



2016 Center City Commuter Mode Split Survey Survey Results



commute seattle

Prepared by:



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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 is conducted to understand how commuters travel to Downtown Seattle and how those behaviors have shifted over time. Conducted every two years, the 2016 iteration of the study tracks the results from previous studies conducted in 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 and 2016 mode-split studies, Commute Seattle hired EMC Research 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 2016 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 2015-2016 survey cycle.

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 2016 mode-split survey data collected data from a total of 1,824 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 neighborhoods 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 Bennett Research for the data collection phase of the 2016 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 29.

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 30 and 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. Coordinators at worksites with 10-49 employees were entered into a random drawing for one of ten \$50 VISA gift cards, while coordinators at worksites with fewer than 10 employees were entered into a separate drawing for one of twenty \$25 VISA gift cards. These prize drawings were held in December.

Worksites with 5 or more employees had 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 2016 Non-affected survey, EMC replicated the sampling and distribution approach and questionnaire formats as closely as possible to previous years. The 2016 study was primarily fielded from October 24th and November 13th, 2016 to capture commute data for the weeks of October 17th – November 6th, 2016, 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 27th – November 9th, 2014 and collected commute data about the weeks of October 20th – November 2nd, 2014, with some clean-up interviewing the following week.

2.3 External Factors

A key caveat for the CTR-affected data is that the 2015-2016 survey cycle was spread out over the full two-year period and a majority of CTR-affected employee surveys were completed prior to the openings of the University and Capitol Hill Link light rail extensions in March 2016 and the Angle Lake extension in September 2016. As a result, the impacts of those Link extensions is not be fully reflected in the CTR-affected data.

There were also some notable weather factors which may have impacted commutes during the Non-affected mode-split data collection period. According to the NOAA National Weather Service online weather archive, there was above-average precipitation during the weeks reflected in the Non-affected commute data. The average daily highs were in the high-50's and average lows in the high-40s. (NOAA:

<http://w2.weather.gov/climate/xmacis.php?wfo=sew>)

Lower gas prices are an additional factor with possible impacts on both the CTR-affected and Non-affected mode split data. In 2016, average gas prices in the Seattle area were about \$2.68 per gallon during the October 2016 survey period, a significant decline from the \$3.24 average during the similar period in 2014. Gas prices ranged between \$2.10 and 3.24 during the 2015-2016 survey cycle, compared to \$3.30 and \$4.02 during the 2013-2014 survey cycle when the CTR-affected data was collected. (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 a Sounders Football Club match starting at 5:00pm in downtown Seattle and an 6:00am closure of Link light rail on Friday, October 28th.

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 1,824 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 54,971 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 and was collected throughout 2015 and 2016. The full WSDOT CTR-affected survey questions are shown on pages 33 and 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 lower portion of Non-affected interviews (n=1,824) were collected compared to CTR-affected interviews (n=54,971), 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 (85%) 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 (15%) have been omitted from the following results in sections 3 through 7. The commute mode share for each transportation mode is calculated out of all commute trips made during the weekdays prior to the survey period.

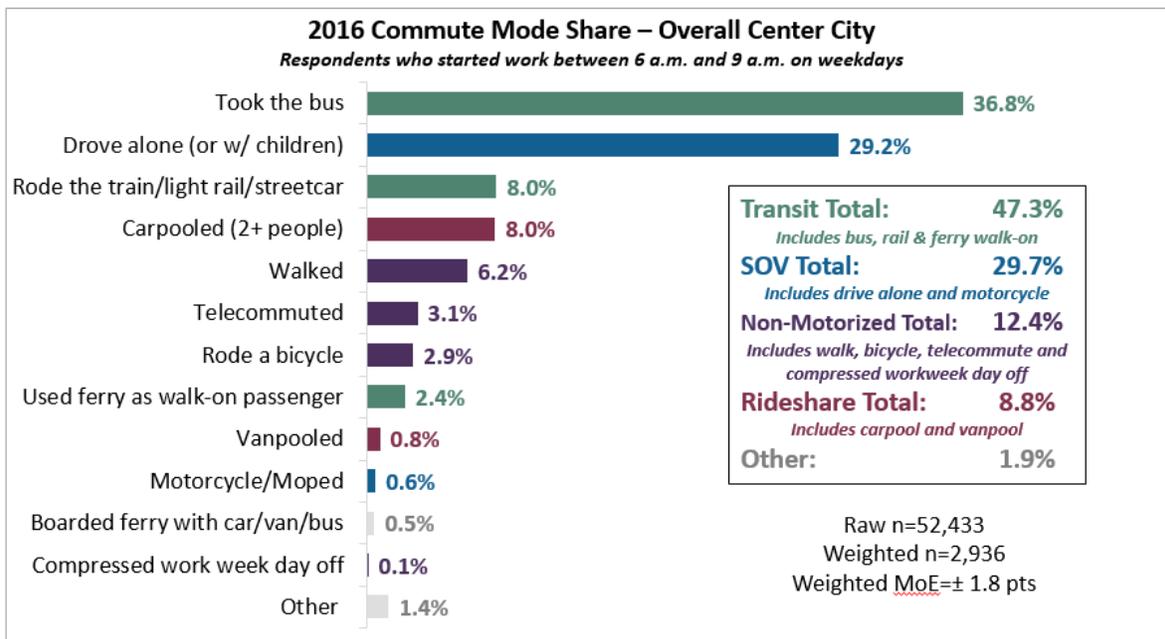
3.1 Overall Weekday Mode Share

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*.

The category totals for aggregated SOV, transit, and non-motorized modes are also shown on the right side of the chart. For the purposes of this report, the total Single Occupancy Vehicle (SOV) category includes the combined percentage of drive alone and motorcycle. The transit category includes all trips made by bus, rail (including Sounder, Link Light Rail and Streetcar), and walk-on ferry trips. The non-motorized total includes all trips made by walking and bicycling, as well as commute trips avoided by telecommuting and having compressed workweek days off (i.e. four 10 hour days in lieu of five eight hour days). Finally, the rideshare total includes carpool and vanpool trips.

Of the specific travel modes, bus is the most-used (36.8%), followed by drive alone (29.2%). Rail services (8.0%) and carpool (8.0%) also make up sizeable portions of overall weekday trips. Total SOV modes combine for just under a third (29.7%) of all weekday trips, while public transit (bus, train, ferry walk-on) combine for nearly half (47.3%) of weekday peak trips.

Figure 3-1 – 2016 Commute Mode Share – Overall Center City



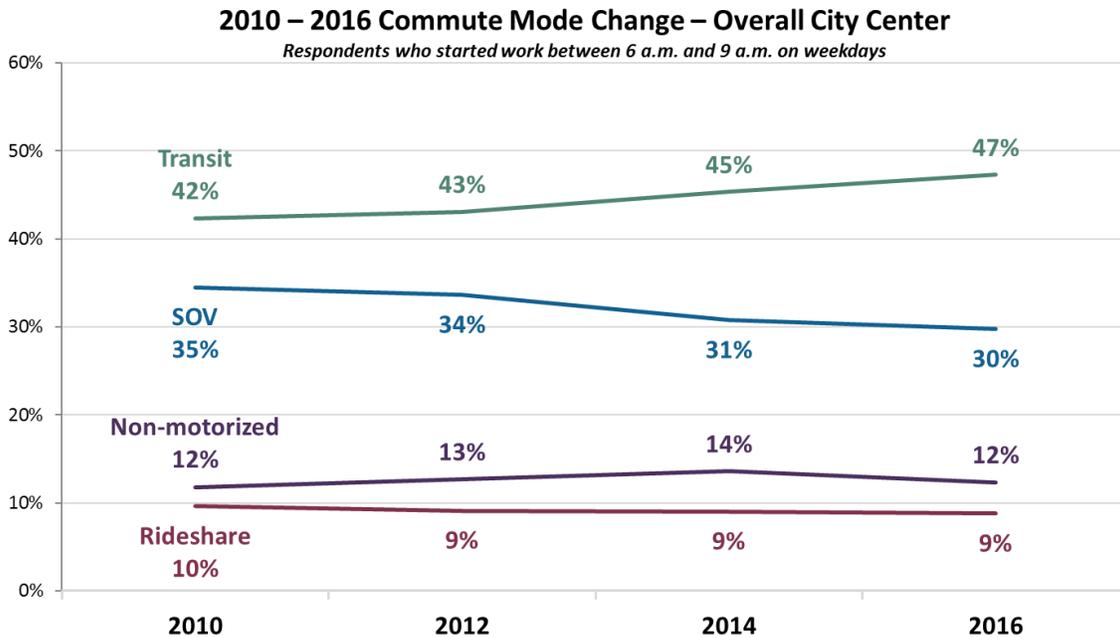
* Please note that due to rounding, some percentages may not add up to exactly 100%.

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

3.2 Overall Mode Split Changes from 2010 to 2016

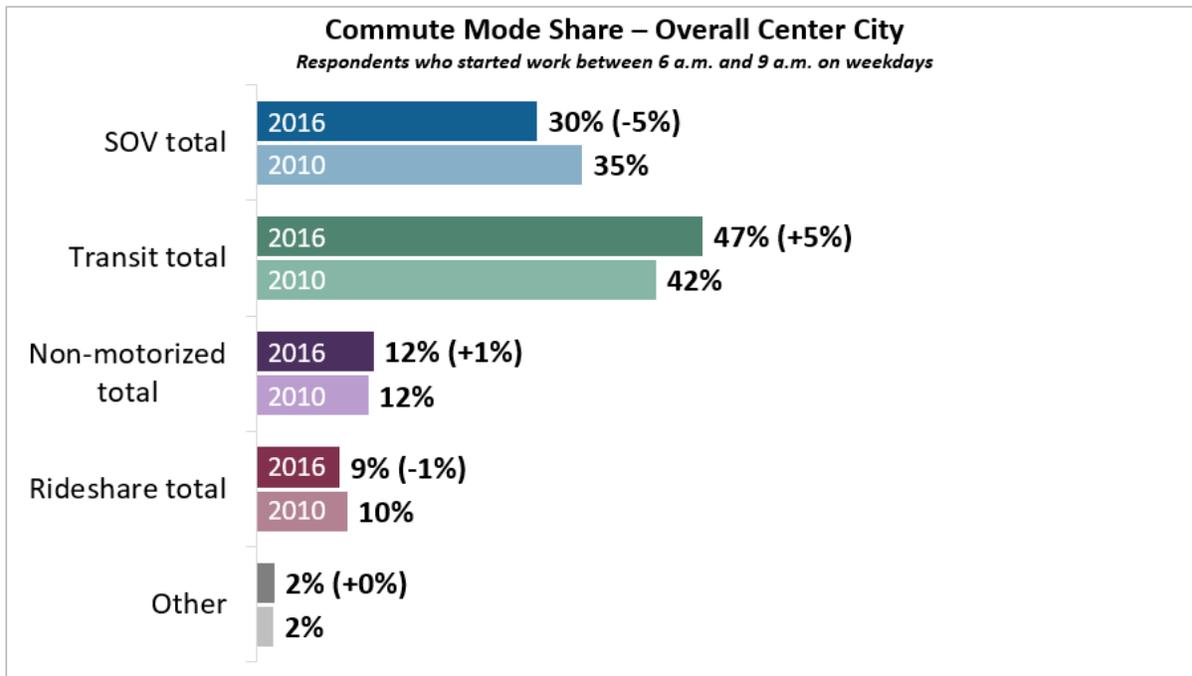
Figure 3-2 below tracks the overall share of each aggregated commute mode between 2010 and 2016. The single-occupancy vehicle (SOV) trip share fell between 2010 and 2016 (35% to 30%; a 5% decrease). The overall share of transit trips grew by a comparable margin from 2010 to 2016 (42% to 47%; a 5% increase) among Center City weekday peak commuters. Non-motorized (including walking, biking, telecommuting and compressed workweek days off) and rideshare (carpool, vanpool) saw little change during the 6-year period.

Figure 3-2 – Overall Mode Share Time Series (2010 to 2016)



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

Figure 3-3 – Overall Mode Share Comparison (2010 and 2016)



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

3.3 Mode Split Changes from 2010 to 2016 – CTR-Affected vs. Non-Affected

The following chart separates the 2010-2016 mode-split time series by CTR-affected and Non-affected commuters.

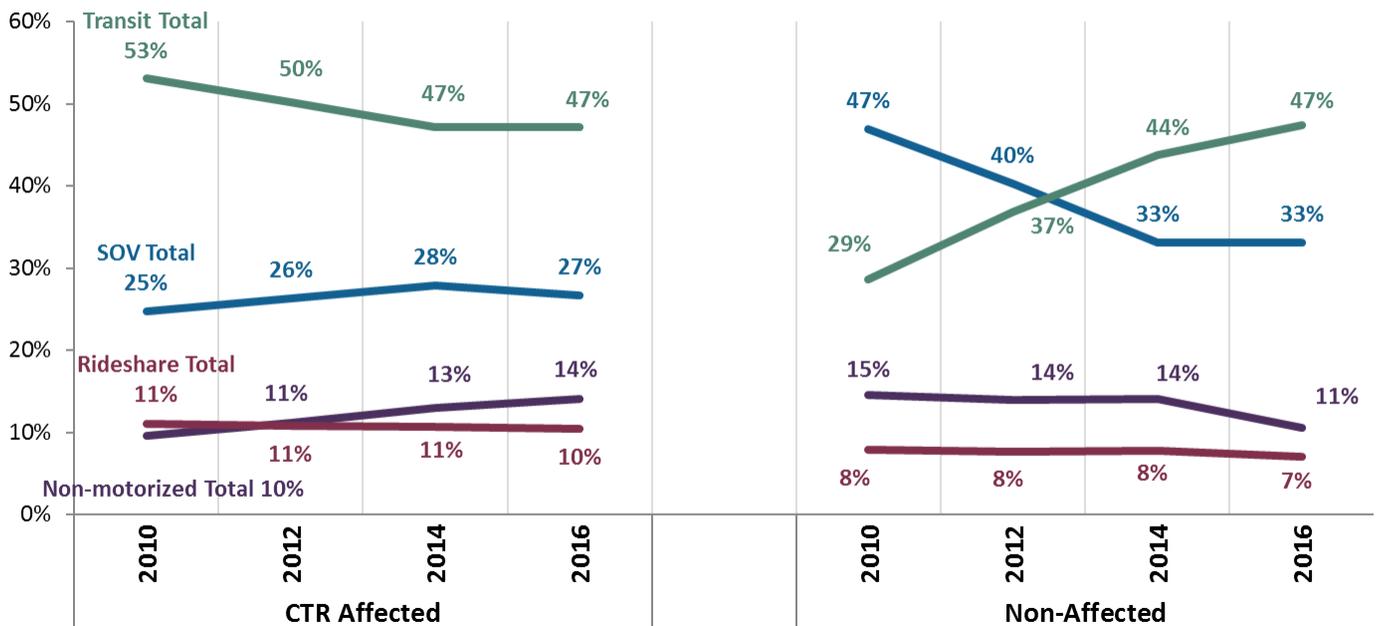
Commuters to Non-affected worksites have been responsible for the bulk of transit’s mode share gains from 2010 to 2016. The transit (bus, rail, walk-on ferry) mode share among larger CTR-affected worksites are possibly showing signs of saturation among its non-SOV usage – particularly for transit. These sites have traditionally offered incentives for using alternative commute modes (including transit passes), making employees more likely to use transit to begin with. Additionally, newer worksites continue to be added to the CTR program each year that did not previously offer these incentives.

Among the CTR-affected worksites, the non-motorized share has grown gradually between 2010 and 2016 (10% to 14%; a 4% increase). The non-motorized share held steady among Non-affected worksites from 2010 to 2014, but is lower in 2016. It is possible that October 2016’s heavier-than-usual precipitation had an impact on this shift.

Figure 3-4 – Mode Shift – CTR-Affected vs. Non-affected (2010 to 2016)

2010 – 2016 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?

4 CTR-Affected & Non-Affected Mode Share

4.1 Comparing CTR-Affected to Non CTR-Affected Worksites (2014 and 2016)

Table 4-1 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, with comparisons between 2014 and 2016. 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.

The single-occupancy vehicle (SOV) trip share -- which includes driving alone and motorcycle/moped trips -- is about 30% in 2016. This share is unchanged among Non-affected employees and has decreased slightly among CTR-affected employees since the last survey.

From 2014 to 2016, most observed shifts for specific mode shares are within the margin of error. Train/light rail which increased 2.6 points from 5.4% to 8.0%, is the exception). This increase is especially pronounced among Non-affected commuters (+4.2 points), who were surveyed following the opening of the U-Link extension. The train/light rail trip share is slightly higher among CTR-affected commuters (+1.1 points), but because of the timing of the CTR-affected survey, much of the impact of the opening of the U-Link extension is not captured in this data.

Table 4-1 – Weekday Trip Mode Share by Overall, CTR-affected and Non-affected Commuters (2014 to 2016)

| 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 | | |
| | 2016 | 2014 | Overall Change from 2014 | 2016 | 2014 | CTR-affected Change from 2014 | 2016 | 2014 | Non-affected Change from 2014 |
| Raw n | 52,433 | 47,776 | | 50,988 | 46,527 | | 1,445 | 1,249 | |
| Margin of Error (MoE) | ±1.8 pts | ±2.1 pts | | ±0.4 pts | ±0.5 pts | | ±2.6 pts | ±2.8 pts | |
| SOV Total | 29.7% | 30.8% | -1.0% | 26.7% | 27.9% | -1.2% | 33.0% | 33.1% | -0.0% |
| Transit Total | 47.3% | 45.3% | +1.9% | 47.2% | 47.2% | -0.0% | 47.4% | 43.8% | +3.5% |
| Non-motorized Total | 12.4% | 13.6% | -1.2% | 14.1% | 12.9% | +1.1% | 10.5% | 14.1% | -3.6% |
| Rideshare Total | 8.8% | 9.0% | -0.2% | 10.4% | 10.6% | -0.2% | 7.0% | 7.7% | -0.7% |
| Bus | 36.8% | 37.9% | -1.1% | 38.2% | 39.3% | -1.0% | 35.4% | 36.9% | -1.5% |
| Drive alone | 29.2% | 30.1% | -0.9% | 26.0% | 27.1% | -1.2% | 32.7% | 32.5% | +0.1% |
| Train/Light rail/Streetcar | 8.0% | 5.4% | +2.6% | 7.0% | 5.8% | +1.1% | 9.2% | 5.0% | +4.2% |
| Carpool | 8.0% | 8.3% | -0.3% | 8.9% | 9.2% | -0.4% | 7.0% | 7.5% | -0.6% |
| Walk | 6.2% | 6.9% | -0.6% | 6.4% | 5.7% | +0.7% | 6.0% | 7.8% | -1.8% |
| Telecommuted | 3.1% | 3.3% | -0.2% | 4.2% | 3.9% | +0.3% | 2.0% | 2.8% | -0.9% |
| Bicycle | 2.9% | 3.1% | -0.2% | 3.3% | 3.0% | +0.2% | 2.5% | 3.2% | -0.7% |
| Ferry as walk-on passenger | 2.4% | 2.0% | +0.4% | 2.0% | 2.1% | -0.1% | 2.8% | 1.9% | +0.9% |
| Vanpool | 0.8% | 0.7% | +0.1% | 1.6% | 1.4% | +0.1% | 0.0% | 0.2% | -0.2% |
| Motorcycle/Moped | 0.6% | 0.6% | -0.1% | 0.7% | 0.7% | +0.0% | 0.4% | 0.6% | -0.2% |
| Ferry with vehicle | 0.5% | 0.4% | +0.1% | 0.3% | 0.4% | -0.0% | 0.7% | 0.5% | +0.2% |
| Compressed workweek day off | 0.1% | 0.3% | -0.2% | 0.1% | 0.2% | -0.1% | 0.1% | 0.3% | -0.2% |
| Other | 1.4% | 0.9% | +0.5% | 1.3% | 1.0% | +0.3% | 1.4% | 0.8% | +0.6% |

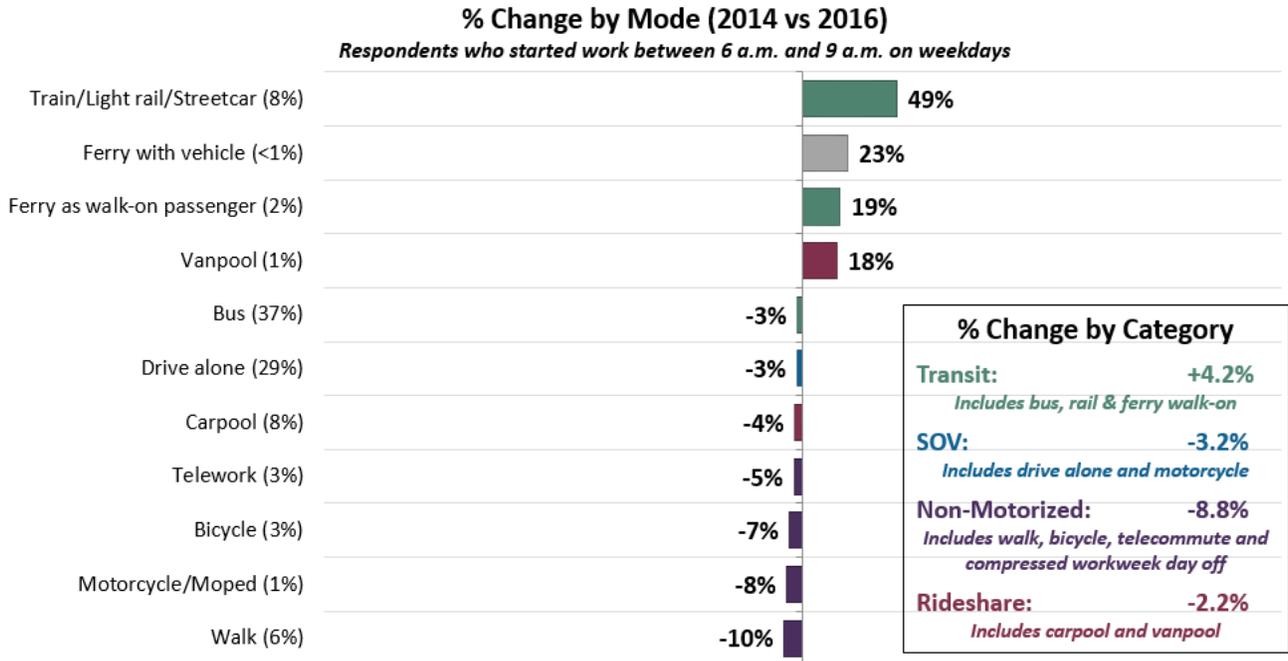
Q1. Last week, what type of transportation did you use each day to commute to your usual work location?

4.2 Relative Shift from 2014 to 2016

While Table 4-1 showed the absolute percentage of trips for each mode in 2014 and 2016, the bar graph in

Figure 4-1 below shows the relative shifts from 2014 and 2016, as a percentage of each mode’s 2014 share. The train/Link/streetcar share has increased by nearly half (+49%) since 2014. The shares of ferry and vanpool usage have also increased in 2016, but these shifts are well within the margin of error and only appear larger because of their relatively small share of all other modes (2% of trips or lower). Drive alone and bus trip shares have both remained relatively flat since the last survey.

Figure 4-1 – Relative Share Change Per Mode (2014 to 2016)



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

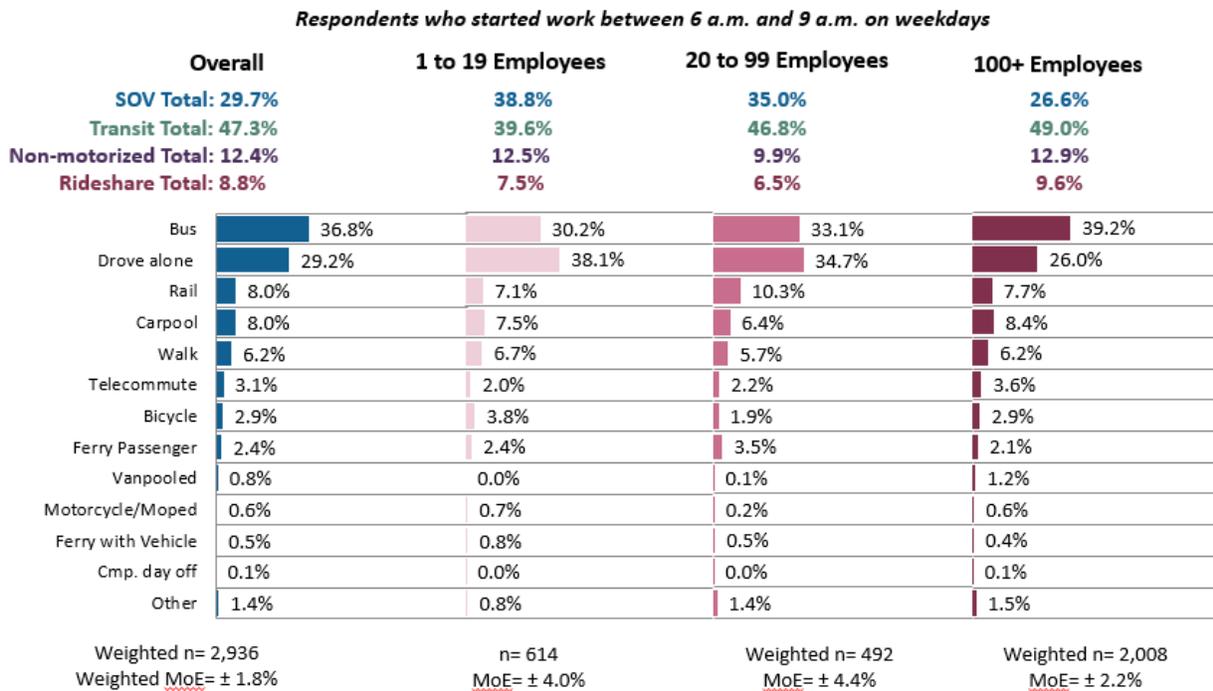
5 Subgroup Comparisons of Mode Share

5.1 Mode Share by Worksite Size

Figure 5-1 below shows the weekday mode share by worksite size, which is split into small (1-19 employees), medium (20-99), and large (100+) categories. There are notable differences in mode share based on employee worksite size.

Generally, commuters to large 100+ worksites make the highest share of their trips using transit (49%), particularly bus (39.2%), and have the lowest SOV share (26.6%). Commuters to small (<20 employee) worksites are far more likely to drive alone (38.8% SOV), and less likely to use transit (39.6%) compared to employees at medium and large worksites. Mid-size (20-99 employee) worksite commuters generally fall in-between, with over a third (35%) driving alone, but nearly half (46.8%) taking some form of transit for their peak weekday commute trips. They also report the highest shares of Sounder and Link usage (10.3%) of the three groups.

Figure 5-1 – Weekday Mode Share by Worksite Size



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

5.2 CTR Affected Aggregated Mode Share by Destination Neighborhood

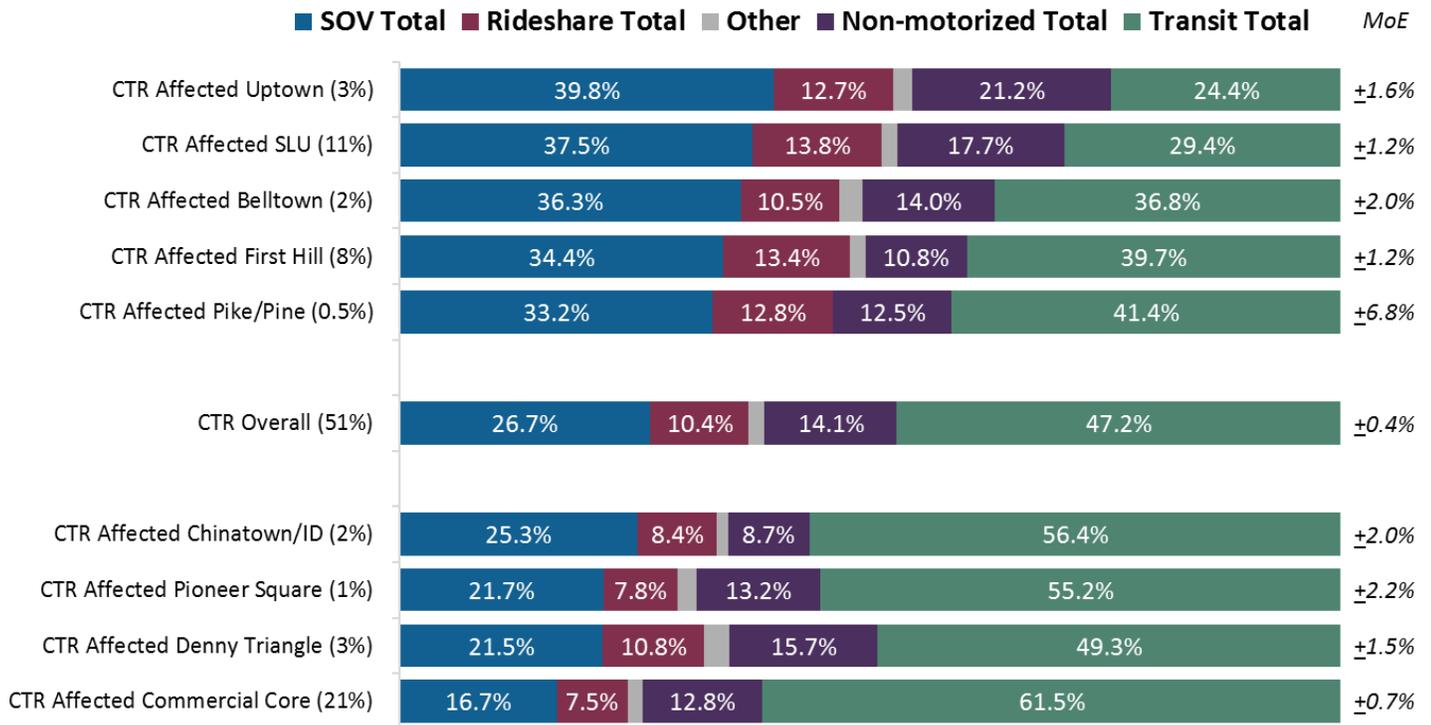
CTR commuters to Center City’s northern-most neighborhoods are continuing to drive alone for a large share of their trips. South Lake Union (37.5% SOV), Uptown (39.8%), and Belltown (36.3%) are driving alone for a plurality of their weekday peak trips. While the SOV shares are highest in these areas, the share of rideshare (carpool and vanpool) trips are also higher than in other areas.

Additionally, despite having the highest SOV rates and the lowest transit shares, Uptown (21.2%) and SLU (17.7%) currently have the highest share of non-motorized trips (walk, bike, telecommute and compressed workweek days off) as well.

Figure 5-2 – Aggregated Mode Share by Center City Neighborhood – CTR-Affected Commuters

CTR Affected Mode Share by Destination Neighborhood

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?

5.3 CTR Affected Individual Mode Share by Destination Neighborhood

Among CTR affected worksites, a plurality of those commuting to the most centrally-located Center City neighborhoods use transit for their weekday peak trips. Transit shares are highest among commuters in Commercial Core (61.5% transit), the International District (56.4%), and Pioneer Square (55.2%) where. Sounder, Link light rail, and streetcar usage is particularly high among commuters in International District (16.9%) and Pioneer Square (15.6%).

The share of bike trips are highest among CTR commuters to SLU (6.2%), Pioneer Square (4.8%), and Uptown (4.4%). Nearly one-in-ten (9.0% and higher) CTR employees walk to these neighborhoods, as well.

Table 5-1 – Individual Mode Share by Center City Neighborhood – CTR-Affected Commuters

| CTR Affected Weekday Mode Share by Destination Neighborhood | | | | | | | | | | |
|---|--------------|-----------------------|---------------------------|------------------------------|-----------------------------|-------------------------|------------------------|-----------------------------|------------------|---------------------|
| <i>Respondents who started work between 6 a.m. and 9 a.m. on weekdays</i> | | | | | | | | | | |
| | CTR 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 |
| n | 50988 | 2431 | 2382 | 22432 | 4256 | 6821 | 210 | 2075 | 6529 | 3852 |
| MoE | ±0.4% | ±2.0% | ±2.0% | ±0.7% | ±1.5% | ±1.2% | ±6.8% | ±2.2% | ±1.2% | ±1.6% |
| SOV Total | 26.7% | 36.3% | 25.3% | 16.7% | 21.5% | 34.4% | 33.2% | 21.7% | 37.5% | 39.8% |
| Transit Total | 47.2% | 36.8% | 56.4% | 61.5% | 49.3% | 39.7% | 41.4% | 55.2% | 29.4% | 24.4% |
| Non-motorized Total | 14.1% | 14.0% | 8.7% | 12.8% | 15.7% | 10.8% | 12.5% | 13.2% | 17.7% | 21.2% |
| Rideshare Total | 10.4% | 10.5% | 8.4% | 7.5% | 10.8% | 13.4% | 12.8% | 7.8% | 13.8% | 12.7% |
| Bus | 38.2% | 29.6% | 37.6% | 49.7% | 41.8% | 33.1% | 37.3% | 36.8% | 24.9% | 20.5% |
| Drive alone | 26.0% | 35.5% | 24.6% | 16.2% | 20.9% | 33.6% | 32.9% | 21.2% | 36.5% | 39.1% |
| Carpooled | 8.9% | 9.1% | 7.8% | 7.0% | 9.0% | 11.6% | 12.8% | 7.4% | 10.6% | 8.8% |
| Train/light rail/streetcar | 7.0% | 5.3% | 16.9% | 9.0% | 6.0% | 4.7% | 4.1% | 15.6% | 3.5% | 2.8% |
| Walk | 6.4% | 6.2% | 2.3% | 4.8% | 7.1% | 7.2% | 9.3% | 3.1% | 9.3% | 9.0% |
| Teleworked | 4.2% | 4.2% | 3.4% | 5.9% | 5.3% | 1.2% | .5% | 4.9% | 2.3% | 7.4% |
| Bicycle | 3.3% | 3.3% | 2.8% | 2.0% | 3.2% | 2.2% | 2.7% | 4.8% | 6.2% | 4.4% |
| Ferry as a walk-on passenger | 2.0% | 1.9% | 1.9% | 2.7% | 1.5% | 1.9% | 0.0% | 2.9% | 1.0% | 1.1% |
| Vanpool | 1.6% | 1.4% | .6% | .5% | 1.9% | 1.8% | 0.0% | .5% | 3.2% | 3.9% |
| Motorcycle/Moped | .7% | .7% | .7% | .6% | .6% | .9% | .3% | .5% | 1.0% | .7% |
| Ferry with a vehicle | .3% | .7% | .3% | .3% | .3% | .4% | 0.0% | .2% | .3% | .6% |
| Compressed work week day off | .1% | .3% | .1% | .1% | .1% | .2% | .1% | .4% | .1% | .2% |
| Other | 1.3% | 1.7% | .9% | 1.3% | 2.4% | 1.2% | 0.0% | 1.7% | 1.3% | 1.4% |

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

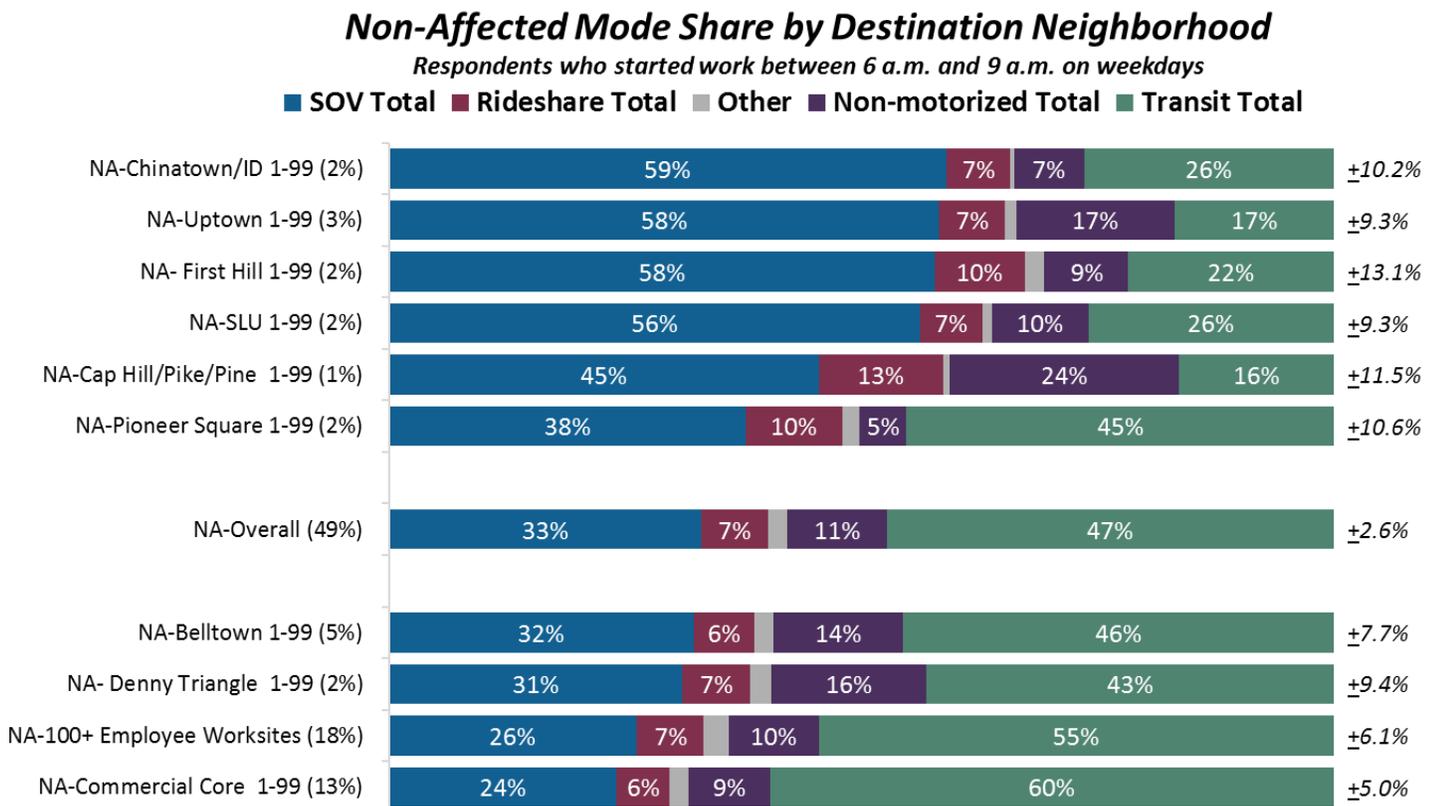
5.4 Non-Affected Aggregated Mode Share by Destination Neighborhood

The predominantly-used modes vary greatly for commuters going to Non-affected worksites in each neighborhood. Transit usage is highest – and SOV shares lowest – among commuters to 1-99 worksites in the Commercial Core. A majority (56% or higher) of commuters to 1-99 employee worksites in the International District, Uptown, First Hill and SLU report driving 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 (+/-7.7% or higher) in all Center City neighborhoods except for Commercial Core (+/-5%).

Figure 5-3 – Aggregated Mode Share by Center City Neighborhood – Non-Affected Commuters



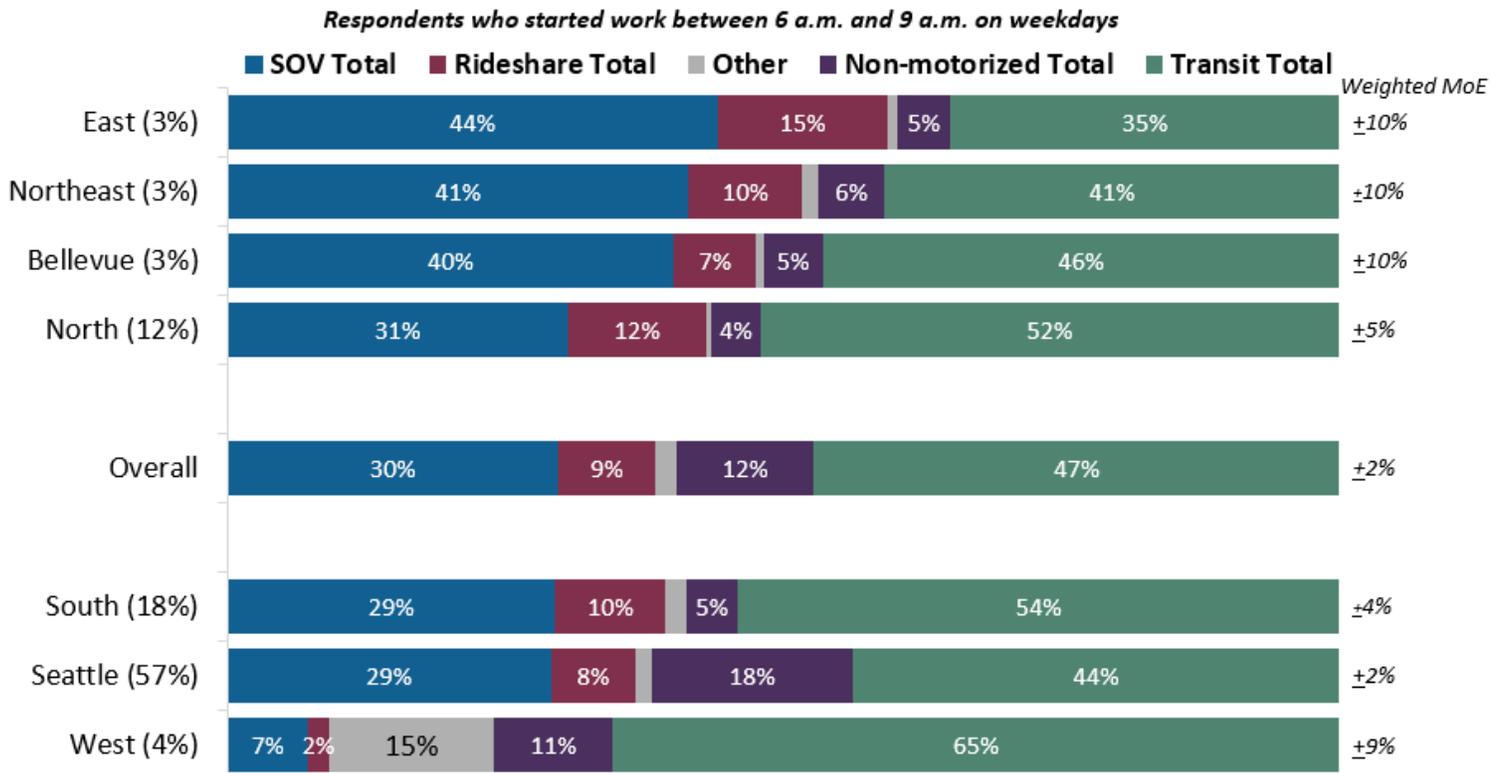
Q1. Last week, what type of transportation did you use each day to commute to your usual work location?

5.5 Aggregated Mode Share by Home Geography

Figure 5-4 focuses on the aggregated mode categories and how they vary by commute origin.

A plurality of commuters from most areas use non-driving modes for their weekday trips, with the Eastside residents being the exception. Total SOV trip share is highest in East King and South central Snohomish (40% or higher in Bellevue, East or Northeast areas). The use of non-motorized travel modes is highest in Seattle (18%).

Figure 5-4 – 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?

5.6 Individual Mode Share by Home Geography

Nearly a quarter (24.1%) 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 (11.2%) and bike (4.8%) than commuters from other areas. Those from Kitsap/Island County predominantly ride the ferry (58.1%) 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 Bellevue (MoE= \pm 10.4 percentage points), Northeast (MoE= \pm 10.3 pts), East (MoE= \pm 9.7 pts), and West (MoE= \pm 9.3 pts) areas.

Table 5-2 – Individual Mode Share by Home Geography Area

| Weekday Mode Share by Home Geography | | | | | | | | |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <i>Respondents who started work between 6 a.m. and 9 a.m. on weekdays</i> | | | | | | | | |
| | Overall | Seattle | Bellevue | North | Northeast | East | South | West |
| Weighted n | 2,936 | 1604 | 89 | 374 | 90 | 102 | 534 | 112 |
| Weighted MoE | \pm 1.8% | \pm 2.4% | \pm 10.4% | \pm 5.1% | \pm 10.3% | \pm 9.7% | \pm 4.2% | \pm 9.3% |
| SOV Total | 29.7% | 29.1% | 40.1% | 30.6% | 41.5% | 44.1% | 29.5% | 7.2% |
| Transit Total | 47.3% | 43.8% | 46.5% | 52.1% | 40.9% | 35.0% | 54.1% | 65.4% |
| Non-motorized Total | 12.4% | 18.0% | 5.3% | 4.3% | 5.9% | 4.8% | 4.7% | 10.6% |
| Rideshare Total | 8.8% | 7.7% | 7.4% | 12.5% | 10.2% | 15.3% | 9.9% | 1.9% |
| Bus | 36.8% | 38.1% | 46.4% | 47.5% | 40.2% | 34.8% | 30.0% | 6.2% |
| Drive alone | 29.2% | 28.4% | 39.7% | 30.0% | 41.1% | 42.8% | 29.2% | 6.7% |
| Train/Light rail/Streetcar | 8.0% | 5.5% | 0.1% | 4.6% | 0.8% | 0.2% | 24.1% | 1.0% |
| Carpool | 8.0% | 7.5% | 5.8% | 10.7% | 7.1% | 12.8% | 8.9% | 0.7% |
| Walk | 6.2% | 11.2% | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% | 0.2% |
| Telecommute | 3.1% | 2.0% | 3.5% | 3.9% | 5.3% | 3.9% | 4.1% | 7.6% |
| Bicycle | 2.9% | 4.8% | 1.7% | 0.3% | 0.4% | 0.6% | 0.3% | 2.8% |
| Ferry as walk-on passenger | 2.4% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 58.1% |
| Vanpool | 0.8% | 0.2% | 1.7% | 1.8% | 3.2% | 2.6% | 1.1% | 1.2% |
| Motorcycle/Moped | 0.6% | 0.6% | 0.4% | 0.6% | 0.3% | 1.3% | 0.2% | 0.5% |
| Ferry with vehicle | 0.5% | 0.1% | 0.1% | 0.1% | 0.8% | 0.1% | 0.5% | 8.5% |
| Compressed workweek day off | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% | 0.1% | 0.2% | 0.1% |
| Other | 1.4% | 1.4% | 0.5% | 0.4% | 0.6% | 0.7% | 1.3% | 6.4% |

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

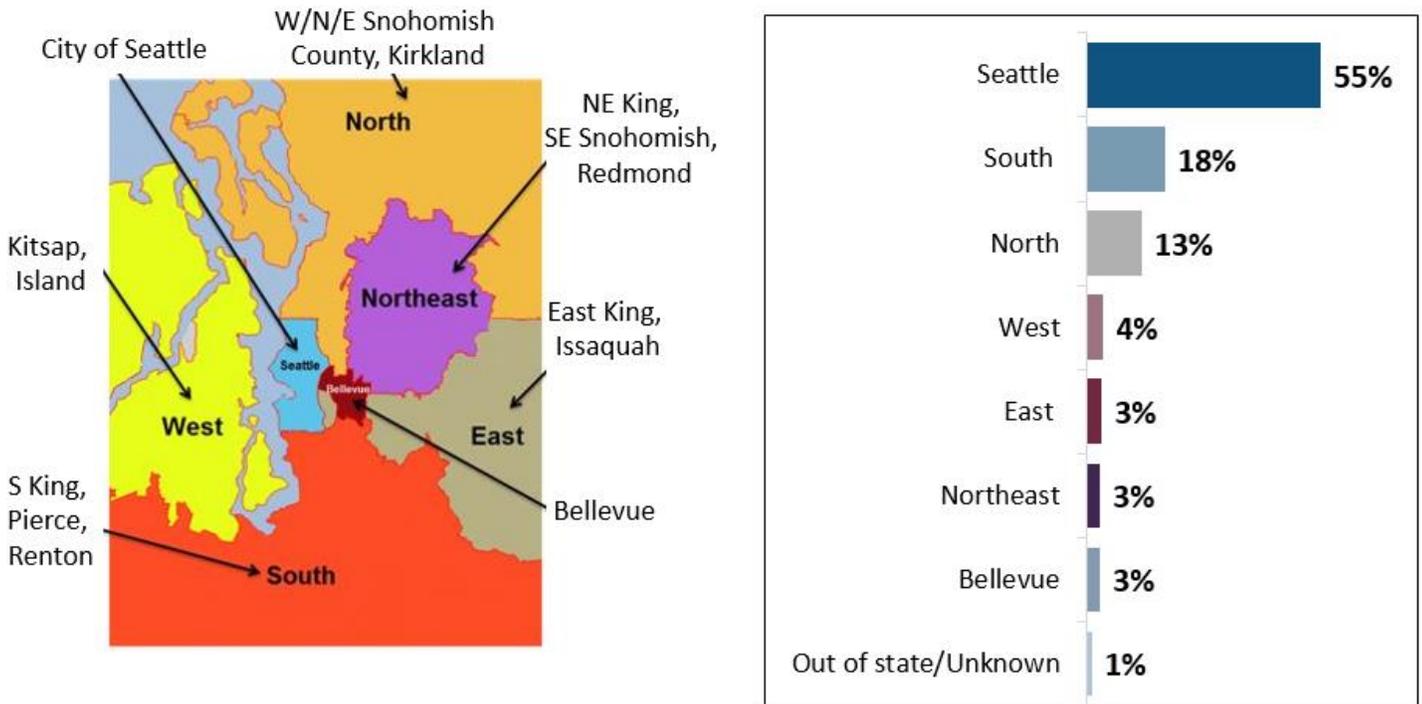
6 Home Geography

6.1 Overall Home Geography Breakdown

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.

The right-hand bar chart shows the overall breakdown of Center City weekday peak commuters coming from each home geographic area. Just over half (55%) of commuters come from within Seattle and the rest (45%) from outside the City, particularly South King/Pierce (18%), and North King/Snohomish (13%). About 12% of Center City commuters are coming from one of the three Eastside regions.

Figure 6-1 – Home Geography Area Map and Overall Commute Origin



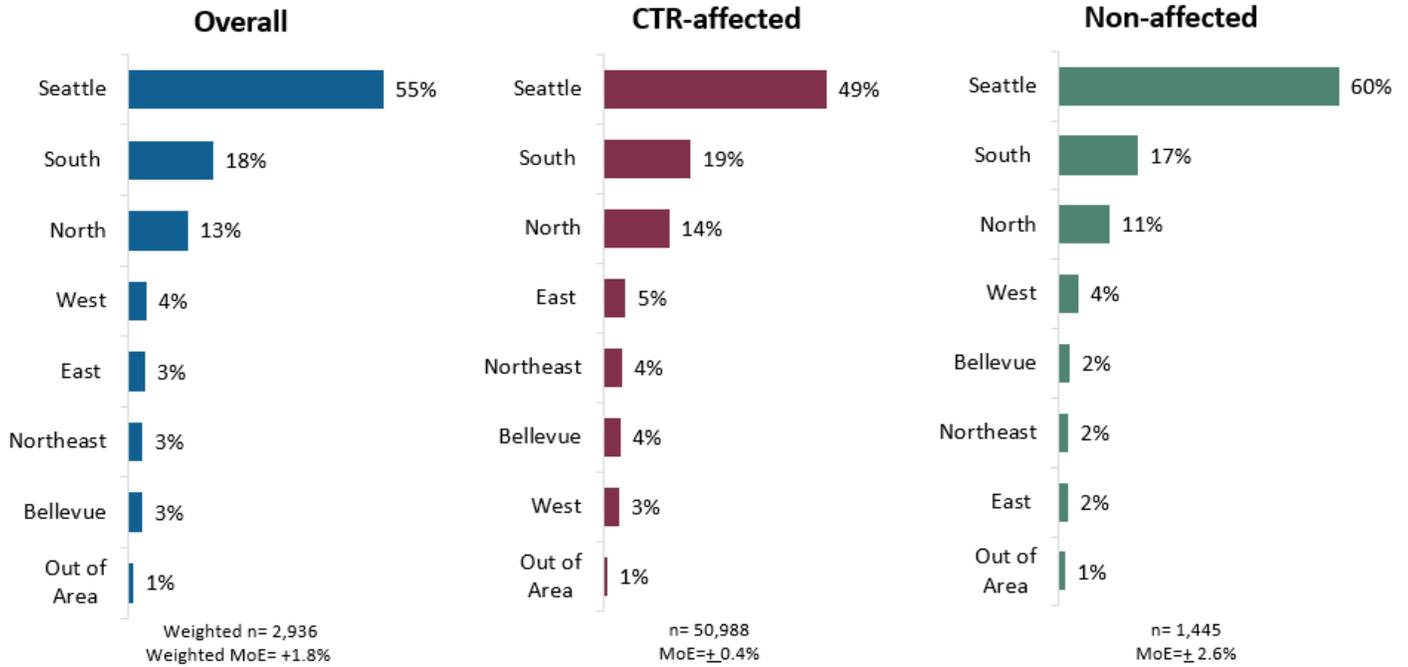
Q6. What is the 5-digit zip code where you live? (RECORD 5-DIGIT ZIP CODE)

6.2 Home Geography by CTR-Affected and Non-Affected

The chart below compares commuters' trip origins for both CTR-affected and Non-affected worksites. Six-in-ten Non-affected commuters live in Seattle, while CTR-affected commuters are evenly divided between Seattle (49%) and areas outside of the city (51%).

Figure 6-2 – 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)

6.3 Home Geography by Center City Neighborhood

Table 6-1 shows the combined origin (side) - destination (top) pairs. Nearly two-thirds of commuters in retail-dense neighborhoods like Belltown (63%) and Capitol Hill/Pike/Pine (62%) live within Seattle. Those commuting to Commercial Core and First Hill are more likely to be coming from areas from outside the City.

Table 6-1 – Commute Origin Within Center City Neighborhood

| Home Geography By Center City Neighborhood | | | | | | | | | | |
|--|---------|----------|------------------------|--------------|-----------------|----------------|------------|----------------|------------------|--------|
| <i>Respondents that started work between 6 a.m. and 9 a.m. on weekdays</i> | | | | | | | | | | |
| | Overall | Belltown | Capitol Hill Pike/Pine | Chinatown ID | Commercial Core | Denny Triangle | First Hill | Pioneer Square | South Lake Union | Uptown |
| Weighted n | 2,936 | 183 | 140 | 233 | 1177 | 206 | 360 | 98 | 375 | 164 |
| Weighted MoE | +1.8% | +7.2% | +8.3% | +6.4% | +2.9% | +6.8% | +5.2% | +9.9% | +5.1% | +7.7% |
| Seattle | 55% | 63% | 62% | 56% | 51% | 62% | 49% | 54% | 59% | 60% |
| Bellevue | 3% | 2% | 2% | 4% | 4% | 3% | 2% | 2% | 3% | 3% |
| North | 13% | 15% | 13% | 10% | 13% | 9% | 15% | 15% | 14% | 11% |
| Northeast | 3% | 3% | 2% | 3% | 3% | 3% | 2% | 3% | 4% | 4% |
| East | 3% | 3% | 1% | 2% | 4% | 5% | 3% | 3% | 4% | 3% |
| South | 18% | 10% | 18% | 19% | 20% | 15% | 24% | 18% | 13% | 13% |
| West | 4% | 2% | 2% | 3% | 5% | 2% | 3% | 5% | 2% | 4% |
| Out of Area | 1% | 1% | 0% | 2% | 1% | 1% | 2% | 1% | 0% | 2% |

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?

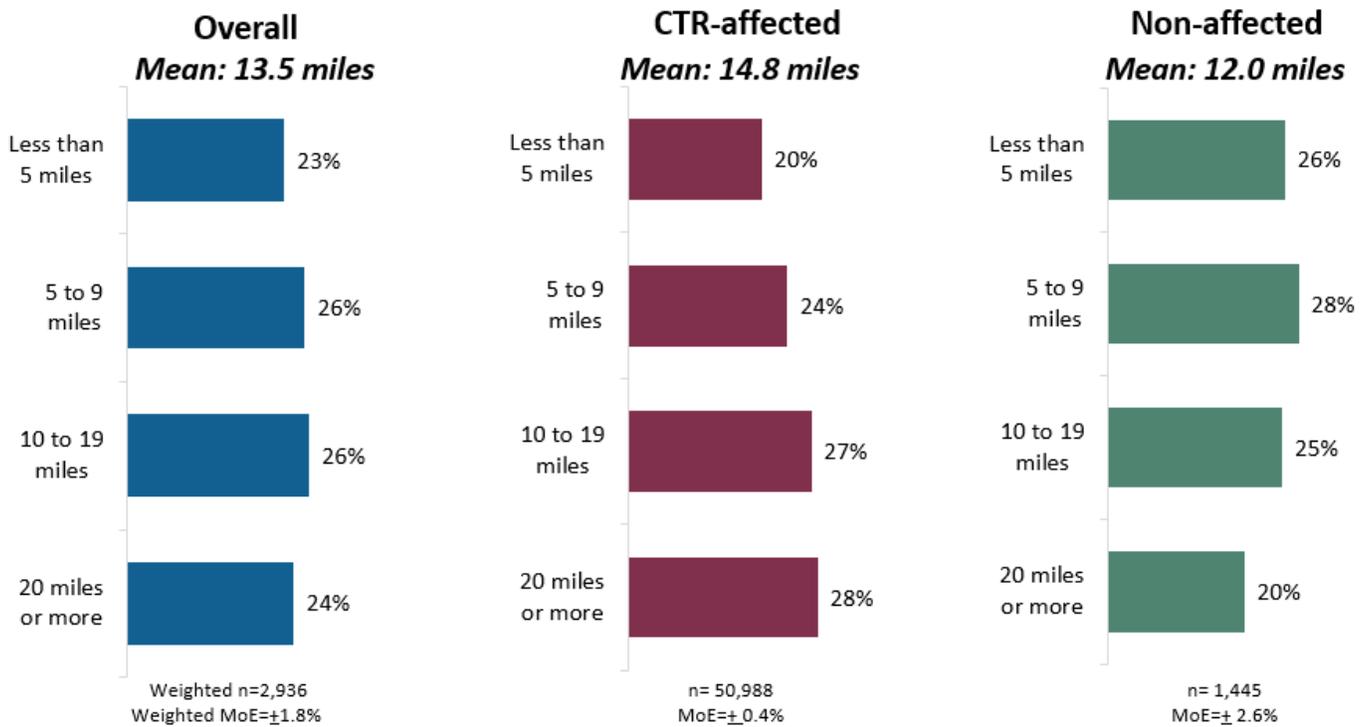
7 Commute Distance

7.1 Average Overall Commute Distance

Figure 7-1 below shows the average one-way commute distance for overall, CTR-affected, and Non-affected commuters. Non-affected commuters tend to live closer to Downtown (12.0 miles on average) than those who are CTR-affected (14.8). A majority of Non-affected employees (54%) have commutes less than 10 miles, while less than half (44%) of CTR-affected commuters have short-distance commutes.

Figure 7-1 – One-Way Commute Distance

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

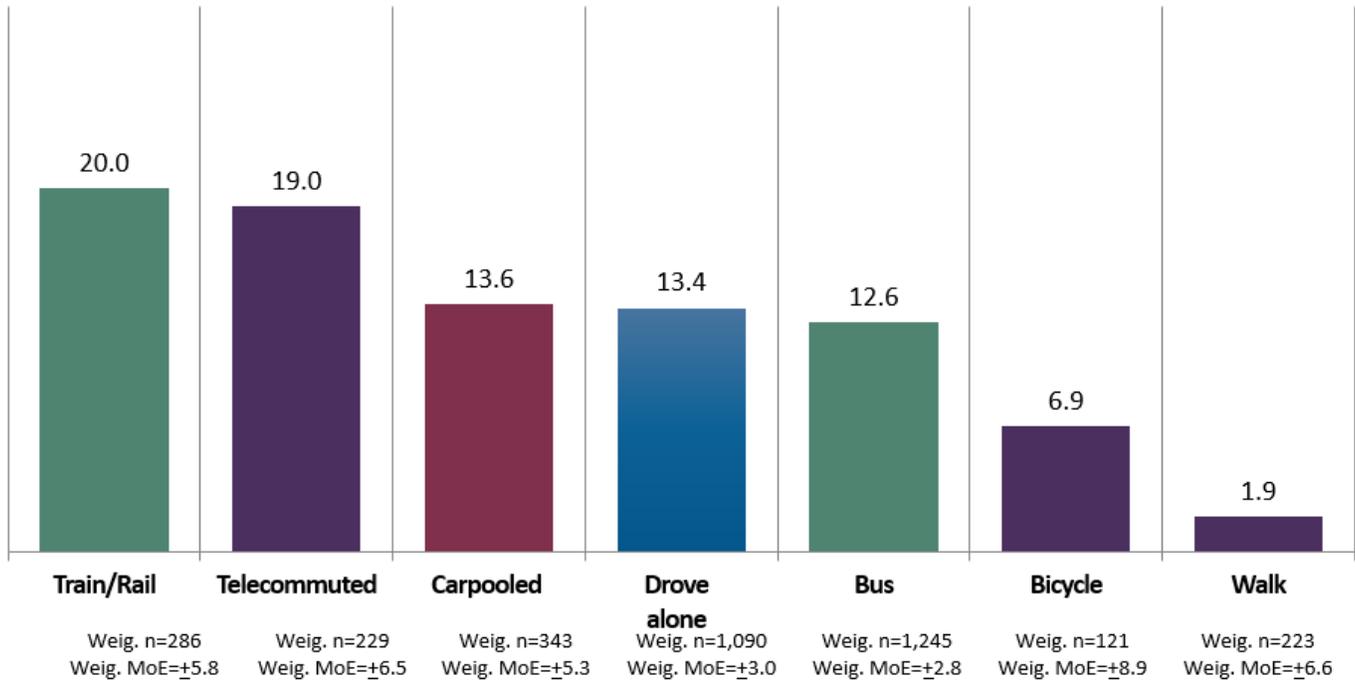


Q5. Thinking about your **one way** commute from home to your usual work location, including miles for errands or stops made on the way to work, how many miles do you commute?

7.2 Commute Distance by Travel Mode

The chart compares the average one-way commute miles by travel mode. There is little difference between those who drive alone (13.4 average miles/one-way commute) and those who ride the bus (12.6). Commuters who use Sounder/Link (20.0) or telecommute (19.0) generally have the longest commutes to Center City.

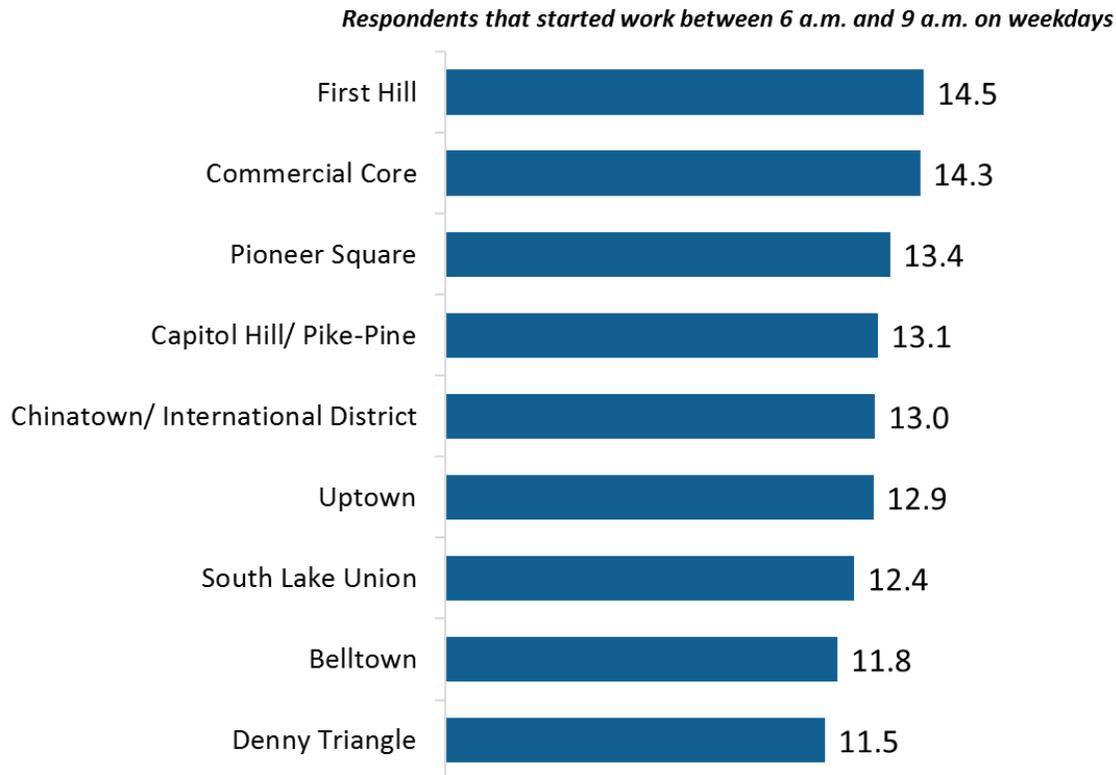
Figure 7-2 – Average One-Way Commute Miles by Commute Mode
 Respondents who started work between 6 a.m. and 9 a.m. on weekdays



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. Commuters to First Hill (14.5 miles), Commercial Core (14.3), and Pioneer Square (13.4) are generally coming the furthest, while those in more residential-heavy neighborhoods – Belltown (11.8) and Denny Triangle (11.5) – have the shortest commutes.

Figure 7-3 – Average One-Way Commute Miles by Center City Neighborhood



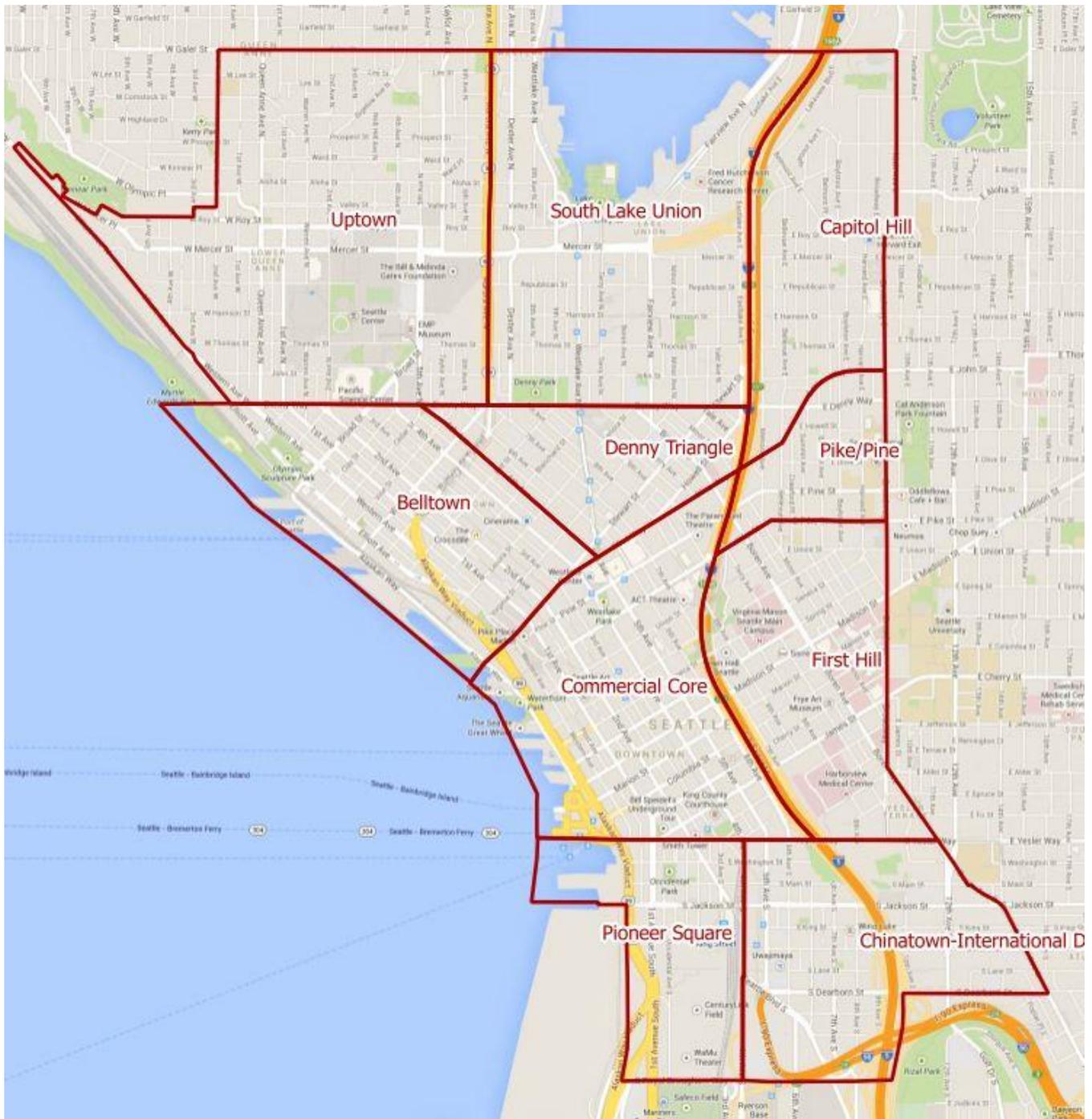
Q5. Thinking about your **one way** commute from home to your usual work location, including miles for errands or stops made on the way to work, how many miles do you commute?

8 Appendix

8.1 Center City Neighborhoods

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

Figure 8-1 – Center City Neighborhood Map



8.2 Home Geography Zip Code Definitions

A map with descriptions of commuters' home geographic areas is shown in Figure 8-2 below and the zip code definitions of each area are listed in Table 8-1 on the next page.

Figure 8-2 – Home Geography Area map

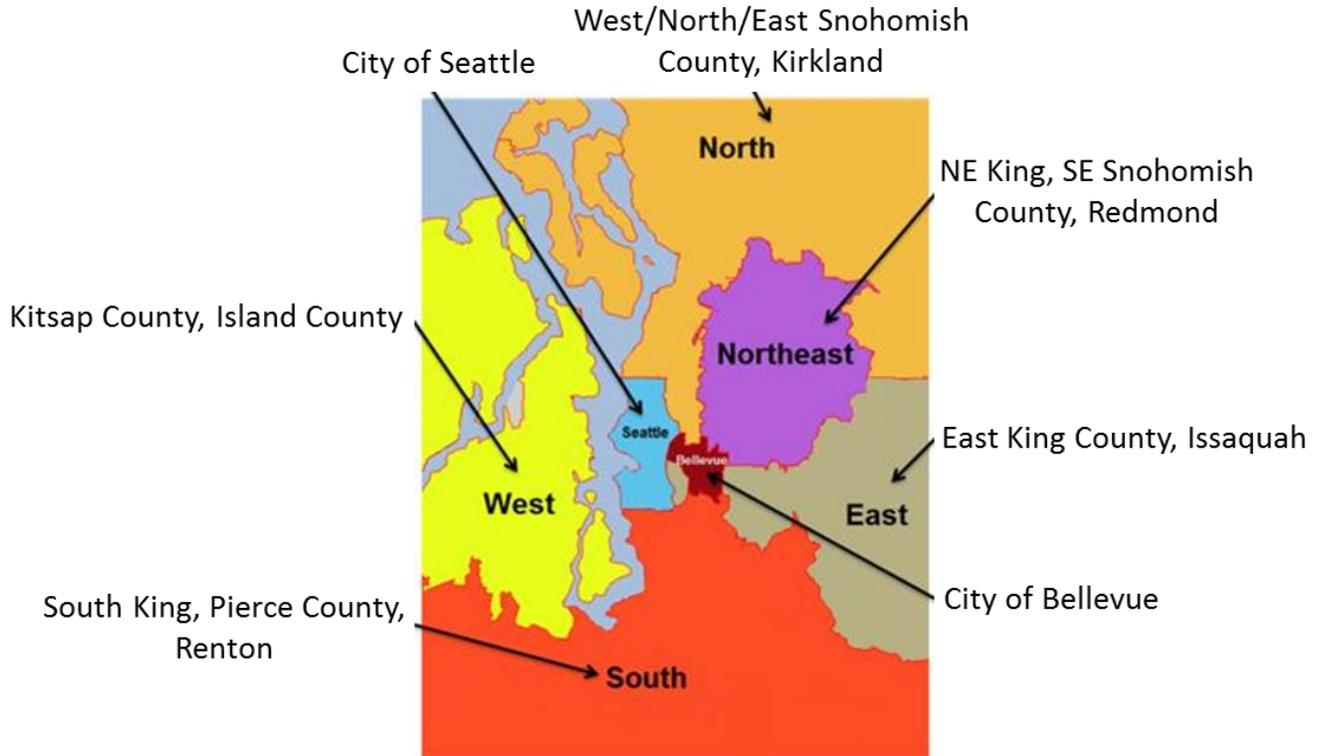


Table 8-1 – Home Geography Zip Code List

| Seattle | | Bellevue | North | | Northeast | East | South | | | West |
|---------|-------|----------|-------|-------|-----------|-------|-------|-------|-------|-------|
| 98101 | 98125 | 98004 | 98011 | 98229 | 98014 | 98024 | 98001 | 98327 | 98445 | 98013 |
| 98102 | 98126 | 98005 | 98012 | 98230 | 98019 | 98027 | 98002 | 98328 | 98446 | 98070 |
| 98103 | 98129 | 98006 | 98020 | 98233 | 98052 | 98029 | 98003 | 98333 | 98465 | 98110 |
| 98104 | 98131 | 98007 | 98021 | 98236 | 98053 | 98040 | 98010 | 98338 | 98466 | 98310 |
| 98105 | 98133 | 98008 | 98026 | 98239 | 98072 | 98045 | 98022 | 98354 | 98467 | 98311 |
| 98106 | 98134 | 98009 | 98028 | 98247 | 98074 | 98050 | 98023 | 98360 | 98496 | 98312 |
| 98107 | 98136 | 98015 | 98033 | 98248 | 98077 | 98065 | 98025 | 98371 | 98498 | 98329 |
| 98108 | 98138 | 98039 | 98034 | 98249 | 98272 | 98075 | 98030 | 98372 | 98499 | 98332 |
| 98109 | 98139 | | 98036 | 98251 | 98290 | 98802 | 98031 | 98373 | 98501 | 98335 |
| 98111 | 98144 | | 98037 | 98252 | 98294 | 98815 | 98032 | 98374 | 98502 | 98337 |
| 98112 | 98145 | | 98041 | 98253 | 98296 | 98826 | 98038 | 98375 | 98503 | 98339 |
| 98113 | 98154 | | 98043 | 98257 | | 98902 | 98042 | 98387 | 98506 | 98340 |
| 98114 | 98155 | | 98046 | 98258 | | 98926 | 98047 | 98388 | 98512 | 98342 |
| 98115 | 98164 | | 98082 | 98260 | | 98941 | 98051 | 98390 | 98513 | 98346 |
| 98116 | 98175 | | 98083 | 98264 | | 99003 | 98055 | 98391 | 98516 | 98353 |
| 98117 | 98177 | | 98087 | 98270 | | 99019 | 98056 | 98396 | 98532 | 98359 |
| 98118 | 98189 | | 98201 | 98271 | | 99026 | 98057 | 98401 | 98550 | 98363 |
| 98119 | 98195 | | 98203 | 98273 | | 99136 | 98058 | 98402 | 98558 | 98365 |
| 98121 | 98199 | | 98204 | 98274 | | 99163 | 98059 | 98403 | 98579 | 98366 |
| 98122 | | | 98208 | 98275 | | 99204 | 98063 | 98404 | 98580 | 98367 |
| | | | 98221 | 98277 | | 99205 | 98064 | 98405 | 98584 | 98368 |
| | | | 98223 | 98282 | | 99206 | 98071 | 98406 | 98597 | 98370 |
| | | | 98225 | 98284 | | 99216 | 98092 | 98407 | 98604 | 98376 |
| | | | 98226 | 98286 | | 99224 | 98093 | 98408 | 98607 | 98380 |
| | | | | 98292 | | 99401 | 98146 | 98409 | 98662 | 98382 |
| | | | | | | 99403 | 98148 | 98418 | 98682 | 98383 |
| | | | | | | | 98166 | 98422 | 98683 | 98384 |
| | | | | | | | 98168 | 98424 | 98718 | 98386 |
| | | | | | | | 98178 | 98433 | 98903 | 98392 |
| | | | | | | | 98188 | 98439 | 98922 | 98394 |
| | | | | | | | 98198 | 98443 | 98935 | 98395 |
| | | | | | | | 98321 | 98444 | 98938 | 98528 |
| | | | | | | | | | 98951 | 98588 |

8.3 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 8-2 – 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 | 2,640 | 4.7% | 3,723 | 1.6% | 55 | 1.6% | 212 | 0.4% | 11,594 | 4.9% | 170 | 5.0% |
| Capitol Hill/Pike-Pine | 216 | 0.4% | 951 | 0.4% | 14 | 0.4% | 89 | 0.2% | 3,379 | 1.4% | 26 | 1.4% |
| Chinatown ID | 2,647 | 4.7% | 4,077 | 1.7% | 60 | 1.7% | 105 | 0.2% | 3,767 | 1.6% | 55 | 1.6% |
| Commercial Core | 23,605 | 41.6% | 43,260 | 18.5% | 634 | 18.5% | 496 | 0.9% | 32,953 | 14.1% | 483 | 14.1% |
| Denny Triangle | 4,616 | 8.1% | 6,754 | 2.9% | 99 | 2.9% | 132 | 0.2% | 5,300 | 2.3% | 78 | 2.3% |
| First Hill | 7,590 | 13.4% | 18,674 | 8.0% | 274 | 8.0% | 69 | 0.1% | 5,059 | 2.2% | 74 | 2.2% |
| Pioneer Square | 2,212 | 3.9% | 3,000 | 1.3% | 44 | 1.3% | 105 | 0.2% | 4,533 | 1.9% | 66 | 1.9% |
| South Lake Union | 7,190 | 12.7% | 23,267 | 9.9% | 341 | 9.9% | 148 | 0.3% | 5,989 | 2.6% | 88 | 2.6% |
| Uptown | 4,255 | 7.5% | 6,273 | 2.7% | 92 | 2.7% | 151 | 0.3% | 7,476 | 3.2% | 110 | 3.2% |
| 1-99 Non-affected | | | | | | | 1,507 | 2.6% | 80,050 | 34.2% | 1,150 | 34.3% |
| | | | | | | | <i>Non-affected 100+ worksites weighted as a separate category</i> | | | | | |
| 100+ Non-affected | | | | | | | 317 | 0.6% | 44,318 | 18.9% | 650 | 18.9% |
| CTR-affected | 54,971 | 96.80% | 109,979 | 46.90% | 1,613 | 46.90% | | | | | | |

8.4 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 8-3 – Non-affected Worksite Response Rates by Neighborhood and Business Size

| Non-affected Worksite Response Rates | | | |
|---|---------------------|-----------------------|-----------------|
| | Surveys Distributed | Surveys Completed (n) | Response Rate % |
| Non-affected 1 – 99 Employee Worksites | 2739 | 1824 | 67% |
| Neighborhood (1 – 99 Only) | | | |
| Belltown | 388 | 212 | 55% |
| Capitol Hill/Pike-Pine | 637 | 163 | 26% |
| Chinatown ID | 396 | 170 | 43% |
| Commercial Core | 1261 | 614 | 49% |
| Denny Triangle | 407 | 163 | 40% |
| First Hill | 391 | 98 | 25% |
| Pioneer Square | 195 | 105 | 54% |
| South Lake Union | 294 | 148 | 50% |
| Uptown | 236 | 151 | 64% |
| Business Size (1 – 99 Only) | | | |
| 1 to 4 | 313* | 292 | 93% |
| 5 to 9 | 433 | 266 | 61% |
| 10 to 19 | 433 | 224 | 52% |
| 20 to 49 | 689 | 395 | 57% |
| 50 to 99 | 871 | 330 | 38% |
| 100+ Not-Affected | 1466 | 317 | 22% |

8.5 Pre-Notification Letter



To whom it may concern:

Within the next week, an employee from Consumer Opinion Services and EMC Research, two experienced professional research firms in Seattle may be calling your worksite and asking you to allow your employees to participate in a brief survey about how they commute to work. They will ask for help from you or someone who can 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.

We will plan to have the surveys distributed during the last week of October. The survey will only take 2-3 minutes of each employee's time. It 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.

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 Brian Vines at (206) 652-2454, ext. 4.

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

Sincerely,

A handwritten signature in cursive script that reads "Danielle Abbott".

Danielle Abbott
Senior Program Manager
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.

8.6 Survey Coordinator Screener

2016 Survey Coordinator Screener Survey
Worksite Employers
Downtown Seattle
Recruiting Screener

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 area to support continuing efforts to improve commuter options and access to downtown Seattle. The survey involves having each employee from selected businesses fill out a short form about how they commute to work. Your employees can complete the forms online or can fill out a paper version. It should only take a minute or two 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 helping with this task, that person will also be entered in a drawing for one of several VISA gift cards. Are you the best person or would you recommend we talk with someone else?

[IF NEEDED: Your business was selected at random to represent other businesses of the same 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.

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

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?

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) We have a very brief survey that we would like every employee at your specific worksite at [READ BACK ADDRESS FROM Q1] to complete either online or on paper. The survey will only take a couple of minutes to complete and will ask about their commute method each day of the previous week. Since this involves some effort to distribute the web survey or distribute the paper surveys to each employee and collect them again ... **(READ APPROPRIATE ONE)**

IF 49 OR FEWER EMPLOYEES: ...we are having a drawing that the people who help distribute surveys at your worksite will be entered into. The drawing will be for: **(READ APPROPRIATE ONE)**

IF Q2=LESS THAN TEN EMPLOYEES: One of 20 VISA gift cards valued at \$25

IF Q2=TEN OR MORE EMPLOYEES: One of 10 VISA gift cards valued at \$50

Since we are only interviewing a sample of a few dozen local businesses, your odds of winning will be about one in seven.

IF 50 OR MORE EMPLOYEES: ...we will give the person who distributes surveys at your worksite a \$50 VISA gift card.

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 version of the survey or distributing and collecting the paper version of the survey.

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

Retail

Restaurant/Food Service

Medical office

Commercial office

Government

Personal service (i.e. beauty salon)

Banking

Childcare/daycare

Other _____

6) Would you prefer that we...

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

via text message, or...

Mail the printed surveys to you?

IF ONLINE/EMAIL OR TEXT: We will send you the survey link as well as directions for distributing the surveys by email or text in the next couple of days. We will need you to distribute the online survey links at your earliest convenience after receiving the link.

IF MAIL: We will need you to distribute the paper surveys on Monday, November 7th. We will send you a postage paid self-addressed envelope for you to mail everyone's completed surveys back to us.

6A) And should we send the survey packet to the same address you confirmed earlier or is there different address we should send them to?

Yes, same address

No, different address **(FILL IN BELOW)**

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

(RECORD COMMENT) _____

Let me make sure I have your correct name and phone number:

Name _____ **(READ BACK TO VERIFY CORRECT SPELLING)**

Phone _____ **(READ BACK NUMBER TO VERIFY CORRECT NUMBER)**

Email _____ **(VERIFY CORRECT SPELLING)**

We will get this information out to you soon with detailed instructions and contact information in case you have questions.

8.7 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 10/17 | Tue 10/18 | Wed 10/19 | Thur 10/20 | Fri 10/21 | Sat 10/22 | Sun 10/23 |
|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Drove alone (or with children under 16) | <input type="checkbox"/> |
| Carpooled (2 or more people) | <input type="checkbox"/> |
| Vanpooled | <input type="checkbox"/> |
| Rode a motorcycle | <input type="checkbox"/> |
| Rode a bus | <input type="checkbox"/> |
| Rode the train/light rail/streetcar | <input type="checkbox"/> |
| Rode a bicycle | <input type="checkbox"/> |
| Walked | <input type="checkbox"/> |
| Telecommuted/worked remotely/worked from home | <input type="checkbox"/> |
| Compressed work week day off | <input type="checkbox"/> |
| Overnight business trip | <input type="checkbox"/> |
| Did not work (day off, sick, etc.) | <input type="checkbox"/> |
| Boarded ferry with car/van/bus | <input type="checkbox"/> |
| Boarded ferry as walk-on passenger | <input type="checkbox"/> |
| Other (Specify): _____ | <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 10/17 | Tue 10/18 | Wed 10/19 | Thur 10/20 | Fri 10/21 | Sat 10/22 | Sun 10/23 | None |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| <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. 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 | Link 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 | 4 4 | 4 4 | 4 4 | 4 4 | 4 4 |
| 5 5 | 5 5 | 5 5 | 5 5 | 5 5 | 5 5 | 5 5 | 5 5 | 5 5 | 5 5 |
| 6 6 | 6 6 | 6 6 | 6 6 | 6 6 | 6 6 | 6 6 | 6 6 | 6 6 | 6 6 |
| 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 |
| 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 |
| 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 |

Thank you for completing the survey!