

**2024 University of Wisconsin-Milwaukee Transportation Survey
Summary of Commute Impacts for UWM Greenhouse Gas Inventory**

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Background

The UW-Milwaukee (UWM) Transportation Survey is a survey of the commuting practices of the entire UWM community, including students, faculty, and staff. The survey is used to collect key data used in UWM's Greenhouse Gas Inventory and to inform the campus's transportation initiatives. The survey gathers information about modes of transportation to campus, the distance from place of residence to campus, and attitudes regarding walking, bicycling, and taking the bus to UWM. Knowledge gained from the survey is intended to help UWM offer better transportation amenities, incentives, and programs to the campus population.

The UWM Transportation Survey was first conducted by the UWM Office of Sustainability in Fall 2008. Subsequent surveys have been conducted in Fall 2012, Fall 2014, Fall 2017, Fall 2020, and Fall 2024. The main parts of this document describe the 2024 survey, which was conducted by the UWM Department of Urban Planning for UWM Campus Planning & Capital Budget and the UWM Office of Sustainability. One of the final sections provides a historical overview of the transportation modes used by campus commuters from 2008 to 2024.

Survey Design

Qualtrics survey software was used to design the 2024 UWM Transportation Survey. The survey included a combination of quantitative and qualitative (open-ended) questions. These questions captured the following information about individual respondents:

- Role at UWM (e.g., student, staff, faculty)
- Primary mode of transportation to campus
- Difference in mode of transportation by day
- Percentage of time spent using different transportation modes throughout the semester
- One-way commute distance
- Changes in commute habits over time
- Demographics
- Reported levels of satisfaction with commuting
- Support for redesigning streets to achieve traffic safety and environmental goals

While some of the 2024 UWM Transportation Survey questions were new, a core set of questions have been asked consistently since the survey was first conducted in 2008. These questions include respondent status at UWM, primary mode of transportation to campus, and one-way commute distance. The full survey instrument is included in Appendix A.

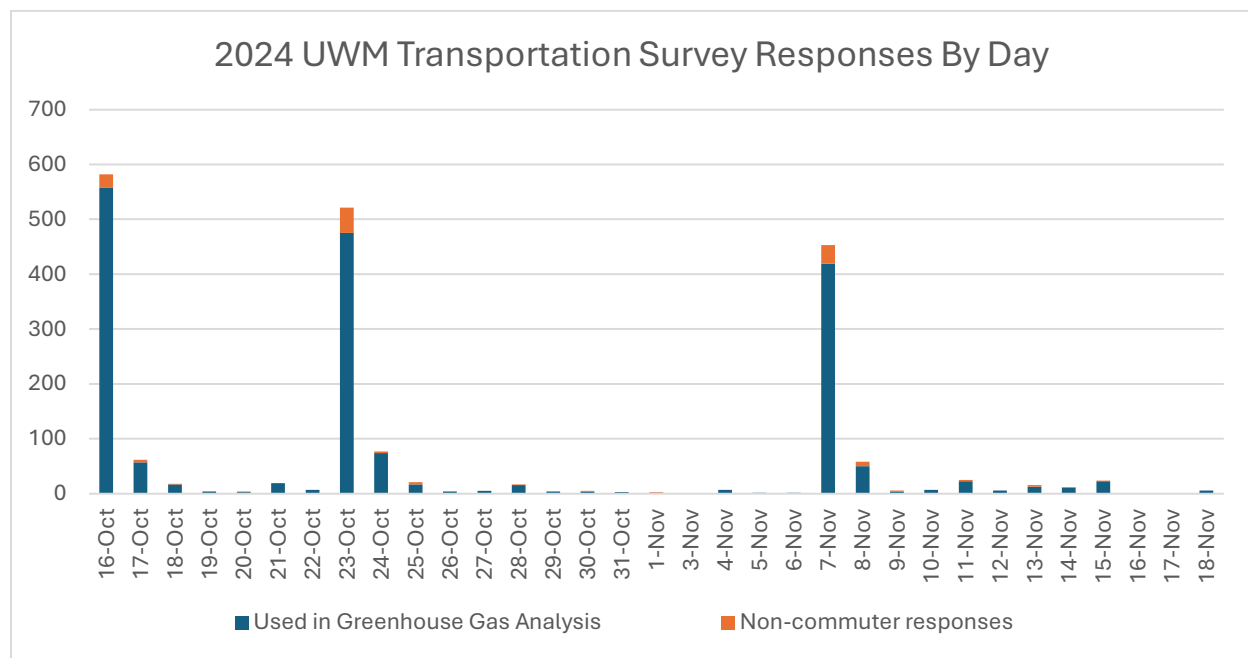
Survey Distribution

Like previous iterations of the UWM Transportation Survey, the target population for the 2024 survey was all UWM students, faculty, and staff on all UWM campuses. Based on the fall 2024 headcount, there were 22,882 students (22,285 on campuses in Milwaukee, including the main Kenwood Campus, and 597 on the Waukesha County campus), 2,977 staff, and 627 faculty.¹

¹ Staff include Instructional Academic Staff, Non-Teaching Academic Staff, Limited Appointment, Blue Collar, Clerical, Professional, Supervisory, and Classified LTE categories. Staff do not include student workers. This classification of staff has been updated from previous transportation survey reports to provide a more accurate reflection of who is likely to consider themselves to be "staff" when answering the survey (Instructional Academic Staff = 935; Non-Instructional Academic Staff =

The survey was designed to capture commuting information from people who commute regularly as well as people who mostly worked or studied from home, though detailed questions focused on regular commuters. We distributed the survey to the campus community by sending an anonymous Qualtrics survey link to all UWM e-mail addresses. The survey was initially distributed on Wednesday, October 16, 2024. Follow-up reminder emails were distributed one week later Wednesday, October 23, 2024, and finally on Thursday, November 7, 2024. The survey remained open from October 16 until November 18, a total of 33 days. Throughout this period, 2,206 unique people opened the survey, while 2,126 consented to participate and answered at least one question, resulting in a raw response rate of 8.0% of the total campus population (2,126 of 26,486 people). After cleaning (described later), 1,983 responses were considered valid responses for further analysis.

Figure 1 summarizes the number of responses by day. The highest number of responses were received the first day of distribution. Other spikes in responses occurred on October 23, and November 7 when reminder emails were distributed. The reminder e-mails stated that the survey would close on November 13. A small surge in responses occurred on November 16 and 17, possibly due to people realizing that the deadline had passed but still wanting to register a response. For this reason, the survey was not closed officially until the end of November 17.



This chart includes the 1,983 valid responses: 1,816 used in the greenhouse gas analysis and the 167 responses of non-commuters (detailed below).

907; Research Academic Staff = 122; University Staff Permanent = 598; University Staff Project = 14; University Staff Temporary = 229; Limited Appointee = 172). Faculty include Tenured Faculty, Tenured Executive, and Non-Tenured Faculty categories. This classification of faculty has been updated from previous transportation survey reports to provide a more accurate reflection of who is likely to consider themselves to be “faculty” when answering the survey.

Table 1. Survey Responses for UWM Students, Faculty, and Staff

Classification	Campus Head Count	Raw Response	Raw Response Rate	Raw Responses Removed	Responses Used for Greenhouse Gas Inventory	Greenhouse Gas Inventory Response Rate
Student	22,882	1,178	5.1%	233	945	4.1%
Faculty	627	185	29.5%	9	176	28.1%
Staff	2,977	763	25.6%	68	695	23.3%
<i>Total</i>	<i>26,486</i>	<i>2,126</i>	<i>8.0%</i>	<i>310</i>	<i>1,816</i>	<i>6.9%</i>

Data Analysis

Of the **2,126** valid survey responses, **1,983** respondents finished the survey. The following 143 respondents were removed from the total valid responses because they either lived on campus (Sandburg Hall) or did not indicate where they lived.

- 119 indicated that they lived in Sandburg Hall
- 24 did not indicate where they lived

Of the **1,983** complete responses, **1,816** (6.6% of the campus population) were determined to be complete enough to use for the greenhouse gas inventory commuting analysis. The following 167 responses were excluded:

- 138 indicated that they were remote only or did not commute
- 29 indicated that they usually worked from home

Table 2. Commute status by campus in Fall 2024

Campus	Percentage of respondents from each campus			
	Commuted ¹	Did not commute ²	Number of responses	
I typically work from home	47%	53%	150	
Kenwood Campus (main Milwaukee campus)	98.5%	1.5%	1,639	
School of Continuing Education	93%	7%	15	
School of Freshwater Sciences	100%	0%	22	
University Services & Research Building	85%	15%	13	
UWM at Waukesha Campus	92%	8%	25	
Zilber School of Public Health	100%	0%	27	
Other	85%	15%	74	
Remote Only	0%	100%	18	
Total	%	94%	6%	100%
	N	1,845	138	1,983

¹Commuted: Includes the 1,845 respondents included in the analysis, including the 29 who indicated that they commuted in Fall 2024 but mostly worked from home.

²Did not commute: Includes the 138 respondents who indicated they did not commute at all in Fall 2024.

Table 3. Mode share of all respondents in Fall 2024

Commute Mode	Mode Share of Respondent Type		
	Student	Faculty	Staff
Bicycle	4.5%	14.6%	4.3%
Walk ¹	9.5%	14.1%	5.1%
Drive alone ²	30.1%	50.8%	68.4%
Carpool	1.8%	4.3%	2.6%
Bus ³	30.6%	5.4%	6.8%
Drop-off ⁴	2.3%	2.2%	2.5%
Other/Unknown mode	1.7%	3.8%	1.3%
Usually worked from home ⁵	0.9%	1.1%	2.1%
Remote/Did not commute ⁶	7.0%	2.7%	6.6%
Total responses ⁷	1,178	185	763

¹Walk: Includes walk/run, wheelchair, and skateboard/longboard.

²Drive alone: includes personal vehicle with driver only and motorcycle/scooter.

³Bus: Includes bus and UWM Shuttle.

⁴Drop-off: Includes personal vehicle drop off and rideshare drop-off (e.g. Uber, Lyft).

⁵Usually worked from home: Includes those that indicated that they commuted in Fall 2024 but mostly worked from home.

⁶Did not commute: Includes those that indicated that they did not commute in Fall 2024

⁷Total responses = 2,126. This total includes the 1,816 respondents who commuted, the 138 respondents who did not commute to campus for the Fall 2024 semester, 29 respondents who usually worked from home, and 143 who lived on campus or had an unknown commuting situation. The percentages for each mode are based on the totals in the bottom row.

Table 4. Mode share of all respondents who commuted in Fall 2024

Commute Mode	Mode Share of Respondent Type		
	Student	Faculty	Staff
Bicycle	5.6%	15.3%	4.7%
Walk ¹	11.9%	14.8%	5.6%
Drive alone ²	37.5%	53.4%	75.1%
Carpool	2.0%	4.5%	2.9%
Bus ³	38.1%	5.7%	7.5%
Drop-off ⁴	2.9%	2.3%	2.7%
Other/Unknown mode	2.1%	4.0%	1.4%
Total responses ⁵	945	176	695

¹Walk: Includes walk/run, wheelchair, and skateboard/longboard

²Drive alone: Includes personal vehicle with driver only and motorcycle/scooter

³Bus: Includes bus and UWM shuttle

⁴Drop-off: Includes personal vehicle drop off and rideshare drop-off (e.g., Uber, Lyft)

⁵ Total responses = 1,816. Compared to Table 3, this table does not include the 138 respondents who did not commute to campus for the Fall 2024 semester, 29 respondents who usually worked from home, or 143 who lived on campus or had an unknown commuting situation. The percentages for each mode are based on the totals in the bottom row.

Table 5. Mode share of all respondents who commuted in Fall 2020

Commute Mode	Mode Share of Respondent Type		
	Student	Faculty	Staff
Bicycle	4.7%	12.5%	3.9%
Walk ¹	13.8%	13.3%	6.0%
Drive alone ²	44.0%	65.8%	79.9%
Carpool	1.8%	0.8%	1.9%
Bus ³	31.8%	5.0%	4.8%
Drop-off ⁴	3.0%	1.7%	3.2%
Other	0.8%	0.8%	0.2%
Total responses ⁵	981	120	463

¹Walk: Includes walk/run, wheelchair, and skateboard/longboard

²Drive alone: Includes personal vehicle with driver only and motorcycle/scooter

³Bus: Includes bus and UWM shuttle

⁴Drop-off: Includes personal vehicle drop off and rideshare drop-off (e.g., Uber, Lyft)

⁵Total responses: These totals include 1,683 respondents. They did not include the 119 respondents who indicated that they usually worked from home. The percentages for each mode are based on the totals in the bottom row.

Commute Distance

Faculty respondents had the highest average one-way distance traveled to campus for all modes of transportation combined (14.1 miles), followed closely by staff (13.6 miles). The average distance traveled for students was much shorter (9.2 miles). As expected, people who drove alone or carpooled tended to have the longest commutes, and people who walked and bicycled tended to have the shortest commutes.

Table 6. Average One-Way Commute Distance to UWM Campus by Respondent Primary Mode

Commute Mode	Average Distance (mi)		
	Students	Faculty	Staff
Bicycle	2.5	2.6	2.4
Walk ¹	0.9	0.7	1.0
Drove alone ²	16.3	18.0	15.9
Carpool	15.5	15.8	12.8
Bus ³	4.7	4.0	4.9
Drop-off ⁴	13.7	10.2	9.8
Other ⁵	28.3	66.2	33.3
Total Average	9.2	14.1	13.6
Total Responses ⁶	929	174	694

¹Walk: Includes walk/run, wheelchair, and skateboard/longboard

²Drive alone: Includes personal vehicle with driver only and motorcycle/scooter

³Bus: Includes bus and UWM shuttle

⁴Drop-off: Includes personal vehicle drop off and rideshare drop-off (e.g., Uber, Lyft)

⁵Other: Includes commuter train

⁶Total responses: These totals include 1,797 respondents. They do not include 310 respondents who indicated that they were remote/did not commute, usually worked from home, or lived on campus.

There are exceptions to the general trend of automobile users having the longest commutes. For example, 10.9% of students, 13.3% of faculty, and 9.0% of staff who drove alone to UWM commuted 5 miles or less (Table 7). There are also small portions of people who drive alone over commute distances of 2 miles or less and 3 miles or less. These particular groups of short-distance drivers may have the potential to shift to other modes (since many other short-distance commuters already walk, bicycle, and take the bus), representing an opportunity to increase sustainable commuting to UWM. The proportions of drivers who commuted short distances in Fall 2024 are lower among all respondent types than in Fall 2020.² This may be due to on-campus parking being more available in 2020 for short-distance commuters due to high levels of remote classes and work during COVID-19 pandemic.

Table 7. Percent of Automobile Users Who Commuted Short Distances, Driver only

Distance	Students	Faculty	Staff
2 miles or less	2.6%	1.1%	3.9%
3 miles or less	5.5%	5.6%	6.8%
5 miles or less	10.9%	13.3%	9.0%

Commute Frequency

We analyzed how frequently respondents commuted to and from campus (counting the trips to and from campus separately). Student respondents made the most trips to and from campus per week with an average of 8.4 trips (i.e., students came to campus an average of about 4 times per week). Faculty and staff made slightly fewer trips to and from campus than staff with an average of 7.3 and 7.5 trips per week, respectively. The average number of trips was higher in Fall 2024 than in Fall 2020 for all respondent types. This may be indicative of post-COVID-19 pandemic travel trends. Table 8 shows the commute frequency for each primary mode of transportation used by UWM students, faculty, and staff.

² The percentages of students, faculty, and staff automobile users who commuted 5 miles or less in 2020 were 28.2%, 31.6%, and 22.6%, respectively.

Table 8. Commute Frequency to and from UWM Campus per Week¹

Commute Mode	Average Number of Trips		
	Students	Faculty	Staff
Bicycle	7.6	8.3	7.5
Walk	9.0	8.1	7.2
Drove alone	7.5	7.3	7.6
Carpool	7.0	5.7	6.6
Bus	9.5	7.2	8.0
Other	3.5	4.7	3.3
Total Average	8.4	7.3	7.5
Total Responses ²	929	174	694

¹In this table, trips to and from UWM are considered separately, so one round-trip commute to and from UWM is two trips.

²Total responses: These totals include 1,797 respondents. They do not include 310 respondents who indicated that they were remote/did not commute, usually worked from home, or lived on campus.

Historic Mode Share Comparison

Our final analysis shows UWM commute mode share trends over time for students (Table 9), staff (Table 10), and faculty (Table 11). We used older versions of the UWM Transportation Survey to summarize respondent mode shares from 2008, 2012, 2014, 2017, 2019, and 2020.³ We reported the 2024 mode shares from the 2024 survey.

Note that the UWM Transportation Survey has generally improved over time through changes to survey questions, response options, and the overall survey organization. However, these changes make direct comparisons over time challenging. Still, the core question about the main mode used by campus commuters has stayed relatively consistent through each iteration of the survey, so we summarize the mode shares from this question as consistently as possible. The footnotes to each table describe key differences in how the responses were categorized each year.

Note that the 2019 and 2020 data reported in this section is somewhat different than the sections above. The primary difference is that previous tables exclude respondents who did not report their commute distance so that the data can be used to assess greenhouse gas emissions. However, all respondents who report a commute mode are included in this section because this analysis focuses only on mode shares and does not use information about commute distances. Any other slight differences from the 2019 and 2020 data presented above are also due to making the mode share comparisons across surveys as consistent as possible.

³There was no survey in 2019, but the 2020 survey asked respondents to recall how they commuted to campus in 2019.

Table 9. UWM Fall Semester Primary Commute Mode: Student Respondents, 2008-2024

	2008	2012	2014	2017	2019	2020	2024
<i>Total Responses Included as Commuters¹</i>	3012	3511	2375	1820	1095	1233	945
Drive Alone²	40.7%	37.7%	41.9%	44.0%	42.6%	42.4%	37.5%
Carpool³	2.4%	3.6%	3.7%	4.2%	4.4%	5.4%	4.9%
Bicycle	4.7%	6.0%	3.6%	5.3%	3.0%	4.1%	5.6%
Bus⁴	33.1%	31.0%	38.8%	34.1%	38.4%	32.6%	38.1%
Walk⁵	18.8%	21.4%	12.1%	11.4%	10.8%	14.4%	11.9%
Other⁶	0.3%	0.2%	0.0%	0.9%	0.9%	1.1%	2.1%
<i>Responses not Included as Commuters</i>							
<i>Did not commute/Worked remotely⁷</i>	22	23	45	284	10	1617	94
<i>Lived on campus⁸</i>	n/a	n/a	250	138	n/a	283	139
<i>No response to commute mode⁹</i>	80	163	40	157	14	105	0
Total Students (for reference)	29265	29145	28042	25412	26167	24725	22882
Student mode share response rate	10.6%	12.7%	9.7%	9.4%	4.3%	13.1%	3.3%

¹These totals include all respondents who reported commuting to campus and provided their primary commute mode for the fall semester. The percentages for each mode are based on these totals. Note that only students who were enrolled in classes in the fall semester were included.

²Drive alone: Includes personal vehicle with driver only and motorcycle/scooter.

³Carpool: Includes carpool; also specifically includes rideshare and personal vehicle drop-off in 2020 and 2024.

⁴Bus: Includes bus and UWM shuttle.

⁵Walk: Includes walk/run, wheelchair, and skateboard/longboard. In 2008 and 2012, this category may include students who lived in Sandburg Hall or Purin Hall on the main Kenwood Campus, which could explain the higher walk mode share in those years.

⁶Other: Includes commuter rail (Amtrak Hiawatha line between Milwaukee and Chicago), e-scooter, other modes not listed, and multiple-mode combinations specified by respondent (respondent chose not to report a single, primary mode).

⁷Did not commute/worked remotely: The 2008 and 2012 surveys did not include "work from home" as a response option. For 2008 and 2012, this category includes respondents who reported "Never" as the frequency of using their primary commute mode. For 2014, this category includes students who answered "Not applicable, my classes and studies are off campus" and staff/faculty who answered "Not applicable (e.g., I primarily work from home)" for the campus they most often commute to. For 2017, this category includes respondents who answered "I usually work from home (I don't usually commute)" directly to the commute mode question. For 2019, this category includes respondents who at least occasionally commuted to UWM but answered "I usually work/take classes from home (I don't usually commute)" as their primary commute mode. Respondents who were employed or enrolled at UWM but didn't commute in 2019 belong in this category but may have been missed due to the question's location in the survey. For 2020, this category includes respondents who said "I have not commuted to UWM. I have completely/mostly worked or participated in classes remotely." It also includes respondents who at least occasionally commuted to UWM but answered "I usually work/take classes from home (I don't usually commute)" as their primary commute mode. For 2024, this category includes respondents who said, "I have not commuted to UWM. I have completely/mostly worked or participated in classes remotely." It also includes respondents who at least occasionally commuted to UWM but answered "I usually work/take classes from home (I don't usually commute)".

⁸Lived on Campus: Includes students who lived in Sandburg Hall or Purin Hall on the main Kenwood Campus. Note that the 2008 and 2012 surveys did not identify students who lived on campus, so many of them may be included in the "walk" mode

category in those survey years. For 2019, the survey did not ask respondents if they lived on campus, so we do not know how students who lived in dorms in 2019 reported their commute mode.

⁹No response to commute mode means that the respondent provided their role on campus but did not give a commute mode. In 2024 survey, there were no respondents who reported their role but did not give a commute mode however, there were nine respondents who started the survey but did not report their role or commute mode.

Table 10. UWM Fall Semester Primary Commute Mode: Staff Respondents, 2008-2024

	2008	2012	2014	2017	2019	2020	2024
<i>Total Responses Included as Commuters</i> ¹	824	594	930	1090	955	487	695
Drive Alone ²	66.4%	65.7%	64.0%	67.2%	72.4%	79.9%	75.1%
Carpool ³	5.9%	6.9%	8.3%	7.4%	5.4%	4.9%	5.6%
Bicycle	4.0%	5.9%	5.2%	5.4%	3.0%	4.3%	4.7%
Bus ⁴	15.9%	16.3%	15.3%	12.3%	12.8%	4.9%	7.5%
Walk ⁵	7.8%	5.2%	7.1%	6.1%	5.3%	5.7%	5.5%
Other ⁶	0.0%	0.0%	0.2%	1.5%	1.0%	0.2%	1.4%
<i>Responses not Included as Commuters</i>							
<i>Did not commute/Worked remotely</i> ⁷	4	2	2	21	2	646	66
<i>Lived on campus</i>	-	-	-	-	-	-	2
<i>No response to commute mode</i>	8	0	14	27	8	28	0
<i>Total Staff (for reference)</i> ⁸							
	2945	3017	3084	2894	3141	2919	2,977
<i>Staff mode share response rate</i>	28.4%	19.8%	30.7%	39.3%	30.7%	39.8%	23.3%

¹These totals include all respondents who reported commuting to campus and provided their primary commute mode for the fall semester. The percentages for each mode are based on these totals.

²Drive alone: Includes personal vehicle with driver only and motorcycle/scooter.

³Carpool: Includes carpool; also specifically includes rideshare and personal vehicle drop-off in 2020 and 2024

⁴Bus: Includes bus and UWM shuttle.

⁵Walk: Includes walk/run, wheelchair, and skateboard/longboard.

⁶Other: Includes commuter rail (Amtrak Hiawatha line between Milwaukee and Chicago), e-scooter, other modes not listed, and multiple-mode combinations specified by respondent (respondent chose not to report a single, primary mode).

⁷Did not commute/worked remotely: The 2008 and 2012 surveys did not include "work from home" as a response option. For 2008 and 2012, this category includes respondents who reported "Never" as the frequency of using their primary commute mode. For 2014, this category includes students who answered "Not applicable, my classes and studies are off campus" and staff/faculty who answered "Not applicable (e.g., I primarily work from home)" for the campus they most often commute to. For 2017, this category includes respondents who answered "I usually work from home (I don't usually commute)" directly to the commute mode question. For 2019, this category includes respondents who at least occasionally commuted to UWM but answered "I usually work/take classes from home (I don't usually commute)" as their primary commute mode. Respondents who were employed or enrolled at UWM but didn't commute in 2019 belong in this category but may have been missed due to the question's location in the survey. For 2020, this category includes respondents who said "I have not commuted to UWM. I have completely/mostly worked or participated in classes remotely." It also includes respondents who at least occasionally commuted to UWM but answered "I usually work/take classes from home (I don't usually commute)" as their primary commute mode. For 2024, this category includes respondents who said, "I have not commuted to UWM. I have completely/mostly worked or participated in classes remotely." It also includes respondents who at least occasionally commuted to UWM but answered "I usually work/take classes from home (I don't usually commute)".

⁸Staff include Instructional Academic Staff, Non-Teaching Academic Staff, Limited Appointment, Blue Collar, Clerical, Professional, Supervisory, and Classified LTE categories. Staff do not include student workers. This classification of staff has been updated from previous transportation survey reports to provide a more accurate reflection of who is likely to consider themselves to be "staff" when answering the survey. The classification is consistent across all years listed in the table.

⁹No response to commute mode means that the respondent provided their role on campus but did not give a commute mode. In 2024 survey, there were no respondents who reported their role but did not give a commute mode however, there were nine respondents who started the survey but did not report their role or commute mode.

Table 11. UWM Fall Semester Primary Commute Mode: Faculty Respondents, 2008-2024

	2008	2012	2014	2017	2019	2020	2024
<i>Total Responses Included as Commuters</i> ¹	404	59	253	277	267	130	176
Drive Alone ²	59.4%	55.9%	55.7%	61.0%	64.8%	67.7%	53.4%
Carpool ³	3.2%	3.4%	4.3%	4.7%	3.4%	3.1%	6.8%
Bicycle	10.4%	13.6%	11.1%	13.0%	9.0%	11.5%	15.3%
Bus ⁴	13.4%	16.9%	12.3%	10.5%	10.1%	4.6%	5.7%
Walk ⁵	12.9%	10.2%	15.0%	9.7%	11.6%	12.3%	14.8%
Other ⁶	0.7%	0.0%	1.6%	1.1%	1.1%	0.8%	4.0%
<i>Responses not Included as Commuters</i>							
<i>Did not commute/Worked remotely</i> ⁷	0	0	2	15	1	197	7
<i>Lived on campus</i>	-	-	-	-	-	-	2
<i>No response to commute mode</i>	2	0	4	8	2	7	0
Total Faculty (for reference) ⁸	824	874	860	736	757	729	627
Faculty mode share response rate	49.3%	6.8%	30.1%	40.8%	35.7%	45.8%	28%

¹These totals include all respondents who reported commuting to campus and provided their primary commute mode for the fall semester. The percentages for each mode are based on these totals.

²Drive alone: Includes personal vehicle with driver only and motorcycle/scooter.

³Carpool: Includes carpool; also specifically includes rideshare and personal vehicle drop-off in 2020 and 2024.

⁴Bus: Includes bus and UWM shuttle.

⁵Walk: Includes walk/run, wheelchair, and skateboard/longboard.

⁶Other: Includes commuter rail (Amtrak Hiawatha line between Milwaukee and Chicago), e-scooter, other modes not listed, and multiple-mode combinations specified by respondent (respondent chose not to report a single, primary mode).

⁷Did not commute/worked remotely: The 2008 and 2012 surveys did not include "work from home" as a response option. For 2008 and 2012, this category includes respondents who reported "Never" as the frequency of using their primary commute mode. For 2014, this category includes students who answered "Not applicable, my classes and studies are off campus" and staff/faculty who answered "Not applicable (e.g., I primarily work from home)" for the campus they most often commute to. For 2017, this category includes respondents who answered "I usually work from home (I don't usually commute)" directly to the commute mode question. For 2019, this category includes respondents who at least occasionally commuted to UWM but answered "I usually work/take classes from home (I don't usually commute)" as their primary commute mode. Respondents who were employed or enrolled at UWM but didn't commute in 2019 belong in this category but may have been missed due to the question's location in the survey. For 2020, this category includes respondents who said "I have not commuted to UWM. I have completely/mostly worked or participated in classes remotely." It also includes respondents who at least occasionally commuted to UWM but answered "I usually work/take classes from home (I don't usually commute)" as their primary commute mode. For 2024, this category includes respondents who said, "I have not commuted to UWM. I have completely/mostly worked or participated in classes remotely." It also includes respondents who at least occasionally commuted to UWM but answered "I usually work/take classes from home (I don't usually commute)".

⁸Faculty include Tenured Faculty, Tenured Executive, and Non-Tenured Faculty categories. This classification of faculty has been updated from previous transportation survey reports to provide a more accurate reflection of who is likely to consider themselves to be "faculty" when answering the survey. The classification is consistent across all years listed in the table.

⁹No response to commute mode means that the respondent provided their role on campus but did not give a commute mode. In 2024 survey, there were no respondents who reported their role but did not give a commute mode however, there were nine respondents who started the survey but did not report their role or commute mode.

Support for Traffic Safety and Environmentally Friendly Transportation Systems

Two new questions in the 2024 UWM Transportation Survey asked how much respondents supported redesigning streets to achieve two different goals: traffic safety and the environment.

Specifically, Question 22 stated: “Communities throughout the United States, including Milwaukee, are redesigning streets to improve traffic safety. Changing how streets look and function is intended to reduce reckless driving, reduce speeding, and reduce injuries to drivers, passengers, bicyclists, and pedestrians. To what degree do you support this goal?” Question 23 stated: “Communities throughout the United States, including Milwaukee, are redesigning streets to create more environmentally-friendly transportation systems. Changing how streets look and function is intended to reduce greenhouse gas emissions by making pedestrian, bicycle, and bus travel more convenient and comfortable. To what degree do you support this goal?” The response options were presented as a Likert scale from “strongly oppose” to “strongly support”.

A total of 1,814 responses recorded for both questions, including 938 students. More than three out of four faculty (81%), staff (78%), and students (80%) either supported or strongly supported redesigning streets to improve traffic safety (Table 12). The highest proportion of participants selected “strongly support”, and less than 10% of each group either opposed or strongly opposed this goal.

More than four out of five faculty (85%), staff (83%), and students (81%) either supported or strongly supported redesigning streets to create more environmentally-friendly transportation systems (Table 13). The highest proportion of participants selected “strongly support”, and less than 10% of each group either opposed or strongly opposed this goal.

Table 12. Support for redesigning streets to improve traffic safety

	Faculty	Staff	Student
Strongly support	61.8%	51.4%	53.5%
Support	18.8%	26.2%	26.4%
Neutral	11.2%	16.4%	15.5%
Oppose	4.1%	3.3%	1.5%
Strongly oppose	4.1%	2.7%	3.1%
Total Responses	170	706	938

"Communities throughout the United States, including Milwaukee, are redesigning streets to improve traffic safety. Changing how streets look and function is intended to reduce reckless driving, reduce speeding, and reduce injuries to drivers, passengers, bicyclists, and pedestrians. To what degree do you support this goal?"

Table 13. Support for redesigning streets to create more environmentally-friendly transportation systems

	Faculty	Staff	Student
Strongly support	61.2%	52.3%	49.8%
Support	23.5%	30.2%	31.2%
Neutral	9.4%	12.3%	14.3%
Oppose	2.4%	2.1%	1.8%
Strongly oppose	3.5%	3.1%	2.9%
Total Responses	170	706	938

"Communities throughout the United States, including Milwaukee, are redesigning streets to create more environmentally friendly transportation systems. Changing how streets look and function is intended to reduce greenhouse gas emissions by making pedestrian, bicycle, and bus travel more convenient and comfortable. To what degree do you support this goal?"

Appendix A. UW-Milwaukee Transportation Survey Instrument

**University of Wisconsin–Milwaukee
Consent to Participate in Online Research**

Study Title: 2024 UW-Milwaukee Transportation Survey

Researchers: Jen Francis & Robert Schneider

We're inviting you to take a survey for research. This survey is completely voluntary. There are no negative consequences if you don't want to take it. If you start the survey, you can always change your mind and stop at any time.

What is the purpose of this study?

The UW-Milwaukee (UWM) Transportation Survey is a survey of the commuting practices of the entire UWM community, including students, faculty, and staff. The data are used to conduct UWM's Greenhouse Gas Inventory and to inform the campus's transportation and planning initiatives.

What will I do?

If you agree to participate, you will be asked to complete a survey that will take approximately 10 minutes. The questions will ask about your modes of transportation to campus, the distance from your residence to campus, and your attitudes regarding commuting to UWM.

Risks

Risks to participants are considered minimal. Collection of data and survey responses using the internet involves the same risks that a person would encounter in everyday use of the internet, such as breach of confidentiality. While the researchers have taken every reasonable step to protect your confidentiality, there is always the possibility of interception or hacking of the data by third parties that is not under the control of the research team. We're minimizing this risk in the following ways:

- Data is anonymous.
- We'll store all electronic data on a password-protected, encrypted computer.

Possible benefits

There will be no costs for participating, nor will you benefit directly from participating, though the knowledge gained could potentially result in UWM's ability to offer better transportation amenities, incentives, and programs to you and the campus population.

Estimated number of participants: The survey is being distributed to all UWM e-mail addresses.

How long will it take? Approximately 10 minutes.

Costs: None.

Compensation: None.

Future research: De-identified data (all identifying information removed) may be shared with other researchers. You won't be told specific details about these future research studies.

Where will data be stored? On the servers for the online survey software (Qualtrics) and on the researchers' computers.

How long will it be kept? Data will be retained on the Qualtrics website server through January 2025. Data transferred from the survey site will be saved on a password protected computer for perpetuity, or as long as deemed necessary for the Greenhouse Gas Inventory trend analyses or commuting research. Only the UWM Facilities Planning and Management, Office of Sustainability, and Department of Urban Planning, who are conducting the online survey, will have access to the information. However, the Institutional Review Board at UW-Milwaukee or appropriate federal agencies like the Office for Human Research Protections may review this study's records

Who can see my data?

- We (the researchers) will have access to de-identified data (no name, birthdate, specific address, etc.). This is so we can analyze the data and conduct the study.
- Agencies that enforce legal and ethical guidelines, such as:
 - The Institutional Review Board (IRB) at UWM
 - The Office for Human Research Protections (OHRP)
- We may share our findings in publications or presentations. If we do, the results will be de-identified (no names, birthdate, specific address, etc.). If we quote you, we'll use pseudonyms (fake names).

Questions about the research, complaints, or problems: Contact Jen Francis (Facilities Planning and Management) at 414-251-6970 / francis1@uwm.edu or Robert Schneider (Department of Urban Planning) at 414-977-7740 / rjschnei@uwm.edu.

Questions about your rights as a research participant, complaints, or problems: Contact the UWM IRB (Institutional Review Board) at 414-662-3544 / irbinfo@uwm.edu.

Please print or save this screen if you want to be able to access the information later.

IRB #: 18.072-UWM

IRB Approval Date: September 25, 2024

Agreement to Participate

Your participation is completely voluntary, and you can withdraw at any time.

To take this survey, you must be:

- At least 18 years old

If you meet these criteria and would like to take the survey, click the button below to start.

Thank you!

UWM Facilities Planning and Management & UWM Department of Urban Planning

The question below indicates that you are willing to participate in the survey.

Q1: Do you understand the information on the previous page and agree to participate in the 2024 UWM Transportation Survey?

(1) YES, I understand and agree to participate

(0) NO, I do not agree to participate

If Q1:0 NO Is Selected, Then Skip To End of Survey

This section provides background about your relationship with UWM.

Q2: What is your main affiliation with UW-Milwaukee (UWM)? (If you are a student and a full-time employee of UWM, please select the appropriate “faculty” or “staff” category below. If you are a student and a part-time employee of UWM, please select the “student” category.)

- (1) Student
- (2) University Staff
- (3) Faculty
- (4) Academic Staff – Teaching
- (5) Academic Staff – Non-Teaching

If Q2:1 Student Is Selected, Then Go To Q3. Otherwise, Skip To Q5.

Display If Q2:1 Student Is Selected

Q3: Are you enrolled in classes at UWM this semester (Fall 2024)?

- (1) Yes
- (0) No

If Q3:0 No Is Selected, Then Skip To Q19.

Display If Q2:1 Student Is Selected

Q4: Are you living in University housing this semester?

- (1) Yes, at Cambridge Commons
- (2) Yes, at RiverView Residence Hall
- (3) Yes, at Kenilworth Square Apartments
- (4) Yes, at Sandburg Hall
- (0) No, I do not live in University housing

If Q4:0 No, I do not live in University housing Is Selected, Then Skip to Q5.

Q4A: Do you have an automobile with you on campus or at your UWM residence this semester?

- (0) No
- (1) Yes

Display If Q4A:1 Yes Is Selected

Q4B: What are the reasons you have an automobile with you on campus or at your UWM residence? On a scale of 1 to 10, where 1= not a factor at all and 10= a major factor, please indicate how much each of the following factors are reasons that you have an automobile with you on campus or at your UWM residence.

Please move the bar to the number that best represents your answer. Q

- (1) Efficiency for traveling
- (2) Flexibility for my schedule
- (3) Comfort of traveling in my own space
- (4) Convenience of parking nearby where I live
- (5) Expectations of friends and family
- (6) Concerns about personal security with other types of transportation
- (7) Concerns about traffic safety with other types of transportation
- (8) Unfamiliar with other types of transportation, such as bus or bicycle

Display If Q4A:1 Yes Is Selected

Q4C: If there are any other reasons why you have an automobile with you on campus or at your UWM residence, please list it here. *(Optional)*

If Q4:4 Yes, at Sandburg Hall Is Selected, Then Skip to Q19.

This section is about commuting to UWM. For this survey, commuting refers to traveling between your home and UWM.

Q5: During the Fall 2024 semester, which UWM campus do you commute to most often?

- (0) I typically work from home
- (1) Kenwood Campus (main Milwaukee campus)
- (2) School of Freshwater Sciences
- (3) Zilber School of Public Health
- (4) School of Continuing Education
- (5) University Services & Research Building
- (6) UWM at Waukesha Campus
- (7) Other

Q6: Which of the following applies to you since Fall 2024 semester instruction began on September 3rd, 2024?

- (0) I have not commuted to UWM. I have completely/mostly worked or participated in classes remotely.
- (1) I have commuted to UWM.

If Q6:0 I have not commuted to UWM... Is Selected, Then Skip To Q17.

Q7: On a typical day during this semester (Fall 2024), what is the primary type of transportation that you use for commuting to UWM?

If your commute is split between several types of transportation (e.g., you drive to a park and ride, then take a bus to campus), please select the type of transportation you use for the greatest distance during your commute.

- (0) I usually work/take classes from home (I don't usually commute)
- (1) Personal vehicle (driver only, no passengers)
- (2) Carpool (driver and one or more passengers; all go to campus)
- (3) Rideshare vehicle drop-off (Uber/Lyft/taxi passenger; driver does not park on campus)
- (4) Personal vehicle drop-off (passenger; driver does not park on campus)
- (5) Bus
- (6) UWM Shuttle
- (7) Bicycle
- (8) Walk/Run
- (9) Wheelchair or other personal assistive device
- (10) Motorcycle/Motorized two-wheel scooter (e.g., Vespa)
- (11) Skateboard/Longboard
- (12) E-scooter (e.g., Lime, Spin)
- (13) Train (Amtrak)
- (14) Streetcar ("The Hop")
- (15) Other

Display If Q7:15 Other is selected

Q7A: Since you selected “Other” in your previous response, please list it here. *(Please write in the space below.)*

Display If Q7:1 Personal vehicle (driver only, no passengers) is selected

Q7B: What are the reasons that you commute by automobile to UWM? On a scale of 1 to 10, where 1= not a factor at all and 10= a major factor, please indicate how much each of the following factors are reasons that you commute by automobile to UWM.

Please move the bar to the number that best represents your answer.

- (1) Efficiency for traveling
- (2) Flexibility for my schedule
- (3) Comfort of traveling in my own space
- (4) Convenience of parking nearby where I go to work/school
- (5) Expectations of friends and family
- (6) Concerns about personal security with other types of transportation
- (7) Concerns about traffic safety with other types of transportation
- (8) Unfamiliarity with other types of transportation, such as bus or bicycle

Display If Q7:1 Personal vehicle (driver only, no passengers) is selected

Q7C: If there are any other reasons why you commute by automobile to UWM, please list them here. *(Optional)*

Display If Q7:5 Bus Is Selected

Q8: What type of bus do you take when commuting to UWM this semester?

- (1) Milwaukee County Transit System
- (2) Waukesha Metro Transit
- (3) Coach

Display If Q7:7 Bicycle Is Selected

Q9: Do you commute to UWM using bike share (i.e., Bublr Bikes)?

- (1) Yes, I usually commute using Bublr Bikes
- (0) No, I usually ride my own bike

Q10: Some people have different types of commutes on different days. During a typical week this semester (Fall 2024), what is the primary type of transportation that you use for commuting to UWM on each day? *(choose one for each day)*

	M	Tu	W	Th	F	Sa	Su
I do not work on UWM-related tasks							
I work from home							
Personal vehicle (driver only, no passengers)							
Carpool (driver and one or more passengers; all go to campus)							
Rideshare vehicle drop-off (Uber/Lyft/taxi passenger; driver does not park on campus)							
Personal vehicle drop-off (passenger; driver does not park on campus)							
Bus							

UWM Shuttle							
Bicycle							
Walk/Run							
Wheelchair or other personal assistive device							
Motorcycle/Motorized two-wheel scooter (e.g., Vespa)							
Skateboard/Longboard							
E-scooter (e.g., Lime, Spin)							
Train (Amtrak)							
Streetcar ("The Hop")							
Other							

Display If Q10 Personal vehicle or Carpool is NOT selected for any day

Q10A: Do you ever drive or get a ride in a personal automobile to commute to campus?

- (1) Yes, occasionally I commute to campus by automobile.
- (2) No, I never commute to campus by automobile.

If Q10A:2 No, I never commute to campus by automobile is Selected, Then Skip To Q12.

Q11: Where do you park your vehicle most often when driving or carpooling to UWM this semester?

- (0) I do not park because I am usually dropped off
- (1) On campus (UWM parking structures and surface lots)
- (2) Off campus (city streets on and around the UWM campus)
- (3) UWM Capitol-Humboldt UPARK park and ride lot
- (4) Milwaukee County Transit System park and ride lots
- (5) Waukesha County Transit/Coach USA park and ride lots
- (6) Other

Q12: Think about the total time you spend between leaving your door at home to entering a door at UWM on a typical day this semester (Fall 2024). What percentage of this time is spent using each of the following types of transportation?

	No ne (0%)	Som e, but <10 %	10 % to 49 %	50 % to 90 %	>90 %, but not all	All (100%)
Personal vehicle (driver only, no passengers)						
Carpool (driver and one or more passengers; all go to campus)						
Rideshare vehicle drop-off (Uber/Lyft/taxi passenger; driver does not park on campus)						

Personal vehicle drop-off (passenger; driver does not park on campus)							
Bus							
UWM Shuttle							
Bicycle							
Walk/Run							
Wheelchair or other personal assistive device							
Motorcycle/Motorized two-wheel scooter (e.g., Vespa)							
Skateboard/Longboard							
E-scooter (e.g., Lime, Spin)							
Train (Amtrak)							
Streetcar ("The Hop")							
Other							

Q13: People may spend different amounts of time at UWM on different days. During a typical week this semester (Fall 2024), how much time do you spend at UWM on each day? (*choose one for each day*)

	M	Tu	W	Th	F	Sa	Su
12 or more hours							
10.0 to 11.9 hours							
8.0 to 9.9 hours							
6.0 to 7.9 hours							
4.0 to 5.9 hours							
2.0 to 3.9 hours							
Less than 2 hours							
I did not spend any time at UWM							

*May change the view of this depending on the capabilities of Qualtrics (e.g. fill-in/highlight a week calendar in time increments.)

Q14A: How far is your typical commute to UWM this semester (Fall 2024)? (*Please estimate the closest one-way distance category.*)

- (1) Less than 2 miles
- (2) Approximately 2 miles
- (3) More than 2 miles

Display Only If **Q14A:1 Less than 2 miles is selected**

Q14B: Since you usually commute less than 2 miles to UWM this semester, please enter your best estimate of the distance you travel to UWM in the space below to the nearest tenth of a mile (for example, your response could be 0.3 miles or 1.4 miles).

Display Only If **Q14A:3 More than 2 miles is selected**

Q14C: Since you usually commute more than 2 miles to UWM this semester, please enter your best estimate of the distance you travel to UWM in the space below to the nearest mile (for example, if you commuted 6.7 miles, you would enter 7 miles).

Q15: How satisfied are you with your commute to UWM this semester (Fall 2024)? *(Please move the bar to the number that best represents your answer: 1= completely dissatisfied and 10= completely satisfied)*

Q16: Please expand on why you are satisfied or unsatisfied with commuting to UWM. *(Please write in the space below.)*

If Q6:1 I have commuted to UWM Is Selected, Then Skip To Q19.s

Q17: How satisfied are you with not commuting to UWM this semester (Fall 2024)? *(Please move the bar to the number that best represents your answer: 1= completely dissatisfied and 10= completely satisfied)*

Q18: Please expand on why you are satisfied or unsatisfied with not commuting to UWM. *(Please write in the space below.)*

This section is about changes in your commute habits over time. For this survey, commuting refers to traveling between your home and work/school.

Q19: Approximately how many years have you been at UWM?

- (1) Less than 1 year
- (2) 1.0 to 1.9 years
- (3) 2.0 to 4.9 years
- (4) 5.0 to 9.9 years
- (5) 10.0 to 19.9 years
- (6) 20 or more years

Q20: How have opportunities for online classes or meetings affected your commuting patterns?

- (0) They have not affected my commuting patterns
- (1) They have had a minor affect on my commuting patterns
- (2) They have had a major affect on my commuting patterns

Display Only If Q20:1 They have had a minor affect on my commuting patterns or Q20:2 They have had a major affect on my commuting patterns

Q20A: Please provide one sentence about how your commuting patterns changed with online class or meeting opportunities. *(Please write in the space below.)*

Q21: Since your first year at UWM, how has the amount you commute by driving a personal automobile changed?

- (0) It is still my first year at UWM
- (1) I drive more
- (2) I drive about the same amount
- (3) I drive less

Display Only If Q21:1 I drive more

Q21A: Please provide a brief description of why you drive more now than during your first year at UWM. *(Please write in the space below.)*

Display Only If Q21:3 I drive less

Q21B: Please provide a brief description of why you drive less now than during your first year at UWM. *(Please write in the space below.)*

This section is about perceptions of streets that you experience around campus or on your commute to UWM.

Q22: Communities throughout the United States, including Milwaukee, are redesigning streets to improve traffic safety. Changing how streets look and function is intended to reduce reckless driving, reduce speeding, and reduce injuries to drivers, passengers, bicyclists, and pedestrians. To what degree do you support this goal?

- (1) I strongly oppose this goal
- (2) I oppose this goal
- (3) I am neutral about this goal
- (4) I support this goal
- (5) I strongly support this goal

Q23: Communities throughout the United States, including Milwaukee, are redesigning streets to create more environmentally-friendly transportation systems. Changing how streets look and function is intended to reduce greenhouse gas emissions by making pedestrian, bicycle, and bus travel more convenient and comfortable. To what degree do you support this goal?

- (1) I strongly oppose this goal
- (2) I oppose this goal
- (3) I am neutral about this goal
- (4) I support this goal
- (5) I strongly support this goal

Q24: Please describe up to three changes that you have seen to streets around campus or on your commute to UWM in the last two years. If you have not seen any changes, please skip this question or write "none". *(Please write in the space below.)*

Q25: For each street change that you describe, please share what you think about this change. If you have not seen any changes, please skip this question or write "none". *(Please write in the space below.)*

Q26: Please expand on any of your answers in this section about your perceptions of streets around campus or on your commute to UWM. *(Please write in the space below.)*

This section will help us understand differences in commuting and travel preferences among different members of our campus community.

Q27: What is the zip code of your current residence?

Q28: What is the closest major street intersection to your current residence? *(please list two intersecting streets: e.g., Humboldt Blvd. & North Av.)*

Q29: How many adults (18 and over) currently live in your home? *(Please include all members of your household, including yourself.)*

- (1) 1
- (2) 2
- (3) 3
- (4) 4
- (5) 5 or more

Q30: How many children (17 and younger) currently live in your home?

- (0) 0
- (1) 1
- (2) 2
- (3) 3
- (4) 4
- (5) 5 or more

Q31: Do you have a bus pass (e.g., MCTS WisGo Card, a pre-paid bus pass through the Umo app, or other pre-paid bus pass)?

- (1) Yes
- (2) No

Q32: Do you have any disabilities or physical conditions preventing you from traveling by walking? *(select all that apply)*

- (1) Yes
- (2) No
- (3) Prefer not to answer

Q33: Select the statement that best represents your *access* to a reliable personal vehicle. Assume a personal vehicle is reliable if you can reasonably expect to reach your destination without any serious mechanical or safety issues.

- (1) I have access to one or more reliable personal vehicles that I do not share with anyone.
- (2) I share access to a reliable personal vehicle with only one other driver who I live with.
- (3) I share access to a reliable personal vehicle with more than one driver who I live with.
- (4) I share access to a reliable personal vehicle with at least one driver who I do not live with.
- (5) I do not have consistent access to a reliable personal vehicle.
- (6) I am unable to drive a personal vehicle.
- (7) Other

[Display Only if Q33: 1 I have access to one or more reliable personal vehicles that I do not share with anyone; 2 I share access to a reliable personal vehicle with only one other driver who I live with; 3 I share access to a reliable personal vehicle with more than one driver who I live with; 4 I share access to a reliable personal vehicle with at least one driver who I do not live with.]

Q34: Are any of the personal vehicles that you use electric vehicles (EVs)?

- (0) No
- (1) Yes

[Display only if Q34: 1 Yes]

Q35: Have you ever used your electric vehicle (EV) to commute to UWM?

- (0) No
- (1) Yes

[Display only if Q35: 0 No]

Q35A: Are there any barriers that prevent you from using your electric vehicle (EV) to commute to UWM? *(Please write in the space below.)*

[Display only if Q35: 1 Yes]

Q35B: Please describe your experience with either parking or charging your electric vehicle (EV) at UWM. *(Please write in the space below.)*

Q36: Select the statement that best represents your *access* to a reliable personal bicycle. Assume a personal bicycle is reliable if you can reasonably expect to reach your destination without any serious mechanical or safety issues.

- (1) I have access to one or more reliable personal bicycles that I do not share with anyone.
- (2) I share access to a reliable personal bicycle with only one other person who I live with.
- (3) I share access to a reliable personal bicycle with more than one person who I live with.
- (4) I share access to a reliable personal bicycle with at least one person who I do not live with.
- (5) I do not have consistent access to a reliable personal bicycle.
- (6) I am unable to ride a bicycle.
- (7) Other

Q37: How often do you use bike share (e.g., Bublr Bikes)?

- (0) Never
- (1) A few times per year
- (2) 1 to 4 times per month
- (3) 1 to 4 times per week
- (4) 5 or more times per week

Q38: With what gender do you identify yourself? *(Check all that apply.)*

- (1) Woman
- (2) Man
- (3) Another gender identity not listed here (please write in on next page)
- (4) Prefer not to answer

Display If Q38:3 Another gender identity not listed here is selected

Q38A: Since you selected "Another gender identity" in your previous response, please list it here. *(Please write in the space below.)*

Q39: What is your age?

- (1) _____ (Fill-in)
- (2) Prefer not to answer

Q40: Of these income groups, which best represents your total household income before taxes during the past 12 months?

- (1) Less than \$25,000
- (2) \$25,000 – \$49,999
- (3) \$50,000 – \$74,999
- (4) \$75,000 – \$99,999
- (5) \$100,000 – \$149,999
- (6) \$150,000 – \$199,999
- (7) \$200,000 or more
- (0) Prefer not to answer
- (-7) Don't know/not sure