



Searching for a Better Ride

Ohio Students Want to Live in Communities
with Transportation Options

Ohio PIRG
Education Fund

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With public debate around important issues often dominated by special interests pursuing their own narrow agendas, the Ohio PIRG Education Fund offers an independent voice that works on behalf of the public interest. The Ohio PIRG Education Fund works to protect consumers and promote good government. We investigate problems, craft solutions, educate the public, and offer citizens meaningful opportunities for civic participation.

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Executive Summary

Ohio needs to attract skilled, young workers to the state to help build and grow the industries of the 21st century. The Millennial generation wants to be connected, to have choices and flexibility, and to have lower transportation costs. Ohio can meet these desires by expanding access to public transportation.

To better understand the views of Ohio college students regarding driving and public transportation, the Ohio PIRG Education Fund surveyed 500 students at 10 of the state's universities, including public and private schools spread geographically across the state. Most of our surveys—94 percent—were collected at Ohio State University, Kent State University and Oberlin College. While the survey did not employ a scientifically selected sample, the results are consistent with those of other surveys, which have found that the Millennial generation is seeking a different transportation future, one that allows them to drive less and take transit, bike and walk more, and that today's young people view the availability of transportation choices as

an important factor when selecting a place to live and work.

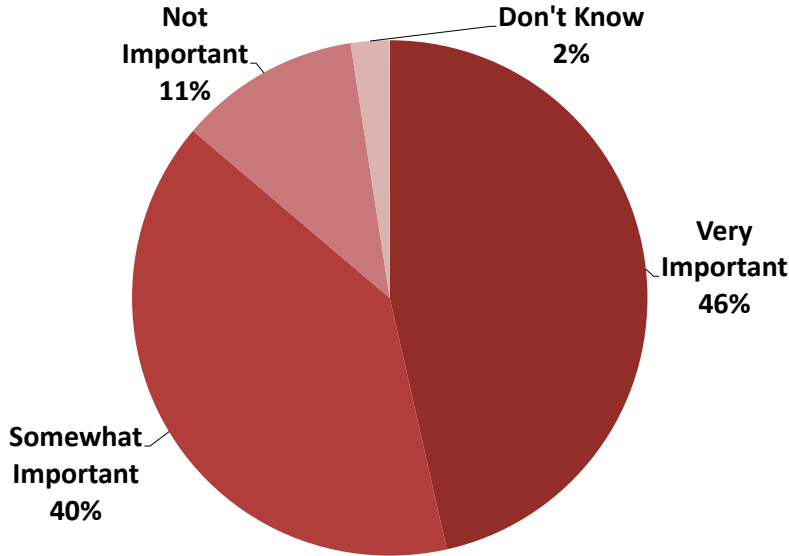
An overwhelming majority of students surveyed, 86 percent, said it would be important for them to live in a place where they could get around without driving after graduation. (See Figure ES-1.)

Public transportation, biking and walking are critical transportation tools for students while they are in school.

- 45 percent of students with jobs use public transportation “very often” or “sometimes” to get to work.
- More student respondents reported walking, biking or taking public transportation to class than reported driving to class.

Students are concerned about the cost of driving. They are also looking for opportunities to stay connected while traveling.

Figure ES-1: How Important Is It for Students to Live in a Place with Other Transportation Options Besides Driving after Graduation?*



*The sum of the percentages displayed in individual pie charts in this report may not equal 100 percent due to rounding.

- It is “somewhat important” or “very important” for 90 percent of student respondents to avoid or reduce costs associated with having a car, such as maintenance, repair, gas, insurance and parking.
- Most students surveyed—66 percent—responded that it is important for them to engage in other activities while traveling, which is a key benefit afforded by public transportation use.

Many students who drive or ride in a car to school would be likely to use transit if it were more convenient:

- 52 percent of student respondents said they would be “very likely” to take public transportation if it were more convenient. Overall, 84 percent of student respondents said they would be

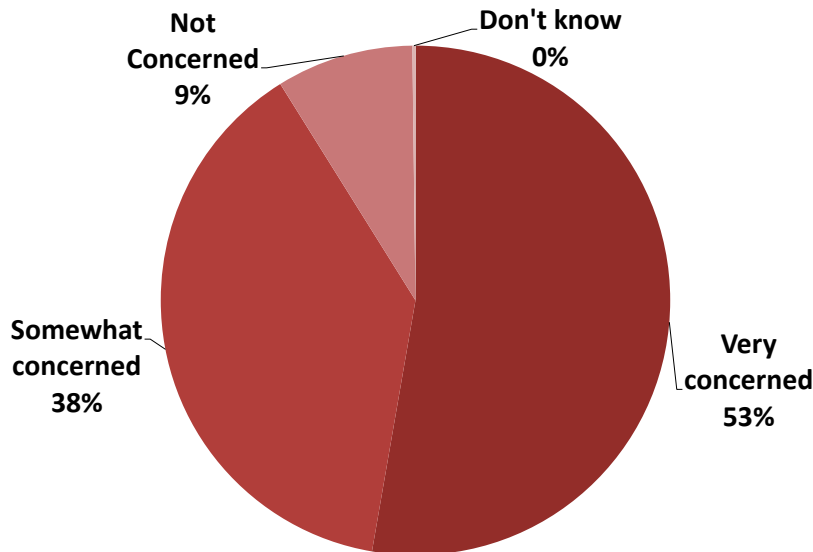
“somewhat likely” or “very likely” to use transit if it were more convenient.

- Faster and more frequent public transportation options would help meet students’ needs. When asked why they do not use public transportation to get to class, student respondents most commonly indicated that it takes too long.

Students are aware of the environmental damage caused by driving and are looking for ways to reduce their impact.

- When asked if they are concerned about environmental impacts, such as air pollution, global warming, smog and water pollution, caused by driving, 53 percent of students surveyed said they were “very concerned,”

Figure ES-2: How Concerned Are Students about the Environmental Impacts of Driving?



with 91 percent being “somewhat concerned” or “very concerned.” (See Figure ES-2.)

- 88 percent of students surveyed said that the environmental impacts of driving would influence their decision to take public transportation if it were more convenient.

The results of this survey show that students in Ohio want to live in places with a diverse range of transportation options. Students are concerned that driving causes environmental damage, most do not to drive to school, and even more would use public transportation if it were more convenient. While many students own cars, respondents answered that it is important for them to live in a place where they do not need to drive.

Ohio is competing with other states to attract young talent and retain the educated workforce that is needed for

future economic prosperity. By responding to the demands of young people through policy changes that emphasize expanding transportation choices, Ohio may be able to retain more of these skilled workers.

There are many ways Ohio’s policy-makers can improve and expand public transportation options and make communities more walkable and bikeable, such as:

- *Increasing funding for public transportation.* Ohio current ranks in the bottom half of the nation in terms of transit funding per capita. The Ohio Department of Transportation (ODOT) estimates the state should double its spending on public transit by 2025 to meet future demand.
- *Stopping wasteful highway expansion projects.* Unnecessary highway projects like Cleveland’s Opportunity

Corridor divert vast amounts of resources from other transportation needs and undermine efforts to create walkable communities. The state should put a hold on the Ohio Jobs & Transportation Plan projects until the necessity of each project has been evaluated based on updated assessments of travel demand and community needs.

- *Use transportation data to offer better services.* Providing real-time transit updates and planning tools online can encourage the development of apps that provide potential transit users with updates on schedules, delays and

transit connections. This can be done using available technology, such as crowdsourced rider information and real-time traffic data.

- *Ohio colleges and universities should partner with surrounding communities to expand access to public transit.* Many colleges and universities are already meeting the needs of their student bodies by creating diverse transportation options; expanding these to include neighboring cities and towns will make Ohio a more attractive destination for a recently graduated workforce.

Introduction

Cities that invest in public transportation are attracting and retaining a young, educated workforce. Millennials—those born between 1983 and 2000—want to stay connected to their peers without depending on a car, and they prioritize living in communities that make such a lifestyle possible. Many U.S. cities—including Pittsburgh, Minneapolis, Denver and even Cincinnati—are taking steps to attract this generation and boost local economies by prioritizing public transit, bike lanes and walkable streets.

Denver has made public transit a central part of its downtown development—making it easy for Millennials to walk, bike and take the bus during their daily commutes. Denver’s Regional Transportation District (RTD) has built up an expansive bus system, a downtown light rail, and an airport shuttle service, putting the Denver-Aurora area at the top of U.S. News & World Report’s list of cities for public transportation in 2011.¹ Denver’s Union Station has been transformed into a transit hub connecting many of the city’s public transit systems.² Millennials in Denver are more likely than older generations to use transit, bike or

walk to work, and, as quoted by the Denver Business Journal, Tami Door, CEO of the Downtown Denver Partnership, says, “Access to a variety of transportation options is central to maintaining Denver’s status as one of the most desired cities for Millennials.”³ Denver’s population of young, educated people increased by 47 percent between 2000 and 2014.⁴

The Twin Cities—Minneapolis and St. Paul—are seeing a significant jump in their population of young people, in part due to investments in public transit infrastructure. In the past decade, Minneapolis has expanded access to train, bus and light rail systems, and residents are now able to plan trips and find real-time updates through the transit agency’s website.⁵ A bike-sharing program called “Nice Ride” is now available in the Twin Cities, and car-sharing options like Minnesota-based “HourCar” make it easier for car-less residents to access one when necessary.⁶ This focus on better transit options has lured a younger workforce to the city—between 2000 and 2010, the city added more than 20,000 college grads aged 25 to 34.⁷ More than 3,400 new apartments have been

added in the Twin Cities since January 2014, home to many young people.⁸

Good transit options make Pittsburgh an attractive and affordable place to live for Millennials.⁹ According to Census data, Millennials drive significantly less in Pittsburgh than members of the previous Gen X generation.¹⁰ In 2013, the city received a \$15 million grant from the U.S. Department of Transportation to build a transit center in the East Liberty neighborhood of the city that will link bus lines with a bus rapid transit system. Pittsburgh built three new protected bike lanes that make car-free commuting easier, and the city is taking steps to install a new bus rapid transit line connecting Oakland and downtown Pittsburgh.¹¹ City planners are also preparing for an influx of new residents along the transit corridor by connecting 366 new apartments to the transit center by a pedestrian bridge.¹²

In Ohio, Cincinnati is also beginning to invest in public transportation that can meet the needs of a Millennial population by building a new streetcar system.¹³ Workers, visitors and residents will have more opportunities to navigate downtown without a car once the system is running, and, when combined with the city's investment into new transit hubs that encourage multi-modal connections, the streetcar is an important piece of a larger transition in the way Cincinnati plans for its transportation future.¹⁴ Cincinnati, a city full of universities and companies with potential

jobs for skilled young workers, is taking a step in the right direction.

Ohio planners recognize that attracting Millennials to the state has important implications for Ohio's economic future. Terry Foegler is an Ohio city planner and was a member of the Mid-Ohio Regional Planning Commission committee that prepared a report on Ohio's future population growth; as quoted in *The Columbus Dispatch*, he comments, "From a regional perspective, our ability to attract and retain young talent will be one of the strongest factors to predict our economic success."¹⁵ Developers in the state are also responding to the demands of young people to live in more walkable communities. As reported by *The Columbus Dispatch*, real-estate developer Brent Crawford says, "It used to be that companies located where the CEO wanted to live...Now, it's what the employees want, and they want to leave the office and walk to restaurants and bars and shopping, all in one location, and live close to where they work."¹⁶

Ohio communities should look to the examples of cities across the country that are listening to the needs of Millennials. A transit system that offers widely accessible services, multi-modal hubs and real-time information is what this generation increasingly expects of the place they call home, and that is the direction Ohio needs to go if it is to compete on the national stage for a young skilled workforce that can help build long-term economic prosperity.

The Millennial Generation Values Transportation Options

Ohio's colleges and universities produce large numbers of skilled, well-educated young people capable of building the state's 21st century economy. Increasingly, those young people are looking to live in places where they can have access to a variety of transportation options.

A study released by the Rockefeller Foundation and Transportation for America showed that the majority of Millennials—those born between 1983 and 2000, now age 14 to 31—are willing to move to another city if this means better access to transportation options.¹⁷ Millennials make up close to a quarter of the U.S. population, 26 percent of Ohio's population, and a significant portion of the state's future, educated workforce.¹⁸

Ohio can do more to attract young people. The population of 25 to 34 year-olds with bachelor's degrees in the nation's 51 largest metropolitan areas grew by 25 percent on average from 2000 to 2012. While the Cincinnati metro area has experienced an average amount of population growth among this college-educated group between 2000 and 2012,

the Columbus metro area has seen only a 13 percent increase and the Cleveland metro area has barely experienced any increase (0.9 percent).¹⁹ Places that attract a young, educated workforce also more effectively attract private businesses who want to hire members of this key demographic; in this way, Millennials are linked to urban revitalization.²⁰ In order to build communities that this critical population wants to live in, diverse transportation choices must be part of the plan.

Millennials Are Driving Less

The Millennial generation prefers to drive less and bike, walk and take public transit more. They are more likely to use multiple forms of transit to reach their destinations, and, when they do drive, their car trips tend to be shorter.²¹ These travel trends are significantly different than the habits of older generations, and they are driving national changes in transportation use.

National trends show that Millennials are less dependent on their cars:

- 77 percent of Millennials travel via car, compared with 92 percent of Generation Xers and 90 percent of Baby Boomers, according to a 2013 survey by the Urban Land Institute (ULI).²²
- The average number of vehicle miles travelled by young people (16 to 34 year-olds) decreased from 10,300 miles to 7,900 between 2001 and 2009—a drop of 23 percent.²³
- Fewer Millennials are getting drivers' licenses. The number of 16-24 year olds with drivers' licenses in 2011 dropped to 67 percent, the lowest level since at least 1963.²⁴

Millennials Are Using Public Transportation, Biking and Walking More Than Older Generations

In addition to leading less car-centric lifestyles, Millennials across America are embracing public transportation, walking and biking. They are more likely to take public transit and to use multiple forms of transportation to reach their destinations:

- 20 percent of Millennials take public transit once a week or more, compared with 7 percent of Generation Xers and 10 percent of Baby Boomers.²⁵
- A 2014 survey by TransitCenter found that those under 30 used transit roughly two to three times more

frequently than those aged 30 to 60 in every region of the country.²⁶

- Nearly one out of five Millennials (19 percent), according to the ULI survey, bikes at least once a week, compared with 16 percent of Generation Xers and 12 percent of Baby Boomers.²⁷
- According to a survey of Millennials in six urban areas, 69 percent of respondents said they use multiple transportation modes to reach a destination at least a few times per week.²⁸

Millennials Are Interconnected

The Millennial generation is also technology-savvy and interconnected, and this has an impact on their transportation choices. According to a report by Barkley's marketing firm, Millennials are 2.5 times more likely to be early adopters of a new technology than are older generations.²⁹ Technology-enabled transportation services—like mobile apps with real-time information on public transportation, car-sharing services like Zipcar, ride-sharing apps like Zimride and services such as Lyft and Uber that connect riders to drivers—more efficiently link people to their transportation, biking and walking options. Tech-savvy Millennials are primed to take advantage of these tools.³⁰ The opportunity to get out from behind the wheel of a car also allows Millennials to stay connected while travelling. With many buses and trains increasingly incorporating free wireless internet connections, access to public transportation facilitates Millennials' ability to multi-task and use mobile devices during their commutes.

Ohio's college students share similar opinions and values to these national profiles of the Millennial generation. Ohio

stands a better chance of retaining those young people if the state takes steps to expand access to transportation options.

Survey Results: College Students Want to Live in Communities with Transportation Choices

Home to 170 accredited schools and learning centers, Ohio has the potential to attract and retain many young and educated people who will help to grow the state's economy.³¹ Our survey of Ohio college students from 10 universities in the state suggests that offering frequent and conveniently located public transportation options can make communities more attractive to young, educated college graduates.

To better understand the views of Ohio college students regarding driving and public transportation, the Ohio PIRG Education Fund surveyed 500 students at 10 of the state's universities, including public and private schools spread geographically across the state. Most of our surveys—93 percent—were collected at Ohio State University, Kent State University and Oberlin College. The vast majority of the students we surveyed (94 percent) were full-time students, and slightly more than half of them (53 percent) commuted to campus. The majority of students own cars (69 percent of students that we surveyed), and 92 percent plan to own a car after graduation. While the survey was not

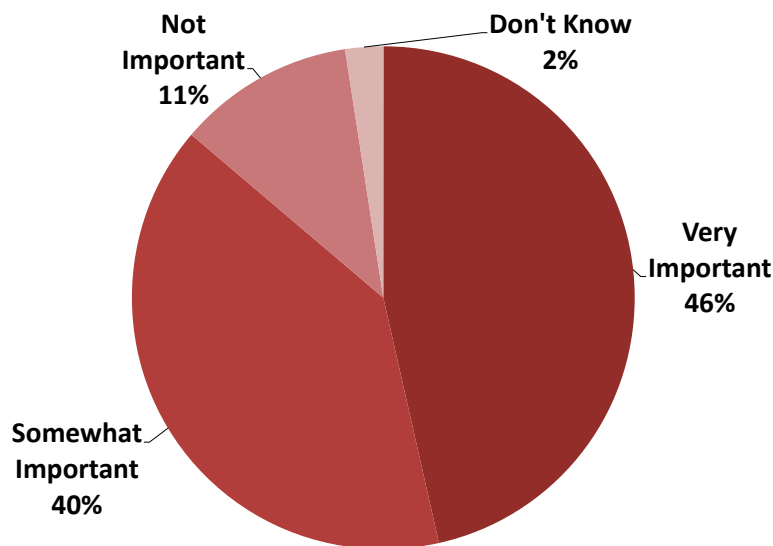
done with a scientifically selected sample, the results of our survey are consistent with the results of other polls, suggesting that the Millennial generation is seeking a different transportation future, one that allows them to drive less and take transit, bike and walk more, and that these preferences are priorities when considering where to live and work.³²

Many students want to live in places where they have transportation options other than driving after graduation. **An overwhelming majority of students surveyed, 86 percent, said it would be “very important” or “somewhat important” for them to live in a place where they could get around without driving after graduation.** (See Figure 1.) This trend is consistent with Millennials' national preferences for multi-modal cities.

Public transportation, biking and walking are critical transportation tools for students while they are in school.

- 45 percent of students with jobs use public transportation “very often” or “sometimes” to get to work—which is

Figure 1: How Important Is It for Students to Live in a Place with Other Transportation Options besides Driving After Graduation?



a significantly higher percentage than the 6 percent of people nationally who opt to use public transportation for work commutes.³³ (See Figure 2.)

- 85 percent of student respondents indicated that it was “somewhat important” or “very important” to have a transportation option other than a car to get around.
- More student respondents reported walking, biking or taking public transportation to class than reported driving to class.

Students are concerned about the cost of driving. They are also looking for opportunities to stay connected while in travel.

- It is “somewhat important” or “very important” for 90 percent of student respondents to avoid or reduce costs associated with having a car, such as

maintenance, repair, gas, insurance and parking. (See Figure 3.)

- Most students surveyed—66 percent—responded that it is important for them to engage in other activities while traveling, which is an opportunity afforded by public transportation ridership and isn’t a safe option for drivers.

Even students who currently drive would be open to using public transportation if it ran more frequently or stopped closer to their home or workplace. **Many students who do not currently use public transportation would consider using it if transit were more convenient:**

- 52 percent of student respondents who drive or ride in a car to school said they would be “very likely” to take public transportation if it were more convenient. Overall, 84 percent of student respondents said they would

Figure 2: How Often Do Ohio Students with Jobs Use Public Transit to Get to Work?

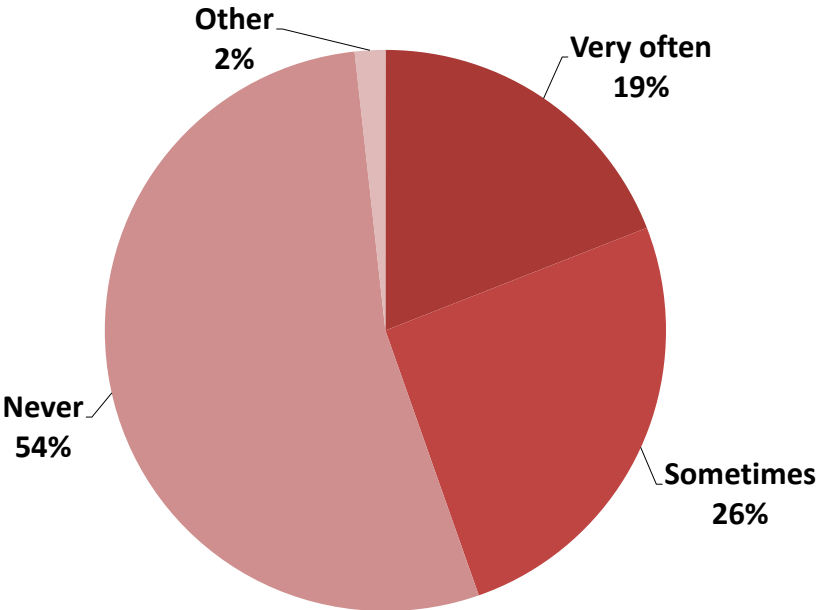
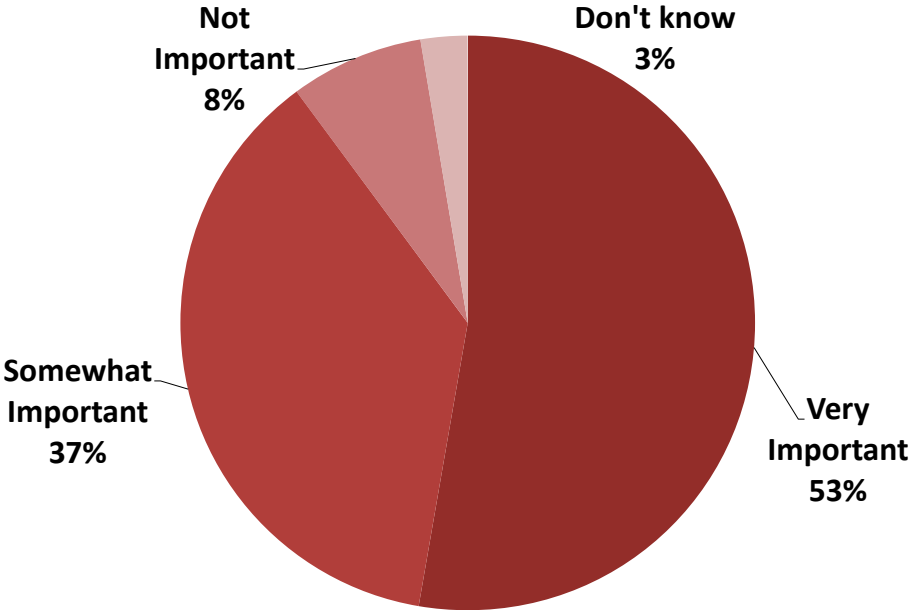


Figure 3: How Important Is It for Ohio Students to Reduce the Costs Associated with Having a Car?



be “somewhat likely” or “very likely” to use it if it were more convenient.

- Faster and more frequent public transportation options would help meet students’ needs. When asked why they do not use public transportation to get to class, student respondents most commonly indicated that it takes too long. (See Figure 4.)

Environmental concerns may be the impetus for some students’ transportation choices, as most students recognize the environmental damage caused by driving. When asked if they are concerned about environmental impacts, such as air pollution, global warming, smog and water pollution, caused by driving, 53 percent of students surveyed said they were “very

concerned.” 91 percent of students surveyed were either “somewhat concerned” or “very concerned.” (See Figure 5.) Even student respondents who currently do not use public transit say they would be compelled by the environmental advantages of public transit if it better served their needs—88 percent of such students surveyed said that the environmental impacts would influence their decision to take public transportation if it were more convenient.

The results of this survey show that students in Ohio want to live in places with a diverse range of transportation options. Students are concerned that driving causes environmental damage, most choose not to drive to school and even more would use public transportation if it were more convenient. While many students own

Figure 4: Why Don’t Students Who Drive Use Public Transportation?³⁴

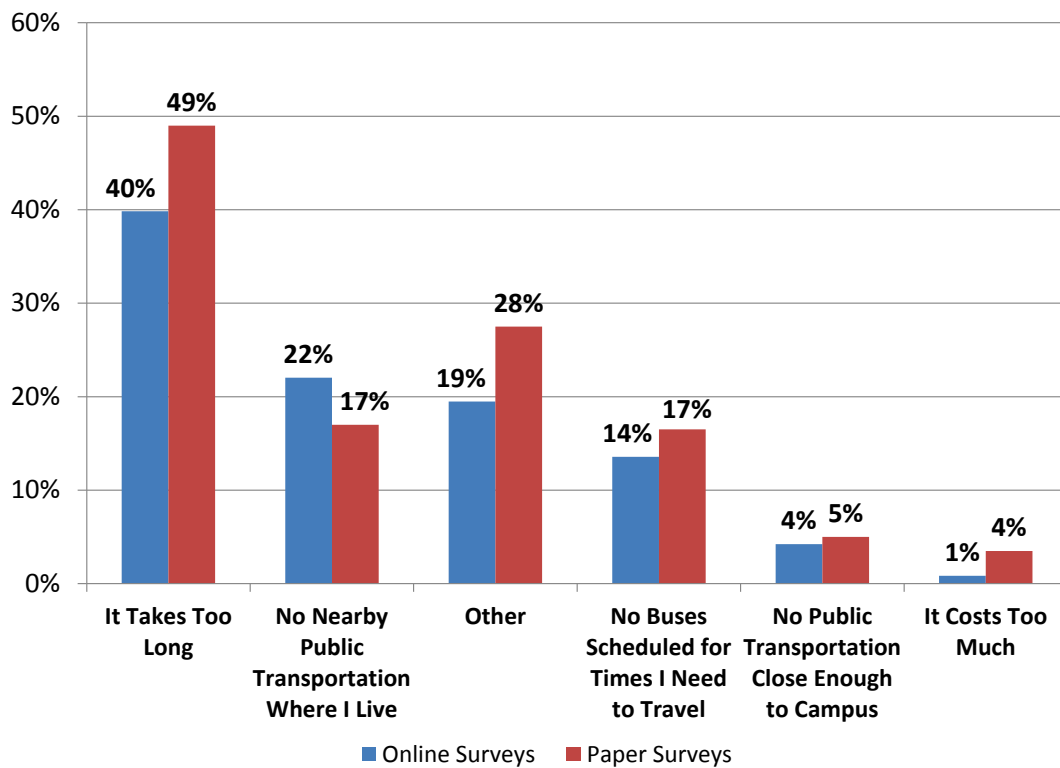
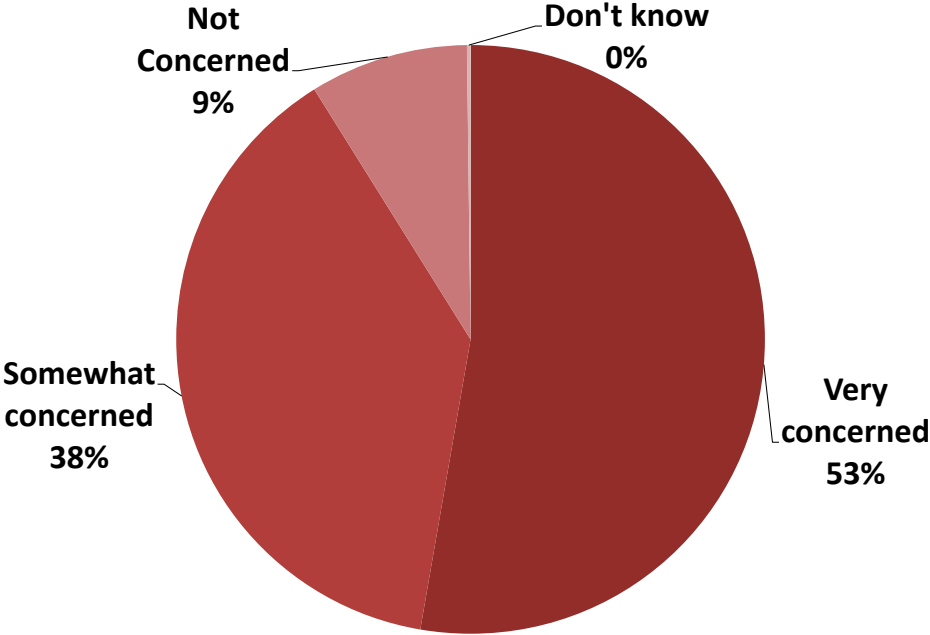


Figure 5: How Concerned Are Students about the Environmental Impacts of Driving?



cars, respondents answered that it is important for them to live in a place where they do not need to drive. Policymakers in Ohio must respond to the ways in which

driving patterns have changed; they must expand access to public transportation, or risk losing these young, educated people to other parts of the country.

Ohio's Transportation Investment Priorities Should Reflect Current Demands

Americans' driving patterns have changed dramatically in the past decade, but transportation planning has not changed at the same pace. After a period of rapid growth in vehicle-miles traveled from 1970-2004, driving has stagnated, or even dropped, in many states across the country.³⁵ Ohio is no different; from 2007-2013, the number of vehicle-miles traveled per capita fell by 0.5 percent.³⁶ However, despite changing driving patterns, and stagnant population growth, Ohio continued to expand its highways and roads while drastically cutting its public transit budget. This spending pattern is not serving the transportation preferences of Ohio's recently graduated student population.

Ohio's Public Transit Systems Are Underfunded

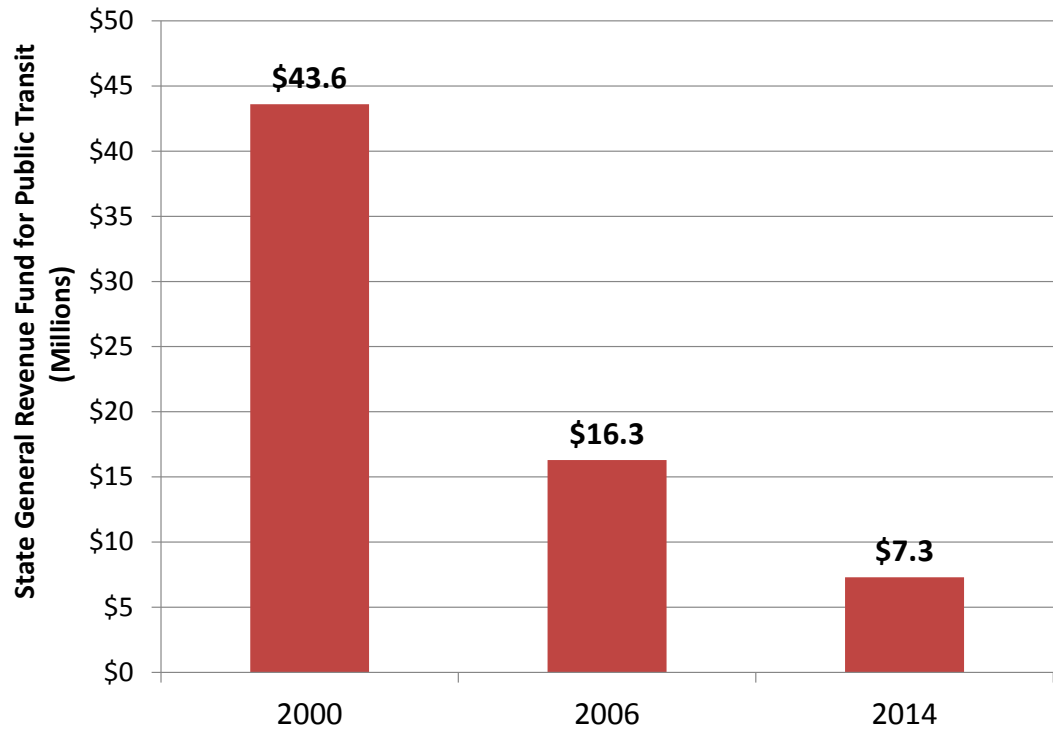
State transportation spending in Ohio does not currently reflect young Ohioans' preferences for more public transportation. While ridership on public transit

has been increasing in Ohio cities, the state's monetary contribution toward its public transit budget has dropped precipitously.³⁷ In 2014, the state contributed just \$7.3 million from its general revenue fund (GRF) to transit services—83 percent less than in 2000. (See Figure 6.)

Ohio's contribution from the state's GRF for public transportation was \$7.3 million in 2014, forcing local transit authorities to further increase fares and cut services.³⁸ In 2014, Ohio provided less state funding for transit than most states—equivalent to \$0.63 per Ohioan (ranking it 38th out of 51 states, including the District of Columbia).³⁹ Funding for the staff and administration of the Ohio Department of Transportation's (ODOT's) transit program similarly dropped from \$1.2 million in 2000 to \$345,000 in 2014. These cuts in funding for Ohio's public transit systems and the ODOT's transit program severely limit the number of transit services that the ODOT can fund.⁴⁰

Millennials are increasingly seeking to use public transportation, and the state of Ohio has not done enough to make that possible. Backward priorities have left Ohio's

Figure 6: Ohio's Contribution of State General Revenue Funds to Public Transit Dropped 83 Percent between 2000 and 2014



transportation system in a downward spiral: less funding forces transit agencies to cut services, which further reduces revenue from riders and causes more service cuts. These policies will only hurt Ohio's efforts to attract the skilled young workers that the state needs to boost its economy in the years to come.

Ohio Wastes Scarce Transportation Funds Prioritizing Highway Expansion

Ohio has misspent scarce transportation funds by prioritizing funding for highway expansion in recent years, and Governor Kasich continues to ignore changing driving trends by funding new and wider

highways. After decades of subsidizing unnecessary highway expansion, the state finds itself with a \$1.6 billion highway budget deficit.⁴¹ Under Governor Kasich's Jobs & Transportation Plan, the Ohio Department of Transportation will borrow \$1.5 billion from future Ohio Turnpike revenue, match it with \$1.5 billion in federal funds, and invest virtually all (more than 90 percent) of the money into road projects throughout Ohio.⁴²

Although some of the funding under this plan will go towards road reconstruction and modernization, new highway projects and road-widening projects are a significant part of the plan. One of those proposed projects is Cleveland's Opportunity Corridor—a \$331 million, five-lane road that would run through an area of the city where vehicle-miles traveled have been stagnant for more than a decade, and

where residents have called out for access to public transportation instead.⁴³ The funds from this project would be better used as an investment in Ohio's public transit infrastructure; the ODOT's *Ohio Statewide Transit Needs Study* calls for additional funding in 2015 to repair the existing fleet of public transit vehicles, expand transit options and meet public demand for transit that currently remains unmet.⁴⁴

Ohio Cities Should Follow the Lead of Ohio Universities that Have Met the Demands of Their Student Populations

Unlike the state government, Ohio's colleges and universities have focused on

meeting the preferences of Millennials by providing transit rider discounts for students, expanding bike lanes and offering vehicle sharing. At Miami University in Oxford, students who present their school ID card ride local public transit for free. In 2010, Kent State started a free bikeshare program for students to use on campus. Meanwhile, at least eight colleges and universities around the state have teamed up with carshare services to give students the flexibility of using a car when they need one, without owning one.⁴⁵ Students are beginning to expect a variety of transportation options at their schools and, come graduation, will expect the same of the city in which they live. Ohio's policymakers should follow the lead of these universities, giving those students a reason to stay in the state beyond graduation.

Policy Recommendations

In order to attract and retain youth into the state and create a prosperous state economy, Ohio must provide transportation options that can keep Millennials connected and keep their transportation expenses down. Ohio's universities are a natural resource of skilled workers—state transportation policies should meet the needs of these young people and others like them. As our survey shows, this generation of students is interested in driving less, and biking, walking and using public transit more. If Ohio continues down its current transportation path, the state will fall even further behind in the diversity of transit options it has to offer newcomers.

State planning officials and city councilmembers should boost Ohioans' access to transportation choices by taking the following actions:

- *Revisit transportation plans.* Many existing transportation plans continue to reflect outdated assumptions that the growth in the number of miles driven will continue to outpace population growth over time. Officials at all levels

should revisit transportation plans to ensure that they reflect recent declines in driving and new understandings of the future demand for travel. Lawmakers should put a hold on the Ohio Jobs & Transportation Plan projects until the necessity of each project has been evaluated based on estimates of travel demand that reflect recent changes in driving patterns. Money originally allocated for canceled projects should go to meeting other transportation needs, such as repairing existing infrastructure and expanding Ohioans' access to transportation choices.

- *Fund public transit systems and walking and biking infrastructure.* Public transportation is an important part of what makes cities attractive to a young workforce. The Ohio Department of Transportation (ODOT) estimates that an additional \$273.5 million from state and federal funds is necessary to update the state's transit vehicles and that funding for public transportation from all state and federal sources will need to double between 2012 and

2025 to get Ohio on track toward a 21st century public transportation system.⁴⁶ Investing in diverse transportation options, like bike and pedestrian lanes and new transit routes, can meet Millennials' growing preferences to drive less.

- *Use innovative travel tools and services to offer better services.* New technologies and techniques provide transportation officials with new tools to address transportation challenges. ODOT and local transportation planners should encourage the use of carsharing, bikesharing and ride-sharing and provide real-time travel

information for public transit via smartphone.

- *Ohio colleges and universities should partner with surrounding communities to expand access to public transit.* Many colleges and universities are already meeting the needs of their student bodies by creating diverse transportation options; expanding these to include neighboring cities and towns will make Ohio a more attractive destination for a recently graduated workforce. The state should support such university partnerships with surrounding communities to expand public transportation infrastructure.

Appendix: Methodology and Survey Results

The data were collected online and via in-person surveys at 10 Ohio colleges and universities. The Ohio PIRG Education Fund collected 200 surveys online from Ohio State University, Ohio State University at Newark, University of Cincinnati, Columbus College of Art and Design, Miami University, Ohio University at Athens, Capital University, Columbus State Community College, Kent State University and Oberlin College. The survey was forwarded to student mailing lists and faculty (who forwarded the survey to students). Paper surveys

were collected in-person from Kent State students (90 surveys) and Ohio State University students (210 surveys) over a period of 2-3 weeks. The number of responses collected varies across questions, as many students skipped some questions. There were three questions for which online respondents could select only one answer, while paper survey respondents were allowed to select more than one answer. For these questions—3, 4 and 14—the results of the paper surveys and the online surveys are tabulated separately.

Student Transportation Survey

1. Do you go to school full-time or part-time? (n = 496)

- a. Full-time (466, 94%)
- b. Part-time (30, 6%)

2. What type of student are you? (n = 494)

- a. Commuter (260, 53%)
- b. Resident (234, 47%)

3 (Online). How do you get to school? (n = 194, one response allowed)

- a. Public transportation (31, 16%)
- b. Drive myself and park (58, 30%)
- c. Driven by my friend, family member, etc. (4, 2%)
- d. Bike (33, 17%)
- e. Walk (53, 27%)
- f. Other (15, 8%)

3 (Paper). How do you get to school? (n = 299, multiple responses allowed)

- a. Public transportation (67, 22%)
- b. Drive myself and park (74, 25%)
- c. Driven by my friend, family member, etc. (9, 3%)
- d. Bike (38, 13%)
- e. Walk (188, 63%)
- f. Other (5, 2%)

4 (Online). If you drive or get a ride to school, what is the reason you don't use public transportation? (n = 118, one response allowed)

- a. There is no nearby public transportation where I live (26, 22%)
- b. There is no public transportation close enough to campus (5, 4%)
- c. It takes too long (47, 40%)
- d. There are no buses scheduled for the times I need to travel (16, 14%)
- e. It costs too much (1, 1%)
- f. Other (23, 19%)

4 (Paper). If you drive or get a ride to school, what is the reason you don't use public transportation? (n = 200, multiple responses allowed)

- a. There is no nearby public transportation where I live (34, 17%)
- b. There is no public transportation close enough to campus (10, 5%)
- c. It takes too long (98, 49%)
- d. There are no buses scheduled for the times I need to travel (33, 17%)
- e. It costs too much (7, 4%)
- f. Other (55, 28%)

5. How important is it to you to avoid or reduce costs associated with having a car, such as maintenance, repair, gas, insurance and parking? (n = 493)

- a. Very important (260, 53%)
- b. Somewhat important (183, 37%)
- c. Not important (37, 8%)
- d. Don't know (13, 3%)

6. If public transportation were more convenient, how likely would you be to use public transportation to get to school? (n = 487)

- a. Very likely (253, 52%)
- b. Somewhat likely (156, 32%)
- c. Not likely (60, 12%)
- d. Don't know (18, 4%)

7. How important is it for you to have transportation options other than an automobile to get around? (n = 494)

- a. Very important (239, 48%)
- b. Somewhat important (180, 36%)
- c. Not important (60, 12%)
- d. Don't know (15, 3%)

8. How often do you use public transportation to get to work? (n = 492)

- a. I don't have a job (93, 19%)
- b. Very often (76, 15%)
- c. Sometimes (102, 21%)
- d. Never (214, 43%)
- e. Other (7, 1%)

**9. Do you currently own a car?
(n = 493)**

- a. Yes (342, 69%)
- b. No (151, 31%)

10. Do you plan to own a car after you graduate? (n = 489)

- a. Yes (448, 92%)
- b. No (41, 8%)

11. After graduation, is it important to you to live in a place where there are other options for getting around besides driving? (n = 493)

- a. Very important (229, 46%)
- b. Somewhat important (196, 40%)
- c. Not important (56, 11%)
- d. Don't know (12, 2%)

12. How concerned are you about the environmental impacts of driving, such as air pollution, global warming, smog and water run-off? (n = 495)

- a. Very concerned (261, 53%)
- b. Somewhat concerned (190, 38%)
- c. Not concerned (43, 9%)
- d. Don't know (1, < 1%)

13. If public transportation were more convenient to you, how would the environmental impacts of driving influence your decision to take public transportation? (n = 491)

- a. It would greatly influence my decision (236, 48%)
- b. It would somewhat influence my decision (194, 40%)
- c. It would not influence my decision (43, 9%)
- d. I don't know (18, 4%)

14 (Online). If you do take public transportation to get to school, how do you think it could be improved? (n = 145, one response allowed)

- a. More frequent service (51, 35%)
- b. More/different routes (33, 23%)
- c. Lower cost (3, 2%)
- d. Fewer delays (8, 6%)
- e. Extended hours (14, 10%)
- f. Schedules more clearly posted (16, 11%)
- g. Other (20, 14%)

14 (Paper). If you do take public transportation to get to school, how do you think it could be improved? (Multiple Responses Allowed) (n = 262, multiple responses allowed)

- a. More frequent service (147, 56%)
- b. More/different routes (102, 39%)
- c. Lower cost (48, 18%)
- d. Fewer delays (79, 30%)
- e. Extended hours (78, 30%)
- f. Schedules more clearly posted (76, 29%)
- g. Other (13, 5%)

15. During time you spend traveling, is it important to you to engage in other activities? (n = 487)

- a. Yes (322, 66%)
- b. No (165, 34%)

Table A-1: Number of Respondents by Campus

Schools Surveyed: Ohio State University, Ohio University, Oberlin College, Miami University, Kent State, Columbus State Community College, Columbus College of Art and Design, and Capital University (200 online surveys, 210 paper surveys from OSU, and 90 paper surveys from Kent State for a total of 500 surveys collected)	
Campus	Respondents
Ohio State University	210 paper, 125 online
Ohio University at Athens	5 online
Miami University	2 online
Kent State	90 paper, 3 online
Columbus State Community College	8 online
Columbus College of Art and Design	5 online
Capital University	10 online
Ohio State University, Newark	1 online
Oberlin College	40 online
University of Cincinnati	1 online

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