



2017 Center City Commuter Mode Split Survey Survey Results



commute seattle



Seattle
Department of
Transportation

Prepared by:



CONTENTS

1	Project Overview	3
2	Summary of Methodology	4
2.1	Sampling	4
2.2	Data Collection.....	4
2.3	External Factors	5
2.4	Weighting and Analysis.....	5
3	Weekday Mode Share.....	7
3.1	Overall Weekday Peak Mode Share	7
3.2	Overall Aggregated Mode Share Trend from 2010 to 2017	8
3.3	Aggregated Mode Share Changes (2010-2017) CTR-Affected and Non-Affected	10
3.4	Percentage Point Shift from 2010 to 2017	11
3.5	Specific Mode Share Comparisons between CTR-Affected and Non CTR-Affected ...	12
4	Subgroup Comparisons of Mode Share.....	14
4.1	Mode Share by Worksite Size	14
4.2	CTR-Affected Aggregated Mode Share by Destination Neighborhood	16
4.3	CTR-Affected Specific Mode Share by Destination Neighborhood	17
4.4	Non-Affected Aggregated Mode Share by Destination Neighborhood.....	18
4.5	Aggregated Mode Share by Home Geography	19
4.6	Individual Mode Share by Home Geography.....	20
5	Home Geography	21
5.1	Home Geographies of Weekday Peak Center City Commuters.....	21
6	Commute Distance	22
6.1	Average Overall Commute Distance	22
6.2	Commute Distance by Travel Mode	23
7	Appendix.....	24
7.1	Center City Neighborhoods	24
7.2	Home Geography Zip Code Definitions	25
7.3	Weighting.....	27
7.4	Non-CTR Affected Response Rates	28
7.5	Pre-Notification Letter	29
7.6	Survey Coordinator Recruiting Screener	30
7.7	Full Non-Affected Questionnaire – Print Version	33
7.8	Full Commute Trip Reduction (CTR) Employee Questionnaire.....	34

FIGURES

Figure 3-1 – 2017 Commute Mode Share – Overall Center City	7
Figure 3-2 – Overall Mode Share Time Series (2010 to 2017)	8
Figure 3-3 – Center City Mode Share Comparison (2010 and 2017)	9
Figure 3-4 – Center City Mode Share Comparison (2010 and 2017)	9
Figure 3-5 – Mode Shift – CTR-Affected vs. Non-affected (2010 to 2017).....	10
Figure 3-6 – Mode Shift: CTR-Affected vs. Non-affected (2010 to 2017)	11
Figure 3-7 – Weekday Trip Mode Share by Overall, CTR-affected and Non-affected Commuters (2010 to 2017)	13
Figure 3-8 – Weekday Trip Mode Share by Overall, CTR-affected and Non-affected Commuters (2010 to 2017)	13
Figure 4-1 – Weekday Peak Mode Share by Worksite Size (2017).....	14
Figure 4-2 – Weekday Peak Mode Share Trend by Worksite Size (2010 to 2017).....	15
Figure 4-3 – Aggregated Mode Share by Center City Neighborhood – CTR-Affected Commuters.....	16
Figure 4-4 – Aggregated Mode Share by Center City Neighborhood – Non-Affected Commuters	18
Figure 4-5 – Aggregated Mode Share by Home Geography	19
Figure 5-1 – Commute Origin of Overall, CTR-affected and Non-affected Commuters	21
Figure 5-2 – Commute Origin of Overall, CTR-affected and Non-affected Commuters	21
Figure 6-1 – One-Way Commute Distance	22
Figure 6-2 – Average One-Way Commute Miles by Commute Mode.....	23
Figure 6-3 – Average One-Way Commute Miles by Center City Neighborhood	23
Figure 7-1 – Center City Neighborhood Map	24
Figure 7-2 – Home Geography Area map.....	25

TABLES

Table 3-1 – Weekday Trip Mode Share by Overall, CTR-affected and Non-affected Commuters (2010 to 2017)	12
Table 4-1 – Individual Mode Share by Center City Neighborhood – CTR-Affected Commuters.....	17
Table 4-2 – Individual Mode Share by Home Geography Area	20
Table 7-1 – Home Geography Zip Code List	26
Table 7-2 – CTR-affected and Non-affected Weighting Proportions	27
Table 7-3 – Non-affected Worksite Response Rates by Neighborhood and Business Size.....	28

1 Project Overview

Founded in 2004, Commute Seattle is a not-for-profit Transportation Management Association (TMA) working to help commuters drive less by improving access and ability to and within downtown. Commute Seattle is led by a partnership between the Downtown Seattle Association, King County Metro, Sound Transit, and the Seattle Department of Transportation.

This study was conducted for Commute Seattle on behalf of the Seattle Department of Transportation to understand how commuters travel to Downtown Seattle and how those behaviors have shifted over time. The 2017 iteration of the study tracks the results from previous studies conducted in 2016, 2014, 2012, and 2010. The 2010 and 2012 iterations of the study were conducted by the Gilmore Research Group which was based in Seattle and ceased operations in 2013.

For the 2014, 2016, and 2017 mode-split studies, EMC Research was hired to conduct a survey of commuters to worksites located in Seattle's Center City area and measure the mode share among employees who commute to work between morning peak hours (6 a.m. to 9 a.m.) on weekdays. A map of the Center City neighborhood boundaries is shown on page 24 of the appendix.

This report combines the data from the most recent 2017 mode-split study with data from Washington State Department of Transportation's (WSDOT's) survey of employees at larger Center City businesses affected by the State of Washington's Commute Trip Reduction (CTR) Efficiency Act. This report reflects the data collected from commuters to CTR-affected worksites throughout the 2017-2018 survey cycle. At the time of this reporting, some of the CTR-affected worksites are still in the process of administering the survey for the current survey cycle, or plan to administer it in 2018, therefore data from the 2015-2016 survey cycle has been used for some of the worksites represented in these results.

For this report, the data from WSDOT's survey will be referred to as the CTR-affected commuter group while the data from Commute Seattle's mode-split study will be referred to as the Non-affected commuter group.

2 Summary of Methodology

2.1 Sampling

The 2017 mode-split survey data collected data from a total of 1,784 employees at Non-affected worksites in Seattle's Center City neighborhoods. This business sample primarily includes small- and medium-size worksites (1-99 employees), plus some larger (100+ employee) worksites that are unaffected by WSDOT's Commute Trip Reduction program.

A full Center City business list and estimated worksite population counts were provided by Infogroup. This was a comprehensive list of businesses in each pre-defined Center City neighborhood and included location and mailing address, manager name, phone number and the approximate number of employees at each worksite.

A random sample of worksites was pulled proportional to the estimated number of employees in each Center City neighborhood according to estimates from Infogroup's full business list. The sample was stratified by neighborhood and business size category -- including 1-4, 5-9, 10-19, 20-49, 50-99 and 100+ employees -- to approximate the estimated proportions of these groups in the final results.

2.2 Data Collection

EMC partnered with Burien-based Consumer Opinion Services and Boston-based Bernett Research for the data collection phase of the mode-split study.

Prior to fielding the study, EMC mailed each sampled worksite identified as having five or more employees a pre-notification letter for the study. This letter was addressed from Commute Seattle and it notified businesses about the upcoming study and encouraged them to participate. The letter also included details about the survey objectives, timeline, and participation incentives. The full text of the pre-notification letter is shown on page 28.

The following week, the sampled worksites were contacted by phone to confirm their business name, address, and worksite size. This call also established the best employee to assist with distributing the survey to all employees at the worksite. These employees -- referred to as survey coordinators -- were then screened and recruited to distribute the questionnaire to all employees at their respective worksites. The coordinator screening questionnaire is shown on pages 29-31.

Next, survey coordinators were given instructions for distributing the survey, and subsequent reminders as needed, to all employees at their worksite. Upon completion of data collection, coordinators at worksites with 50 or more employees were given a \$50 VISA gift card for their help distributing the survey. Coordinators at worksites with under 50 employees were given a \$25 VISA gift card for their help.

Coordinators were given the option to administer the survey either as an online or print survey. Survey coordinators who opted to have their worksite take the online version were sent an invitation email with a unique survey link to send to their employees. Those requesting the print version were sent a packet with enough questionnaires for everyone at their worksite to complete along with a pre-paid return envelope.

A telephone version of the survey was conducted with employees from worksites with between one and four employees. A random sample of these worksites were called using a computer-assisted telephone interview (CATI) program. Quotas were set within each Center City neighborhood, with additional referrals requested to

get as many employees from each worksite to complete the survey as possible. No incentives were offered to telephone survey participants.

The survey instrument was comprised of six questions and asked respondents to recall their commute information for the prior week. These questions included the commute modes used each day, the number of people they typically carpool with, whether or not the week was a typical week for commuting, whether they commuted during weekday peak hours (6-9am, Monday through Friday), one-way commute length between home and work (in miles), and their home 5-digit zip code. The full survey text can be found on page 32.

For the 2017 Non-affected survey, EMC replicated the sampling and distribution approach and questionnaire formats as closely as possible to previous years. The 2017 study was primarily fielded from October 23rd and November 17th, 2017 to capture commute data for the weeks of October 15th – November 12th, 2017, plus some additional clean-up interviewing in the second week of December (avoiding the Thanksgiving holiday week). For reference, the 2014 study was primarily fielded during the weeks of October 24th – November 13th, 2014 and collected commute data about the weeks of October 17th – November 6th, 2014, with some clean-up interviewing the following week.

2.3 External Factors

The CTR-affected reporting includes all worksite data collected through the end of 2017 of the two-year 2017-2018 survey cycle. Although a vast majority of CTR-affected worksites completed the survey in 2017 and are reflected in this report, data from the previous 2015-2016 survey cycle was also used for the CTR worksites that are scheduled to finish data collection in 2018.

According to the NOAA National Weather Service online weather archive, there were variable temperatures during the weeks reflected in the Non-affected commute data. The daily highs ranged between the low 40 and upper 60s. There was approximately 7 inches of precipitation in the Seattle area during the mid-November to early November survey period. (NOAA: <http://w2.weather.gov/climate/xmacis.php?wfo=sew>)

Changes in gas prices are an additional factor with possible impacts on both the CTR-affected and Non-affected mode split data. The average gas prices in the Seattle area were about \$2.76 per gallon during the October-November 2016 survey period, which increased to an average of \$3.00 during the 2017 survey period.

(Source: U.S. Energy Information Administration:

http://www.eia.gov/dnav/pet/hist/LeafHandler.ashx?n=PET&s=EMM_EPMO_PTE_Y48SE_DPG&f=W)

Other factors that may have affected commuter behavior during data collection include various SDOT projects that were under way at the time of data collection, most significantly the Second Avenue Mobility Improvements (<https://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/protected-bike-lanes/2nd-ave-mobility-improvements>). There were a few major sports events in Downtown during the Non-affected survey period, including Seahawks Sunday home games on October 29th and November 5th, and Sounders FC matches on Sunday, October 22nd and Thursday, November 2nd.

2.4 Weighting and Analysis

All completed mode-split surveys were reviewed for completeness and consistency. Once all the data was entered and verified, data from the paper surveys was cleaned and merged with the phone and online data to create a full dataset for the Non-affected worksites. Cases where survey coordinators completed the survey

without distributing it to other employees were removed from the dataset. A total of 1,784 interviews were included in the final Non-affected dataset.

The Non-affected data was then merged with WSDOT's CTR-affected employee dataset, consisting of 54,557 total interviews among Center City employees, to create a combined dataset reflecting all commuters to Center City. The WSDOT data includes commuters from large CTR-affected worksites with 100 or more employees in the Center City. The full WSDOT CTR-affected survey questions are shown on pages 33-34 of the appendix. However, only a few of these variables were used for this analysis including commute mode share, commute distance and home zip code.

To better approximate the larger universe of Center City commuters, the final survey data was weighted to the reported WSDOT CTR employee counts and the estimated Infogroup counts of employees at Non-affected worksites. The weighting and response rate tables for each neighborhood are on pages 27 and 28 in the appendix section of the report.

Because a significantly smaller number of Non-affected interviews ($n=1,784$) could be collected compared to CTR-affected interviews ($n=54,557$), a traditional unweighted n and margin of error are not applicable for the combined results of both respondent groups. Instead, the weighted n estimates the adjusted number of interviews as if the CTR-affected and Non-affected respondents were interviewed proportionally. The effective margin of error is based on this weighted n and is reported for various respondent subgroups throughout this report.

3 Weekday Mode Share

The following results reflect the trips of CTR-affected and Non-affected respondents who started work between 6 a.m. and 9 a.m. on at least one weekday (Monday – Friday) during the survey period. Over four-fifths of Center City employees (87%) indicated they started work on at least one weekday between the morning peak hours. Those who did not start work during any morning peak period on a weekday (13%) have been omitted from the following results in sections 3 through 6. The commute mode share for each transportation mode is calculated out of all commute trips made during the weekdays prior to the survey period.

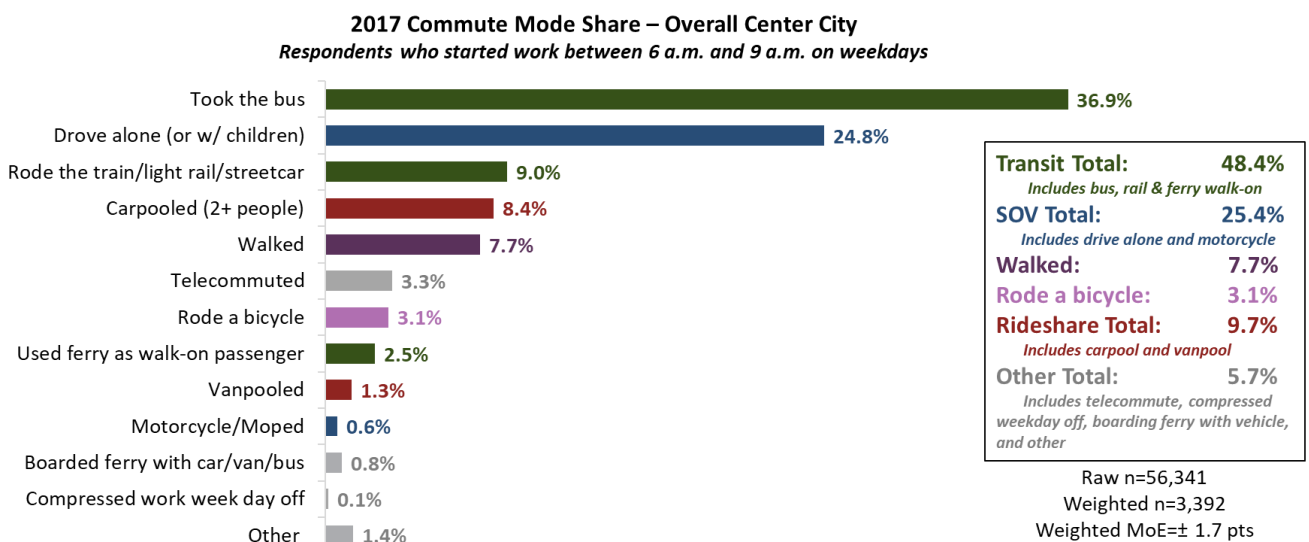
3.1 Overall Weekday Peak Mode Share

The overall weekday trip shares for each specific travel mode are shown in Figure 3-1 below. In both the CTR affected and Non-affected versions of the survey, respondents who took multiple modes for a single commute trip were instructed to mark the single mode they took for the *greatest distance*.

In 2017, bus trips make up a strong plurality (36.9%) of weekday peak commute trips to Center City, followed by a quarter (24.8%) of drive alone trips. Additionally, nearly one-in-ten commute trips are via train/rail (9.0%), carpool (8.4%), and walking (7.7%) in 2017.

The combined category totals are shown to the right of the chart below. Nearly half of weekday peak commute trips to Center City are made by some form of public transit service (48.4%) which includes bus, rail, and walk-on ferry. About a quarter (25.4%) of commute trips are taken using an Single Occupancy Vehicle (SOV), including drive alone and motorcycle. The aggregated rideshare total – consisting of carpool and vanpool trips – represents about one-in-ten (9.7%) commute trips to the Center City during peak weekday hours.

Figure 3-1 – 2017 Commute Mode Share – Overall Center City



Q1. Last week, what type of transportation did you use each day to commute to your usual work location?

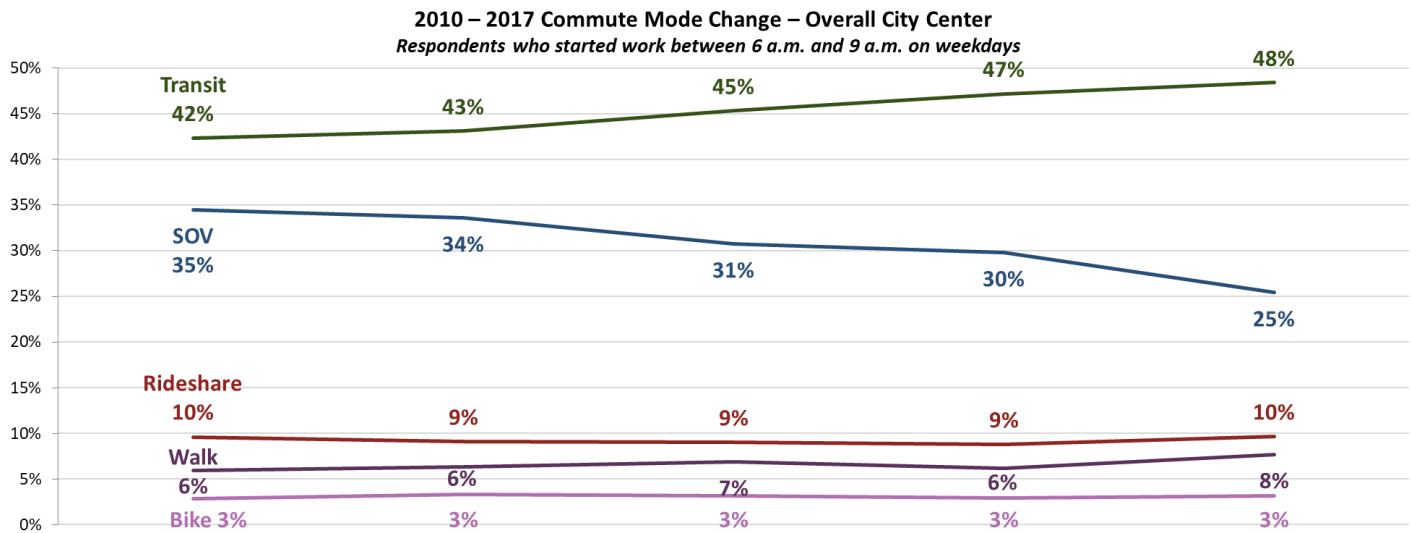
3.2 Overall Aggregated Mode Share Trend from 2010 to 2017

Figure 3-2 below tracks the overall share of each aggregated commute mode between 2010 and 2017.

During this seven-year period, the overall SOV mode share has declined by about 10 points (35%→25%) since 2010. The share of transit trips has increased steadily (42%→48%) while the overall share of carpool/vanpool, walking, and biking have remained relatively flat during this period.

This seven-year period has seen a variety of large commercial development in downtown and significant commuter growth, along with increased bus ridership and the opening of light rail system expansions to the University District, Capitol Hill, and Angle Lake in 2016.

Figure 3-2 – Overall Mode Share Time Series (2010 to 2017)

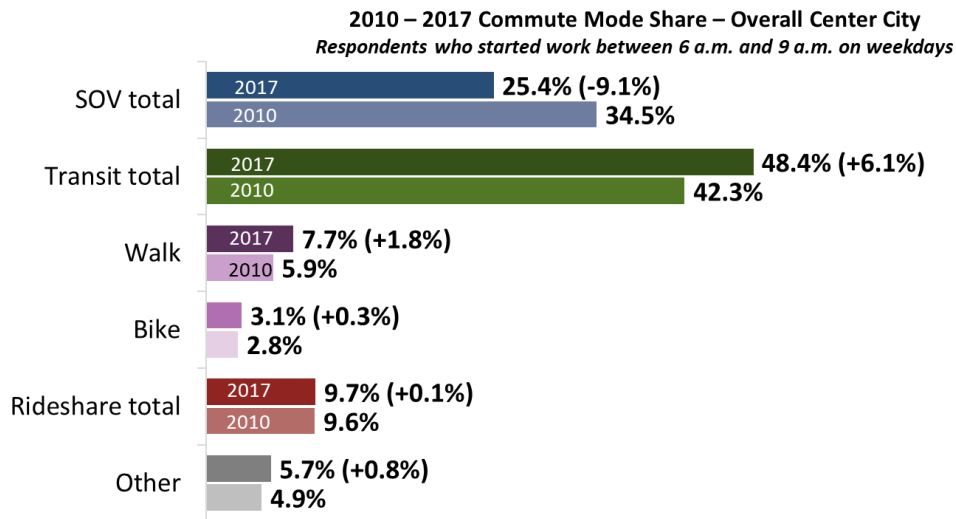


Q1. Last week, what type of transportation did you use each day to commute to your usual work location?

Figures 3-3 and 3-4 show the 2010 and 2017 comparisons for each aggregated mode share total, including SOV, public transit, walking, biking, rideshare

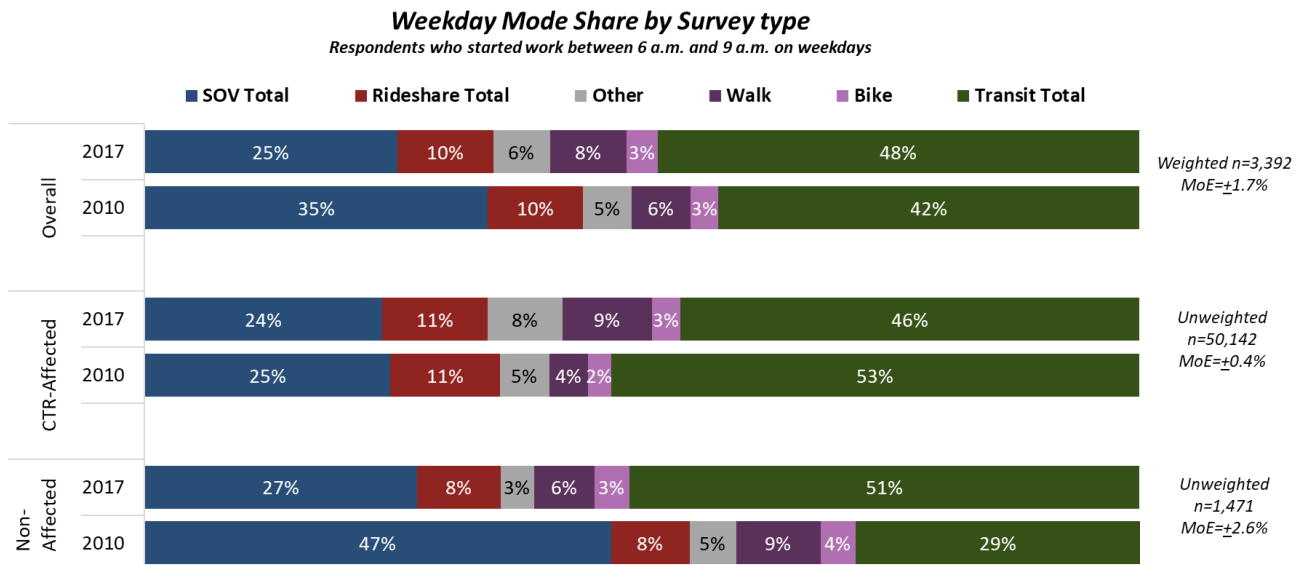
Between 2010 and 2017, the single-occupancy vehicle (SOV) trip share has continued to drop (-9.1 points), with a bulk of the gains shifting towards transit (+6.1), which now makes up a near majority (48%) of weekday peak trips to Center City. The share of walking commute trips has increased (+1.8) while the share of rideshare (carpool and vanpool) trips has remained unchanged.

Figure 3-3 – Center City Mode Share Comparison (2010 and 2017)



Q1. Last week, what type of transportation did you use each day to commute to your usual work location?

Figure 3-4 – Center City Mode Share Comparison (2010 and 2017)



Q1. Last week, what type of transportation did you use each day to commute to your usual work location?

3.3 Aggregated Mode Share Changes from 2010 to 2017 – CTR-Affected and Non-Affected

The following chart separates the 2010-2017 mode-split time series by CTR-affected and Non-affected commuters.

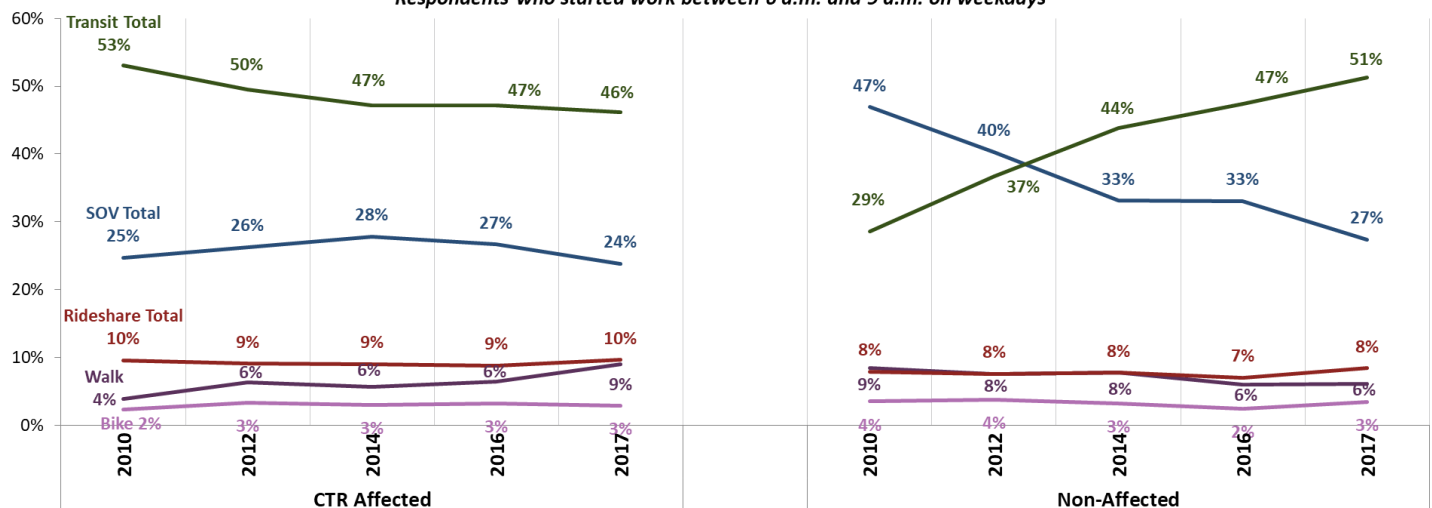
Non-affected commuters have generally shown a greater shift in their commute mode habits than CTR-affected commuters, who've remained relatively consistent over the last several years. Non-affected commuters were far more likely to drive alone and less likely to ride transit back in 2010 and lacked many of the alternative transit incentives and benefits offered by larger worksites for their employees under the State's Commute Trip Reduction program. However, in recent years, non-affected commuters' travel mode usage has grown in closer parity with the travel habits of their CTR-affected counterparts.

Commuters to non-affected worksites have been primarily responsible for transit's mode share gains from 2010 to 2017, which now makes up a majority (51%) of the peak weekday trips made by those commuting to smaller, non-affected worksites.

Commuters to CTR-affected worksites have been showing signs of saturation in both its SOV and public transit usage and a recent uptick in walk-based commute trips. As residential development continues to grow alongside continued growth of larger worksites, this trend suggests employees working at those larger CTR-affected worksites are increasingly likely to live within walking distance of their worksites.

Figure 3-5 – Mode Shift – CTR-Affected vs. Non-affected (2010 to 2017)

2010 – 2017 Commute Mode Change – CTR affected & Non-affected
Respondents who started work between 6 a.m. and 9 a.m. on weekdays

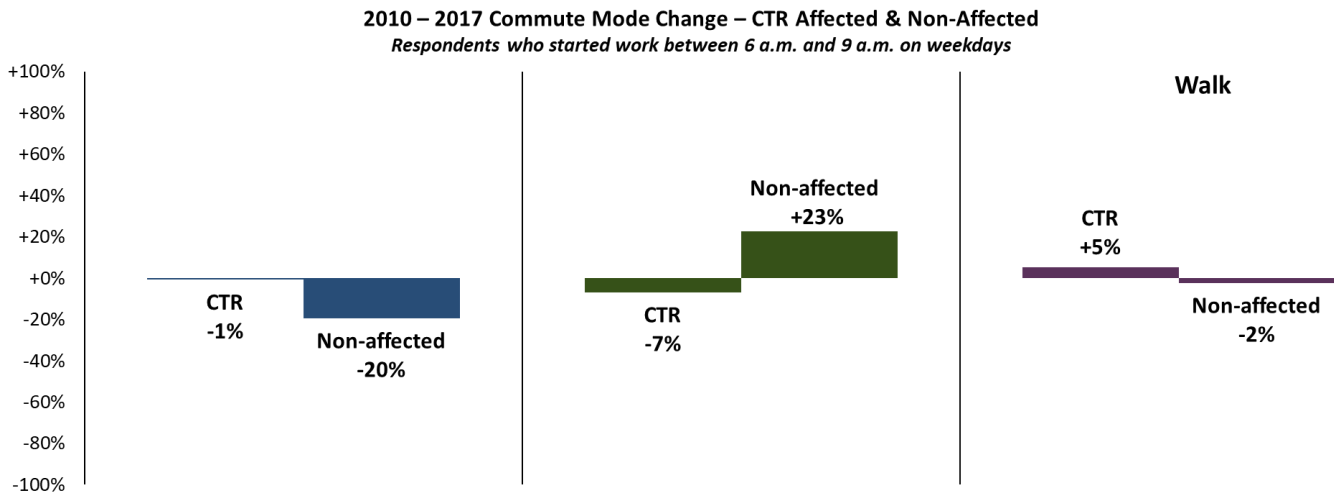


Q1. Last week, what type of transportation did you use each day to commute to your usual work location?

3.4 Percentage Point Shift from 2010 to 2017

A large share of the mode share movement away from SOV and towards transit has come from commuters to non-CTR affected worksites since 2010. Non-CTR affected commuters have seen a 20 percentage point decline in SOV usage and a 23-point increase in transit usage over the last seven years. Because employees at non-affected sites were traditionally more likely to drive alone in the past, they have shown more room to change their travel habits than CTR-affected employees, who were more likely to take non-SOV modes to begin with. With a growing number of employees at large CTR-affected worksites living in and around Center City, their share of commute trips via walking has increased (+5 points) along with it.

Figure 3-6 – Mode Shift: CTR-Affected vs. Non-affected (2010 to 2017)



Q1. Last week, what type of transportation did you use each day to commute to your usual work location?

3.5 Specific Mode Share Comparisons between CTR-Affected and Non CTR-Affected Worksites from 2010 to 2017

Table 3-1 below shows the absolute portion of peak weekday trips for each specific mode, both overall and among commuters from CTR-affected and Non-affected worksites in 2017, along with comparisons between 2010 and 2014. All mode share portions are reported based on the Monday-Friday morning peak trips made by commuters who were scheduled to start work during the morning peak period (between 6 a.m. and 9 a.m.) on at least one weekday.

Among specific commute modes, the share of drive alone (-8.9 points) and train (+4.7) trips have shifted the most since 2010, with modest gains in the walk (+1.8) and bus (+1.1) share.

In general, the specific mode share changes have been more pronounced among non-affected commuters. The share of drive alone trips (-19.2 points) has fallen the most, with growth in bus (+14.0) and train (+6.8) usage making up the bulk of the gains for this group. Commuters to smaller, non-affected worksites are also walking for fewer of their commute trips (-2.4) and making a greater share of walk-on ferry trips (+1.9) since 2010.

Commuters to larger CTR-affected worksites report taking bus for a lower share of their commute trips compared to 2010 (-9.2 points) and carpool (-1.6). These drops have been supplemented with gains in their shares of walking (+5.1 points), train/light rail (+3.1), telecommuting (+1.8), and vanpool (+1.2).

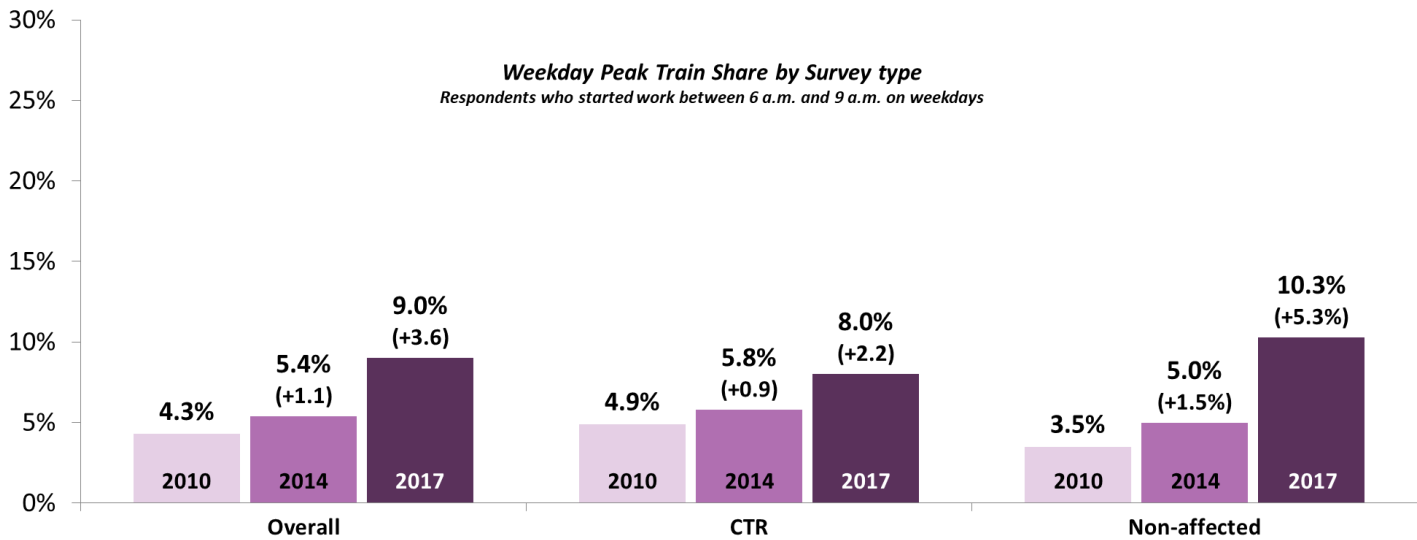
Table 3-1 – Weekday Trip Mode Share by Overall, CTR-affected and Non-affected Commuters (2010 to 2017)

Commute Mode Share – Weekday Trips by CTR-affected/Non-affected Respondents who started work between 6 a.m. and 9 a.m. on weekdays												
	Overall				CTR-affected				Non-affected			
	2017	2014	2010	Overall Change from 2010	2017	2014	2010	CTR-affected Change from 2010	2017	2014	2010	Non-affected Change from 2010
Weighted n	3,392	2,240	3,142		50,142	46,527	40,158		1,471	1,249	1,387	
Weighted Margin of Error (MoE)	+1.7%	+2.1%	+1.8%		+0.4%	+0.5 pts	+0.5%		+2.6% pts	+2.8 pts	+2.6%	
SOV Total	25.4	30.8%	34.5%	-9.1%	23.9%	27.8%	24.7%	-0.8%	27.4%	33.1%	46.9%	-19.5%
Transit Total	48.4	45.3%	42.3%	+6.1%	46.1%	47.2%	53.1%	-7.0%	51.3%	43.8%	28.6%	+22.7%
Rideshare Total	9.7	9.0%	9.6%	+0.1%	10.6%	10.6%	11.0%	-0.4%	8.4%	7.7%	7.9%	+0.5%
Bus	36.9%	37.9%	35.8%	+1.1%	36.3%	39.3%	45.5%	-9.2%	37.7%	36.9%	23.7%	+14.0%
Drive alone	24.8%	30.1%	33.7%	-8.9%	23.2%	27.1%	24.0%	-0.8%	26.8%	32.5%	46.0%	-19.2%
Train/Light rail/Streetcar	9.0%	5.4%	4.3%	+4.7%	8.0%	5.8%	4.9%	+3.1%	10.3%	5.0%	3.5%	+6.8%
Carpool	8.4%	8.3%	9.0%	-0.6%	8.4%	9.2%	10.0%	-1.6%	8.3%	7.5%	7.8%	+0.5%
Walk	7.7%	6.9%	5.9%	+1.8%	9.0%	5.7%	3.9%	+5.1%	6.1%	7.8%	8.5%	-2.4%
Telecommuted	3.3%	3.3%	2.7%	+0.6%	4.9%	3.9%	3.1%	+1.8%	1.3%	2.8%	2.1%	-0.8%
Bicycle	3.1%	3.1%	2.8%	+0.3%	2.8%	3.0%	2.3%	+0.5%	3.5%	3.2%	3.5%	+0.0%
Ferry as walk-on passenger	2.5%	2.0%	2.2%	+0.3%	1.8%	2.1%	2.7%	-0.9%	3.3%	1.9%	1.4%	+1.9%
Vanpool	1.3%	0.7%	0.6%	+0.7%	2.2%	1.4%	1.0%	+1.2%	0.2%	0.2%	0.1%	+0.1%
Ferry with vehicle	0.8%	0.4%	0.7%	+0.1%	0.4%	0.4%	0.5%	-0.1%	1.4%	0.5%	0.9%	+0.5%
Motorcycle/Moped	0.6%	0.6%	0.8%	-0.2%	0.6%	0.7%	0.7%	-0.1%	0.6%	0.6%	0.9%	-0.3%
Compressed workweek day off	0.1%	0.3%	0.4%	-0.3%	0.2%	0.2%	0.3%	-0.1%	0.1%	0.3%	0.5%	-0.4%
Other	1.4%	0.9%	1.1%	+0.3%	2.1%	1.0%	1.1%	+1.0%	0.5%	0.8%	1.2%	-0.7%

Q1. Last week, what type of transportation did you use each day to commute to your usual work location?

The share of light rail and Sounder trips has more than doubled since 2010, with the greatest increases occurring since the opening of the U-Link and Angle Lake light rail expansions in 2016. These shifts are pronounced among both CTR-affected (4.9%→8.0%) and non-CTR commuters (3.5%→10.3%).

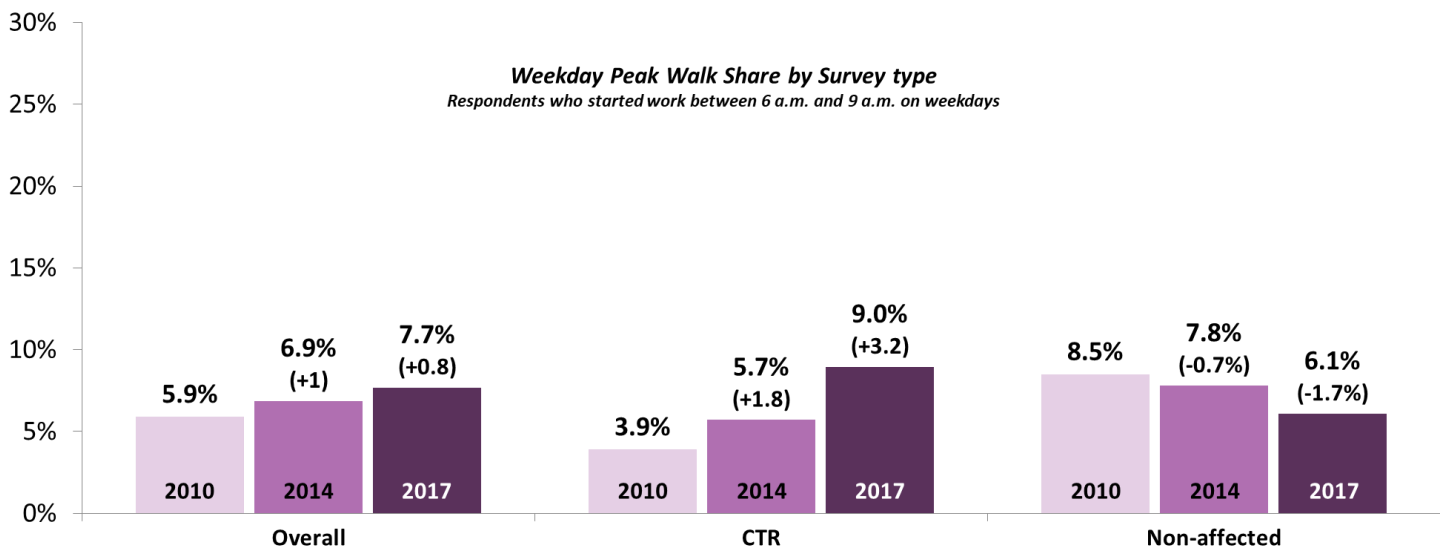
Figure 3-7 – Weekday Trip Mode Share by Overall, CTR-affected and Non-affected Commuters (2010 to 2017)



Q1. Last week, what type of transportation did you use each day to commute to your usual work location?

Overall, the share of walk trips has gradually increased since 2010. This growth has been driven by commuters to larger CTR worksites who are more likely to live in the newer housing units developed around the Downtown Seattle in recent years. The share of walking commutes has declined among those traveling to smaller, non-affected worksites.

Figure 3-8 – Weekday Trip Mode Share by Overall, CTR-affected and Non-affected Commuters (2010 to 2017)



Q1. Last week, what type of transportation did you use each day to commute to your usual work location?

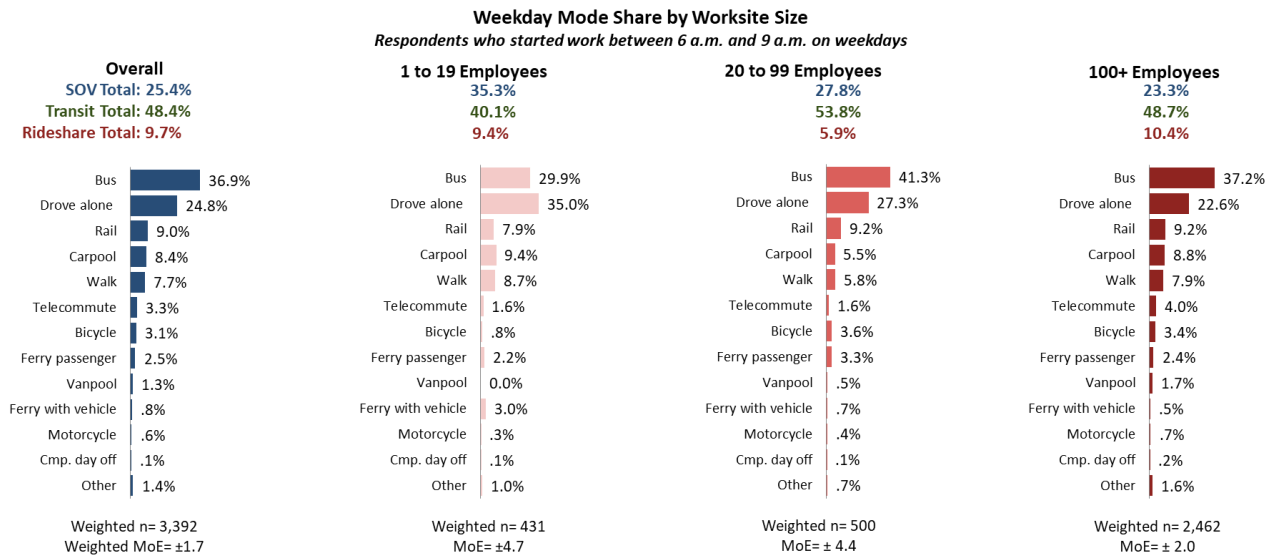
4 Subgroup Comparisons of Mode Share

4.1 Mode Share by Worksite Size

Figure 4-1 shows the weekday peak period mode share by worksite size categories, which are split between small (1-19 employees), medium (20-99), and large (100+) range categories. There are notable differences in mode share based on employee worksite size.

Center City commuters who work at smaller worksites (1-19 employees) still make a larger share of SOV trips (35.3% SOV) than those commuting to medium (20-99; 27.3%) and larger (100+; 22.6%) worksites, who are more likely to take bus, rail, or bike instead.

Figure 4-1 – Weekday Peak Mode Share by Worksite Size (2017)

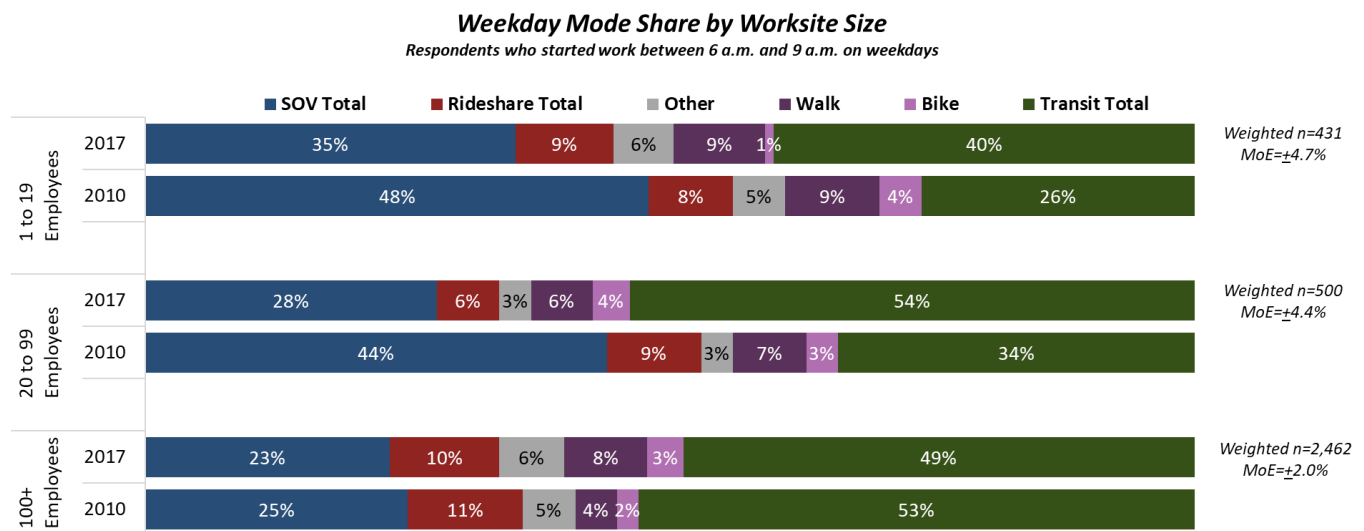


Q1. Last week, what type of transportation did you use each day to commute to your usual work location?

Figure 4-2 compares the aggregated mode shares for each worksite size category (<20, 20-99, 100+) between 2010 and 2017.

Since 2010, commuters to all sizes of worksites have reduced their share of drive alone commute trips during the weekday peak period. The mode splits among commuters to smaller worksites (with 1-19 employees) have shifted significantly seven years; their transit trip share has increased (26%→40%) and SOV share declined (48%→35%) for their weekday peak trips to Center City. Commuters to medium-sized (20-99) worksites have also seen significant changes in their mode usage. Their share of SOV trips has dropped (44%→28%) with a sharp increase in public transit trips (34%→54%) since 2010. The mode splits have remained relatively steady among those commuting to the largest (100+) worksites, with slightly fewer taking transit and driving alone and more walking and biking (combined: 6%→12%) compared to seven years ago.

Figure 4-2 – Weekday Peak Mode Share Trend by Worksite Size (2010 to 2017)



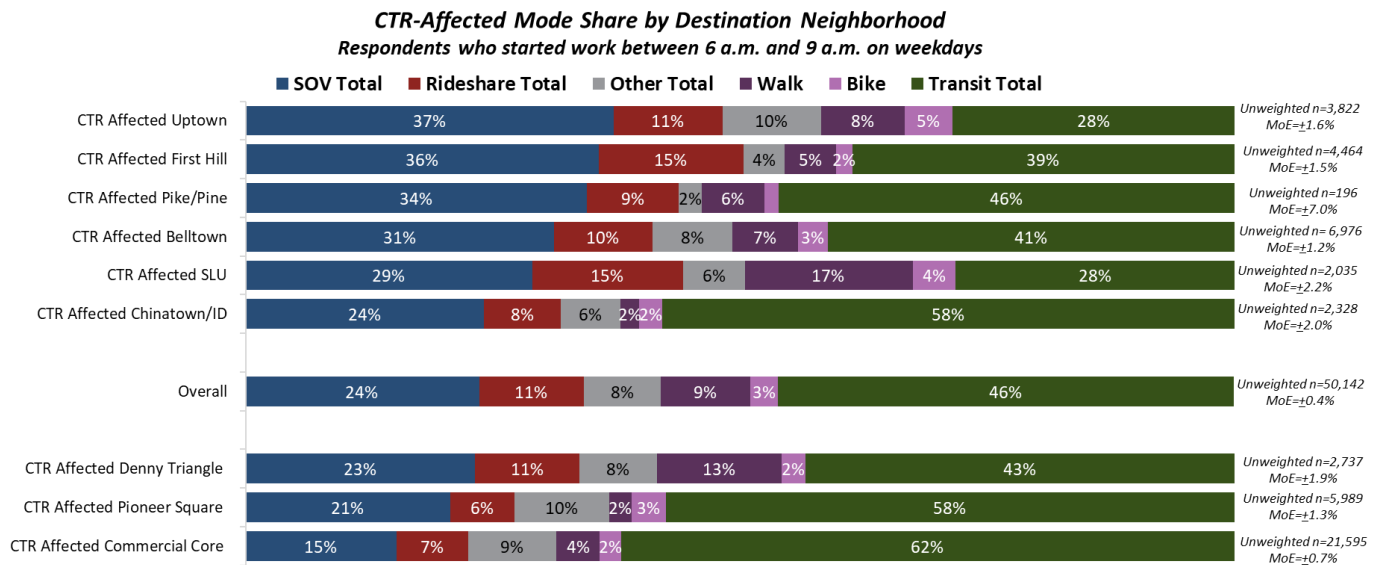
Q1. Last week, what type of transportation did you use each day to commute to your usual work location?

4.2 CTR-Affected Aggregated Mode Share by Destination Neighborhood

Figure 4-3 shows the total mode share distribution for those commuting to larger CTR-affected worksites within each Center City neighborhood.

A majority of CTR-affected commuters are using SOV alternatives to make commute trips to every neighborhood. Majorities of those commuting to CTR-affected worksites in the Commercial Core (62%), Pioneer Square (58%), and the International District (58%) are taking public transit for their weekday peak trips. More CTR commuters walk for their weekday peak commute trips to South Lake Union (17%), Denny Triangle (13%), and Uptown (8%) than other neighborhoods.

Figure 4-3 – Aggregated Mode Share by Center City Neighborhood – CTR-Affected Commuters



Q1. Last week, what type of transportation did you use each day to commute to your usual work location?

4.3 CTR-Affected Specific Mode Share by Destination Neighborhood

Among CTR-affected worksites, a plurality of those commuting to most neighborhoods use transit for their weekday peak trips, with the exceptions of South Lake Union and Uptown, where more commuters still drive alone than take public transit for their weekday peak trips. Transit shares are highest among commuters in Commercial Core (62% transit), the International District (58%), and Pioneer Square (58%). Rail-based Sounder, Link light rail, and streetcar usage is particularly high among commuters in International District (20%) and Pioneer Square (24%).

The share of walk trips is highest among CTR commuters to SLU (17%), Denny Triangle (13%), and Uptown (8%).

Table 4-1 – Individual Mode Share by Center City Neighborhood – CTR-Affected Commuters

Weekday Mode Share by Destination Neighborhood Respondents who started work between 6 a.m. and 9 a.m. on weekdays										
	Overall	CTR-Affected Belltown	CTR-Affected Chinatown/ ID	CTR-Affected Commercial Core	CTR-Affected Denny Triangle	CTR-Affected First Hill	CTR-Affected Pike/ Pine	CTR-Affected Pioneer Square	CTR-Affected SLU	CTR-Affected Uptown
Unweighted n	50,142	2,035	2,328	21,595	5,989	4,464	196	2,737	6,976	3,822
Unweighted MoE	+0.4%	+2.2%	+2.0%	+0.7%	+1.3%	+1.5%	+7.0%	+1.9%	+1.2%	+1.6%
SOV Total	23.9%	31.2%	24.1%	15.3%	23.2%	35.7%	34.5%	20.7%	29.0%	37.2%
Transit Total	46.1%	41.2%	57.9%	62.0%	43.4%	38.6%	46.1%	57.5%	28.2%	28.5%
Rideshare Total	10.6%	9.9%	7.8%	7.2%	10.6%	14.6%	9.3%	6.5%	15.3%	11.0%
Bus	36.3%	32.4%	36.3%	48.0%	37.1%	30.5%	33.1%	30.6%	24.0%	23.6%
Drive alone	23.2%	30.6%	23.8%	14.8%	22.6%	35.0%	33.9%	20.2%	28.1%	36.3%
Train/Light rail/Streetcar	8.0%	6.5%	19.6%	11.3%	5.2%	6.2%	11.9%	24.0%	3.2%	3.6%
Carpool	8.4%	8.8%	7.7%	6.7%	7.6%	11.0%	9.3%	6.4%	11.3%	7.2%
Walk	9.0%	6.7%	1.9%	4.4%	12.6%	5.2%	6.4%	2.3%	17.0%	8.4%
Telecommute	4.9%	6.1%	4.7%	6.8%	5.2%	1.5%	0.9%	6.6%	2.3%	8.1%
Bicycle	2.8%	3.0%	2.3%	2.2%	2.4%	1.7%	1.4%	3.5%	4.4%	4.9%
Ferry as walk-on passenger	1.8%	2.2%	2.0%	2.7%	1.1%	1.9%	1.1%	2.9%	1.0%	1.3%
Vanpool	2.2%	1.1%	0.1%	0.5%	3.0%	3.6%	0.0%	0.1%	4.0%	3.8%
Motorcycle/Moped	0.4%	0.6%	0.3%	0.5%	0.6%	0.7%	0.5%	0.5%	0.9%	0.9%
Ferry with vehicle	0.6%	0.7%	0.1%	0.4%	0.4%	0.4%	0.5%	0.2%	0.4%	0.4%
Compressed workweek day off	0.2%	0.1%	0.1%	0.2%	0.1%	0.8%	0.1%	0.4%	0.0%	0.1%
Other	2.1%	1.1%	1.1%	1.6%	2.2%	1.5%	0.8%	2.4%	3.5%	1.3%

Q1. Last week, what type of transportation did you use each day to commute to your usual work location?

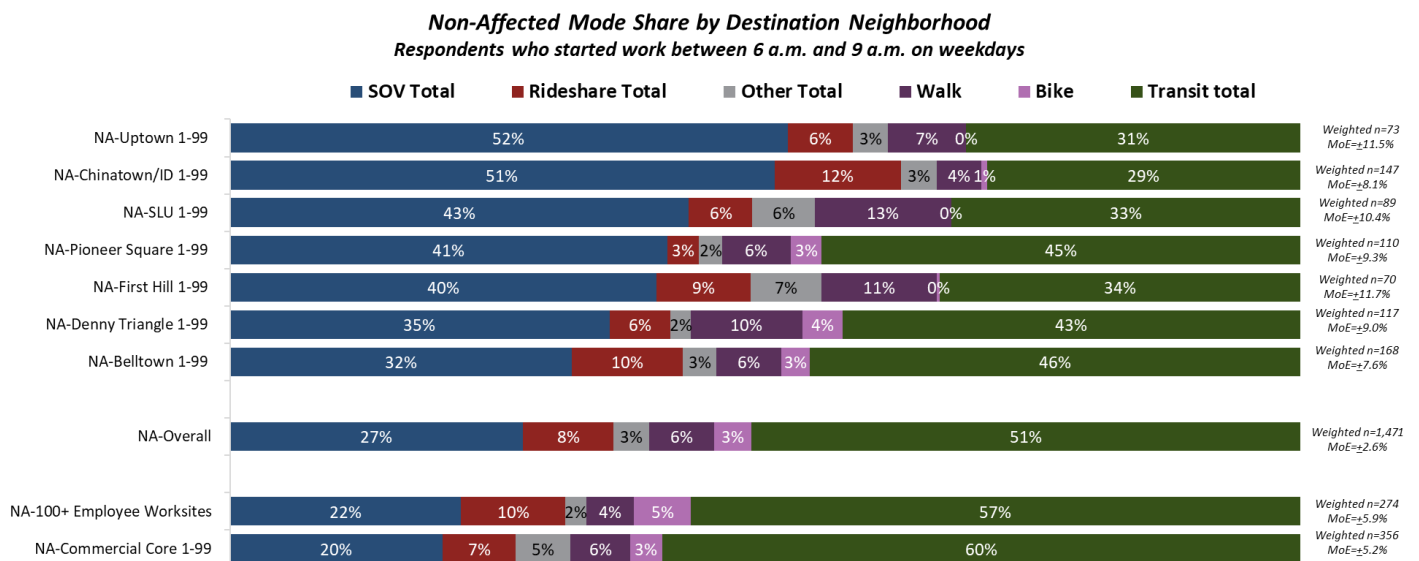
4.4 Non-Affected Aggregated Mode Share by Destination Neighborhood

Among non-affected commuters to smaller 1-99 worksites, a slim majority of those commuting to Uptown (52%) and the International District (51%) drive alone for their weekday peak commute trips. Commercial Core commuters (20% SOV) are the least likely to drive alone.

Because there were too few 100+ Non-affected worksites in each neighborhood to sample proportionally within every area, commuters to these worksites have been grouped into a single Center City-wide category, separate from the rest of the smaller 1-99 worksites in each neighborhood.

Note that the number of interviews for morning peak commuters to 1-99 employee worksites is relatively low in most areas, resulting in large margins of error (+/-7.6-11.7 percentage points) in all Center City neighborhoods except for Commercial Core (+/-5.2 points).

Figure 4-4 – Aggregated Mode Share by Center City Neighborhood – Non-Affected Commuters



Q1. Last week, what type of transportation did you use each day to commute to your usual work location?

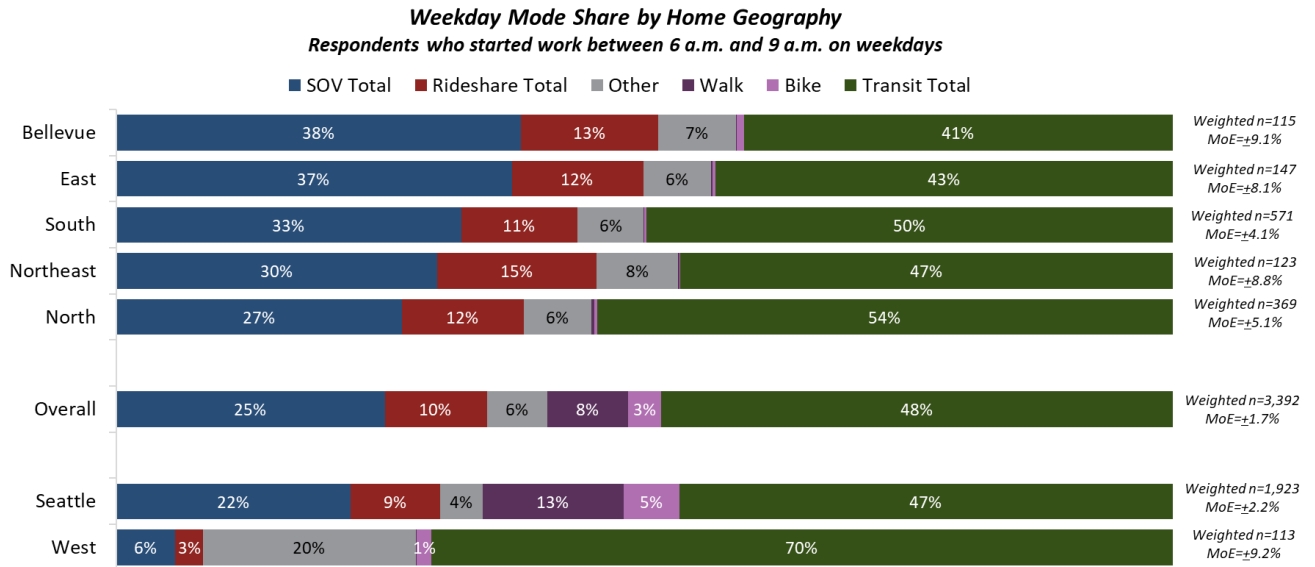
4.5 Aggregated Mode Share by Home Geography

Figure 4-5 compares the aggregated weekday peak mode shares by commute origin.

A plurality of commuters in all regions use public transit for their weekday trips. Those commuting from within Seattle and the peninsula are the least likely to drive alone and most likely to take transit for their commutes. Nearly a fifth of Seattle commuters either walk (13%) or bike (5%) to their worksite.

Please see page 25 for a regional map of each home geographic area.

Figure 4-5 – Aggregated Mode Share by Home Geography



Q1. Last week, what type of transportation did you use each day to commute to your usual work location?

4.6 Individual Mode Share by Home Geography

Nearly a quarter (25%) of South King and Pierce commuters are taking Sounder or light rail for their weekday peak trips to Center City. Commuters within Seattle are more likely to walk (13% of trips) and bike (5%) than commuters from other areas. Those from Kitsap/Island County predominantly ride the ferry (66%) to work.

Because the number of interviews (n) varies for the geographic areas below, the effective margin of error is larger for some subgroups. The effective margin of error is highest for the Western (weighted MoE=±9.2 percentage points), Bellevue (weighted MoE=±9.1 pts), Northeastern (MoE=±8.8 pts), and Eastern (MoE=±8.1 pts) regions.

Table 4-2 – Individual Mode Share by Home Geography Area

Weekday Mode Share by Home Geography								
Respondents who started work between 6 a.m. and 9 a.m. on weekdays								
	Overall	Seattle	Bellevue	North	Northeast	East	South	West
Weighted n	3,392	1,923	115	369	123	147	571	113
Weighted MoE	±1.7%	±2.2%	±9.1%	±5.1%	±8.8%	±8.1%	±4.1%	±9.2%
SOV Total	25.4%	22.2%	38.3%	27.0%	30.4%	37.4%	32.6%	5.6%
Transit Total	48.4%	46.7%	40.6%	54.5%	46.6%	43.3%	49.8%	70.2%
Rideshare Total	9.7%	8.5%	13.0%	11.5%	15.1%	12.4%	11.0%	2.6%
Bus	36.9%	39.1%	40.3%	49.4%	45.1%	43.1%	24.5%	3.5%
Drive alone	24.8%	21.4%	38.2%	26.6%	30.2%	37.2%	32.2%	5.2%
Train/Light rail/Streetcar	9.0%	7.3%	0.3%	5.1%	1.2%	0.2%	25.3%	0.7%
Carpool	8.4%	8.3%	7.5%	8.3%	8.3%	9.3%	10.2%	1.1%
Walk	7.7%	13.4%	0.1%	0.3%	0.1%	0.1%	0.1%	0.1%
Telecommute	3.3%	1.9%	3.5%	5.2%	6.1%	4.2%	4.4%	6.1%
Bicycle	3.1%	5.2%	0.7%	0.3%	0.1%	0.3%	0.2%	1.4%
Ferry as walk-on passenger	2.5%	0.4%	0.0%	0.0%	0.2%	0.0%	0.1%	66.0%
Vanpool	1.3%	0.2%	5.6%	3.2%	6.8%	3.1%	0.8%	1.5%
Motorcycle/Moped	0.6%	0.8%	0.1%	0.5%	0.2%	0.2%	0.5%	0.4%
Ferry with vehicle	0.8%	0.4%	0.8%	0.3%	0.3%	0.1%	0.9%	11.0%
Compressed workweek day off	0.1%	0.1%	0.1%	0.1%	0.2%	0.4%	0.2%	0.1%
Other	1.4%	1.5%	2.9%	0.8%	1.2%	1.8%	0.8%	2.9%

Q1. Last week, what type of transportation did you use each day to commute to your usual work location?

5 Home Geography

5.1 Home Geographies of Weekday Peak Center City Commuters

The map below shows the boundaries of each home geography region in this report. It provides a description of the cities and counties included within each area as well as the short-hand term used to refer to each area. These geographic boundaries are based on zip code and are defined as they were in previous years. A full list of the zip codes used to define each area is on page 26.

Figure 5-1 – Commute Origin of Overall, CTR-affected and Non-affected Commuters

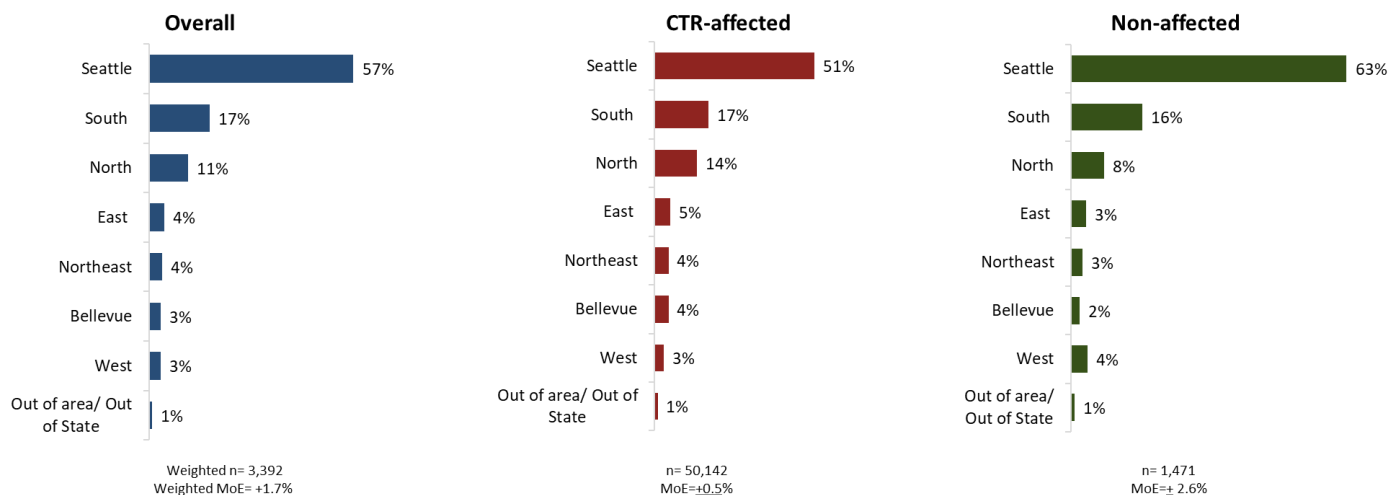


A majority (57%) of weekday peak commuters to Center City live within Seattle, with significant portions also coming from South King/Pierce (17%) and North King/West Snohomish (11%).

Majorities of those commuting to both CTR-affected (51%) and non-affected (63%) worksites are commuting from within Seattle. CTR-affected commuters are more likely to travel to Center City from areas throughout the Puget Sound region.

Figure 5-2 – Commute Origin of Overall, CTR-affected and Non-affected Commuters

Respondents who started work between 6 a.m. and 9 a.m. on weekdays



Q6. What is the 5-digit zip code where you live? (RECORD 5-DIGIT ZIP CODE)

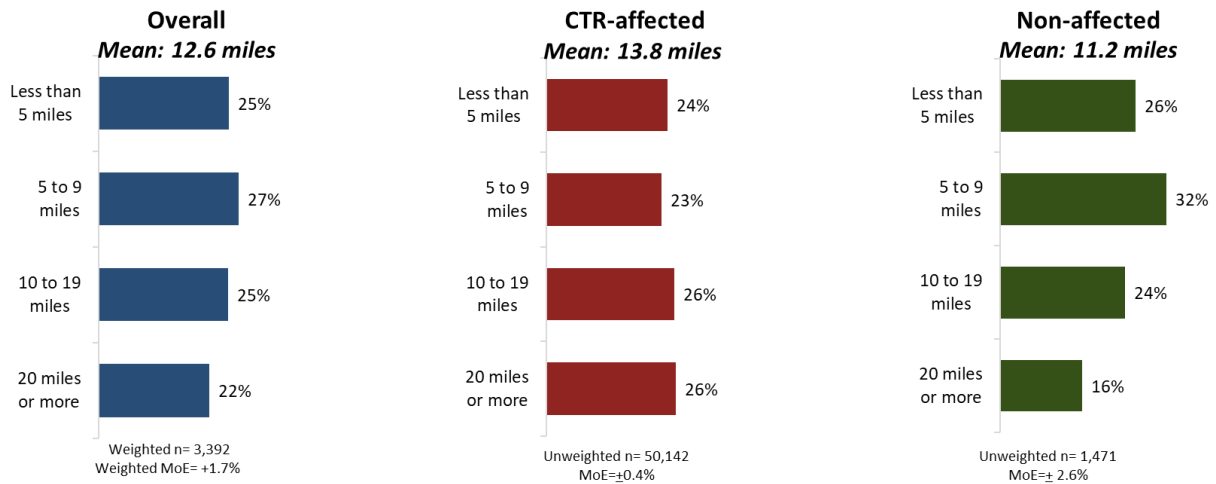
6 Commute Distance

6.1 Average Overall Commute Distance

Figure 6-1 below shows the average one-way commute distance for overall, CTR-affected, and Non-affected commuters. On average, non-affected commuters report having slightly shorter commutes (13.8 miles on average) than CTR-affected commuters. A majority of Non-affected employees (58%) have commutes less than 10 miles, while less than half (47%) of CTR-affected commuters have short-distance commutes.

Figure 6-1 – One-Way Commute Distance

Respondents who started work between 6 a.m. and 9 a.m. on weekdays



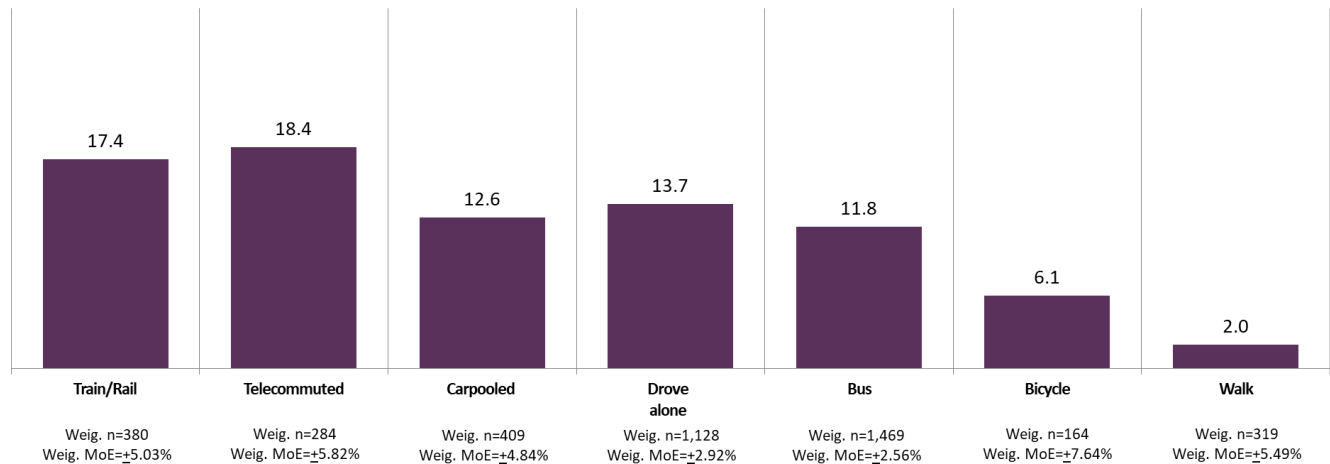
Q5. Thinking about your one way commute from home to your usual work location, including miles for errands or stops made on the way to work, how many miles do you commute?

6.2 Commute Distance by Travel Mode

The chart 6-2 compares the average one-way commute miles by travel mode. Commuters who use Sounder/Link (17.4) or telecommute (18.4) generally have the longest commutes to Center City while those who drive alone (13.7 average miles/one-way commute) and those who ride the bus (11.8) have similarly long commutes.

Figure 6-2 – Average One-Way Commute Miles by Commute Mode

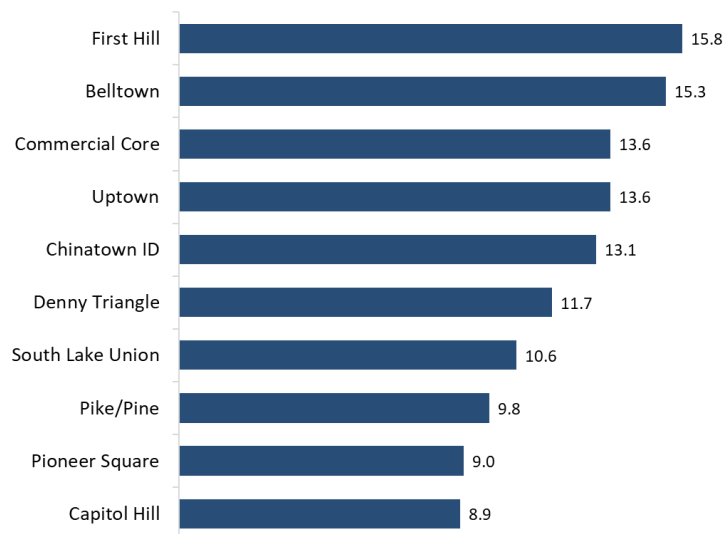
Respondents who started work between 6 a.m. and 9 a.m. on weekdays



Q5. Thinking about your one way commute from home to your usual work location, including miles for errands or stops made on the way to work, how many miles do you commute?

The next chart shows the average one-way commute miles to each Center City destination neighborhood. Those commuting to First Hill (15.8 mile average) and Belltown (15.3) report having the longest commutes.

Figure 6-3 – Average One-Way Commute Miles by Center City Neighborhood



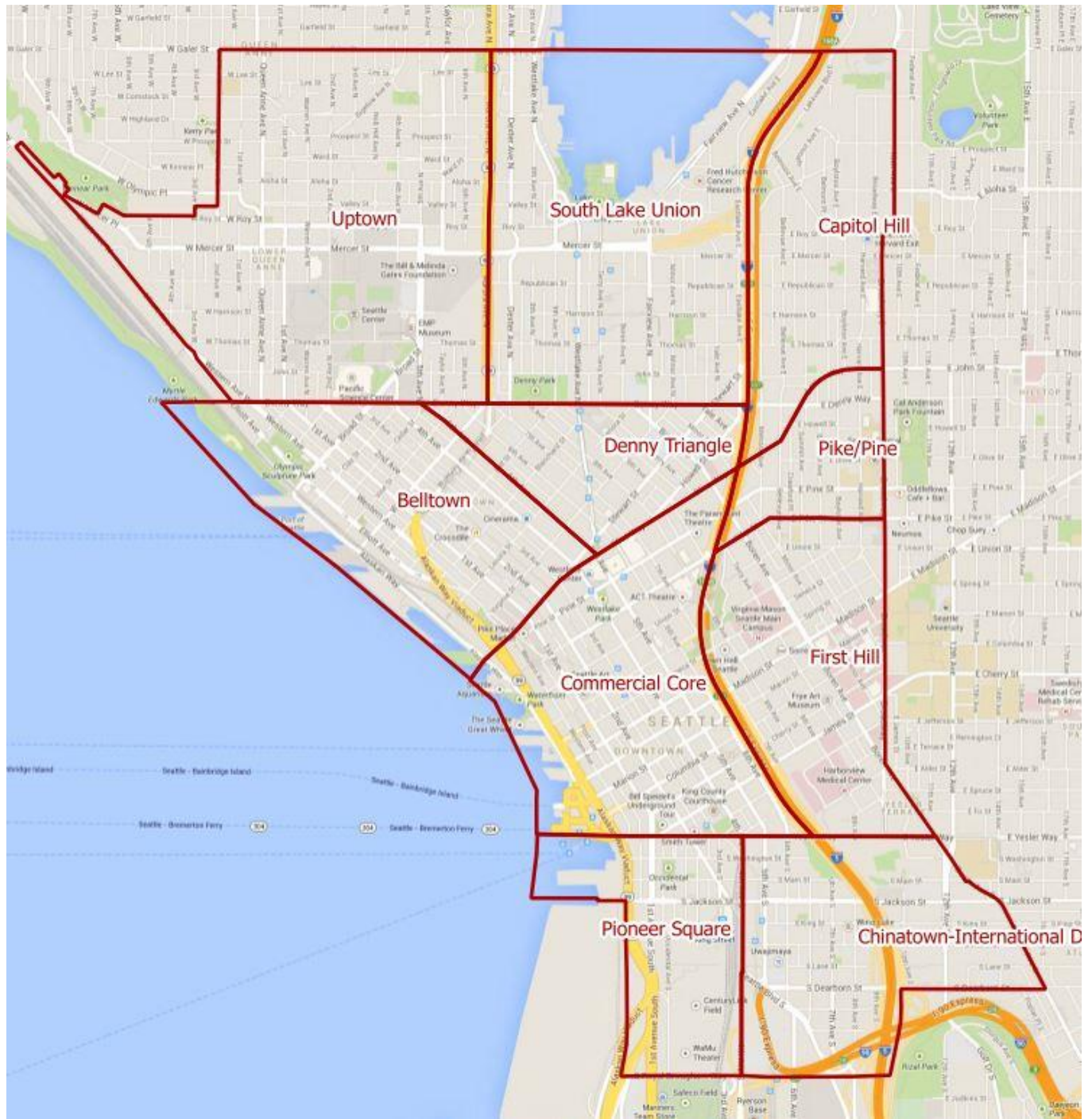
Q5. Thinking about your one way commute from home to your usual work location, including miles for errands or stops made on the way to work, how many miles do you commute?

7 Appendix

7.1 Center City Neighborhoods

A map of the Center City boundary and its neighborhood subareas are shown below:

Figure 7-1 – Center City Neighborhood Map



7.2 Home Geography Zip Code Definitions

A map with descriptions of commuters' home geographic areas is shown in Figure 7-2 below and the zip code definitions of each area are listed in Table 7-1 on the following page.

Figure 7-2 – Home Geography Area map

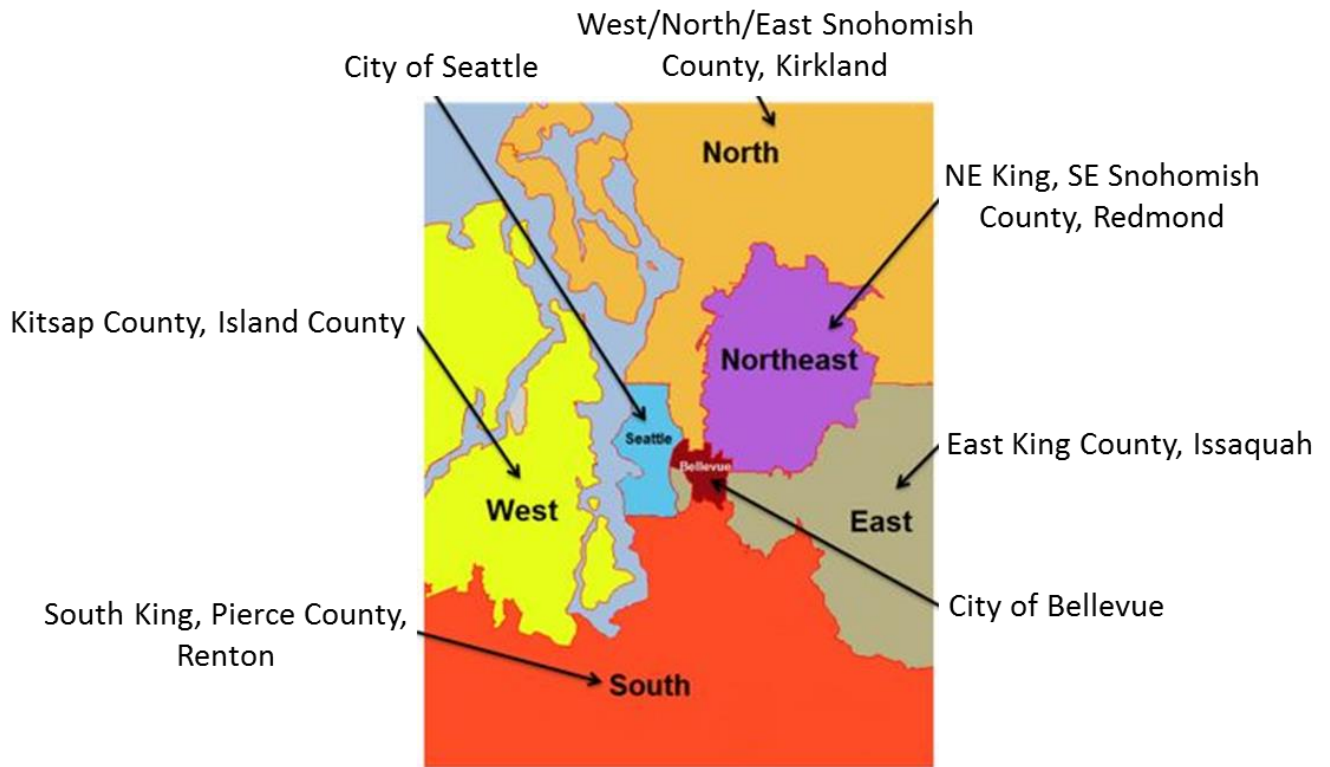


Table 7-1 – Home Geography Zip Code List

[illegible]

7.3 Weighting

The CTR-affected survey respondents were weighted proportionally within each neighborhood based on the CTR employee counts for each Center City worksite. The Non-affected worksites with 1-99 employees were also weighted to their estimated share in each neighborhood according to the Infogroup business counts, with additional adjustments by worksite size range (including 1–4, 5–9, 10–19, 20–49 and 50–99) to get as closely in line with the estimates as possible. Because the larger Non-affected worksites (100 or more employees) were randomly sampled from the broader Center City sample and could not be stratified within each neighborhood, they were weighted as their own separate category from the 1-99 worksites within the Non-affected data.

Table 7-2 – CTR-affected and Non-affected Weighting Proportions

Weighting – All Respondents												
Category	CTR-affected						Non-affected					
	Unweighted		CTR Counts		Weighted		Unweighted		Infogroup Estimates		Weighted	
	n	%	N	%	n	%	n	%	N	%	n	%
<i>Non-affected 1-99 worksites weighted within neighborhood</i>												
Belltown 1-99 Employees	2205	3.9%	3220	1.3%	49	1.3%	202	0.4%	11027	4.3%	168	4.3%
Capitol Hill	-	-	-	-	-	-	42	0.1%	1616	0.6%	25	0.6%
Chinatown ID	2458	4.4%	4299	1.7%	65	1.7%	162	0.3%	3804	1.5%	58	1.5%
Commercial Core	21642	38.4%	36167	14.1%	551	14.1%	434	0.8%	31360	12.3%	478	12.3%
Denny Triangle	4995	8.9%	7391	2.9%	113	2.9%	136	0.2%	5075	2.0%	77	2.0%
First Hill	5311	9.4%	16792	6.6%	256	6.6%	74	0.1%	3872	1.5%	59	1.5%
Pike/Pine	201	0.4%	356	0.1%	5	0.1%	62	0.1%	1657	0.6%	25	0.6%
Pioneer Square	2867	5.1%	4053	1.6%	62	1.6%	130	0.2%	4028	1.6%	61	1.6%
South Lake Union	6390	11.3%	9025	3.5%	137	3.5%	136	0.2%	5846	2.3%	89	2.3%
Uptown	4147	7.4%	6115	2.4%	93	2.4%	101	0.2%	6519	2.5%	99	2.5%
Amazon Denny Triangle	1532	2.7%	21000	8.2%	320	8.2%						
Amazon SLU	1543	2.7%	22000	8.6%	335	8.6%						
Deloitte Services LP	224	0.4%	1009	0.4%	15	0.4%						
City of Seattle Commercial Core	986	1.8%	7000	2.7%	107	2.7%						
City of Seattle Uptown	56	0.1%	250	0.1%	4	0.1%						
<i>Non-affected 100+ worksites weighted as a separate category</i>												
Non-affected 100+							305	0.5%	42357	16.6%	645	16.6%
Total	54557	96.8%	138,677	54.2%	2,112	54.2%	1784	3.2%	117,161	45.8%	1,784	45.8%

7.4 Non-CTR Affected Response Rates

The response rates for the non-affected Mode Split survey were calculated based on the number of completed, usable surveys (excluding partially-completed surveys) out of the estimated totals distributed.

Table 7-3 – Non-affected Worksite Response Rates by Neighborhood and Business Size

Non-affected Worksite Response Rates			
	Surveys Distributed	Surveys Completed (n)	Response Rate (%)
Neighborhood			
Belletown	428	202	47%
Capitol Hill	87	42	48%
Chinatown ID	442	240	54%
Commercial Core	962	536	56%
Denny Triangle	256	136	53%
First Hill	153	74	48%
Pike/Pine	136	62	46%
Pioneer Square	406	255	63%
South Lake Union	261	136	52%
Uptown	158	101	64%
Employee Size			
1 to 4	534	257	48%
5 to 9	357	227	64%
10 to 19	325	174	54%
20 to 49	570	319	56%
50 to 99	1023	502	49%
100+	480	305	64%

7.5 Pre-Notification Letter



Dear Worksite Manager,

Within the next few weeks, an employee from Consumer Opinion Services and EMC Research, two experienced professional research firms in Seattle, may be calling your worksite regarding a brief survey about how employees commute to work. They will ask for help from you, or someone at your worksite, to distribute the survey to the employees at your worksite. Your participation will help support our continuing efforts to improve commuter options and access to downtown Seattle. To show our appreciation, we will send a VISA gift card to the employee who helps distribute the surveys to all commuters at your worksite.

The survey will ask what method of transportation employees used to get to work each day of the preceding week and the zip code they are traveling from. This information will help Commute Seattle and the City of Seattle better understand trip behavior, and the effects of policies and investments which will lead to improved services for your employees, as well as reduce congestion on the roadways that provide access to downtown.

We will plan to have the surveys distributed on Monday, October 23rd. The survey will only take 2-3 minutes of each employee's time.

Participation in this survey is completely voluntary. Responses from your employees will be combined with those from other organizations to give us a complete picture of commute travel to downtown Seattle that will inform decisions about alternative forms of transportation, parking, and other travel-related issues.

All survey responses are confidential and your employees' answers will not be associated with your company. If you have any questions you may contact the project manager Basak Filiz by phone at (206) 204-8039 or by email at commutersurvey@emcresearch.com.

Thank you in advance for taking part in this research effort.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jonathan Hopkins'.

Jonathan Hopkins

Executive Director

www.CommuteSeattle.com

Commute Seattle is a not-for-profit commuter service organization working to reduce drive-alone commute trips and ensure commuters are knowledgeable about the variety of transportation options they have for getting to work in downtown Seattle. Commute Seattle is an alliance between the Downtown Seattle Association, King County Metro and the City of Seattle Department of Transportation.

7.6 Survey Coordinator Recruiting Screener

2017 Survey Coordinator Screener Survey Worksite Employers Downtown Seattle

Hello, may I speak to the manager at your worksite?

This is _____ with Consumer Opinion Services in Seattle. I am calling on behalf of Commute Seattle, the Downtown Seattle Association and the Seattle Department of Transportation. We are asking employers to help with a very brief survey on how employees commute to work in the downtown Seattle area, to support continuing efforts to improve commuter options and access to the area. The survey involves having each employee from select businesses fill out a short survey about how they commute to work. Your employees can complete the survey online or we can mail your worksite paper surveys to distribute and return via a prepaid envelope. It should only take a couple of minutes for each person to do it. What we need is a contact person at your business who is willing to distribute and collect the surveys. For their help with this task, that person will be given a VISA gift card. Are you the best person to talk to or would you recommend we talk with someone else?

[IF NEEDED: Your worksite was randomly selected to represent other downtown Seattle worksites of similar size, and it is very important that we ensure the employees at your worksite are represented in the data we're collecting]

☐ Same person ☐ New person (reintroduce)

1) First, I just need to verify some information about your worksite.

1A) Is your worksite name _____? (**COMPANY NAME FROM SAMPLE**)

☐ Yes

☐ No => May I have your worksite name?

☐ Yes _____

(**READ BACK TO VERIFY CORRECT WORKSITE NAME**)

☐ No=> **THANK AND TERMINATE**

1B) And is your worksite located at _____? (**ADDRESS FROM SAMPLE**)

☐ Yes

☐ No => Is your worksite located in the Downtown Seattle area?

☐ Yes=> May I have your worksite address?

(**READ BACK TO VERIFY CORRECT ADDRESS**)

☐ No=> **THANK AND TERMINATE**

2) How many employees commute to the worksite at this address? # _____

☐ 1 – 2 ☐ 5 – 9 ☐ 20 – 49 ☐ 100 – 249 ☐ 500+

☐ 3 – 4 ☐ 10 – 19 ☐ 50 – 99 ☐ 250 – 499

- 3) As I mentioned earlier, we have a very brief survey that we would like every employee at your worksite at **[READ BACK ADDRESS FROM Q1B]** to complete. The survey will only take a couple of minutes to complete and will ask about their commute behavior each day of the previous week. Since this involves some effort to distribute the survey, we will give the person who distributes surveys at your worksite a VISA gift card for... **(READ APPROPRIATE ONE)**

IF 49 OR FEWER EMPLOYEES: ...25 dollars

IF 50 OR MORE EMPLOYEES: ...50 dollars

- 4) Would you be willing to help us distribute the survey to ALL employees at your worksite? This can either be done by emailing a link to the web survey or distributing printed surveys for each employee.

☐ Yes -> **GO TO Q5**

☐ No – Is there someone else in your business that might be willing to do it?

☐ Yes => **GET REFERRAL AND REINTRODUCE, THEN SKIP TO Q3**

☐ No => **THANK AND TERMINATE**

- 5) Would you prefer that we...

☐ Send you a link to the online survey for you to send to every employee via email, or...

☐ Mail the printed surveys to you?

IF ONLINE/EMAIL: We will need you to distribute the online survey links on Monday, November 13th. We'll send you the survey link that morning as well as directions for distributing the surveys by email or text. **(REPEAT AS NECESSARY)**

IF MAIL: We will need you to distribute the paper surveys on Monday, November 13th. We'll send you a package with the surveys a few days beforehand. The package will also include a postage paid, self-addressed envelope, for you to mail everyone's surveys back to us by Friday, November 17th.

(REPEAT AS NECESSARY)

- 5A) And should we send the survey packet to the same address you confirmed earlier for your worksite or is there different address we should send them to?

☐ Yes, same address

☐ No, different address **(FILL IN BELOW, READ BACK TO VERIFY CORRECT ADDRESS)**

- 6) And to confirm, what is your major business activity? **(READ LIST IF NEEDED)**

- | | |
|---|---|
| <input type="checkbox"/> Retail | <input type="checkbox"/> Restaurant/Food Service |
| <input type="checkbox"/> Medical office | <input type="checkbox"/> Commercial office |
| <input type="checkbox"/> Government | <input type="checkbox"/> Personal service (i.e. beauty salon) |
| <input type="checkbox"/> Banking | <input type="checkbox"/> Childcare/daycare |
| <input type="checkbox"/> Other _____ | |

Thank you so much for helping us with this survey project. Is there anything else that we can do to make this easier for you?

(RECORD COMMENT) _____

And finally, let me make sure I have your correct name, phone number and email address so we can follow up:

Name _____ (READ BACK TO VERIFY CORRECT SPELLING)

Phone _____ (READ BACK NUMBER TO VERIFY CORRECT NUMBER)

Email _____ (READ BACK EMAIL ADDRESS TO
VERIFY CORRECT SPELLING)

We will send you detailed instructions with the survey in the next couple of weeks.

7.7 Full Non-Affected Questionnaire – Print Version

2016 Downtown Seattle Commuter Survey

DEAR DOWNTOWN SEATTLE EMPLOYEE: Commute Seattle, in partnership with the Downtown Seattle Association, King County Metro and the City of Seattle, is working with EMC Research and Consumer Opinion Services to conduct a survey of employees in downtown Seattle to understand how you commute to work. Your participation will help support our continuing efforts to improve commuter options and access to downtown Seattle. Please take a few minutes to fill out this questionnaire. Mark your answers clearly and neatly in the boxes like this: (☒ Yes ☐ No)

1) Last week, what type of transportation did you use each day to commute TO your usual work location?

- Fill in **ONLY ONE** type of transportation per day
- If you used more than one type, fill in the type used for the **LONGEST DISTANCE**
- Fill in "Carpooled" only if at least one other person age 16 or older was in the vehicle
- Fill in "Telecommuted/worked remotely/worked from home" if you eliminated a commute trip by working at home, at a Telework Center or at a Satellite Office less than one-half as far from home as your usual work location. If you teleworked part of the day and then went to your usual work location, fill in how you got to your usual work location that day.

	Mon ↓	Tue ↓	Wed ↓	Thur ↓	Fri ↓	Sat ↓	Sun ↓
Drove alone (or with children under 16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carpooled (2 or more people)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vanpooled	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rode a motorcycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rode a bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rode the train/light rail/streetcar	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rode a bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walked	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Telecommuted/worked remotely/worked from home	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Compressed work week day off	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Overnight business trip	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Did not work (day off, sick, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Boarded ferry with car/van/bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Boarded ferry as walk-on passenger	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (Specify): _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2) If you carpooled or vanpooled as part of your commute, or if you ride a motorcycle, how many people (age 16 or older) were usually in the vehicle, including yourself?

_____ Number of people in carpool/vanpool or on motorcycle

3) Was last week a typical week for commuting? ☐ Yes ☐ No

4) Last week, which days were you scheduled to begin work between 6 a.m. and 9 a.m.? (Select all that apply)

Mon	Tue	Wed	Thur	Fri	Sat	Sun	None
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5) ONE WAY, how many miles do you commute from home TO your usual work location?

- **DO NOT** use roundtrip or weekly distance
- Include miles for errands or stops made daily on the way to work
- If you telework, report the miles from your residence to your worksite
- Round off the distance traveled to the nearest mile

_____ Miles you commute one way

6) What is the 5-digit zip code where you live? _____

7.8 Full Commute Trip Reduction (CTR) Employee Questionnaire

Commuter Trip Reduction

State of Washington
Employee Questionnaire

Directions

- All questions refer to work for this employer only.
- Use a No. 2 pencil.
- Fill in the circles completely.
- Erase cleanly any marks you wish to change.
- Do not make any stray marks on the form.

1. Which of the following best describes your employment status?

- ☐ Full-time (35 hours or more each week)
- ☐ Part-time (20 to 34 hours each week)
- ☐ Part-time (less than 20 hours each week)

2. What days do you typically begin work between 6 and 9 a.m.? (Mark all that apply)

- ☐ Monday
☐ Tuesday
☐ Wednesday
☐ Thursday
☐ Friday
☐ Saturday
☐ Sunday
☐ None

3. ONE WAY, how many miles do you commute from home TO your usual work location?

- DO NOT use roundtrip or weekly distance.
- Include miles for errands or stops made daily on the way to work.
- If you telework, report the miles from your residence to your work location.
- Round off the distance travelled to the nearest mile.
- Write numbers in the boxes and fill in the corresponding circles.

0	0	0
1	1	1
2	2	2
3	3	3
4	4	4
5	5	5
6	6	6
7	7	7
8	8	8
9	9	9

4. Last week, what type of transportation did you use each day to commute TO your usual work location?

- If you used more than one type, fill in the type used for the LONGEST DISTANCE.
- Fill in ONLY ONE type of transportation per day.
- Fill in "Carpooled" only if at least one other person age 16 or older was in the vehicle.
- Fill in "Teleworked" if you eliminated a commute trip by working at a location less than half the distance from your usual work location.
- If you teleworked part of the day then went to your usual work location, fill in how you got to your usual work location.

M	T	W	Th	F	Sa	Su	
							Drove alone (or with children under 16)
							Carpooled (2 or more people)
							Vanpooled
							Rode a motorcycle
							Rode a bus
							Rode a train/light rail/streetcar
							Rode a bicycle
							Walked
							Teleworked
							Compressed workweek day off
							Overnight business trip
							Did not work (day off, sick, etc.)
							Boarded Ferry with car/van/bus
							Boarded ferry as walk-on passenger
							Other:

5. If you carpooled or vanpooled as part of your commute, or if you rode a motorcycle, how many people (age 16 or older) were usually in the vehicle including yourself?

- How many people usually live in your home?
- | | |
|------------------------------------|--|
| <input type="radio"/> One person | <input type="radio"/> Nine people |
| <input type="radio"/> Two people | <input type="radio"/> Ten people |
| <input type="radio"/> Three people | <input type="radio"/> Eleven people |
| <input type="radio"/> Four people | <input type="radio"/> Twelve people |
| <input type="radio"/> Five people | <input type="radio"/> Thirteen people |
| <input type="radio"/> Six people | <input type="radio"/> Fourteen people |
| <input type="radio"/> Seven people | <input type="radio"/> Fifteen or more people |
| <input type="radio"/> Eight people | |

6. What is your home zip code? (Write numbers in the boxes and fill in the corresponding circles.)

0	0	0	0	0
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4
5	5	5	5	5
6	6	6	6	6
7	7	7	7	7
8	8	8	8	8
9	9	9	9	9

Continued on the other side

DO NOT WRITE IN THIS AREA

[illegible]

159784

7. Was last week a typical week for commuting?

- ☐ Yes ☐ No

8. Which of the following best describes your work schedule?

- ☐ 5 days a week
☐ 4 days a week (4/10s)
☐ 3 days a week
☐ 9 days in 2 weeks (9/80)
☐ 7 days in 2 weeks
☐ Other: _____

9. On the most recent day that you drove alone to work, did you pay to park? (Mark "yes" if you paid that day, if you prepaid, if you are billed later, or if the cost of parking is deducted from your paycheck.)

- ☐ Yes ☐ No ☐ I don't drive alone

10. How many days do you typically telework?

- ☐ I don't telework
☐ Occasionally, on an as-needed basis
☐ 1-2 days/month
☐ 1 day/week
☐ 2 days/week
☐ 3 days/week

11. When you do not drive alone to work, what are the three most important reasons?

- ☐ Financial incentives for carpooling, bicycling or walking
☐ Free or subsidized bus, train, vanpool pass or fare benefit
☐ Personal health or well-being
☐ Cost of parking or lack of parking
☐ To save money
☐ To save time using the HOV lane
☐ I have the option of teleworking
☐ Driving myself is not an option
☐ Emergency ride home is provided
☐ I receive a financial incentive for giving up my parking space
☐ Preferred/reserved carpool/vanpool parking is provided
☐ Environmental and community benefits
☐ Other: _____

12. When you drive alone to work, what are the three most important reasons?

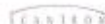
- ☐ Riding the bus or train is inconvenient or takes too long
☐ I need more information on alternative modes
☐ My job requires me to use my car for work
☐ My commute distance is too short
☐ Family care or similar obligations
☐ I like the convenience of having my car
☐ Bicycling or walking isn't safe
☐ There isn't any secure or covered bicycle parking
☐ Other: _____

Answer question 13 only if you rode transit (either bus or train), or boarded a ferry as a walk-on passenger, at least once last week.

13. Please indicate the number of one-way transit or walk-on ferry trips you took last week on each system listed below (for any purpose, not just getting to and from work)? Please select "Other" if your transit isn't listed. If you transferred between buses within the same system, count only one (1) ride on that system. If you transferred to another system, count a ride on each. Do not count ferry rides where you boarded with a motor vehicle. (Write numbers in the boxes and fill in the corresponding circles)

Community Transit	Everett Transit	Intercity Transit	King County Metro	Kitsap Transit	Pierce Transit	Sound Transit	Whatcom Transportation Authority	Ferry as walk-on	Other
0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1
2 2	2 2	2 2	2 2	2 2	2 2	2 2	2 2	2 2	2 2
3 3	3 3	3 3	3 3	3 3	3 3	3 3	3 3	3 3	3 3
4	4	4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9	9	9

Thank you for completing the survey!



Mark Reflex® EM-250841-1:654321 HN26