Results of the 2013-14 Campus Travel Survey Are Available Now

What is the Campus Travel Survey?

The UC Davis Campus Travel Survey is a joint effort by the Transportation & Parking Services (TAPS) and the Sustainable Transportation Center, part of the Institute of Transportation Studies at UC Davis. Since 2007 the survey has been administered each fall by a graduate student at the Institute of Transportation Studies. The main purpose of the survey is to collect annual data on how the UC Davis community travels to campus. Over the past six years, the travel survey results have been used to guide decision making as it pertains to transportation planning and infrastructure project. Additionally, the survey is an important tool for ITS research projects, prioritization of infrastructure projects on campus and in the City of Davis and for accurately reporting campus carbon emissions.

Some of the results from the 2013-14 taught us that:

- Approximately 47% of the people traveling to campus on an average weekday commute by bike, whereas only 24% drive alone.
- The average UC Davis commuter generates 7.6 lbs. of CO2 equivalent emissions each day, down from 12 lbs. of CO2e per person in 2007.
- Approximately 4 people travel to campus per vehicle on an average weekday, which is significantly more than the average vehicle ridership at other campuses.

Your Feedback Matters!

In addition to findings related to general travel patterns of students and employees, the Annual Campus Travel Survey collects information about mode choice and barriers to alternative transportation. This section of the survey allows members of the campus community to voice their opinions about transportation issues such as bicycle safety, parking or barriers to using alternative modes of transportation. Some projects that have resulted from the Campus Travel Survey have been:

- The inception of the Bicycle Education and Enforcement Program (BEEP) and resulting bicycle safety education course (available at bikesafety.ucdavis.edu) and increased bicycle enforcement.
- The addition of a flexible short-term parking option with the EasyPark Personal Parking Meter.
- Dedicated funding for roadways used by Unitrans buses.
- Increased contribution of funds for bicycle infrastructure projects, such as increased and improved bicycle parking areas and the installation of the first green bike lanes in Davis.
- Expansion of the campus core to improve the safety and circulation of bicyclists, pedestrians and transit.

It is important that we continue to receive the valuable information provided in the results of the Campus Travel Survey, however, over time response rates have decreased each year. The 2014-15 Campus Travel Survey will be circulated to a randomly selected sample of the campus population within the next couple of weeks. Please take a moment to make your voice heard, as transportation issues affect every member of the campus community.

Complete results of the 2013-14 Campus Travel Survey can be found at:  
http://www.its.ucdavis.edu/research/publications/publication-detail/?pub_id=2347
Results of the 2013-2014 Campus Travel Survey

2013-14 Overall Campus Mode Share
On an average weekday, about 37,173 people physically travel to campus, of those traveling to campus the following modes are used:

- 5.3% Carpool
- 18% Bus
- 23.9% Drive Alone
- 47% Bike
- 4.9% Walk
- 1% Train

Change in Share of Bicycle Commuters
Since the first Campus Travel Survey was administered in 2007 the percentage of the population commuting by bike has grown significantly.

- 2007: 38% Bike
- 2014: 47% Bike

New Bicycle Infrastructure

Average Vehicle Ridership Over Time

Average Vehicle Ridership (AVR) represents the ratio of the number of people arriving on campus to the number of personal vehicles brought to campus. If everyone drove by themselves to campus, the campus AVR would be equal to 1. Values greater than 1 indicate more carpooling or the use of alternative modes of transportation.

C02 Emissions Over Time
Each year the Campus Travel Survey is used to estimate the amount of carbon dioxide-equivalent emitted from commuting to campus.