

**LANE TRANSIT DISTRICT/LANE COMMUNITY COLLEGE SURVEY**  
***Methodology and Results***  
**December 1995**

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As one part of a continuing effort to better serve the transportation needs of Lane Community College (LCC) students, Lane Transit District (LTD) contracted with the Oregon Survey Research Laboratory (OSRL) to conduct a representative survey of students' travel modes, times and preferences, as well as their satisfaction with, and recommendations for, bus and alternative modes of travel to LCC. In addition, OSRL replicated two "student satisfaction" questions asked in other OSRL student surveys for use by LCC. 405 interviews were conducted with randomly chosen students November 30 - December 10, 1995. This section of the final report summarizes the survey methodology and examines the results.

***Survey Methodology***

***Survey Instrument***

Survey questions were drawn from other transportation studies conducted for LCC, as well as transportation questions developed for other surveys conducted by OSRL. Questions were developed in close consultation with LTD representatives Dan Tutt and Paul Zvonkovic and with LCC representative Craig Taylor. The survey instrument was pretested, revised, and pretested again with current and former students of LCC, as well as members of OSRL's staff and advisory committee.

The survey instrument comprised the following subject areas:

1. **How students travel to LCC**, including travel modes, trip origins, travel distances from home and work, travel time, travel days each week, and return trip modes;
2. **Bicycle use to LCC**, including ever ridden a bike to LCC and conditions under which students might ride a bike all the way to LCC or in a bike/bus combination;
3. **Bus use to LCC**, including ever ridden the bus, frequency of use, support for a discounted group bus pass program, how such a program would affect bus use to LCC, and how it would affect bus use to other destinations;
4. **Other alternative modes of travel to LCC**, such as vanpools and carpools;
5. **If LCC charged for parking**, how it would affect LTD bus use;
6. **Overall satisfaction with LTD**, including suggestions for improvement to LCC;
7. **Overall satisfaction with LCC**, including undergraduate teaching.
8. **Background information**, including age, employment, and presence of children age 12 or younger.

A facsimile of the survey instrument is provided in Section 3 of this documentation. All interviews were completely confidential, and human subjects approval was obtained from the University of Oregon Committee for the Protection of Human Subjects.

***Sample and Data Collection***

A random sample of 806 students and their telephone numbers was supplied by LCC from a list of all current students in November 1995. The sample and survey instrument were programmed into OSRL's computer-aided telephone interviewing (CATI) system and further pretested.

Interviewer training was conducted on November 28, 1995; see Section 4 for interviewer instructions.

Interviewing was conducted afternoons and evenings every day of the week November 30 - December 2 and

December 6 - 10, 1995. Altogether, 2,348 telephone calls were made to complete 411 interviews. Six completed interviews were unusable, for an effective sample size of 405. Among the original 806 telephone numbers, 106 were unusable because the number was wrong, disconnected, non-residential, the student was unable to be interviewed ever, or no one in the household matched the name of the student chosen. In another 83 cases, the student was ineligible because did not take classes at the LCC main campus, was not a current student, was taking only high school related classes, or was on the staff or faculty. The overall survey response rate was 69.2% and the refusal rate was 3.5%; see Section 5.

Survey sampling errors are calculated to assist data users in assessing how much confidence to place in a particular survey result. Large random samples reduce sampling error. Results for survey questions in which there is low variability also have less sampling error; for example, a variable with a 50/50 proportional split has wider confidence intervals than a variable with a 5/95 proportional split. For this study, the sampling error is  $\pm 4.8$  percentage points on a variable with a 50/50 proportional split (at the 95% confidence level). For a variable with a 5/95 proportional split, the sampling error is  $\pm 2.1$  percentage points.

### ***Survey Results***

This section provides an examination of the overall results of the survey, as well as detailed examination of sources of variation in the overall results. This analysis is organized around the survey subject areas presented on the preceding page. This analysis draws from the banner survey data in Section 6.

The banner data presented in Section 6 includes cross-tabulations of all survey questions by 14 common variables (origin of trip to LCC, method of travel to LCC, ever taken a bus to LCC (for those who do not usually), support for a discounted group bus pass, how such a pass would affect bus travel to LCC, whether respondents would consider alternative modes of travel to LCC besides cars, bikes, and buses such as carpools and vanpools, whether a fee for parking would increase their use of LTD buses to get to LCC, overall rating of LTD services, overall satisfaction with LCC, satisfaction with undergraduate teaching at LCC, and demographics [age, presence of children age 12 and younger, employment, and sex]). For each cell of each cross-tabulation, a count, column percent and row percent (in parentheses) is presented. In addition, row and column totals are presented. Each table is three to six pages long. Note that table “n’s” vary occasionally due to skip logic built into the survey; this skip logic is evident in the survey facsimile in Section 3. Note, too, that open-ended questions and variables from LCC’s student database appear at the end of the banners.

#### ***How Students Travel to LCC***

**Travel Mode:** Three-quarters of LCC students usually travel to LCC alone in a car, 12% usually take an LTD bus, and 9% usually carpool (see Figure 1). Just 1% each say they are dropped off at LCC or their trip modes to LCC vary, and only 1 or 2 persons each said they ride a bike or motorcycle, use a bike/bus combination, “kiss and ride” the bus, or other. This analysis will focus upon the first three travel modes.

Among those who usually travel to LCC alone in a car, 88% leave from home and 6% leave from their place of employment (see Figure 2)<sup>1</sup>. Only one quarter have ever taken a bus to LCC (see Figure 3). Sixty percent of car drivers would pay \$10 for a discounted group bus pass (see Figure 4), and 43% say they would use the bus more frequently to go to LCC if there was such a pass (see Figure 5). Car drivers who have ever taken a bus to LCC are much more willing to pay for a group bus pass than those who have not (74% compared to 57%).

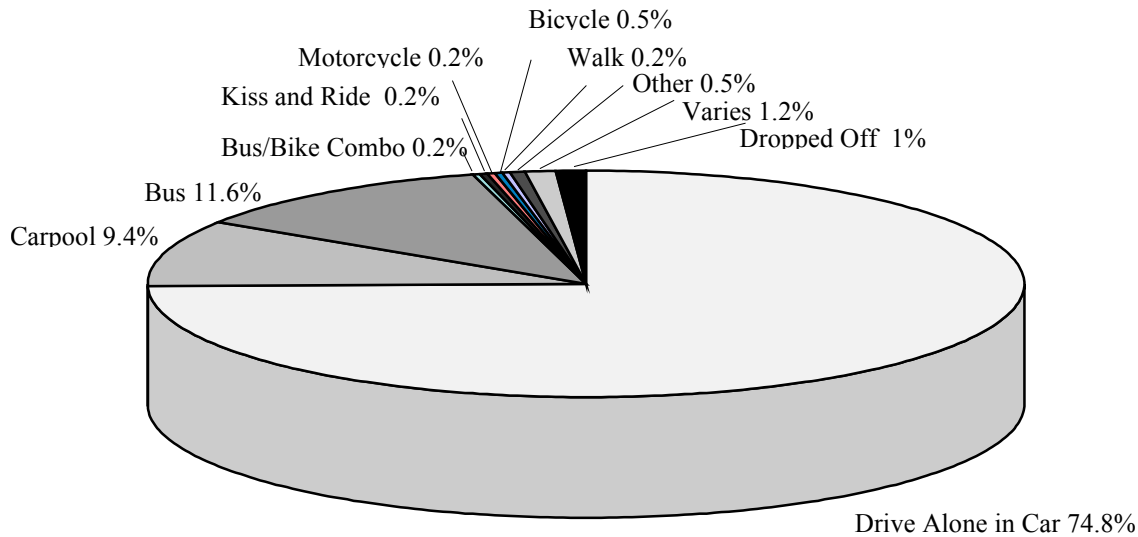
Almost half of car drivers (49%) would be more likely to take the bus to LCC if the college charged for parking, and an additional 15% said “it depends” (see Figure 6). Over half (52%) would be willing to consider other ways of getting to LCC than buses or bike, such as a carpool or vanpool. Car drivers’ overall ratings of LTD are 15% “excellent,” 50% “good,” 14% “fair,” 1% “poor,” and 20% “don’t know” (see Figure 7). The banner data show that

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<sup>1</sup> Note that stacked bar graphs portray both percentages (vertical axis) and the number of respondents in each category (interior of bar).

car drivers tend to be older than bus riders (49% under age 25 compared to 66%), are more likely to have children age 12 or younger (33% vs. 17%, respectively), are more likely to be working full-time (27% vs. 13%), and are more likely to be female (55% vs. 36%).

**Figure 1: Usual Travel Mode to LCC**

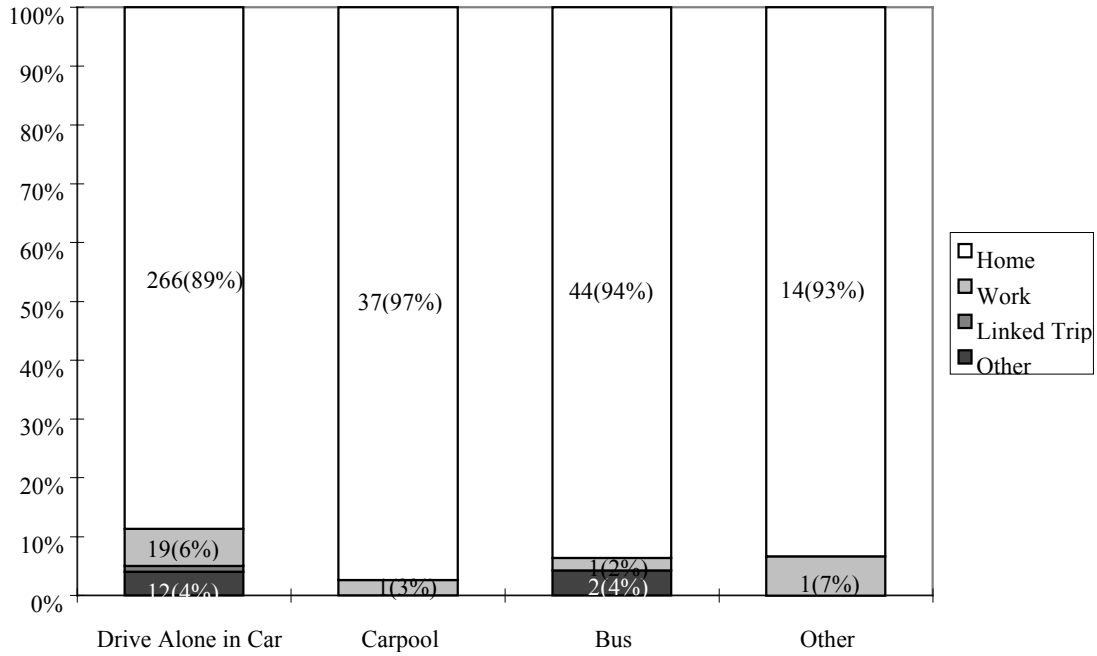


Among those who usually take a bus to LCC, the banner data show that 89% usually leave from home and 2% usually leave from work. All would be willing to pay \$10 for a discounted group bus pass, and half (51%) would use the bus to LCC more frequently with such a pass. Fully 83% would use the bus more if LCC charged for parking. Just 23% would be willing to consider other alternative modes of transportation. Bus riders' ratings of LTD are 30% "excellent," 66% "good," 4% "fair," and none said "poor" or "don't know." Fifty-four percent of bus riders "never" have a car available to drive themselves to LCC, 22% "rarely" do, and 10 "sometimes" do. But 82% have traveled to LCC in a car at least once; among those, 42% took 1-4 one-way car trips in the four weeks preceding the survey, 17% took 5-9 trips, and 24% took 10 or more trips by car.

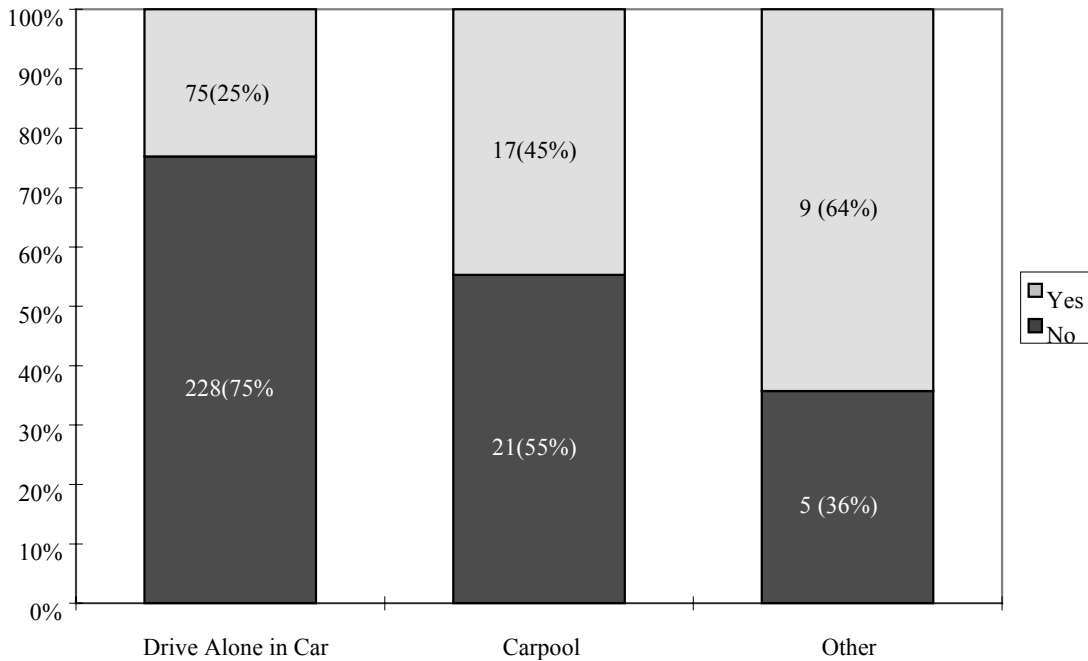
Among those who usually carpool to LCC, the banner data show that 97% usually leave from home and 3% usually leave from work. Forty-five percent have taken the bus to LCC at least once before. Nearly three-quarters (74%) would be willing to pay \$10 for a discounted group bus pass, and 53% say they would use the bus more frequently to go to LCC if there was a pass. Thirty-five percent would use LTD more if LCC charged for parking, and 53% would consider carpools, vanpools, and other alternatives. Carpoolers' ratings of LTD are 18% "excellent," 58% "good," 16% "fair," 3% "poor" and 5% "don't know." Carpoolers' demographic profile is between bus riders' and car drivers', with 63% under age 25, 26% with children age 12 or younger, 18% working full time, and 45% female.

**Trip Origins (Figure 2):** Overall, 89% of students in the survey usually go to LCC from home, 5% go from work, 1% do a linked trip (e.g., stop at a babysitter's en route), and 4% said "other." The banner data show that 74% of those who go from home drive alone in a car, compared to 86% of those who go from work. Ten percent of those who leave from home ride a bus to LCC, as do 5% of those who go from work. Five percent of those who go to LCC from work say that they walk; these may be LCC employees who are also students. Persons who leave from work are the least likely to have ever taken a bus to LCC at 19%, compared to 29% of those who leave from home.

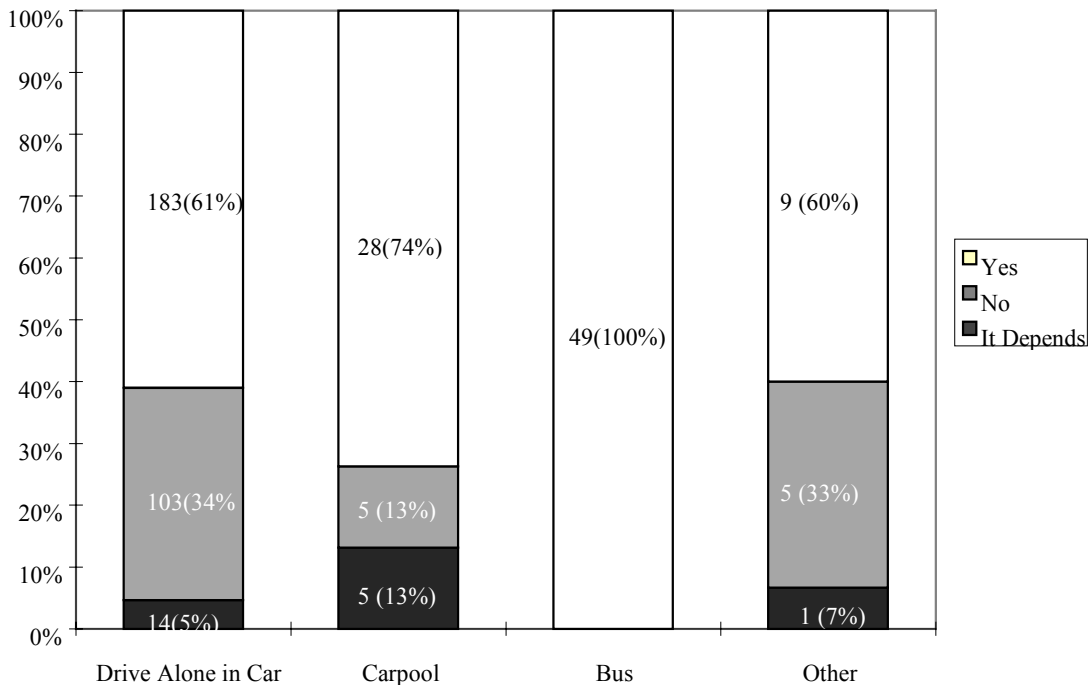
**Figure 2: Trip Origins**



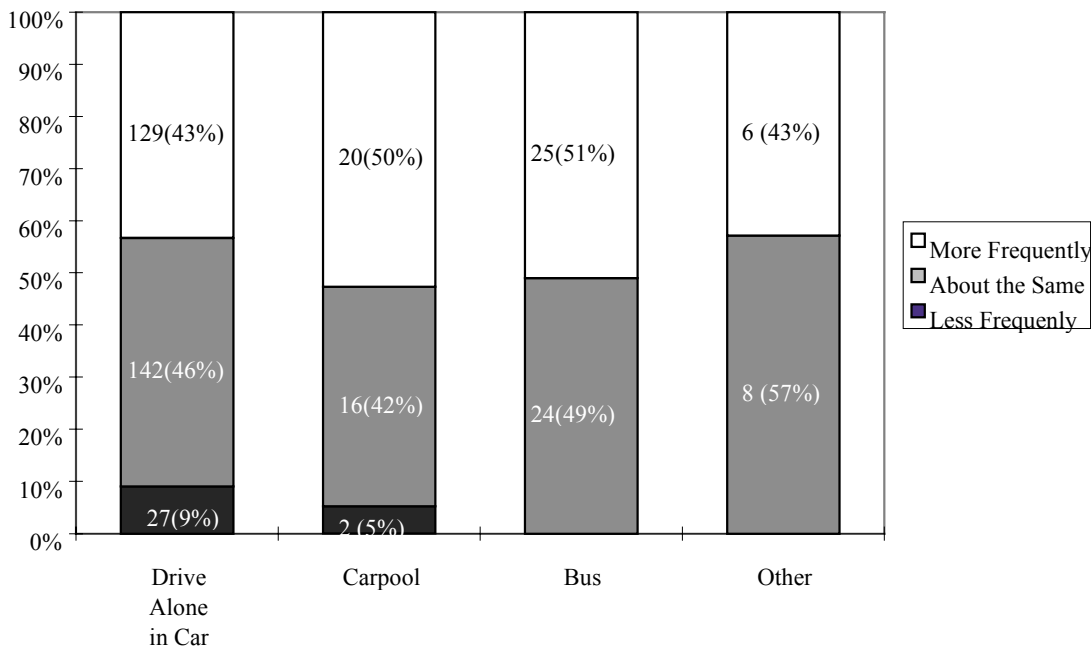
**Figure 3: Ever Ridden a Bus to LCC**



**Figure 4: Willing to Pay for Discounted Group Bus Pass?**

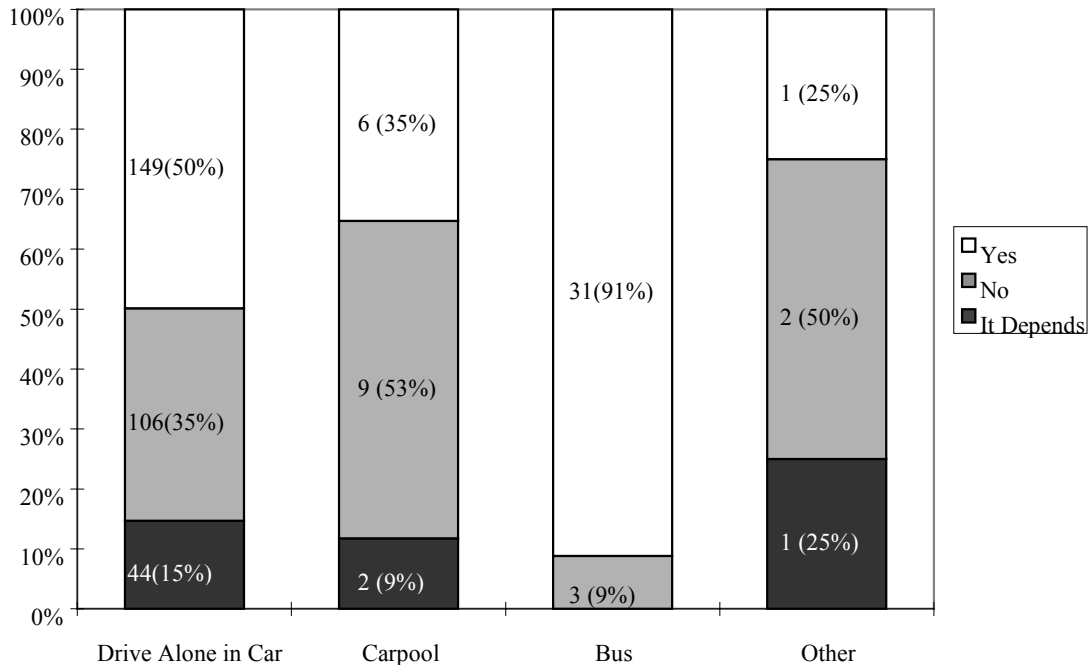


**Figure 5: How Bus Pass Would Affect Bus Use to LCC**

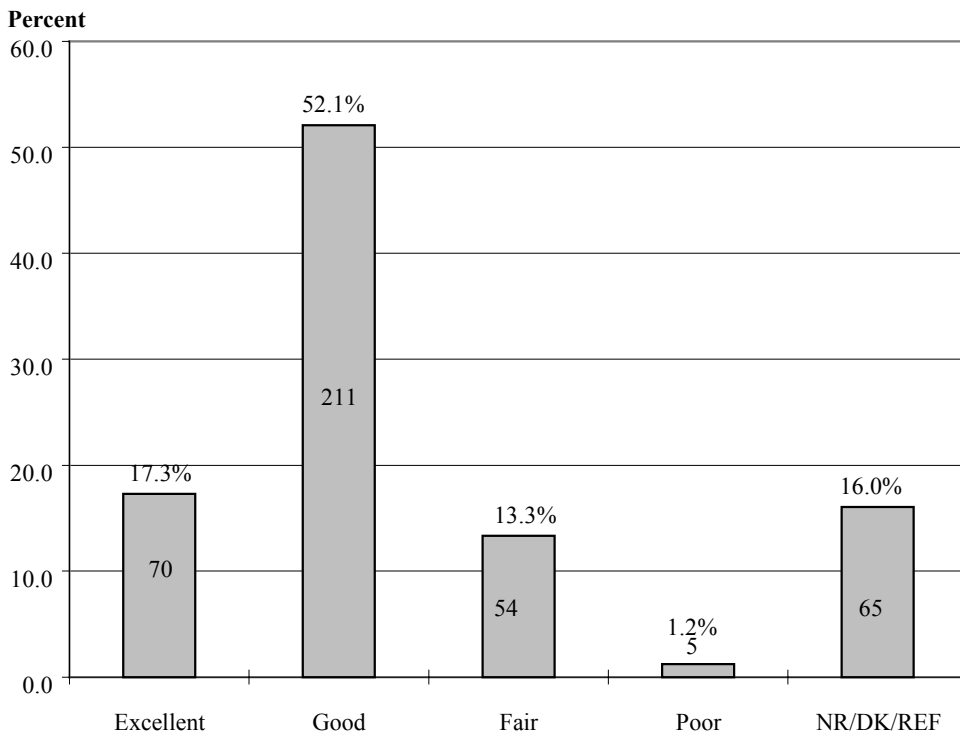


Those who leave from home are most likely to be willing to pay \$10 for a discounted group bus pass, at 68%, compared to half those who leave from work, half those who leave from “other,” and one-third those who do linked trips. If there was such a pass, 46% of those who go from home would use the bus more frequently to get to LCC, compared to roughly one-third of those who leave from other places. In addition, if LCC charged for parking, 53% of those who leave from home would be more likely to use the bus, compared to half of those who depart from “other,” and roughly one-third of those who leave from work or do linked trips.

**Figure 6: If LCC Charged for Parking, Increase Bus Use?**



**Figure 7: Overall Satisfaction with LTD Service to LCC**



A solid majority of respondents feel that LTD does a “good” or “excellent” job getting students to LCC no matter what their trip origin (see Figure 7). But nearly one-third of those who travel from work said that they “don’t know.”

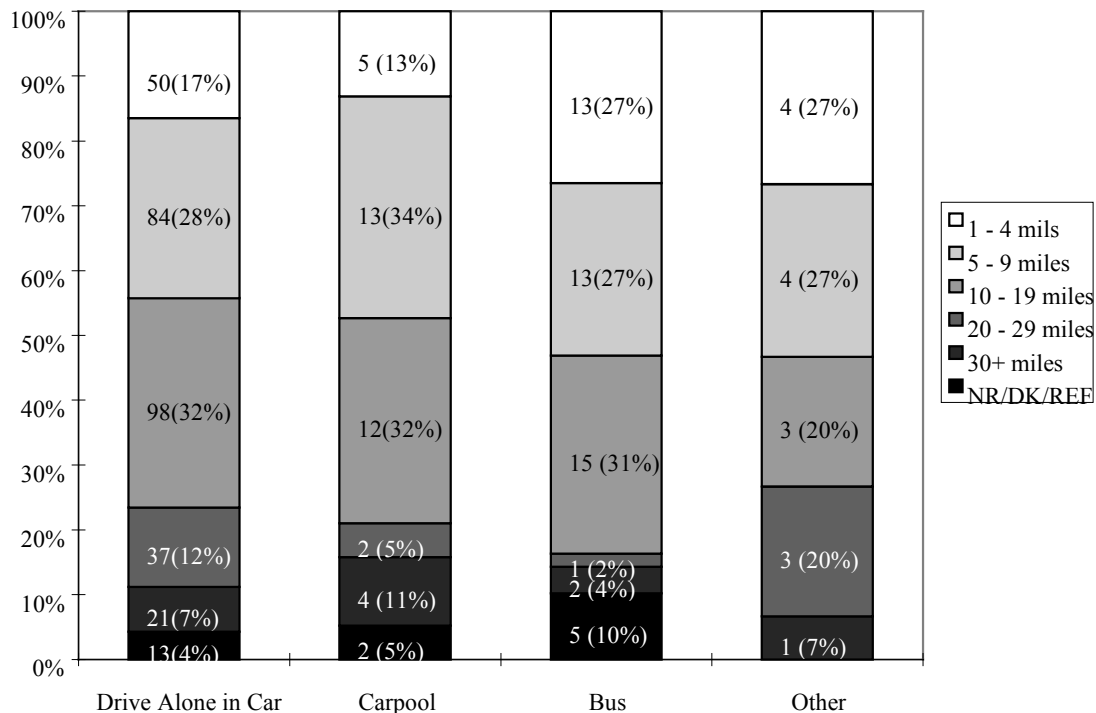
Respondents who travel to LCC from work are substantially older, less likely to have children, more likely to be working full time, and more likely to be female than those who travel from home and “other,” or those who do linked trips.

**Travel Distance from Home (Figure 8):** The average distance from students’ homes to LCC is 12 miles, with 18% living within 4 miles, 28% 5-9 miles, 32% 10-19 miles, 11% 20-29 miles, and 7% 30 or more miles. The closer students live, the more likely they are to take the bus; for example, 17% of those who live within 4 miles take the bus, compared to 7% of those who live 30 or more miles. Carpooling, however, also tends to increase with distance from the campus; thus, only 7% of those who live within 4 miles carpool, compared to 14% of those who live 30 or more miles away. Figure 8 shows the relationship between travel mode and distance from home to LCC.

Students who live nearby are most willing to pay \$10 for a discounted group bus pass, at 79%. This percentage declines steadily with distance, to 54% of those who live 30 or more miles away. If there was such a pass, students who live close by would use the bus more frequently: 49% of those who live 1-4 miles away, 51% of those who live 5-9 miles, 44% of those who live 10-19 miles, 28% of those who live 20-29 miles, and 32% of those who live 30 miles or more away. Similarly, charging for parking would most influence the travel behavior of those who live nearby, with 71% of those who live 1-4 miles away more likely to take the bus, 51% of those who live 5-9 and 10-19 miles away, 28% of those who live 20-29 miles away and 44% of those who live 30 or more miles away.

Students who live far away are most willing to consider alternative modes of transportation, such as carpools and vanpools, at 60%; but nearly half of those who live closer would consider the same.

**Figure 8: Travel Distance from Home**



Over three-fifths of students in all distance groups believe LTD is doing a “good” or “excellent” job in providing transportation to LCC. But knowledge of LTD’s services to LCC declines substantially with distance: 13% of those who live 1-4 miles away said they “didn’t know” how good a job LTD was doing, compared to 25% of those who live 30 or more miles away.

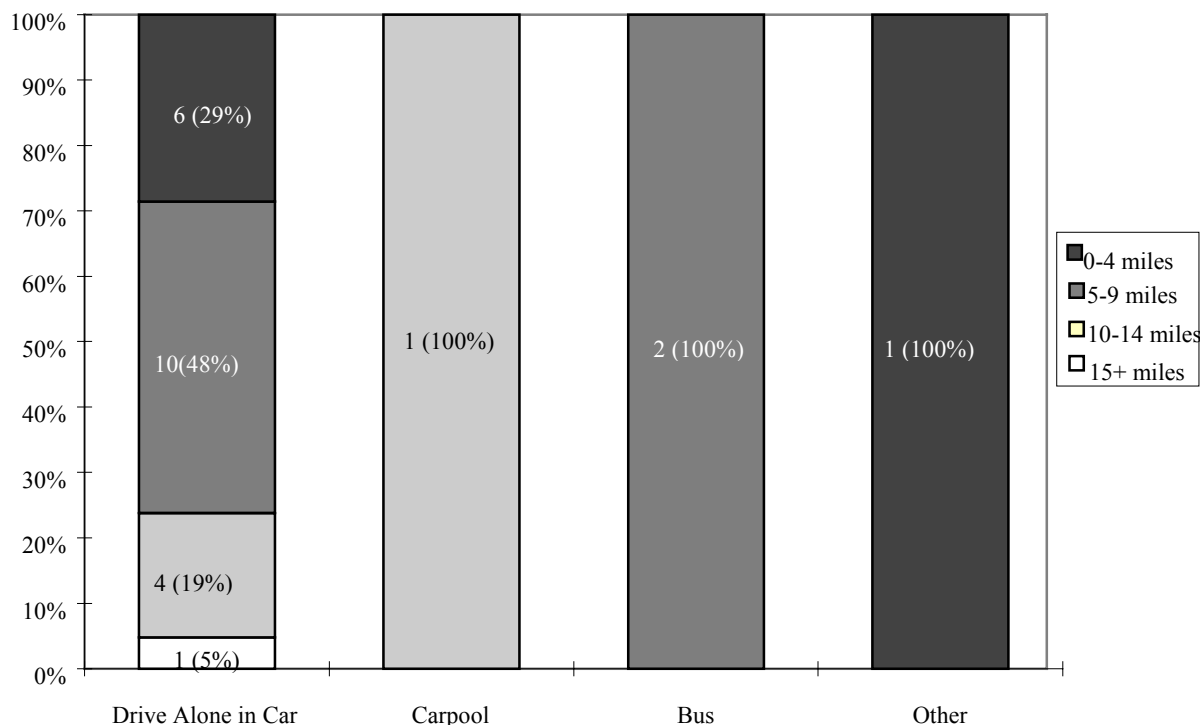
Students who live close to LCC are somewhat younger and somewhat less likely to be parents, but overall there are few substantial demographic differences between those who live different distances from the campus.

**Travel Distance from Work (Figure 9):** Among the 5% of LCC students who go to campus from work (n=27), 26% work 0-4 miles away, 44% work 5-9 miles away, 19% work 10-14 miles away, and 4% work 15 or more miles away. Over 80% in all distance groups travel alone to LCC in a car. Those who work within 9 miles are more likely to have taken the bus at least once to LCC. Figure 8 summarizes the relationship between travel mode and travel distance from work to LCC, for those who usually go to LCC from work.

Support for the concept of a discounted group bus pass increases with distance traveled. But less than one-third who go to LCC from work are likely to use the bus more frequently if a bus pass program was in place, and less than half are interested in carpooling or vanpooling.

If LCC charged for parking, those who work close by would be most likely to take the bus: 67% of those who work 0-4 miles away, 33% of those who work 5-9 miles away, and 50% of those who work 10 or more miles away. Roughly one-quarter of those who work within 9 miles of LCC could not rate LTD's service, because they "don't know."

**Figure 9: Travel Distance from Work**



**Travel Days (Figure 10):** Five percent of LCC students in this survey go to LCC one day per week, 16% go 2 days, 17% 3 days, 11% 4 days, 49% 5 days, and 2% 6 or 7 days per week. Four percent of LCC students go on Mondays and Wednesdays, 10% on Tuesdays and Thursdays, 10% go Monday/Wednesday/Friday, 3% on 2 other days per week, 6% three other days of the week, 5% go Monday through Thursday, and 6% go 4 other days of the week.

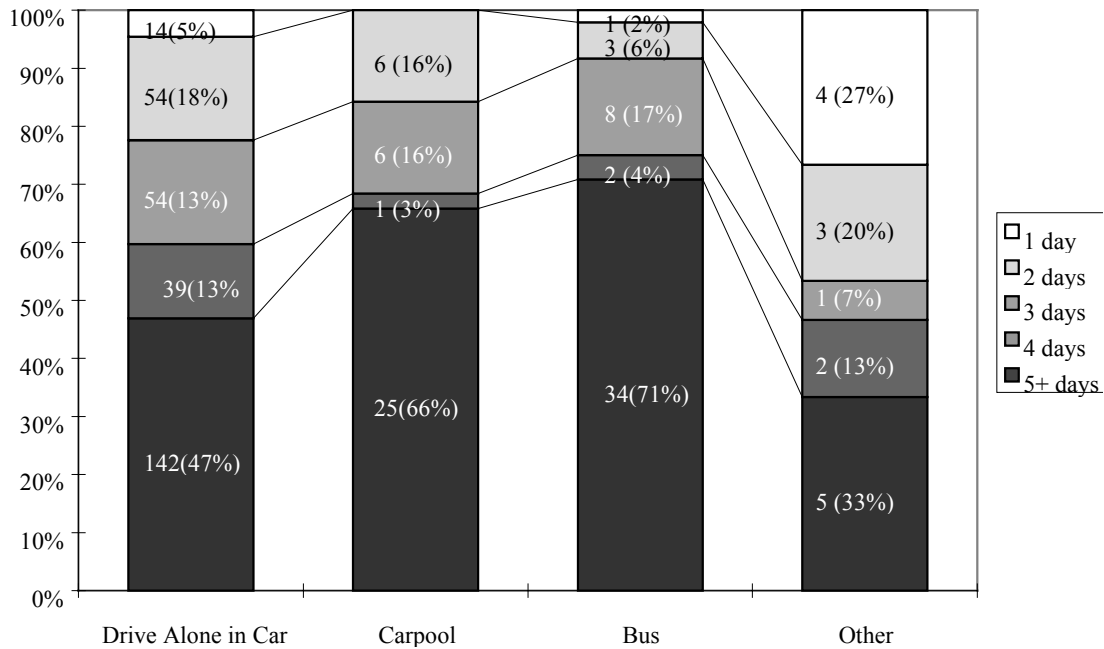
Students who go 3 days and 5 days per week are most likely to usually take the bus, at 12% and 15% respectively. (In addition, half of those who go 6 days per week usually take the bus, but that is only 3 of 6 persons, and so the results are unreliable.) Those who leave from home tend to go to LCC more days per week (66% 4 or more days per week), while those who go from work tend to go fewer days per week (64% 1 or 2 days).



The more days per week students go to LCC, the more willing they are to pay for a discounted group bus pass program, with over two-thirds of those who go 5 or more days per week, compared to about 57% of those who go 1 or 2 days. If there was such a program, it would improve bus use among frequent attendees somewhat more than among those who go infrequently. Likewise, charging for parking would improve bus ridership more among those few students who go to LCC 6-7 days per week. Still, roughly 56% of those who go to LCC just 1 or 2 days weekly would use the bus more if LCC charged for parking. But 21% of those who go just 1 day per week and 26% of those who go 2 days said they could not rate LTD's services to LCC, because they "didn't know" about them.

Younger students go to LCC more days per week than older ones, and they are less likely to be parents and more likely to be full time students.

**Figure 10: Travel Days per Week to LCC**



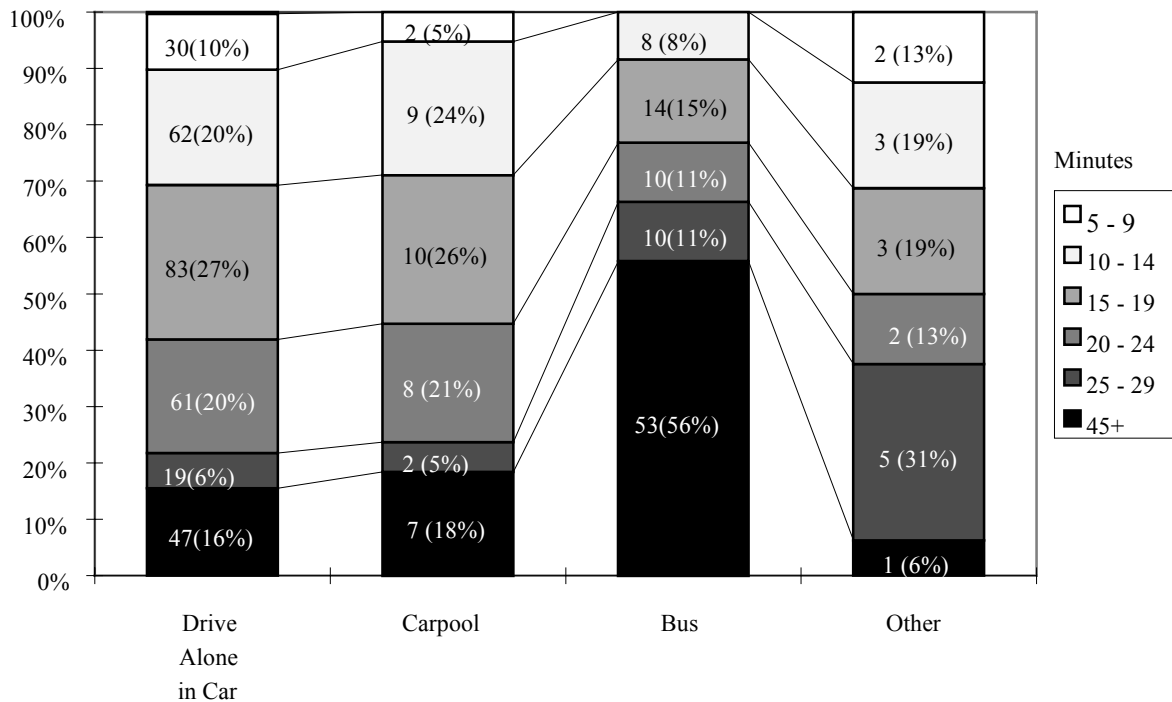
**Travel Time (Figure 11):** The average travel time of students to LCC is 21 minutes, with 9% having trips of 0-9 minutes, 19% 10-14 minutes, 25% 15-19 minutes, 19% 20-24 minutes, 8% 25-29 minutes, zero 30-39 minutes, and 20% 45 or more minutes.

Students who use an LTD bus to get to LCC have substantially longer trips than those who drive alone in a car (see Figure 11). Thus, 32% of those who travel 45 minutes or more do so by bus, compared to roughly 6% of those who travel 10-25 minutes.

Those who travel long times to LCC are somewhat more likely to be willing to pay \$10 for a discounted group bus pass (roughly 73% for those who travel 25 minutes or more, compared to roughly 64% of those who travel fewer minutes). But the pass would increase bus riding more among those who travel shorter times than those who travel longer times. Similarly, charging for parking would increase bus use more among those who travel shorter than longer times to LCC.

Those who travel long distances to LCC are more likely to be full time students, less likely to be parents, and more likely to be male than those who travel shorter distances.

**Figure 11: Travel Time to LCC**



**Return Trip Modes:** Nearly all LCC students use the same mode of travel to leave LCC as they do to get there, at 96.5%. Carpoolers to LCC are the most likely to return another way (16%).

**Multiple Trips to LCC:** Nearly one-quarter of LCC students (23%) go to LCC twice or more on at least one day per week in a typical week. On those days, 12% make 2 one-way trips, 86% make 4 trips, and 1% each make 3 and 6 trips. (Zero make 5 trips.) The usual travel mode of those who make 4 trips closely parallels the overall pattern: 74% usually go to LCC by car, 11% by bus, and 10% carpool.

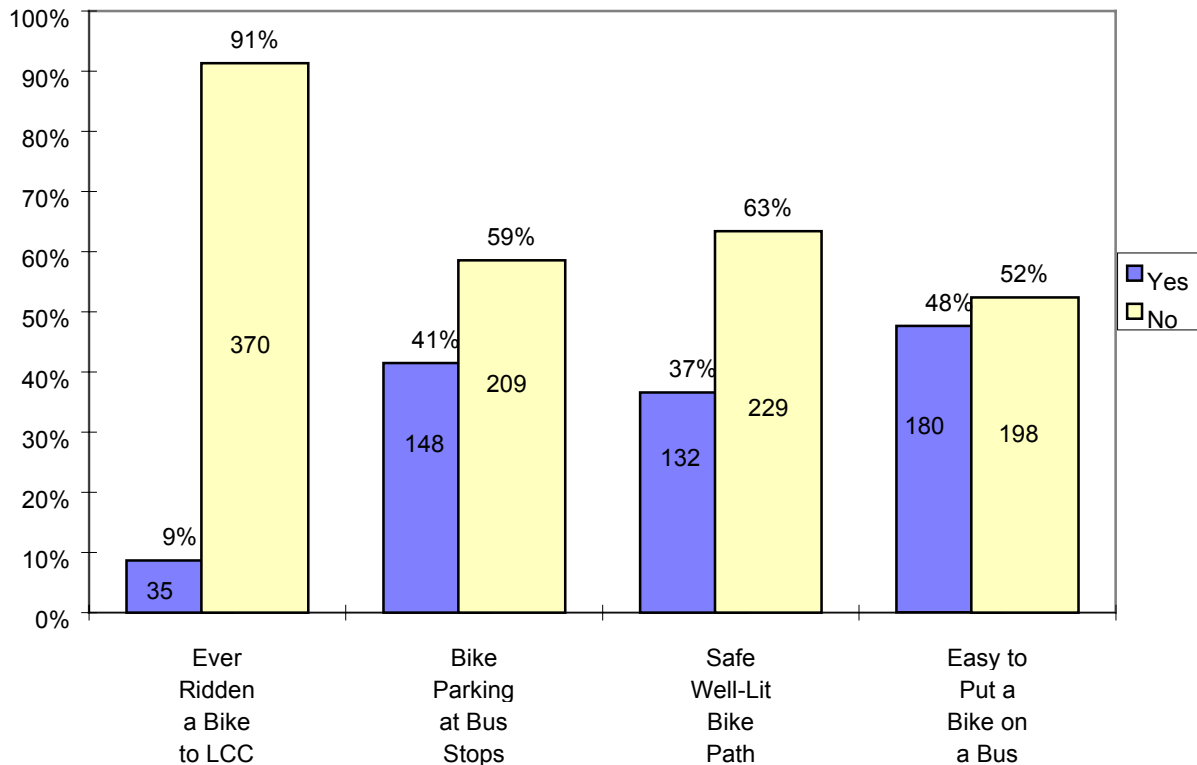
### ***Bicycle Use to LCC (Figure 12)***

Only 9% of LCC students have ever ridden a bicycle to LCC (see Figure 12). Only 3 of these 35 people usually take a bicycle or a bike/bus combination to LCC. Sixty-three percent usually get to LCC by driving alone in a car, and 17% usually take a bus. The average age of these students is younger, they are less likely to be parents (just 20%), and they are far more likely to be male (86%).

However, one-third of students would consider riding a bus to LCC if there was a safe, well lit bike path, including 29% of those who usually travel to LCC alone in a car, 32% of those who usually carpool, and 51% of those who usually travel by bus. If LCC charged for parking, 45% of those who would take the bus more frequently would also be more likely to use a bike along a safe, well lit bike path.

Overall, 37% of LCC students would consider riding a bike to a major LTD bus stop if there was secure parking, and 44% would consider riding a bike if it was easy to put a bike on a bus. Bike/bus combinations are most appealing to LCC students who already usually take the bus to LCC. Sixty-eight percent of usual bus riders would consider biking to a bus stop, and 72% would consider putting their bike on a bus to go to LCC. In comparison, 31% of those who usually drive alone in a car and 45% of those who usually carpool would consider riding a bike to a bus stop if there was secure bike parking, and 40% of usual car riders and 50% of usual carpoolers would consider putting a bike on a bus. If LCC charged for parking, 49% of those who would take the bus more frequently also would bike to a bus stop more often, and 59% would consider taking their bike on a bus.

**Figure 12 : Bicycle Use to LCC**



Men are more likely than women to consider all bicycle options, at about 40-50% compared to 28-37%, depending upon which question is asked. Full-time students are about 5 percentage points less inclined to consider all bicycle options than those who are employed full-time or part-time. Non-parents are only slightly more likely to consider bicycle options (5-6 percentage points, depending upon the question). Age has little consistent impact, except that those few respondents age 40 and older are less likely to consider bicycle options.

***Bus Use to LCC***

As discussed previously, 12% of LCC students report that they usually take an LTD bus to LCC, including 1 person each who uses a bike/bus combination or “kiss and ride.” No one reported using a park and ride option. Among those students who do *not* usually take an LTD bus to LCC, 29% have taken it at least once before.

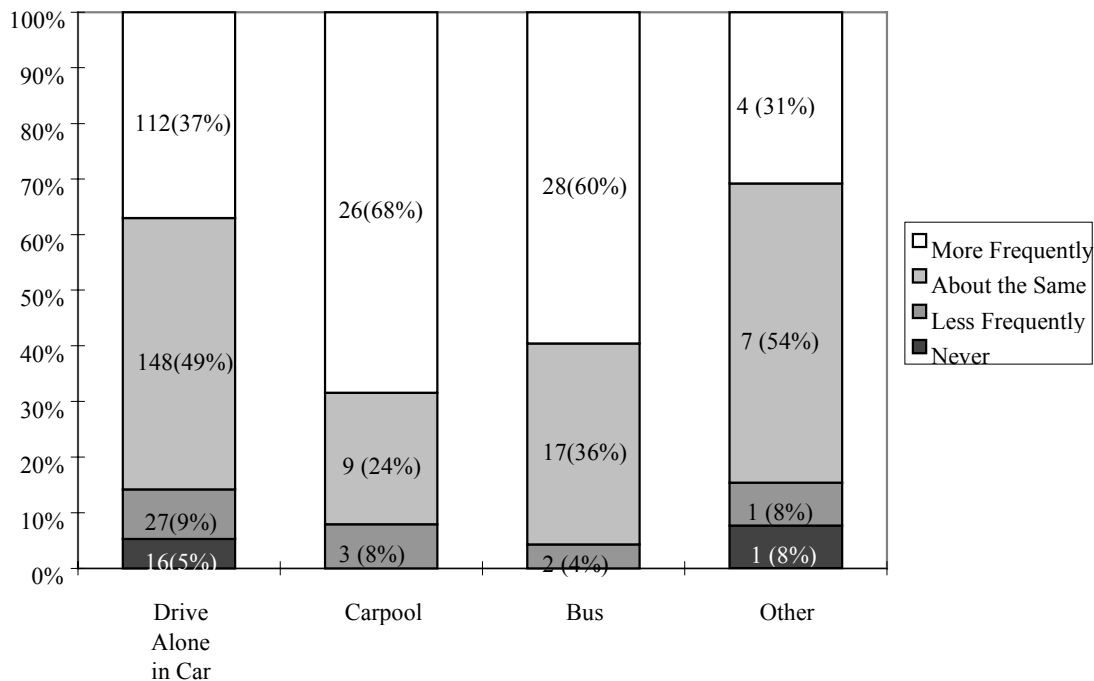
Among those who usually ride the bus, 54% “never” have a car available to drive themselves to LCC, 22% “rarely” do, 10% “sometimes” do, 4% “often” do, and 10% “always” have a car available. Fully 82% have traveled in a car at least once to LCC. At the date of the survey, 17% of those had not gone in a car to LCC in the previous 4 weeks, 42% have gone 1-4 times in a car, 17% 5-9 times, and 24% 10 or more times.

All students who have ever taken a bus to LCC were asked how many one-way bus trips to or from LCC they had taken in the previous 4 weeks. Forty-three percent said zero; 86% of those usually go to LCC alone in a car and another 9% usually carpool. Thirteen percent said they had taken a bus to and from LCC 1-4 times in the previous 4 weeks; 65% of them usually drive alone in a car, and 10% usually carpool. Five percent said they had taken the bus to or from LCC 5-9 times in the previous 4 weeks, 9% said 10-14 times, 3% 15-19 times, 8% 20-24 times, 0% 25-29 times, 5% 30-34 times, 0% 35-40 times, 11% 40-44 times, and 4% said they had taken the bus to or from LCC 45 or more times in the previous 4 weeks. Those who take the bus frequently do not generally use other modes of transportation to LCC.

If LTD offered a discounted group bus pass to LCC students, overall 44% would use the bus more frequently, 47% would use it about the same, 7% would use it less frequently, and 2% did not know. Those most likely to use the bus more are carpoolers (53%), those who already usually take the bus (51%), those who have ever taken a bus before (59%), those who think LTD does an excellent or good job in providing transportation to LCC (48% and 46%, respectively), and those who are more likely to consider using a bus if LCC charged for parking (57%). Among those who usually travel to LCC alone in a car, 47% would use the bus about the same and 43% would use the bus more often. (Recall from a previous section that 25% of usual car drivers never had used the bus to go to LCC.) Sixteen percent of those who are not willing to pay \$10 for such a bus pass still would use the bus to go to LCC more often, compared to 57% of those who are willing to pay.

If LTD offered a discounted group bus pass to LCC students, overall 42% would use the bus more frequently to go to other places, 45% would use it about the same, 8% would use it less frequently, 4% of respondents volunteered that they cannot or will not use the bus under any circumstances, and 1% did not know. Those most likely to use a bus pass to go other places are carpoolers (68%), usual bus riders to LCC (57%), those who have ever taken a bus to LCC before (50%), those who would use the bus pass to get to LCC more often (66%), 54% of those willing to pay \$10 for a bus pass, and those who think LTD does an excellent job providing service to LCC (49%). See Figure 13.

**Figure 13: How Bus Pass Would Affect Bus Use to Other Destinations**



Two-thirds of LCC students are willing to pay ten dollars for a discounted group bus pass (66%), and several offered open-ended comments and suggestions about how this should be implemented (see Section 7). Those most likely to pay are usual bus riders (100%), carpoolers (74%), those who have taken a bus to LCC at least once before (74%), those who would take the bus more if LCC charged for parking (77%), and those who think LTD does an excellent or good job providing service to LCC (77% and 70%, respectively). Thirty percent of the survey respondents were unwilling to pay \$10 for a group bus pass, and 5% volunteered “it depends.” Those least likely to pay are students who go to LCC from work (41%), usual car drivers (34%), and those who have never taken a bus to LCC (37%).

While there are few substantial demographic variations in these findings, those students ages 20-24 appear to be most amenable to the concept of a group bus pass.

### ***Other Alternative Modes of Travel to LCC***

Half of all survey respondents would consider other alternative ways of getting to LCC besides buses and bikes, 48% would not, and 2% volunteered “it depends.” Variations in who would consider these transportation alternatives were slight.

Those who would consider transportation alternatives were asked to describe which ones and how such services could best be offered to them. Eighty-eight percent mentioned carpools and 5% mentioned van pool shuttles. To best offer these options, 17% recommended some kind of service (see open-ended code categories and responses for more details, in Sections 7 and 8), 14% suggested sign-up sheets, 14% suggested self-initiated carpools, 13% said that someone should organize it, 5% recommend printed materials, and 30% had no specific suggestions.

### ***If LCC Charged for Parking***

Survey respondents were assured that the college has no plans to charge for parking, but if LCC did, respondents were asked if they would be more likely to take the bus or get to LCC another way. Overall 52% would consider transportation alternatives if LCC charged for parking. Students who have taken a bus to LCC before and who are amenable to the idea of a bus pass are most likely to change their transportation behavior.

### ***Overall Satisfaction with LTD***

Overall, 17% of respondents said that LTD does an “excellent” job in providing transportation services to LCC, 52% said “good,” 13% said “fair,” 1% said “poor,” and 16% did not know. Among usual bus riders, the parallel figures were 30% excellent, 66% good, 4% fair, and 0% poor and don’t know (refer back to Figure 7). Among those who had ever taken a bus to LCC, the figures were 24% excellent, 55% good, 19% fair, and 1% poor.

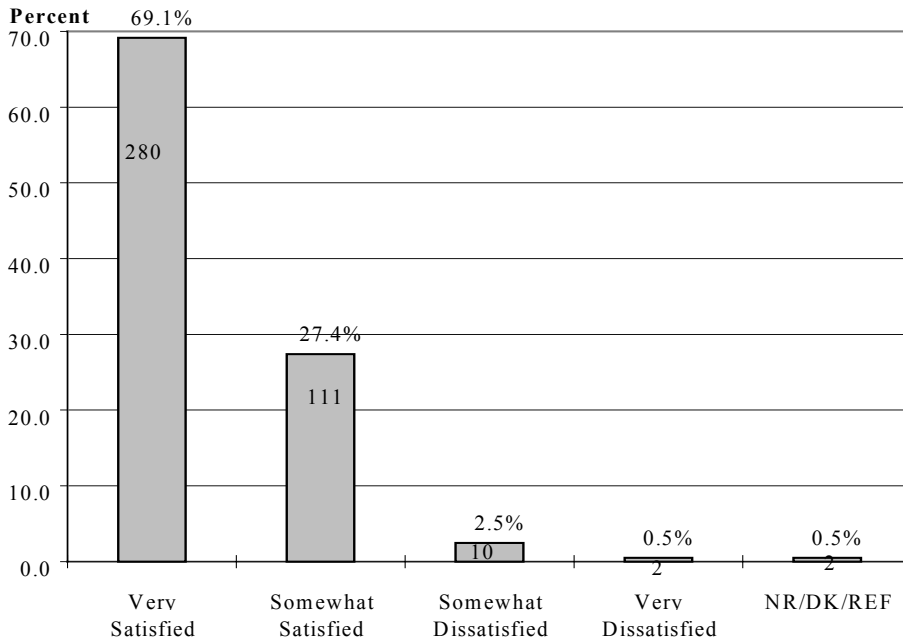
Twenty percent of those who usually travel to LCC alone in a car answered “don’t know” in their overall evaluation of LTD, as did 24% of those who have never taken a bus to LCC and 32% of those who usually go to LCC from their place of employment. “Don’t know” responses also were greater among women than men (19% vs. 13%) and increase with age, averaging 22% for age groups over 30 and just 12% for younger age groups.

Thirty percent of survey respondents had suggestions on how the LTD bus system to LCC could be improved. Overall, 32% mentioned improvements to schedules and routes, 20% suggested direct or express buses, 13% mentioned better service to LCC from outlying areas (such as an express route from Florence), 6% suggested reducing bus fares, 6% suggested improvements to the buses and bus drivers, and 4% mentioned bike/bus combinations. Sections 7 and 8 provide more details on respondents’ open-ended comments.

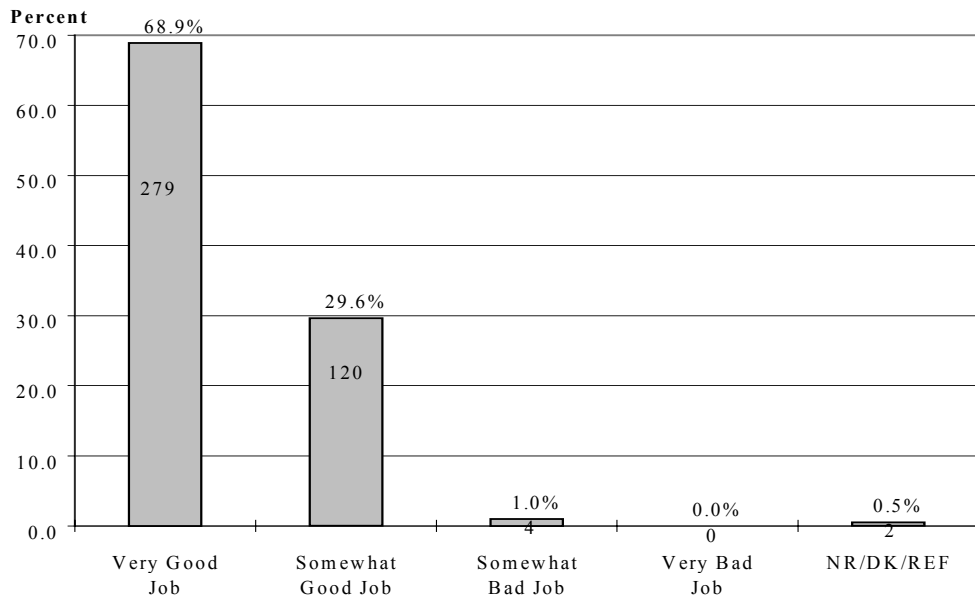
### ***Student Satisfaction***

Overall, students are very pleased with the quality of education they are receiving at LCC and the quality of undergraduate teaching there. Sixty-nine percent reported that they were “very satisfied” with the education they have received at LCC, 27% said “somewhat satisfied,” 3% “somewhat dissatisfied,” and 1% “very dissatisfied” (see Figure 14). Similarly, LCC students are very pleased with the quality of teaching LCC offers. Sixty-nine percent said LCC does a “very good job,” teaching students, 30% said a “somewhat good job,” 1% said a “somewhat bad job,” and zero said a “very bad job” (see Figure 15).

### **Figure 14: Satisfied with Education from LCC**



**Figure 15: LCC is Doing a Good Job Teaching Students**



Students who are women and students who have children are somewhat more positive in their evaluations. In addition, student satisfaction tends to vary positively with age and cumulative credit hours. It varies little by race/ethnicity or employment status. The academic goal for over half of the students interviewed (53%) was to transfer to a 4-year institution. These students were less positive with their LCC education and with the quality of undergraduate teaching at LCC compared to students with other academic goals.

### ***Background Information***

Overall, 52% of the survey respondents were female, 31% are parents, and 85% are white. Thirty-seven percent are students only, 39% work part-time in addition to taking classes, and 24% are employed full-time. The average age of respondents is 28, with 53% less than age 25.

Academically, 37% of the student interviewed had zero cumulative credits reported in their LCC database information, 20% had 1-19 credits, 12% had 20-39 credits, 11% had 40-59 credits, 8% had 60-79 credits, and 12% had 80 or more credits. Also from the LCC student database, a majority of students' academic goal was to transfer to a four-year institution (53%). Twelve percent are aiming for an associate's degree, 11% are learning skills to get a job, 11% are exploring career opportunities, 5% are obtaining a certificate, and 5% are taking classes for personal enrichment.