative modes, and what improvements or changes would be needed to encourage people to travel by other means than driving

alone. The survey also identifies where people live, what roads they use to enter campus, the times they travel to campus, and attitudes towards parking. The results are reported separately for faculty/staff, graduate/professional students, and undergraduate students, as well as all groups combined. Not all questions were relevant or asked of each group, and answers to certain questions (e.g., what mode of travel do you use), determined whether a particular subsequent question was asked.

## Methods

The questionnaire was developed by staff from the Cornell University Office of Transportation and Mail Services, as well as Planning, Design and Construction. In addition, assistance and review was provided by members of committees guiding the t-GEIS and the consultant team undertaking the study.

The questionnaire was programmed for web administration (see **Appendix A-copy of the questionnaire**). An invitation e-mail (see **Appendix B-invitation e-mail**) to participate in the survey went to the randomly selected sample of staff and faculty. Reminders were sent to non-respondents on April 25, 2006, April 28, 2006, and a final reminder was sent on May 5, 2006 (see **Appendix B – for reminder e-mails**). Data collection ended on May 10, 2006.

## Sampling – Graduate/Professional Students

All graduate and professional students were included in the survey. A total of 2797 surveys were completed out of the 5,647 graduate and professional students who received an invitation to participate, with an overall response rate of 49.53%. See table below.

### Response Outcome:

	Initial Population	Completed Surveys	Response Rate
Graduate/Professional Students	5,647	2,797	49.53%

Source of population numbers are from the Cornell University Registrar.

## Sampling Error - Graduate/Professional Students

Overall, the maximum margin of error for the graduate/professional student results was less than 1.4%. This assumes the traditional 95% confidence level (which represents the true percentages of the population who would pick an answer that lies within the margin of error). This means for questions asked of everyone, there was no more than a one in twenty chance that variations in the respondent sample caused the results to deviate by more than 1.4 percentage points. This maximum margin of error is established based on the assumption that respondents were asked yes/no questions and there was an even distribution of responses (i.e., 50% “yes” and 50% “no”).

Sampling error is determined by the distribution of question responses and by the size of the sample. An extreme distribution of responses (i.e., 90% “yes” and 10% “no”) has a smaller error range. Conversely, an even distribution (50% “yes” and 50% “no”) has a larger error range. The table below provides the

established margin of error for a full spectrum of response distributions relative to the three different primary sample sizes used in this study. Using this table you can see how the distribution of responses affects sampling error. For example, on a question that has an 80/20 distribution (e.g., 80% “yes” and 20% “no”) the sampling error for 2,797 respondents would decrease from 1.32% to 1.05%.

### Sampling Error Margins by Question Response Distribution

		Total
		N=2,797
<b>Question Response Distribution (%)</b>	50/50	1.32
	60/40	1.29
	70/30	1.21
	80/20	1.05
	90/10	0.79

## Sampling – Undergraduate Students

A random sample of 1400 freshmen, 1400 sophomores, 1400 juniors, and 1400 seniors was drawn to be included in the survey. A total of 2007 surveys were completed out of the 5,600 undergraduate students who received an invitation to participate, with an overall response rate of 35.84%. Below is a table of the breakdown of the responses to the survey.

#### Response Outcome:

	Initial Population	Initial Sample	Completed Surveys	Response Rate
Freshman	3,112	1,400	495	35.36%
Sophomore	3,283	1,400	513	36.64%
Junior	3,463	1,400	541	38.64%
Senior	3,616	1,400	458	32.71%
Total	13,474	5,600	2007	35.84%

Source of population numbers are from the Cornell University Registrar.

## Sampling Error – Undergraduate Students

Overall, the maximum margin of error for the undergraduate student results was less than 4.3%. This assumes the traditional 95% confidence level (which represents the true percentages of the population who would pick an answer that lies within the margin of error).

Specifically, the maximum margin of error for the total sample of 2,007 respondents was 2.02%. This means for questions asked of everyone, there was no more than a one in twenty chance that variations in the respondent sample caused the results to deviate by more than 2.02 percentage points. This maximum margin of error is established based on the assumption that respondents were asked yes/no questions and there was an even distribution of responses (i.e., 50% “yes” and 50% “no”).

Sampling error is determined by the distribution of question responses and by the size of the sample. An extreme distribution of responses (i.e., 90% “yes” and 10% “no”) has a smaller error range. Conversely, an even distribution (50% “yes” and 50% “no”) has a larger error range. The table below provides the established margin of error for a full spectrum of response distributions relative to the three different primary sample sizes used in this study. Using this table you can see how the distribution of responses affects sampling error. For example, on a question that has an 80/20 distribution (e.g., 80% “yes” and 20% “no”) the sampling error for 2,007 respondents would decrease from 2.02% to 1.61%.

**Sampling Error Margins by  
Question Response Distribution and Sample Size**

		Sample Size				
		Total	Freshman	Sophomore	Junior	Senior
		N=2,007	N=495	N=513	N=541	N=458
Question Response Distribution (%)	50/50	2.02	4.04	3.98	3.87	4.28
	60/40	1.98	3.96	3.89	3.79	4.19
	70/30	1.85	3.70	3.64	3.55	3.92
	80/20	1.61	3.23	3.18	3.10	3.42
	90/10	1.21	2.42	2.39	2.32	2.57

## Data Analysis

### Structure of the Survey Data

The web-based instrument used in this study covered several major areas: travel time to and from campus, mode of travel to and from campus, driving to campus, bus service, cycling to campus, other methods of getting to campus, reducing vehicular traffic, parking spaces on campus, buses and bus passes, and communication with users.

Response categories were collapsed where appropriate and all missed responses from those who chose not to answer the question were excluded for the purpose of analyses using that specific question. N/A implies that either the question was not asked of that subgroup or the denominator was zero and a percentage could not be computed.

### Reporting of Results

Presented in this report is the frequency of responses by question. Where numbers do not add to exactly 100%, this is typically due to rounding or because multiple responses were accepted. In addition, where there are ranking of questions, the mean rank for each response category was provided. Not all questions were relevant or asked of each group, and answers to certain questions (e.g., what mode of travel do you use), determined whether a particular subsequent question was asked. Refer to the survey questionnaire (Appendix A) for routing of the questions. Layout and structure of the report was directed by the staff from the Cornell University Office of Transportation and Mail Services and by members of the consultant team undertaking the study.

## 4. Executive Summary

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### Objectives

- To develop effective and realistic options for employees and students traveling to campus.
- To identify obstacles to using alternative modes of transportation.
- To understand attitudes towards parking.

### Description of Sample

Total of 2,797 graduate professional student responses – 49.53% response rate

Total of 2,007 undergraduate student responses – 35.84% response rate

### Other Methods of Getting to Campus

#### q30\_1-q30\_3

**What would be required for you to give up (not renew) your parking permit?  
Please rank up to three (3) incentives.**

#### Table 7.9a

**Graduate/Professional Students:** Top 3 responses were: “Free transit pass”, “Better transit service”, and “Books of 1-day parking passes for free or a reduced rate”.

**Undergraduate Students:** Top 3 responses were “Free transit pass”, “Books of 1-day parking passes for free or a reduced rate”, and “Better transit service”.

**q30\_1-q30\_3 X q2b. Top 10 Municipalities - What would be required for you to give up (not renew) your parking permit? Please rank up to three (3) incentives and where do you currently live? - Top 10 Municipalities**

#### Table 7.9

**Graduate/Professional Students:** “Free Transit Pass” was the top incentive for those living in the City of Ithaca, Town of Ithaca, Village of Lansing, Cayuga Heights.

“Better Transit Service” was the top incentive for those living in Dryden, Freeville, Brooktondale, Other areas in Tompkins County, Etna, and North Lansing.

**Undergraduate Students:** “Free Transit Pass” was the top incentive for those living in the City of Ithaca, Town of Ithaca, Cayuga Heights, Other areas in Tompkins County, and the Village of Lansing.

“Better Transit Service” was the top incentive for those living in Dryden.

## Reducing Vehicular Traffic

**q32 X q12. - One way to reduce vehicle traffic on the campus is to institute a "park and lock" policy for the parking lots. That is, for a certain period of the day you can come and go once but are not allowed to re-enter the lot until after the restricted period has passed. Would you support such a policy? And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

### Table 8.1

**Graduate/Professional Students:** Except for those respondents who walk, run, or bicycle, the majority of respondents for each mode of transportation replied “no” to supporting a park and lock policy.

**Undergraduate Students:** Except for those respondents who walk, run, or bicycle, the majority of respondents for each mode of transportation replied “no” to supporting a park and lock policy.

**q32 X q18. - One way to reduce vehicle traffic on the campus is to institute a "park and lock" policy for the parking lots. That is, for a certain period of the day you can come and go once but are not allowed to re-enter the lot until after the restricted period has passed. Would you support such a policy? And if you drive to campus during the day, where do you usually park?**

### Table 8.2

**Graduate/Professional Students:** Across all types of parking locations, half or more of the respondents replied “no” to supporting a park and lock policy.

**Undergraduate Students:** Across most types of parking locations, half or more of the respondents replied “no” to supporting a park and lock policy.

**q33. One way to reduce vehicle traffic on the campus is to institute a “one permit, one zone” policy where your parking permit allows you to park in the designated zone but nowhere else. (Current rules allow holders of higher tiered permits to**



**park in lots of lower tiers in addition to their designated zone.) Would you support such a policy?**

**Table 8.3a**

**Graduate/Professional Students:** Over two out of five graduates reported “No” when asked if they support a “one permit, one zone” policy. Over a quarter of graduate and professional students reported “Yes, but only if zones are small enough that I’m sure to get a spot in my permitted lot.”

**Undergraduate Students: Not Asked**

**q33 X q12. - One way to reduce vehicle traffic on the campus is to institute a “one permit, one zone” policy where your parking permit allows you to park in the designated zone but nowhere else. (Current rules allow holders of higher tiered permits to park in lots of lower tiers in addition to their designated zone.) Would you support such a policy?**

**And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

**Table 8.3**

**Graduate/Professional Students:** Overall, a majority of respondents across modes of transportation supported a “one permit, one zone” in some form. Across most modes of transportation, for those who do support a “one permit, one zone” policy, the most popular option was “yes, but only if the zones are small enough that I’m sure to get a spot in my permitted lot.”

**Undergraduate Students: Not Asked**

**q33 X q18. - One way to reduce vehicle traffic on the campus is to institute a “one permit, one zone” policy where your parking permit allows you to park in the designated zone but nowhere else. (Current rules allow holders of higher tiered permits to park in lots of lower tiers in addition to their designated zone.) Would you support such a policy? And if you drive to campus during the day, where do you usually park?**

**Table 8.4**

**Graduate/Professional Students:** Overall, a majority of respondents across all parking locations support a “one permit, one zone” in some form. Across all parking locations, for those who supported the policy, the most popular option was “yes, but only if the zones are small enough that I’m sure to get a spot in my permitted lot.”

**Undergraduate Students: Not Asked**

**q34a. One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) - First year undergraduates**

**Chart 8.1a**

**Graduate/Professional Students:** Most graduate/professional students believe that first year undergraduates should not be allowed parking permits, with the second largest group feeling that parking permits should be only allowed if living more than five miles from campus

**Undergraduate Students:** About two out of five undergraduates believe that first year undergraduates should not be allowed parking permits, while about one-third believe there should be no restrictions set. Approximately one out of ten believe parking permits should be only allowed if living more than five miles from campus

**q34a X q12. - One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) - First year undergraduates**

**And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

**Table 8.4a**

**Graduate/Professional Students:** Regardless of mode of transportation to campus, a majority (though a plurality in the case of carpoolers) of graduate and professional students believe that first year undergraduates should not be allowed parking permits on campus.

**Undergraduate Students:** Regardless of mode of transportation to campus, a majority (though only a plurality of those who drive alone or walk/run to campus) of students reported that first year undergraduates should not be allowed parking permits on campus

**q34a X q1stud.**

**One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) - First year undergraduates**

**Table 8.5a**

**Graduate/Professional Students:** Across graduate and professional programs, the majority response was that first year undergraduates should not be allowed parking permits on campus. However, substantial minorities within each school/program felt that permits should be allowed if the freshman is living more than five miles from campus.

**Undergraduate Students:** A plurality of first year students believes there should be no parking permit restrictions on first year students. Almost two out of five sophomores reported that first year students should not be allowed parking permits. Juniors, seniors, and fifth year students also reported that first year students should not be allowed parking permits..

**q34b. One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Sophomores**

**Chart 8.1b**

**Graduate/Professional Students:** A plurality of respondents believe that parking permits should not be issued to sophomores, while another sizable portion believe that parking permits should only be issued for those who live more than 5 miles from campus.

**Undergraduate Students:** The largest percentage of the respondents felt there should be no restrictions placed on parking permits for sophomores. Approximately one in seven respondents reported that parking permit should only be issued to those sophomores who live more than five miles from campus.

**q34b X q12. - One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Sophomores**

**And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

#### Table 8.4b

**Graduate/Professional Students:** Across most modes of transportation, a plurality of graduate and professional students felt that sophomores should not be allowed parking permits on campus.

**Undergraduate Students:** Across all modes of transportation, a plurality of undergraduate students felt that sophomores should have no restrictions on the availability of parking permits.

**q34b X q1stud.**

**One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Sophomores**

#### Table 8.5b

**Graduate/Professional Students:** Pluralities in the law school, the management school, the engineering school, and the graduate school believed that there should be no on-campus parking permits allowed to sophomores. The vet school differed, with the plurality of vet students believing that sophomores should be allowed on campus parking permits if they live more than five miles away.

**Undergraduate Students:** Over half of first year students and sophomores reported that there should be no parking permit restrictions on sophomores. Juniors, seniors, and fifth year students also reported that sophomores should have no restriction on parking permits, but a smaller percentage.

**q34c. One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) - Juniors**

#### Chart 8.1c

**Graduate/Professional Students:** A plurality of respondents felt that parking permits should only be issued to juniors who live more than five miles from campus. A sizable portion of respondents also believe that parking permits should only be issued to those juniors who live over two miles from campus.

**Undergraduate Students:** The majority of undergraduates believe there should be no restrictions on parking permits for juniors.

**q34c X q12. - One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether**

**you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) - Juniors**

**And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

**Table 8.4c**

**Graduate/Professional Students:** Pluralities of those who carpoled to campus, were dropped off by someone going to campus or not going to campus, who took a TCAT bus or a private shuttle to campus, who bicycled, or who took other means to campus, all believe that juniors should have no parking restrictions on campus if they live more than five miles away. Graduate and professional students who walked to campus felt that juniors should have parking restrictions only if they lived within two miles of campus. Nearly one in four of graduate and professional students who drive alone to campus reported that juniors should have no parking permit restrictions on campus.

**Undergraduate Students:** The plurality of undergraduate students reported, regardless of mode of transportation, that juniors should have no parking restrictions on campus at all.

**q34c X q1stud.**

**One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.)**

**Table 8.5c**

**Graduate/Professional Students:** Pluralities of vet students, management students, and law students all replied that there should be no restriction on the availability of parking permits for juniors. In contrast, a pluralities of graduate students and engineering students believed that there should be restrictions for all juniors living less than five miles from campus.

**Undergraduate Students:** Overall, sizable majorities (though a plurality in the case of fifth-year students) of each undergraduate class year reported there should be no restriction on parking permits for juniors.

**q34d. One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations**

would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Seniors

**Chart 8.1d**

**Graduate/Professional Students:** The plurality of graduate/professional students believed that seniors should have no restrictions on their parking permits. Nearly a quarter of respondents replied that seniors should only be allowed to have parking permits if they live more than five miles away from campus.

**Undergraduate Students:** The overwhelming majority of undergraduates (65.33%) believe that seniors should have no restrictions on their parking permits.

**q34d X q12. - One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below.**

**(Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) - Seniors**

**And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

**Table 8.4d**

**Graduate/Professional Students:** A plurality of graduate and professional students who are dropped off at campus by someone traveling to campus, drove alone, carpooled, took a private shuttle to campus, or walked to campus believed that there should be no restriction on parking permits for seniors. A plurality of those who bicycle, took other means to campus, took a TCAT bus, or who were dropped off by someone not going to campus believe that seniors should have parking permit restrictions if they live more than five miles from campus.

**Undergraduate Students:** The plurality of undergraduate students reported, regardless of mode of transportation, that seniors should have no parking restrictions on campus at all.

**q34d X q1grad. One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below.**

**(Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) And please select the group to which you belong. - Seniors**

**Table 8.5d**

**Graduate/Professional Students:** Pluralities of vet students, management students, and law students all replied that there should be no restriction on the availability of parking permits for seniors. A plurality of engineering students and graduate school students believed that there should be restrictions for all seniors living more than five miles from campus.

**Undergraduate Students:** Overall, the majority of each class year reported that there should be no restriction on parking permits for seniors.

**q34e. One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Graduate/Professional Students**

#### **Chart 8.1e**

**Graduate/Professional Students:** The overwhelming majority of graduate/professional students believe there should be no restrictions on graduate/professional students parking permits.

**Undergraduate Students:** The overwhelming majority of undergraduates believe that graduate/professional students should have no restrictions on their parking permits.

**q34e X q12. - One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Graduate/Professional Students**

**And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

#### **Table 8.4e**

**Graduate/Professional Students:** The overwhelming response was that there is to be no restriction on the availability of their parking permits across modes of transportation.

**Undergraduate Students:** The plurality of undergraduate students reported, regardless of mode of transportation, that graduate and professional students should have no parking permit restrictions on campus at all.

**q34e X q1grad.**

**One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Graduate/Professional Students**

**Table 8.5e**

**Graduate/Professional Students:** From graduate and professional student population questioned, the overwhelming response was that there is to be no restriction on the availability of their parking permits. The group of students most in favor of there being no restriction was the vet school, while the engineering school was the most in favor of some form of restrictions.

**Undergraduate Students:** The majority of every class year reported that no restriction should be placed on graduate and professional parking permit availability.

**q34f. One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Faculty/Staff**

**Chart 8.1f**

**Graduate/Professional Students:** The overwhelming majority of graduate/professional students believe there should be no restrictions placed on faculty or staff parking permits.

**Undergraduate Students:** The overwhelming majority of undergraduates believe that faculty/staff should have no restrictions on their parking permits.

**q34f X q12.**

**One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Faculty/Staff**

**And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

**Table 8.4f**



**Graduate/Professional Students:** Across modes of transportation, the overwhelming response was that there is to be no restriction on the availability of parking permits for faculty and staff members. The group most in favor of no parking restrictions was those who carpooled to campus. The group most in favor of some form of parking restriction was bicyclists.

**Undergraduate Students:** Except for those undergraduate students who car pool, the majority reported that faculty and staff should have no parking restrictions on campus at all.

**q34 X q1grad.**

**One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Faculty/Staff**

**Table 8.5f**

**Graduate/Professional Students:** From graduate and professional student population questioned, the overwhelming response was that there is to be no restriction on the availability of parking permits for faculty and staff members.

**Undergraduate Students:** Approximately four out of five first year students, sophomores, juniors, and fifth year students believe no restrictions should be placed on parking availability for faculty and staff. More than seven out of ten seniors believed no restrictions should be placed on faculty and staff.

## **Parking Spaces on Campus**

**q35. As the university grows and as parking lots are taken up for buildings, the university will need to consider how, if at all, to change the current parking supply. Do you think the overall ratio of parking spaces per member of the campus community (students & employees) is:**

**Chart 9.1**

**Graduate/Professional Students:** The large majority of graduate/professional students feel the ratio of parking spaces to the Cornell community is too low. A bit less than one-third believe the ratio is “About Right.”

**Undergraduate Students:** The overwhelming majority of undergraduate students feel that the ratio of parking spaces per member of the Cornell community (students and employees) is on the low side. Only about one-fifth believe the ratio is “About Right”.

**q35 X q12. - As the university grows and as parking lots are taken up for buildings, the university will need to consider how, if at all, to change the current**

**parking supply. Do you think the overall ratio of parking spaces per member of the campus community (students & employees) And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below**

#### **Table 9.1**

**Graduate/Professional Students:** In general, across all modes of transportation, only about one-third of respondents believe that the ratio of parking spaces on campus is “about right.” Again across all modes of transportation, majorities/pluralities believe that the ratio of parking spaces to campus community members is too low, especially those who drive alone, carpool, or take a TCAT bus.

**Undergraduate Students:** For the most part, undergraduate students reported that the ratio of parking spaces per member of the Cornell community is too low (either slightly too low, too low, or significantly too low) regardless of the mode of transportation used to travel to campus.

**q36. When the university looks to replace or build new parking spaces on campus, where and how should it build them?**

#### **Chart 9.2**

**Graduate/Professional Students:** The preferences of the graduate/professional students were evenly split, with almost half of the graduate/professional students questioned replying that the new parking spaces should be “Incorporated with new buildings where feasible and appropriate” and approximately another half feeling that parking spaces should be in a “New garage on existing surface spaces.”

**Undergraduate Students:** The preferences of the undergraduates were split primarily in two, with almost half believing that new parking spaces should be “Incorporated with new buildings where feasible and appropriate” and most of the remaining students feeling that parking spaces should be in a “New garage on existing surface spaces.”

**q37. Geographically, where should the university try to site new parking lots and/or garages**

#### **Table 9.1a**

**Graduate/Professional Students:** A plurality of graduate/professional students questioned believe that the new parking spaces should be put on the periphery of campus. Central campus was cited as the second most popular place to potentially put new parking.

**Undergraduate Students:** Most undergraduates reported that the new parking spaces should be put in Central Campus or on the periphery of campus, with increased shuttle bus service to the center of campus.

**q38. The average total cost to operate and maintain a parking space on campus exceeds \$1000 per year, significantly more than the cost of a parking permit. If the university were to charge the average total cost for parking, would you purchase a parking permit?**

**Table 9.1b**

**Graduate/Professional Students:** The overwhelming majority of graduate/professional students do not currently have a permit and would not purchase one at the average cost.

**Undergraduate Students:** The overwhelming majority of undergraduates reported that they do not currently have a permit and would not purchase one at the average cost.

**q39. The university currently subsidizes the cost of a parking permit. The following table lists ways this subsidy might be changed for students, faculty and staff. Please check the box if you agree that the statement should apply to that group.**

**Table 9.1c**

**Graduate/Professional Students:** The majority of graduates reported that the parking subsidy should be decreased for undergraduates. For graduates, faculty, and staff approximately half of all graduate/professional students reported that the parking subsidy should remain unchanged.

**Undergraduate Students:** Slightly over a third of undergraduates responded “The parking subsidy should remain unchanged” when asked about potential changes in the subsidy for undergraduates. However, almost as many believed that the parking subsidy should be increased. Over half of all undergraduates believed the subsidy should remain unchanged for graduates, faculty, and staff.

**q39a X q12. - The university currently subsidizes the cost of a parking permit. The following table lists ways this subsidy might be changed for students, faculty and staff. Please check the box if you agree that the statement should apply to that group. And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

**Table 9.2a**

**Graduate/Professional Students:** Across all modes of transportation, a substantial majority of respondents replied that the “parking subsidy should be decreased” for undergraduate students.

**Undergraduate Students:** Of those undergraduate students who drive alone to campus, nearly half reported that the parking subsidy should be increased, while about one-third reported that it should remain unchanged. Of those students who take the TCAT bus to campus, nearly one-third reported that the parking subsidy should be increased, another third reported that the parking subsidy should remain unchanged, and approximately the last third reported the subsidy should be decreased. A similar trend is seen for those students who walk, run or take another form of non-motorized transit to campus, with one-third supporting increased subsidy, about one-third supporting no change of subsidy, and nearly one-third supporting a decrease in subsidy.

**q39b X q12. - The university currently subsidizes the cost of a parking permit. The following table lists ways this subsidy might be changed for students, faculty and staff. Please check the box if you agree that the statement should apply to that group. And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

**Table 9.2b**

**Graduate/Professional Students:** Substantial majorities/pluralities of graduate/professional students who drive alone, motorcycle/moped, carpool, dropped off by someone, take a TCAT bus, or use other means believe that the parking subsidy for graduate/professional students should be increased. However, pluralities of those who take a private shuttle, walk/run, or bicycle replied that the parking subsidy for graduate/professional students should remain unchanged.

**Undergraduate Students:** When asked about changes in parking subsidies for graduate and professional students, it was found that the plurality of the undergraduates reported that the subsidy should remain unchanged regardless of the mode of transportation used to travel to campus.

**q39c X q12. - The university currently subsidizes the cost of a parking permit. The following table lists ways this subsidy might be changed for students, faculty and staff. Please check the box if you agree that the statement should apply to that group. And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often**

**Table 9.2c**

**Graduate/Professional Students:** For most modes of transportation, majorities/pluralities of graduate/professional students believe that the parking subsidy should remain unchanged for faculty, especially those who are dropped off by someone going to campus or walk/run. For other modes of transportation, such as out of county transit, motorcycle/moped, bicycle, or use other means, majorities/pluralities of graduate students believe that the faculty subsidy should be decreased.

**Undergraduate Students:** When asked about changes in parking subsidies for faculty, it was found that the plurality of the undergraduates reported that the subsidy should remain unchanged regardless of the mode of transportation used to travel to campus

**q39d X q12. - The university currently subsidizes the cost of a parking permit. The following table lists ways this subsidy might be changed for students, faculty and staff. Please check the box if you agree that the statement should apply to that group. And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often**

**Table 9.2d**

**Graduate/Professional Students:** For most modes of transportation, majorities/pluralities of graduate/professional students believe that the parking subsidy should remain unchanged for staff.

**Undergraduate Students:** For most modes of transportation, majorities/pluralities of undergraduate students believe that the parking subsidy should remain unchanged for staff.

## **Buses and Bus Passes**

**q40\_1-q40\_5 X q1grad.**

**One suggestion by the community is the provision of bus passes to new students (first year undergrad, grad and transfers). Please select the statement you agree with and please select the group to which you belong.**

**Table 10.1**

**Graduate/Professional Students:** Except for vet school students, the most popular option for graduate/professional students was “New students should get a free bus pass subsidized by an increase in student tuition or fees for first-year students only.” The most popular option for vet students was “I do not feel that new students should get free bus passes.” The least popular option for all graduate/professional students was “New students should get a free bus pass subsidized by general funds.”

**Undergraduate Students:** For undergraduate students overall, the most popular option was “I do not feel that new students should get free bus passes.” The second most popular option overall was “New students should get a free bus pass subsidized by an increase in student tuition or fees for first-year students only.”

**q41. If new students are given free bus passes, should they be given only to those who do not purchase a parking permit?**

**Chart 10.1**

**Graduate/Professional Students:** Over two thirds of graduates believed free bus passes, if given to new students, should only be given to those who do not purchase a parking permit.

**Undergraduate Students:** Over two thirds of undergraduates believed free bus passes, if given to new students, should only be given to those who do not purchase a parking permit.

**q43. Hybrid buses produce fewer emissions and consume less fuel but can cost up to twice as much as a regular bus. How do you feel about the tradeoff between hybrid buses and regular buses when TCAT needs to replace its buses in the future? I feel that TCAT should buy:**

**Chart 10.2**

**Graduate/Professional Students:** Over two out of five graduate and professional students reported that TCAT should buy hybrid buses even if it means they have higher costs. The next most frequently cited response was “I feel TCAT should buy regular buses in order to keep my out-of-pocket expenses from rising and/or service levels from falling.”

**Undergraduate Students:** Over one third of undergraduates believe TCAT should buy hybrid buses even if it means that they have higher costs. Approximately one fifth of undergraduates believe that TCAT should buy hybrid buses even if it means that they have higher costs and/or reduced service.

## 5. Results

### 5.1 Graduate/Professional Students

#### 5.1\_7 Other Methods of Getting to Campus

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##### q30\_1-q30\_3

**What would be required for you to give up (not renew) your parking permit?  
Please rank up to three (3) incentives.**

**Table 7.9a Improvements/Incentives required to Not Renew Parking Permit**

Improvements	Total Valid Responses	Overall Mean Ranking
Free transit pass	328	2.40
Better transit service	295	2.21
Carpool incentives	80	2.10
Books of 1-day parking passes for free or a reduced rate	207	1.90
Vehicle on campus available for errands during the day	70	1.84
Vehicle on campus available for weekend/overnight trips	30	1.80
Better walking and/or biking routes	84	1.65
Back up transportation programs such as a ride home in an emergency	71	1.31
Higher parking permit price	83	2.07
I would not give up my parking permit under any circumstances	186	2.75
I do not have a parking permit	882	2.96

The majority of graduates responded “I do not have a parking permit.” The improvement/incentives cited most often among those who do have a parking permit were “Free transit pass,” “Better transit service,” and “Books of 1-day parking passes for free or a reduced rate,” with “Free transit pass” ranked most highly of the three. A sizable number of respondents selected “I would not give up my parking permit under any circumstances” with a relative high mean ranking of 2.75. See Table 7.9a

**q30\_1-q30\_3 X q2b. Top 10 Municipalities - What would be required for you to give up (not renew) your parking permit? Please rank up to three (3) incentives and where do you currently live? - Top 10 Municipalities**

Of those respondents who have a parking permit, the most often cited improvements/incentives required to not renew parking permit by municipality were:

- City of Ithaca: “Free Transit Pass” (20.08%);
- Town of Ithaca: “Free transit pass” (26.19%); “Better Transit Service” (23.81%)
- Village of Lansing: “Free transit pass” (29.66%); “Better transit service” (26.27%).
- Cayuga Heights: “Free transit pass” (15.93%); “Better transit service” (15.04%).
- Dryden: “Better transit service” (40.00%); “Free Transit Pass” (21.54%).
- Freeville: “Better transit service” (45.83%); “Books of 1-day parking passes for free or a reduced rate” (20.83%).
- Brooktondale: “Better transit service” (22.22%); “Free Transit Pass” (16.67%); “Books of 1-day parking passes for free or a reduced rate” (16.67%).
- Other in Tompkins County: “Better transit service” (47.06%); “Free transit pass” (35.29%).
- Etna: “Better transit service” (47.06%); “Free Transit Pass” (29.41%); “Books of 1-day parking passes for free or a reduced rate” (29.41%).
- North Lansing: “Better transit service” (60.00%); “Free transit pass” (46.67%); “Books of 1-day parking passes for free or a reduced rate” (33.33%); “Back up transportation programs such as a ride home in an emergency” (26.67%).

Within several municipalities, substantial portions of respondents indicated that “I would not give up my parking permit under any circumstances,” specifically:

- Etna (41.18%)
- Freeville (33.33%)
- Dryden (29.23%)
- Other in Tompkins County (23.53%)
- Town of Ithaca (20.48)

See Table 7.9.



**Table 7.9 Improvements/Incentives required to Not Renew Parking Permit by Top 10 Municipalities (Part 1)**

Improvements	Municipality										
	Total Valid Responses	Ithaca (City) (N = 752)		Town of Ithaca (N = 210)		Village of Lansing (N = 118)		Cayuga Heights (N = 113)		Dryden (N = 65)	
		% of Municipality	mean ranking	% of Municipality	mean ranking	% of Municipality	mean ranking	% of Municipality	mean ranking	% of Municipality	mean ranking
Free transit pass	328	20.08	2.48	26.19	2.27	29.66	2.37	15.93	2.56	21.54	2.50
Better transit service	295	13.43	2.06	23.81	2.12	26.27	2.10	15.04	2.24	40.00	2.50
Carpool incentives	80	3.19	2.04	9.05	2.21	6.78	2.00	3.54	1.75	9.23	1.67
Books of 1-day parking passes for free or a reduced rate	207	11.30	1.88	17.62	2.16	20.34	1.71	8.85	1.80	20.00	1.69
Vehicle on campus available for errands during the day	70	4.12	1.94	6.67	1.86	2.54	1.67	3.54	1.25	3.08	2.00
Vehicle on campus available for weekend/overnight trips	30	1.33	1.80	1.43	1.33	5.08	2.00	2.65	3.00	4.62	1.33
Better walking and/or biking routes	84	4.79	1.64	7.62	1.81	5.93	1.29	6.19	1.57	13.85	1.78
Back up transportation programs such as a ride home in an emergency	71	2.93	1.50	9.05	1.21	2.54	1.33	2.65	1.00	6.15	1.00
Higher parking permit price	83	4.26	1.97	6.67	2.36	9.32	2.09	6.19	1.43	7.69	2.40
I would not give up my parking permit under any circumstances	186	6.38	2.81	20.48	2.72	16.10	2.79	7.96	2.78	29.23	2.74
I do not have a parking permit	882	72.47	2.97	45.71	2.98	53.39	2.92	74.34	2.95	30.77	2.90

**Table 7.9 Improvements/Incentives required to Not Renew Parking Permit by Top 10 Municipalities (Part 2)**

Improvements	Municipality										
	Total Valid Responses	Freeville (N = 24)		Brooktondale (N = 18)		Other in Tompkins County (N = 17)		Etna (N = 17)		North Lansing (N = 15)	
		% of Municipality	mean ranking	% of Municipality	mean ranking	% of Municipality	mean ranking	% of Municipality	mean ranking	% of Municipality	mean ranking
Free transit pass	328	16.67	2.25	16.67	3.00	35.29	1.83	29.41	2.80	46.67	2.29
Better transit service	295	45.83	2.27	22.22	2.75	47.06	2.50	47.06	2.63	60.00	2.67
Carpool incentives	80	12.50	2.00	5.56	2.00	11.76	2.00	5.88	2.00	20.00	3.00
Books of 1-day parking passes for free or a reduced rate	207	20.83	2.00	16.67	2.00	23.53	1.75	29.41	1.40	33.33	1.40
Vehicle on campus available for errands during the day	70	16.67	2.00	5.56	1.00	5.88	2.00	5.88	3.00	20.00	1.67
Vehicle on campus available for weekend/overnight trips	30	8.33	1.00	0.00	0.00	5.88	3.00	5.88	1.00	0.00	0.00
Better walking and/or biking routes	84	4.17	1.00	0.00	0.00	11.76	2.00	11.76	1.00	0.00	0.00
Back up transportation programs such as a ride home in an emergency	71	8.33	1.00	0.00	0.00	11.76	1.00	5.88	1.00	26.67	1.25
Higher parking permit price	83	8.33	2.50	5.56	3.00	5.88	3.00	11.76	2.00	6.67	1.00
I would not give up my parking permit under any circumstances	186	33.33	3.00	5.56	3.00	23.53	3.00	41.18	2.57	6.67	1.00
I do not have a parking permit	882	20.83	3.00	61.11	2.82	23.53	2.75	11.76	3.00	13.33	3.00

## 5.1\_8 Reducing Vehicular Traffic

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**q32 X q12. - One way to reduce vehicle traffic on the campus is to institute a "park and lock" policy for the parking lots. That is, for a certain period of the day you can come and go once but are not allowed to re-enter the lot until after the restricted period has passed. Would you support such a policy? And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

For those graduate and professional students who do not live on campus, they were asked their opinion of a "park and lock" policy for parking lots.

- Except for those respondents who walk, run, or bicycle, the majority of respondents for each mode of transportation replied "no" to supporting a park and lock policy.
- Specifically for those who employ a personal motorized vehicle to reach campus, 76.06% of those who drive alone, 87% of those who employ a motorcycle/moped, and 76.32% of those who carpool replied "no" to a park and lock policy.
- Of those respondents who drive alone to campus and answered "yes" to a park and lock policy, the "central campus during the middle of the day" was the most popular option (8.23%).

See Table 8.1.

**Table 8.1 Park and Lock Policy by Mode of Transportation by Day**

Policy	Mode																									
	Total Valid Responses	Drive alone (N = 1324)		Motorcycle/moped (N = 16)		Carpool (N = 228)		Dropped off by someone going to campus (N = 82)		Dropped off by someone not going to campus (N = 98)		TCAT bus (N = 1251)		Out of county transit (N = 33)		Private shuttle (N = 98)		Walk, run, or other non-motorized transit (N = 1579)		Bicycle (N = 153)		Other (N = 51)		OVERALL (N = 4913)		
		% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	
Yes, for the <i>entire campus</i> during regular business hours	613	14.36	6.65	0.00	0.00	1.79	4.82	0.98	7.32	2.45	15.31	31.16	15.27	0.49	9.09	2.12	13.27	39.15	15.20	6.85	27.45	0.65	7.84	100.00	12.48	
Yes, for the <i>entire campus</i> during the middle of the day	276	17.03	3.55	0.00	0.00	3.26	3.95	1.09	3.66	3.26	9.18	31.52	6.95	1.09	9.09	3.26	9.18	35.14	6.14	3.99	7.19	0.36	1.96	100.00	5.62	
Yes, for <i>central campus</i> during regular business hours	464	15.73	5.51	0.43	12.50	3.45	7.02	1.08	6.10	1.94	9.18	28.23	10.47	0.43	6.06	2.80	13.27	42.46	12.48	2.59	7.84	0.86	7.84	100.00	9.44	
Yes, for <i>central campus</i> during the middle of the day	641	17.00	8.23	0.00	0.00	2.81	7.89	2.03	15.85	2.03	13.27	28.55	14.63	0.78	15.15	2.03	13.27	40.25	16.34	3.43	14.38	1.09	13.73	100.00	13.05	
No	2919	34.50	76.06	0.48	87.50	5.96	76.32	1.88	67.07	1.78	53.06	22.58	52.68	0.69	60.61	1.71	51.02	26.96	49.84	2.26	43.14	1.20	68.63	100.00	59.41	
OVERALL	4913	26.95	100.00	0.33	100.00	4.64	100.00	1.67	100.00	1.99	100.00	25.46	100.00	0.67	100.00	1.99	100.00	32.14	100.00	3.11	100.00	1.04	100.00	100.00	100.00	

**q32 X q18. - One way to reduce vehicle traffic on the campus is to institute a "park and lock" policy for the parking lots. That is, for a certain period of the day you can come and go once but are not allowed to re-enter the lot until after the restricted period has passed. Would you support such a policy? And if you drive to campus during the day, where do you usually park?**

- Across all parking locations except “On-street at a free parking space” and “Off-street at a friend’s house/apartment” half or more of respondents replied “no” to supporting a park and lock policy.
- Specifically, for those who park “In a parking lot/garage on the campus in a permit space”, 68.77% did not support a “park and lock” policy.
- In comparison, respondents who parked at on-campus visitor or metered areas were less negative (53.01% and 56.76%, respectively).
- For those who parked in a parking lot/garage or metered space on campus and supported a “park and lock policy”, the most popular option was “central campus during the middle of day” (10.70% and 16.67%, respectively).
- For those who park on campus at visitor areas and support a “park and lock policy”, the most popular option was “entire campus during regular business hours” (15.06%).

See Table 8.2.

**Table 8.2 Park and Lock Policy by Primary Parking by Day**

Policy	Primary Parking																					
	Total Valid Responses	In a parking lot/garage on the campus in a permit space (N = 570)		In a parking lot at an off-campus location which doesn't require a Cornell University permit (N = 58)		In a parking lot/garage on the campus in a visitor space (N = 166)		At a parking meter on campus (N = 414)		On-street at a free parking space (N = 166)		On-street at a metered space (N = 97)		Off-street at a friend's house/apartment (N = 21)		In an off-campus parking lot or garage (N = 28)		Other: (N = 43)		I never drive to campus (N = 244)		
		% of Policy	% of Primary Parking	% of Policy	% of Primary Parking	% of Policy	% of Primary Parking	% of Policy	% of Primary Parking	% of Policy	% of Primary Parking	% of Policy	% of Primary Parking	% of Policy	% of Primary Parking	% of Policy	% of Primary Parking	% of Policy	% of Primary Parking	% of Policy	% of Primary Parking	
Yes, for the <i>entire campus</i> during regular business hours	239	21.34	8.95	5.02	20.69	10.46	15.06	20.08	11.59	11.72	16.87	5.44	13.40	1.67	19.05	2.51	21.43	3.35	18.60	18.41	18.03	
Yes, for the <i>entire campus</i> during the middle of day	117	19.66	4.04	5.98	12.07	13.68	9.64	25.64	7.25	13.68	9.64	4.27	5.15	1.71	9.52	0.85	3.57	4.27	11.63	10.26	4.92	
Yes, for <i>central campus</i> during regular business hours	172	25.00	7.54	2.91	8.62	13.37	13.86	18.60	7.73	10.47	10.84	6.98	12.37	1.74	14.29	1.16	7.14	0.58	2.33	19.19	13.52	
Yes, for <i>central campus</i> during the middle of day	234	26.07	10.70	2.14	8.62	5.98	8.43	29.49	16.67	9.40	13.25	5.98	14.43	1.28	14.29	1.28	10.71	2.14	11.63	16.24	15.57	
No	1045	37.51	68.77	2.78	50.00	8.42	53.01	22.49	56.76	7.85	49.40	5.07	54.64	0.86	42.86	1.53	57.14	2.30	55.81	11.20	47.95	

**q33. One way to reduce vehicle traffic on the campus is to institute a “one permit, one zone” policy where your parking permit allows you to park in the designated zone but nowhere else. (Current rules allow holders of higher tiered permits to park in lots of lower tiers in addition to their designated zone.) Would you support such a policy?**

**Table 8.3a One Permit One Zone Policy by Mode of Transportation**

Support for “One Permit, One Zone” Policy	Total Valid Responses	%
Yes, but only if the zones are small enough that I'm sure to get a spot in my permitted lot	1026	26.55
Yes, but only if the zones are big enough that I have flexibility in where I park each day	358	9.26
Yes, zone size doesn't matter. I just want to reduce vehicle traffic on campus	612	15.83
Yes, but only if there are at least a limited number of permits still available which allow parking in multiple zones	243	6.29
No	1626	42.07

Over two out of five graduates (42.07%) reported “No” when asked if they support a “one permit, one zone” policy. Over a quarter of graduates (26.55%) reported “Yes, but only if zones are small enough that I’m sure to get a spot in my permitted lot”. See Table 8.3a.

**q33 X q12. - One way to reduce vehicle traffic on the campus is to institute a “one permit, one zone” policy where your parking permit allows you to park in the designated zone but nowhere else. (Current rules allow holders of higher tiered permits to park in lots of lower tiers in addition to their designated zone.) Would you support such a policy?**

**And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

- Overall, a majority of respondents across modes of transportation supported a “one permit, one zone” in some form.
- Respondents who drive alone (39.87%) or carpool (42.55%) were the least supportive with sizable percentages replying “no” to the policy.
- Across most modes of transportation, for those who do support a “one permit, one zone” policy, the most popular option was “yes, but only if the zones are small enough that I’m sure to get a spot in my permitted lot.”
- The exception was those respondents who bicycle to campus. They selected “yes, zone size doesn’t matter. I just want to reduce vehicle traffic on campus” as their most popular option.

See Table 8.3.



**Table 8.3 One Permit One Zone Policy by Mode of Transportation by Day**

Policy	Mode																							
	Total Valid Responses	Drive alone (N = 474)		Motorcycle/moped (N = 6)		Carpool (N = 47)		Dropped off by someone going to campus (N = 46)		Dropped off by someone not going to campus (N = 49)		TCAT bus (N = 914)		Out of county transit (N = 2)		Private shuttle (N = 45)		Walk, run, or other non-motorized transit (N = 751)		Bicycle (N = 98)		Other (N = 30)		
		% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	
Yes, but only if the zones are small enough that I'm sure to get a spot in my permitted lot	729	25.24	38.82	0.41	50.00	2.33	36.17	2.74	43.48	2.19	32.65	35.53	28.34	0.00	0.00	1.51	24.44	26.06	25.30	2.74	20.41	1.23	30.00	
Yes, but only if the zones are big enough that I have flexibility in where I park each day	256	17.19	9.28	0.00	0.00	0.78	4.26	0.78	4.35	3.13	16.33	43.75	12.25	0.39	50.00	2.73	15.56	27.34	9.32	3.13	8.16	0.78	6.67	
Yes, zone size doesn't matter. I just want to reduce vehicle traffic on campus	446	9.64	9.07	0.00	0.00	1.35	12.77	1.35	13.04	2.47	22.45	37.44	18.27	0.22	50.00	2.69	26.67	36.55	21.70	6.50	29.59	1.79	26.67	
Yes, but only if there are at least a limited number of permits still available which allow parking in multiple zones	152	9.21	2.95	0.00	0.00	1.32	4.26	2.63	8.70	1.97	6.12	51.97	8.64	0.00	0.00	3.29	11.11	23.03	4.66	5.26	8.16	1.32	6.67	
No	879	21.50	39.87	0.34	50.00	2.28	42.55	1.59	30.43	1.25	22.45	33.79	32.49	0.00	0.00	1.14	22.22	33.33	39.01	3.75	33.67	1.02	30.00	

**q33 X q18. - One way to reduce vehicle traffic on the campus is to institute a “one permit, one zone” policy where your parking permit allows you to park in the designated zone but nowhere else. (Current rules allow holders of higher tiered permits to park in lots of lower tiers in addition to their designated zone.) Would you support such a policy? And if you drive to campus during the day, where do you usually park?**

- Overall, a majority of respondents across all parking locations support a “one permit, one zone” in some form.
- Across all parking locations, for those who supported the policy, the most popular option was “yes, but only if the zones are small enough that I’m sure to get a spot in my permitted lot.”
- In general, between one-quarter and forty-percent of respondents selected “yes, but only if the zones are small enough that I’m sure to get a spot in my permitted lot.” with highest support among those who currently park on campus in a lot/garage that requires a permit.

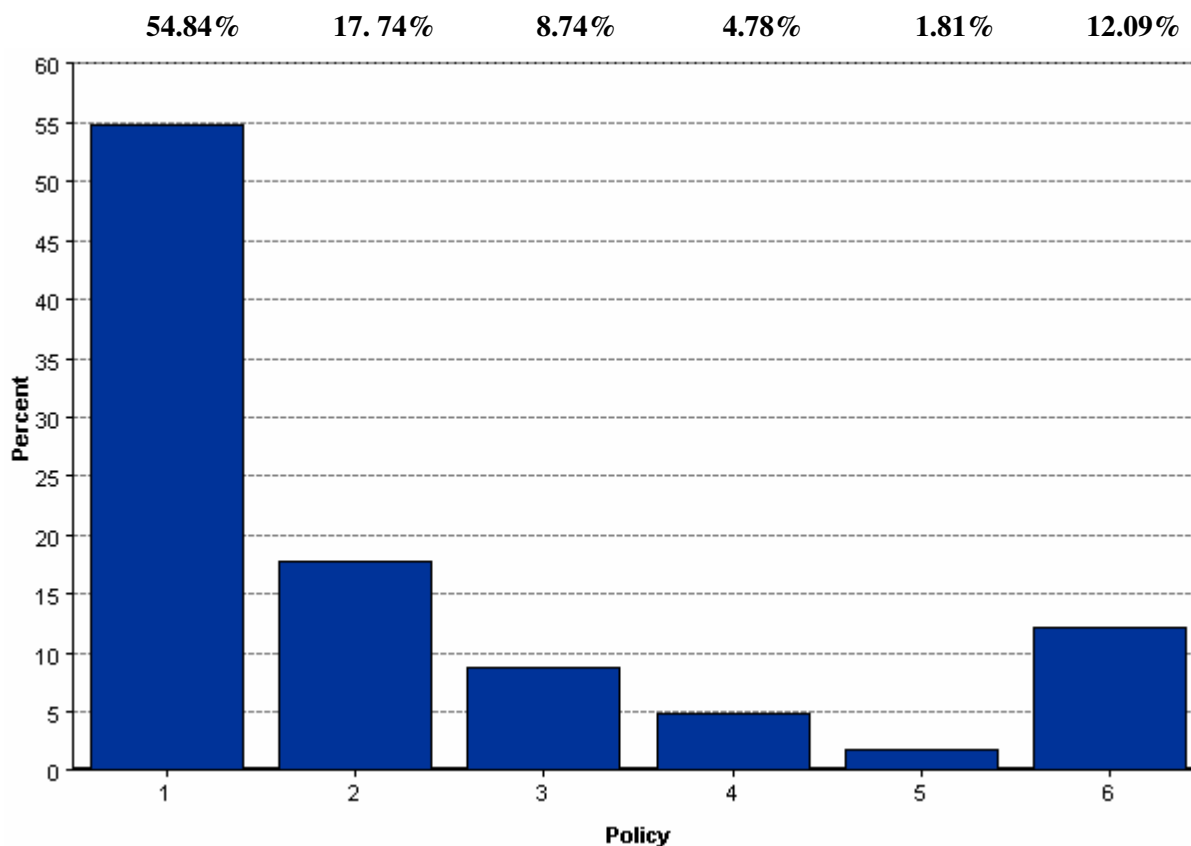
See Table 8.4.

**Table 8.4 One Permit One Zone Policy by Primary Parking by Day**

Policy	Primary Parking																				
	Total Valid Responses	In a parking lot/garage on the campus in a permit space (N = 562)		In a parking lot at an off-campus location which doesn't require a Cornell University permit (N = 57)		In a parking lot/garage on the campus in a visitor space (N = 159)		At a parking meter on campus (N = 409)		On-street at a free parking space (N = 162)		On-street at a metered space (N = 94)		Off-street at a friend's house/apartment (N = 20)		In an off-campus parking lot or garage (N = 28)		Other: (N = 42)		I never drive to campus (N = 237)	
		% of Policy	% of Primary Parking	% of Policy	% of Primary Parking	% of Policy	% of Primary Parking	% of Policy	% of Primary Parking	% of Policy	% of Primary Parking	% of Policy	% of Primary Parking	% of Policy	% of Primary Parking	% of Policy	% of Primary Parking	% of Policy	% of Primary Parking	% of Policy	% of Primary Parking
Yes, but only if the zones are small enough that I'm sure to get a spot in my permitted lot	570	38.95	39.50	3.33	33.33	7.72	27.67	21.05	29.34	7.89	27.78	4.39	26.60	1.05	30.00	2.11	42.86	1.75	23.81	11.75	28.27
Yes, only if zones are big enough that I have flexibility in where I park	183	28.42	9.25	2.73	8.77	15.30	17.61	27.32	12.22	7.65	8.64	3.83	7.45	1.09	10.00	1.64	10.71	1.64	7.14	10.38	8.02
Yes, zone size doesn't matter. I just want to reduce vehicle traffic on campus	284	21.48	10.85	4.23	21.05	7.75	13.84	20.77	14.43	13.73	24.07	7.04	21.28	1.76	25.00	1.41	14.29	4.23	28.57	17.61	21.10
Yes, but only if there are at least a limited number of permits still available which allow parking in multiple zones	89	24.72	3.91	2.25	3.51	12.36	6.92	28.09	6.11	11.24	6.17	4.49	4.26	1.12	5.00	0.00	0.00	2.25	4.76	13.48	5.06
No	644	31.83	36.48	2.95	33.33	8.39	33.96	24.07	37.90	8.39	33.33	5.90	40.43	0.93	30.00	1.40	32.14	2.33	35.71	13.82	37.55

**q34a. One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) - First year undergraduates**

**Chart 8.1a Permit Restrictions for First year undergraduates  
(Total valid responses 2655)**



**Legend:**

- 1. Should not be allowed permits
- 2. Only allow if living > 5 mi from campus
- 3. Only allow if living > 2 mi from campus
- 4. Only allow if living > 1 mi from campus
- 5. Only allow if living > 0.5 mi from campus
- 6. No restriction

About 54.84% of graduate/professional students believe that first year undergraduates should not be allowed parking permits, followed by 17.74% that believe parking permits should be only allowed if they live greater than five miles from campus. In comparison, only 12.09% of graduate students believe that no restrictions should be set. See Chart 8.1a.

**q34a X q12. - One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) - First year undergraduates. And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

**Table 8.4a Restrict First year undergraduates Parking Availability by Mode of Transportation by Day**

Policy	Total Valid Responses	Mode																							
		Drive alone (N = 468)		Motorcycle/moped (N = 7)		Carpool (N = 44)		Dropped off by someone going to campus (N = 45)		Dropped off by someone not going to campus (N = 50)		TCAT bus (N = 934)		Out of county transit (N = 2)		Private shuttle (N = 45)		Walk, run, or other non-motorized transit (N = 769)		Bicycle (N = 98)		Other (N = 30)			
		% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode		
Should not be allowed permits	1371	18.31	53.63	0.22	42.86	1.46	45.45	2.19	66.67	2.12	58.00	36.76	53.96	0.07	50.00	2.19	66.67	30.93	55.14	4.38	61.22	1.39	63.33		
Only allow if living > 5 mi from campus	445	16.18	15.38	0.45	28.57	2.02	20.45	0.45	4.44	1.57	14.00	46.97	22.38	0.00	0.00	1.35	13.33	25.62	14.82	3.82	17.35	1.57	23.33		
Only allow if living > 2 mi from campus	220	18.18	8.55	0.45	14.29	2.27	11.36	3.18	15.56	1.82	8.00	31.36	7.39	0.00	0.00	1.36	6.67	36.36	10.40	3.64	8.16	1.36	10.00		
Only allow if living > 1 mi from campus	119	18.49	4.70	0.00	0.00	4.20	11.36	2.52	6.67	1.68	4.00	31.93	4.07	0.84	50.00	0.84	2.22	33.61	5.20	5.88	7.14	0.00	0.00		
Only allow if living > 0.5 mi from campus	44	38.64	3.63	0.00	0.00	6.82	6.82	2.27	2.22	2.27	2.00	22.73	1.07	0.00	0.00	0.00	0.00	27.27	1.56	0.00	0.00	0.00	0.00		
No restriction	293	22.53	14.10	0.34	14.29	0.68	4.55	0.68	4.44	2.39	14.00	35.49	11.13	0.00	0.00	1.71	11.11	33.79	12.87	2.05	6.12	0.34	3.33		

Regardless of mode of transportation to campus, a majority (though a plurality in the case of carpoolers) of graduate and professional students believe that first year undergraduates should not be allowed parking permits on campus. See Table 8.4a.

### q34a X q1stud. Graduate/Professional Students

**One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) - First year undergraduates**

**Table 8.5a Restrict First year undergraduates Parking Availability by School**

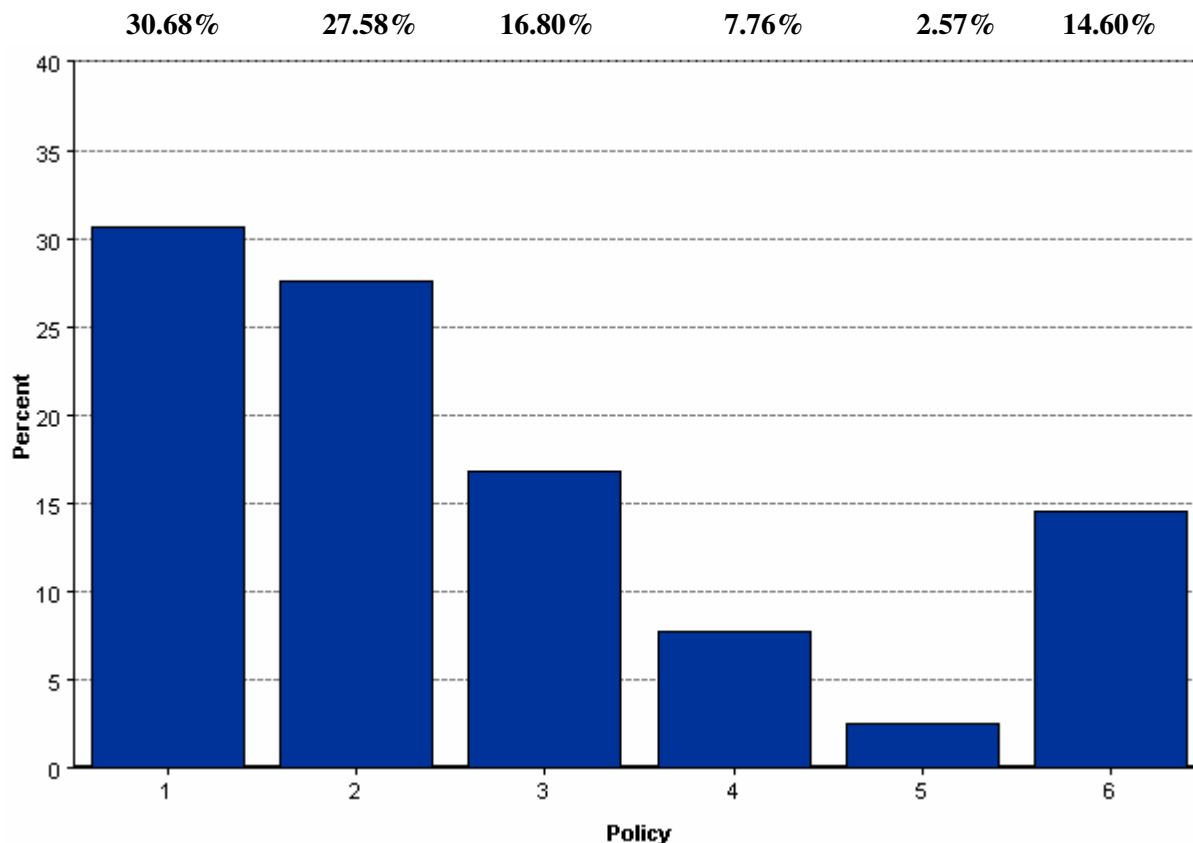
Policy	School										
	Total Valid Responses	Vet School (N = 212)		Law School (N = 201)		School of Management (N = 206)		Engineering School (N = 210)		Graduate student (N = 1825)	
		% of Policy	% of School	% of Policy	% of School	% of Policy	% of School	% of Policy	% of School	% of Policy	% of School
Should not be allowed permits	1455	6.74	46.23	7.22	52.24	7.97	56.31	7.63	52.86	70.45	56.16
Only allow if living > 5 mi from campus	471	7.01	15.57	6.37	14.93	7.64	17.48	7.86	17.62	71.13	18.36
Only allow if living > 2 mi from campus	232	9.91	10.85	6.03	6.97	4.74	5.34	10.34	11.43	68.97	8.77
Only allow if living > 1 mi from campus	127	13.39	8.02	7.87	4.98	6.30	3.88	6.30	3.81	66.14	4.60
Only allow if living > 0.5 mi from campus	48	33.33	7.55	12.50	2.99	4.17	0.97	6.25	1.43	43.75	1.15
No restriction	321	7.79	11.79	11.21	17.91	10.28	16.02	8.41	12.86	62.31	10.96

Across graduate and professional programs, the majority response was that freshmen undergraduates should not be allowed parking permits on campus. However, substantial minorities within each school/program felt that permits should be allowed if the first year undergraduates live more than five miles from campus.

See Table 8.5a.

**q34b. One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) - Sophomores**

**Chart 8.1b Permit Restrictions for Sophomores  
(Total valid responses 2643)**



**Legend:**

- 1. Should not be allowed permits
- 2. Only allow if living > 5 mi from campus
- 3. Only allow if living > 2 mi from campus
- 4. Only allow if living > 1 mi from campus
- 5. Only allow if living > 0.5 mi from campus
- 6. No restriction

A plurality of respondents (30.68%) believe that parking permits should not be issued to sophomores, while another sizable portion (27.58%) believe that parking permits should only be issued for those who live more than 5 miles from campus. A smaller percentage of respondents (14.60%) felt there should be no restrictions placed on parking permits for sophomores. See Chart 8.1b.

**q34b X q12. - One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Sophomores**

**And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

Across most modes of transportation, a plurality of graduate and professional students felt that sophomores should not be allowed parking permits on campus, including:

- Those graduate and professional students who drove alone to campus (28.78%)
- Those who came to campus by being dropped off by someone going to campus (42.22%) or by someone not going to campus (36.00%)
- Those who took a TCAT bus to campus (30.54%)
- Those who walk to campus (30.31%)
- And those who bicycle to campus (33.67%)

Some graduate and professional groups believed that sophomores should be allowed parking permits on campus if they live more than five miles away. Those groups are:

- Those who take a private shuttle to campus (33.33%),
- Those who take a motorcycle/moped (28.57%),
- And those who take another mode of transportation to campus (53.33%).

See Table 8.4b.



**Table 8.4b Restrict Sophomores Parking Availability by Mode of Transportation by Day**

Policy	Mode																							
	Total Valid Responses	Drive alone (N = 469)		Motorcycle/moped (N = 7)		Carpool (N = 44)		Dropped off by someone going to campus (N = 45)		Dropped off by someone not going to campus (N = 50)		TCAT bus (N = 930)		Out of county transit (N = 2)		Private shuttle (N = 45)		Walk, run, or other non-motorized transit (N = 762)		Bicycle (N = 98)		Other (N = 30)		
		% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	
Should not be allowed permits	752	17.95	28.78	0.13	14.29	1.46	25.00	2.53	42.22	2.39	36.00	37.77	30.54	0.13	50.00	1.73	28.89	30.72	30.31	4.39	33.67	0.80	20.00	
Only allow if living > 5 mi from campus	698	16.76	24.95	0.29	28.57	1.58	25.00	1.15	17.78	1.86	26.00	43.70	32.80	0.00	0.00	2.15	33.33	25.93	23.75	4.30	30.61	2.29	53.33	
Only allow if living > 2 mi from campus	420	18.57	16.63	0.48	28.57	2.14	20.45	1.67	15.56	1.67	14.00	34.05	15.38	0.00	0.00	2.14	20.00	34.05	18.77	3.81	16.33	1.43	20.00	
Only allow if living > 1 mi from campus	194	19.59	8.10	0.00	0.00	3.61	15.91	3.61	15.56	2.06	8.00	29.38	6.13	0.52	50.00	1.55	6.67	33.51	8.53	6.19	12.24	0.00	0.00	
Only allow if living > 0.5 mi from campus	64	26.56	3.62	1.56	14.29	3.13	4.55	1.56	2.22	1.56	2.00	28.13	1.94	0.00	0.00	0.00	0.00	35.94	3.02	0.00	0.00	1.56	3.33	
No restriction	354	23.73	17.91	0.28	14.29	1.13	9.09	0.85	6.67	1.98	14.00	34.75	13.23	0.00	0.00	1.41	11.11	33.62	15.62	1.98	7.14	0.28	3.33	

**q34b X q1stud.**

**One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) - Sophomores**

**Table 8.5b Restrict Sophomores Parking Availability by School**

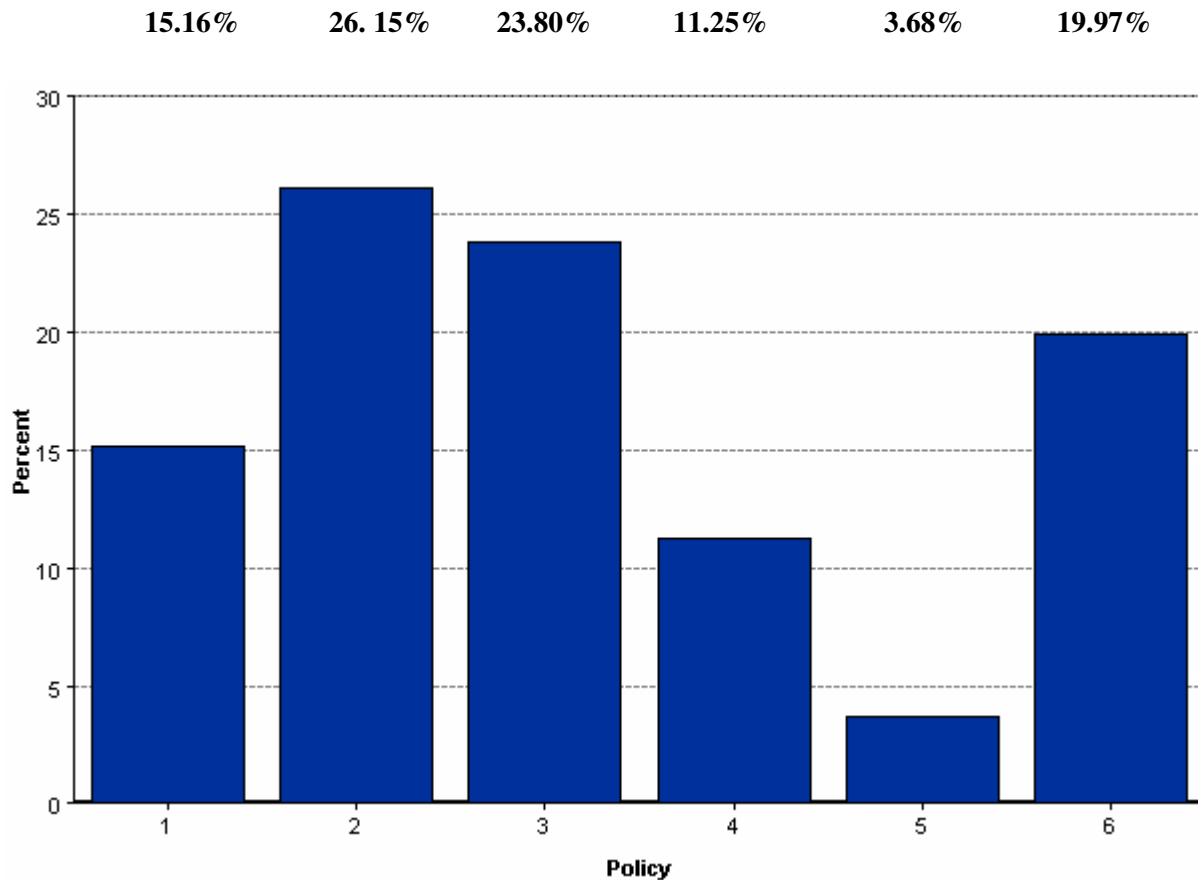
Policy	School										
	Total Valid Responses	Vet School (N = 212)		Law School (N = 200)		School of Management (N = 204)		Engineering School (N = 208)		Graduate student (N = 1818)	
		% of Policy	% of School	% of Policy	% of School	% of Policy	% of School	% of Policy	% of School	% of Policy	% of School
Should not be allowed permits	810	3.83	14.62	7.28	29.50	9.01	35.78	9.75	37.98	70.12	31.24
Only allow if living > 5 mi from campus	729	7.13	24.53	6.04	22.00	7.41	26.47	6.31	22.12	73.11	29.32
Only allow if living > 2 mi from campus	444	9.91	20.75	7.43	16.50	4.95	10.78	7.66	16.35	70.05	17.11
Only allow if living > 1 mi from campus	205	14.63	14.15	7.32	7.50	6.83	6.86	5.37	5.29	65.85	7.43
Only allow if living > 0.5 mi from campus	68	23.53	7.55	14.71	5.00	5.88	1.96	7.35	2.40	48.53	1.82
No restriction	386	10.10	18.40	10.10	19.50	9.59	18.14	8.55	15.87	61.66	13.09

From graduate and professional student population questioned, pluralities from the law school (29.50%), the management school (35.78%), the engineering school (37.98%), and the graduate school (31.24%) believed that there should be no on-campus parking permits allowed to sophomores. The vet school differed, with the plurality of vet students (24.53%) believing that sophomores should be allowed on campus parking permits if they live more than five miles away.

See Table 8.5b.

**q34c. One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Juniors**

**Chart 8.1c Permit Restrictions for Juniors  
(Total valid responses 2639)**



**Legend:**

- 1. Should not be allowed permits
- 2. Only allow if living > 5 mi from campus
- 3. Only allow if living > 2 mi from campus
- 4. Only allow if living > 1 mi from campus
- 5. Only allow if living > 0.5 mi from campus
- 6. No restriction

A plurality of respondents (26.15%) felt that parking permits should only be issued to juniors who live more than five miles from campus. A sizable portion of graduate respondents (23.80%) also believe that parking permits should only be issued to those juniors who live more than two miles from campus. In comparison, about one-fifth of respondents replied that juniors should have no parking restrictions. See Chart 8.1c.

**q34c X q12. - One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Juniors**

**And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

From graduate and professional student population questioned, those who carpooled to campus (27.27%), were dropped off by someone going to campus (26.67%) or not going to campus (30.00%), who took a TCAT bus (31.11%) or a private shuttle to campus (31.11%), who bicycled (33.67%), or who took other means to campus (43.33%), all believe that juniors should have no parking restrictions on campus if they lived more than five miles away.

- Graduate and professional students who walked to campus (23.82%) felt that juniors should have parking restrictions only if they lived within two miles of campus.
- Nearly one in four (24.79%) of graduate and professional students who drive alone to campus believed that juniors should have no parking permit restrictions on campus.

See Table 8.4c.

**Table 8.4c Restrict Juniors Parking Availability by Mode of Transportation by Day**

Policy	Mode																							
	Total Valid Responses	Drive alone (N = 468)		Motorcycle/moped (N = 7)		Carpool (N = 44)		Dropped off by someone going to campus (N = 45)		Dropped off by someone not going to campus (N = 50)		TCAT bus (N = 929)		Out of county transit (N = 2)		Private shuttle (N = 45)		Walk, run, or other non-motorized transit (N = 760)		Bicycle (N = 98)		Other (N = 30)		
		% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	
Should not be allowed permits	368	16.03	12.61	0.27	14.29	0.54	4.55	2.72	22.22	2.45	18.00	35.05	13.89	0.00	0.00	1.36	11.11	35.05	16.97	6.25	23.47	0.27	3.33	
Only allow if living > 5 mi from campus	661	15.43	21.79	0.30	28.57	1.82	27.27	1.82	26.67	2.27	30.00	43.72	31.11	0.15	50.00	2.12	31.11	25.42	22.11	4.99	33.67	1.97	43.33	
Only allow if living > 2 mi from campus	588	19.39	24.36	0.34	28.57	1.36	18.18	1.36	17.78	1.53	18.00	39.12	24.76	0.00	0.00	1.87	24.44	30.78	23.82	2.55	15.31	1.70	33.33	
Only allow if living > 1 mi from campus	276	20.29	11.97	0.00	0.00	3.62	22.73	2.17	13.33	1.09	6.00	29.71	8.83	0.36	50.00	2.17	13.33	34.42	12.50	4.71	13.27	1.45	13.33	
Only allow if living > 0.5 mi from campus	93	22.58	4.49	1.08	14.29	3.23	6.82	1.08	2.22	3.23	6.00	36.56	3.66	0.00	0.00	0.00	0.00	30.11	3.68	1.08	1.02	1.08	3.33	
No restriction	492	23.58	24.79	0.20	14.29	1.83	20.45	1.63	17.78	2.24	22.00	33.54	17.76	0.00	0.00	1.83	20.00	32.32	20.92	2.64	13.27	0.20	3.33	

**q34c X q1stud.**

**One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) - Juniors**

**Table 8.5c Restrict Juniors Parking Availability by School**

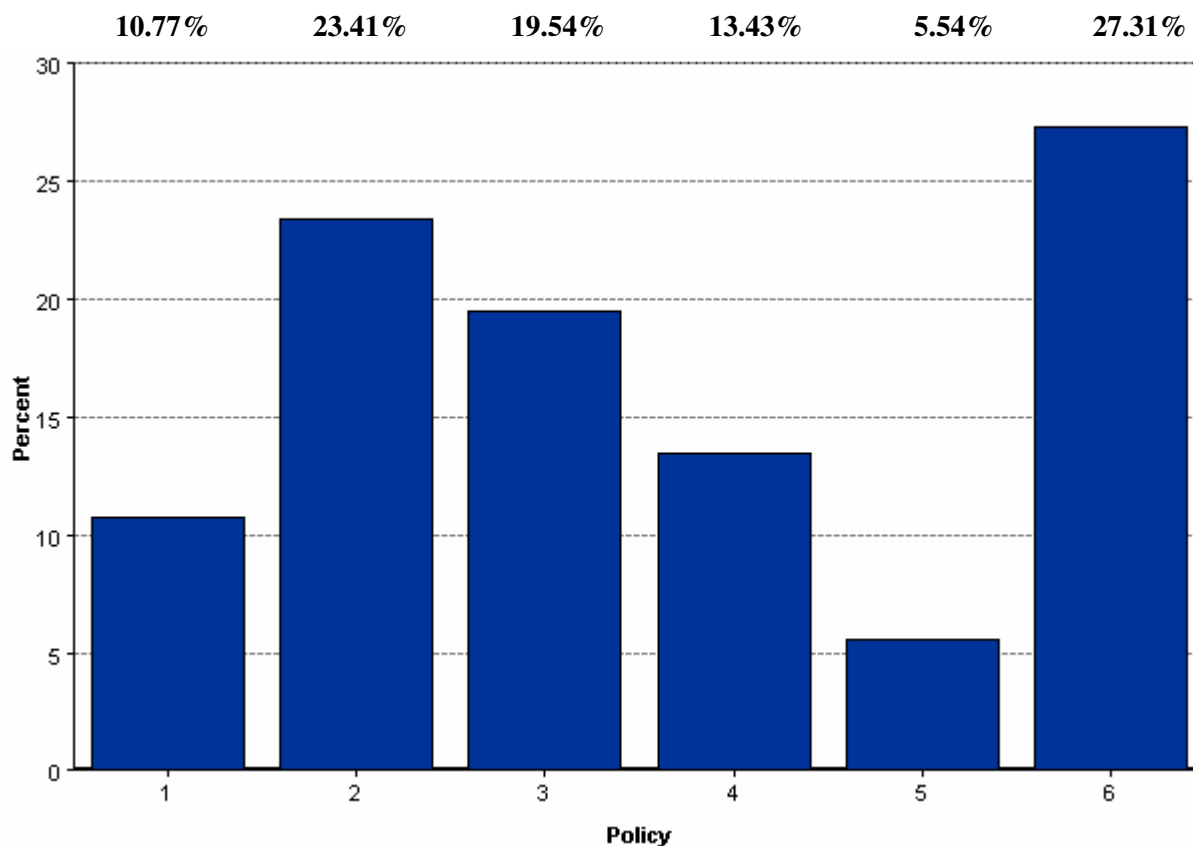
Policy	School										
	Total Valid Responses	Vet School (N = 211)		Law School (N = 200)		School of Management (N = 204)		Engineering School (N = 206)		Graduate student (N = 1817)	
		% of Policy	% of School	% of Policy	% of School	% of Policy	% of School	% of Policy	% of School	% of Policy	% of School
Should not be allowed permits	399	3.01	5.69	6.77	13.50	10.03	19.61	10.78	20.87	69.42	15.24
Only allow if living > 5 mi from campus	690	5.07	16.59	5.94	20.50	5.94	20.10	7.68	25.73	75.36	28.62
Only allow if living > 2 mi from campus	628	8.12	24.17	7.32	23.00	5.89	18.14	7.48	22.82	71.18	24.60
Only allow if living > 1 mi from campus	297	11.11	15.64	7.74	11.50	8.08	11.76	6.06	8.74	67.00	10.95
Only allow if living > 0.5 mi from campus	97	18.56	8.53	12.37	6.00	6.19	2.94	8.25	3.88	54.64	2.92
No restriction	527	11.76	29.38	9.68	25.50	10.63	27.45	7.02	17.96	60.91	17.67

Pluralities of vet students, management students, and law students all replied that there should be no restriction on the availability of parking permits for juniors (29.38%, 25.50%, and 27.45% respectively). In contrast, a plurality of graduate students (28.62%) and engineering students (25.73%) believed that there should be restrictions for all juniors living more than five miles from campus.

See Table 8.5c.

**q34d. One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) - Seniors**

**Chart 8.1d Permit Restrictions for Seniors  
(Total valid responses 2636)**



**Legend:**

- 1. Should not be allowed permits
- 2. Only allow if living > 5 mi from campus
- 3. Only allow if living > 2 mi from campus
- 4. Only allow if living > 1 mi from campus
- 5. Only allow if living > 0.5 mi from campus
- 6. No restriction

The plurality of graduate/professional students (27.31%) believed that seniors should have no restrictions on their parking permits. Nearly a quarter of respondents (23.41%) replied that seniors should only be allowed to have parking permits if they live more than five miles away from campus. See Chart 8.1d.

**q34d X q12. - One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Seniors**

**And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

- A little over one third (36.00%) of graduate and professional students who are dropped off at campus by someone not going to campus believed that there should be no restriction on parking permits for seniors.
- Of those who drove alone (32.90%), those who carpooled (29.55%), those who took a private shuttle to campus (28.89%), and those who walk to campus (27.20%) the consensus was the same: there should be no restriction on the parking permits of seniors.
- About third of graduate and professional students who took other means to campus (33.33%) and who bicycled to campus (32.65%) believe that seniors should have parking permit restrictions if they live more than five miles from campus.
- About a quarter of those who took a TCAT bus to campus (26.39%) and those who were dropped off by someone going to campus (25.00%) reported that seniors should have parking permit restrictions if they live more than 5 miles from campus.

See Table 8.4d.



**Table 8.4d Restrict Seniors Parking Availability by Mode of Transportation by Day**

Policy	Mode																							
	Total Valid Responses	Drive alone (N = 465)		Motorcycle/moped (N = 7)		Carpool (N = 44)		Dropped off by someone going to campus (N = 44)		Dropped off by someone not going to campus (N = 50)		TCAT bus (N = 932)		Out of county transit (N = 2)		Private shuttle (N = 45)		Walk, run, or other non-motorized transit (N = 761)		Bicycle (N = 98)		Other (N = 30)		
		% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	
Should not be allowed permits	261	17.24	9.68	0.38	14.29	0.77	4.55	2.30	13.64	1.92	10.00	35.25	9.87	0.00	0.00	1.53	8.89	33.72	11.56	6.51	17.35	0.38	3.33	
Only allow if living > 5 mi from campus	590	15.25	19.35	0.34	28.57	1.69	22.73	1.86	25.00	2.37	28.00	41.69	26.39	0.17	50.00	1.86	24.44	27.63	21.42	5.42	32.65	1.69	33.33	
Only allow if living > 2 mi from campus	487	17.25	18.06	0.41	28.57	1.44	15.91	1.64	18.18	1.03	10.00	38.81	20.28	0.00	0.00	1.64	17.78	32.85	21.02	3.08	15.31	1.85	30.00	
Only allow if living > 1 mi from campus	327	19.88	13.98	0.00	0.00	2.14	15.91	2.75	20.45	1.22	8.00	34.25	12.02	0.31	50.00	2.75	20.00	30.89	13.27	4.28	14.29	1.53	16.67	
Only allow if living > 0.5 mi from campus	136	20.59	6.02	0.00	0.00	3.68	11.36	0.74	2.27	2.94	8.00	36.76	5.36	0.00	0.00	0.00	0.00	30.88	5.52	2.94	4.08	1.47	6.67	
No restriction	677	22.60	32.90	0.30	28.57	1.92	29.55	1.33	20.45	2.66	36.00	35.89	26.07	0.00	0.00	1.92	28.89	30.58	27.20	2.36	16.33	0.44	10.00	

**q34d X q1grad. One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) And please select the group to which you belong. - Seniors**

**Table 8.5d Restrict Seniors Parking Availability by School**

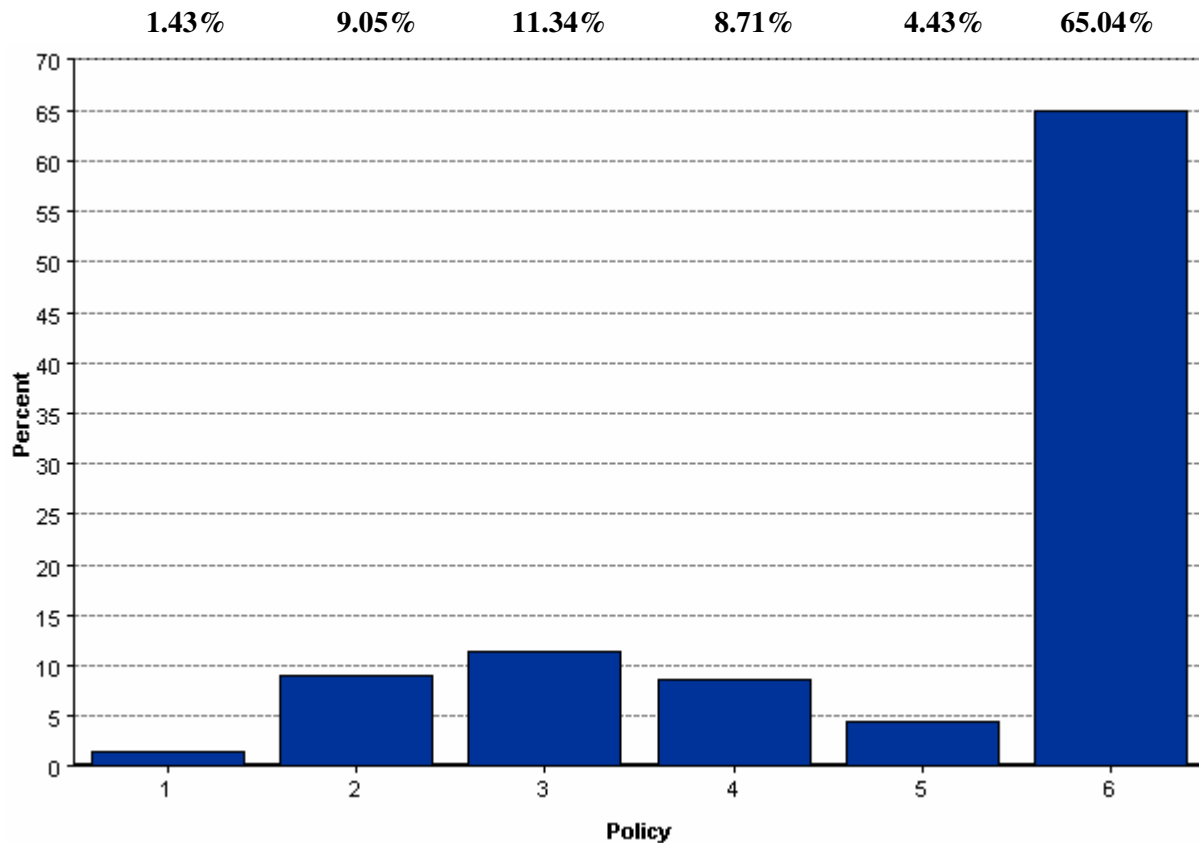
Policy	School										
	Total Valid Responses	Vet School (N = 211)		Law School (N = 200)		School of Management (N = 204)		Engineering School (N = 208)		Graduate student (N = 1811)	
		% of Policy	% of School	% of Policy	% of School	% of Policy	% of School	% of Policy	% of School	% of Policy	% of School
Should not be allowed permits	284	3.52	4.74	7.75	11.00	9.15	12.75	8.45	11.54	71.13	11.15
Only allow if living > 5 mi from campus	616	4.87	14.22	5.84	18.00	5.36	16.18	9.09	26.92	74.84	25.46
Only allow if living > 2 mi from campus	515	6.60	16.11	6.60	17.00	6.02	15.20	8.35	20.67	72.43	20.60
Only allow if living > 1 mi from campus	354	9.32	15.64	8.19	14.50	8.19	14.22	5.65	9.62	68.64	13.42
Only allow if living > 0.5 mi from campus	146	15.07	10.43	11.64	8.50	9.59	6.86	8.22	5.77	55.48	4.47
No restriction	719	11.40	38.86	8.62	31.00	9.87	34.80	7.37	25.48	62.73	24.90

Pluralities of vet students, management students, and law students all replied that there should be no restriction on the availability of parking permits for seniors (38.86%, 34.80%, and 31.00% respectively). About a quarter (26.92%) of engineering students believed that there should be restrictions for all seniors living more than five miles from campus. About a quarter of graduate school students (25.46%) concurred.

See Table 8.5d.

**q34e. One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Graduate/Professional Students**

**Chart 8.1e Permit Restrictions for Graduate/Professional  
(Total valid responses 2663)**



**Legend:**

- 1. Should not be allowed permits
- 2. Only allow if living > 5 mi from campus
- 3. Only allow if living > 2 mi from campus
- 4. Only allow if living > 1 mi from campus
- 5. Only allow if living > 0.5 mi from campus
- 6. No restriction

The overwhelming majority (65.04%) of graduate/professional students believe there should be no restrictions on graduate/professional students parking permits. See Chart 8.1e.

**q34e X q12. - One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) - Graduate/Professional Students And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

**Table 8.4e Restrict Graduate/Professional Parking Availability by Mode of Transportation by Day**

Policy	Mode																							
	Total Valid Responses	Drive alone (N = 471)		Motorcycle/moped (N = 7)		Carpool (N = 46)		Dropped off by someone going to campus (N = 45)		Dropped off by someone not going to campus (N = 51)		TCAT bus (N = 938)		Out of county transit (N = 2)		Private shuttle (N = 45)		Walk, run, or other non-motorized transit (N = 770)		Bicycle (N = 97)		Other (N = 30)		
		% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	
Should not be allowed permits	35	17.14	1.27	0.00	0.00	0.00	0.00	5.71	4.44	0.00	0.00	25.71	0.96	0.00	0.00	0.00	0.00	40.00	1.82	11.43	4.12	0.00	0.00	
Only allow if living > 5 mi from campus	228	7.02	3.40	0.44	14.29	0.88	4.35	1.75	8.89	2.63	11.76	42.54	10.34	0.00	0.00	0.88	4.44	34.21	10.13	7.89	18.56	1.75	13.33	
Only allow if living > 2 mi from campus	291	9.97	6.16	0.34	14.29	0.34	2.17	1.37	8.89	1.72	9.80	37.46	11.62	0.00	0.00	2.06	13.33	38.83	14.68	6.53	19.59	1.37	13.33	
Only allow if living > 1 mi from campus	223	7.62	3.61	0.00	0.00	0.45	2.17	1.35	6.67	2.24	9.80	41.26	9.81	0.45	50.00	1.35	6.67	39.01	11.30	4.93	11.34	1.35	10.00	
Only allow if living > 0.5 mi from campus	109	15.60	3.61	0.92	14.29	0.92	2.17	2.75	6.67	2.75	5.88	38.53	4.48	0.00	0.00	2.75	6.67	28.44	4.03	5.50	6.19	1.83	6.67	
No restriction	1616	23.89	81.95	0.25	57.14	2.54	89.13	1.79	64.44	1.98	62.75	36.45	62.79	0.06	50.00	1.92	68.89	27.66	58.05	2.41	40.21	1.05	56.67	

From graduate and professional student population questioned, the overwhelming response was that there is to be no restriction on the availability of their parking permits across modes of transportation. The largest group in favor of no parking restrictions were those who carpooled to campus (89.13%), followed by those who drove alone (81.95%). See Table 8.4e.

**q34e X q1grad.**

**One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below.**

**(Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) -**

**Graduate/Professional Students**

**Table 8.5e Restrict Graduate/Professional Parking Availability by School**

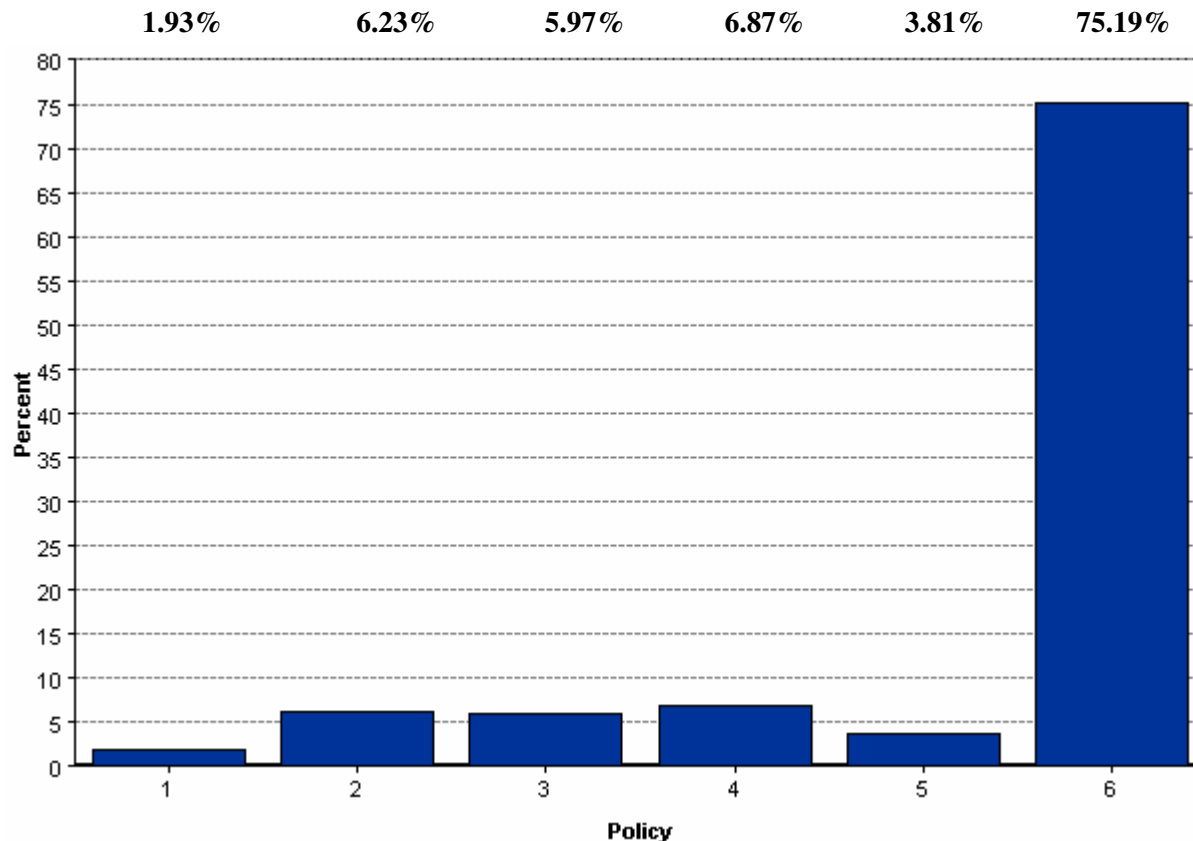
Policy	School										
	Total Valid Responses	Vet School (N = 215)		Law School (N = 200)		School of Management (N = 208)		Engineering School (N = 212)		Graduate student (N = 1826)	
		% of Policy	% of School	% of Policy	% of School	% of Policy	% of School	% of Policy	% of School	% of Policy	% of School
Should not be allowed permits	38	5.26	0.93	5.26	1.00	5.26	0.96	13.16	2.36	71.05	1.48
Only allow if living > 5 mi from campus	240	0.42	0.47	5.83	7.00	6.25	7.21	8.33	9.43	79.17	10.41
Only allow if living > 2 mi from campus	302	1.99	2.79	7.95	12.00	5.96	8.65	11.92	16.98	72.19	11.94
Only allow if living > 1 mi from campus	232	0.86	0.93	7.76	9.00	6.47	7.21	8.19	8.96	76.72	9.75
Only allow if living > 0.5 mi from campus	118	5.08	2.79	7.63	4.50	15.25	8.65	5.08	2.83	66.95	4.33
No restriction	1731	11.44	92.09	7.68	66.50	8.09	67.31	7.28	59.43	65.51	62.10

From graduate and professional student population questioned, the overwhelming response was that there is to be no restriction on the availability of their parking permits. The group of students most in favor of there being no restriction was the vet school (92.09%), while students from the engineering school were the most in favor of some form of restrictions.

See Table 8.5e.

**q34f. One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Faculty/Staff**

**Chart 8.1f Permit Restrictions for Faculty/Staff  
(Total valid responses 2648)**



**Legend:**

- 1. Should not be allowed permits
- 2. Only allow if living > 5 mi from campus
- 3. Only allow if living > 2 mi from campus
- 4. Only allow if living > 1 mi from campus
- 5. Only allow if living > 0.5 mi from campus
- 6. No restriction

The overwhelming majority (75.19%) of graduate/professional students believe there should be no restrictions placed on faculty or staff parking permits. See Chart 8.1f.

**q34f X q12.**

**One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Faculty/Staff**

**And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

- From the graduate and professional student population questioned, the overwhelming response was that there is to be no restriction on the availability of parking permits for faculty and staff members.
- The group most in favor of no parking restrictions was those who carpoled to campus (95.65%).

See Table 8.4f.

**Table 8.4f Restrict Faculty/Staff Parking Availability by Mode of Transportation by Day**

Policy	Mode																							
	Total Valid Responses	Drive alone (N = 468)		Motorcycle/moped (N = 7)		Carpool (N = 46)		Dropped off by someone going to campus (N = 46)		Dropped off by someone not going to campus (N = 51)		TCAT bus (N = 936)		Out of county transit (N = 2)		Private shuttle (N = 45)		Walk, run, or other non-motorized transit (N = 764)		Bicycle (N = 97)		Other (N = 30)		
		% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	
Should not be allowed permits	48	20.83	2.14	0.00	0.00	0.00	0.00	4.17	4.35	2.08	1.96	27.08	1.39	0.00	0.00	2.08	2.22	35.42	2.23	6.25	3.09	2.08	3.33	
Only allow if living > 5 mi from campus	155	8.39	2.78	0.65	14.29	1.29	4.35	1.29	4.35	1.94	5.88	42.58	7.05	0.00	0.00	0.65	2.22	34.19	6.94	7.10	11.34	1.94	10.00	
Only allow if living > 2 mi from campus	152	9.87	3.21	0.66	14.29	0.00	0.00	1.32	4.35	0.66	1.96	36.18	5.88	0.00	0.00	0.66	2.22	43.42	8.64	5.92	9.28	1.32	6.67	
Only allow if living > 1 mi from campus	180	6.67	2.56	0.00	0.00	0.00	0.00	1.11	4.35	1.11	3.92	43.89	8.44	0.56	50.00	1.67	6.67	36.11	8.51	7.78	14.43	1.11	6.67	
Only allow if living > 0.5 mi from campus	96	17.71	3.63	0.00	0.00	0.00	0.00	3.13	6.52	1.04	1.96	36.46	3.74	0.00	0.00	1.04	2.22	34.38	4.32	4.17	4.12	2.08	6.67	
No restriction	1861	21.55	85.68	0.27	71.43	2.36	95.65	1.88	76.09	2.31	84.31	36.97	73.50	0.05	50.00	2.04	84.44	28.48	69.37	3.01	57.73	1.07	66.67	



**q34f X q1grad.**

**One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) - – Faculty/Staff**

**Table 8.5f Restrict Faculty/Staff Parking Availability by School**

Policy	School										
	Total Valid Responses	Vet School (N = 215)		Law School (N = 199)		School of Management (N = 206)		Engineering School (N = 209)		Graduate student (N = 1817)	
		% of Policy	% of School	% of Policy	% of School	% of Policy	% of School	% of Policy	% of School	% of Policy	% of School
Should not be allowed permits	51	5.88	1.40	7.84	2.01	5.88	1.46	13.73	3.35	66.67	1.87
Only allow if living > 5 mi from campus	164	1.83	1.40	5.49	4.52	6.71	5.34	7.93	6.22	78.05	7.04
Only allow if living > 2 mi from campus	158	2.53	1.86	3.16	2.51	5.70	4.37	12.03	9.09	76.58	6.66
Only allow if living > 1 mi from campus	182	1.65	1.40	6.04	5.53	4.40	3.88	8.24	7.18	79.67	7.98
Only allow if living > 0.5 mi from campus	101	3.96	1.86	8.91	4.52	5.94	2.91	6.93	3.35	74.26	4.13
No restriction	1990	9.95	92.09	8.09	80.90	8.49	82.04	7.44	70.81	66.03	72.32

From the graduate and professional student population questioned, the overwhelming response was that there is to be no restriction on the availability of parking permits for faculty and staff members. The group most in favor of no restrictions was the Vet School (92.09%).

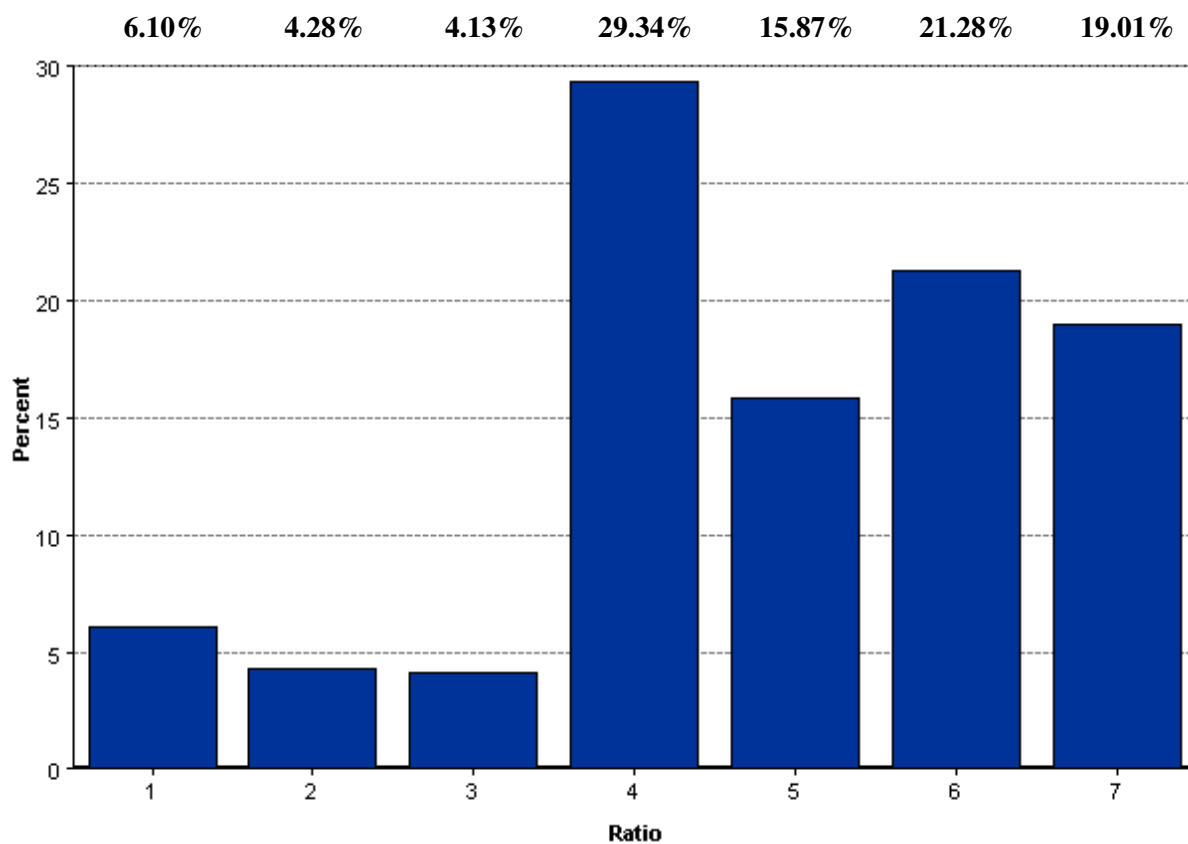
See Table 8.5f.

## 5.1\_9 Parking Spaces on Campus

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**q35. As the university grows and as parking lots are taken up for buildings, the university will need to consider how, if at all, to change the current parking supply. Do you think the overall ratio of parking spaces per member of the campus community (students & employees) is:**

**Chart 9.1 Ratio of Parking Spaces per Member of the Campus Community  
(Total valid responses 2641)**



**Legend:**

- |                           |                          |
|---------------------------|--------------------------|
| 1. Significantly too high | 5. Slightly too low      |
| 2. Too high               | 6. Too low               |
| 3. Slightly too high      | 7. Significantly too low |
| 4. About right            |                          |

As the graph demonstrates, the majority of graduate/professional students (57%) feel the ratio of parking spaces to the Cornell community is too low, ranging from “Slightly Too Low” to “Significantly Too Low.” Only 29.34% believe the ratio is “About Right” and approximately 15% believe the ratio is on the high side. See Chart 9.1

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**q35 X q12. - As the university grows and as parking lots are taken up for buildings, the university will need to consider how, if at all, to change the current parking supply. Do you think the overall ratio of parking spaces per member of the campus community (students & employees) And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

- In general, across all modes of transportation, only about one-third of respondents believe that the ratio of parking spaces on campus is “about right.”
- Again across all modes of transportation, majorities/pluralities believe that the ratio of parking spaces to campus community members is too low, especially those who drive alone (60.25%), carpool (59.09%), or take a TCAT bus (57.14%).
- Respondents who walk/run (53.36%) or bicycle (37.11%) are substantially less likely than others to believe that the ratio of parking spaces is too low.

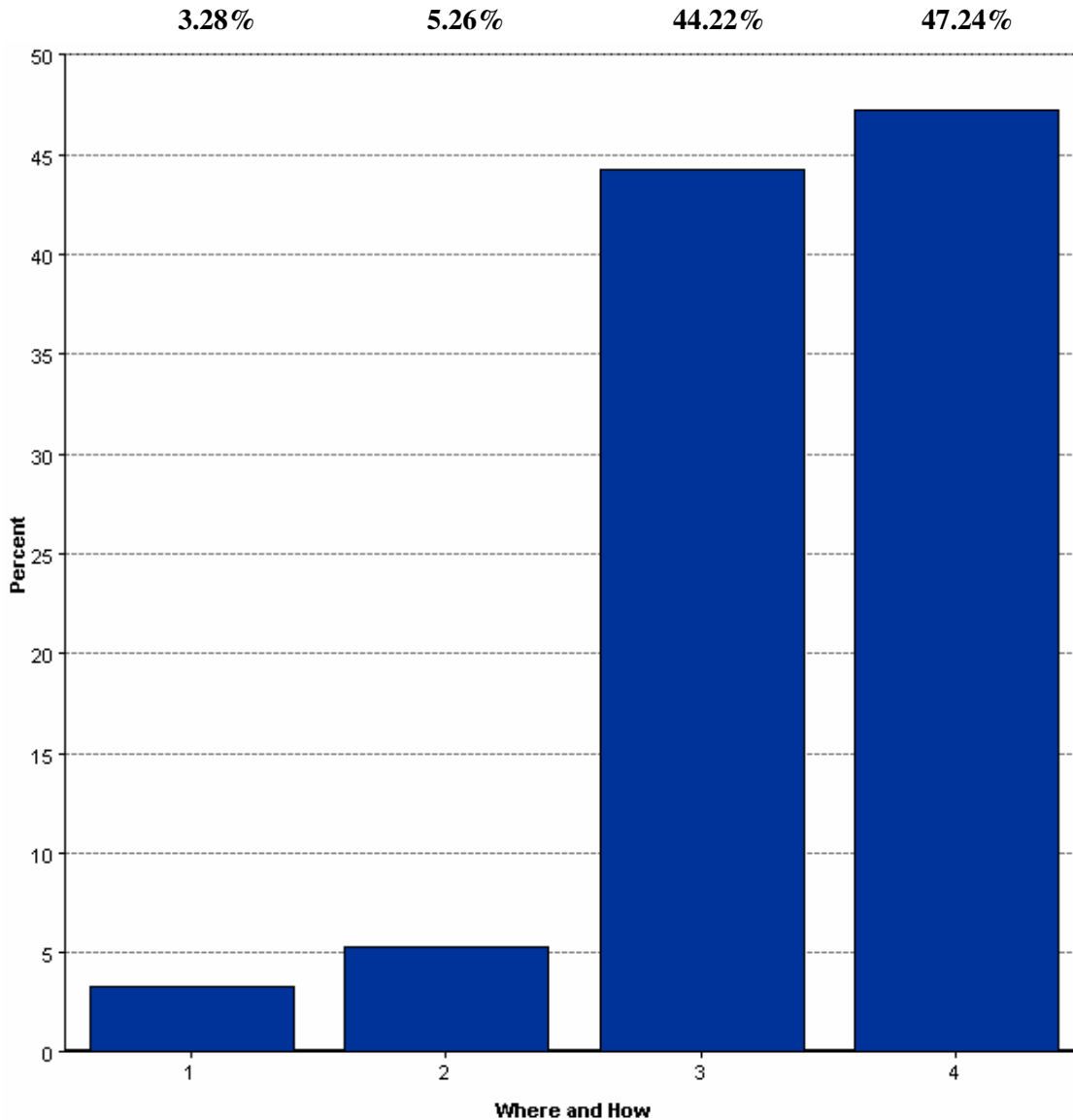
See Table 9.1.

**Table 9.1 Ratio of Parking Spaces Per Member of the Campus Community by Mode of Transportation by Day**

Ratio	Total Valid Responses	Drive alone (N = 473)		Motorcycle/moped (N = 6)		Carpool (N = 44)		Dropped off by someone going to campus (N = 46)		Dropped off by someone not going to campus (N = 49)		TCAT bus (N = 931)		Out of county transit (N = 2)		Private shuttle (N = 43)		Walk, run, or other non-motorized transit (N = 757)		Bicycle (N = 97)		Other (N = 30)	
		% of Ratio	% of Mode	% of Ratio	% of Mode	% of Ratio	% of Mode	% of Ratio	% of Mode	% of Ratio	% of Mode	% of Ratio	% of Mode	% of Ratio	% of Mode	% of Ratio	% of Mode	% of Ratio	% of Mode	% of Ratio	% of Mode	% of Ratio	% of Mode
Significantly too high	149	11.41	3.59	0.67	16.67	0.00	0.00	1.34	4.35	3.36	10.20	33.56	5.37	0.67	50.00	1.34	4.65	37.58	7.40	9.40	14.43	0.67	3.33
Too high	107	7.48	1.69	0.00	0.00	0.93	2.27	0.93	2.17	2.80	6.12	39.25	4.51	0.00	0.00	0.00	0.00	39.25	5.55	8.41	9.28	0.93	3.33
Slightly too high	105	19.05	4.23	0.00	0.00	1.90	4.55	1.90	4.35	0.95	2.04	27.62	3.11	0.00	0.00	2.86	6.98	40.00	5.55	4.76	5.15	0.95	3.33
About right	732	19.54	30.23	0.27	33.33	2.05	34.09	2.05	32.61	1.50	22.45	37.98	29.86	0.14	50.00	1.09	18.60	29.10	28.14	4.51	34.02	1.78	43.33
Slightly too low	391	17.14	14.16	0.00	0.00	2.05	18.18	1.53	13.04	2.05	16.33	39.64	16.65	0.00	0.00	1.02	9.30	32.23	16.64	3.07	12.37	1.28	16.67
Too low	525	19.62	21.78	0.19	16.67	1.90	22.73	1.71	19.57	1.71	18.37	40.95	23.09	0.00	0.00	2.86	34.88	27.24	18.89	3.05	16.49	0.76	13.33
Significantly too low	469	24.52	24.31	0.43	33.33	1.71	18.18	2.35	23.91	2.56	24.49	34.54	17.40	0.00	0.00	2.35	25.58	28.78	17.83	1.71	8.25	1.07	16.67

**q36. When the university looks to replace or build new parking spaces on campus, where and how should it build them?**

**Chart 9.2 Where and How New Parking Should be Constructed**  
(Total valid responses 2682)



**Legend:**

1. New surface spaces on land currently open or used for teaching or research
2. New garage on land currently open or used for teaching or research
3. New garage on existing surface spaces
4. Incorporated with new buildings where feasible and appropriate

The preferences of the graduate/professional students were evenly split, with almost half (47.24%) of the graduate/professional students questioned replying that the new parking spaces should be “Incorporated with new buildings where feasible and appropriate” and approximately another half (44.22%) feeling that parking spaces should be in a “New garage on existing surface spaces.” See Chart 9.2.

**q37. Geographically, where should the university try to site new parking lots and/or garages?**

**Table 9.1a Where to Put New Parking  
(Total valid responses 2630)**

<b>Location</b>	<b>Percent</b>
Central campus	27.38%
The periphery of campus, with increased shuttle bus service to the center of campus	39.77%
The periphery of campus, with increased shuttle bus service to the center of campus AND the university should work to close all central campus non-visitor lots	15.89%
Only on the eastern edge of campus , with increased shuttle bus service to the center of campus	9.62%
Only on the eastern edge of campus , with increased shuttle bus service to the center of campus AND the university should work to close all central campus non-visitor lots	7.34%

A plurality of graduate/professional students questioned believe that the new parking spaces should be put on the periphery of campus (39.77%). Central campus was cited as the second most popular place to potentially put new parking (27.38%).

See Table 9.1a.

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**q38. The average total cost to operate and maintain a parking space on campus exceeds \$1000 per year, significantly more than the cost of a parking permit. If the university were to charge the average total cost for parking, would you purchase a parking permit?**

**Table 9.1b Would You Purchase Parking Permit at Average Cost?**  
(Total valid responses 2685)

<b>Response</b>	<b>Percent</b>
Yes, I have a permit and would continue to purchase one.	12.70%
Yes, I would continue to purchase a permit, but would choose a less expensive one for a remote location.	0.00%
No, I have a permit but would not continue to purchase it.	12.22%
No, I do not have a permit and would not purchase one.	75.08%

The overwhelming majority (75.08%) of graduate/professional students does not currently have a permit and would not purchase one at the average price. See Table 9.1b.

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**q39. The university currently subsidizes the cost of a parking permit. The following table lists ways this subsidy might be changed for students, faculty and staff. Please check the box if you agree that the statement should apply to that group.**

**Table 9.1c Changes in Parking Subsidies**

Change	% Undergraduate	% Graduate	% Faculty	% Staff
The parking subsidy should be increased	14.91	32.96	22.34	31.05
The parking subsidy should remain unchanged	27.73	46.18	49.39	52.21
The parking subsidy should be decreased	57.36	20.87	28.27	16.74

The majority (57.36%) of undergraduates reported that the parking subsidy should be decreased for undergraduates. For graduates, faculty, and staff approximately half of all graduate/professional students reported that the parking subsidy should remain unchanged (46.18%, 49.39%, 52.21%, respectively). See Table 9.1c.



**q39a X q12. - The university currently subsidizes the cost of a parking permit. The following table lists ways this subsidy might be changed for students, faculty and staff. Please check the box if you agree that the statement should apply to that group. And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

- Across all modes of transportation, a substantial majority of respondents replied that the “parking subsidy should be decreased” for undergraduate students.
- Support for decreasing the subsidy was strongest among those bicycled (75.79%), were dropped off by someone not going to campus (73.47%), or used a private shuttle (69.05%).
- Conversely, support for decreasing the subsidy was weakest among those who carpooled (51.11%) or were dropped off by someone going to campus (54.55%).
- Across modes of transportation, the percentage that believed that the subsidy should remain unchanged ranged from about 17% to 35%.

See Table 9.2a.

**Table 9.2a Changes in Parking Subsidies for Undergraduates by Mode of Transportation by Day**

Change	Mode																						
	Total Valid Responses	Drive alone (N = 456)		Motorcycle/moped (N = 6)		Carpool (N = 45)		Dropped off by someone going to campus (N = 44)		Dropped off by someone not going to campus (N = 49)		TCAT bus (N = 917)		Out of county transit (N = 2)		Private shuttle (N = 42)		Walk, run, or other non-motorized transit (N = 744)		Bicycle (N = 95)		Other (N = 30)	
		% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode
The parking subsidy should be increased	271	14.76	8.77	0.37	16.67	2.58	15.56	2.21	13.64	1.48	8.16	42.44	12.54	0.00	0.00	1.11	7.14	31.37	11.42	2.58	7.37	1.11	10.00
The parking subsidy should remain unchanged	636	22.33	31.14	0.31	33.33	2.36	33.33	2.20	31.82	1.42	18.37	35.69	24.75	0.00	0.00	1.57	23.81	30.50	26.08	2.52	16.84	1.10	23.33
The parking subsidy should be decreased	1523	17.99	60.09	0.20	50.00	1.51	51.11	1.58	54.55	2.36	73.47	37.75	62.70	0.13	100.00	1.90	69.05	30.53	62.50	4.73	75.79	1.31	66.67

**q39b X q12. - The university currently subsidizes the cost of a parking permit. The following table lists ways this subsidy might be changed for students, faculty and staff. Please check the box if you agree that the statement should apply to that group. And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

- Substantial majorities of graduate/professional students who drive alone (70.82%), motorcycle/moped (66.67), carpool (63.04%), and use other means (53.33%) believe that the parking subsidy for graduate/professional students should be increased.
- A plurality of those who are dropped off by someone going to campus (45.65%), dropped off by someone not going to campus (46.00%), or take a TCAT bus (43.37%) also believe that the parking subsidy for graduate/professional students should be increased.
- However, pluralities of those who take a private shuttle (50.00%), walk/run (43.59%), or bicycle (39.58%) replied that the parking subsidy for graduate/professional students should remain unchanged.

See Table 9.2b

**Table 9.2b Changes in Parking Subsidies for Graduate and Professional Students by Mode of Transportation by Day**

Change	Mode																						
	Total Valid Responses	Drive alone (N = 466)		Motorcycle/moped (N = 6)		Carpool (N = 46)		Dropped off by someone going to campus (N = 46)		Dropped off by someone not going to campus (N = 50)		TCAT bus (N = 927)		Out of county transit (N = 2)		Private shuttle (N = 42)		Walk, run, or other non-motorized transit (N = 757)		Bicycle (N = 96)		Other (N = 30)	
		% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode
The parking subsidy should be increased	1110	29.73	70.82	0.36	66.67	2.61	63.04	1.89	45.65	2.07	46.00	36.22	43.37	0.00	0.00	1.62	42.86	22.16	32.50	1.89	21.88	1.44	53.33
The parking subsidy should remain unchanged	914	12.14	23.82	0.11	16.67	1.31	26.09	1.97	39.13	1.86	34.00	38.95	38.40	0.00	0.00	2.30	50.00	36.11	43.59	4.16	39.58	1.09	33.33
The parking subsidy should be decreased	444	5.63	5.36	0.23	16.67	1.13	10.87	1.58	15.22	2.25	20.00	38.06	18.23	0.45	100.00	0.68	7.14	40.77	23.91	8.33	38.54	0.90	13.33

**q39c X q12. - The university currently subsidizes the cost of a parking permit. The following table lists ways this subsidy might be changed for students, faculty and staff. Please check the box if you agree that the statement should apply to that group. And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often.**

**Table 9.2c Changes in Parking Subsidies for Faculty by Mode of Transportation by Day**

Change	Mode																							
	Total Valid Responses	Drive alone (N = 461)		Motorcycle/moped (N = 6)		Carpool (N = 45)		Dropped off by someone going to campus (N = 44)		Dropped off by someone not going to campus (N = 49)		TCAT bus (N = 916)		Out of county transit (N = 2)		Private shuttle (N = 42)		Walk, run, or other non-motorized transit (N = 743)		Bicycle (N = 96)		Other (N = 30)		
		% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	
The parking subsidy should be increased	515	29.13	32.54	0.19	16.67	3.11	35.56	1.75	20.45	0.97	10.20	36.12	20.31	0.00	0.00	1.94	23.81	23.50	16.29	2.33	12.50	0.97	16.67	
The parking subsidy should remain unchanged	1139	17.30	42.73	0.18	33.33	1.67	42.22	2.28	59.09	2.02	46.94	37.58	46.72	0.00	0.00	1.84	50.00	32.75	50.20	3.42	40.63	0.97	36.67	
The parking subsidy should be decreased	780	14.62	24.73	0.38	50.00	1.28	22.22	1.15	20.45	2.69	42.86	38.72	32.97	0.26	100.00	1.41	26.19	31.92	33.51	5.77	46.88	1.79	46.67	

- For most modes of transportation, majorities/pluralities of graduate/professional students believe that the parking subsidy should remain unchanged for faculty, especially those who are dropped off by someone going to campus (59.90%) or walk/run (50.20%).
- For other modes of transportation, such as out of county transit (100%), motorcycle/moped (50.00%), bicycle (46.88%), or use other means (46.67), majorities/pluralities of graduate/professional students believe that the faculty subsidy should be decreased.

See Table 9.2c

**q39d X q12. - The university currently subsidizes the cost of a parking permit. The following table lists ways this subsidy might be changed for students, faculty and staff. Please check the box if you agree that the statement should apply to that group. And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often.**

**Table 9.2d Changes in Parking Subsidies for Staff by Mode of Transportation by Day**

Change	Mode																							
	Total Valid Responses	Drive alone (N = 461)		Motorcycle/moped (N = 6)		Carpool (N = 45)		Dropped off by someone going to campus (N = 44)		Dropped off by someone not going to campus (N = 49)		TCAT bus (N = 910)		Out of county transit (N = 2)		Private shuttle (N = 42)		Walk, run, or other non-motorized transit (N = 741)		Bicycle (N = 96)		Other (N = 29)		
		% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	
The parking subsidy should be increased	707	25.74	39.48	0.42	50.00	2.69	42.22	1.84	29.55	1.41	20.41	35.93	27.91	0.14	50.00	1.84	30.95	26.17	24.97	2.55	18.75	1.27	31.03	
The parking subsidy should remain unchanged	1259	17.71	48.37	0.16	33.33	1.59	44.44	2.07	59.09	1.83	46.94	38.52	53.30	0.00	0.00	1.91	57.14	31.37	53.31	3.73	48.96	1.11	48.28	
The parking subsidy should be decreased	459	12.20	12.15	0.22	16.67	1.31	13.33	1.09	11.36	3.49	32.65	37.25	18.79	0.22	50.00	1.09	11.90	35.08	21.73	6.75	32.29	1.31	20.69	

- For most modes of transportation, majorities/pluralities of graduate/professional students believe that the parking subsidy should remain unchanged for staff, especially those who are dropped off by someone going to campus (59.09%), use a private shuttle (57.14%), walk/run (53.31%), or TCAT bus (53.30%).

See Table 9.2d

## 5.1\_10 Buses and Bus Passes

**q40\_1-q40\_5 X q1grad.**

**One suggestion by the community is the provision of bus passes to new students (first year undergrad, grad and transfers). Please select the statement you agree with and please select the group to which you belong.**

**Table 10.1 Bus Passes to New Students by School**

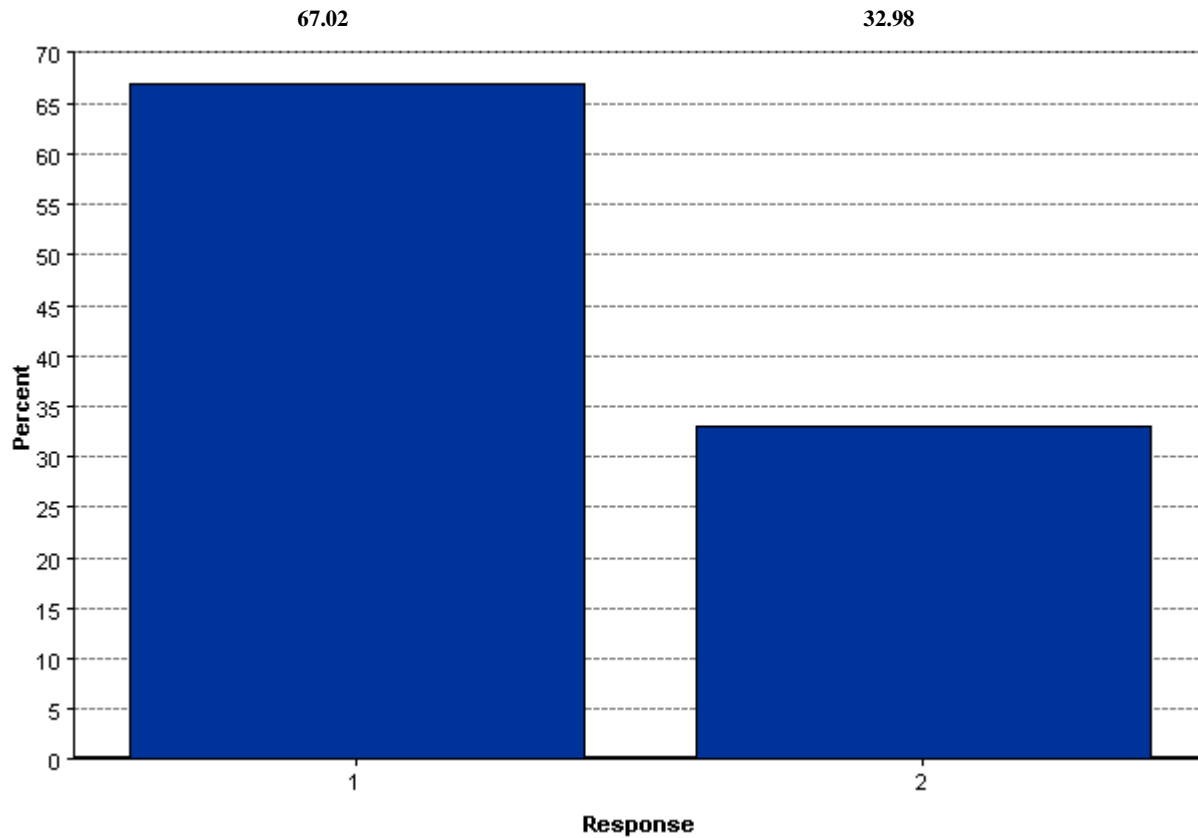
Policy	School													
	Total Valid Responses	Vet School (N = 203)		Law School (N = 200)		School of Management (N = 201)		Engineering School (N = 208)		Graduate student (N = 1823)		OVERALL (N = 2635)		
		% of School	mean ranking	% of School	mean ranking	% of School	mean ranking	% of School	mean ranking	% of School	mean ranking	% of School	mean ranking	
New students should get a free bus pass subsidized by an increase in student tuition or fees for all students	1198	35.47	4.01	49.00	3.59	50.75	3.83	47.60	3.86	45.36	3.70	45.46	3.73	
New students should get a free bus pass subsidized by an increase in student tuition or fees for first-year students only	1282	40.89	4.41	50.00	4.08	49.25	3.91	47.60	3.76	49.42	4.03	48.65	4.02	
New students should get a free bus pass subsidized by an increase in parking fees	1428	25.62	3.12	59.50	4.18	58.21	4.15	55.77	4.07	56.17	4.19	54.19	4.14	
New students should get a free bus pass subsidized by general funds	898	30.54	3.42	36.00	2.63	41.29	2.96	40.38	3.00	32.75	2.77	34.08	2.85	
I do not feel that new students should get free bus passes	1322	57.14	4.16	48.50	3.64	51.74	3.23	51.92	3.69	49.20	3.80	50.17	3.77	

- Except for vet school students, the most popular option for graduate/professional students was “New students should get a free bus pass subsidized by an increase in student tuition or fees for first-year students only.” The second most popular option was “I do not feel that new students should get free bus passes.”
- The most popular option for vet students was “I do not feel that new students should get free bus passes”, followed by “New students should get a free bus pass subsidized by an increase in student tuition or fees for first-year students only.”
- The least popular option for all graduate/professional students was “New students should get a free bus pass subsidized by general funds.”

See Table 10.1.

**q41. If new students are given free bus passes, should they be given only to those who do not purchase a parking permit?**

**Chart 10.1 Should Free Bus Passes Be Given to Only Students Without Parking Permits  
(Total valid responses 2659)**



**Legend:**

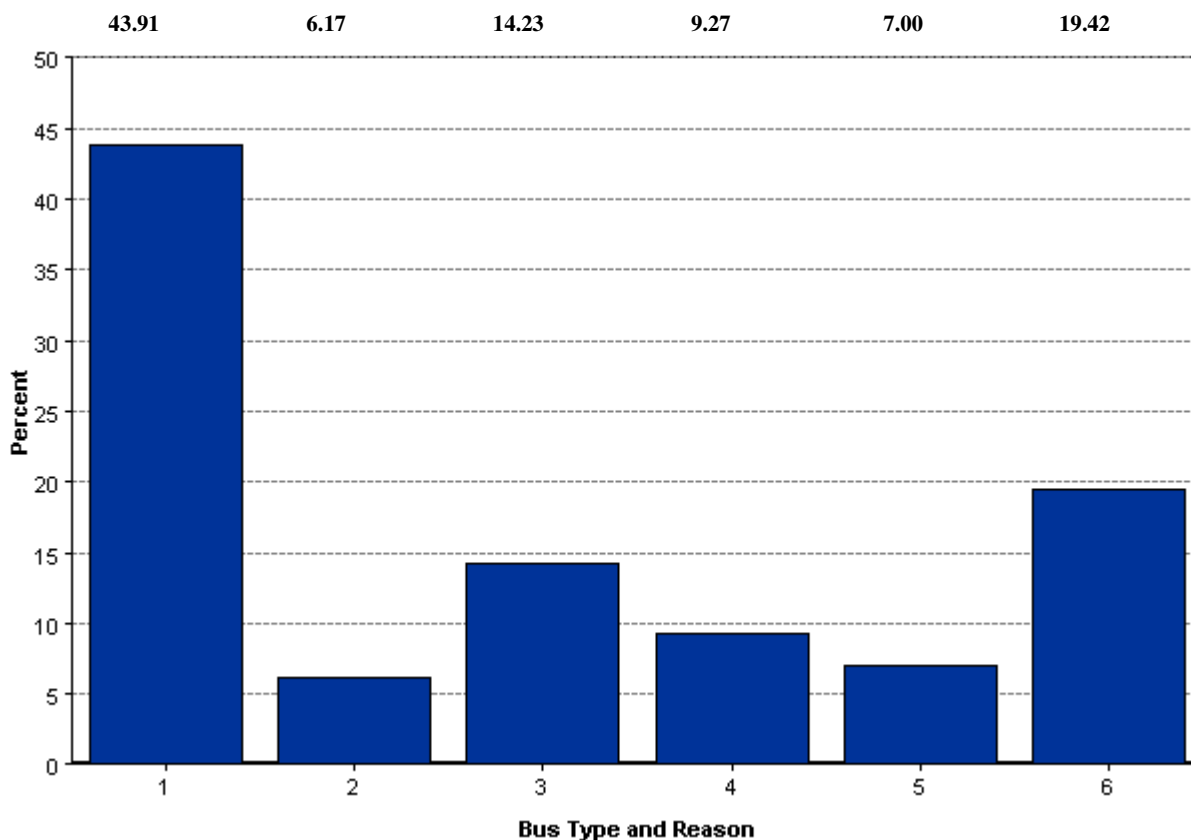
- 1. Yes
- 2. No

Over two thirds (67.02%) of graduates believed free bus passes, if given to new students, should only be given to those who do not purchase a parking permit.  
See Chart 10.1.



**q43. Hybrid buses produce fewer emissions and consume less fuel but can cost up to twice as much as a regular bus. How do you feel about the tradeoff between hybrid buses and regular buses when TCAT needs to replace its buses in the future? I feel that TCAT should buy:**

**Chart 10.2 Should TCAT Buy Hybrid or Regular Buses and Why  
(Total valid responses 2642)**



**Legend:**

1. *hybrid* buses even if it means that I have higher costs.
2. *hybrid* buses even if it means that I have reduced service.
3. *hybrid* buses even if it means that I have higher costs and/or reduced service.
4. *regular* buses in order to keep my out-of-pocket costs from rising.
5. *regular* buses in order to keep service levels from falling.
6. *regular* buses in order to keep my out-of-pocket costs from rising and/or service levels from falling.

Over two out of five (43.91%) graduates feel TCAT should buy hybrid buses even if it means they have higher costs. The next highest response was “I feel TCAT should buy regular buses in order to keep my out-of-pocket expenses from rising and/or service levels from falling” (19.42%).

## 5.2 Undergraduate Students

### 5.2\_7 Other Methods of Getting to Campus

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q30\_1-q30\_3

**What would be required for you to give up (not renew) your parking permit?  
Please rank up to three (3) incentives.**

**Table 7.9a Improvements/Incentives required to Not Renew Parking Permit**

Improvements	Total Valid Responses	Overall Mean Ranking
Free transit pass	99	2.46
Better transit service	48	2.02
Carpool incentives	19	1.84
Books of 1-day parking passes for free or a reduced rate	58	2.03
Vehicle on campus available for errands during the day	19	1.53
Vehicle on campus available for weekend/overnight trips	16	1.69
Better walking and/or biking routes	11	1.55
Back up transportation programs such as a ride home in an emergency	8	1.13
Higher parking permit price	25	1.76
I would not give up my parking permit under any circumstances	31	2.84
I do not have a parking permit	240	2.92

The majority of undergraduates responded “I do not have a parking permit”. The improvement/incentives cited most often among those who do have parking permits were “Free transit pass”, “Books of 1-day parking passes for free or a reduced rate”, and “Better transit service”. “Free transit pass” ranked most highly of the three. Relatively few respondents indicated “I would not give up my parking permit under any circumstances” but they ranked this very high with a mean ranking of 2.84. See Table 7.9a.

**q30\_1-q30\_3 X q2b. Top 10 Municipalities - What would be required for you to give up (not renew) your parking permit? Please rank up to three (3) incentives and where do you currently live? - Top 10 Municipalities**

Of those respondents who have a parking permit, the most often cited improvements/incentives required to not renew parking permit by municipality were:

- City of Ithaca: “Free Transit Pass” (25.88%);
- Town of Ithaca: “Free transit pass” (37.74%); “Books of 1-day parking passes for free or a reduced rate” (15.69%);
- Cayuga Heights: “Free transit pass” (28.57%); “Better transit service” (14.29%);
- Dryden: “Better transit service” (28.57%); “I would not give up my parking permit under any circumstances” (28.57%);
- Other in Tompkins County: “Free Transit Pass” (20.00%);
- Village of Lansing: “Free Transit Pass” (25.00%); “Books of 1-day parking passes for free or a reduced rate” (25.00%);

There are too few respondents in the other municipalities to report. See Table 7.9.

**Table 7.9 (Part 1) Improvements/Incentives required to Not Renew Parking Permit by Top 10 Municipalities**

Improvements	Municipality												
	Total Valid Responses	Ithaca (City) (N = 255)		Town of Ithaca (N = 53)		Cayuga Heights (N = 14)		Dryden (N = 7)		Other in Tompkins County (N = 5)		OVERALL (N = 345)	
		% of Municipality	mean ranking	% of Municipality	mean ranking	% of Municipality	mean ranking	% of Municipality	mean ranking	% of Municipality	mean ranking	% of Municipality	Mean ranking
Free transit pass	99	25.88	2.45	37.74	2.4	28.57	3	28.57	2	20	3	28.7	2.46
Better transit service	48	11.37	1.86	18.87	2.2	14.29	2	28.57	3	0	0	13.91	2.02
Carpool incentives	19	5.1	1.92	7.55	1.75	0	0	28.57	1.5	0	0	5.51	1.84
Books of 1-day parking passes for free or a reduced rate	58	15.69	2	20.75	2.09	21.43	2	28.57	2	0	0	16.81	2.03
Vehicle on campus available for errands during the day	19	4.71	1.58	7.55	1.75	0	0	14.29	1	20	1	5.51	1.53
Vehicle on campus available for weekend/overnight trips	16	4.31	1.82	5.66	1	0	0	14.29	2	0	0	4.64	1.69
Better walking and/or biking routes	11	1.57	2	9.43	1.4	14.29	1	0	0	0	0	3.19	1.55
Back up transportation programs such as a ride home in an emergency	8	1.57	1	3.77	1	0	0	0	0	0	0	2.32	1.13
Higher parking permit price	25	6.27	1.88	11.32	1.5	0	0	0	0	20	2	7.25	1.76
I would not give up my parking permit under any circumstances	31	5.88	2.8	11.32	3	0	0	28.57	3	0	0	8.99	2.84
I do not have a parking permit	240	72.16	2.93	54.72	2.93	78.57	2.82	28.57	3	80	3	69.57	2.92

**Table 7.9 (Part 2) Improvements/Incentives required to Not Renew Parking Permit by Top 10 Municipalities**

Improvements	Municipality												
	Total Valid Responses	Village of Lansing (N = 4)		I don't know (N = 3)		Other (N = 2)		Other in Chemung County (N = 1)		Cortland (N = 1)		OVERALL (N = 345)	
		% of Municipality	mean ranking	% of Municipality	mean ranking	% of Municipality	mean ranking	% of Municipality	mean ranking	% of Municipality	mean ranking	% of Municipality	mean ranking
Free transit pass	99	25	3	33.33	3	0	0	100	3	0	0	28.7	2.46
Better transit service	48	25	2	0	0	0	0	100	2	0	0	13.91	2.02
Carpool incentives	19	0	0	0	0	0	0	0	0	0	0	5.51	1.84
Books of 1-day parking passes for free or a reduced rate	58	25	3	0	0	0	0	0	0	0	0	16.81	2.03
Vehicle on campus available for errands during the day	19	25	1	0	0	0	0	0	0	0	0	5.51	1.53
Vehicle on campus available for weekend/overnight trips	16	25	2	0	0	0	0	0	0	0	0	4.64	1.69
Better walking and/or biking routes	11	0	0	0	0	0	0	0	0	0	0	3.19	1.55
Back up transportation programs such as a ride home in an emergency	8	0	0	0	0	0	0	0	0	0	0	2.32	1.13
Higher parking permit price	25	25	1	33.33	2	0	0	0	0	0	0	7.25	1.76
I would not give up my parking permit under any circumstances	31	25	3	0	0	50	3	100	1	0	0	8.99	2.84
I do not have a parking permit	240	25	3	100	2.33	50	3	0	0	100	3	69.57	2.92

## 5.2\_8 Reducing Vehicular Traffic

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**q32. One way to reduce vehicle traffic on the campus is to institute a "park and lock" policy for the parking lots. That is, for a certain period of the day you can come and go once but are not allowed to re-enter the lot until after the restricted period has passed. Would you support such a policy?**

**Table 8.1a Park and Lock Policy**

Support for Park and Lock Policy	Total Valid Responses	%
Yes, for the <i>entire campus</i> during regular business hours	121	12.51
Yes, for the <i>entire campus</i> during the middle of the day	60	6.20
Yes, for <i>central campus</i> during regular business hours	112	11.58
Yes, for <i>central campus</i> during the middle of the day	186	19.23
No	488	50.47

Slightly over half of all undergraduates (50.47%) responded "No" when asked if they would support a "park and lock" policy. See Table 8.1a.

**q32 X q12. - One way to reduce vehicle traffic on the campus is to institute a "park and lock" policy for the parking lots. That is, for a certain period of the day you can come and go once but are not allowed to re-enter the lot until after the restricted period has passed. Would you support such a policy? And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

Of those students who do not live on campus, they were asked if they would support a “park and lock” policy for parking lots.

- Except for those respondents who walk, run, or bicycle, the majority of respondents for each mode of transportation replied “no” to supporting a park and lock policy.
- Specifically for those who employ a personal motorized vehicle to reach campus, 67.396% of those who drive alone, 100% of those who employ a motorcycle/moped, and 66.67% of those who carpool replied “no” to a park and lock policy.
- Of those respondents who drive alone to campus and answered “yes” to a park and lock policy, the “central campus during the middle of the day” was the most popular option (13.04%).

See Table 8.1.

**Table 8.1 Park and Lock Policy by Mode of Transportation by Day**

Policy	Mode																							
	Total Valid Responses	Drive alone (N = 46)		Motorcycle/moped (N = 3)		Carpool (N = 3)		Dropped off by someone going to campus (N = 14)		Dropped off by someone not going to campus (N = 8)		TCAT bus (N = 143)		Out of county transit (N = 0)		Private shuttle (N = 51)		Walk, run, or other non-motorized transit (N = 685)		Bicycle (N = 13)		Other (N = 1)		
		% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	
Yes, for the <i>entire campus</i> during regular business hours	121	4.96	13.04	0.00	0.00	0.83	33.33	0.83	7.14	3.31	50.00	10.74	9.09	0.00	N/A	3.31	7.84	74.38	13.14	1.65	15.38	0.00	0.00	
Yes, for the <i>entire campus</i> during the middle of the day	60	1.67	2.17	0.00	0.00	0.00	0.00	1.67	7.14	0.00	0.00	13.33	5.59	0.00	N/A	8.33	9.80	75.00	6.57	0.00	0.00	0.00	0.00	
Yes, for <i>central campus</i> during regular business hours	112	3.57	8.70	0.00	0.00	0.00	0.00	0.89	7.14	0.00	0.00	12.50	9.79	0.00	N/A	6.25	13.73	74.11	12.12	2.68	23.08	0.00	0.00	
Yes, for <i>central campus</i> during the middle of the day	186	2.15	8.70	0.00	0.00	0.00	0.00	1.61	21.43	0.00	0.00	16.13	20.98	0.00	N/A	3.76	13.73	75.81	20.58	0.54	7.69	0.00	0.00	
No	488	6.35	67.39	0.61	100.00	0.41	66.67	1.64	57.14	0.82	50.00	15.98	54.55	0.00	N/A	5.74	54.90	66.80	47.59	1.43	53.85	0.20	100.00	



**q32 X q18. - One way to reduce vehicle traffic on the campus is to institute a "park and lock" policy for the parking lots. That is, for a certain period of the day you can come and go once but are not allowed to re-enter the lot until after the restricted period has passed. Would you support such a policy? And if you drive to campus during the day, where do you usually park?**

- Across most types of parking locations, half or more of the respondents replied, “no” to supporting a “park and lock” policy.
- Specifically, for those who park “In a parking lot/garage on the campus in a permit space”, 58.02% did not support a “park and lock” policy.
- Similarly, respondents who parked at on-campus visitor or metered areas were equally unresponsive of such a policy (57.89% and 59.26%, respectively).
- For those who parked in a parking lot/garage in a permit space and supported a “park and lock policy”, the most popular option was “central campus during the middle of day” (13.58%), and “entire campus during regular business hours” (13.58%).
- For those who parked in a parking lot/garage in a visitor space and supported a “park and lock” policy, the most popular option was “central campus during the regular business hours” (17.54%);
- For those who park at a parking meter on campus and support a “park and lock policy”, the most popular option was “the entire campus during regular business hours” (17.99%).

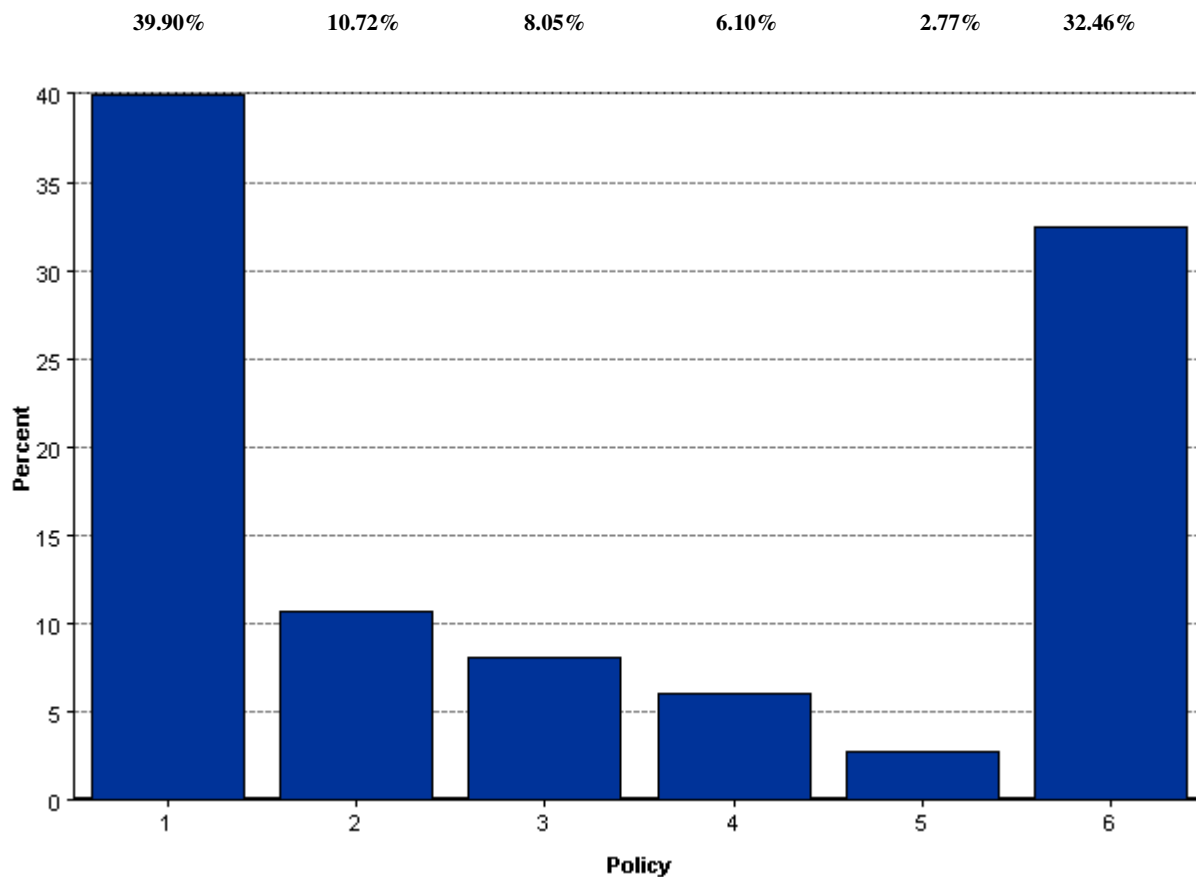
See Table 8.2.

**Table 8.2 Park and Lock Policy by Primary Parking by Day**

Policy	Primary Parking																					
	Total Valid Responses	In a parking lot/garage on the campus in a permit space (N = 81)		In a parking lot at an off-campus location which doesn't require a Cornell University permit (N = 16)		In a parking lot/garage on the campus in a visitor space (N = 57)		At a parking meter on campus (N = 189)		On-street at a free parking space (N = 19)		On-street at a metered space (N = 11)		Off-street at a friend's house/apartment (N = 6)		In an off-campus parking lot or garage (N = 6)		Other: (N = 13)		I never drive to campus (N = 103)		
		% of Policy	% of Primary Parking	% of Policy	% of Primary Parking	% of Policy	% of Primary Parking	% of Policy	% of Primary Parking	% of Policy	% of Primary Parking	% of Policy	% of Primary Parking	% of Policy	% of Primary Parking	% of Policy	% of Primary Parking	% of Policy	% of Primary Parking	% of Policy	% of Primary Parking	
Yes, for the <i>entire campus</i> during regular business hours	54	20.37	13.58	7.41	25.00	5.56	5.26	37.04	10.58	1.85	5.26	1.85	9.09	1.85	16.67	1.85	16.67	5.56	23.08	16.67	8.74	
Yes, for the <i>entire campus</i> during the middle of the day	33	15.15	6.17	6.06	12.50	9.09	5.26	33.33	5.82	12.12	21.05	3.03	9.09	0.00	0.00	3.03	16.67	0.00	0.00	18.18	5.83	
Yes, for <i>central campus</i> during regular business hours	47	14.89	8.64	6.38	18.75	21.28	17.54	25.53	6.35	2.13	5.26	4.26	18.18	0.00	0.00	2.13	16.67	0.00	0.00	23.40	10.68	
Yes, for <i>central campus</i> during the middle of the day	85	12.94	13.58	0.00	0.00	9.41	14.04	40.00	17.99	2.35	10.53	7.06	54.55	2.35	33.33	0.00	0.00	2.35	15.38	23.53	19.42	
No	282	16.67	58.02	2.48	43.75	11.70	57.89	39.72	59.26	3.90	57.89	0.35	9.09	1.06	50.00	1.06	50.00	2.84	61.54	20.21	55.34	

**q34a. One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) - First Year Undergraduates**

**Chart 8.1a Permit Restrictions for First Year Undergraduates  
(Total valid responses 1950)**



**Legend:**

- 1. Should not be allowed permits
- 2. Only allow if living > 5 mi from campus
- 3. Only allow if living > 2 mi from campus
- 4. Only allow if living > 1 mi from campus
- 5. Only allow if living > 0.5 mi from campus
- 6. No restriction

About two out of five (39.90%) undergraduates believe that first year undergraduates should not be allowed parking permits, while 32.46% believe there should be no restrictions set. Approximately one out of ten (10.72%) believe parking permits should be only allowed if living more than five miles from campus. See Chart 8.1a.

**q34a X q12. - One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) - First year undergraduates and if you drive to campus during the day, where do you usually park? – First Year Undergraduates And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

**Table 8.4a Restrict First year undergraduates Parking Availability by Mode of Transportation by Day**

Policy	Total Valid Responses	Mode																							
		Drive alone (N = 46)		Motorcycle/moped (N = 3)		Carpool (N = 3)		Dropped off by someone going to campus (N = 14)		Dropped off by someone not going to campus (N = 9)		TCAT bus (N = 144)		Out of county transit (N = 0)		Private shuttle (N = 51)		Walk, run, or other non-motorized transit (N = 687)		Bicycle (N = 13)		Other (N = 1)			
		% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode		
Should not be allowed permits	435	4.60	43.48	0.00	0.00	0.46	66.67	0.92	28.57	1.15	55.56	16.78	50.69	0.00	N/A	4.60	39.22	69.43	43.96	1.84	61.54	0.23	100.00		
Only allow if living > 5 mi from campus	112	9.82	23.91	0.89	33.33	0.00	0.00	0.89	7.14	0.00	0.00	14.29	11.11	0.00	N/A	5.36	11.76	67.86	11.06	0.89	7.69	0.00	0.00		
Only allow if living > 2 mi from campus	81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.23	11.11	18.52	10.42	0.00	N/A	8.64	13.73	70.37	8.30	1.23	7.69	0.00	0.00		
Only allow if living > 1 mi from campus	48	2.08	2.17	2.08	33.33	0.00	0.00	2.08	7.14	0.00	0.00	12.50	4.17	0.00	N/A	0.00	0.00	79.17	5.53	2.08	7.69	0.00	0.00		
Only allow if living > 0.5 mi from campus	22	9.09	4.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.64	2.08	0.00	N/A	4.55	1.96	72.73	2.33	0.00	0.00	0.00	0.00		
No restriction	273	4.40	26.09	0.37	33.33	0.37	33.33	2.93	57.14	1.10	33.33	11.36	21.53	0.00	N/A	6.23	33.33	72.53	28.82	0.73	15.38	0.00	0.00		

The majority of undergraduates who car pool, are dropped off by someone not going to campus, take the TCAT bus or bicycle to campus believe that freshmen should not be allowed parking permits on campus. The plurality of those who drive alone or walk/run to campus also feel this way. See Table 8.4a.

**q34a X q1stud.**

**One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) - First year undergraduates**

**Table 8.5a Restrict First year undergraduates Parking Availability by Class**

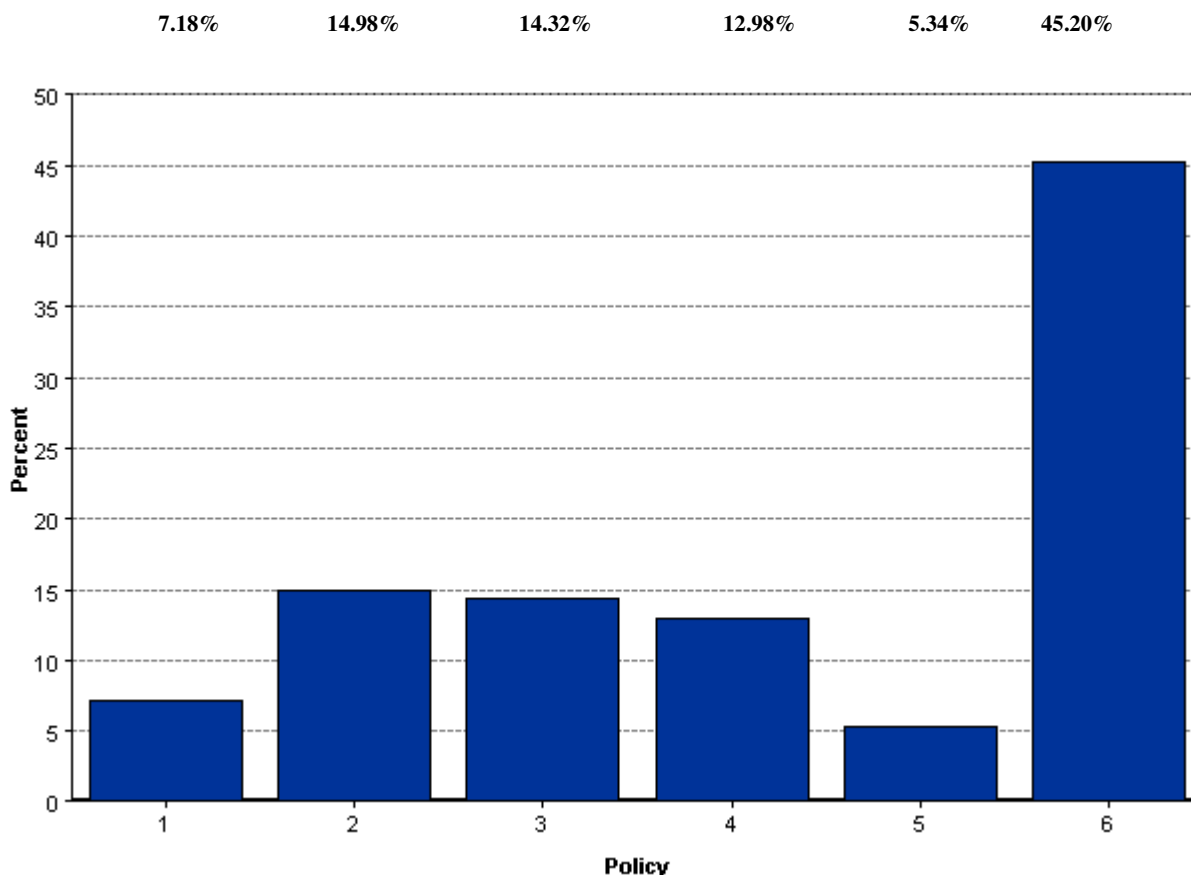
Policy	Class										
	Total Valid Responses	First Year (N = 479)		Sophomore (N = 523)		Junior (N = 509)		Senior (N = 423)		5th year (N = 16)	
		% of Policy	% of Class	% of Policy	% of Class	% of Policy	% of Class	% of Policy	% of Class	% of Policy	% of Class
Should not be allowed permits	778	14.52	23.59	26.86	39.96	31.36	47.94	26.22	48.23	1.03	50.00
Only allow if living > 5 mi from campus	209	19.14	8.35	27.75	11.09	28.23	11.59	24.40	12.06	0.48	6.25
Only allow if living > 2 mi from campus	157	26.11	8.56	22.93	6.88	30.57	9.43	19.11	7.09	1.27	12.50
Only allow if living > 1 mi from campus	119	31.09	7.72	22.69	5.16	26.05	6.09	19.33	5.44	0.84	6.25
Only allow if living > 0.5 mi from campus	54	27.78	3.13	33.33	3.44	24.07	2.55	14.81	1.89	0.00	0.00
No restriction	633	36.81	48.64	27.65	33.46	18.01	22.40	16.90	25.30	0.63	25.00

Generally, first year students believe there should be no parking permit restrictions on first year students (48.64%). Almost two out of five (39.96%) sophomores reported that first year students should not be allowed parking permits. Juniors, seniors, and fifth year students also reported that first year students should not be allowed parking permits (47.94%, 48.23%, and 50.00% respectively).

See Table 8.5a

**q34b. One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) - Sophomores**

**Chart 8.1b Permit Restrictions for Sophomores  
(Total valid responses 1949)**



**Legend:**

- 1. Should not be allowed permits
- 2. Only allow if living > 5 mi from campus
- 3. Only allow if living > 2 mi from campus
- 4. Only allow if living > 1 mi from campus
- 5. Only allow if living > 0.5 mi from campus
- 6. No restriction

The largest percentage of the respondents (45.20%) felt there should be no restrictions placed on parking permits for sophomores. Approximately one in seven respondents (14.98%) reported that parking permit should only be issued to those sophomores who live over five miles from campus. See Chart 8.1b

**q34b X q12. - One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Sophomores**

**And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

Across all modes of transportation, a plurality of undergraduate students felt that sophomores should have no restrictions on the availability of parking permits. In particular,

- those who drive alone to campus, 32.61%,
- those who ride a motorcycle or moped, 66.67%,
- those who take a TCAT bus to campus, 34.48%,
- those who walk, run or take another form of non-motorized transit to campus, 42.07%

Some undergraduate students believed that sophomores should be allowed parking permits on campus if they live more than five miles away. Those groups are:

- those who drive alone (19.57%)
- those who take the TCAT bus (24.14%)
- and those who walk, run or take another form of non-motorized transit to campus (17.76%).

See Table 8.4b.

**Table 8.4b Restrict Sophomores Parking Availability by Mode of Transportation by Day**

Policy	Mode																						
	Total Valid Responses	Drive alone (N = 46)		Motorcycle/moped (N = 3)		Carpool (N = 3)		Dropped off by someone going to campus (N = 14)		Dropped off by someone not going to campus (N = 9)		TCAT bus (N = 145)		Out of county transit (N = 0)		Private shuttle (N = 51)		Walk, run, or other non-motorized transit (N = 687)		Bicycle (N = 13)		Other (N = 1)	
		% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode
Should not be allowed permits	83	3.61	6.52	0.00	0.00	1.20	33.33	0.00	0.00	2.41	22.22	14.46	8.28	0.00	N/A	6.02	9.80	67.47	8.15	3.61	23.08	1.20	100.00
Only allow if living > 5 mi from campus	177	5.08	19.57	0.00	0.00	0.00	0.00	1.13	14.29	0.56	11.11	19.77	24.14	0.00	N/A	3.95	13.73	68.93	17.76	0.56	7.69	0.00	0.00
Only allow if living > 2 mi from campus	143	4.20	13.04	0.00	0.00	0.00	0.00	1.40	14.29	0.70	11.11	18.18	17.93	0.00	N/A	8.39	23.53	65.03	13.54	2.10	23.08	0.00	0.00
Only allow if living > 1 mi from campus	120	7.50	19.57	0.83	33.33	0.00	0.00	0.83	7.14	0.00	0.00	12.50	10.34	0.00	N/A	2.50	5.88	74.17	12.95	1.67	15.38	0.00	0.00
Only allow if living > 0.5 mi from campus	53	7.55	8.70	0.00	0.00	1.89	33.33	0.00	0.00	1.89	11.11	13.21	4.83	0.00	N/A	1.89	1.96	71.70	5.53	1.89	7.69	0.00	0.00
No restriction	396	3.79	32.61	0.51	66.67	0.25	33.33	2.27	64.29	1.01	44.44	12.63	34.48	0.00	N/A	5.81	45.10	72.98	42.07	0.76	23.08	0.00	0.00



**q34b X q1stud.**

**One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Sophomores**

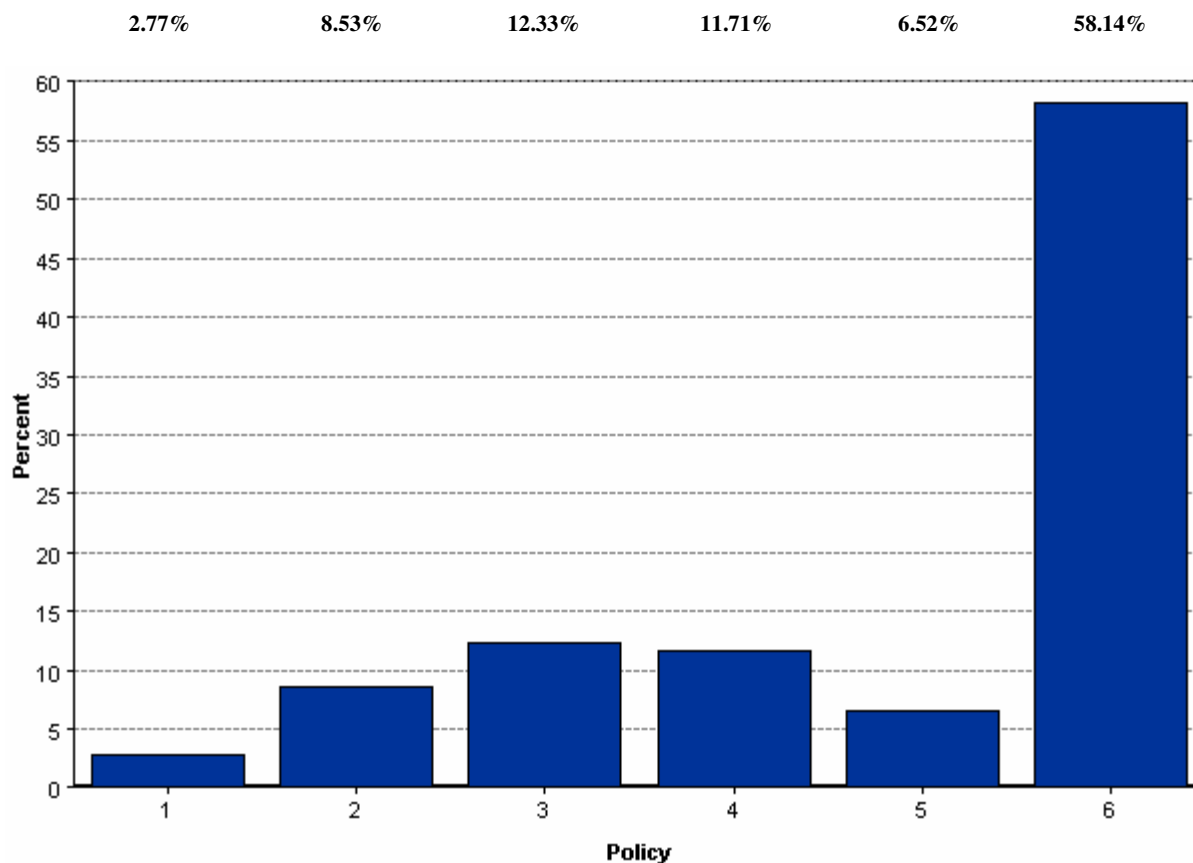
**Table 8.5b Restrict Sophomores Parking Availability by Class**

Policy	Class										
	Total Valid Responses	First Year (N = 479)		Sophomore (N = 522)		Junior (N = 510)		Senior (N = 422)		5th year (N = 16)	
		% of Policy	% of Class	% of Policy	% of Class	% of Policy	% of Class	% of Policy	% of Class	% of Policy	% of Class
Should not be allowed permits	140	17.14	5.01	17.86	4.79	30.71	8.43	33.57	11.14	0.71	6.25
Only allow if living > 5 mi from campus	292	15.41	9.39	19.86	11.11	35.27	20.20	27.40	18.96	2.05	37.50
Only allow if living > 2 mi from campus	279	19.71	11.48	25.45	13.60	32.26	17.65	21.86	14.45	0.72	12.50
Only allow if living > 1 mi from campus	253	24.11	12.73	23.72	11.49	30.43	15.10	21.34	12.80	0.40	6.25
Only allow if living > 0.5 mi from campus	104	18.27	3.97	39.42	7.85	25.00	5.10	17.31	4.27	0.00	0.00
No restriction	881	31.21	57.41	30.31	51.15	19.41	33.53	18.39	38.39	0.68	37.50

Over half of first year students (57.41%) and sophomores (51.15%) reported that there should be no parking permit restrictions on sophomores. Juniors, seniors, and fifth year students also reported that sophomores should have no restriction on parking permits, but a smaller percentage (33.53%, 38.39%, and 37.50% respectively). See Table 8.5b

**q34c. One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Juniors**

**Chart 8.1c Permit Restrictions for Juniors  
(Total valid responses 1947)**



**Legend:**

- 1. Should not be allowed permits
- 2. Only allow if living > 5 mi from campus
- 3. Only allow if living > 2 mi from campus
- 4. Only allow if living > 1 mi from campus
- 5. Only allow if living > 0.5 mi from campus
- 6. No restriction

The majority (58.14%) of undergraduates believe there should be no restrictions of parking permits on juniors. See Chart 8.1c.

**q34c X q12. - One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Juniors**

**And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

The plurality of undergraduate students reported, regardless of mode of transportation, that juniors should have no parking restrictions on campus at all.

- Of those undergraduates who drive alone, 19.57% reported that juniors should be permitted a parking permit if they live more than one mile from campus.
- Those students who take the TCAT bus, 15.17% reported that juniors should be permitted a parking permit if they live more than two miles from campus, as did those who walk, run or take another form of non-motorized transit (13.14%).

See Table 8.4c.

**Table 8.4c Restrict Juniors Parking Availability by Mode of Transportation by Day**

Policy	Mode																							
	Total Valid Responses	Drive alone (N = 46)		Motorcycle/moped (N = 3)		Carpool (N = 3)		Dropped off by someone going to campus (N = 14)		Dropped off by someone not going to campus (N = 9)		TCAT bus (N = 145)		Out of county transit (N = 0)		Private shuttle (N = 51)		Walk, run, or other non-motorized transit (N = 685)		Bicycle (N = 13)		Other (N = 1)		
		% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	
Should not be allowed permits	32	0.00	0.00	0.00	0.00	3.13	33.33	0.00	0.00	3.13	11.11	18.75	4.14	0.00	N/A	9.38	5.88	62.50	2.92	3.13	7.69	0.00	0.00	
Only allow if living > 5 mi from campus	103	5.83	13.04	0.00	0.00	0.00	0.00	0.00	0.00	0.97	11.11	19.42	13.79	0.00	N/A	5.83	11.76	65.05	9.78	1.94	15.38	0.97	100.00	
Only allow if living > 2 mi from campus	130	2.31	6.52	0.00	0.00	0.00	0.00	1.54	14.29	1.54	22.22	16.92	15.17	0.00	N/A	6.15	15.69	69.23	13.14	2.31	23.08	0.00	0.00	
Only allow if living > 1 mi from campus	115	7.83	19.57	0.87	33.33	0.87	33.33	1.74	14.29	0.00	0.00	16.52	13.10	0.00	N/A	6.09	13.73	64.35	10.80	1.74	15.38	0.00	0.00	
Only allow if living > 0.5 mi from campus	60	10.00	13.04	0.00	0.00	0.00	0.00	0.00	0.00	1.67	11.11	15.00	6.21	0.00	N/A	3.33	3.92	70.00	6.13	0.00	0.00	0.00	0.00	
No restriction	530	4.15	47.83	0.38	66.67	0.19	33.33	1.89	71.43	0.75	44.44	13.02	47.59	0.00	N/A	4.72	49.02	73.96	57.23	0.94	38.46	0.00	0.00	

**q34c X q1stud.**

**One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Juniors**

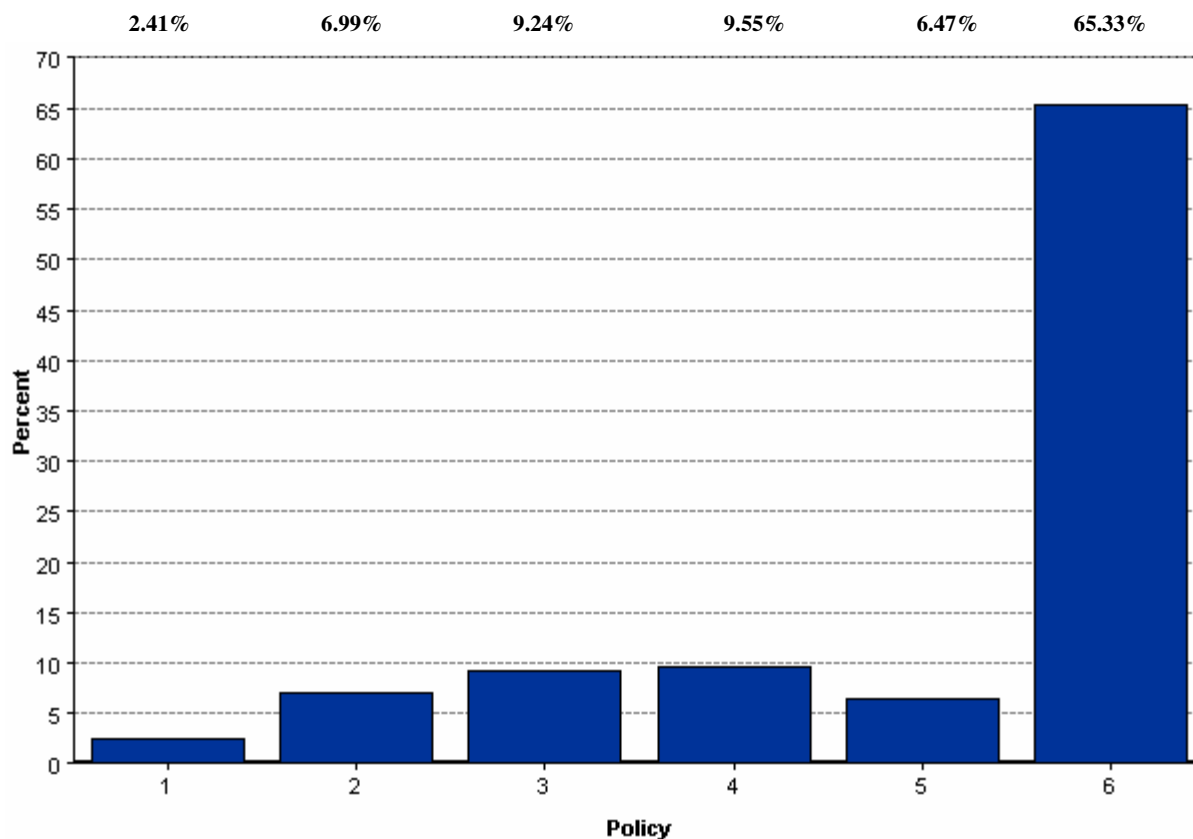
**Table 8.5c Restrict Juniors Parking Availability by Class**

Policy	Class										
	Total Valid Responses	First Year (N = 478)		Sophomore (N = 522)		Junior (N = 509)		Senior (N = 422)		5th year (N = 16)	
		% of Policy	% of Class	% of Policy	% of Class	% of Policy	% of Class	% of Policy	% of Class	% of Policy	% of Class
Should not be allowed permits	54	25.93	2.93	24.07	2.49	18.52	1.96	31.48	4.03	0.00	0.00
Only allow if living > 5 mi from campus	166	15.66	5.44	23.49	7.47	28.92	9.43	29.52	11.61	2.41	25.00
Only allow if living > 2 mi from campus	240	21.25	10.67	23.33	10.73	29.17	13.75	25.00	14.22	1.25	18.75
Only allow if living > 1 mi from campus	228	22.81	10.88	23.68	10.34	32.02	14.34	21.05	11.37	0.44	6.25
Only allow if living > 0.5 mi from campus	127	18.90	5.02	29.92	7.28	27.56	6.88	22.83	6.87	0.79	6.25
No restriction	1132	27.47	65.06	28.45	61.69	24.12	53.63	19.35	51.90	0.62	43.75

Overall, the plurality of each undergraduate class year reported there should be no restriction on parking permits for juniors. Over three out of five first year students (65.06%) believed no restrictions should be placed on parking for juniors. Almost as many sophomores believed juniors should not have restrictions on parking availability (61.69%). Slightly over half of all juniors (53.63%) and seniors (51.90%) believed juniors should have no restrictions. Under half of all fifth year students believed juniors should have no restrictions (43.75%).  
See Table 8.5c

**q34d. One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) - Seniors**

**Chart 8.1d Permit Restrictions for Seniors  
(Total valid responses 1947)**



**Legend:**

- 1. Should not be allowed permits
- 2. Only allow if living > 5 mi from campus
- 3. Only allow if living > 2 mi from campus
- 4. Only allow if living > 1 mi from campus
- 5. Only allow if living > 0.5 mi from campus
- 6. No restriction

The overwhelming majority of undergraduates (65.33%) believe that seniors should have no restrictions on their parking permits.

See Chart 8.1d

**q34d X q12. - One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Seniors**

**And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

The plurality of undergraduate students reported, regardless of mode of transportation, that seniors should have no parking restrictions on campus at all.

- Of those undergraduates who drive alone, 15.22% reported that seniors should be permitted a parking permit if they live more than half a mile from campus, similarly 15.22% reported the same thing if they live more than one mile from campus.
- Those students who take the TCAT bus, 15.17% reported that seniors should be permitted a parking permit if they live more than two miles from campus, as did those who walk, run or take another form of non-motorized transit (10.35%).

See Table 8.4d.

**Table 8.4d Restrict Seniors Parking Availability by Mode of Transportation by Day**

Policy	Mode																						
	Total Valid Responses	Drive alone (N = 46)		Motorcycle/moped (N = 3)		Carpool (N = 3)		Dropped off by someone going to campus (N = 14)		Dropped off by someone not going to campus (N = 9)		TCAT bus (N = 145)		Out of county transit (N = 0)		Private shuttle (N = 51)		Walk, run, or other non-motorized transit (N = 686)		Bicycle (N = 13)		Other (N = 1)	
		% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode
Should not be allowed permits	27	0.00	0.00	0.00	0.00	3.70	33.33	0.00	0.00	3.70	11.11	14.81	2.76	0.00	N/A	11.11	5.88	66.67	2.62	0.00	0.00	0.00	0.00
Only allow if living > 5 mi from campus	81	4.94	8.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20.99	11.72	0.00	N/A	7.41	11.76	65.43	7.73	1.23	7.69	0.00	0.00
Only allow if living > 2 mi from campus	103	0.97	2.17	0.00	0.00	0.97	33.33	1.94	14.29	0.00	0.00	21.36	15.17	0.00	N/A	3.88	7.84	68.93	10.35	1.94	15.38	0.00	0.00
Only allow if living > 1 mi from campus	94	7.45	15.22	1.06	33.33	0.00	0.00	1.06	7.14	1.06	11.11	8.51	5.52	0.00	N/A	5.32	9.80	73.40	10.06	2.13	15.38	0.00	0.00
Only allow if living > 0.5 mi from campus	65	10.77	15.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	21.54	9.66	0.00	N/A	6.15	7.84	61.54	5.83	0.00	0.00	0.00	0.00
No restriction	601	4.49	58.70	0.33	66.67	0.17	33.33	1.83	78.57	1.16	77.78	13.31	55.17	0.00	N/A	4.83	56.86	72.38	63.41	1.33	61.54	0.17	100.00



**q34d X q1stud.**

**One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) - Seniors**

**Table 8.5d Restrict Seniors Parking Availability by Class**

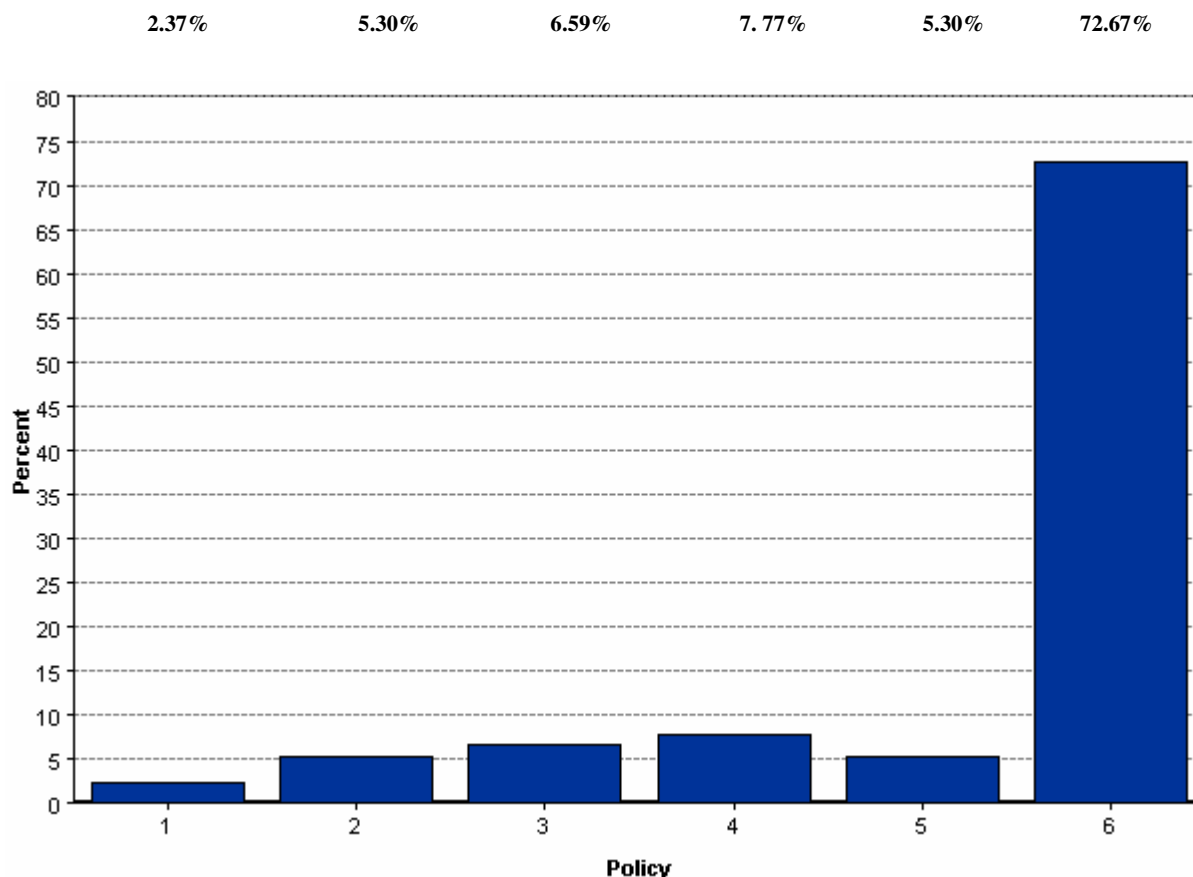
Policy	Class										
	Total Valid Responses	First Year (N = 478)		Sophomore (N = 522)		Junior (N = 508)		Senior (N = 423)		5th year (N = 16)	
		% of Policy	% of Class	% of Policy	% of Class	% of Policy	% of Class	% of Policy	% of Class	% of Policy	% of Class
Should not be allowed permits	47	29.79	2.93	25.53	2.30	12.77	1.18	31.91	3.55	0.00	0.00
Only allow if living > 5 mi from campus	136	18.38	5.23	25.00	6.51	29.41	7.87	24.26	7.80	2.94	25.00
Only allow if living > 2 mi from campus	180	18.33	6.90	25.00	8.62	27.78	9.84	28.33	12.06	0.56	6.25
Only allow if living > 1 mi from campus	186	23.66	9.21	22.04	7.85	35.48	12.99	17.74	7.80	1.08	12.50
Only allow if living > 0.5 mi from campus	126	21.43	5.65	37.30	9.00	23.81	5.91	17.46	5.20	0.00	0.00
No restriction	1272	26.34	70.08	26.97	65.71	24.84	62.20	21.15	63.59	0.71	56.25

Overall, the majority of each class year reported that there should be no restriction on parking permits for seniors. Almost exactly seven out of ten first year students (70.08%) believed no restrictions should be placed on parking for seniors. Almost as many sophomores (65.71%), juniors (62.20%), and seniors (63.59%) believed seniors should not have restrictions on parking availability. Slightly over half of all fifth year students (56.25%) believed seniors should have no restrictions.

See Table 8.5d

**q34e. One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Graduate/Professional**

**Chart 8.1e Permit Restrictions for Graduate/Professional  
(Total valid responses 1943)**



**Legend:**

- 1. Should not be allowed permits
- 2. Only allow if living > 5 mi from campus
- 3. Only allow if living > 2 mi from campus
- 4. Only allow if living > 1 mi from campus
- 5. Only allow if living > 0.5 mi from campus
- 6. No restriction

The overwhelming majority of undergraduates (72.67%) believe that graduate/professional students should have no restrictions on their parking permits.

See Chart 8.1e

**q34e X q12. -One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) - Graduate/ Professional**

**And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

The plurality of undergraduate students reported, regardless of mode of transportation, that graduate and professional students should have no parking restrictions on campus at all.

- Of those undergraduates who drive alone, 13.04% reported that graduate and professional students should be permitted a parking permit if they live more than one mile from campus.
- Those students who take the TCAT bus, 10.49% reported that graduate and professional students should be permitted a parking permit if they live more than two miles from campus.
- Those who walk, run or take another form of non-motorized transit reported that graduate and professional students should be permitted a parking permit if they live more than one mile from campus (10.04%).

See Table 8.4e.

**Table 8.4e Restrict Graduate/Professional Parking Availability by Mode of Transportation by Day**

Policy	Mode																							
	Total Valid Responses	Drive alone (N = 46)		Motorcycle/moped (N = 3)		Carpool (N = 3)		Dropped off by someone going to campus (N = 13)		Dropped off by someone not going to campus (N = 9)		TCAT bus (N = 143)		Out of county transit (N = 0)		Private shuttle (N = 51)		Walk, run, or other non-motorized transit (N = 687)		Bicycle (N = 13)		Other (N = 1)		
		% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	
Should not be allowed permits	24	0.00	0.00	0.00	0.00	4.17	33.33	4.17	7.69	0.00	0.00	20.83	3.50	0.00	N/A	8.33	3.92	58.33	2.04	4.17	7.69	0.00	0.00	
Only allow if living > 5 mi from campus	61	3.28	4.35	0.00	0.00	1.64	33.33	0.00	0.00	1.64	11.11	16.39	6.99	0.00	N/A	8.20	9.80	67.21	5.97	1.64	7.69	0.00	0.00	
Only allow if living > 2 mi from campus	78	2.56	4.35	0.00	0.00	0.00	0.00	1.28	7.69	1.28	11.11	19.23	10.49	0.00	N/A	5.13	7.84	69.23	7.86	1.28	7.69	0.00	0.00	
Only allow if living > 1 mi from campus	88	6.82	13.04	1.14	33.33	0.00	0.00	0.00	0.00	0.00	0.00	10.23	6.29	0.00	N/A	2.27	3.92	78.41	10.04	1.14	7.69	0.00	0.00	
Only allow if living > 0.5 mi from campus	52	7.69	8.70	0.00	0.00	0.00	0.00	1.92	7.69	0.00	0.00	13.46	4.90	0.00	N/A	9.62	9.80	67.31	5.09	0.00	0.00	0.00	0.00	
No restriction	666	4.80	69.57	0.30	66.67	0.15	33.33	1.50	76.92	1.05	77.78	14.56	67.83	0.00	N/A	4.95	64.71	71.17	69.00	1.35	69.23	0.15	100.00	

**q34e X q1stud.**

**One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Graduate/Professional**

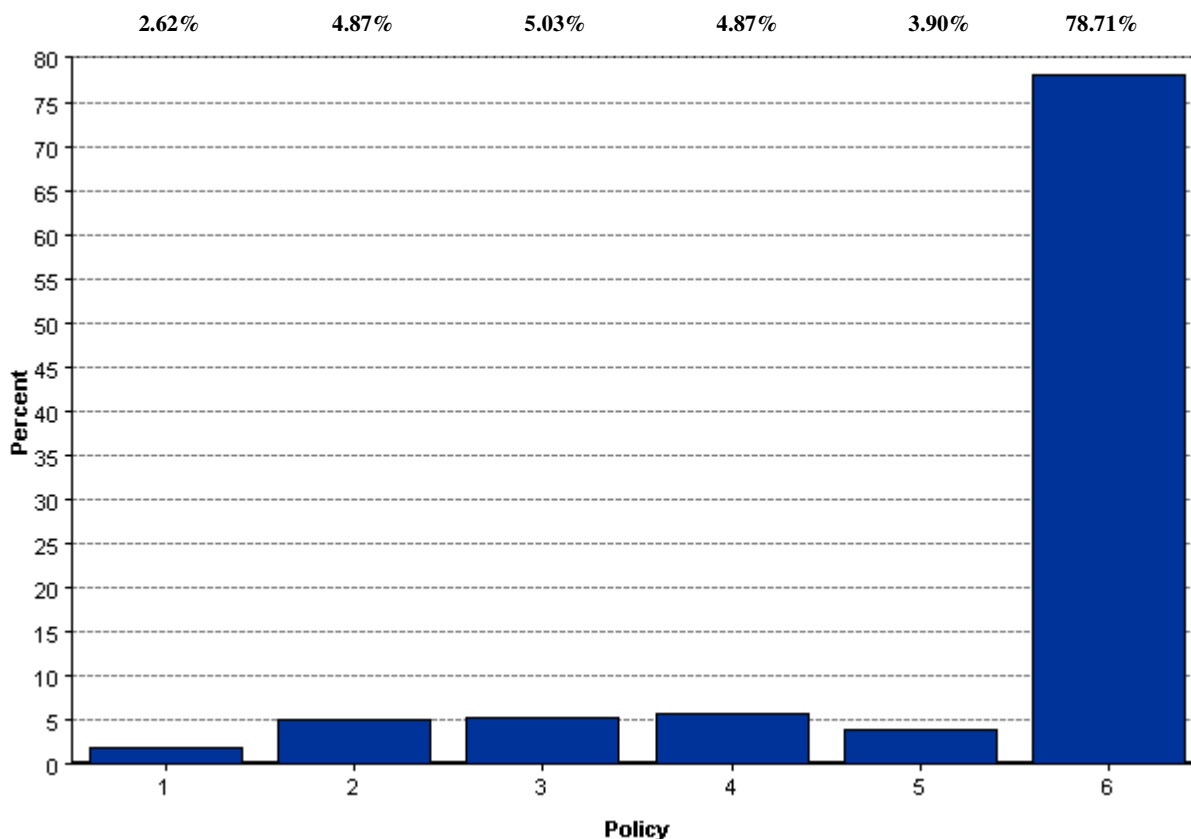
**Table 8.5e Restrict Graduate/Professional Parking Availability by Class**

Policy	Class										
	Total Valid Responses	First Year (N = 474)		Sophomore (N = 521)		Junior (N = 508)		Senior (N = 424)		5th year (N = 16)	
		% of Policy	% of Class	% of Policy	% of Class	% of Policy	% of Class	% of Policy	% of Class	% of Policy	% of Class
Should not be allowed permits	46	32.61	3.16	28.26	2.50	8.70	0.79	30.43	3.30	0.00	0.00
Only allow if living > 5 mi from campus	103	21.36	4.64	25.24	4.99	29.13	5.91	22.33	5.42	1.94	12.50
Only allow if living > 2 mi from campus	128	17.97	4.85	23.44	5.76	24.22	6.10	33.59	10.14	0.78	6.25
Only allow if living > 1 mi from campus	151	18.54	5.91	27.15	7.87	35.10	10.43	18.54	6.60	0.66	6.25
Only allow if living > 0.5 mi from campus	103	16.50	3.59	33.98	6.72	28.16	5.71	21.36	5.19	0.00	0.00
No restriction	1412	26.13	77.85	26.63	72.17	25.57	71.06	20.82	69.34	0.85	75.00

The majority of every class year reported that no restriction should be placed on graduate and professional student parking availability. Three out of four first year (77.85) and fifth year (75.00%) students believed no restrictions should be placed on graduate and professional student parking permit availability. Approximately seven out of ten sophomores (72.17%), juniors (71.06%), and seniors (69.34%) believed no restrictions should be placed on graduate and professional student parking permit availability. See Table 8.5e

**q34f. One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Faculty/Staff**

**Chart 8.1f Permit Restrictions for Faculty/Staff  
(Total valid responses 1949)**



**Legend:**

- 1. Should not be allowed permits
- 2. Only allow if living > 5 mi from campus
- 3. Only allow if living > 2 mi from campus
- 4. Only allow if living > 1 mi from campus
- 5. Only allow if living > 0.5 mi from campus
- 6. No restriction

The overwhelming majority of undergraduates (78.71%) believe that faculty/staff should have no restrictions on their parking permits.

**q34f X q12. - One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below.**

**(Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) - Faculty/Staff**

**And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

- Except for those undergraduate students who car pool, the majority reported that faculty and staff should have no parking restrictions on campus at all.
- Of those undergraduates who drive alone, 8.70% reported that faculty and staff should be permitted a parking permit if they live more than half a mile from campus.
- Those students who take the TCAT bus, 8.97% reported that faculty and staff should be permitted a parking permit if they live more than two miles from campus.
- Those who walk, run or take another form of non-motorized transit reported that graduate and professional students should be permitted a parking permit if they live more than one mile from campus (6.11%).

See Table 8.4f.

**Table 8.4f Restrict Faculty/Staff Parking Availability by Mode of Transportation by Day**

Policy	Mode																							
	Total Valid Responses	Drive alone (N = 46)		Motorcycle/moped (N = 3)		Carpool (N = 3)		Dropped off by someone going to campus (N = 14)		Dropped off by someone not going to campus (N = 9)		TCAT bus (N = 145)		Out of county transit (N = 0)		Private shuttle (N = 51)		Walk, run, or other non-motorized transit (N = 687)		Bicycle (N = 13)		Other (N = 1)		
		% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	% of Policy	% of Mode	
Should not be allowed permits	25	4.00	2.17	0.00	0.00	8.00	66.67	0.00	0.00	0.00	0.00	16.00	2.76	0.00	N/A	12.00	5.88	56.00	2.04	4.00	7.69	0.00	0.00	
Only allow if living > 5 mi from campus	56	5.36	6.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.07	6.21	0.00	N/A	3.57	3.92	71.43	5.82	3.57	15.38	0.00	0.00	
Only allow if living > 2 mi from campus	54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.70	22.22	24.07	8.97	0.00	N/A	7.41	7.84	62.96	4.95	1.85	7.69	0.00	0.00	
Only allow if living > 1 mi from campus	53	3.77	4.35	1.89	33.33	0.00	0.00	0.00	0.00	0.00	0.00	11.32	4.14	0.00	N/A	3.77	3.92	79.25	6.11	0.00	0.00	0.00	0.00	
Only allow if living > 0.5 mi from campus	48	8.33	8.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.67	5.52	0.00	N/A	8.33	7.84	66.67	4.66	0.00	0.00	0.00	0.00	
No restriction	736	4.89	78.26	0.27	66.67	0.14	33.33	1.90	100.00	0.95	77.78	14.27	72.41	0.00	N/A	4.89	70.59	71.33	76.42	1.22	69.23	0.14	100.00	



**q34f X q1stud.**

**One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) – Faculty/Staff**

**Table 8.5f Restrict Faculty/Staff Parking Availability by Class**

Policy	Class										
	Total Valid Responses	First Year (N = 476)		Sophomore (N = 524)		Junior (N = 509)		Senior (N = 424)		5th year (N = 16)	
		% of Policy	% of Class	% of Policy	% of Class	% of Policy	% of Class	% of Policy	% of Class	% of Policy	% of Class
Should not be allowed permits	51	29.41	3.15	27.45	2.67	15.69	1.57	27.45	3.30	0.00	0.00
Only allow if living > 5 mi from campus	95	24.21	4.83	21.05	3.82	26.32	4.91	28.42	6.37	0.00	0.00
Only allow if living > 2 mi from campus	98	19.39	3.99	25.51	4.77	22.45	4.32	31.63	7.31	1.02	6.25
Only allow if living > 1 mi from campus	95	20.00	3.99	21.05	3.82	31.58	5.89	25.26	5.66	2.11	12.50
Only allow if living > 0.5 mi from campus	76	17.11	2.73	31.58	4.58	28.95	4.32	22.37	4.01	0.00	0.00
No restriction	1534	25.23	81.30	27.44	80.34	26.21	78.98	20.27	73.35	0.85	81.25

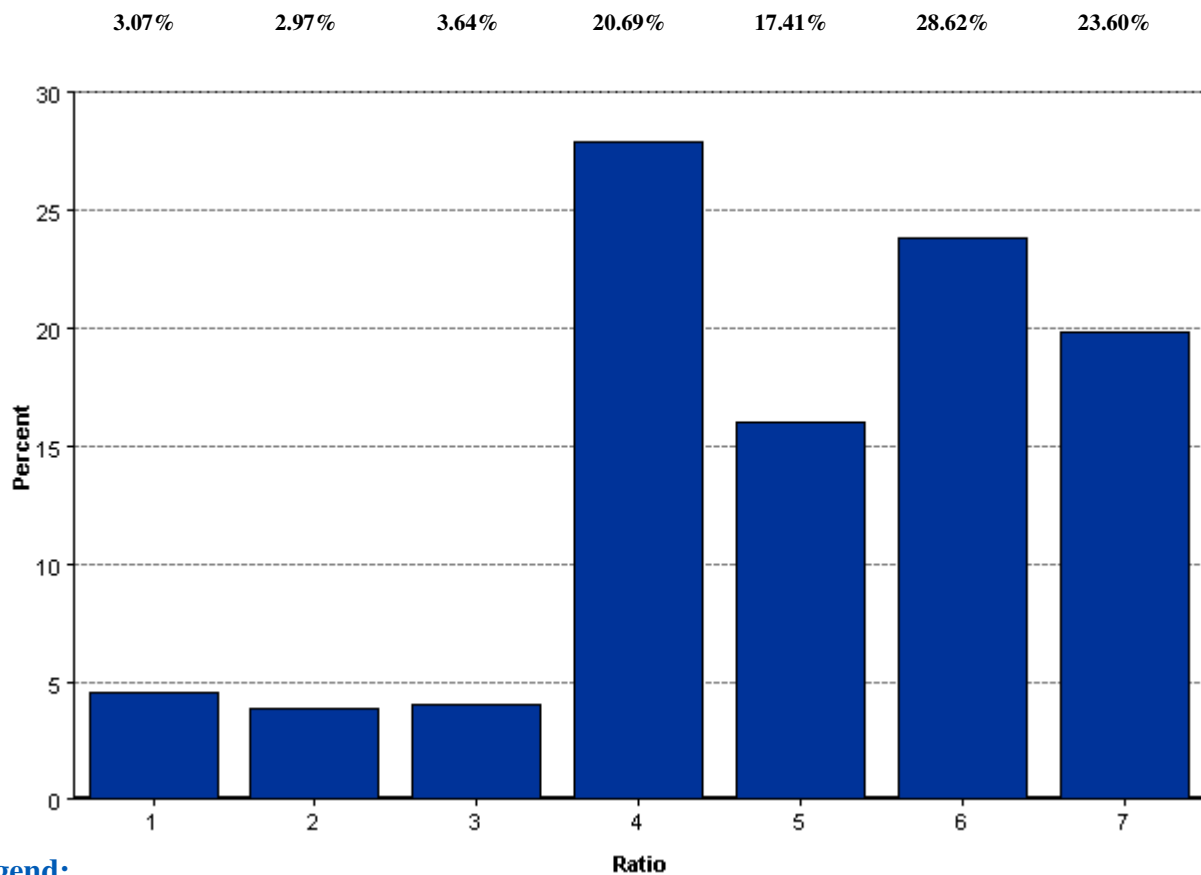
Approximately four out of five first year students (81.30%), sophomores (80.34%), juniors (78.98%), and fifth year students (81.25%) believe no restrictions should be placed on parking availability for faculty and staff. More than seven out of ten seniors (73.35%) believed no restrictions should be placed on faculty and staff.

See Table 8.5f

## 5.2\_9 Parking Spaces on Campus

**q35. As the university grows and as parking lots are taken up for buildings, the university will need to consider how, if at all, to change the current parking supply. Do you think the overall ratio of parking spaces per member of the campus community (students & employees) is:**

**Chart 9.1 Ratio of Parking Spaces Per Member of the Campus Community  
(Total valid responses 1953)**



**Legend:**

- 1. Significantly too high
- 2. Too high
- 3. Slightly too high
- 4. About right
- 5. Slightly too low
- 6. Too low
- 7. Significantly too low

The majority of undergraduate students feel that the ratio of parking spaces per member of the Cornell community (students and employees) is on the low side. Only 20.69% believe the ratio is “About Right”. Almost seven out of ten (69.63%) undergraduates think the ratio is too low, ranging from “Slightly Too Low” to “Significantly Too Low”. See Chart 9.1.

**q35 X q12.**

**As the university grows and as parking lots are taken up for buildings, the university will need to consider how, if at all, to change the current parking supply. Do you think the overall ratio of parking spaces per member of the campus community (students & employees). And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

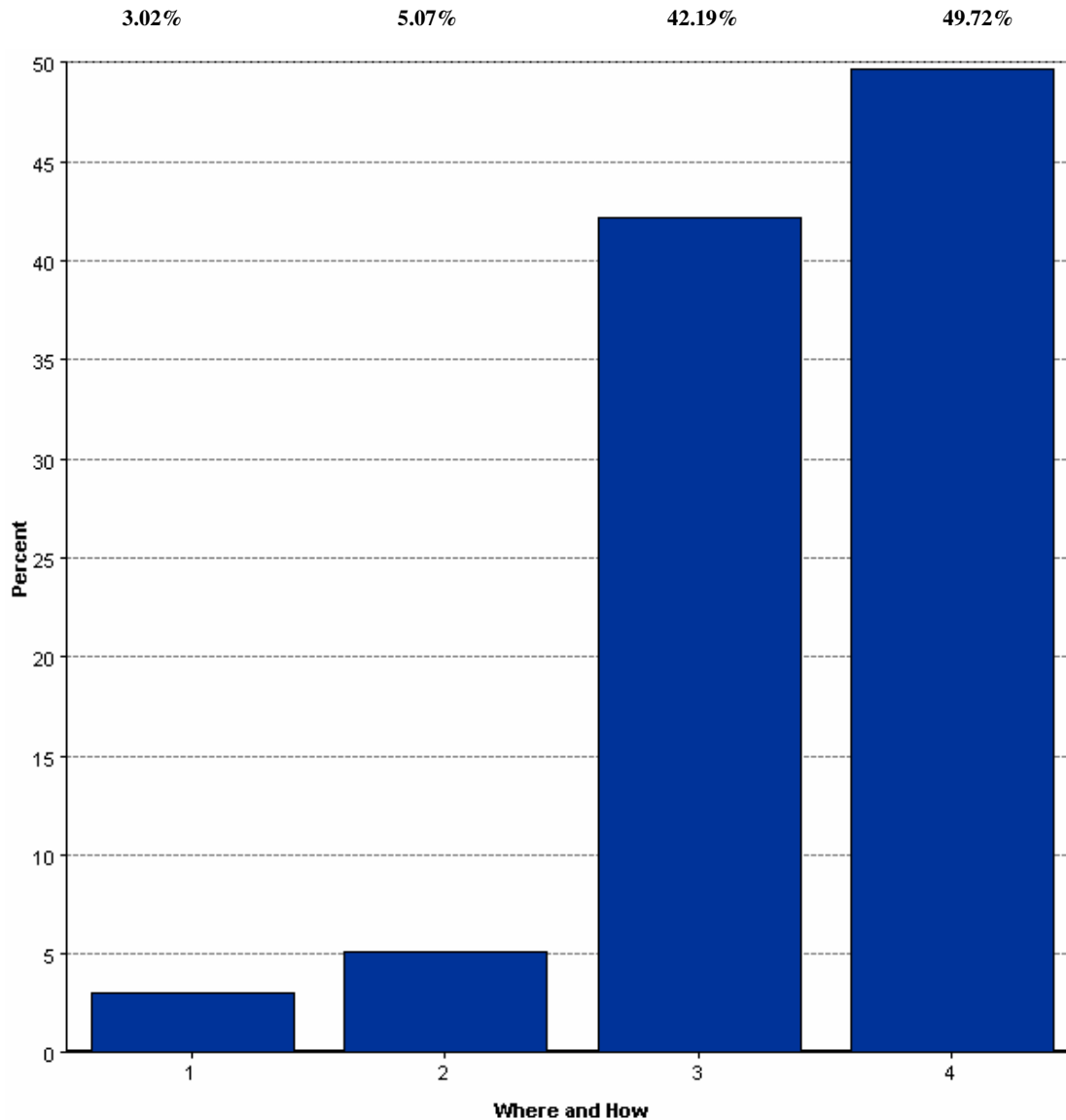
**Table 9.1 Ratio of Parking Spaces Per Member of the Campus Community by Mode of Transportation by Day**

Ratio	Mode																						
	Total Valid Responses	Drive alone (N = 46)		Motorcycle/moped (N = 3)		Carpool (N = 3)		Dropped off by someone going to campus (N = 14)		Dropped off by someone not going to campus (N = 9)		TCAT bus (N = 145)		Out of county transit (N = 0)		Private shuttle (N = 52)		Walk, run, or other non-motorized transit (N = 688)		Bicycle (N = 12)		Other (N = 1)	
		% of Ratio	% of Mode	% of Ratio	% of Mode	% of Ratio	% of Mode	% of Ratio	% of Mode	% of Ratio	% of Mode	% of Ratio	% of Mode	% of Ratio	% of Mode	% of Ratio	% of Mode	% of Ratio	% of Mode	% of Ratio	% of Mode	% of Ratio	% of Mode
Significantly too high	31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.58	4.83	0.00	N/A	3.23	1.92	64.52	2.91	9.68	25.00	0.00	0.00
Too high	40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20.00	5.52	0.00	N/A	0.00	0.00	77.50	4.51	2.50	8.33	0.00	0.00
Slightly too high	38	7.89	6.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18.42	4.83	0.00	N/A	7.89	5.77	65.79	3.63	0.00	0.00	0.00	0.00
About right	173	4.62	17.39	0.58	33.33	0.58	33.33	2.31	28.57	0.58	11.11	10.40	12.41	0.00	N/A	5.20	17.31	73.99	18.60	1.73	25.00	0.00	0.00
Slightly too low	155	4.52	15.22	0.00	0.00	0.65	33.33	1.29	14.29	1.94	33.33	12.26	13.10	0.00	N/A	6.45	19.23	72.26	16.28	0.00	0.00	0.65	100.00
Too low	275	3.64	21.74	0.36	33.33	0.00	0.00	2.18	42.86	1.09	33.33	16.36	31.03	0.00	N/A	4.36	23.08	71.64	28.63	0.36	8.33	0.00	0.00
Significantly too low	261	6.90	39.13	0.38	33.33	0.38	33.33	0.77	14.29	0.77	22.22	15.71	28.28	0.00	N/A	6.51	32.69	67.05	25.44	1.53	33.33	0.00	0.00

- For the most part, undergraduate students reported that the ratio of parking spaces per member of the Cornell community is too low (either slightly too low, too low, or significantly too low) regardless of the mode of transportation used to get to campus.
- 17.39% of undergraduate students who drive alone to campus reported the ratio to be just right.
- Of those who take the TCAT bus, 12.41% reported the ratio to be just right, but another 15.18% reported the ratio to be on the high side (either slightly too high, too high or significantly too high).
- Of those who walk, run or take another mode of non-motorized transit to campus, 18.60% reported the ratio to be just right, but another 11.05% reported the ratio to be either slightly too high, too high, or significantly too high. See Table 9.1

**q36. When the university looks to replace or build new parking spaces on campus, where and how should it build them?**

**Chart 9.2 Where and How New Parking Should be Constructed  
(Total valid responses 1953)**



**Legend:**

- 1. New surface spaces on land currently open or used for teaching or research
- 2. New garage on land currently open or used for teaching or research
- 3. New garage on existing surface spaces
- 4. Incorporated with new buildings where feasible and appropriate

The preferences of the undergraduates were split primarily in two, with almost half (49.72%) believing that new parking spaces should be “incorporated with new buildings where feasible and appropriate” and most of the remaining students (42.19%) feeling that parking spaces should be in a “new garage on existing surface spaces.” See Chart 9.2

**q37. Geographically, where should the university try to site new parking lots and/or garages?**

**Table 9.1a Where to Put New Parking  
(Total valid responses 1938)**

<b>Location</b>	<b>Percent</b>
Central campus	39.63%
The periphery of campus, with increased shuttle bus service to the center of campus	34.67%
The periphery of campus, with increased shuttle bus service to the center of campus AND the university should work to close all central campus non-visitor lots	11.51%
Only on the eastern edge of campus , with increased shuttle bus service to the center of campus	9.18%
Only on the eastern edge of campus , with increased shuttle bus service to the center of campus AND the university should work to close all central campus non-visitor lots	5.01%

Most undergraduates reported that the new parking spaces should be put in Central Campus (39.63%) or on the periphery of campus, with increased shuttle bus service to the center of campus (34.67%).

See Table 9.1a.

---

**q38. The average total cost to operate and maintain a parking space on campus exceeds \$1000 per year, significantly more than the cost of a parking permit. If the university were to charge the average total cost for parking, would you purchase a parking permit?**

**Table 9.1b Would You Purchase Parking Permit at Average Cost  
(Total valid responses 1946)**

<b>Response</b>	<b>Percent</b>
Yes, I have a permit and would continue to purchase one.	5.09%
Yes, I would continue to purchase a permit, but would choose a less expensive one for a remote location.	0.00%
No, I have a permit but would not continue to purchase it.	7.71%
No, I do not have a permit and would not purchase one.	87.20%

The overwhelming majority (87.20%) of undergraduates reported that they do not currently have a permit and would not purchase one at the average cost. Only 5.09% of the undergraduates reported that they currently do have a permit and would continue to purchase one.

See Table 9.1b.

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**q39. The university currently subsidizes the cost of a parking permit. The following table lists ways this subsidy might be changed for students, faculty and staff. Please check the box if you agree that the statement should apply to that group.**

**Table 9.1c Changes in Parking Subsidies**

Change	% Undergraduate	% Graduate	% Faculty	% Staff
The parking subsidy should be increased	35.78	28.99	22.00	26.81
The parking subsidy should remain unchanged	36.83	53.15	54.11	56.78
The parking subsidy should be decreased	27.39	17.86	23.89	16.40

Slightly over a third of undergraduates (36.83%) responded “The parking subsidy should remain unchanged” when asked about potential changes in the subsidy for undergraduates. However, almost as many (35.78%) believed that the parking subsidy should be increased. Over half of all undergraduates believed the subsidy should remain unchanged for graduates (53.15%), faculty (54.11%), and staff (56.68%).

See Table 9.1c.

**q39a X q12. - The university currently subsidizes the cost of a parking permit. The following table lists ways this subsidy might be changed for students, faculty and staff. Please check the box if you agree that the statement should apply to that group. And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

When asked about changes in parking subsidies for undergraduate students, it was found that:

- Of those undergraduate students who drive alone to campus, 47.73% reported that the parking subsidy should be increased, while 34.09% reported that it should remain unchanged.
- Of those students who take the TCAT bus to campus, 31.47% reported that the parking subsidy should be increased, another 37.06% reported that the parking subsidy should remain unchanged, and 31.47% reported the subsidy should be decreased.
- A similar trend is seen for those students who walk, run or take another form of non-motorized transit to campus, with 34.87% supporting increased subsidy, 37.83% supporting no change of subsidy, and 27.30% supporting a decrease in subsidy.

See Table 9.2a.

**Table 9.2a Changes in Parking Subsidies for Undergraduates by Mode of Transportation by Day**

Change	Mode																							
	Total Valid Responses	Drive alone (N = 44)		Motorcycle/moped (N = 2)		Carpool (N = 3)		Dropped off by someone going to campus (N = 14)		Dropped off by someone not going to campus (N = 9)		TCAT bus (N = 143)		Out of county transit (N = 0)		Private shuttle (N = 51)		Walk, run, or other non-motorized transit (N = 674)		Bicycle (N = 12)		Other (N = 1)		
		% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	
The parking subsidy should be increased	341	6.16	47.73	0.59	100.00	0.59	66.67	1.17	28.57	1.76	66.67	13.20	31.47	0.00	N/A	6.74	45.10	68.91	34.87	0.88	25.00	0.00	0.00	
The parking subsidy should remain unchanged	351	4.27	34.09	0.00	0.00	0.28	33.33	1.71	42.86	0.28	11.11	15.10	37.06	0.00	N/A	4.84	33.33	72.65	37.83	0.57	16.67	0.28	100.00	
The parking subsidy should be decreased	261	3.07	18.18	0.00	0.00	0.00	0.00	1.53	28.57	0.77	22.22	17.24	31.47	0.00	N/A	4.21	21.57	70.50	27.30	2.68	58.33	0.00	0.00	

**q39b X q12. - The university currently subsidizes the cost of a parking permit. The following table lists ways this subsidy might be changed for students, faculty and staff. Please check the box if you agree that the statement should apply to that group. And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

When asked about changes in parking subsidies for graduate and professional students, it was found that the plurality of the undergraduates reported that the subsidy should remain unchanged regardless of the mode of transportation used to travel to campus.

- Of those undergraduate students who drive alone to campus, 39.53% supported an increase in parking subsidy for graduate and professional students.
- Similarly, of those students who take the TCAT bus to campus, 24.48% reported that the parking subsidy should be increased.
- Also, for those students who walk, run or take another form of non-motorized transit to campus, 29.33% support increased subsidy for graduate and professional students.

See Table 9.2b.



**Table 9.2b Changes in Parking Subsidies for Graduate and Professional Students by Mode of Transportation by Day**

Change	Mode																							
	Total Valid Responses	Drive alone (N = 43)		Motorcycle/moped (N = 2)		Carpool (N = 3)		Dropped off by someone going to campus (N = 14)		Dropped off by someone not going to campus (N = 9)		TCAT bus (N = 143)		Out of county transit (N = 0)		Private shuttle (N = 50)		Walk, run, or other non-motorized transit (N = 675)		Bicycle (N = 12)		Other (N = 1)		
		% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	
The parking subsidy should be increased	276	6.16	39.53	0.00	0.00	1.09	100.00	1.81	35.71	2.54	77.78	12.68	24.48	0.00	N/A	3.62	20.00	71.74	29.33	0.36	8.33	0.00	0.00	
The parking subsidy should remain unchanged	506	3.75	44.19	0.40	100.00	0.00	0.00	1.38	50.00	0.40	22.22	17.19	60.84	0.00	N/A	6.13	62.00	68.97	51.70	1.58	66.67	0.20	100.00	
The parking subsidy should be decreased	170	4.12	16.28	0.00	0.00	0.00	0.00	1.18	14.29	0.00	0.00	12.35	14.69	0.00	N/A	5.29	18.00	75.29	18.96	1.76	25.00	0.00	0.00	

**q39c X q12. - The university currently subsidizes the cost of a parking permit. The following table lists ways this subsidy might be changed for students, faculty and staff. Please check the box if you agree that the statement should apply to that group. And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

**Table 9.2c Changes in Parking Subsidies for Faculty by Mode of Transportation by Day**

Change	Mode																							
	Total Valid Responses	Drive alone (N = 44)		Motorcycle/moped (N = 2)		Carpool (N = 3)		Dropped off by someone going to campus (N = 13)		Dropped off by someone not going to campus (N = 9)		TCAT bus (N = 142)		Out of county transit (N = 0)		Private shuttle (N = 50)		Walk, run, or other non-motorized transit (N = 674)		Bicycle (N = 12)		Other (N = 1)		
		% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	
The parking subsidy should be increased	209	6.70	31.82	0.48	50.00	0.48	33.33	1.91	30.77	2.39	55.56	13.88	20.42	0.00	N/A	3.83	16.00	69.86	21.66	0.48	8.33	0.00	0.00	
The parking subsidy should remain unchanged	514	3.89	45.45	0.19	50.00	0.19	33.33	0.97	38.46	0.78	44.44	16.73	60.56	0.00	N/A	5.45	56.00	70.23	53.56	1.56	66.67	0.00	0.00	
The parking subsidy should be decreased	227	4.41	22.73	0.00	0.00	0.44	33.33	1.76	30.77	0.00	0.00	11.89	19.01	0.00	N/A	6.17	28.00	73.57	24.78	1.32	25.00	0.44	100.00	

When asked about changes in parking subsidies for faculty, the plurality of the undergraduates reported that the subsidy should remain unchanged regardless of the mode of transportation used to travel to campus.

- Of those undergraduate students who drive alone to campus, 31.82% supported an increase in parking subsidy for faculty.
- Of those students who take the TCAT bus to campus, 20.42% reported that the parking subsidy should be increased, and another 19.01% reported that the parking subsidy should be decreased.
- For those students who walk, run or take another form of non-motorized transit to campus, 21.66% support increased subsidy for faculty, and 24.78% support a decrease in subsidy.

See Table 9.2c

**q39d X q12. - The university currently subsidizes the cost of a parking permit. The following table lists ways this subsidy might be changed for students, faculty and staff. Please check the box if you agree that the statement should apply to that group. And on a typical weekday how do you travel to/from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below.**

**Table 9.2d Changes in Parking Subsidies for Staff by Mode of Transportation by Day**

Change	Mode																							
	Total Valid Responses	Drive alone (N = 43)		Motorcycle/moped (N = 2)		Carpool (N = 3)		Dropped off by someone going to campus (N = 14)		Dropped off by someone not going to campus (N = 9)		TCAT bus (N = 143)		Out of county transit (N = 0)		Private shuttle (N = 50)		Walk, run, or other non-motorized transit (N = 674)		Bicycle (N = 12)		Other (N = 1)		
		% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	% of Change	% of Mode	
The parking subsidy should be increased	255	5.88	34.88	0.39	50.00	0.39	33.33	1.96	35.71	2.35	66.67	14.90	26.57	0.00	N/A	5.10	26.00	68.24	25.82	0.78	16.67	0.00	0.00	
The parking subsidy should remain unchanged	540	3.89	48.84	0.19	50.00	0.19	33.33	1.30	50.00	0.56	33.33	15.56	58.74	0.00	N/A	5.56	60.00	71.30	57.12	1.30	58.33	0.19	100.00	
The parking subsidy should be decreased	156	4.49	16.28	0.00	0.00	0.64	33.33	1.28	14.29	0.00	0.00	13.46	14.69	0.00	N/A	4.49	14.00	73.72	17.06	1.92	25.00	0.00	0.00	

When asked about changes in parking subsidies for staff, it was found that:

- Of those undergraduate students who drive alone to campus, 48.84% reported that the parking subsidy should remain unchanged for staff.
- Similarly, of those students who take the TCAT bus to campus, 58.74% reported that the parking subsidy should remain unchanged and 57.12% of those students who walk, run or take another form of non-motorized transit to campus agreed.

See Table 9.2d.

## 5.2\_10 Buses and Bus Passes

**q40\_1-q40\_5 X q1stud - One suggestion by the community is the provision of bus passes to new students (first year undergrad, grad and transfers). Please select the statement you agree with.**

**Please select the group to which you belong.**

**Table 10.1 Bus Passes to New Students by Class**

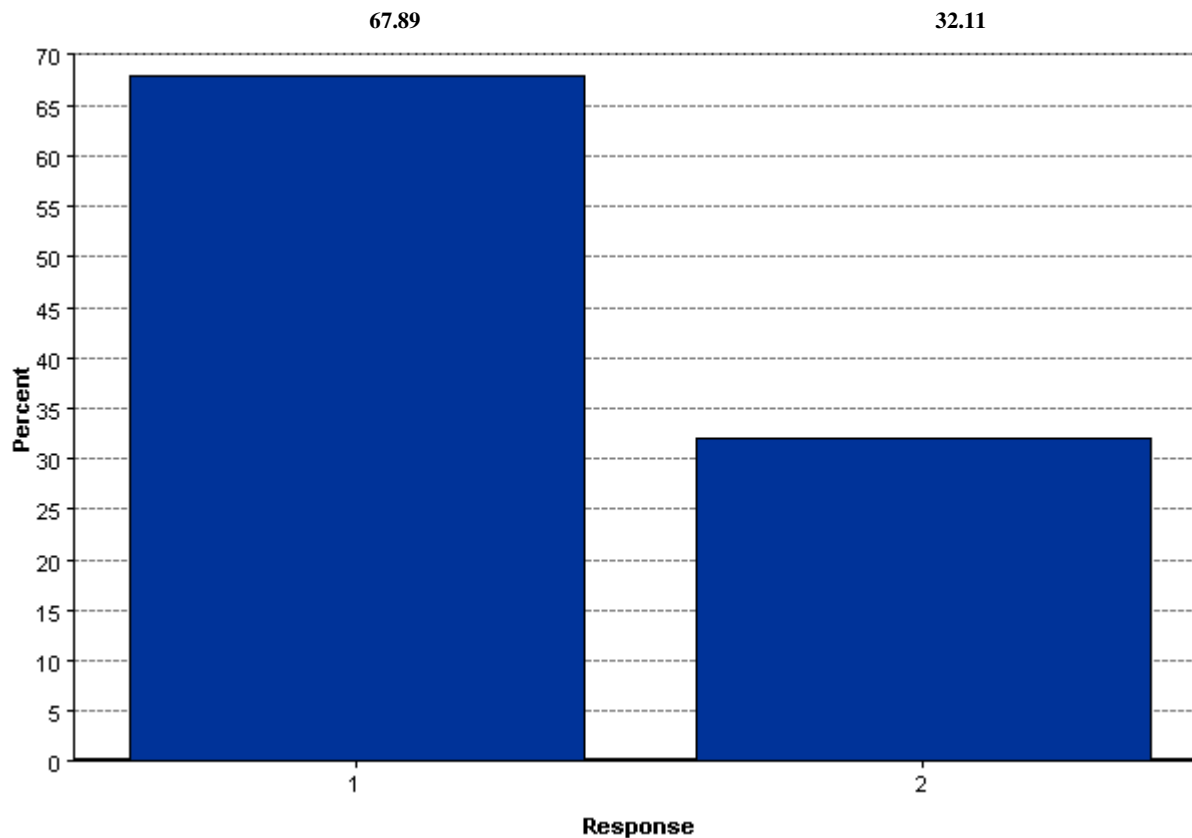
Policy	Class												
	Total Valid Responses	First Year (N = 464)		Sophomore (N = 517)		Junior (N = 496)		Senior (N = 425)		5th year (N = 16)		OVERALL (N = 1918)	
		% of Class	mean ranking	% of Class	mean ranking	% of Class	mean ranking	% of Class	mean ranking	% of Class	mean ranking	% of Class	mean ranking
New students should get a free bus pass subsidized by an increase in student tuition or fees for all students	826	55.39	3.61	39.07	2.73	40.73	2.82	37.88	3.21	25.00	3.25	43.07	3.12
New students should get a free bus pass subsidized by an increase in student tuition or fees for first-year students only	1082	59.70	3.92	58.99	4.26	55.44	4.06	50.82	4.13	56.25	4.11	56.41	4.10
New students should get a free bus pass subsidized by an increase in parking fees	1028	70.04	4.25	47.20	3.75	49.40	3.92	48.24	3.98	56.25	4.11	53.60	4.00
New students should get a free bus pass subsidized by general funds	764	50.00	2.81	35.98	2.55	39.11	2.96	34.59	2.98	31.25	3.00	39.83	2.82
I do not feel that new students should get free bus passes	1132	42.46	2.46	69.25	4.14	65.73	4.01	57.18	4.02	50.00	3.63	59.02	3.78

- The most popular option for first year students was “New students should get a free bus pass subsidized by an increase in parking fees”, followed by “New students should get a free bus pass subsidized by an increase in student tuition or fees for first-year students only.”
- For sophomores, juniors, and seniors the most popular option was “I do not feel that new students should get free bus passes.” For the same group, the second most popular option was “New students should get a free bus pass subsidized by an increase in student tuition or fees for first-year students only.”
- Fifth year students were split evenly in their preferences between “New students should get a free bus pass subsidized by an increase in student tuition or fees for first-year students only” and “New students should get a free bus pass subsidized by an increase in parking fees.”
- For undergraduate students overall, the most popular option was “I do not feel that new students should get free bus passes.” The second most popular option overall was “New students should get a free bus pass subsidized by an increase in student tuition or fees for first-year students only.”

See Table 10.1.

**q41. If new students are given free bus passes, should they be given only to those who do not purchase a parking permit?**

**Chart 10.1 Should Free Bus Passes Be Given to Only Students Without Parking Permits  
(Total valid responses 1937)**



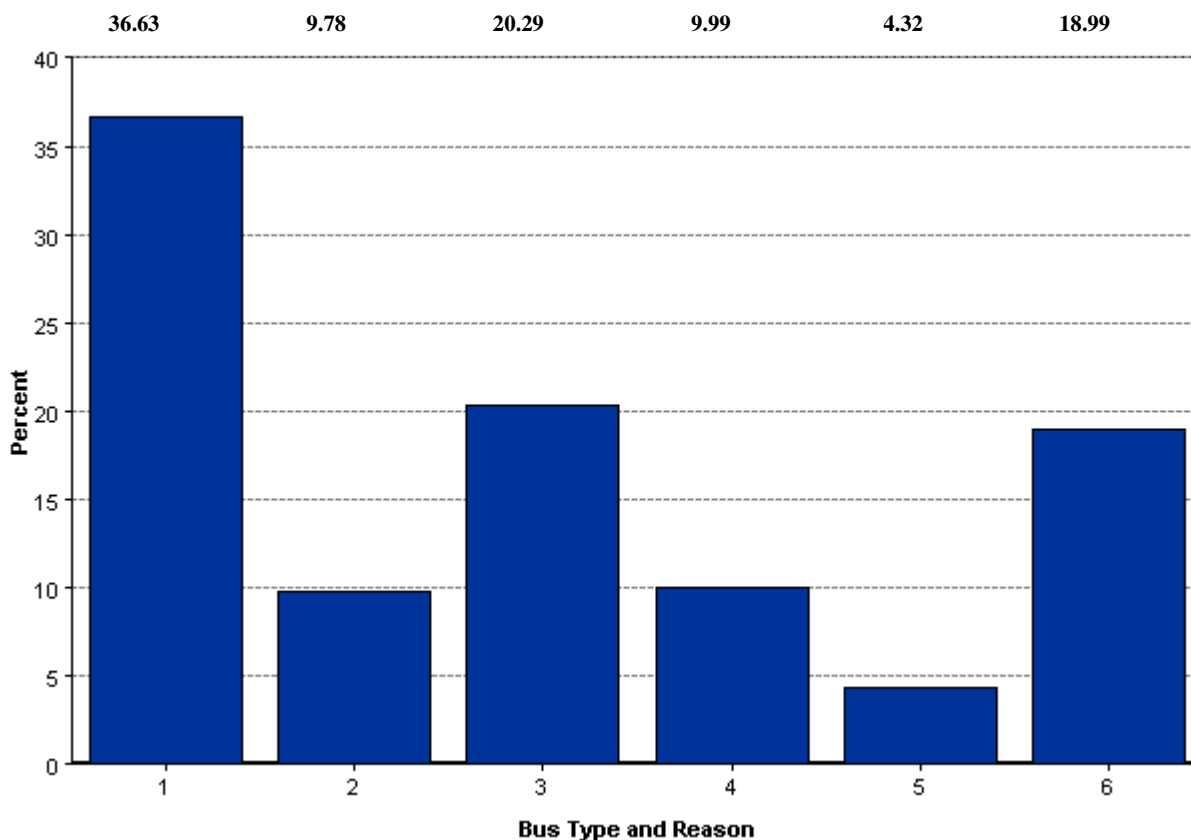
**Legend:**

- 1. Yes
- 2. No

Over two thirds (67.89%) of undergraduates believed free bus passes, if given to new students, should only be given to those who do not purchase a parking permit.  
See Chart 10.1.

**q43. Hybrid buses produce fewer emissions and consume less fuel but can cost up to twice as much as a regular bus. How do you feel about the tradeoff between hybrid buses and regular buses when TCAT needs to replace its buses in the future? I feel that TCAT should buy:**

**Chart 10.2 Should TCAT Buy Hybrid or Regular Buses and Why?  
(Total valid responses 1922)**



**Legend:**

1. *hybrid* buses even if it means that I have higher costs.
2. *hybrid* buses even if it means that I have reduced service.
3. *hybrid* buses even if it means that I have higher costs and/or reduced service.
4. *regular* buses in order to keep my out-of-pocket costs from rising.
5. *regular* buses in order to keep service levels from falling.
6. *regular* buses in order to keep my out-of-pocket costs from rising and/or service levels from falling.

Over one third (36.63%) of undergraduates believe TCAT should buy hybrid buses even if it means that they have higher costs. Approximately one fifth (20.29%) of undergraduates believe that TCAT should buy hybrid buses even if it means that they have higher costs and/or reduced service. See Chart 10.2.

# Appendix A - Questionnaire



Cornell University  
The Survey Research Institute

Transportation Survey Questionnaire

This effort is part of a transportation-focused generic environmental impact statement (t-GEIS) that will be used to develop strategies to reduce adverse traffic impacts of potential population growth here in the coming years and improve transportation for Cornell community members.

While your netID will be used to enter you into the drawing, it will be kept completely separate from your responses. Your participation in this survey is voluntary and please be assured that all the information you provide will be kept strictly confidential and will never be used in any way to permit identification of you.

**You are logged in for the first time!**

**[Continue to Survey](#)**

If you have questions or require technical assistance with this survey, please [email](#) the Survey Research Institute or call 607-255-3786.



• **q1fac: Please select the group to which you belong. [Asked of faculty and staff only]**

- Faculty: full-time
- Faculty: part-time
- Staff: full-time
- Staff: part-time
- Researcher/lecturer (not faculty): full-time
- Researcher/lecturer (not faculty): part-time

• **q1stud: Please select the group to which you belong. [Asked of undergraduate students only]**

- First Year
- Sophomore
- Junior
- Senior
- 5th year

• **q1grad: Please select the group to which you belong. [Asked of graduate students only]**

- Vet School
- Law School
- School of Management
- Engineering School
- Graduate student

• **q2a: Where do you currently live? [Asked of all]**

- On campus
- University housing on the edge of campus (i.e., Maplewood, Hasbrouck, Schuyler House, etc)
- Fraternity, Sorority or Co-op
- Off campus

○ **q2b: Please select the City, Town, Village or Hamlet where you live: [Asked if answer to q2a is live "off-campus"]**

-- Select --

• **q3: How far from campus do you currently live? [Asked if answer to q2a is live "off-campus"]**

- Less than 1/2 mile
- 1/2 mile to less than 1 mile
- 1 mile to less than 2 miles
- 2 miles to less than 5 miles
- 5 miles to less than 10 miles
- 10 miles to less than 25 miles
- More than 25 miles



- **q4: How long does it normally take you to get to campus for a typical trip during the day? [Asked if answer to q2a is live "off-campus"]**
  - Less than 5 minutes
  - 6 to 10 minutes
  - 11 to 15 minutes
  - 16 to 20 minutes
  - 21 to 30 minutes
  - 31 to 45 minutes
  - More than 45 minutes
  
- **q5: Between 5 am and 7 pm on a typical day, how many trips do you make to campus? [Asked if answer to q2a is live in "university housing on the edge of campus", "in a fraternity, sorority, or Co-op," or "off-campus"]**
  - 0
  - 1
  - 2
  - 3-4
  - 5-6
  - 7 or more
  
- **q6: Between 7 pm and 5 am on a typical day, how many trips do you make to campus? [Asked if answer to q2a is live in "university housing on the edge of campus", "in a fraternity, sorority, or Co-op," or "off-campus"]**
  - 0
  - 1
  - 2
  - 3-4
  - 5-6
  - 7 or more

Next

Finish Later

If you have questions or require technical assistance with this survey, please [email](#) the Survey Research Institute or call 607-255-3786.



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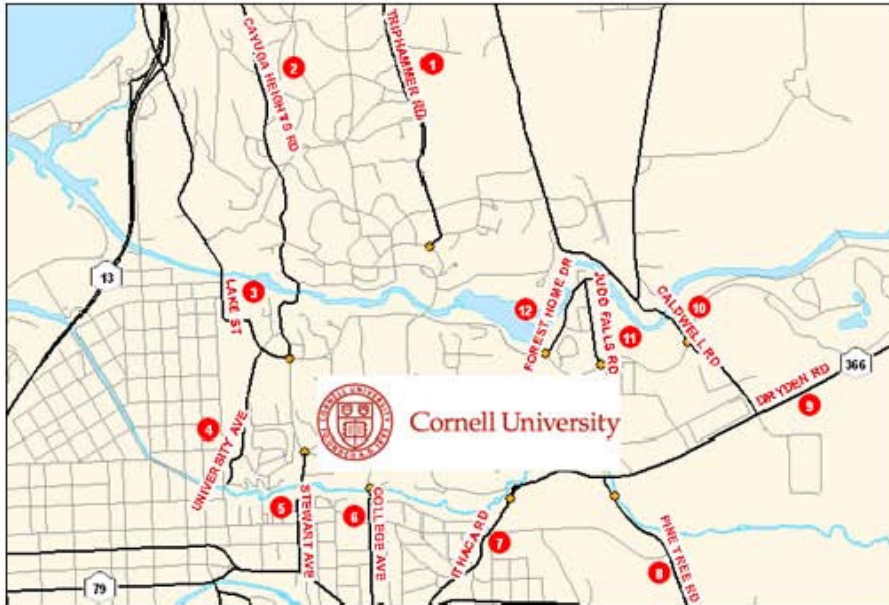
[1. If answer to q2a is "live off-campus"]

OR

[2. If answer to q2a is live in "university housing on the edge of campus" or "fraternity, sorority, or Co-op" AND make any trips to campus between 5am and 7pm on a typical day (answer to q5 is greater than 0)]

[Questions 7 and 8 not asked of staff or faculty]

- q7: On a typical weekday, what time do you first arrive on campus? If you live on campus, what time do you leave your building (that is, the place where you are living?) [Asked only if make any trips to campus between 5am and 7pm on a typical day (answer to q5 is greater than 0)]
  - Hour:  Minute:  AM/PM:
- q8: On a typical day, what time do you leave campus during the day? If you live on campus, what time do you return to your residence? [Asked only if make any trips to campus between 5am and 7pm on a typical day (answer to q5 is greater than 0)]
  - Hour:  Minute:  AM/PM:
- q9: On a typical evening (7 pm and later), what time do you arrive on campus? [Asked only if make any trips to campus between 7pm and 5am on a typical day (answer to q6 is greater than 0)]
  - Hour:  Minute:  AM/PM:
- q10: On a typical evening (7 pm and later), what time do you leave campus? [Asked only if make any trips to campus between 7pm and 5am on a typical day (answer to q6 is greater than 0)]
  - Hour:  Minute:  AM/PM:



q11: On what road do you typically enter campus? [If answer to q2a is live "off-campus"] -- Select --

q12: On a typical weekday how do you travel to/ from campus during the day (before 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below. [Asked if live in university housing on the edge of campus or in a fraternity, sorority, or Co-op (answer to q2a) AND make any trips to campus between 5am and 7pm on a typical day (answer to q5 is greater than 0)]

q12pnrid: I used a park and ride lot on my way to campus:

- Drive alone
- Motorcycle/moped
- Carpool (Registered with Transportation Services)
- Dropped off by someone going to campus
- Dropped off by someone not going to campus
- TCAT bus
  - q12cat1: Select first route used: [if selected TCAT bus] -- Select --
  - q12cat2: Select second route used: [if selected TCAT bus] -- Select --
- [Appeared only if answer to q3 is live > 10 miles from campus] Out of county transit (Tioga, Chemung, Schuyler, Cortland, etc)
- Private shuttle (i.e. operated by an apartment complex)
- [Appeared only if answer to q3 is live < 10 miles from campus] Walk, run, or other non-motorized transit (skateboard, rollerblade, etc)
- Bicycle
- Other

▪ q12spec: (please specify): [if selected Other]

• q13: On a typical weekday how do you travel to/ from campus during the evening and night (after 7pm)? If you use multiple means of travel, please select the one you use most often. If you drove part way to campus, parked and switched to a different mode of transportation, please check the box at the right and select the mode you switched to from the list below. [Asked if live in university housing on the edge of campus or in a fraternity, sorority, or Co-op (answer to q2a) AND make any trips to campus between 7pm and 5am on a typical day (answer to q6 is greater than 0)]

q13pnrid: I used a park and ride lot on my way to campus:

- Drive alone
- Motorcycle/moped
- Carpool (Registered with Transportation Services)
- Dropped off by someone going to campus
- Dropped off by someone not going to campus
- TCAT bus

▪ q13tcat1: Select first route used: [if selected TCAT bus]

▪ q13tcat2: Select second route used: [if selected TCAT bus]

- Private shuttle (i.e. operated by an apartment complex)
- [Appeared only if answer to q3 is live < 10 miles from campus] Walk, run, or other non-motorized transit (skateboard, rollerblade, etc)
- Bicycle
- Other

▪ q13spec: (please specify): [if selected Other]

Previous

Next

Finish Later

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[This page of questions did NOT appear for: undergrads and grad students living on campus]

- q14: How often do you use each of the following ways to get to campus?

	Never	Rarely (1-3 days a month)	Sometimes (4-8 days a month)	Frequently (8-14 days a month)	Majority of the time (over 15 days a month)
q14a: Drive alone	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
q14b: Motorcycle/moped	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
q14c: Carpool	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
q14d: Dropped off by someone going to campus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
q14e: Dropped off by someone not going to campus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
q14f: TCAT bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
[Appeared only if answer to q3 is live > 10 miles from campus] q14g: Out of county transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
q14h: Private shuttle (i.e. operated by an apartment complex)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
[Appeared only if answer to q3 is live < 10 miles from campus] q14i: Walk, run or other non-motorized transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
q14j: Bicycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
q14k: Other q14spec: <input type="text"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

- q15: For each mode of traveling to campus, please select up to three (3) reasons why you generally do not use it to travel to campus during the day (before 7pm). [Asked only if make any trips to campus between 5am and 7pm on a typical day (answer to q5 is greater than 0). The primary mode selected in q12 did not appear as an option in the list below.]

	Live too far away	Takes too long	Too costly	Schedule Doesn't meet my needs	Weather	Don't feel safe	Terrain	Don't own/ have access to	Lack of information	Other
q15a: Drive alone (including motorcycle)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>q15b:</b> Carpool or dropped off by someone headed to campus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>q15d:</b> Dropped off by someone not going to campus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>q15e:</b> TCAT bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>q15f:</b> [Appeared only if answer to q3 is live > 10 miles from campus] Out of county transit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>q15g:</b> Private shuttle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>q15h:</b> [Appeared only if answer to q3 is live < 10 miles from campus] Walk, run or other non- motorized transit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>q15i:</b> Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- q16: For each mode of traveling to campus, please select up to three (3) reasons why you generally do not use it to travel to campus during the night (after 7pm). [Asked only if make any trips to campus between 7pm and 5am on a typical day (answer to q6 is greater than 0). The primary mode selected in q13 did not appear as an option in the list below.]

	Live too far away	Takes too long	Too costly	Schedule Doesn't meet my needs	Weather	Don't feel safe	Terrain	Don't own/ have access to	Lack of information	Other	Lack of parking

<b>q16a:</b> Drive alone (including motorcycle)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>q16b:</b> Carpool or dropped off by someone headed to campus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>q16d:</b> Dropped off by someone not going to campus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>q16e:</b> TCAT bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>q16g:</b> Private shuttle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>q16h:</b> [Appeared only if answer to q3 is live < 10 miles from campus] Walk, run or other non- motorized transit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>q16i:</b> Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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If you have questions or require technical assistance with this survey, please [email](#) the Survey Research Institute or call 607-255-3786.



[This page of questions appeared:]

[If the answer to q12 or q13 was "drive alone" or use a "motorcycle/moped" to get to/from campus]

OR

[If the answer to q14 was "drive alone" or use a "motorcycle/moped" atleast "rarely" to get to/from campus]

- **q17: Why do you normally drive to campus? Please indicate up to four (4) reasons that apply on a typical day. [Asked if the answer to q12 or q13 was "drive alone" to get to/from campus]**
  - **q17a:** I have to perform work-related tasks on campus that require me to drive between locations (meetings, second job, etc.)
  - **q17b:** I have to perform work-related tasks off campus (meetings, second job, etc.)
  - **q17c:** I have to run personal errands during the day
  - **q17d:** I have to run errands or make other personal stops on my way to and/or from campus (grocery store, gym, etc.)
  - **q17e:** I provide transportation for other people headed to/from campus
  - **q17f:** I provide transportation for other people not on campus (day care, drop off spouse or roommate at work, etc.)
  - **q17g:** I need to have a vehicle in case of an emergency (i.e. to pick up family member or other dependent)
  - **q17h:** I have to transport heavy or bulky items (instrument, sports equipment, etc.)
  - **q17i:** I already own a vehicle, so it makes sense to use it
  - **q17j:** I have a physical disability or other limitation which precludes the use of any other mode.
- **q18: If you drive to campus during the day, where do you usually park? [Asked if the answer to q14 was "drive alone" or use a "motorcycle/moped" atleast "rarely" to get to/from campus]**
  - In a parking lot/garage on the campus in a permit space
  - In a parking lot at an off-campus location which doesn't require a Cornell University permit (e.g. East Hill Plaza, Business and Technology Park, etc.)
  - In a parking lot/garage on the campus in a visitor space
  - At a parking meter on campus
  - On-street at a free parking space (off-campus)
  - On-street at a metered space (off-campus)
  - Off-street at a friend's house/apartment
  - In an off-campus parking lot or garage (not Cornell owned)
  - Other:
    - **q18spec: (specify): [If selected Other]**
  - I never drive to campus
- **q19: If you drive to campus during the day, how do you reach your final destination after you park? [Asked if the answer to q14 was "drive alone" or use a "motorcycle/moped" atleast "rarely" to get to/from campus]**
  - I take a bus



- I walk less than 5 minutes
- I walk between 5 and 10 minutes
- I walk between 10 and 15 minutes
- I walk more than 15 minutes
- I ride a bike
- I never drive to campus

If you have questions or require technical assistance with this survey, please [email](#) the Survey Research Institute or call 607-255-3786.



- **q20: If you have a car in Ithaca (parked either on campus or at your place of residence) please indicate up to three (3) reasons why you feel it is necessary. [Asked of undergraduate and graduate students only]**

- **q20a:** To get to/from campus
- **q20b:** To get to/from campus in the evenings
- **q20c:** To make school-related trips (i.e. travel to research sites, travel to other campuses)
- **q20d:** To go shopping or run other personal errands
- **q20e:** To travel to a job
- **q20f:** To drive home to see family, friends, etc.
- **q20g:** To travel out of town for fun (i.e. skiing, road trip)
- **q20h:** My parents felt I should bring a car
- **q20i:** I do not have a car in Ithaca

- **q22: What features of bus service would encourage you to take the bus to/from campus (even if it was just once a week)? Please rank up to four (4) improvements. If you already use the bus, please identify areas where you would like to see improvement. [Asked of all]**

- Increased frequency of buses (service every fifteen minutes or less) during the time you typically travel to or from campus
- Faster routes (times similar to driving)
- Less crowded buses
- A bus stop close to my home/point of origin
- A bus stop close to my destination
- Longer hours of operation (offer service earlier and/or later in the day)
- More knowledge about the routes (where they go, how often, etc)
- Increased safety to/from the bus stop
- Lower cost than driving and parking on campus
- A park and ride lot on my usual path to campus
- Backup transportation programs: guaranteed ride home in case of emergencies, parking vouchers for days when you need to drive, etc.
- Vehicles on campus available for running errands or traveling to off-campus meetings, etc.
- Other:
- **q22spec: (please specify) [if selected Other]**
- I already take the bus and feel no improvements are necessary
- No improvement would lead to my taking the bus

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- **q24: What improvements to current cycling conditions would be necessary for you to bicycle to campus even once a week? Please rank up to four (4) improvements. If you already bicycle to campus, please identify areas where you would like to see improvement. [Asked of all]**

- Bicycle trails, paths or lanes on streets to campus
- Reduced vehicle-cyclist conflicts
- Improved pavement conditions
- More bicycle parking on campus
- Covered bicycle parking (shelters, lockers, etc.)
- Showers, equipment storage, and other amenities
- A wellness plan that provided benefits or other incentives for walking
- Housing I can afford close to campus
- Improved personal safety
- Backup transportation programs: guaranteed ride home in case of emergencies, parking vouchers for days when you need to drive, etc.
- Vehicles on campus available for running errands or traveling to off-campus meetings, etc.
- Other:
  - **q24spec: (explain) [if selected Other]**
- I already bicycle to campus and feel no improvements are necessary
- No improvement would lead to me cycling

- **q25: If you bicycle to campus, is it easy to find a space in the bicycle racks? [Asked of all]**

- Yes
- No, I sometimes have difficulty finding a space
- No, I often have difficulty finding a space
- I never bike to campus

- **q25b: If you have locations where you would specifically like to see additional bike racks, please indicate where: [Asked of all]**

If you have questions or require technical assistance with this survey, please [email](#) the Survey Research Institute or call 607-255-3786.



- **q27: What improvements would be necessary for you to carpool to campus, even once a week? Please rank up to three (3) improvements. If you already carpool to campus, please identify areas where you would like to see improvement. [Asked of faculty/staff only]**

- Ride-matching program that can link you with others wanting to carpool
- More convenient parking for your vehicle
- Reduced permit cost for your vehicle
- Backup transportation programs: guaranteed ride home in case of emergencies, parking vouchers for days when you need to drive alone, etc.
- Vehicles on campus available for running errands or traveling to off-campus meetings, etc.
- Other (explain):
  - **q27spec: (explain) [if selected Other]**
- I already carpool to campus and feel no improvements are necessary
- No improvement would lead to me carpooling

- **q28: Another form of carpooling is a vanpool. In a typical vanpool program, the van is owned and maintained by a non-profit or government agency and the members of the vanpool split the cost (meaning the cost per person goes down the more full the van is). What would motivate you to participate in a vanpool, even once a week? Please rank up to three (3) incentives. [Asked of all]**

- Ride-matching program that can link you with others wanting to vanpool
- Startup subsidies to help keep the cost per person low while the vanpool builds up ridership
- More convenient parking for your vehicle
- Reduced permit cost for your vehicle **[added for faculty/staff only:]** or increased cash back, depending on permit location
- Backup transportation programs: guaranteed ride home in case of emergencies, parking vouchers for days when you need to drive alone, etc.
- Vehicles on campus available for running errands or traveling to off-campus meetings, etc.
- Other (explain):
  - **q28spec: (explain) [if selected Other]**
- No improvement would lead to me vanpooling

- **q29: What would motivate you to walk to campus, even once a week? Please rank up to three (3) improvements. If you already walk to campus, please identify areas where you would like to see improvement. [Asked of all]**

- More sidewalks
- A safer journey
- Housing I can afford close to campus
- An organized walking group
- A wellness plan that provided benefits or other incentives for walking
- If I didn't need to carry a heavy or cumbersome burden

- Showers, lockers, and other amenities
- Living closer to campus
- Backup transportation programs: guaranteed ride home in case of emergencies, parking vouchers for days when you need to drive alone, etc.
- Vehicles on campus available for running errands or traveling to off-campus meetings, etc.
- I already walk to campus and feel no improvements are necessary
- No improvement would lead to me walking

• **q30: What would be required for you to give up (not renew) your parking permit? Please rank up to three (3) incentives. [Asked of undergraduate and graduate students only if the answer to q14 was "drive alone" or use a "motorcycle/moped" atleast "rarely" to get to/from campus]**

- Free transit pass
- Better transit service
- Carpool incentives (better parking space, cash back, etc.)
- Books of 1-day parking passes for free or a reduced rate
- Vehicle on campus available for errands during the day
- Vehicle on campus available for weekend/overnight trips
- Better walking and/or biking routes
- Back up transportation programs such as a ride home in an emergency
- Higher parking permit price
- I would not give up my parking permit under any circumstances
- I do not have a parking permit

If you have questions or require technical assistance with this survey, please [email](#) the Survey Research Institute or call 607-255-3786.



- **q32: One way to reduce vehicle traffic on the campus is to institute a "park and lock" policy for the parking lots. That is, for a certain period of the day you can come and go once but are not allowed to re-enter the lot until after the restricted period has passed. Would you support such a policy? [Asked of all]**
  - Yes, for the *entire campus* during regular business hours (e.g. 8am-5pm)
  - Yes, for the *entire campus* during the middle of the day (e.g. 9am-3pm)
  - Yes, for *central campus* during regular business hours (e.g. 8am-5pm)
  - Yes, for *central campus* during the middle of the day (e.g. 9am-3pm)
  - No
  
- **q33: One way to reduce vehicle traffic on the campus is to institute a "one permit, one zone" policy where your parking permit allows you to park in the designated zone but nowhere else. (Current rules allow holders of higher tiered permits to park in lots of lower tiers in addition to their designated zone.) Would you support such a policy? [Asked of faculty/staff and graduate students only]**
  - Yes, but only if the zones are small enough that I'm sure to get a spot in my permitted lot
  - Yes, but only if the zones are big enough that I have flexibility in where I park each day
  - Yes, zone size doesn't matter. I just want to reduce vehicle traffic on campus
  - Yes, but only if there are at least a limited number of permits still available which allow parking in multiple zones
  - No
  
- **q34: One way to reduce the number of trips made by car to and around campus is to restrict the availability of parking permits. Please indicate whether you support the following restrictions for the groups listed below. (Accommodations would be made for those with no other option, including those with physical disabilities or without access to other modes.) [Asked of all]**

	Should not be allowed permits	Only allow if living > 5 mi from campus	Only allow if living > 2 mi from campus	Only allow if living > 1 mi from campus	Only allow if living > 0.5 mi from campus	No restriction
q34a: First year undergraduates	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
q34b: Sophomores	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
q34c: Juniors	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
q34d: Seniors	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
q34e: Graduate/Professional	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
q34f: Faculty/Staff	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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- **q39: The university currently subsidizes the cost of a parking permit. The following table lists ways this subsidy might be changed for students, faculty and staff. Please check the box if you agree that the statement should apply to that group. [Asked of all]**

	The parking subsidy should be increased (the sticker price of a permit should go down)	The parking subsidy should remain unchanged	The parking subsidy should be decreased (the sticker price of a permit should go up)
q39a: Undergraduates	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
q39b: Graduate and Professional Students	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
q39c: Faculty	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
q39d: Staff	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

- **q39bb: How should the extra revenue from increased permit prices be spent (pick one)? [Asked only if the respondent indicated that the subsidy should be decreased for one or more groups in q39]**
  - Increased bus subsidy
  - Increased or expanded bus service
  - Alternative transportation incentive programs
  - Development of additional modes to get to and/or around the campus (i.e. park & ride lots, car-sharing, etc)
- **q40: One suggestion by the community is the provision of bus passes to new students (first year undergrad, grad and transfers). Please select the statement you agree with. [Asked of all]**
  - New students should get a free bus pass subsidized by an increase in student tuition or fees for all students
  - New students should get a free bus pass subsidized by an increase in student tuition or fees for first-year students only
  - New students should get a free bus pass subsidized by an increase in parking fees
  - New students should get a free bus pass subsidized by general funds (which would result in cutback in other programs which could include fewer scholarships, reduced departmental funds and/or a slower rate of building)
  - I do not feel that new students should get free bus passes
- **q41: If new students are given free bus passes, should they be given only to those who do not purchase a parking permit? [Asked of all]**



- **q39: The university currently subsidizes the cost of a parking permit. The following table lists ways this subsidy might be changed for students, faculty and staff. Please check the box if you agree that the statement should apply to that group. [Asked of all]**

	The parking subsidy should be increased (the sticker price of a permit should go down)	The parking subsidy should remain unchanged	The parking subsidy should be decreased (the sticker price of a permit should go up)
q39a: Undergraduates	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
q39b: Graduate and Professional Students	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
q39c: Faculty	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
q39d: Staff	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

- **q39bb: How should the extra revenue from increased permit prices be spent (pick one)? [Asked only if the respondent indicated that the subsidy should be decreased for one or more groups in q39]**
  - Increased bus subsidy
  - Increased or expanded bus service
  - Alternative transportation incentive programs
  - Development of additional modes to get to and/or around the campus (i.e. park & ride lots, car-sharing, etc)
- **q40: One suggestion by the community is the provision of bus passes to new students (first year undergrad, grad and transfers). Please select the statement you agree with. [Asked of all]**
  - New students should get a free bus pass subsidized by an increase in student tuition or fees for all students
  - New students should get a free bus pass subsidized by an increase in student tuition or fees for first-year students only
  - New students should get a free bus pass subsidized by an increase in parking fees
  - New students should get a free bus pass subsidized by general funds (which would result in cutback in other programs which could include fewer scholarships, reduced departmental funds and/or a slower rate of building)
  - I do not feel that new students should get free bus passes
- **q41: If new students are given free bus passes, should they be given only to those who do not purchase a parking permit? [Asked of all]**



- Yes
- No

- **q43: Hybrid buses produce fewer emissions and consume less fuel but can cost up to twice as much as a regular bus. How do you feel about the tradeoff between hybrid buses and regular buses when TCAT needs to replace its buses in the future? I feel that TCAT should buy: [Asked of all]**

- hybrid* buses even if it means that I have higher costs.
- hybrid* buses even if it means that I have reduced service.
- hybrid* buses even if it means that I have higher costs and/or reduced service.
- regular* buses in order to keep my out-of-pocket costs from rising.
- regular* buses in order to keep service levels from falling.
- regular* buses in order to keep my out-of-pocket costs from rising and/or service levels from falling.

- **q44: What is the best way for the university to notify you about changes in campus transportation, new options to get to and from campus, etc? [Asked of all]**

- Email with detailed information
- Email blurb with link to a website
- [For students only]** Mailing to my local address (as listed on "Just the Facts")
- [For faculty/staff only]** Mailing to my home
- [For faculty/staff only]** Mailing via interdepartmental mail
- Postings in common areas, student center, etc.

- **q45:** Please provide any other comments you have on transportation at Cornell: d

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Submit Survey

If you have questions or require technical assistance with this survey, please [email](#) the Survey Research Institute or call 607-255-3786.



Cornell University  
The Survey Research Institute

Transportation Survey Questionnaire

## **Thank you for your assistance!**

Your survey has been submitted, and you have been entered in the drawing.

Please close your browser.

If you have questions or require technical assistance with this survey, please [email](#) the Survey Research Institute or call 607-255-3786.

# Appendix B – Invitation and Reminder E-Mails

Faculty and Staff INVITATION – 4/19/2006

FROM: Survey Research Institute <surveyresearch3@cornell.edu>

SUBJECT: Transportation Survey

Cornell University planners are launching a campus-wide survey to learn about the transportation and parking needs of its faculty, staff, and students. This effort is part of a transportation-focused generic environmental impact statement (t-GEIS) that will be used to develop strategies to reduce adverse traffic impacts of potential population growth here in the coming years and improve transportation for Cornell community members.

You are one of approximately 1,400 randomly-selected members of the Cornell faculty and academic staff who is receiving a survey asking questions about your transportation habits and needs. Your participation is vital; without such input, the university cannot obtain an accurate picture of the Cornell community's needs and values concerning commuting.

Please take time to fill out this survey at [http://sri.cornell.edu/commuter/?survid=\[\[survid\]\]](http://sri.cornell.edu/commuter/?survid=[[survid]]).

In return for your participation, the t-GEIS team will enter you into a drawing for a \$500 gift certificate to a local bike store, or one of two round trips on the Campus-to-Campus bus service between Ithaca and New York City. You will only be entered with other faculty and staff respondents; students will be entered in a separate drawing. You have a good chance of winning - and an excellent opportunity to help shape the future of transportation at Cornell.

While your netID will be used to enter you into the drawing, it will be kept completely separate from your responses. Your privacy and identity will be protected at all times.

For more information about the transportation-focused environmental impact statement, visit <http://www.tgeisproject.org> or contact David Lieb at [djl5@cornell.edu](mailto:djl5@cornell.edu).

Thank you for taking the time to participate in this important process.

Undergraduate INVITATION – 4/19/2006  
FROM: Survey Research Institute <surveyresearch3@cornell.edu>  
SUBJECT: Transportation Survey

Cornell University planners are launching a campus-wide survey to learn about the transportation and parking needs of its faculty, staff, and students. This effort is part of a transportation-focused generic environmental impact statement (t-GEIS) that will be used to develop strategies to reduce adverse traffic impacts of potential population growth here in the coming years and improve transportation for Cornell community members.

The Student Assembly has assisted us in crafting the survey questions. This survey not only meets the needs of the t-GEIS effort, but is also designed to satisfy the referendum requirement specified in the agreement signed to end a 2005 protest over the University Avenue parking lot.

You are one of a randomly-selected sample of undergraduate students receiving this survey. Your participation is vital.

An important piece of any solution is a continued effort to reduce the number of cars brought to Cornell. In order to accomplish this kind of change, we need to learn about the obstacles to taking alternative transportation, so we can improve our programs and choices.

Please take time to fill out this survey at [http://sri.cornell.edu/commuter/?survid=\[\[survid\]\]](http://sri.cornell.edu/commuter/?survid=[[survid]]).

In return for your participation, the t-GEIS team will enter you into a drawing for a \$500 gift certificate to a local bike store, or one of two iPod Nanos. You will only be entered with other undergraduate students; Cornell faculty, staff and graduate/professional students will be entered in separate drawings. This is a win-win situation, because you have a good chance of winning - and an excellent opportunity to help shape the future of transportation at Cornell.

While your netID will be used to enter you into the drawing, it will be kept completely separate from your responses. Your privacy and identity will be protected at all times.

For more information about the transportation-focused environmental impact statement, visit <http://www.tgeisproject.org> or contact David Lieb at [djl5@cornell.edu](mailto:djl5@cornell.edu).

Thank you for taking the time to participate in this important process.

Graduate Student INVITATION – 4/19/2006  
FROM: Survey Research Institute <surveyresearch3@cornell.edu>  
SUBJECT: Transportation Survey

Cornell University planners are launching a campus-wide survey to learn about the transportation and parking needs of its faculty, staff, and students. This effort is part of a transportation-focused generic environmental impact statement (t-GEIS) that will be used to develop strategies to reduce adverse traffic impacts of potential population growth here in the coming years and improve transportation for Cornell community members.

The Graduate and Professional Student Assembly has assisted us in crafting the survey questions. This survey not only meets the needs of the t-GEIS effort, but is also designed to satisfy the referendum requirement specified in the agreement signed to end a 2005 protest over the University Avenue parking lot.

This survey invitation has been sent to all graduate and professional students to ask questions about your transportation habits and needs. Your participation is vital.

An important piece of any solution is a continued effort to reduce the number of cars brought to Cornell. In order to accomplish this kind of change, we need to learn about the obstacles to taking alternative transportation, so we can improve our programs and choices.

Please take time to fill out this survey at [http://sri.cornell.edu/commuter/?survid=\[\[survid\]\]](http://sri.cornell.edu/commuter/?survid=[[survid]]).

In return for your participation, the t-GEIS team will enter you into a drawing for a \$500 gift certificate to a local bike store, or one of two round trips on the Campus-to-Campus bus service between Ithaca and New York City. You will only be entered with other graduate and professional students; Cornell faculty, staff and undergraduate students will be entered in separate drawings. This is a win-win situation, because you have a good chance of winning - and an excellent opportunity to help shape the future of transportation at Cornell.

While your netID will be used to enter you into the drawing, it will be kept completely separate from your responses. Your privacy and identity will be protected at all times.

For more information about the transportation-focused environmental impact statement, visit <http://www.tgeisproject.org> or contact David Lieb at [djl5@cornell.edu](mailto:djl5@cornell.edu).

Thank you for taking the time to participate in this important process.

1<sup>st</sup> REMINDER – 4/25/2006

FROM: David Lieb<surveyresearch3@cornell.edu>

SUBJECT: Transportation Survey

About a week ago, the T-GEIS team sent you a survey. You are among the sample of Cornell community members randomly selected to receive this important survey about transportation needs and preferences. Your input is vital to this study and enters you to win fairly substantial prizes including one of three \$500 gift certificates to a local bike shop.

**Please take a few moments to answer this survey to help us better understand your experience and opinions.** Your participation in this survey is voluntary and please be assured that all the information you provide will be kept strictly confidential and will never be used in any way to permit identification of you:

To access the survey, please use the following URL:

[http://sri.cornell.edu/commuter/?survid=\[\[survid\]\]](http://sri.cornell.edu/commuter/?survid=[[survid]])

(This is a unique URL only for you, please do not forward this link to anyone else.)

If you have any questions about the survey, please do not hesitate to contact staff at the Survey Research Institute at 607-255-3786 or [surveyresearch@cornell.edu](mailto:surveyresearch@cornell.edu).

Thank you very much.

David Lieb

2<sup>nd</sup> REMINDER FOR SENIORS ONLY – 4/28/2006  
FROM: David Lieb<surveyresearch3@cornell.edu>  
SUBJECT: Transportation Survey

About ten days ago, the T-GEIS team sent you a survey. We're still hoping to get your input. While response rates are generally good, we would like especially to hear from more undergraduates, especially seniors. If you are a graduating senior, please take a few minutes to take this survey as part of your legacy to Cornell.

**But no matter what your affiliation, the more responses we get the more comprehensive the data will be.**

Your input is vital to this study and enters you to win fairly substantial prizes including one of three \$500 gift certificates to a local bike shop.

**Please take a few moments to answer this survey to help us better understand your experience and opinions on transportation issues here at Cornell.** Your participation in this survey is voluntary and please be assured that all the information you provide will be kept strictly confidential and will never be used in any way to permit identification of you:

To access the survey, please use the following URL:

[http://sri.cornell.edu/commuter/?survid=\[\[survid\]\]](http://sri.cornell.edu/commuter/?survid=[[survid]])

(This is a unique URL only for you, please do not forward this link to anyone else.)

If you have any questions about the survey, please do not hesitate to contact staff at the Survey Research Institute at 607-255-3786 or [surveyresearch3@cornell.edu](mailto:surveyresearch3@cornell.edu).

Thank you very much.

David Lieb

2<sup>nd</sup> REMINDER FOR NON-SENIORS ONLY – 4/28/2006  
FROM: David Lieb<surveyresearch3@cornell.edu>  
SUBJECT: Transportation Survey

About ten days ago, the T-GEIS team sent you a survey. Your input is vital to this study and enters you to win fairly substantial prizes including one of three \$500 gift certificates to a local bike shop.

Please take a few moments to answer this survey. This is your opportunity to voice your experience and opinions on transportation issues here at Cornell. Your participation in this survey is voluntary and please be assured that all the information you provide will be kept strictly confidential and will never be used in any way to permit identification of you:

To access the survey, please use the following URL:

[http://sri.cornell.edu/commuter/?survid=\[\[survid\]\]](http://sri.cornell.edu/commuter/?survid=[[survid]])

(This is a unique URL only for you, please do not forward this link to anyone else.)

If you have any questions about the survey, please do not hesitate to contact staff at the Survey Research Institute at 607-255-3786 or [surveyresearch3@cornell.edu](mailto:surveyresearch3@cornell.edu).

Thank you very much.

David Lieb



3rd REMINDER – 5/05/2006

FROM: David Lieb<surveyresearch3@cornell.edu>

SUBJECT: Transportation Survey - Final Reminder

The T-GEIS survey is wrapping up and will be open only until Monday, May 8, 2006. This is the last reminder I will be sending (I promise).

Your input is vital to this study and enters you to win fairly substantial prizes including one of three \$500 gift certificates to a local bike shop.

Please take about 15 minutes to answer this survey. This is your opportunity to voice your experience and opinions on transportation issues here at Cornell. Your participation in this survey is voluntary and please be assured that all the information you provide will be kept strictly confidential and will never be used in any way to permit identification of you:

To access the survey, please use the following URL:

[http://sri.cornell.edu/commuter/?survid=\[\[survid\]\]](http://sri.cornell.edu/commuter/?survid=[[survid]])

(This is a unique URL only for you, please do not forward this link to anyone else.)

If you have any questions about the survey, please do not hesitate to contact staff at the Survey Research Institute at 607-255-3786 or [surveyresearch3@cornell.edu](mailto:surveyresearch3@cornell.edu).

Thank you very much.

David Lieb