Background and Purpose

• Purpose of the survey was to gather feedback about the campus from students, faculty and staff
  – Survey ran from April 8, 2019 through October 11, 2019
  – Incorporates the campus’s triennial Transportation Survey
  – Alternate version of the survey available to the general public

• Survey helped encourage early, ongoing participation in the planning process
  – Opportunity for the campus and community to contribute ideas
  – Online survey shared via email and the LRDP and Campus Master Plan websites, as well as at tabling sessions and other in-person meetings

• Survey data complements other ongoing analyses to identify needs to be addressed in the LRDP and Campus Master Plan

• Supporting analysis was provided by Sasaki Associates
Campus Mobility

We asked students, faculty, and staff a variety of questions, including:

• On a scale of 1 to 10, how easy is it for you to navigate the campus?
• What would make walking to/from campus more attractive/convenient?
• What would make biking to/from campus more attractive/convenient?
• What would make taking public transit to/from campus more attractive/convenient?
• How many transfers are you willing to take on public transit?
• What are your primary reasons for driving to/from campus?
• For what types of trips do you utilize ride-hailing (Lyft, Uber) when you are commuting to/from or are on campus?
KEY FINDINGS

1. The majority of student respondents walk or jog to campus, compared to the majority of faculty, staff, and academic employees, who drive alone.
   
   i. Safety at night, lighting, sidewalk conditions, and street crossings are factors that influence the decision to walk to campus
   
   ii. Dedicated bike lanes, safe crossings, and guaranteed bike parking are the top three factors that influence the decision to bike to campus, followed by access to e-bikes, and showers for bike commuters
   
   iii. Respondents who drive to campus do so because it is faster than other options, or for personal reasons/responsibilities
   
   iv. Additional express and rapid buses, more direct service from more neighborhoods, and subsidized BART passes, are the top three factors that would make taking public transit more attractive

2. Overall, most respondents are comfortable navigating the campus, with an average rating of 7.4 (10 = easy to navigate, 1 = difficult to navigate).
   
   i. Faculty and undergraduate students generally find it easier to navigate the campus
   
   ii. Respondents who primarily walk or bike to campus generally find it easier to navigate the campus
   
   iii. Navigating Berkeley’s steep slopes, and improving the public realm experience of the downtown Berkeley area, are important factors for those who walk around campus, as well as for those who bike

3. Respondents who use ride-hailing services (Lyft, Uber, etc.) cited running late to class/work, and poor weather, as the top two reasons for using this mode of travel.
On a scale of 1 to 10, how easy is it for you to navigate the campus?

- **WALK/JOG**: Average Rating 7.8
  - 4% 5% 7% 15% 22% 18% 23%

- **BIKE/MOTORCYCLE/MOPED**: Average Rating 7.5
  - 4% 9% 9% 14% 23% 19% 17%

- **DRIVE ALONE**: Average Rating 7.1
  - 5% 5% 11% 8% 16% 20% 13% 17%

- **DROP-OFF OR RIDE-HAIL**: Average Rating 7.1
  - 13% 5% 15% 13% 18% 23% 13%

- **PUBLIC TRANSIT**: Average Rating 7.0
  - 3% 6% 7% 11% 9% 13% 18% 13% 18%

- **CARPOOL**: Average Rating 6.8
  - 6% 7% 8% 15% 14% 18% 10% 17%

- Generally, respondents feel relatively comfortable navigating the campus, with the majority of respondents ranking their experience at a 6 or higher.

- There is representation of all campus groups across the different navigation scores, suggesting that no specific group is significantly more comfortable navigating the campus than another.
On a scale of 1 to 10, how easy is it for you to navigate the campus?

- In general, those who live closer to campus tend to find it easier to navigate the campus than those who live farther away
What is your primary mode of travel to campus (M – F)?

### ALL RESPONDENTS

- **Walk/Jog**: 13%
- **Public Transit**: 7%
- **Bike or Motorbike**: 3%
- **Drive Alone**: 2%
- **Carpool**: 75%
- **Drop-off or Ride-Hail**: 28%

### UNDERGRAD STUDENTS
- **Walk/Jog**: 13%
- **Public Transit**: 7%
- **Bike or Motorbike**: 3%
- **Drive Alone**: 2%
- **Carpool**: 75%
- **Drop-off or Ride-Hail**: 28%

### GRADUATE STUDENTS
- **Walk/Jog**: 7%
- **Public Transit**: 1%
- **Bike or Motorbike**: 1%
- **Drive Alone**: 75%
- **Carpool**: 28%
- **Drop-off or Ride-Hail**: 32%

### FACULTY
- **Walk/Jog**: 48%
- **Public Transit**: 16%
- **Bike or Motorbike**: 6%
- **Drive Alone**: 2%
- **Carpool**: 11%
- **Drop-off or Ride-Hail**: 19%

### STAFF
- **Walk/Jog**: 46%
- **Public Transit**: 24%
- **Bike or Motorbike**: 2%
- **Drive Alone**: 12%
- **Carpool**: 19%
- **Drop-off or Ride-Hail**: 28%

### ACADEMIC EMPLOYEES
- **Walk/Jog**: 26%
- **Public Transit**: 28%
- **Bike or Motorbike**: 5%
- **Drive Alone**: 2%
- **Carpool**: 19%
- **Drop-off or Ride-Hail**: 20%
What is your primary mode of travel to campus (M – F)?

ALL RESPONDENTS

- The majority of respondents who live close to campus walk or jog as their primary mode of travel, followed by bikes or motorbikes.
- The majority of respondents who live farther from campus drive alone as their primary mode of travel, followed by public transit.
What is your primary mode of travel to campus (M – F)?

**ALL STUDENTS**

- The majority of student respondents live in adjacent neighborhoods to campus, and generally walk (62%) as their primary mode of travel.
- Student respondents who live in Albany, expressed the greatest range in primary travel modes to campus.
What is your primary mode of travel to campus (M – F)?

- The majority of faculty and staff respondents either drive alone (44%) or take public transit (22%), as their primary mode of travel.
What would make walking to/from campus more attractive/convenient?

ALL RESPONDENTS

1. **Safer at night**
   - 63.7%

2. **Better lighting**
   - 51.8%

3. **Better sidewalks/paths**
   - 33.1%

4. **Safer street crossings**
   - 24.2%

5. **More ped-only zones**
   - 21.4%

6. **Improved options for daytime mobility around the campus**
   - 10.1%

7. **Slower vehicular speeds**
   - 7.8%

8. **Organized group walk for people with similar commute patterns**
   - 6.3%

9. **None of the above**
   - 7.4%

- “Safer at night” and “Better lighting” are the top two factors that would make respondents feel more comfortable walking to/from campus.
- Several respondents also noted that reduced distance through living closer to campus, an improved public realm along walking routes, and options to navigate steep slopes were also important factors.

Note: This question was limited to respondents who live in eight Berkeley zip codes.
What would make walking to/from campus more attractive/convenient?

ALL RESPONDENTS: TOP 5 FACTORS

- For those who primarily walk to campus; “safer at night” and “better lighting” were the top two factors that would make walking to/from campus more convenient.
- For those who primarily drive to campus, “better lighting” and “better sidewalks” were the top two factors that would make walking a more convenient option.
- “More pedestrian-only zones” was a more popular response for drivers than for walkers.

Note: This question was limited to respondents who live in eight Berkeley zip codes.
What would make walking to/from campus more attractive/convenient?

- “Safer at night” was identified by nearly half of all respondents who live in zip codes adjacent to the Campus Park.
- “Better sidewalks” and “more pedestrian-only zones” were identified in zip codes to the west of the Campus Park, in particular.

Note: This question was limited to respondents who live in eight Berkeley zip codes.
## What would make biking to/from campus more attractive/convenient?

<table>
<thead>
<tr>
<th>Option</th>
<th>ALL RESPONDENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Dedicated Paths and Protected Lanes</td>
<td>47.9%</td>
</tr>
<tr>
<td>2. Safer Street Crossings</td>
<td>28.1%</td>
</tr>
<tr>
<td>3. More Secure Parking on Campus</td>
<td>27.7%</td>
</tr>
<tr>
<td>5. Showers on Campus</td>
<td>21.7%</td>
</tr>
<tr>
<td>6. Access to an E-Bike</td>
<td>17.8%</td>
</tr>
<tr>
<td>7. Subsidized Ford GoBike Membership</td>
<td>12.7%</td>
</tr>
<tr>
<td>8. Make Convenient Parking on Campus</td>
<td>12.2%</td>
</tr>
<tr>
<td>9. Improved Options for Daytime Mobility Around Campus</td>
<td>5.0%</td>
</tr>
<tr>
<td>10. Ford GoBike Stations Closer to My House</td>
<td>4.3%</td>
</tr>
<tr>
<td>11. Dockless Bike Share</td>
<td>2.9%</td>
</tr>
<tr>
<td>12. Organized Group Ride for People with Similar Commute Patterns</td>
<td>2.6%</td>
</tr>
<tr>
<td>4. None of the Above</td>
<td>21.8%</td>
</tr>
</tbody>
</table>

- “Dedicated paths and protected lanes,” “safer street crossings,” and “more secure parking on campus” are the top three factors.
- Several respondents noted that reduced distance between home and campus, options to navigate steep slopes, and methods to facilitate multi-modal commuting, would also make biking a more attractive option.

Note: This question was limited to respondents who live in 37 zip codes, including in Berkeley, Oakland, Albany, El Cerrito, and Richmond.
What would make biking to/from campus more attractive/convenient?

ALL RESPONDENTS: TOP 3 FACTORS

- Respondents who bike to campus agreed with those who drive to campus, regarding what would make biking to campus more attractive or convenient.
- Respondents who bike to campus generally live in neighborhoods adjacent to campus, but across greater distances than those who walk to campus.
- Respondents who drive to campus live are more dispersed geographically than those who bike to campus.

Note: This question was limited to respondents who live in 37 zip codes, including in Berkeley, Oakland, Albany, El Cerrito, and Richmond.
What would make biking to/from campus more attractive/convenient?

Dedicated paths and lanes are the most requested improvement to make biking to campus more convenient or attractive, particularly for respondents who live to the immediate west, northwest, and south of campus.

Safer road crossings and secure parking were also noted by many who live in west, northwest, and south of campus.

Note: This question was limited to respondents who live in 37 zip codes, including in Berkeley, Oakland, Albany, El Cerrito, and Richmond.
What would make taking public transit to/from campus more attractive/convenient?

<table>
<thead>
<tr>
<th>Option</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>EXPRESS AND RAPID BUSES</td>
<td>46.1%</td>
</tr>
<tr>
<td>FURTHER DISCOUNTED/SUBSIDIZED PASSES-BART</td>
<td>43.9%</td>
</tr>
<tr>
<td>MORE DIRECT SERVICE FROM MY NEIGHBORHOOD</td>
<td>37.2%</td>
</tr>
<tr>
<td>MORE SERVICE IN OFF-PEAK HOURS</td>
<td>33.4%</td>
</tr>
<tr>
<td>FURTHER DISCOUNTED/SUBSIDIZED PASSES-AC TRANSIT</td>
<td>21.8%</td>
</tr>
<tr>
<td>TRANSIT PRIORITY LANES AND TRAFFIC LIGHTS</td>
<td>10.4%</td>
</tr>
<tr>
<td>IMPROVED OPTIONS FOR DAYTIME MOBILITY AROUND CAMPUS</td>
<td>7.0%</td>
</tr>
<tr>
<td>FURTHER DISCOUNTED/SUBSIDIZED PASSES - OTHER</td>
<td>3.0%</td>
</tr>
<tr>
<td>NONE OF THE ABOVE</td>
<td>8.7%</td>
</tr>
</tbody>
</table>

**ALL RESPONDENTS**

- “Express and rapid buses” and “further discounted/subsidized passes-BART” are the top two factors that would make taking public transit more attractive.
- For respondents who expressed a desire for discounted passes besides BART and AC Transit, the following options were noted:
  - MUNI
  - Soltrans Buses
  - Fairfield Transit
  - Golden Gate Transit
  - Transbay shuttle services (between south bay, east bay, and Berkeley)
  - Additional Amtrak connections from farther regions, such as San Joaquin, to Berkeley
What would make taking public transit to/from campus more attractive/convenient?

ALL RESPONDENTS

- Respondents who live close to the Campus Park would be more likely to take transit if there were more express and rapid buses.
- Respondents who live farther from the Campus Park would be more likely to take transit if they had more direct transit service from their homes, or further discounted BART passes.

EXPRESS AND RAPID BUSES
FURTHER DISCOUNTED PASSES – BART
MORE DIRECT SERVICE FROM MY NEIGHBORHOOD
MORE SERVICE IN OFF-PEAK HOURS
FURTHER DISCOUNTED PASSES – AC TRANSIT
What would make taking public transit to/from campus more attractive/convenient?

- Student respondents generally live close to campus, and noted express and rapid buses, further discounted BART passes, and more service in off-peak hours as their top factors.
- Faculty and staff respondents generally live in greater geographic area than students, and wanted more direct transit service from their homes.
- Those who drive to campus overwhelmingly identified the need for more direct transit service as their top factor.
- Those who take public transit highlighted the need for further discounted BART passes as their top factor, and were more likely than non-transit users to identify a need for further discounted AC Transit passes.

ALL RESPONDENTS

- EXPRESS AND RAPID BUSES
- FURTHER DISCOUNTED PASSES – BART
- MORE DIRECT SERVICE FROM MY NEIGHBORHOOD
- MORE SERVICE IN OFF-PEAK HOURS
- FURTHER DISCOUNTED PASSES – AC TRANSIT
What would make taking public transit to/from campus more attractive/convenient?

<table>
<thead>
<tr>
<th>Factor</th>
<th>Estimated Income</th>
<th>Estimated Income</th>
<th>Estimated Income</th>
<th>Estimated Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>Express and rapid buses</td>
<td>Less than $10,000</td>
<td>$10,000 - $49,999</td>
<td>$50,000 - $99,999</td>
<td>$100,000 - $199,999</td>
</tr>
<tr>
<td>FURTHER DISCOUNTED/SUBSIDIZED PASSES-BART</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>MORE DIRECT SERVICE FROM MY NEIGHBORHOOD</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>MORE SERVICE IN OFF-PEAK HOURS</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>1</td>
</tr>
<tr>
<td>FURTHER DISCOUNTED/SUBSIDIZED PASSES-AC TRANSIT</td>
<td>4</td>
<td>5</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td><strong>ALL RESPONDENTS</strong></td>
<td><strong>1</strong></td>
<td><strong>2</strong></td>
<td><strong>3</strong></td>
<td><strong>4</strong></td>
</tr>
</tbody>
</table>

- Respondents in lower income brackets cited express and rapid buses as the top factor in making public transit more convenient or attractive, followed by further discounted BART passes or more service in off-peak hours.
- Respondents in higher income brackets cited more direct service from neighborhood and further discounted BART passes, as the top two factors that would make taking public transit a more attractive option.
How many transfers are you willing to take?

- In general, most respondents are willing to take one transfer on their daily commutes.
- Undergraduate student respondents are more willing than other groups to take more transfers on their daily commutes.

<table>
<thead>
<tr>
<th>Group</th>
<th>Average # of Transfers</th>
<th># of Transfers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Undergrad Students</td>
<td>1.36</td>
<td>0, 1, 2, 3, 4</td>
</tr>
<tr>
<td>Staff</td>
<td>1.29</td>
<td></td>
</tr>
<tr>
<td>Academic Employees</td>
<td>1.29</td>
<td></td>
</tr>
<tr>
<td>Faculty</td>
<td>1.19</td>
<td></td>
</tr>
<tr>
<td>Graduate Students</td>
<td>1.14</td>
<td></td>
</tr>
</tbody>
</table>
What are your primary reasons for driving to campus?

- **ALL RESPONDENTS**

<table>
<thead>
<tr>
<th>Reason</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Faster than other options</td>
<td>60.4%</td>
</tr>
<tr>
<td>Personal reasons/responsibilities</td>
<td>54.1%</td>
</tr>
<tr>
<td>Inconsistent work schedule</td>
<td>23.4%</td>
</tr>
<tr>
<td>I use my personal car for school/work purposes</td>
<td>21.7%</td>
</tr>
<tr>
<td>When I’m running late for class/work</td>
<td>13.7%</td>
</tr>
<tr>
<td>ADA accessibility and/or other physical requirements</td>
<td>3.1%</td>
</tr>
</tbody>
</table>

- The majority of respondents who drive do so because it is faster than other options (often due to where they live), followed by need to support personal responsibilities.
- Those who primarily drive, carpool, or use rideshare to get to campus generally drive because it is faster than other options.
- Those who primarily walk/jog, take public transit, or bike to campus may drive when they have personal responsibilities on a given day.
For what types of trips do you utilize ride-hailing (Lyft, Uber) when you are commuting to/from or are on campus?

- Most respondents use ride-hailing when running late for class/work or in poor weather
  - Faculty and staff are more likely to use ride-hailing to travel off-campus for work or personal errands
  - Students are more likely to use ride-hailing to get to campus after having missed the bus/BART when commuting
  - Students are also more likely to use ride-hailing to travel for entertainment

- Ride-hailing use also varies based on primary modes of getting to campus
  - Those who walk/jog or take public transit to get to campus will use ride-hailing when running late
  - Those who typically bike or carpool to campus will use ride-hailing poor weather
  - Those who typically drive will use ride-hailing services to travel to satellite campus locations associated with their work
  - Several faculty and staff respondents typically drive to campus, but use ride-hailing services when their personal vehicle is unavailable
For what types of trips do you utilize ride-hailing (Lyft, Uber) when you are commuting to/from or are on campus?

<table>
<thead>
<tr>
<th>Reason</th>
<th>Less than $10,000</th>
<th>$10,000 - $49,999</th>
<th>$50,000 - $99,999</th>
<th>$100,000 - $199,999</th>
<th>$200,000 or more</th>
</tr>
</thead>
<tbody>
<tr>
<td>WHEN I'M RUNNING LATE FOR CLASS/WORK</td>
<td>2 (53.3%)</td>
<td>1 (57.1%)</td>
<td>2 (50.3%)</td>
<td>2 (36.2%)</td>
<td>1 (35.6%)</td>
</tr>
<tr>
<td>POOR WEATHER</td>
<td>3 (51.6%)</td>
<td>2 (47.3%)</td>
<td>1 (51.5%)</td>
<td>1 (46.1%)</td>
<td>3 (29.5%)</td>
</tr>
<tr>
<td>TRAVEL OFF-CAMPUS FOR RESEARCH PROJECT/INTERNSHIP/WORK</td>
<td>5 (27.9%)</td>
<td>5 (19.0%)</td>
<td>3 (26.3%)</td>
<td>3 (28.9%)</td>
<td>2 (34.8%)</td>
</tr>
<tr>
<td>MISSED THE BUS OR BART WHEN COMMUTING</td>
<td>1 (57.4%)</td>
<td>3 (41.2%)</td>
<td>5 (10.8%)</td>
<td>5 (11.8%)</td>
<td>6 (6.8%)</td>
</tr>
<tr>
<td>PERSONAL ERRANDS DURING THE WORK DAY</td>
<td>6 (27.9%)</td>
<td>6 (14.2%)</td>
<td>4 (25.7%)</td>
<td>4 (23.0%)</td>
<td>4 (25.8%)</td>
</tr>
<tr>
<td>ENTERTAINMENT</td>
<td>4 (44.3%)</td>
<td>4 (27.4%)</td>
<td>6 (10.8%)</td>
<td>6 (7.2%)</td>
<td>5 (9.1%)</td>
</tr>
</tbody>
</table>

- Using ride-hailing services in the event of poor weather was a consistent reason across respondents from all income brackets.
- Respondents in lower income brackets cited missed busses, or running late, as primary reasons to utilize ride-hailing when commuting.
- Respondents in higher income brackets cited traveling off-campus for research projects or work as a typical reason to utilize ride-hailing.
Follow our progress online and find upcoming engagement opportunities at:

LRDP.BERKELEY.EDU
MASTERPLAN.BERKELEY.EDU
UC Berkeley Capital Strategies
capitalstrategies.berkeley.edu

Marissa Cheng
Senior Planner, Physical and Environmental Planning
lrdp@berkeley.edu or masterplan@berkeley.edu

Kyle Gibson
Director of Communications
lrdp@berkeley.edu or masterplan@berkeley.edu

Under the direction of the Vice Chancellor of Administration, the integrated teams of Capital Strategies work together to bring planning, design, real estate, construction and development services to the UC Berkeley campus. We are architects, landscape architects, planners, engineers, construction specialists, and administrative personnel, all of whom work together to serve the campus community.