

University of Washington /
King County Metro

2006 U-Pass Survey
Final Summary Report

Submitted March 2007

CONTACT:

Tomomi Watanabe
810 Third Avenue Suite 258
Seattle, WA 98104
P. (206) 624-6465
F. (206) 625-2690
tomomi@nwrq.com

SUBMITTED BY:

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Project Overview

Introduction

The U-PASS program was implemented at the University of Washington (UW) during Fall Quarter 1991 and was developed to provide alternative commute options for the UW population and to decrease the number of vehicles that go to campus. The U-PASS program offers an array of services that are encompassed in a single pass including: full bus fare on Metro Transit, Community Transit and Sound Transit, full fare on the Sounder Commuter Train, free use of the Night Ride Shuttle, merchant discounts, discounted carpool parking, and subsidized vanpool fares. The U-PASS program also provides employees with access to discounted parking, through individual commuter tickets, and emergency ride home service. In addition, even without a U-PASS, the UW offers bicycle facilities and Ridematch services to provide carpooling and vanpooling information.

Since 1992, the University of Washington, in conjunction with King County Metro, has used a biennial study to: evaluate the U-PASS program in terms of student, staff, and faculty awareness, use, and satisfaction. Results are also used to develop ridership estimates for program pricing and transit ridership models; and to meet the University's reporting requirements under the Commute Trip Reduction Law.

The Washington State Commute Trip Reduction (CTR) Law applies to all employers with 100 or more full-time employees who are scheduled to arrive at work between 6 and 9 a.m. at a single work site. Affected employers are required to implement programs that encourage employees to reduce their proportion of single-occupant vehicle commute trips (SOV rate).

As was the case in the 2002 and 2004 surveys, the current survey was administered via telephone and online methodologies. Components of the questionnaire that are the same as previous years include data on travel and commute patterns, use of transit services, carpool parking, use of U-PASS, and overall demographic characteristics. Specific objectives of this survey are to:

- Determine the proportion of UW commute trips using various modes of transportation;
- Evaluate the various features of the U-PASS;
- Determine the transit ridership of the UW students, faculty, and staff;
- Determine importance and usage of the various U-PASS features; and
- Determine satisfaction with the U-PASS;

The 2006 study surpassed its completed sample quota of 1,400 interviews, collecting 1,446 completed interviews during the survey period. Six hundred twenty (620) interviews were completed with students, 419 interviews were completed with staff and 407 interviews were completed with faculty. While the data is weighted to reflect actual population distributions, the base sample sizes allow for reliable analyses within and among the three groups.

Methodology

Research Design

This survey was conducted via mixed mode, using a computer-assisted telephone interviewing (CATI) methodology and a web-based survey that mirrors the CATI survey. Staff, faculty and students who did not have an email address were streamed into the telephone survey. Staff, faculty and students who were initially contacted via email but who did not complete the online survey within a week were contacted by telephone to complete the survey. This dual methodology was first adopted in the 2002 survey wave in an effort to obtain a higher response rate (70% is required) from faculty and staff for the State of Washington's Commute Trip Reduction (CTR) measurements and to accommodate respondent requests from previous years.

Northwest Research Group, Inc. conducted the online surveys from October 19 through December 4, 2006. Telephone interviews were conducted between October 20 and December 16, 2006, during the hours of 10 a.m. to 9 p.m. on weekdays and from 1:00 p.m. to 8:00 p.m. on the weekends.

Data collection was scheduled over a seven-week period to provide representative data of commute travel patterns throughout the UW's fall quarter. In order to ensure that data was collected over the entire seven-week period, the sample was introduced in successive batches, rolling online sample to the telephone survey and inviting new sample elements to complete the online survey. Respondents were questioned about their travel during the previous week (Monday to Friday). Because weeks with statutory holidays, such as Veterans Day and Thanksgiving, change typical commute patterns, no data collection – whether online or via telephone – was conducted during the week following each holiday. Data collection was completed by the end of the week of December 11, 2006. Due to a snow storm in the region in the week of November 27, 2006, a question was added to determine its potential impact on respondents commute during that week.

Prior to data collection, the UW sent an introductory e-mail to all faculty members, staff and students selected to complete the survey. The e-mail introduced the survey and discussed the schedule and response options – telephone and online. The timing of the introductory e-mail was approximately a few days before they received their personalized login code in their e-mail inbox. Awareness of the survey effort was also made known through an article in the *University Week* (a publication for faculty and staff).

Questionnaire

The questionnaire contained up to 100 possible questions, including subsets of questions specifically for students, employees, carpoolers, transit riders, single-occupant vehicle (SOV) travelers, or U-PASS holders.

The questionnaire contained a variety of question formats, including closed single and multiple-response questions for all categorical data. In situations where not all of the possible responses were known, an "other" category was included so the respondent's verbatim response could be recorded. These results were reviewed and where appropriate, coded post-facto into the database. All attitude and evaluation questions used scaled response formats. Scales were typically four or five points in length. To prevent order bias, certain blocks of questions were randomized in both the online and telephone versions of the survey.

Northwest Research Group administered the survey using computer-assisted telephone interviewing technology (CATI) and Sensus Web online interviewing technology. The computer programs automatically handled all skip and branching patterns (e.g., student vs. faculty vs. staff, U-PASS holder vs. non-holder). The average length of time that was required to complete the questionnaire via telephone was approximately 7.2 minutes, with a standard deviation of 3.9 minutes. The online version averaged 7.5 minutes, with a standard deviation of 4.8 minutes. The length varied greatly depending on respondents' commute modes and UW classification.

The 2006 version of the UPASS survey, with about 35 fewer questions than in 2004, took less time to complete than in previous years (up to 133 possible questions or an average survey length of 12 minutes in 2004).

Copies of the telephone and online questionnaires are included in the Appendix.

Sample Selection and Management

The UW provided two databases to Northwest Research Group for sampling. The student database included all students who had agreed to release their contact information (84%). This database was drawn by UW on October 16, 2006 and included 33,021 students.

The second database included all UW employees (staff and faculty), drawn from UW's payroll and personnel system on October 6, 2006. This employee database included 15,543 staff and 6,567 faculty members.

The combined UW databases were stratified into three main groups – faculty, staff and students. Because the sample was already designated (student, staff or faculty) the only qualifying statement that respondents needed to verify was whether or not they worked or attended classes at the University of Washington in the U-District. Those who were reached by telephone were also asked to confirm their sample designation. This verification revealed a very close match with the sample information (96% of respondents who completed interviews agreed with their designation). As the student database did not contain the class standing, no class standing analysis was conducted for the 2006 U-PASS Survey. However, when the directory exclusion was first implemented in 2004, the student database for the 2004 U-PASS Survey was compared to the known student distribution by class standing in order to ensure the representation of the entire student population in terms of class standing. The analysis concluded the database matched the known student distribution and was representative of the entire student population in terms of class standing - there is no reason to think this has changed.

Based on the desired quotas for each group, and limited by the state CTR response requirement of 70%, a random sample was drawn for each group. This process yielded 3,211 initial sample elements (1,600 students, 756 staff and 780 faculty members). In addition 75 sample elements were randomly drawn for the pretest. As no changes were made to the survey, completed interviews during the pretest were included in the final data file and those who did not respond during the pretest were rolled over to the full-scale data collection and followed up with in the following weeks.

Sample elements with e-mail addresses were initially contacted online, while those without e-mail addresses were contacted via telephone.

Table 1 : Sample Selection

Sample Frame	Students	Staff	Faculty	Total
Number in database	33,021	15,543	6,567	55,131
Number of records without email nor telephone number	55	139	227	421
% of database without email nor telephone number	<1%	<1%	<1%	1%
Number of records without email	141	3,985	1,175	5,301
% of database without email	<1%	26%	18%	10%
Number selected randomly for online survey	2,193	598	662	3,453
Number selected randomly for telephone only survey	7	196	155	356
Total number of records selected	2,200	794	817	3,811

The initial sample was further stratified into three batches for the employee segment and two batches for the student segment and each week a batch was released for data collection. When a batch was released, an e-mail invitation to participate in the survey was sent from NWRG to each individual in the batch. Once each batch was invited to participate online, respondents were given one week to complete the survey online. A reminder email was sent to those who had not completed the online survey by mid-week. At the end of each week, the records from that batch that had not completed an online survey were transferred out of the online sample and added to the telephone sample. While their record was active in the telephone survey, their login code for the online survey was deactivated and they could no longer access the survey online unless they requested the option to complete the survey online. The table below shows the timing and details of the new sample distribution in the online and telephone surveys.

Table 2: Sample Batching / Distribution

Wave	Dates	Students	Staff	Faculty	Total
PTE: new online sample	10/19/06 - 10/22/06	0	31	30	61
PTP: new telephone sample	10/20/06	0	7	7	14
E1: new online sample	10/23/06 - 10/27/06	0	187	210	397
P1: new telephone sample	10/23/06 - 10/27/06	0	65	50	115
E2: new online sample	10/30/06 - 11/03/06	796	185	211	1192
P2 new telephone sample (plus non-responders to E1)	10/30/06 - 11/03/06	4	67	49	120
E3: new online sample	11/06/06 - 11/11/06	799	195	211	1205
P3: telephone sample (non-responders to E2)	11/06/06 - 11/11/06	1	57	49	107
E4: new online sample	11/20/06 - 11/24/06	598	0	0	598
P4: new telephone sample (plus non-responders to E3)	11/20/06 - 11/24/06	2	0	0	2
Total		2,200	794	817	3,811

* PT = Pre-test, E = Online, P = Telephone

Interviewing Outcomes

Records with working e-mail addresses (3,453) were first attempted online. Each was given the opportunity to complete the online survey for a period of one week. The table below outlines the response rate for the email invitations.

Table 3 : Online Interviews and Response Rate

Wave	Dates	Students	Staff	Faculty	Completes	Response
PTE	10/18/04 - 10/22/06	0	31	30	24	39%
E1	10/23/06 - 10/27/06	0	187	210	152	38%
E2	10/30/06 - 11/03/06	796	185	211	311	26%
E3	11/06/06 - 11/11/06	799	195	211	283	23%
E4	11/20/06 - 11/24/06	598	0	0	46	8%
Total		2,193	598	662	816	24%

If the respondent did not complete the online survey during their time allotment, the sample record was transferred to the telephone interview sample. Northwest Research Group conducted telephone surveys between October 20 and December 16, 2006 from its telephone research center in Boise, ID. Interviewers made a minimum of 5 up to 20 attempts to reach a person to administer the questionnaire.

The survey among students was conducted between October 30, 2006 and December 8, 2006. Students were not included in the pretest (WAVE PTE in the above table) or the first week of data collection (WAVE E1 above), as the student database was not created until after the UW deadline for students to make changes to their schedule or elect to participate in the U-PASS program had passed, ensuring the final database was as representative of the student population as possible.

Table 4 : Telephone Interviews by Survey Week

Survey Week	Students	Staff	Faculty	Total
10/18/06 – 10/20/06	0	10	16	16
10/23/06 - 10/27/06	0	24	16	40
10/30/06 -11/03/06	3	33	60	96
11/06/06 - 11/11/06	132	9	34	175
11/20/06 - 11/24/06	126	0	0	126
12/3/06 – 12/8/06	20	2	45	67
12/11/06 – 12/16/06	0	91	19	110
Total	281	269	180	630

Table 5 : Online Survey Completion and Telephone Interviews by Survey Week

Survey Week	Online Survey *	Telephone	Total
10/18/06 – 10/20/06	24	16	40
10/23/06 - 10/27/06	151	40	191
10/30/06 -11/03/06	306	96	407
11/06/06 - 11/11/06	284	175	458
11/20/06 - 11/24/06	46	126	173
12/3/06 – 12/8/06	5	67	72
12/11/06 – 12/16/06	0	110	110
Total	816	630	1446

* While most of the online survey respondents completed the survey during their specified survey wave, in cases where respondents requested to complete the survey online during the telephone follow-up, they were allowed to do so past their online survey wave deadline.

At the beginning of the interview, respondents were screened and identified as members of one of these groups – faculty, staff, or student. If a respondent was identified as a student or employee but was not available to be interviewed at the time the current call was placed, a callback interview was scheduled. Significant effort, including repeated callbacks, was made to reach the respondent at both the daytime work number and the evening residence. Respondents who did not qualify for the survey, due to not being affiliated with the UW, being out of the U-District, or over quota were immediately screened out.

Of the total telephone sample, 84 percent of the records were usable; records deemed unusable were non-UW business or nonworking numbers. Fifty-seven percent (57%) of the usable sample resulted in an actual contact. The remainder of the sample was not reached despite multiple attempts. Of those contacted, the vast majority (89%) were potentially willing to participate in the survey. Ten percent (10%) of contacts resulted in an immediate or outright refusal. An additional one percent (1%) started the survey but terminated part-way through.

Although 89 percent of those contacted were potentially willing to participate in the survey, some were not qualified to do so because they were not affiliated with the University of Washington or in the University District (5% of those contacted). In very few cases, the quotas for each population group were full. Interviews were not completed with 2 percent of those contacted because the respondent was unable to communicate adequately because of a language or other communication barrier. Finally, 21 percent (21%) agreed to complete the survey but were unable

to do so at the time contacted. Attempts were made to re-contact these respondents on a regular basis; however, they were unreachable during the scheduled data collection period.

When the student sample was initially loaded for the survey, it was assigned an incorrect sample designator, resulting in a higher number of interviews completed via telephone with students and a low number of surveys completed online with this population. This is likely due to the aggressive telephone follow-up protocol applied to the employee sample in order to meet the state CTR response requirement of 70% for the employee segments.

Table 6 : Sample Dispositions

Disposition	Students	Staff	Faculty	Total
Total sample attempted	2,200	794	817	3,811
Completed online interview	340	250	227	817
Completed telephone interview	281	169	180	630
Total completed interviews	621	419	407	1,447
Telephone Sample Dispositions				
Total telephone sample attempted	1181	423	476	2,080
Business/Non-working/ Not UW	85	59	68	212
Targeted Respondent Not Available	67	30	32	129
Useable sample	1,029	334	376	1,739
No answer	289	50	59	398
Busy	10	1	2	13
Answering machine	301	9	34	344
Usable sample contacted	429	274	281	984
Refusal	27	35	32	94
Mid-terminate	5	5	3	13
Willing to cooperate	397	234	246	877
Communication Barrier	3	9	3	15
Over quota	0	2	0	2
Agreed to interview/ scheduled callback	101	38	46	185
Not in U-District	12	16	17	45
Total Telephone Interviews completed	281	169	180	630

State CTR Response Rate

Per state CTR guidelines, a 70% response rate is desired among UW employees (faculty and staff respondents). Otherwise, surveys with employee response rates of less than 70% must assume that the non-respondents were making drive-alone trips and adjust the calculation of their drive-alone rate. After eliminating unqualified sample – non-working numbers, non-UW numbers, non U-District – 72 % of the initial employee sample was deemed as qualified. Of those contacted and confirmed eligible, seventy-one percent (71%) of employees completed a survey. The table below provides the sample and response rate calculation.

Table 7 : CTR Response Rate

	Employees	Staff	Faculty
Total Sample attempted	1,611	794	817
Not in U-District	108	45	63
Other non-working numbers	338	150	188
Total qualified contacted sample	1165	599	566
Completed online interview	477	250	227
Completed telephone interview	349	169	180
Total completed interviews	826	419	407
Response Rate	71%	70%	72%

Sample Size

Northwest Research Group completed a total of 1,446 interviews – 620 interviews with students, 419 interviews with staff, and 407 interviews with faculty. This allows for sufficient subgroup cell sizes when inferring statistical reliability. The data were then weighted to reflect the actual proportions of these groups in the overall UW population. This weighting process does not change the total sample size but does slightly increase the margin of error for the total combined weighted data. The number of interviews obtained and the number resulting from the weighting process for students, faculty and staff are shown in the following table, along with the margins of error for each group. Calculations used to determine the weights are included in the Appendix: Weighting.

Table 8 : Final Sample Size – 2006 U-PASS Commute Survey

Group	Obtained	Weighted	Margin of Error 95% confidence interval
Students	620	897	(+/-) 3.94%
Staff	419	375	(+/-) 4.79%
Faculty	407	173	(+/-) 4.86%
Total	1,446	1,446	(+/-) 2.8%

The report is organized by major topic areas. Tables and figures provide supporting data. In most figures and tables, unless otherwise noted, column percents are used. Percents are rounded to the nearest whole number. Columns generally sum to 100 percent except where noted and in cases of rounding error. Weighted (n_w) cell sizes are reported for overall results and unweighted

(n) cell sizes are reported for student, staff and faculty results in tables and figures. The sample sizes for each question in this report are the total number of weighted cases with valid responses for that question. “Don’t know” and “refused” are counted as missing values unless “Don’t know” is a valid or meaningful response. When testing for significant associations and / or differences between groups in the base, unweighted sample sizes should be used. Differences that are statistically significant are outlined in the text of the report, unless otherwise noted. Descriptive statistics – mean, median, standard deviation – of a group are based on the weighted cell sizes. Complete documentation of the data analysis (in the form of banners) is presented under separate cover.

Portions of this report contain comparisons of survey data from year to year where applicable.

Supplemental Survey

In addition to the base study, a supplemental online survey effort took place to obtain more surveys with riders of other transit agencies. The goal was to acquire at least 400 interviews with riders of Sound Transit and Community Transit. The exact same questionnaire was used for the supplemental survey without any additional screening questions asked of respondents based on their transit ridership.

Once the sample for the base study was chosen, an additional sample (2,986 records) was randomly selected from the original dataset provided by the UW and invited to complete the supplemental survey. The number of sample elements required was calculated based assumption of the growth in ST ridership as observed in past UPASS survey periods, the assumption that at least 120 surveys with ST riders would be completed in the base survey and that an additional 280 ST riders would be identified through the supplemental survey. As with the base survey, the distribution of survey invitations took place via e-mail in waves on the same schedule as that of the base survey. The supplemental survey was conducted only online. Those who were selected to complete the supplemental survey received reminders via e-mail to complete the survey throughout the survey period; however no telephone follow-up calls were made.

A total of 932 interviews were completed through the supplemental survey – 173 interviews with students, 402 interviews with staff, and 357 interviews with faculty. The overall response rate for the supplemental survey was 31%. An additional 76 CT riders and 65 ST riders were identified from the supplemental survey.

Table 9 : Supplemental Online Survey Sample Distribution and Number of Completed Surveys

Wave	Dates	Students	Staff	Faculty	Completes
Wave1	10/23/06 - 10/27/06	0	286	324	325
Wave2	10/30/06 -11/03/06	581	293	315	354
Wave3	11/06/06 - 11/11/06	579	293	315	253
Total		1,160	872	954	932

Data Analysis and Report Content

This report summarizes the major findings for each of the survey topics and reports on demographic variations that yielded statistically and practically significant differences from what would be expected in a random sample. If a particular difference is large enough to be unlikely to have occurred due to chance or sampling error, then the difference is statistically significant. This report focuses on those statistically significant differences that are practically significant and potentially useful for future planning and analysis by King County Metro and the UW. The following notes describe reporting conventions used in the report:

- All results in this report are based on the final weighted sample data but actual, unweighted cell sizes were used for inferring statistical reliability.
- Information about the overall results for each question is presented first, followed by relevant, practical and statistically significant differences between major groups. The probability level for determining statistical significance is $\leq .05$ at the 95% confidence level.
- Except where noted, tables and charts provide information among respondents who offered opinions to a question. Non-opinions, refusals to answer, and responses such as “don’t know” were treated as equivalent and recorded as “no answer.” The “no answer” category is not included in the analysis generating the graphics.
- Banner tables with detailed responses and breakdowns of responses for all questions are provided separately. These banners are useful in providing easy-to-use documentation of the results of all questions broken out for important subgroups of the sample.

Key Findings

The 2006 U-PASS Commute Survey results showcase several interesting findings:

- The number of CTR-affected UW employees declined significantly from 66% in 2004 to 60% in 2006, and is the same as in 2000.
- Both in terms of the number of riders and the number of commuting trips, transit remains the most frequent mode of transportation to get to the UW campus in the University District. Nonetheless, there are important differences between students, staff and faculty in their patterns and modes of commuting.
 - Among students and faculty, there has been a net increase in transit ridership as the most frequent mode of commuting to the UW campus.
 - While students and staff are significantly more likely than faculty to use transit most often to commute to the UW campus (43% and 36% compared to 27%, respectively), the proportion of faculty who take transit to the UW campus has increased significantly in 2006 (20% in 2004).
 - The proportion of students and faculty who use carpool as the most frequently used commuting mode has declined significantly since 2004 (3% compared to 8% among students and 7% compared to 11% among faculty). In addition, the incidence and frequency of carpooling has declined significantly in 2006 (6% of trips to the UW by carpool in 2006 compared to 10% in 2004).
 - In 2006, 22% of faculty members primarily ride Metro buses to get to work, a significant increase from 15% in 2004, and the same as that reported in 2000, the year in which the highest use of Metro for commuting was recorded.
- Nineteen percent (19%) of respondents report eliminating trips to the UW campus by studying or working at home or via telecommute in 2006. In addition, the ratio of telecommute days to days of commuting to the UW campus has declined significantly in 2006 (1:15 to 1:23 in 2004), meaning that telecommuting is significantly more prevalent. This resulted in a 6% trip reduction in 2006.
- The single occupancy vehicle rate remains the highest among faculty (44% compared to 39% among staff and 13% among students).
- The incidence of U-PASS possession has remained stable (79% compared to 80% in 2004)
 - Possession of a U-PASS remains highest among students (85%) and lowest among faculty (68%). U-PASS possession among faculty remains significantly lower in 2006 than the 74% reported in 2002, but it has increased slightly, although not significantly over 2004 (64%).
- The majority of respondents who do not have a U-PASS say they do not need one, either because they do not ride the bus, they have another type of pass or they do not see a need for

the service. Cost does not emerge as a major barrier for most respondents. A small percentage of non-U-PASS holders would like to have a pass but do not know how or where to acquire one.

- Use of the U-PASS for Metro fares has remained very high (90%) and stable since the survey was implemented in 1996. Using U-PASS for Community Transit fares has declined significantly in 2006 (25% compared to 35% in 2004), while the use of U-PASS on Sound Transit buses remains the same as in 2004 (32%).
- Use of the U-PASS for carpooling has declined significantly in 2006 (22% compared to 35% in 2004).
- Among employees, use of the U-PASS to purchase discounted individual commuter tickets for parking has increased significantly in 2006 (33% compared to 22% in 2004).
- Overall satisfaction with the U-PASS program remains high (90%).
- When comparing respondents by survey mode, online participants are significantly more likely than telephone participants to have a full-time position, work 5 days per week, commute during both morning and afternoon peak hours, be female, and live in Seattle, north of the Ship Canal and west of I-5. They are also more likely to take Metro or Sound Transit to the UW campus as their primary commute mode, while telephone respondents are significantly more likely to report walking to the UW campus most often.

Commuting Behavior

University of Washington (UW) employees and students were asked a series of questions pertaining to their usual work schedules and commuting patterns to UW. One of the objectives of this section is to determine the proportion of employees that are affected by Washington State’s Commute Trip Reduction (CTR) Law.

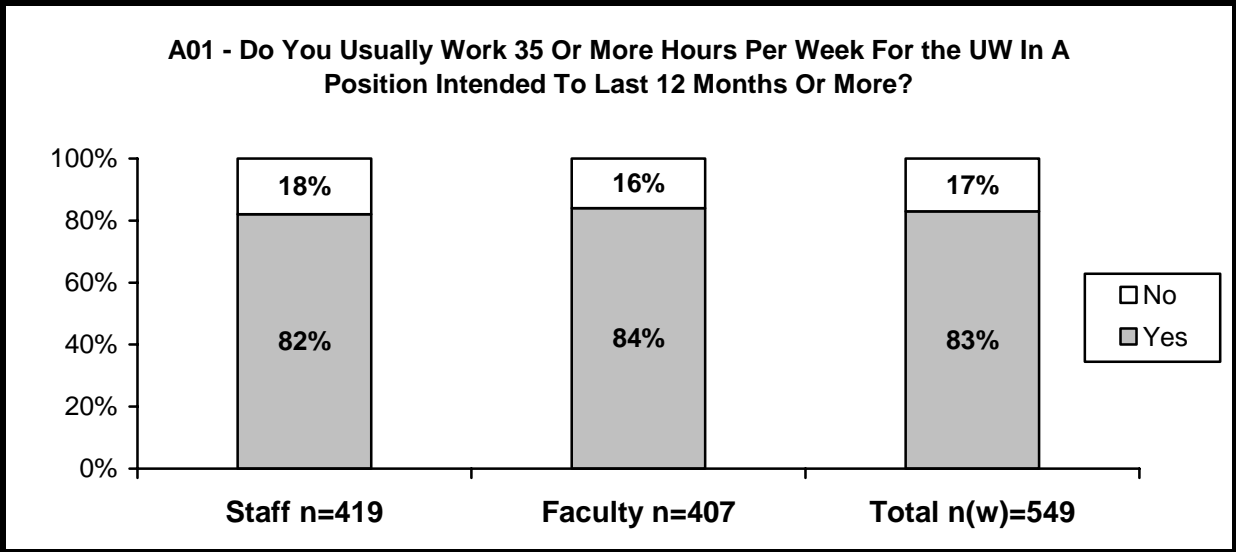
Work Schedules

The majority of UW employees who work in the U-District are in permanent full-time positions, usually working 35 or more hours a week in a position intended to last 12 months or more (84% among faculty and 82% among staff).

- Employees who hold a current U-PASS are more inclined to be in permanent full-time positions at UW (88%, compared to 70% of employees who do not have a U-PASS).
- A greater proportion of permanent full-time employees are considered “rush hour commuters,” arriving in the U-District between 6 and 9 AM. Nearly nine in ten employees (85%) who arrive between 6 and 9 AM are in permanent full-time positions, compared to seven out of ten employees (69%) who arrive at other times.

Employee Work Schedule

Figure 1: Employee Work Schedule
 [BASE: Staff And Faculty Only (n_w=549)]



Work frequency is another component of determining who is affected by the CTR law. While the actual frequency is measured directly in a later question, UW employees were also asked to describe their typical work schedule.

Overall, nearly two-thirds (65%) of UW employees are scheduled to work 5 days per week.

- Staff members are significantly more likely than faculty to report they are scheduled to work 5 days per week (68% compared to 60%, respectively). On the other hand, faculty are significantly more likely than staff to say they work 6 days per week (8%, compared to 1%) or their work schedule varies (13% compared to 7%).
- U-PASS holders are significantly more likely to work 5-day work weeks (71%, compared to 53% of employees who do not have a U-PASS). Conversely, a greater percentage of non U-PASS holders work 3 or fewer days per week (18%, compared to 7% of U-PASS holders).
- When comparing work schedules by usual commute modes, those who usually drive alone to the UW are significantly less likely to report they work 5 days per week compared to those who usually commute via carpool or vanpool or via Metro bus (57% compared to 78% and 77%, respectively). A significantly greater proportion (9%) of those who drove alone to UW most often in the previous week report they work 3 days per week compared to those who carpooled or vanpooled (2%) or those who took a Metro bus to commute most often in the previous week (3%).

Table 10 : Work Schedules

[BASE: Staff And Faculty Only (n_w=549)]

A02 - Are You Scheduled To Work For The UW Five Days A Week, Or Do You Work An Alternative Schedule Such As 4 Days Per Week Or 9 Days In 2 Weeks?

	Total n _w =549	Staff n=419	Faculty n=407
1 day per week	1%	0%	3%
2 days per week	3%	3%	3%
3 days per week	7%	8%	3%
4 days per week	9%	11%	5%
5 days per week	65%	68%	60%
6 days per week	3%	1%	8%
7 days per 2 weeks	1%	<1%	1%
9 days per 2 weeks	1%	1%	0%
Varies/ never the same	9%	7%	13%
Other	<1%	0%	<1%
Work more than 6 days per week	<1%	0%	1%
Do not work in U-District	2%	1%	2%

Frequency of 6 – 9 AM Arrival

Among students, staff and faculty who went to the University of Washington in the previous week, one-third (33%) report they arrived on campus or at work in the U-District between 6 and 9 AM all five days. More than one-quarter (27%) report they did not arrive on campus between 6 and 9 AM during the previous week.

- Employees are significantly more likely than students to arrive at the UW campus between 6 and 9 AM (3.03 days for faculty and 3.59 days for staff compared to 2.39 days for students). Among employees, the average number of days staff arrived at the UW campus during peak hours is significantly greater compared to faculty.
- A significantly greater proportion of staff and faculty report they arrived at the UW campus between 6 and 9 AM all 5 days during the previous week (52% and 41%) compared to 25% of students. Students are more likely than staff or faculty to report they did not arrive on campus between the peak times at all (32% compared to 21% or less, respectively). No significant changes were observed since 2004.

Table 11 : Frequency of Arrival During Peak Times

[BASE: Respondents Who Went To UW Last Week (n_w=1344)]

A09 - During That Same Monday Through Friday, How Many Days Did You Arrive On Campus/At Work Between 6 And 9 A.M.?

	Student n=592	Staff n=370	Faculty n=367	Total n(w)=1344
0 Days	32%	16%	21%	27%
1 Day	6%	4%	9%	6%
2 Days	13%	6%	8%	11%
3 Days	13%	8%	10%	11%
4 Days	11%	14%	11%	12%
5 Days	25%	52%	41%	33%
Mean	2.39	3.59	3.03	2.76
% of days arriving between 6 and 9 AM	54%	81%	73%	63%

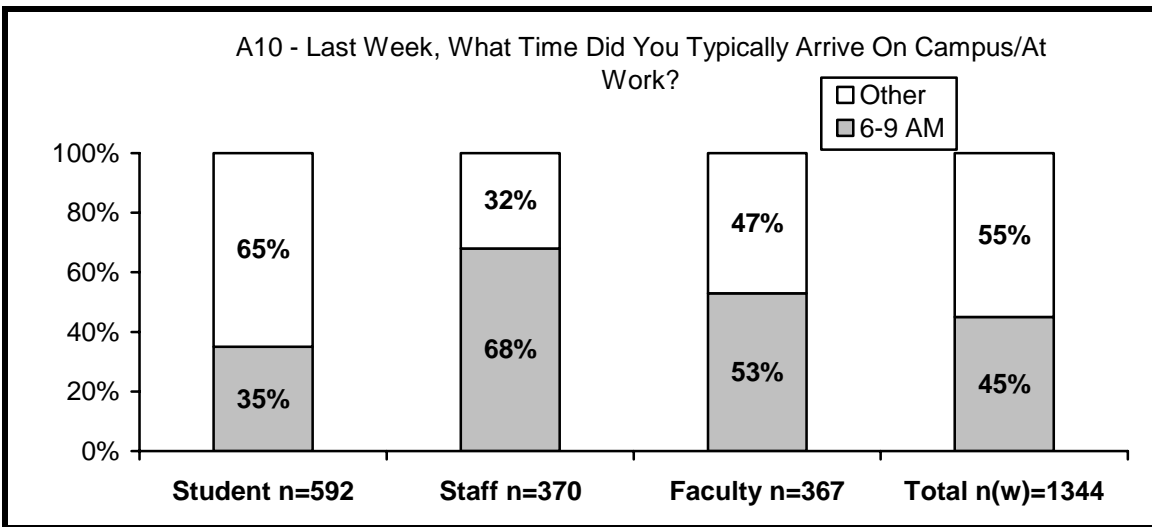
Typical Arrival Times

Respondents were asked what time they typically arrived on campus or at work last week. Overall, less than half (45%) reported they usually arrived at the UW between 6 and 9 AM during the previous week, followed by more than one-third (37%) who reported arriving at UW between 9 AM and noon.

The stated proportion of typical “morning peak hour commuters” is significantly higher among UW staff members (68%) compared to faculty members (53%) and the student population (35%).

- Nearly half of students (46%) report they typically arrived at UW between 9 a.m. and noon, compared to 18% of staff and 32% of faculty.
- The proportion of respondents who report they typically arrive at the UW between 6 and 9 AM has dropped significantly in 2006 compared to the previous survey waves (45% compared to 49% in 2004 and 50% in 2002).
- U-PASS holders are significantly more likely than non-U-PASS holders to report they typically arrive at the UW between 8AM and noon (69% vs. 53%, respectively), while non-U-PASS holders are significantly more likely to report arriving at the UW in the afternoon (18% compared to 6%). Non-U-PASS holders are also significantly more likely than U-PASS holders to arrive on campus in the evening (4% compared to 1%, respectively).
- Respondents who most often commute via carpool/vanpool (26%) or Community Transit (29%) during the previous week are more likely than SOV commuters (14%) or Metro commuters (11%) to report they arrived at the UW campus between 7 and 8 AM.
- A significantly greater proportion of respondents who most often walk to the UW (54%) report they arrive on campus between 9 AM and noon compared to respondents who use all other commute modes most often during the previous week.
- Respondents who commute most often by Metro (38%) are also significantly more likely than SOV (30%) and carpool/vanpool commuters (18%) to report they typically arrive at the UW between 9 AM and noon.

Figure 2: Typical Arrival Time on Campus/ At Work
 [BASE: Respondents Who Went To UW Last Week (n_w=1344)]



Frequency of 3 to 6 PM Departure

Overall, more than one-quarter (27%) of respondents report they left the UW campus between 3 and 6 PM all 5 days in the previous week. More than one out of five respondents (22%) report they did not leave the campus during the evening peak commute hours.

- Similar to the morning peak hour commute pattern, employees are significantly more likely than students to leave the UW campus during the evening peak hours, between 3 and 6 PM.
 - Both staff and faculty are significantly more likely to report they left the UW campus between 3 and 6 PM all 5 days during the previous week (49% and 30%, respectively), while only eighteen percent (18%) of students report leaving the UW campus during the evening peak hours.
 - The average number of days students left the UW campus between 3 and 6 PM is 2.37 days, significantly fewer than staff (3.41 days) or faculty (2.85 days).
- Among employees, staff are significantly more likely to report leaving the UW campus between 3 and 6 PM all 5 days during the previous week than faculty members (49% compared to 30%, respectively).
- Respondents whose typical arrival time is between 6 and 9 AM also tend to leave between 3 and 6 PM, averaging 3.17 days per week of rush-hour departures from the UW U-District campus. This is significantly more often than those who do not typically arrive at the UW campus between 6 and 9 AM (2.27 days per week).
- U-PASS holders are significantly more likely than non-U-PASS holders to report they left the UW campus during the afternoon peak hours (2.81 days out of 5 days on average compared to 2.14 days).

- Those who report primarily driving alone to the UW campus are significantly more likely than those who most often used carpool/vanpool or transit for their commute to report they did not leave the campus between 3 and 6 PM during the previous week (31% compared to 16% of carpool/vanpool users, 17% of Metro riders, and 13% of CT riders). No significant changes were observed compared to the 2004 results.

Table 12 : Frequency of Departure During Peak Times

[BASE: Have A Usual Arrival Time (n_w=1344)]

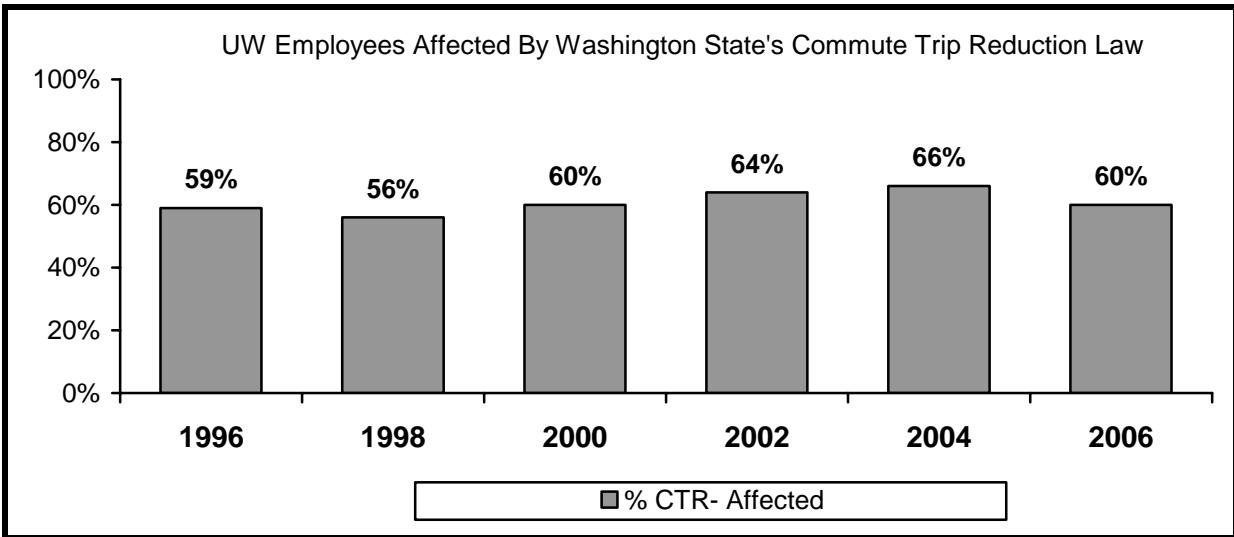
A12 - During The Last Monday Through Friday Week Of Classes, How Many Days Did You Leave Campus/Work Between 3 And 6 P.M.?

	Student n=592	Staff n=370	Faculty n=367	Total n(w)=1344
0 Days	24%	19%	20%	22%
1 Day	13%	4%	7%	10%
2 Days	15%	6%	15%	13%
3 Days	15%	10%	14%	14%
4 Days	14%	12%	14%	13%
5 Days	18%	49%	30%	27%
Mean	2.37	3.41	2.85	2.68
% of days leaving between 3 and 6 PM	54%	77%	68%	61%

CTR-Affected Employees

Permanent full-time employees who arrive at work between 6 and 9 AM at least 2 days during the Monday to Friday work week are considered affected employees by Washington State's CTR law. Based on this definition, sixty percent (60%) of all UW employees (staff and faculty) in the 2006 survey are affected by the CTR law. This figure is down significantly from 2004 (66%).

Figure 3: Tracking CTR Affected Employees
[BASE: All Faculty And Staff]



Potential Effect of Weather on Commute Pattern

In an attempt to determine the impact of the snow storm in the region during the week of November 27, 2006, an additional question was added to the survey. All respondents who completed the survey after the storm were asked this question. Overall, the majority (78%) of respondents who completed the survey after the snow storm indicate their commute week was typical. No significant differences were observed when comparing respondents who completed the survey in the week following the snow storm (72 respondents) to those who completed the survey two weeks after the snow storm (110 respondents).

Commuting Distance

Distance of Commute

The majority (88%) of respondents live within 20 miles of the UW campus. On average, respondents commute a distance of 9.31 miles from home to the UW campus.

- The commuting distance is significantly greater for staff members (13.26 miles) compared to students (7.99 miles) and faculty (7.44 miles).
- Both U-PASS holders with parking permits and non-U-PASS holders have a significantly greater commuting distance compared to U-PASS holders without parking permits (11.18 miles and 12.19 miles compared to 7.95 miles, respectively).
- Those who most often drove alone to the UW campus during the previous week are more likely than those who rode a Metro bus most often to the UW campus to have a greater commuting distance (12.87 miles compared to 7.31 miles).
- When comparing to the 2004 results, the average distance from home to UW campus among faculty members has declined significantly in 2006 (7.44 miles compared to 9.20 miles in 2004).

Table 13 : Distance from home to UW campus

[BASE: All Respondents (n_w=1446)]

A05 - One Way, How Many Miles Do You Commute From Home To The UW Campus?

	Student n=620	Staff n=419	Faculty n=407	Total n(w)=1446
Less than one mile	25%	2%	1%	16%
1-5 miles	42%	35%	58%	42%
6-10 miles	11%	21%	21%	15%
11-20 miles	12%	24%	15%	15%
More than 20 miles	10%	18%	5%	12%
Mean	7.99	13.26	7.44	9.31

Housing Location for Students

Students living within 10 miles of the U-District campus were asked more specific questions about the type of housing they live in.

The majority of these students (73%) report they live in non-UW housing. One in five students living within 10 miles of campus live in UW housing (18% in the U-District and 3% outside the U-District). Seven percent (7%) say they live in fraternity or sorority housing.

- Students living more than 10 miles away (22% of all students) are assumed to live in non-UW or “other housing”. With this assumption, seventy-nine percent (79%) of all students live in “other housing”.

Students who live more than 10 miles from the UW campus and those within 10 miles who live in “other housing” were asked if they moved to the location to attend UW.

Less than half (47%) of these students indicate they moved to the location to attend the UW, while fifty-three percent (53%) indicate they did not move to the location to attend the school.

- A significantly greater proportion of U-PASS holders indicate they moved to the current location to attend the UW compared to non-U-PASS holding students (54% compared to 14%, respectively).
- A greater proportion of students who usually rode Metro, walked or biked to the UW campus during the previous week reported they moved to the current location to attend the school, compared to students who used another mode of transportation most often (47% or more compared to 29% or less, respectively).

Figure 4: Housing Location for Students

[BASE: All Students (n=620)]

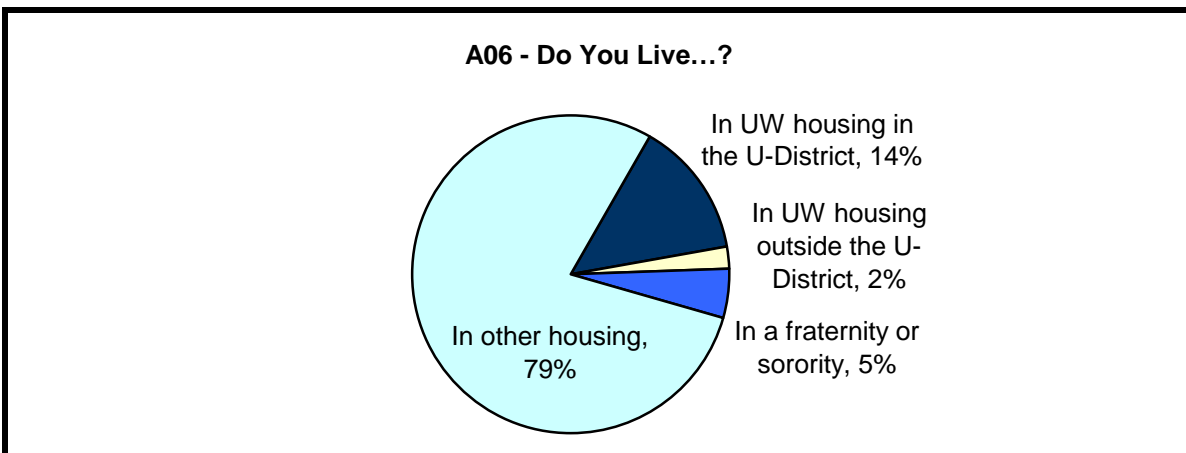
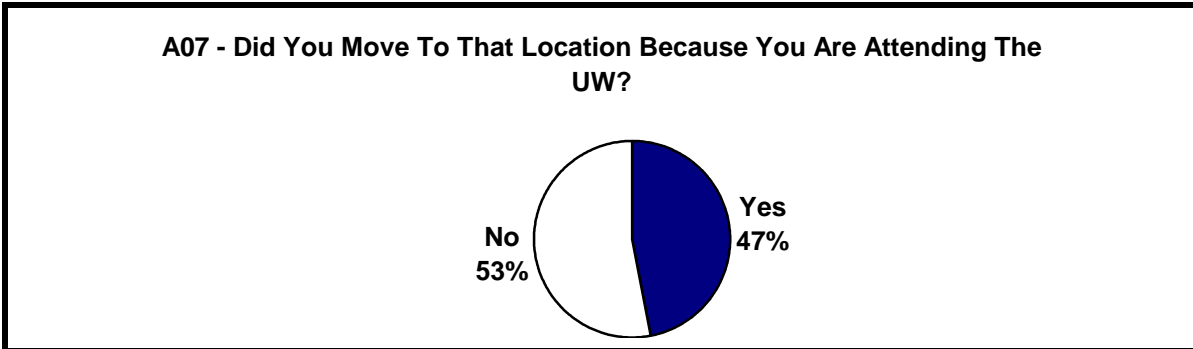


Figure 5: Reason for Housing Location

[BASE: Students Living More Than 10 Miles From Campus Or Those In Other Housing Within 10 Miles From Campus (n=478)]



Frequency of Commute

Respondents report an average of 4.06 commuting days during the Monday through Friday week prior to the survey period. This is a significantly drop from the 2004 results (average number of commute days of 4.27 days). The 2006 average number of commute days is significantly smaller across all three segments compared to 2004.

The number of commuting days to UW is significantly higher among students (4.18 days out of 5 days) than among staff (3.91 days) or faculty (3.74 days).

- Sixty-five percent (65%) of students say they commuted to the University District to work, attend classes or study all five days of the previous Monday through Friday week. Fewer than three out of five staff (59%) and faculty (55%) report they went to the U-District all 5 days during the previous week.
- The average number of days respondents commuted to the University District is significantly greater among U-PASS holders compared to non-U-PASS holders (4.34 days compared to 3.03 days, respectively).
 - Furthermore, U-PASS holders without parking permits are more likely than U-PASS holders with parking permits and non-U-PASS holders to commute to the University District more frequently (4.40 days out of 5 compared to 4.04 days among U-PASS holders with parking and 3.03 days among non-U-PASS holders).
- Respondents who most often drove to the University District to attend classes, work, or study during the previous week went to the school significantly less often than those who commuted most often via another mode (3.88 days compared to 4.40 days among carpool/vanpool users and 4.42 days among Metro riders).

Table 14 : Commuting Days to the University of Washington

[BASE: All Respondents (n_w=1446)]

A08 - During The Last Monday Through Friday Week Of Classes, How Many Days Did You Go To The University District To Work, Attend Classes Or Study At The University Of Washington?

	Students n=620	Staff n=419	Faculty n=407	Total n(w)=1446	U-PASS n(w)=1133	No U- PASS n(w)=305
0 days	5%	12%	10%	7%	4%	18%
1 day	4%	1%	5%	3%	1%	10%
2 days	6%	4%	8%	6%	4%	12%
3 days	6%	10%	10%	8%	7%	11%
4 days	14%	14%	12%	14%	15%	11%
5 days	65%	59%	55%	62%	69%	39%
Mean number of days	4.18	3.91	3.74	4.06	4.34	3.03

Commute Modes

After respondents reported how many days they went to the University District to work, attend classes or study at UW during the previous Monday through Friday week, they were asked which mode of transportation they used most often for their commute to the UW. In the case of a commute trip with multiple modes, such as driving alone to a transit center and then taking the bus, the mode covering the most distance was recorded. The number of days they commuted via this mode in the previous Monday through Friday week was also asked. If that number of days was less than the number of days they reported they went to UW, respondents were then asked how they commuted on the other days they went to campus and the frequency of using that mode.

The majority (82%) of respondents report they used a single mode to commute to the UW campus during the previous week, while the remaining eighteen percent (18%) report using multiple modes.

Most Frequently Used Commute Mode

Overall, the three most frequently used commute modes to the campus include using Metro (30%), followed closely by driving alone (25%) and walking (21%). Seven percent (7%) report riding their bicycle most often to get to UW campus. Six percent (6%) say they carpool to campus most often. Other transit agencies comprise an additional nine percent (9%) of the most frequent commute methods (5% ride Community Transit and 4% use Sound Transit, including the Sounder).

- The most frequently used commute mode greatly depends on the area where respondents live:
 - Two out of five respondents who live in South King County (46%) and East King County (40%) report they drove alone to the University District most often during the previous week.
 - A similar proportion of respondents who live in Seattle, north of the Ship Canal and west of I-5 (44%) and Seattle south of the Ship Canal (47%) report they took Metro to the University District.
 - More than two out of five (43%) respondents who live in Seattle, north of the Ship Canal and east of I-5 report they commuted on foot during the previous week.
 - Nearly half (46%) of respondents in Snohomish County report taking a Community Transit bus.
 - Respondents in Seattle, north of the Ship Canal are least likely to report that driving alone was their most frequently used commute mode (13% compared to 27% or more).
 - Respondents in South King County (15%) and Snohomish County (18%) are significantly more likely than respondents who live in other parts of King County (5% or less) to report commuting by carpool most frequently during the previous week.
- When comparing the most frequently used commute mode by respondent segment, students are significantly more likely to report taking Metro (34%) and walking (30%) to the campus. While staff (39%) and faculty (47%) are significantly more likely to report they drove alone to the campus most often during the previous week.

- U-PASS holders are more likely than non-U-PASS holders to report they took Metro most often to go to the University District (36% compared to 6%, respectively). Among U-PASS holders, two out of five (40%) respondents who have a U-PASS without a parking permit report they took Metro to the campus most often during the previous week. Only eight percent (8%) of those who have a U-PASS obtained with their parking permit report they primarily commuted via Metro in the previous week.
- Significantly more of those without a U-PASS (54%) and those that obtained a U-PASS with their parking permit (63%) indicate they drove alone to the campus most often during the previous week, compared to 12% of U-PASS holders without parking permits.

Figure 6: Most Frequent Commute Mode to Campus
 [BASE: Respondents Who Went To UW Last Week (n_w=1344)]

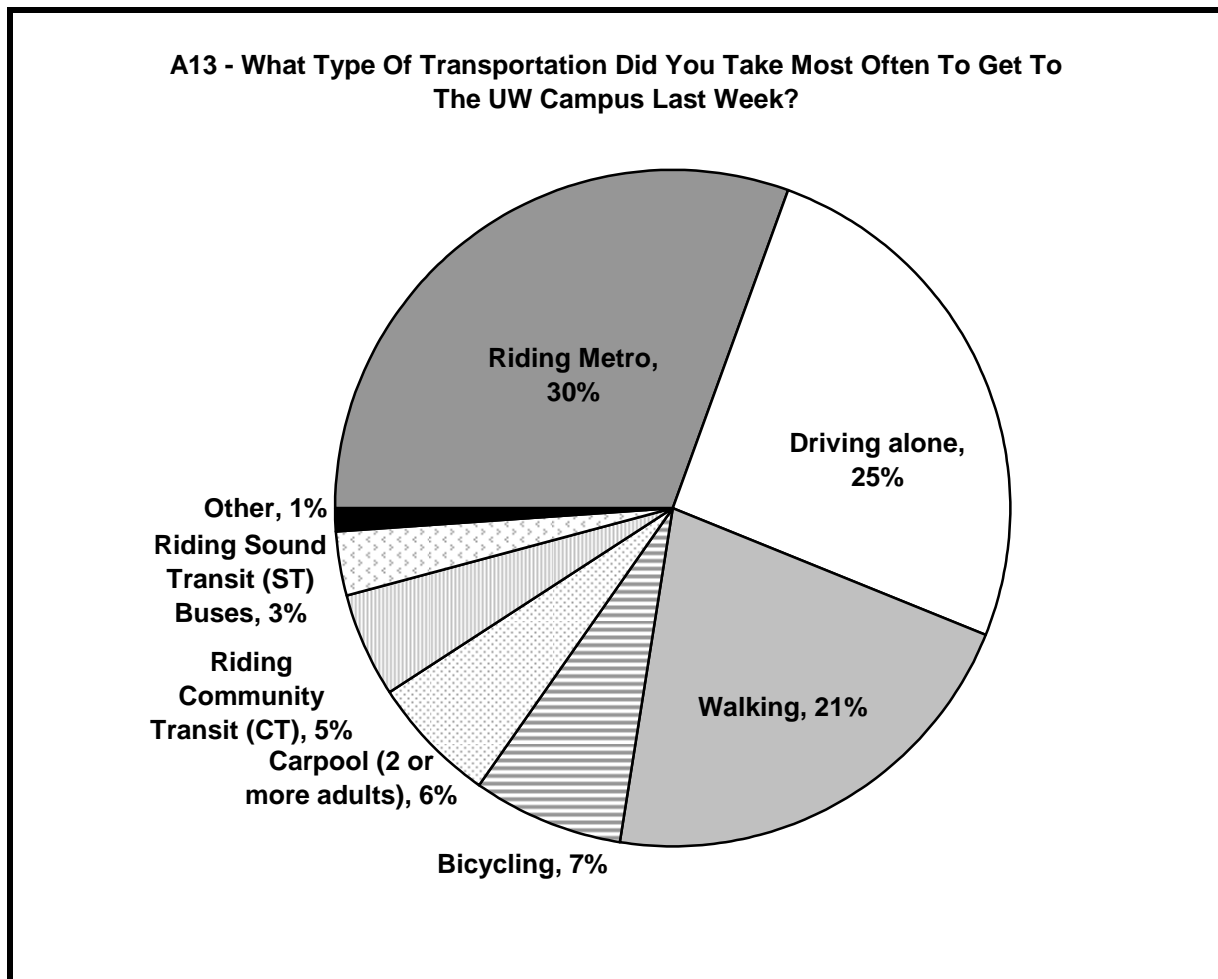


Table 15 : Most Frequent Commute Mode

[BASE: Respondents Who Went To UW Last Week (n_w=1344)]

A13 - What Type Of Transportation Did You Take Most Often To Get To The UW Campus Last Week?

	Student n=592	Staff n=370	Faculty n=367	Total n(w)=1344	U-PASS n(w)=1087	No U- PASS n(w)=251
Transit (net)	43%	36%	27%	39%	47%	8%
Metro	34%	24%	22%	30%	36%	6%
Community Transit	5%	7%	3%	5%	6%	1%
Sound Transit	4%	4%	1%	3%	4%	1%
Sounder	<1%	1%	0%	<1%	1%	0%
Drive Alone (SOV)	16%	39%	47%	25%	18%	54%
Carpool	3%	11%	7%	6%	6%	7%
Vanpool	0%	2%	<1%	1%	1%	0%
Other (net)	38%	11%	18%	28%	29%	30%
Walk	30%	4%	6%	21%	22%	15%
Bicycle	7%	7%	11%	7%	6%	15%
Other	1%	<1%	1%	1%	1%	<1%

* The percentages for sub categories for net transit and net other might not add to the total net due to rounding.

Most Frequently Used Commute Mode 1996 to 2006

The cumulative effects of change over time are the most significant and concrete findings with regard to the principal commuting mode to campus among students, staff and faculty at the UW. That is, the small changes from each survey period may not be statistically significant, but combined these changes represent significant trends.

- Among students, transit usage continues to increase since 2000 as use of SOV and carpool has declined.
- The use of transit as the most frequently used commute mode among faculty members has increased significantly since 2004 (27% compared to 20%, respectively).

The following charts represent the tracking data for each major mode of transportation to the UW campus in the University District, comparing the trends for students, staff and faculty for each mode of transportation.

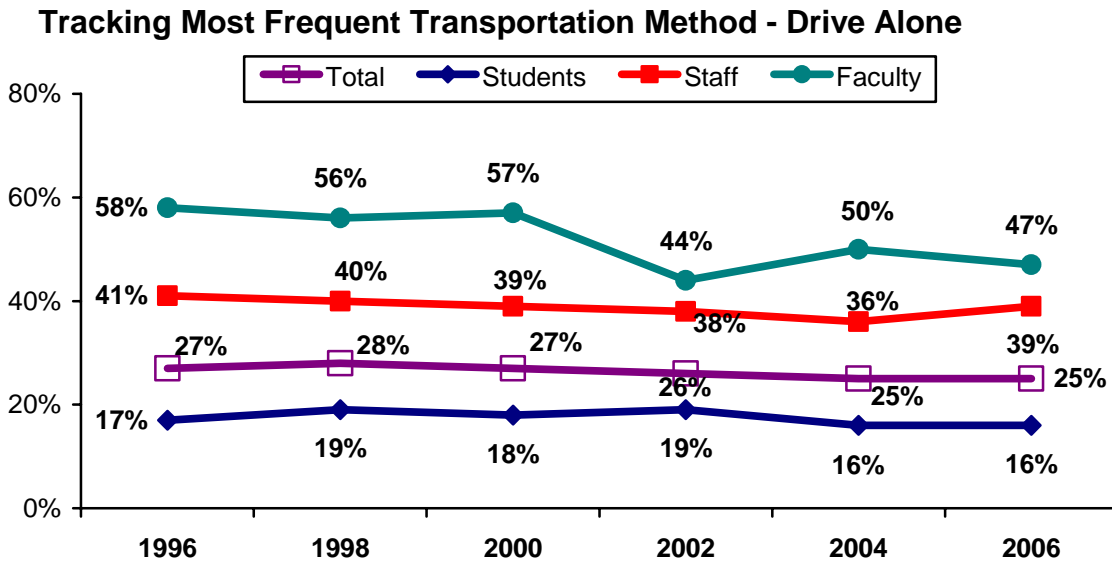
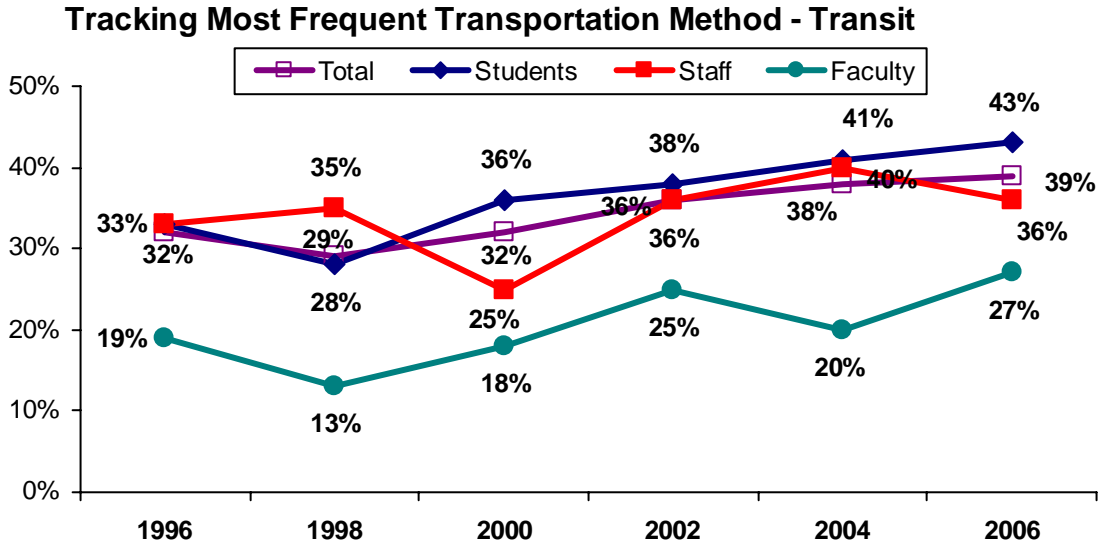
Table 16 : Most Frequently Used Commute Modes – 1996 to 2006

[BASE: Respondents Who Went To UW Last Week]

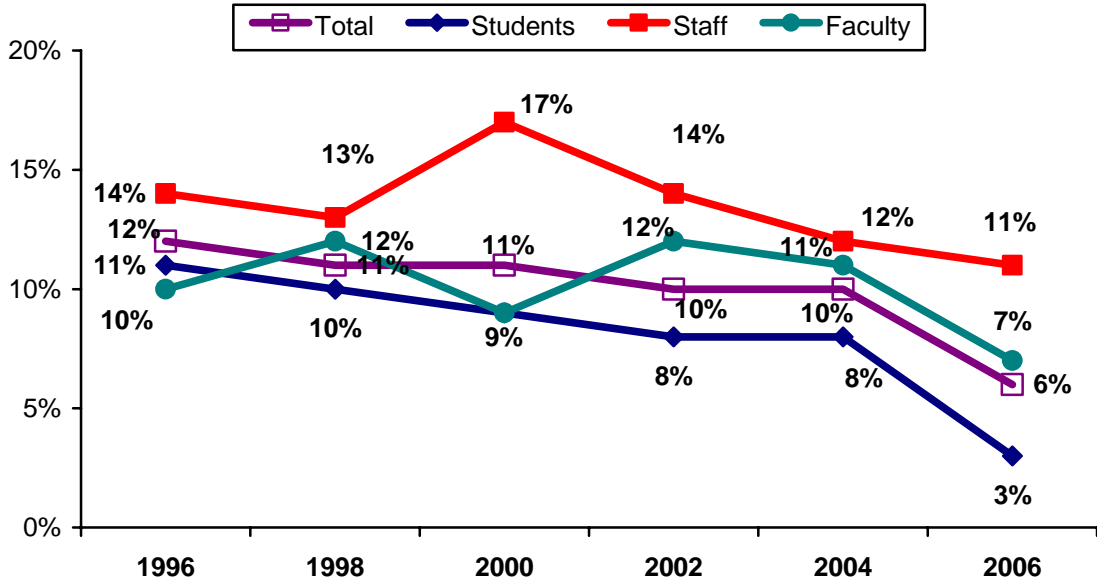
A13 - What Type Of Transportation Did You Take Most Often To Get To The UW Campus Last Week?

Students	1996	1998	2000	2002	2004	2006
Transit (net)	33%	28%	36%	38%	41%	43%
Metro	31%	26%	32%	33%	32%	34%
Community Transit	2%	2%	4%	3%	5%	5%
Sound Transit	-	-	<1%	2%	4%	4%
Sounder	-	-	-	<1%	<1%	<1%
Drive Alone (SOV)	17%	19%	18%	19%	16%	16%
Carpool	11%	10%	9%	8%	8%	3%
Vanpool	<1%	<1%	-	-	-	-
Other (net)	38%	42%	37%	35%	35%	38%
Walk	29%	35%	31%	28%	28%	30%
Bicycle	8%	5%	4%	4%	5%	7%
Other	<1%	2%	1%	3%	2%	1%
Staff	1996	1998	2000	2002	2004	2006
Transit (net)	33%	35%	25%	36%	40%	36%
Metro	29%	30%	20%	28%	28%	24%
Community Transit	4%	5%	4%	6%	7%	7%
Sound Transit	-	-	<1%	1%	4%	4%
Sounder	-	-	-	1%	1%	1%
Drive Alone (SOV)	41%	40%	39%	38%	36%	39%
Carpool	14%	13%	17%	14%	12%	11%
Vanpool	2%	2%	3%	2%	1%	2%
Other (net)	11%	10%	15%	11%	13%	11%
Walk	4%	3%	7%	4%	5%	4%
Bicycle	6%	5%	6%	4%	6%	7%
Other	1%	2%	1%	2%	2%	<1%
Faculty	1996	1998	2000	2002	2004	2006
Transit (net)	19%	13%	18%	25%	20%	27%
Metro	17%	12%	17%	23%	15%	22%
Community Transit	2%	1%	1%	2%	3%	3%
Sound Transit	-	-	<1%	1%	2%	1%
Sounder	-	-	-	0%	-	0%
Drive Alone (SOV)	58%	56%	57%	44%	50%	47%
Carpool	10%	12%	9%	12%	11%	7%
Vanpool	1%	1%	1%	1%	1%	<1%
Other (net)	12%	17%	16%	17%	20%	18%
Walk	3%	6%	7%	6%	6%	6%
Bicycle	8%	10%	7%	10%	12%	11%
Other	1%	1%	2%	1%	2%	1%

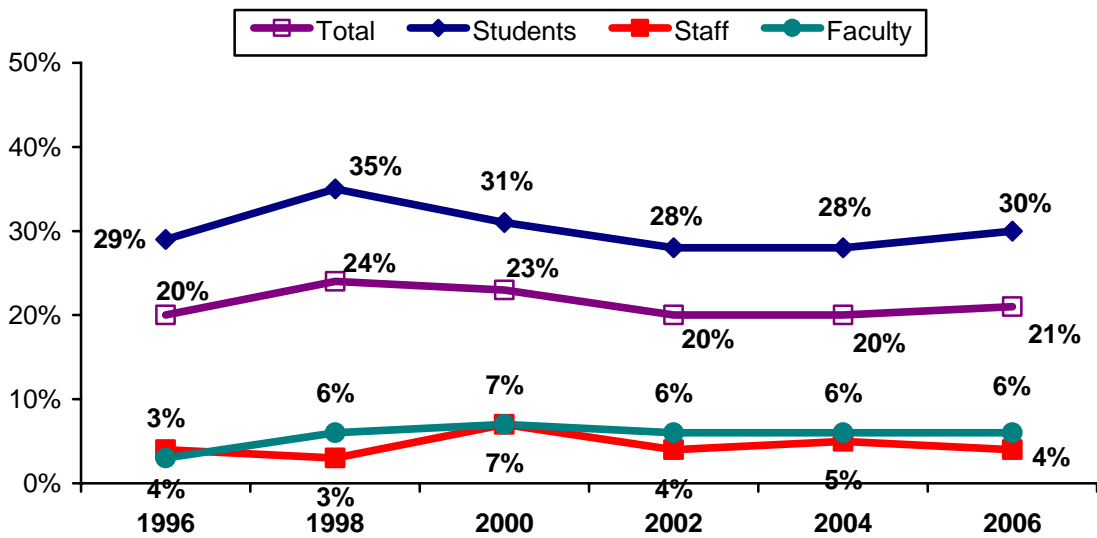
Figure 7: Tracking Most Frequent Commute Modes to Campus
 [BASE: Respondents Who Went To UW Last Week]



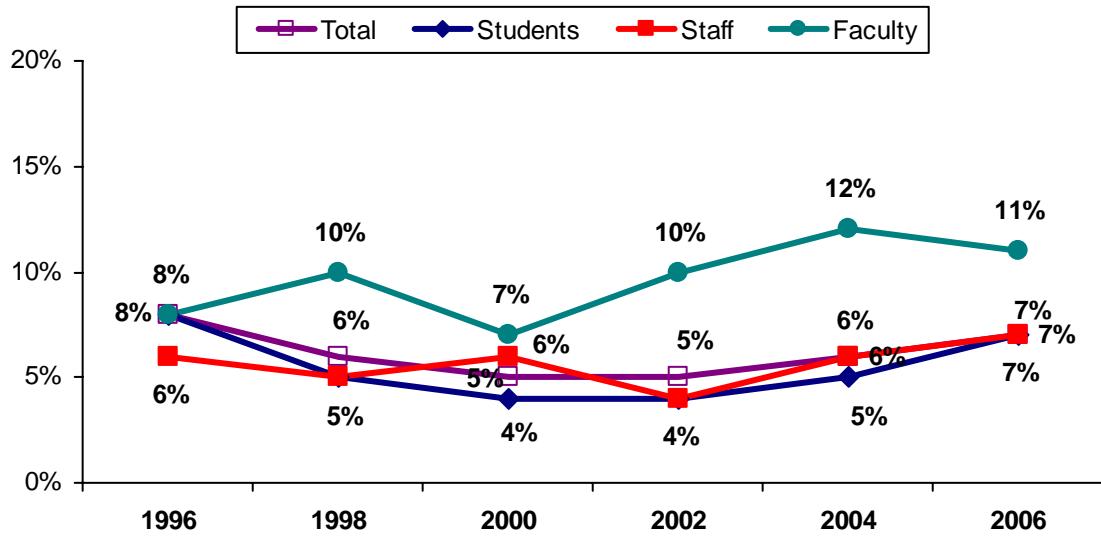
Tracking Most Frequent Transportation Method - Carpool



Tracking Most Frequent Transportation Method - Walking



Tracking Most Frequent Transportation Method - Bicycle



Combination of Commute Modes

As a follow-up to the question regarding the most frequent commute mode to the UW campus in the University District and commute days, respondents were asked how they commuted on the other days they went to campus.

The majority (82%) of respondents report they used a single mode to commute to the UW campus during the previous week, while the remaining eighteen percent (18%) report using multiple modes.

- U-PASS holders are significantly more likely than non-U-PASS holders to use more than one mode of transportation to get to work or school during the week (20% of U-PASS holders are multimodal commuters during the week, compared to 9% of non-U-PASS holders).
- While transit (37%) is the most commonly used single mode of transportation to commute to campus among U-PASS holders, more than half (51%) of non-U-PASS holders report driving alone to campus as their single commute mode.
- Of those who report using multiple transportation modes to commute to the UW campus during the previous week, more than half (58%) are students, followed by staff (25%) and faculty members (16%). More than three out of five (62%) respondents who used multiple transportation modes to commute are female.
- The average distance from their home to the UW campus among those respondents who used multiple transportation modes to commute during the previous week is 9.17 miles, significantly shorter compared to 14.13 miles for respondents who only drove alone, and 18.52 miles among respondents who carpool or vanpool only.
- More than one-third (35%) of respondents who used multiple modes during the previous week for their commute to the UW campus live in Seattle, north of the Ship Canal and east of I-5. The next biggest groups of multimodal commuters to the UW live in Seattle, south of the Ship Canal (21%) and Seattle, north of the Ship Canal and west of I-5 (17%).

Table 17 : Combination of Commute Modes

[BASE: Respondents Who Went To UW Last Week]

A13 - What Type Of Transportation Did You Take Most Often To Get To The UW Campus Last Week? / How Did You Commute To The UW On The Other Days?

	Student n=587	Staff n=365	Faculty n=365	Total n(w)=1332	U-PASS n(w)=1081	No U- PASS n(w)=247
Single Mode Used (net)	84%	82%	75%	82%	80%	91%
Transit (net)	34%	28%	18%	31%	37%	7%
Drive Alone (SOV)	12%	35%	39%	21%	14%	51%
Carpool/ Vanpool	2%	10%	4%	4%	4%	6%
Other (net)	36%	9%	14%	27%	26%	28%
Multi-Modes Used (net)	16%	18%	25%	18%	20%	9%

Percentage of Commute Trips to UW by Commute Mode

The percentage of commute trips to the UW by commute mode is based on the calculation of the total number of commute trips taken during the week. Because not everyone commutes the same number of days or by the same mode every day, it is useful to look at each commute mode as a proportion of total commute trips, in addition to reporting respondents' most frequent mode use. This calculation gives a true picture of the actual percent of commute trips by specific mode, rather than a tally of respondents who use that mode to get to the UW campus. The results, however, show a very similar split to the most frequent commute modes to campus.

Overall, more than one-third (39%) of commute trips to the UW campus are made by transit, followed by driving alone (23%) and walking (23%). A small portion of commute trips are made by other modes of transportation such as bicycle (8%), carpool (6%), and vanpool (1%).

- Similar to the most frequently used commute mode, transit (42%) and walking (33%) represent a significantly greater proportion of students' trips compared to the proportion of staff and faculty trips made by these two modes.
- Driving alone represents a greater proportion of staff (39%) and faculty (44%) trips to the UW campus, compared to just thirteen percent (13%) of students' trips.
- Among employees, a greater proportion of staff members' commute trips are made by transit (37%) compared to 27% of faculty members' commute trips.
- The greatest proportion of U-PASS holders' trips to campus are made by transit (45%) compared to non-U-PASS holders (8%), while driving alone represents half (50%) of non-U-PASS holders' trips to campus, compared to seventeen percent (17%) of U-PASS holders' trips to campus.
- Compared to 2004, the overall proportion of commute trips by carpool has declined significantly (6% compared to 10% in 2004), while the proportion of trips by bicycle has increased significantly in 2006 (8% compared to 6% in 2004).
 - Among faculty, the proportion of trips by transit has increased significantly (27% compared to 20% in 2004) while the proportion of trips by single-occupancy vehicles has declined significantly from 48% to 44%.
 - Among staff, the proportion of trips by driving alone (39% compared to 36% in 2004) and by bicycle (7% compared to 5% in 2004) has increased significantly in 2006.
 - Student trips by bicycle also has increased significantly in 2006 (7% compared to 5% in 2004).

Table 18 : Percentage of Commuting Trips to UW by Commute Modes

[BASE: Respondents Who Went To UW Last Week]

What Type Of Transportation Did You Take Most Often To Get To The UW Campus Last Week?
/ During The Last Monday Through Friday Week Of Classes, How Many Days Did You Commute
To The UW By That Method?

(percentage of all trips)	Student Trips n= 2,575	Staff Trips n= 1,624	Faculty Trips n= 1,507	Total Trips n(w)= 5,823	U-PASS Trips n(w)=4,864	No U-PASS Trips n(w)= 931
Transit (net)	42%	37%	27%	39%	45%	8%
Metro	33%	26%	23%	30%	35%	6%
Community Transit	5%	7%	3%	5%	6%	1%
Sound Transit	4%	4%	1%	3%	4%	2%
Sounder	0%	1%	0%	0%	0%	0%
Drive Alone (SOV)	13%	39%	44%	23%	17%	50%
Carpool	3%	12%	8%	6%	6%	6%
Vanpool	0%	2%	0%	1%	1%	0%
Other (net)	42%	11%	21%	32%	31%	36%
Walk	33%	4%	6%	23%	23%	18%
Bicycle	7%	7%	13%	8%	6%	17%
Other	2%	1%	2%	2%	2%	1%

Table 19 : Percentage of Commute Trips to UW by Commute Mode Over Time

Students	2000	2002	2004	2006
Transit (net)	34%	38%	41%	42%
Metro	31%	34%	31%	33%
Community Transit	4%	3%	5%	5%
Sound Transit	0%	2%	4%	4%
Sounder	-	0%	0%	0%
Drive Alone (SOV)	16%	16%	13%	13%
Carpool	10%	9%	9%	3%
Vanpool	0%	0%	0%	0%
Other (net)	40%	37%	37%	42%
Walk	34%	31%	31%	33%
Bicycle	4%	4%	5%	7%
Other	2%	2%	1%	2%
Staff	2000	2002	2004	2006
Transit (net)	25%	35%	40%	37%
Metro	20%	28%	28%	26%
Community Transit	4%	6%	7%	7%
Sound Transit	1%	1%	4%	4%
Sounder	-	1%	1%	1%
Drive Alone (SOV)	39%	39%	36%	39%
Carpool	18%	13%	12%	12%
Vanpool	3%	2%	1%	2%
Other (net)	15%	12%	11%	11%
Walk	7%	4%	5%	4%
Bicycle	5%	5%	5%	7%
Other	3%	3%	1%	1%
Faculty	2000	2002	2004	2006
Transit (net)	19%	25%	20%	27%
Metro	17%	23%	15%	23%
Community Transit	1%	1%	2%	3%
Sound Transit	0%	1%	3%	1%
Sounder	-	0%	0%	0%
Drive Alone (SOV)	53%	42%	48%	44%
Carpool	11%	14%	11%	8%
Vanpool	1%	1%	0%	0%
Other (net)	16%	19%	20%	21%
Walk	7%	7%	7%	6%
Bicycle	7%	10%	12%	13%
Other	2%	2%	1%	2%

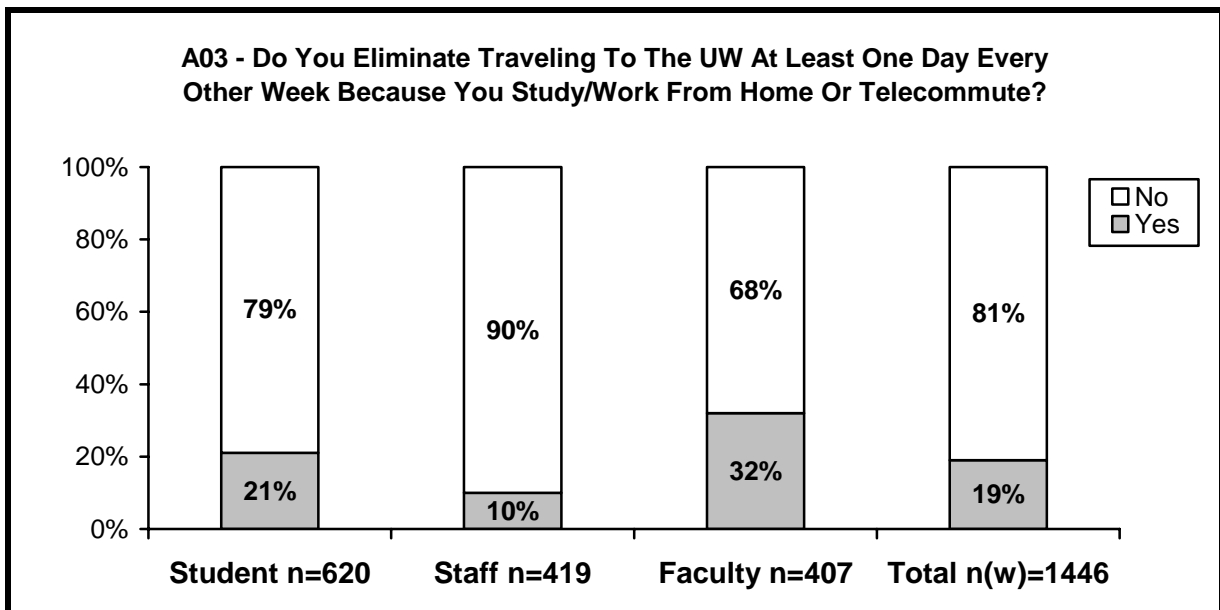
Telecommuting

All respondents were asked if they eliminate traveling to the University District at least one day every other week by studying or working at home or via telecommute.

Overall, just one out of five respondents (19%) report they eliminate trips to campus by studying or working at home or via telecommute at least one day every other week.

- Students and faculty are more likely to telecommute than staff (21% and 32% compared to 10%, respectively).
- Respondents who drove alone most frequently to campus in the previous week (23%) are significantly more likely than those who most often used carpool/vanpool (14%), Community Transit (11%), or walked to campus (15%) to report they telecommute at least one day every other week.

Figure 8: Telecommuting
[BASE: All Respondents (n_w=1446)]



Trips Avoided

On average, respondents who report they eliminated trips to campus by telecommuting eliminated 2.80 days in the two weeks prior to the survey period.

- Students telecommuted significantly more often than staff (averaging 3.03 days in two weeks, compared to 1.88 days).
- Non-U-PASS holders are more likely than U-PASS holders to report they telecommuted in the two weeks prior to the survey period (averaging 3.98 days compared to 2.39 days).

The ratio of telecommute to commute days compares the mean number of days telecommuting per week (all respondents) to the mean days of travel to the UW in the past week. The results generate a ratio of 1 telecommute day to every 15 days of commuting to the UW campus, a significant change from 1 telecommute day to every 23 days in 2004. This means that telecommuting has become more prevalent. The rate of telecommuting is higher among faculty (1:9) and students (1:13) and significantly lower among staff (1:43). In 2006, 6% of trips were avoided due to telecommuting, similar to 2002 and 2004 results when 5% and 4% of trips were avoided, respectively.

Table 20 : Number of Days Telecommuted

[BASE: All Respondents (n_w=1446)]

A04 - In The Past Two Monday Through Friday Work Weeks, How Many Days Did You Not Travel To Campus Because You Studied/Worked From Home Or Telecommuted?

	Student n=620	Staff n=419	Faculty n=407	Total n(w)=1446
Did not telecommute	83%	93%	71%	84%
Telecommuted	17%	7%	29%	16%
1 day	4%	2%	8%	4%
2 days	4%	4%	10%	5%
3 days	3%	1%	5%	3%
4 days	3%	1%	2%	2%
5 days	1%	0%	1%	1%
6 or more days	3%	1%	4%	3%
Mean days/2 weeks (among telecommuters)	3.03	1.88	2.63	2.8
Mean days/week (among telecommuters)	1.52	0.94	1.31	1.4

Table 21 : Number of Trips Avoided

[BASE: All Respondents (n_w=1446)]

	Student n=620	Staff n=419	Faculty n=407	Total n(w)=1446
Mean days/week telecommuted (all respondents)	0.31	0.09	0.42	0.27
Mean days travel to UW in past week	4.18	3.91	3.74	4.06
Ratio of telecommute/ commute days	1:13	1:43	1:09	1:15

Carpooling

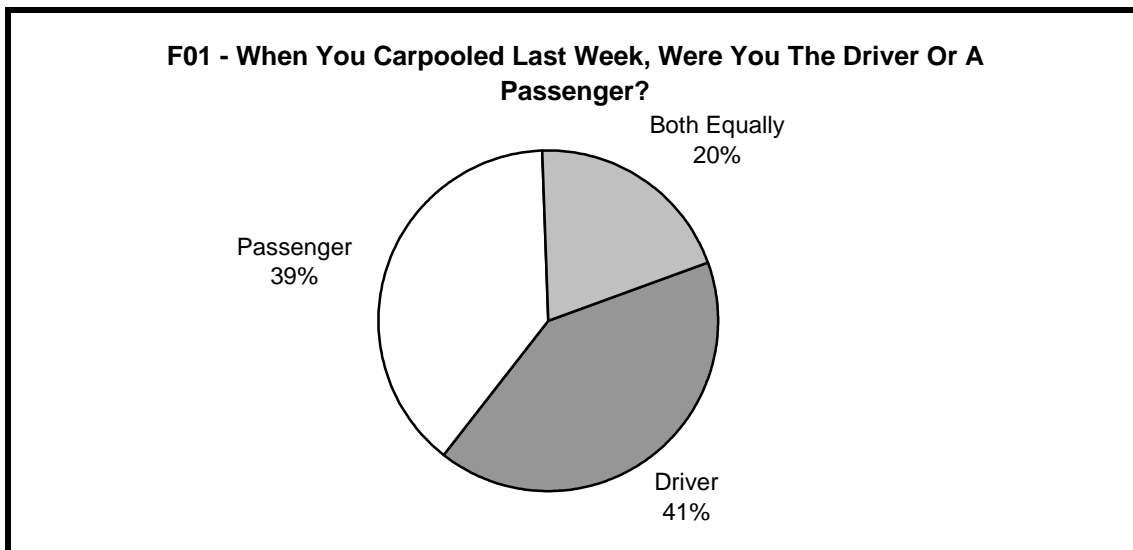
Carpools

Of the respondents who reported carpooling in the previous week's commute to the UW campus, forty-one percent (41%) report they were the driver and thirty-nine percent (39%) report they were a passenger. The remaining twenty percent (20%) report they were the driver and passenger equally.

- While more women participated in carpools, significantly more men reported they were the driver (59%, compared to 30% of women).

Figure 9: Carpool Commuters

[BASE: Carpooled To UW Campus Last Week (n_w=106)]



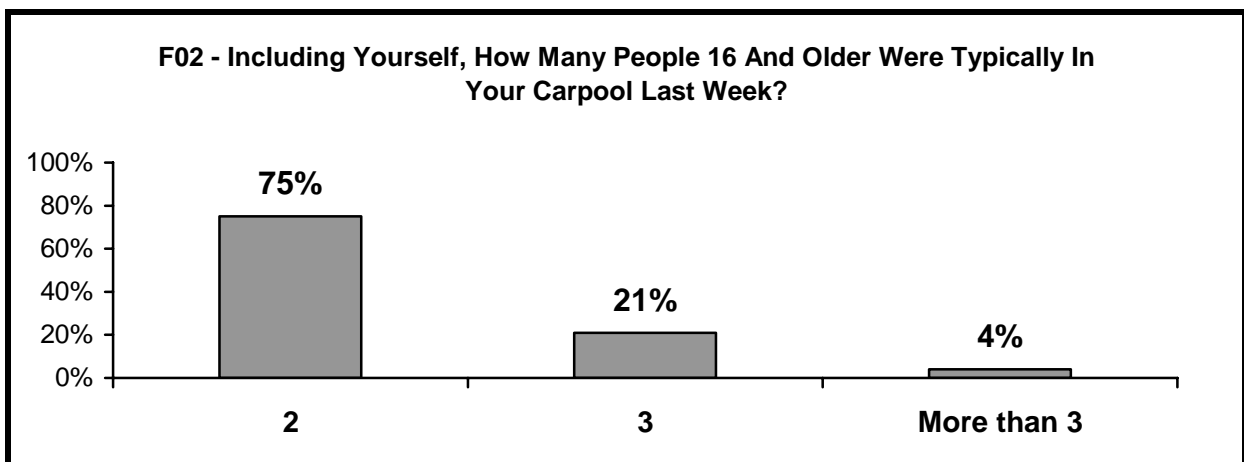
Size of Carpool

When asked about how many people, 16 years of age or older, are typically in their carpool, three-quarters (75%) of respondents who carpoled to campus in the previous week report there was only one other person besides themselves in the carpool. An additional twenty-one percent (21%) report having three adults in the carpool and four percent (4%) had more than three occupants in the carpool, including themselves.

- While staff (86%) and faculty (100%) who carpoled to campus are significantly more likely to have just one other person beside themselves in the carpool, a significantly greater proportion of carpooling students had more than two adults in their car (58%).

Figure 10: Size of Carpool

[BASE: Carpoled To UW Campus Last Week (n_w=106)]



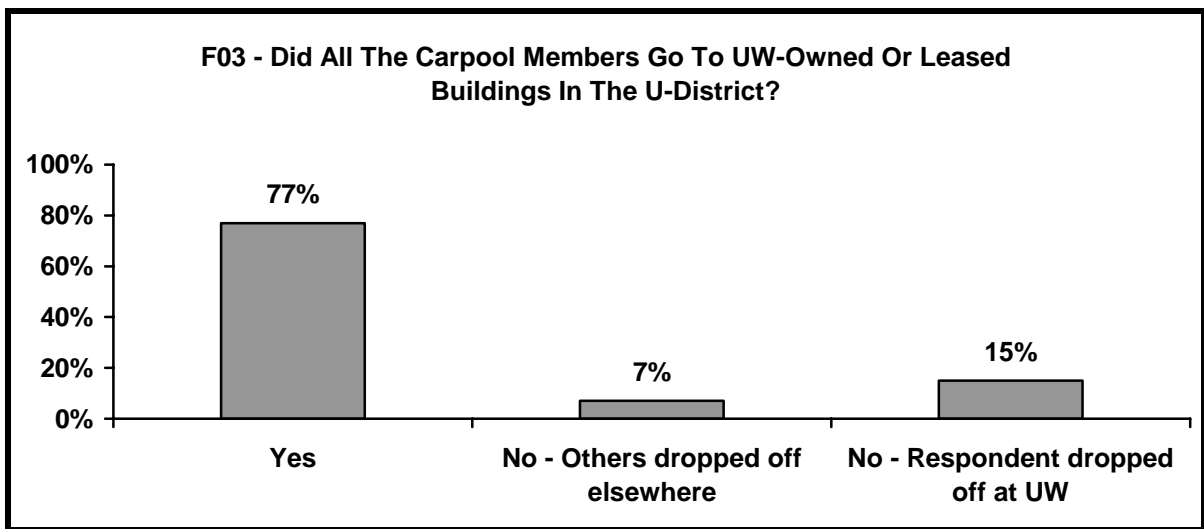
Destination of Carpool

Overall, more than three-quarters (77%) of respondents who carpoled to campus during the previous week report all carpool members went to UW owned or leased buildings in the University District. Of the remaining twenty-three percent (23%), fifteen percent (15%) report they were dropped off at the UW and seven percent (7%) report dropping off other carpool members elsewhere.

- The majority (88%) of carpooling student's report all of their carpool members went to UW owned or leased buildings in the University District, significantly greater than staff who carpoled during the previous week (66%).

Figure 11: Destination of Carpool

[BASE: Carpoled To UW Campus Last Week (n_w=106)]



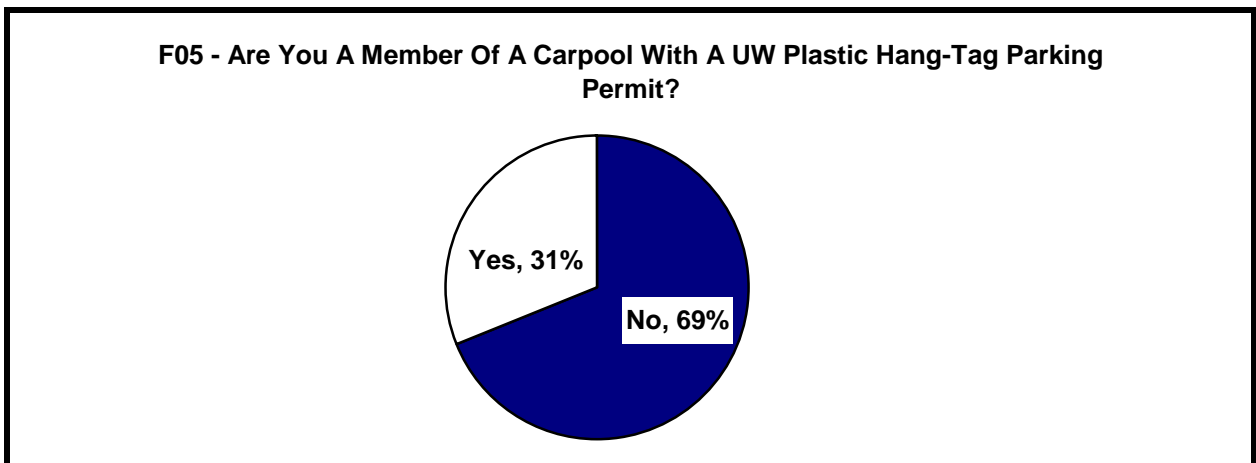
Carpool Parking Permit

Overall, while three out of ten respondents (31%) who carpooled during the previous week are a member of a carpool with a UW plastic hang-tag parking permit, more than two-thirds (69%) are not.

- While more than half of staff (22 out of 44 respondents) and faculty (22 out of 40 respondents) who carpooled during the previous week are a member of a carpool with a UW plastic hang-tag parking permit, the majority of carpooling students (31 out of 34 respondents) are not.

Figure 12: Carpool Parking Permits

[BASE: Carpooled To UW Campus Last Week (n_w=106)]



Carpool Parking

Overall, the majority of respondents who carpooled to campus and were not dropped off at campus report they parked a car in a University owned parking lot - the Montlake Daily lot (24%) or another university parking lot (70%). Eight percent (8%) of respondents report they park on the street, and another six percent (6%) report parking at a private lot or garage.

- While more respondents use another university parking lot rather than the Montlake daily lot regardless of having a hang-tag parking permit, those who do not have the permit are significantly more likely to use the Mountlake daily lots compared to those who have the parking permit (36% compared to 3%). Conversely, the great majority (89%) of those who have the hang-tag parking permit use another university parking lot.

Table 22 : Carpool Parking at UW

[BASE: Carpooled To UW Campus Last Week / Not Dropped Off At Campus (n_w=90)]
F06 - When You Carpooled To Campus Last Week, Where Did You Park?

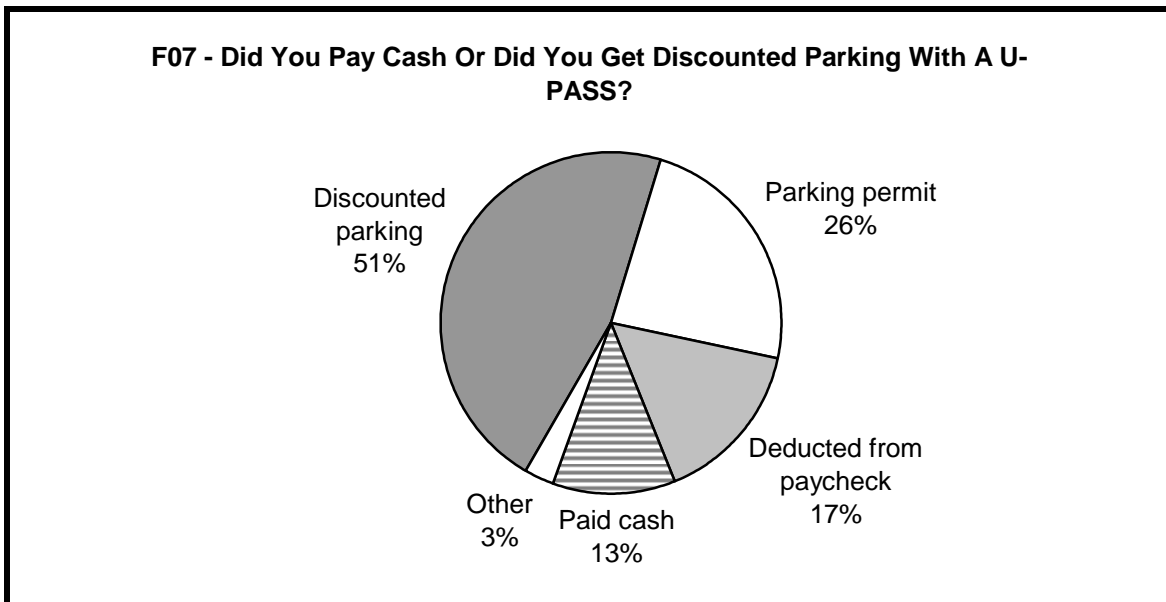
	Total n(w)=90
Campus Parking	94%
Montlake Daily Lot	24%
Another University Lot/ Garage	70%
On street	8%
Private Lot/ Garage	6%

Payment Method for Carpool Parking

As in 2004, more than half (51%) of carpoolers who park in campus lots received discounted parking with their U-PASS. An additional twenty-six percent (26%) report using a parking permit and another seventeen percent (17%) report having the parking fees deducted from their paycheck. A small portion (13%) of carpoolers report paying cash for parking.

Figure 13: Carpool Parking At UW

[BASE: Carpoled To UW Campus Last Week / Parked In Campus Lots (n_w=73)]



Driving Alone

Single Occupancy Vehicle (SOV) Commuters: Parking Location

Most respondents who drove alone to campus parked in campus parking facilities and lots (74%).

A greater proportion of faculty members (94%) park in campus parking facilities compared to students (66%) and staff members (74%). In contrast to this finding, a greater proportion of students and staff (26% and 13%, respectively), compared to faculty (2%), used street parking.

- In 2006, the proportion of SOV respondents who park at the Montlake daily lot has declined significantly from 2004 (14% compared to 21%, respectively).
- Significantly fewer students report they park at the Montlake daily lot in 2006 compared to 2004 (26% compared to 39%).
- Among employees, the proportion of those SOV respondents who park on the street has declined significantly in 2006 (13% among staff and 2% among faculty compared to 20% of staff and 6% of faculty in 2004). Among faculty members, the use of another University parking lot or garage has increased significantly in 2006 (90% compared to 84% in 2004).

Table 23 : SOV Parking at UW

[BASE: Drove Alone To UW Campus Last Week (n_w=435)]

G01 - When You Drove Alone To Campus Last Week, Where Did You Park?

	Student n=124	Staff n=184	Faculty n=212	Total n(w)=435
Campus Parking	66%	74%	94%	74%
Montlake Daily Lot	26%	7%	4%	14%
Another University Lot/ Garage	40%	67%	90%	60%
On street	26%	13%	2%	16%
Private Lot/ Garage	12%	13%	5%	11%
Other/ Off Campus	0%	3%	<1%	1%

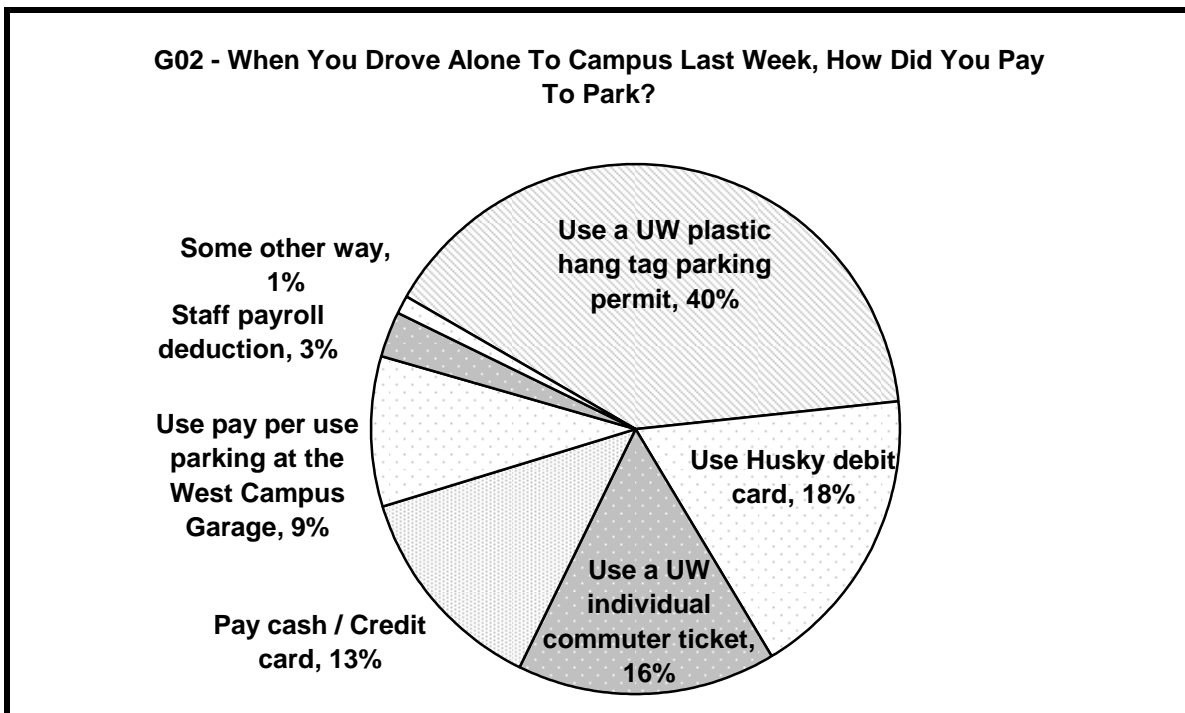
Single Occupancy Vehicle (SOV) Commuters: Payment Method for Parking

Overall, two out of five (40%) respondents who drove alone to the UW campus during the previous week report using a UW plastic hang-tag parking permit. Another eighteen percent (18%) used their Husky debit card and an additional sixteen percent (16%) report using a UW individual commuter ticket, while thirteen percent (13%) pay cash or use a credit card. A small proportion of respondents report using pay-per-use parking at the West campus garage (9%) or having parking deducted from their paycheck (3%).

- Students are significantly more likely to use their Husky debit card (41%) or pay cash or pay with a credit card (27%) for parking, while staff and faculty tend to use a UW plastic hang-tag parking permit (46% and 52%, respectively) or a UW individual commuter ticket (26% and 22%, respectively).
- Staff and faculty are also significantly more likely than students to use pay-per-use parking at the West campus garage (14% and 13% compared to 1%, respectively).

Figure 14: SOV Parking Permits For Employees

[BASE: Parked In The Montlake Lot, Another University Lot, or Somewhere Else On The UW Campus Last Week (n_w=322)]



Transit Use

Overall, three out of five respondents (59%) report they have taken transit during the previous week, including commuting to the UW or for other purposes.

- When comparing transit usage by the three respondent groups, students are significantly more likely than staff or faculty to report using transit during the previous week (67% compared to 48% of staff and 43% of faculty).
- U-PASS holders are significantly more likely than non-U-PASS holders to use transit (71% compared to 18%, respectively).
- The majority (90%) of transit users rode Metro last week. Fourteen percent of transit users each report they took Community Transit (14%) or Sound Transit Buses (14%). Among transit users, Sounder ridership is very small (1%).

There are three transit agencies that serve the University of Washington campus: Metro Transit, Community Transit and Sound Transit. This section assesses the ridership level among UW students, staff and faculty, including the number of rides on each agency's buses or trains and the number of intra-agency transfers and inter-agency transfers.

Overall, 6,399 transit trips were made among those respondents who report riding Metro, Community Transit, Sound Transit, including Sounder, during the previous week. Of those transit trips, Metro represents the vast majority of the trips (80% Metro only trips and 4% Metro and another agency). Transit trips made via Community Transit represent 10% of all transit trips, and the trips made via Sound Transit represent 6% of all transit trips.

A very small proportion of the UW population's transit trips involve transfers between different transit agencies (5%).

Overall, the average number of transit trips among transit users is 7.47 per a week. On average, 6.49 trips were made to commute to the UW campus during the previous week among transit users.

- Among transit riders, there are no significant differences in the average number of transit rides per week among students (7.45 rides), faculty (7.77 rides) and staff (6.96 rides).

Table 24 : Total Transit Trips Made in Previous Week : Single Agency or Multi-Agency

Type of transit trip	Number of Trips *	% of Transit Trips [n _w =6,399 transit trips *]	Average Number of Trips [n _w =858 transit users]
Single Agency			
Metro only (net)	5116	80%	5.96
Metro - no transfer	4258	67%	4.96
Metro-Metro	858	13%	1.12
CT only	608	10%	0.71
ST only	372	6%	0.43
Multi-Agency (net)			
Metro-CT *	44	1%	0.05
Metro-ST *	202	3%	0.23
ST-CT*	33	1%	0.04
Other	24	<1%	0.03

* Note – the number of transit trips was calculated based on the number of trips each respondent indicated they took during the previous week by Metro, Community Transit, and Sound Transit, including Sounder Commuter Train. In order to avoid double counting the trips involved in a transfer among the three transit agencies (Metro, CT and ST), the trips involving a transfer among these agencies were counted only once. In the cases of inconsistency in the number of transfer trips between two transit agencies (i.e. Metro and CT, Metro and ST, and ST and CT), the greater number of transfer trips was used, rather than a combination of the two different answers in order to avoid potentially double counting the same trip.

Accessing Transit

Overall, forty-one percent (41%) of respondents used transit to commute to the UW. Thirty-nine percent (39%) of all respondents who commuted to the UW in the past week use transit as their **primary** commute mode to the UW.

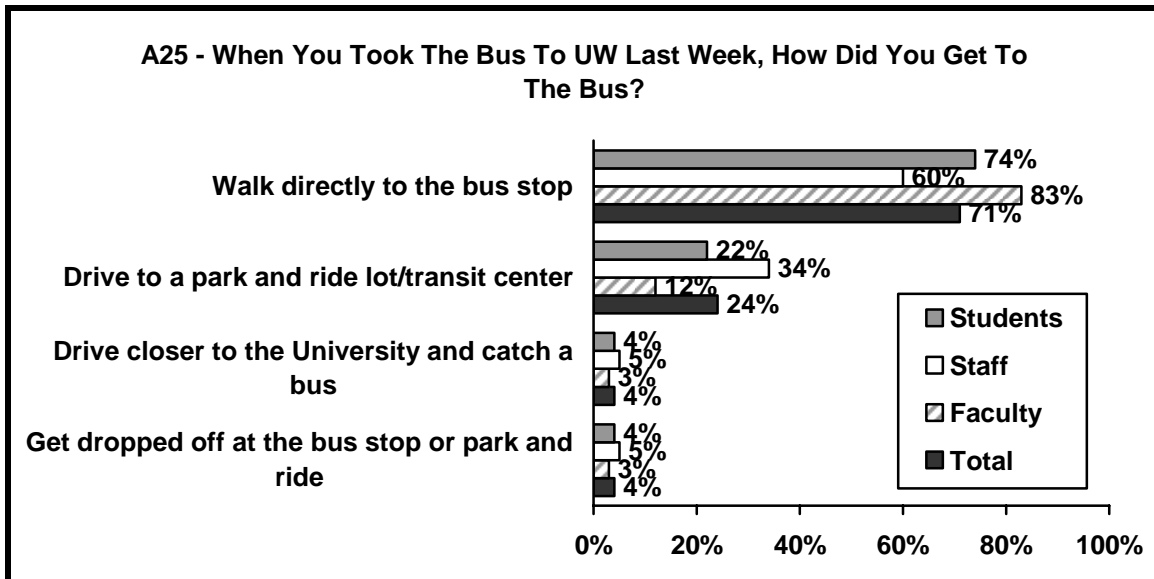
Those who commuted to UW by transit were asked how they accessed it. Most respondents who report taking the bus to the UW campus at least one day in the past work week walked to their bus stop (71%). Slightly less than one-quarter (24%) of bus commuters report driving to a bus stop closer to the university, a park and ride, or transit center to catch their bus. Another four percent (4%) were dropped off at the bus stop. Note that this question permitted more than one answer so responses total to more than 100%.

- Students and faculty are significantly more likely to report walking directly to a bus stop to catch a bus (74% and 83% compared to 60% of staff). Staff members are significantly more likely to drive to a park and ride or transit center to catch their bus (34% compared to 22% of students and 12% of faculty).
- Those who took Metro to the UW campus during the last week are significantly more likely than those who took Community Transit or Sound Transit to report walking directly to a bus stop (84% compared to 23% and 36%, respectively). Conversely, CT and ST riders are significantly more likely than Metro riders to report they drove to a park and ride or transit center to catch their bus to campus (64% and 73% compared to 13%, respectively).

- How transit commuters get to their bus also depends heavily on where they live. Respondents who live in North King County (both east and west of I-5) and Seattle are significantly more likely to report walking directly to a bus stop to catch their bus (89% or more compared to 40% or less among respondents in the other areas). Conversely, respondents who live in all other areas are significantly more likely to report they drove to a park and ride or transit center to catch their bus (49% or more compared to 5% or less).

Figure 15: Getting To The Bus

[BASE: Took The Bus To Campus Last Week (n_w=598)]



Metro Transit

More than half (53%) of respondents indicate they have taken a ride on a Metro bus in the previous week - this is a significant decline from the 2004 survey wave when nearly three out of five (57%) respondents reported they have taken a ride on Metro in the previous week.

- Similar to the 2004 results, students are significantly more likely to report having taken a ride on a Metro bus in the previous week compared to UW staff and faculty members (62% compared to 39% and 40%, respectively).
- U-PASS holders are significantly more likely than non-U-PASS holders to report having taken a ride on a Metro bus (64% compared to 16%, respectively).
- Those who drove alone and used carpool/vanpool most often to commute to the UW campus during the last week are least likely to have taken a ride on a Metro bus in the previous week (18% and 26% compared to 36% or more).

Number of Metro Bus Rides During Previous Week

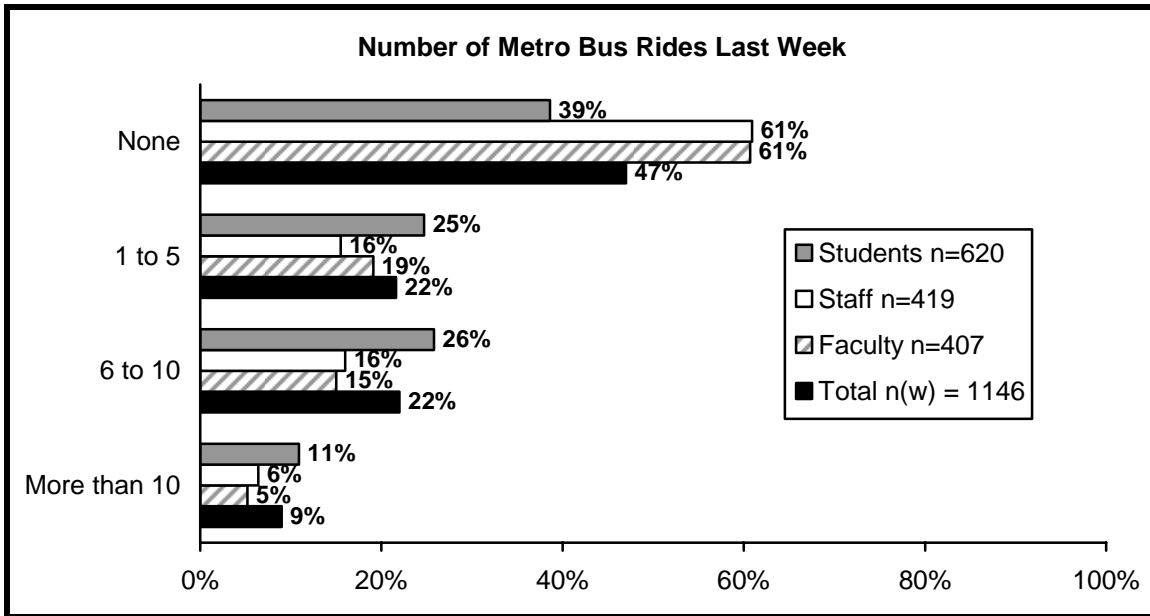
More than half (53%) of all respondents report they have taken Metro in the previous week (including Saturday and Sunday). Of those respondents who report taking Metro in the previous week, the vast majority (88%) used Metro to commute to the UW campus for work, classes or study in the previous week.

The average number of Metro rides among all respondents is 3.76, while the average number of Metro rides among those who reported riding on Metro is 7.09, similar to the 2004 results.

- A significantly larger proportion of students are Metro riders than UW staff and faculty members (61% compared to 38% and 39%, respectively). On average, students have taken 4.36 Metro rides compared to 2.88 rides by staff members and 2.64 rides by faculty.

Figure 16: Total Metro Bus Rides Last Week

[BASE: All Respondents (n_w=1443)]



Number of Metro Rides by Days of Week

The majority of Metro rides during the previous week were taken between Monday and Friday with few rides taken on Sunday and Saturday. Among all respondents, on average, 3.36 Metro rides were taken between Monday and Friday, while the average on Saturday and Sunday is less than one ride (0.27 and 0.14, respectively).

- Overall, students are the most frequent week-day riders (60%, compared to 38% of staff and 39% of faculty). They are also more likely than staff or faculty to be weekend riders (15% and 9% of students ride the bus on Saturday and Sunday). In contrast, fewer than one in ten staff members (9%) and faculty members (7%) ride the bus on Saturday. Just five percent (5%) of UW employees report they rode a Metro bus on Sunday.
- Metro ridership varies greatly between U-PASS holders (64%) and non-U-PASS holders (16%).
- U-PASS holders have an average of 4.62 Metro bus rides per week, compared to 0.66 bus rides for non-U-PASS holders. Furthermore, the incidence of Metro ridership among U-PASS holders is significantly higher on Saturday (15%, compared to 2% among non-U-PASS holders) and on Sunday (9% of U-PASS holders rode Metro on Sunday, compared to 1% of non-U-PASS holders).
- While there are no significant changes compared to 2004, the number of trips in the previous week via Metro has increased significantly compared to 2000 (4.62 rides compared to 4.23 rides in 2000), specifically the number of rides Monday through Friday (4.13 rides in 2006 compared to 3.85 rides in 2000).

Table 25 : UW's Metro Riders

	Total	Students	Staff	Faculty	UPASS Holders	No UPASS	KCM Rider
	n(w)=1446	n=620	n=419	n=407	n(w)=1133	n(w)=305	n(w)=772
% that rode Metro last week	53%	62%	39%	40%	64%	16%	100%
% that commuted to UW on Metro bus last week	47%	54%	34%	34%	57%	12%	88%
% that transferred w/ other agency last week (net)	4%	5%	5%	1%	5%	1%	8%
% who transferred w/ CT	1%	1%	1%	<1%	1%	0%	1%
% who transferred w/ ST/Sounder	3%	4%	3%	1%	4%	1%	6%
% who transferred w/ other agency	<1%	1%	0%	0%	1%	0%	1%
% that transferred between Metro buses	13%	15%	9%	9%	16%	3%	24%

Table 26 : Metro Rides

	Total	Students	Staff	Faculty	UPASS Holders	No UPASS	KCM Rider
n(w)	n(w)=1446	n=620	n=419	n=407	n(w)=1133	n(w)=305	n(w)=772
Average # of rides last week	3.77	4.34	2.89	2.64	4.62	0.66	7.09
Average # of rides Mon – Fri	3.36	3.90	2.55	2.37	4.13	0.60	6.33
Average # of rides Saturday	0.27	0.30	0.24	0.16	0.33	0.03	0.50
Average # of rides Sunday	0.14	0.16	0.11	0.10	0.17	0.02	0.26
Average # of rides w/ transfers (net)	0.77	0.86	0.72	0.43	0.94	0.16	1.45
Average # of transfers w/ Metro	0.60	0.66	0.53	0.39	0.74	0.10	1.12
Average # transfers w/ CT	0.02	0.01	0.03	0.02	0.02	0.00	0.04
Average # transfers with ST/Sounder	0.14	0.16	0.14	0.02	0.16	0.06	0.26
Average # transfers with other agency	0.02	0.03	0.00	0.00	0.02	0.00	0.03
% of rides w/ transfers (net)*	20%	20%	25%	16%	20%	24%	20%
% of rides w/ Metro transfers	16%	15%	18%	15%	16%	15%	16%
% of rides w/ CT transfers	1%	<1%	1%	1%	<1%	<1%	1%
% of rides w/ ST/Sounder transfers	4%	4%	6%	1%	3%	9%	4%
% of rides w/ Other transfers	1%	1%	0%	0%	<1%	0%	<1%

* The percentages for sub categories might not add to the total net due to rounding and/or respondents who did not answer the questions related to the agency used for transfer.

Table 27 : Metro Rides to/from UW

	Total	Students	Staff	Faculty	UPASS Holders	No UPASS	KCM Rider
n(w)	n(w)=1446	n=620	n=419	n=407	n(w)=1133	n(w)=305	n(w)=772
Average # of rides to/from UW	3.05	3.52	2.35	2.11	3.77	0.43	5.72
% of rides to/from UW	81%	81%	81%	80%	82%	65%	81%

Table 28 : Metro Rides among U-PASS Holders Over Time

	2000	2002	2004	2006
Average # of rides last week	4.23	4.54	4.63	4.62
Average # of rides Mon – Fri	3.85	4.16	4.16	4.13
Average # of rides Saturday	0.25	0.23	0.29	0.33
Average # of rides Sunday	0.14	0.15	0.19	0.17
Average # of rides to/from UW	3.62	4.13	3.93	3.77

Metro Rides To and From UW Campus

On average, four of five Metro trips (81%) made by Metro riders was for the purpose of going to or from the UW campus. Among those who rode Metro, the average number of total weekly rides on Metro is 7.09. The mean number of weekly Metro rides to or from the UW campus in the past week is 5.72 rides.

Overall, more than three out of five Metro riders (64%) report that all (100%) of their bus rides were originating from or arriving at the UW campus.

- U-PASS holders have taken Metro to and from the UW campus significantly more frequently than non-U-PASS holders (averaging 5.93 rides compared to 2.68 rides, respectively).

Table 29 : Metro Rides to/from UW Among Metro Riders

KCM Riders	Total n(w)=772	Students n=386	Staff n=161	Faculty n=162	UPASS Holders n(w)=723	No UPASS n(w)=48
Average weekly Metro rides	7.09	6.98	7.53	6.62	7.25	4.14
Average Metro rides to/from UW	5.72	5.67	6.14	5.30	5.93	2.68
% of Metro trips to/from UW	81%	81%	82%	80%	82%	65%

Transfers within and to Metro Buses

The majority (76%) of Metro riders report their Metro rides did not include a transfer between Metro buses. On average, those who took a Metro ride during the previous week only had one ride (1.12 rides) that involved a transfer between Metro buses.

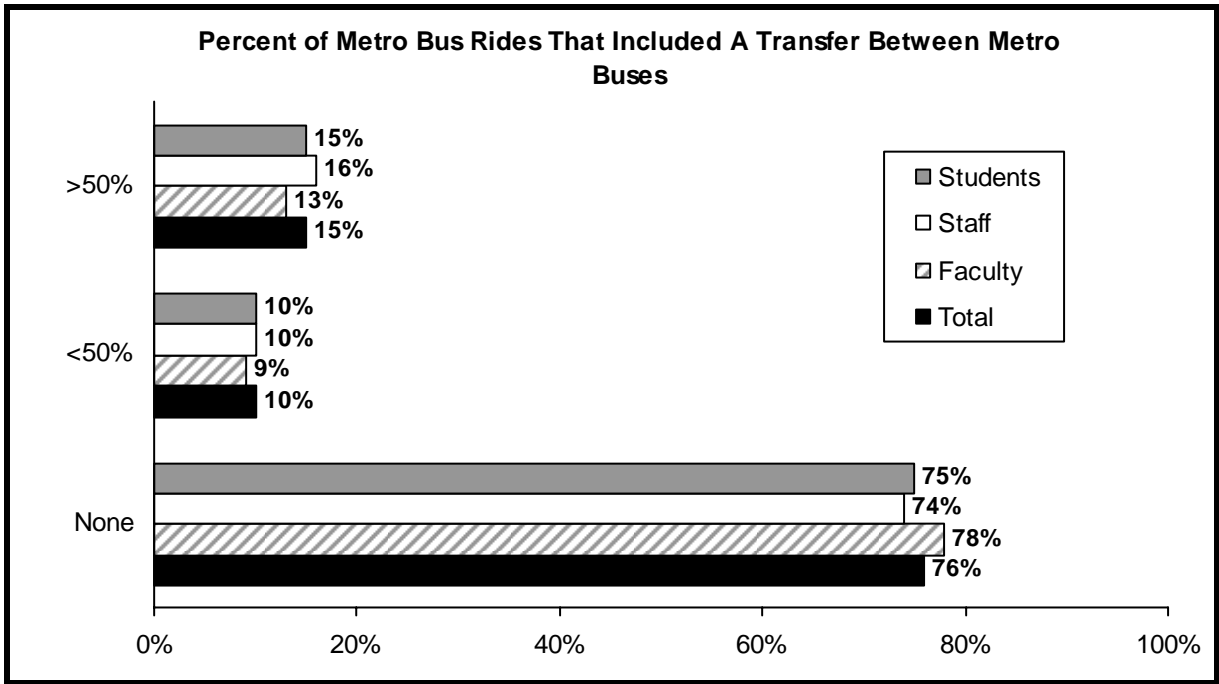
- Metro riders who live in Seattle, south of Ship Canal (an average of 1.63 rides), South King County (3.15 rides), and East King County (2.15 rides) are significantly more likely to have taken a ride involving a transfer between Metro buses compared to those who live in Seattle, north of Ship Canal (0.54 rides) and east of I-5 and Snohomish County (0.11 rides).

Table 30 : Transfers between Metro Buses

KCM Riders	Total n(w)=772	Students n=386	Staff n=161	Faculty n=162	UPASS Holders n(w)=723	No UPASS n(w)=48
Average weekly Metro rides	7.09	6.98	7.53	6.62	7.25	4.14
Average Metro rides with transfers between Metro buses	1.12	1.07	1.39	0.97	1.16	0.60
% of riders who transfer between Metro buses	24%	24%	25%	24%	25%	20%

Another way of looking at the number of Metro rides that included a transfer between Metro buses is to determine the proportion of Metro rides that had a transfer between buses. As noted above, over three in four (76%) of all Metro rides never included a transfer between Metro buses. Of the remaining Metro riders who did transfer, fifteen percent (15%) report their Metro rides involve a transfer between Metro buses at least half the time, and the remaining ten percent (10%) of Metro riders' rides include a transfer less than half the time. There are no significant differences among students, staff and faculty.

Figure 17: Percent of Metro Bus Rides That Included A Transfer Between Metro Buses
 [BASE: Rode Metro Buses Last Week (n_w=772)]



Transfers Between Metro and Other Transit Agencies

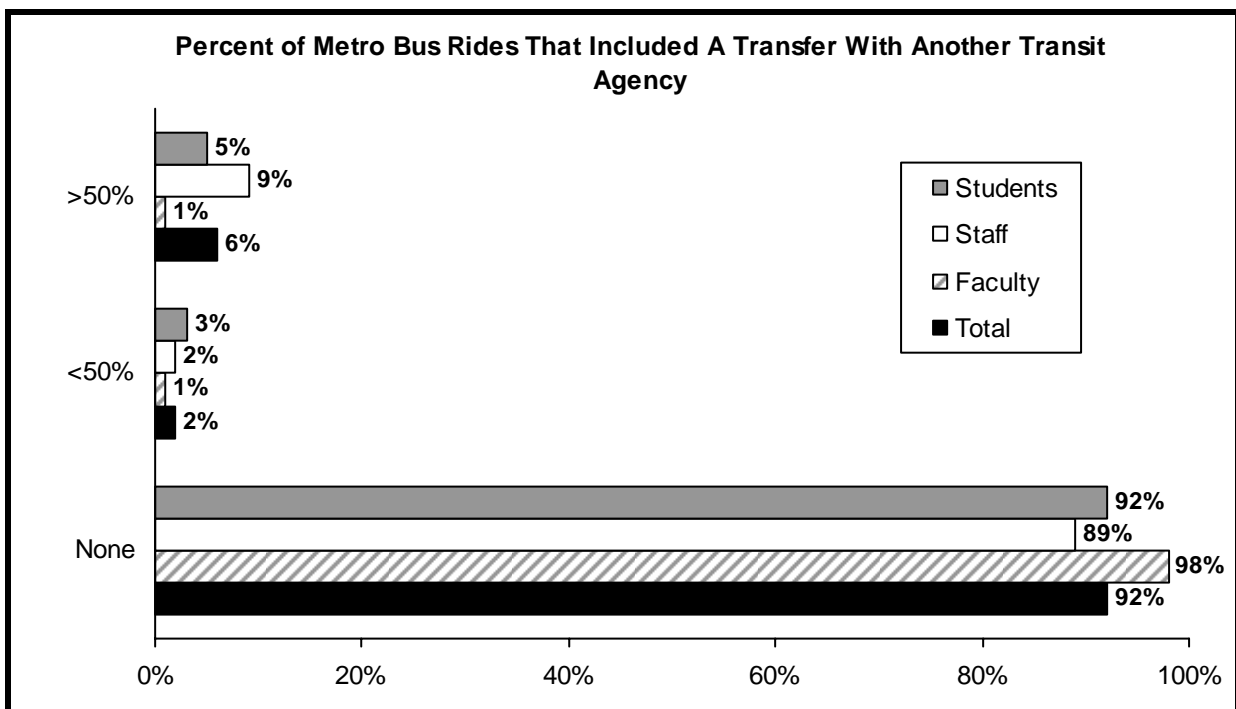
Looking at the total transfers between transit agencies, a great proportion of Metro riders (92%) did not take any Metro rides that included a transfer between Metro and other transit agencies, a significant increase from the 2004 result (85%).

Of Metro riders, six percent (6%) include a transfer over half of the time, whereas only two percent (2%) transfer with other agencies less than half the time.

- Staff are significantly more likely than faculty to indicate at least half of their rides involved a transfer between Metro and other transit agencies (9% compared to 1%, respectively).

Figure 18: Percent of Metro Bus Rides That Included A Transfer with Another Transit Agency

[BASE: Rode Metro Buses Last Week (n_w=772)]



On average, Metro riders took 0.34 rides that involved a transfer to/from another transit agency when riding Metro in the previous week.

- The average number of rides involving a transfer between Metro and another transit agency among staff members is significantly greater than among faculty (0.48 rides compared to 0.12 rides).

Table 31 : Transfers Between Metro and Another Transit Agency

BASE: Rode Metro last week

KCM Riders	Total n(w)=772	Students n=386	Staff [n=161]	Faculty n=162	UPASS Holders n(w)=723	No UPASS n(w)=48
Average weekly Metro rides	7.09	6.98	7.53	6.62	7.25	4.14
% of Metro riders who transfer to/from another transit agency	8%	8%	12%	2%	8%	7%
% of Metro riders who transfer from/to CT	1%	1%	2%	1%	1%	0%
% of Metro riders who transfer from/to ST	6%	6%	9%	2%	6%	4%
Average # of transfer to/from another transit agency	0.34	0.33	0.48	0.12	0.34	0.39
Average number of transfer to/from CT	0.04	0.02	0.08	0.06	0.04	0.00
Average number of transfer to/from ST	0.26	0.25	0.37	0.06	0.25	0.39

Of those who transferred between Metro and another transit agency during the previous week (n=64), more than three-quarters (77%) report they transferred to or from Sound Transit buses or the Sounder. Far fewer respondents who transfer between Metro and other transit agencies report transferring to or from Community Transit buses (8%) and Kitsap Transit (5%). Another six percent (6%) of respondents report having a transfer between Metro and other transit agencies, but did not provide a specific name of the transit agency.

Although the percentage of Metro riders who transfer with other transit agencies is smaller than the percentage who transfer to other Metro buses, those who transfer to other agencies' buses or trains do so with greater frequency.

- On average, those who transfer between Metro and another transit agency – via bus or the commuter train – had an average of 4.08 Metro rides during the previous week that involved a transfer. This is similar to the average of 4.59 weekly Metro rides involving a transfer for those transferring within Metro.

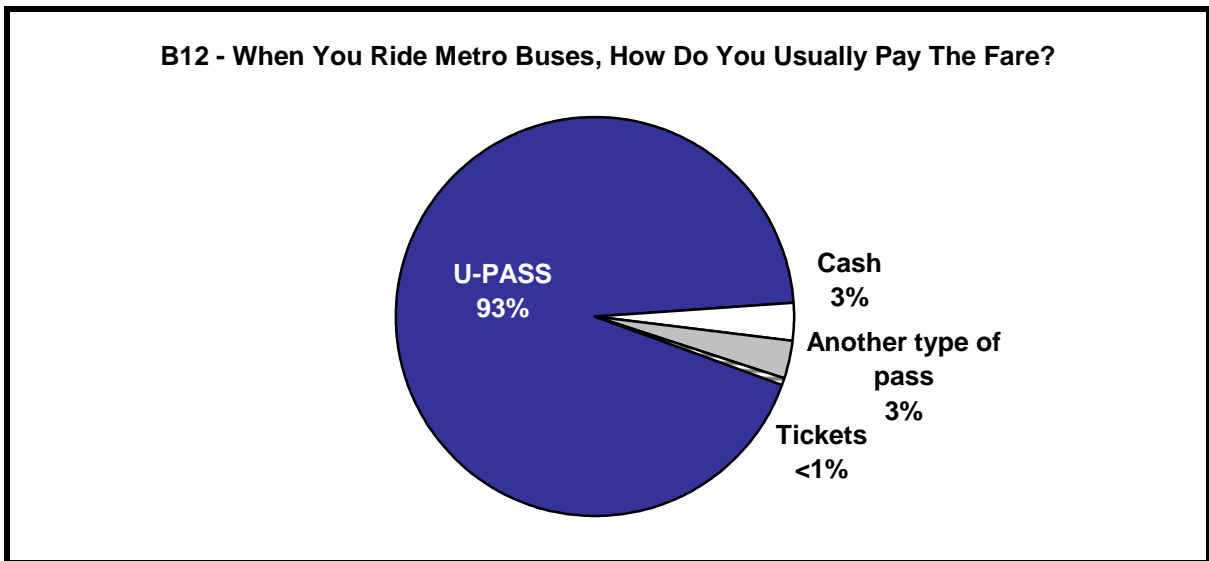
Paying the Fare on Metro

As in 2004, the great majority (93%) of Metro riders use the U-PASS to pay their fare. Cash and tickets make up less than five percent of payments (3% cash and less than 1% tickets) and the remaining Metro riders used another type of pass when they ride Metro (3%).

- While the vast majority (95%) of student Metro riders pay their fare with the U-PASS, staff and faculty are more likely than students to pay their fare with cash (6% and 9%, respectively, compared to 2% of students who pay cash).

Figure 19: Usual Method of Paying the Fare on Metro Buses

[BASE: Rode Metro Buses Last Week (n_w=772)]



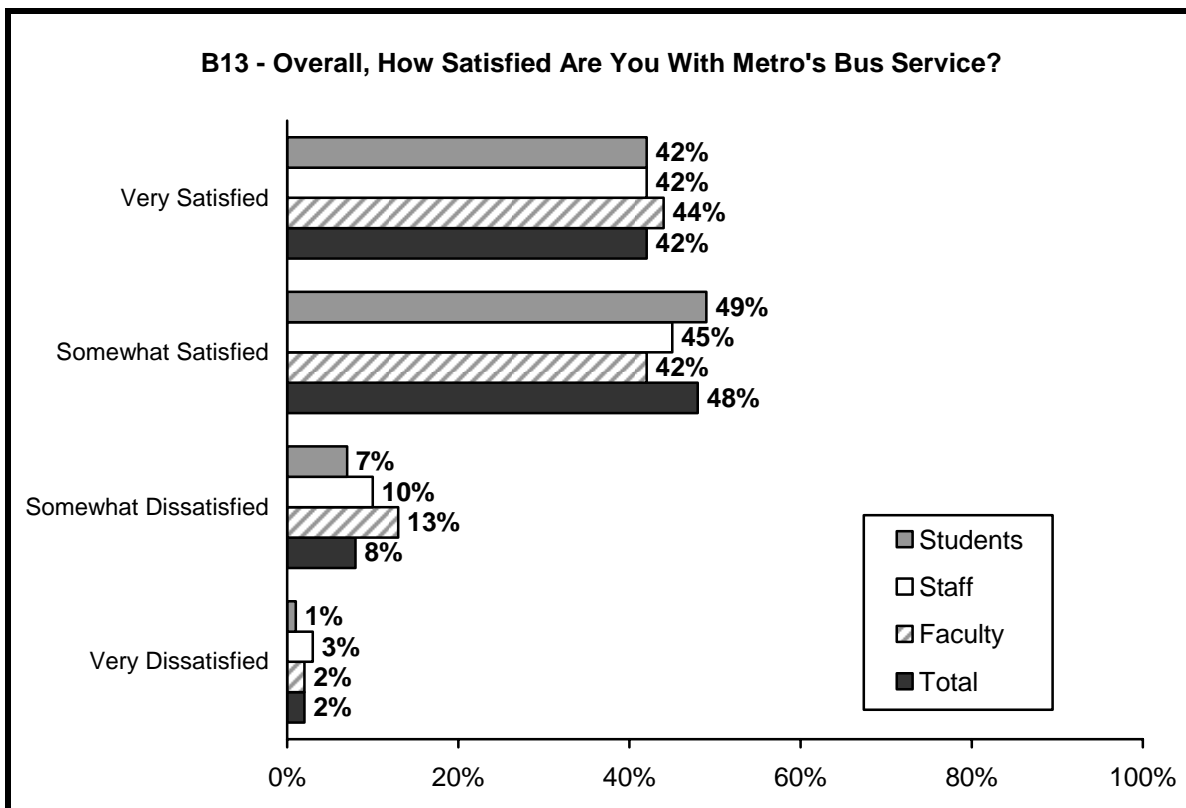
Satisfaction with Metro Transit

Metro riders express a very high level of satisfaction with Metro’s bus service. Overall, more than nine in ten riders (90%) are either “somewhat satisfied” (48%) or “very satisfied” (42%) with the bus service.

- The proportion of UW faculty members who report being “very satisfied” (44%) with Metro’s bus service has declined significantly compared to 2004 (55%).
- Respondents who live in Seattle, north of the Ship Canal and east of I-5 are significantly more likely than those who live in Seattle, north of the Ship Canal and west of I-5 to report being “very satisfied” with Metro’s bus service (47% compared to 36%) .
- Respondents who most frequently commuted to the UW campus by Community Transit or on foot during the previous week have a significantly higher level of satisfaction with Metro’s bus service compared to SOV commuters (63% and 53% very satisfied compared to 30% very satisfied among SOV commuters).

Figure 20: Overall Satisfaction with Metro Bus Service

[BASE: Rode Metro Buses Last Week (n_w=772)]



Community Transit

Number of Community Transit Bus Rides

A relatively small percentage (8%) of all respondents rode Community Transit buses in the previous week. Nearly all respondents (97%) who rode Community Transit were also U-PASS holders.

- Staff and students are significantly more likely than faculty to report they rode Community Transit buses in the previous week (8% and 11% compared to 4%, respectively).

On average, all respondents took less than one ride (0.49 rides) on Community Transit during the previous week overall.

Figure 21: Total Community Transit Bus Rides Last Week

[BASE: All Respondents (n_w=1446)]

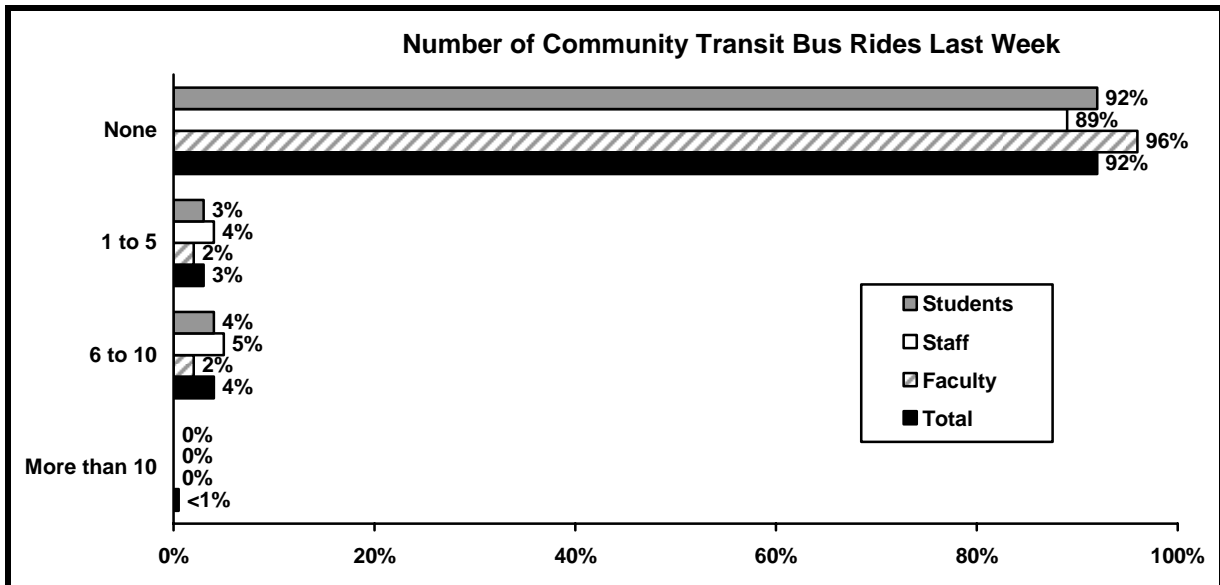


Table 32 : UW's Community Transit Riders

	Total	Students	Staff	Faculty	UPASS Holders	No UPASS
	n(w)=1446	n=620	n=419	n=407	n(w)=1133	n(w)=305
% that rode last week	8%	8%	11%	4%	10%	1%
% that commuted on CT bus last week	7%	6%	9%	3%	8%	1%
% that transferred w/ other agency last week (net)	2%	2%	2%	<1%	2%	0%
% who transferred w/ Metro	1%	1%	1%	<1%	1%	0%
% who transferred w/ ST/Sounder	<1%	1%	<1%	<1%	<1%	0%
% who transferred w/ other agency	<1%	<1%	1%	0%	<1%	0%
% who rode local CT service within Snohomish County	1%	0%	0%	1%	1%	0%

Table 33 : UW's Community Transit Rides

	Total	Students	Staff	Faculty	UPASS Holders	No UPASS
n(w)	n(w)=1446	n=620	n=419	n=407	n(w)=1133	n(w)=305
Average # of rides last week	0.49	0.47	0.62	0.28	0.62	0.04
Average # of rides w/ transfers (net)	0.06	0.06	0.07	0.05	0.08	0.00
Average # of transfers w/ Metro	0.02	0.02	0.02	0.02	0.03	0.00
Average # transfers with ST/Sounder	0.02	0.03	0.00	0.01	0.03	0.00
Average # transfers with other agency	0.01	0.003	0.05	0.00	0.02	0.00
% of rides w/ transfers (net) *	12%	13%	11%	18%	13%	0%
% of rides w/ Metro transfer	4%	4%	3%	7%	5%	0%
% of rides w/ ST/Sounder transfers	4%	6%	0%	4%	5%	0%
% of rides w/ other transfers	2%	1%	8%	**	3%	0%

* The percentages for sub categories might not add to the total net due to rounding and/or respondents who did not answer the questions related to the agency used for transfer.

** 5 transfers were made by the one respondent represented herein, however the respondent did not answer questions related to the agency used for transfers.

Table 34 : Community Transit Rides to/from UW

	Total	Students	Staff	Faculty	UPASS Holders	No UPASS	KCM Rider
n(w)	n(w)=1446	n=620	n=419	n=407	n(w)=1133	n(w)=305	n(w)=772
Average # of rides to/from UW	0.45	0.43	0.60	0.23	0.56	0.04	0.45
% of rides to/from UW	92%	91%	97%	82%	90%	100%	92%

Community Transit Riders

Community Transit is the primary transit provider for Snohomish County. In order to have a robust enough sample size to further analyze transit riders by agency, a supplemental survey was conducted in 2006. An additional sample of UW faculty, staff and students were selected to participate in the supplemental survey online. A total of 184 respondents were identified as CT riders between the two surveys – 108 from the base survey and 76 from the supplemental survey. When the data is weighted to correct the student, staff and faculty proportions, the resulting sample size is 195.

- On average, Community Transit riders took 6.31 rides overall and 6.29 rides to/from the UW campus in the previous week. On average, Community Transit riders took all (100%) of their rides on Community Transit to commute to the UW.
- The majority (90%) of Community Transit riders report taking at least one ride to/from the UW campus during the previous week.
- Of those who transferred to/from another transit agency while riding Community Transit in the previous week ($n_w=35$), two-thirds ($n_w=24$) report they transferred to/from Metro primarily, followed by one-fifth ($n_w=7$) reporting they primarily transferred to/from Sound Transit.
- The vast majority (97%) of Community Transit riders are U-PASS holders.

Table 35 : Community Transit Rides among Community Transit Riders
Base = CT Riders

	CT Riders	Students	Employees
	n(w)=195	n=61	n=123
% that commuted on CT bus last week	90%	87%	95%
% that transferred w/ other agency last week (net)	21%	25%	15%
% who transferred w/ Metro	13%	17%	9%
% who transferred w/ ST/Sounder	4%	6%	2%
% who transferred w/ other agency	3%	2%	4%
% who rode local CT service within Snohomish County	7%	12%	3%

	CT Riders	Students	Employees
n(w)	n(w)=195	n=61	n=123
Average # of rides last week	6.31	6.00	6.57
Average # of rides to/from UW	6.29	6.00	6.45
Average # of rides w/ transfers (net)	0.68	0.71	0.66
Average # of transfers w/ Metro	0.32	0.30	0.37
Average # transfers with ST/Sounder	0.22	0.35	0.06
Average # transfers with other agency	0.11	0.04	0.18
% of rides to/from UW	100%	100%	98%
% of rides w/ transfers (net) *	11%	12%	10%
% of rides w/ Metro transfer	5%	5%	6%
% of rides w/ ST/Sounder transfers	3%	6%	1%
% of rides w/ transfers other agency	2%	1%	3%

* The percentages for sub categories might not add to the total net due to rounding and/or respondents who did not answer the questions related to the agency used for transfer.

Sound Transit

Number of Sound Transit Bus Rides

As in 2004, the overall rate of ridership on Sound Transit buses is eight percent (8%). The average number of rides among Sound Transit riders at the UW is 4.27 in the previous week.

- Sound Transit ridership among students is significantly higher than among faculty (10% compared to 4%, respectively). This might also affect the significantly higher ridership among U-PASS holders (10% compared to 2% among non-U-PASS holders).
- Ridership of a Sound Transit bus varies greatly by location of residence. Significantly more respondents that live in East King County (34%) and in other counties, not including Snohomish County (24%) report riding Sound Transit buses during the previous week compared to less than five percent (5%) of those who live in other parts of King County and Snohomish County. Furthermore, those who live in Seattle, north of the Ship Canal and west of I-5 are least likely to report riding Sound Transit buses in the previous week (1%).

The vast majority (96%) of the Sound Transit rides taken last week were to get to the UW campus. On average, Sound Transit riders took 4.10 rides to or from the UW campus area during the previous week.

- More than half (54%) of Sound Transit riders in East King County report taking six to ten rides on Sound Transit to the UW campus during the previous week, the highest among all geographic areas.

Figure 22: Total Sound Transit Bus Rides Last Week

[BASE: All Respondents (n_w=1446)]

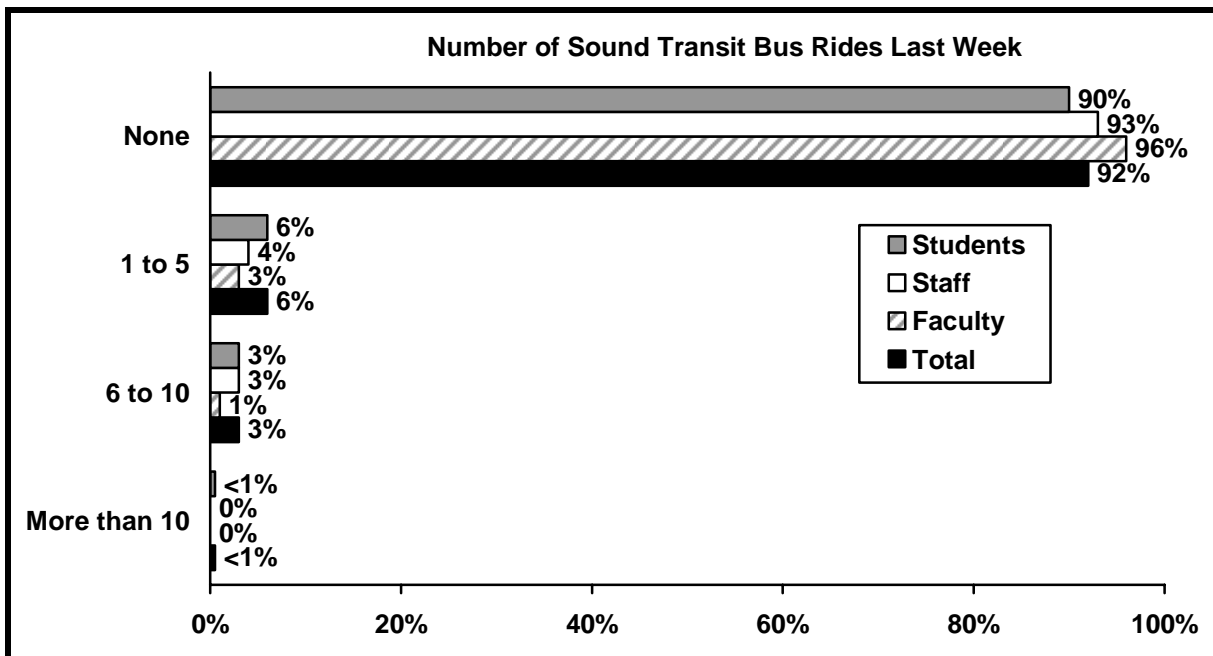


Table 36 : UW's Sound Transit Bus Riders

	Total	Students	Staff	Faculty	UPASS Holders	No UPASS
	n(w)=1446	n=620	n=419	n=407	n(w)=1133	n(w)=305
% that rode last week	8%	10%	7%	4%	10%	2%
% that commuted on ST bus last week	6%	7%	6%	3%	7%	2%
% that transferred w/ other agency last week (net)	3%	3%	4%	2%	4%	1%
% who transferred w/ Metro	2%	2%	3%	2%	3%	1%
% who transferred w/ CT	<1%	<1%	<1%	0%	<1%	0%
% who transferred w/ other agency	<1%	<1%	0%	0%	<1%	0%

Table 37 : UW's Sound Transit Bus Rides

	Total	Students	Staff	Faculty	UPASS Holders	No UPASS
n(w)	n(w)=1446	n=620	n=419	n=407	n(w)=1133	n(w)=305
Average # of rides last week	0.35	0.39	0.36	0.14	0.41	0.12
Average # of rides w/ transfers (net)	0.10	0.11	0.13	0.04	0.11	0.08
Average # of transfers w/ Metro	0.08	0.06	0.12	0.04	0.08	0.06
Average # transfers with CT	0.02	0.03	0.00	0.00	0.03	0.00
Average # transfers with other agency	0.004	0.01	0.00	0.00	0.01	0.00
% of rides w/ transfers (net) *	29%	28%	36%	29%	27%	67%
% of rides w/ Metro transfer	23%	15%	33%	29%	20%	50%
% of rides w/ CT	6%	8%	0%	0%	7%	**
% of rides w/ transfers other agency	<1%	3%	0%	0%	<1%	**

* The percentages for sub categories might not add to the total net due to rounding and/or respondents who did not answer the questions related to the agency used for transfer.

** 3 transfers were made by the one respondent represented herein, however the respondent did not answer questions related to the agency used for transfers.

Table 38 : Sound Transit Bus Rides to/from UW

	Total	Students	Staff	Faculty	UPASS Holders	No UPASS
n(w)	n(w)=1446	n=620	n=419	n=407	n(w)=1133	n(w)=305
Average # of rides to/from UW	0.31	0.34	0.34	0.11	0.38	0.07
% of rides to/from UW	89%	87%	94%	79%	93%	58%

Sound Transit Riders

In order to have a robust enough sample size to further analyze transit riders by agency, a supplemental survey was conducted in 2006. An additional sample of UW faculty, staff and students were selected to participate in the supplemental survey online. A total of 166 respondents were identified as Sound Transit bus riders between the two surveys – 106 from the base survey and 60 from the supplemental survey. When the data is weighted to correct the student, staff and faculty proportions, the resulting n is 199.

- On average, Sound Transit riders took 4.20 rides overall and 3.90 rides to/from the UW campus in the previous week. On average, Sound Transit riders took 93% of their rides on a Sound Transit bus to commute to/from the UW.
- The majority (82%) of Sound Transit riders report taking at least one ride to/from the UW campus during the previous week.
- More than two out of five (43%) Sound Transit riders report they transferred to/from another transit agency while riding a Sound Transit bus in the previous week. More than one-third (35%) of Sound Transit riders report they transferred to/from Metro in the previous week.
 - A significantly greater proportion of employees who rode Sound Transit in the previous week report they transferred to/from Metro when taking a Sound Transit bus ride compared to student Sound Transit riders (47% compared to 30%) – an average of 1.53 rides that involved a transfer between Sound Transit and Metro buses compared to 0.86 rides among students.
- *The majority (93%) of Sound Transit bus riders are U-PASS holders.*

Table 39 : Sound Transit Bus Rides Among Sound Transit Riders
Base = Sound Transit Bus Riders

	ST Riders	Students	Employees
	n(w)=199	n=79	n=87
% that commuted on ST bus last week	82%	81%	85%
% that transferred w/ other agency last week (net)	43%	41%	48%
% who transferred w/ Metro	35%	30%	47%
% who transferred w/ CT	3%	4%	1%
% who transferred w/ other agency	2%	3%	0%

	ST Riders	Students	Employees
n(w)	n(w)=199	n=79	n=87
Average # of rides last week	4.20	4.03	4.49
Average # of rides to/from UW	3.90	3.71	4.28
Average # of rides w/ transfers (net)	1.38	1.30	1.56
Average # of transfers w/ Metro	1.05	0.86	1.53
Average # transfers with CT	0.20	0.26	0.03
Average # transfers with other agency	0.04	0.05	0.00
% of rides to/from UW	93%	92%	95%
% of rides w/ transfers (net) *	33%	32%	35%
% of rides w/ Metro transfer	25%	21%	34%
% of rides w/ CT transfer	5%	6%	1%
% of rides with other transfer	1%	**	0%

* The percentages for sub categories might not add to the total net due to rounding and/or respondents who did not answer the questions related to the agency used for transfer.

** Two students did not answer the questions related to the agency used for transfers.

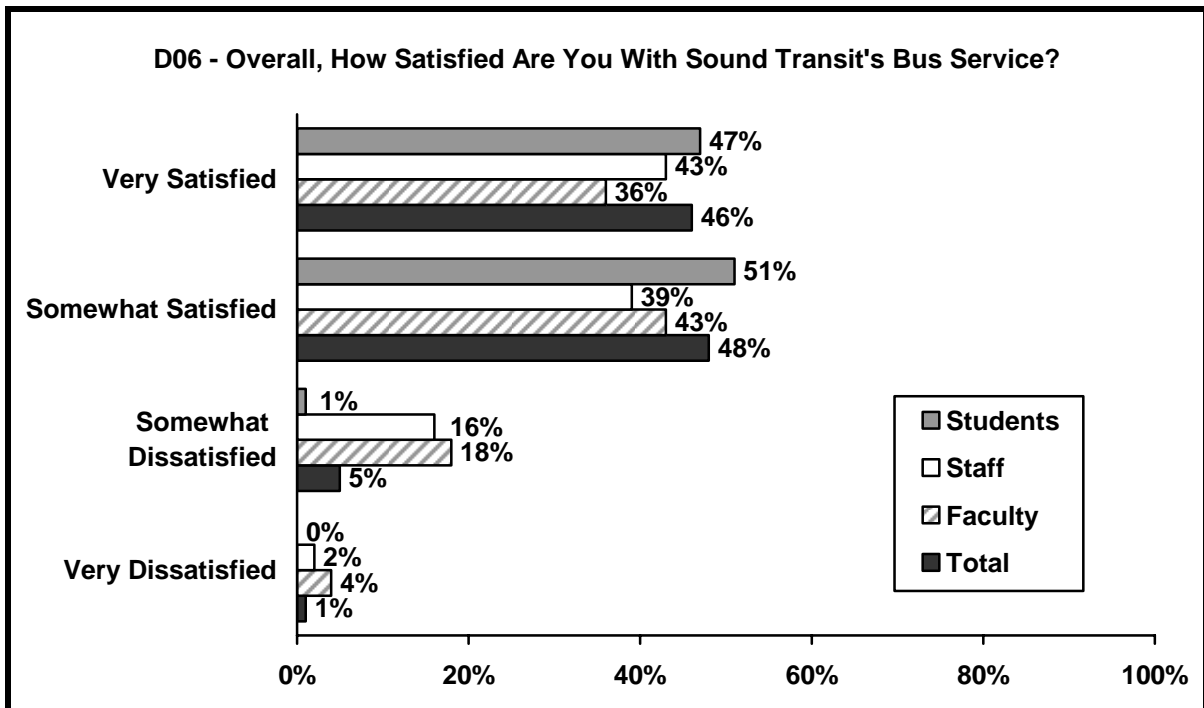
Satisfaction with Sound Transit Bus Service

Overall rider satisfaction with Sound Transit bus service remains very high, with the vast majority (94%) being satisfied – 46% very satisfied and an additional 48% somewhat satisfied. Very few riders are dissatisfied with Sound Transit bus service (5% report being “somewhat dissatisfied” and 1% report being “very dissatisfied”). However, the proportion of respondents who are “very satisfied” with Sound Transit bus service has declined significantly from the 68% reported in 2004.

- The proportion of respondents who report being “very satisfied” with Sound Transit bus service has declined across all three respondent segments.

Figure 23: Overall Satisfaction with Sound Transit Bus Service

[BASE: Sound Transit Riders (n_w=199)]



Number of Sounder Commuter Train Rides

As in 2004, very few respondents (1% or $n_w=19$), including Sounder riders identified through the base and supplemental surveys) report they took the Sounder Commuter Train during the previous week. While 19 respondents report they rode Sounder during the previous week, when asked the number of rides in the previous week they took on the Sounder, 3 respondents report they took no rides on the Sounder. Of Sound Transit riders who report taking Sound Transit bus or Sounder Commuter Train in the previous week, slightly fewer than one out of ten (9%) report taking Sounder Commuter Train in the previous week.

The table below illustrates the frequency of Sounder Commuter Train usage among Sounder Commuter Train riders.

Table 40 : Sounder Commuter Trains Rides
Base = Sounder Commuter Train Riders

	Total	Students	Staff	Faculty
	n(w)=16	n=6	n=6	n=1
1 to 5	6	2	2	1
6 to 10	10	4	4	0
More than 10	0	0	0	0
Average # of rides last week	6.18	6.50	5.83	1.00
Average # of ride to UW	4.58	4.83	4.33	0.00
Average # of rides with transfer	3.61	3.33	4.50	1.00
# of who transferred to/from Metro	8	2	5	0
# of who transferred to/from Sound Transit bus	3	1	1	0
# of who transferred to/from Kitsap Transit	0	0	0	1

While ridership of the Sounder Commuter train is very low, the average number of weekly rides is 5.32 among those who have taken the Sounder Commuter Train during the previous week.

Nearly all who report riding the Sounder Commuter Train at least once in the previous week report they took the train to commute to or from the UW campus ($n_w=15$). On average, Sounder Commuter Train riders took 4.58 rides to commute to/from the UW campus.

More than half ($n_w=10$) of Sounder riders indicate they transferred to or from a bus when riding the Sounder during the previous week.

- One respondent who indicated primarily transferring to a Sound Transit bus, also made a transfer between the Sounder and a Metro bus when riding the Sounder during the previous week.

U-PASS

The U-PASS provides a host of services and benefits to its holders, beyond the unlimited rides on Metro Transit, Community Transit, Sound Transit and Sounder trains. The U-PASS program is adopted by a majority of the UW population although this study reveals that few are aware of or use most of its services.

Incidence of U-PASS Possession

Current Use

As in previous survey waves, overall, the majority of respondents currently have a U-PASS (79% overall).

- The incidence of U-PASS possession is highest among students (85%) - significantly higher than among staff and faculty - although a significantly proportion of staff (70%) and faculty (68%) currently have a U-PASS.
- The rate of U-PASS holders is highest among those who live in North King County east of I-5 (85%) and lowest among those who live in South King County (70%).

Figure 24: Current U-PASS Possession
[BASE: All Respondents (n_w=1446)]

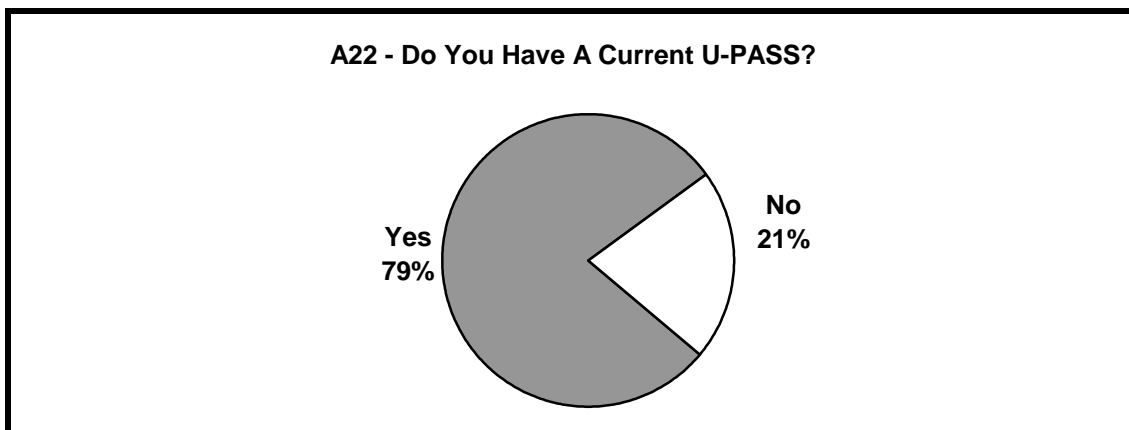


Table 41: Current U-PASS Possession
[BASE: All Respondents (n_w=1446)]
A22 - Do You Have a Current U-PASS?

	Students n=620	Staff n=419	Faculty n=407	Total n(w)=1446
Yes	85%	70%	68%	79%
No	15%	30%	33%	21%

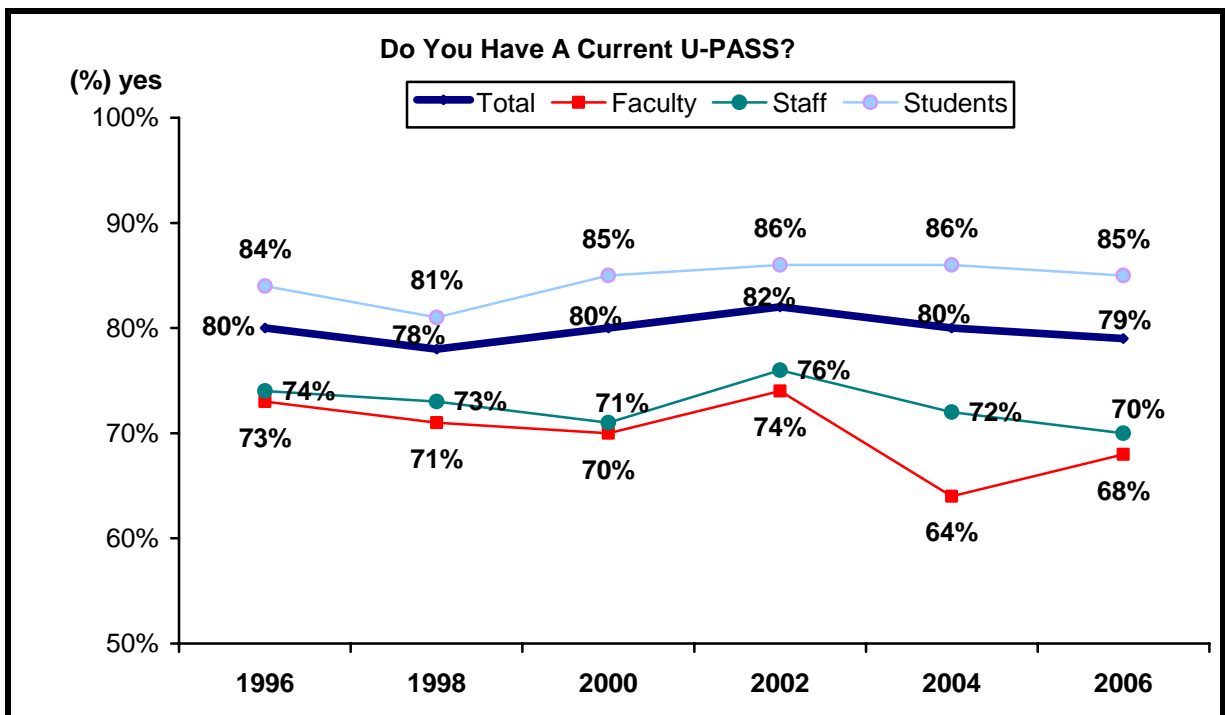
U-PASS Possession 1996 - 2006

The overall incidence of U-PASS holders at the UW continues to be high and has remained stable over the past six survey waves. This can be attributed to the stability of U-PASS incidence among the large student population.

- While the proportion of faculty members who currently have a U-PASS has increased slightly in 2006, it remains significantly smaller than in 2002 (68% compared to 74%, respectively).

Figure 25: Tracking U-PASS Possession 1996-2006

[BASE: All Respondents]



Acquisition of U-PASS

The majority (87%) of respondents who currently have a U-PASS report they purchased it, while the remaining twelve percent (12%) report they received it with a parking permit.

- As in 2004, nearly all students (97%) who have a U-PASS purchased their U-PASS, a significantly higher proportion compared to staff (71%) and faculty (62%).
- Among staff, almost seven in ten (71%) purchased their U-PASS, while the remaining share (28%) received it with a parking permit. Faculty members are significantly more likely than staff members to report they received a complimentary U-PASS with their parking permit (38% compared to 28%, respectively).

Table 42: Acquisition Of Current U-PASS

[BASE: U-PASS Holders (n_w=1133)]

A23 - Did You Purchase The U-Pass Or Did You Receive A Complimentary U-Pass With Your Parking Permit?

	Students n=523	Staff n=292	Faculty n=270	Total n(w)=1133
Purchased	97%	71%	62%	87%
Received with Parking Permit	3%	28%	38%	12%

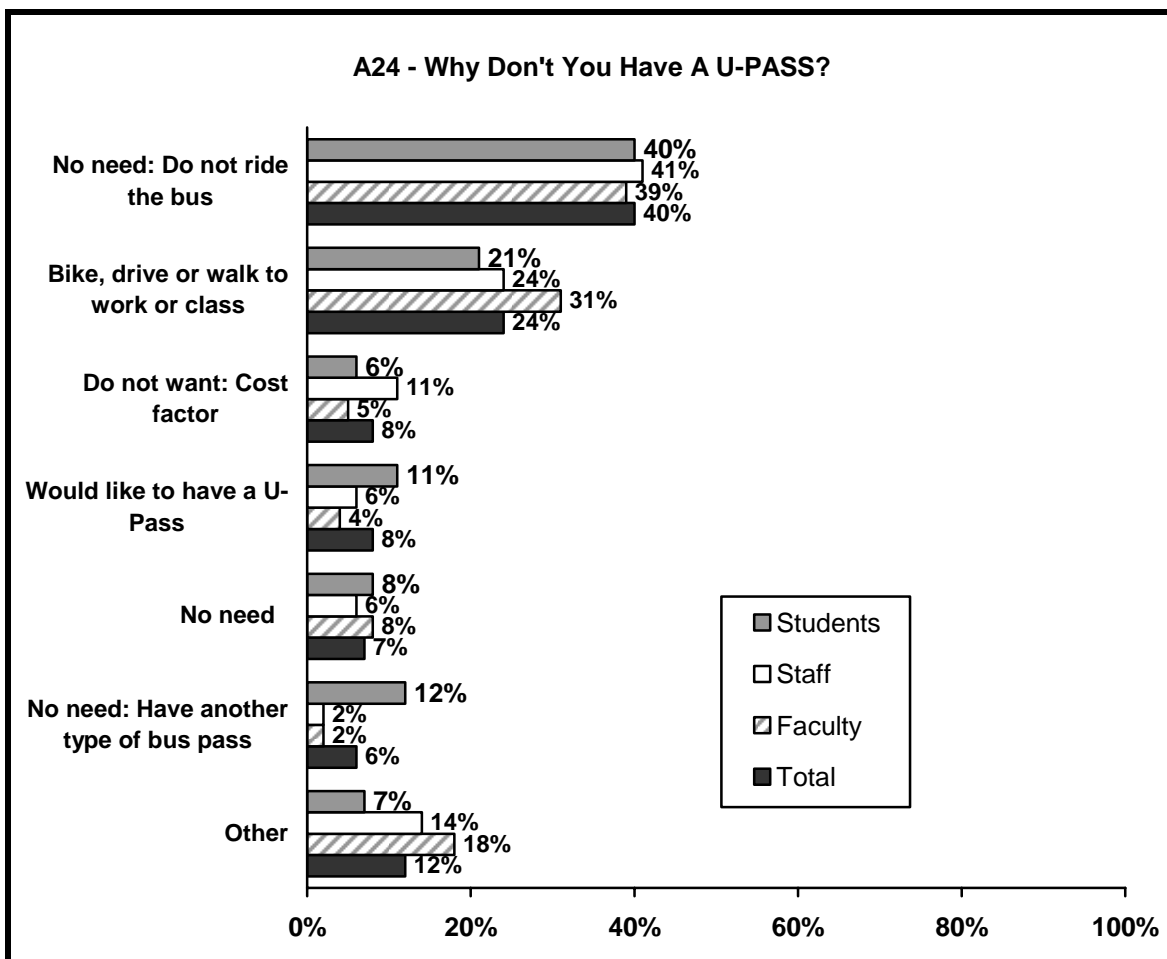
Non-U-PASS Holders

Non-U-PASS holders were asked why they do not have a U-PASS. The most frequently cited reason for not having a U-PASS, and this is reflected among students, staff, and faculty members, is because these respondents do not ride the bus (40% overall). Other reasons cited are primarily using other transportation modes, such as driving, walking, and biking to school (24%) and the cost of a U-PASS (8%).

- The cost of a U-PASS was the second most cited reason for not having a U-PASS in 2004 (mentioned by 14% of non-U-PASS holders), the proportion of non-U-PASS holders citing this factor in 2006 has declined significantly, to eight percent (8%)
- Students are more likely to cite having another type of pass as a reason for not having a U-PASS compared to UW staff and faculty members (12% compared to 2%, respectively).
- UW staff members are significantly more likely than faculty members to cite the cost of the U-PASS as a reason for not having a U-PASS (11% compared to 5%, respectively).

Figure 26: Non-U-PASS Holders

[BASE: Do Not Have A Current U-PASS (n_w=313)]



Use of U-PASS Services

Respondents who currently have a U-PASS were asked about their U-PASS usage for transit as well as for additional services, such as discounts at local stores and restaurants and their perceptions regarding the importance of U-PASS features.

Use of U-PASS Services

The use of U-PASS's various features measured in the survey varies greatly. While the majority (90%) of respondents have used their U-PASS to ride Metro, a very small proportion of respondents report they have used U-PASS for the Sounder (4%) or vanpool (4%). Other commonly used U-PASS features include a ride on Sound Transit (32%), discounts from local stores or restaurants (29%), a ride on Community Transit (25%) and carpool to the UW (22%).

- Students and staff members are significantly more likely than faculty members to have used their U-PASS at local merchants (31% and 30%, compared to 19%) and for a ride on Community Transit (25% and 27% compared to 16%, respectively).
- Staff members are significantly more likely than faculty members to have used their U-PASS for a carpool to the UW (27% compared to 16%).
- Compared to UW employees, students have a significantly higher level of U-PASS usage for Metro rides (93%). In addition, students are significantly more likely than faculty members to have used their U-PASS to ride Sound Transit (35% compared to 24%, respectively). Although the numbers are relatively low, staff members are significantly more likely than students or faculty to have used their U-PASS for a ride on the Sounder (8% compared to 3% and 2%, respectively).
- Although the numbers are relatively low, students are among the most likely to have used their U-PASS for the Night Ride Shuttle (12%, compared to 5% of staff and 4% of faculty).
- Among employees, over one-third (33%) of U-PASS holders have used their U-PASS to purchase discounted commuter parking tickets.
 - Employees who commuted via carpool/vanpool or Metro most often during the previous week are significantly more likely than those who drove alone to campus to have used their U-PASS to purchase discounted individual commuter tickets (37% and 39% compared to 22%, respectively).
- The reimbursed ride home program among faculty and staff U-PASS holders has a relatively low usage rate (5%).

Table 43: Use of U-PASS Services

[BASE: Current U-PASS Holders (n_w=1133)]

H06 – H15 - Have You Ever Used Your U-PASS To...?

	Students* n=523	Staff n=292	Faculty n=270	Total n(w)=1,133
Ride A Metro Bus?	93%	85%	85%	90%
Ride A Sound Transit Bus?	35%	30%	24%	32%
Discounts From Local Stores Or Restaurants	31%	30%	19%	29%
Ride A Community Transit Bus?	25%	27%	16%	25%
Carpool To The UW?	22%	27%	16%	22%
Ride In The Night Ride Shuttle?	12%	5%	4%	9%
Ride The Sounder Commuter Rail?	3%	8%	2%	4%
Vanpool To The UW?	3%	6%	3%	4%
Reimbursed rides home? (Staff & Faculty Only)	-	6%	3%	5%
Purchase discounted individual commuter tickets for parking? (Staff & Faculty Only)	-	34%	32%	33%

* Due to a programming error, up to 142 students did not receive some of the questions from H06 to H13.

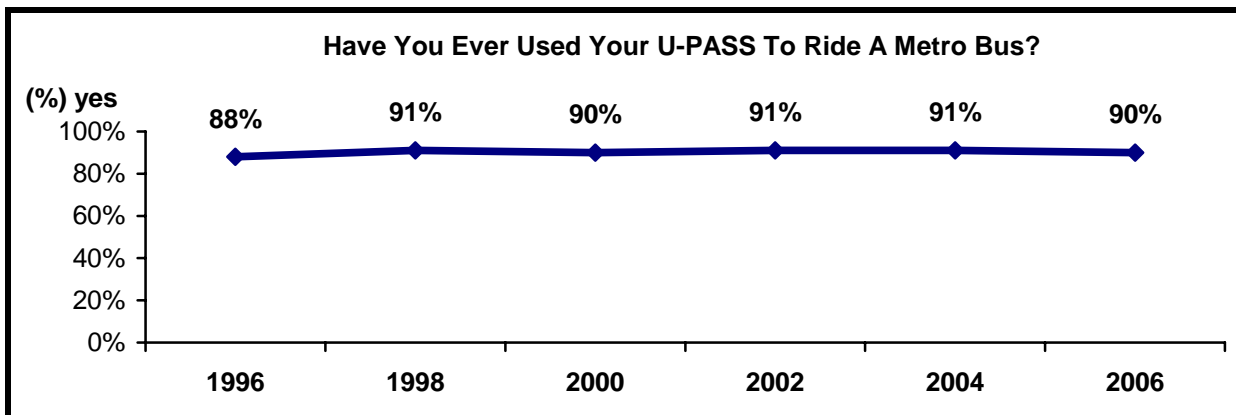
Use of U-PASS Services 1996 to 2006

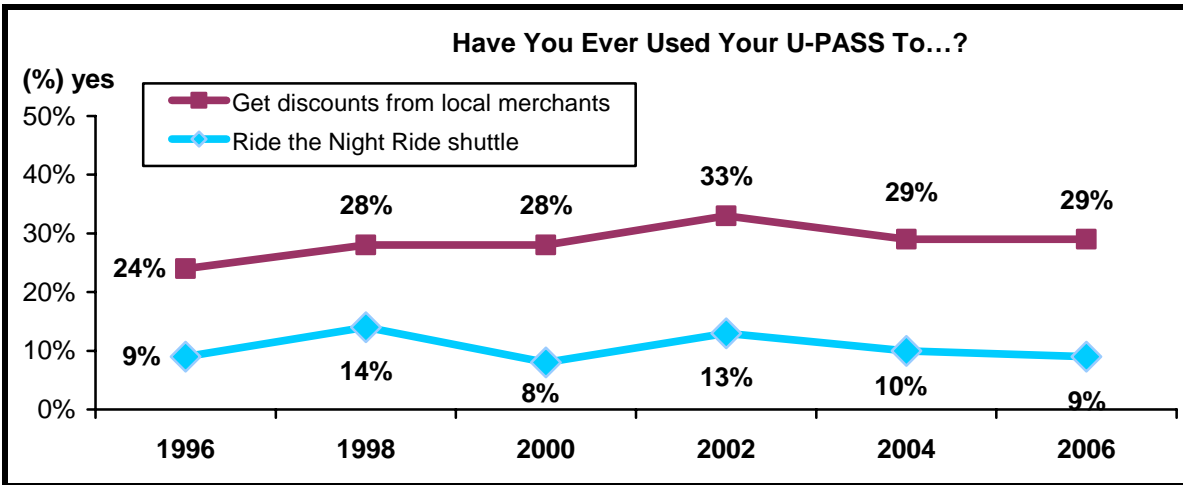
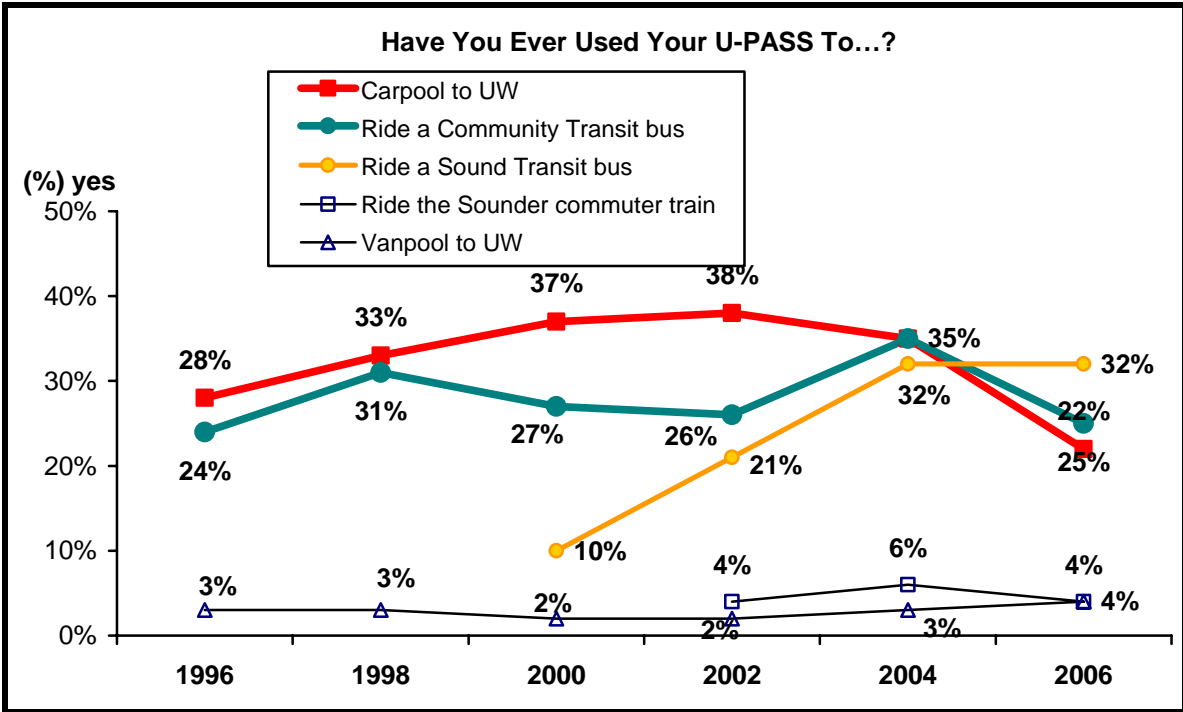
The use of U-PASS for Metro rides among U-PASS holders continues to be high and has been stable since 1996.

- While overall use of U-PASS to ride Metro remains high (90%), the proportion of staff who report having used their U-PASS to ride Metro has declined significantly in 2006 (85% compared to 94% in 2004).
- The incidence of using the U-PASS to carpool and for a ride on Community Transit shows a significant decline in 2006 compared to 2004 (25% compared to 35% for Community Transit rides and 22% compared to 35% for carpool).
- Among UW employees, the use of U-PASS to purchase discounted individual commuter tickets for parking has increased significantly in 2006 (33% compared to 22% in 2004).

Figure 27: Tracking Use Of U-PASS Services

[BASE: U-PASS Holders]





Most Frequent Use of U-PASS

While the largest proportion (73%) of U-PASS holders continues to report using their U-PASS most often to ride Metro buses, this is a significant increase over the 2004 result (67%). The remaining share of U-PASS holders are fairly evenly split between those who ride Community Transit buses (7%), Sound Transit buses (5%) and those who use their U-PASS most often to carpool (2%) or for parking (3%).

- Compared to UW employees, significantly more students use their U-PASS most often to ride a Metro bus (78%). Faculty members are significantly more likely than staff members to use their U-PASS most often to ride Metro buses (71% compared to 56%, respectively).
- A significantly larger proportion of staff members use their U-PASS most often to ride Community Transit buses (11%) than faculty (5%) and students (6%).
- Students and staff members are significantly more likely than faculty to use their U-PASS to ride Sound Transit buses (6% and 7% compared to 1%, respectively).
- Notably, while seventeen percent (17%) of U-PASS holders who drove alone to the campus most often during the previous week report they do not use their U-PASS, more than half (55%) of this group report using their U-PASS most often to ride Metro buses.

Table 44: Most Frequent Use of U-PASS

[BASE: Current U-PASS Holders (n_w=1133)]

H16 - What Do You Use Your U-PASS For Most Often?

	Students n=756	Staff n=262	Faculty n=115	Total n(w)=1133
Metro Bus	78%	56%	71%	73%
Community Transit Bus	6%	11%	5%	7%
Sound Transit Bus	6%	7%	1%	5%
Parking	2%	4%	7%	3%
Carpooling	1%	4%	2%	2%
All Other	3%	9%	3%	4%
Do not use U-PASS	3%	7%	9%	4%

Evaluating the U-PASS

Importance of U-PASS Features

The mean ratings for the importance of all U-PASS features measured in the survey have declined significantly in 2006. However, the most important factor when purchasing a U-PASS remains the unlimited bus or train rides. This attribute earns a mean importance rating of 4.59 out of 5.

As in 2004, a second tier of U-PASS features for UW employees, rating between 3 and 4 on a 5-point importance scale, include discounted individual commuter tickets for parking and the reimbursed taxi ride home in case of emergency.

- While the mean importance ratings for unlimited bus or train rides are high among students, staff and faculty, the mean rating of students (4.68) is significantly higher than that of staff (4.45) and faculty (4.27).
- Among students, unlimited bus or train rides continues to be rated highly while the mean importance ratings for the other U-PASS features have declined significantly since 2004. The importance ratings ranged from 4.68 for the unlimited bus or train rides to 2.02 for the discounted vanpool rate in 2004. In 2006, the importance ratings range from 4.59 for the unlimited bus or train rides to 1.82 for the discounted vanpool fare.

Although all respondents rate the following U-PASS features below the mid-point of 3, there are some significant differences among the three respondent groups.

- Staff members give a significantly higher importance rating than faculty members for discounted parking for carpools (a mean rating of 2.77 compared to 2.43, respectively) and discounted vanpool fares (2.03 compared to 1.56, respectively).
- Faculty members are least likely to rate discounts at local stores and restaurants as an important factor when making the decision to buy a U-PASS (a mean rating of 2.62 compared to 2.73 for students and 2.51 for staff).
- Students have a significantly higher mean importance rating for the Night Ride Shuttle (2.39 compared to 2.11 for staff and 1.91 for faculty).

Table 45: Importance of Features When Purchasing U-PASS

[BASE: Current U-PASS Holders (n_w=1133)]

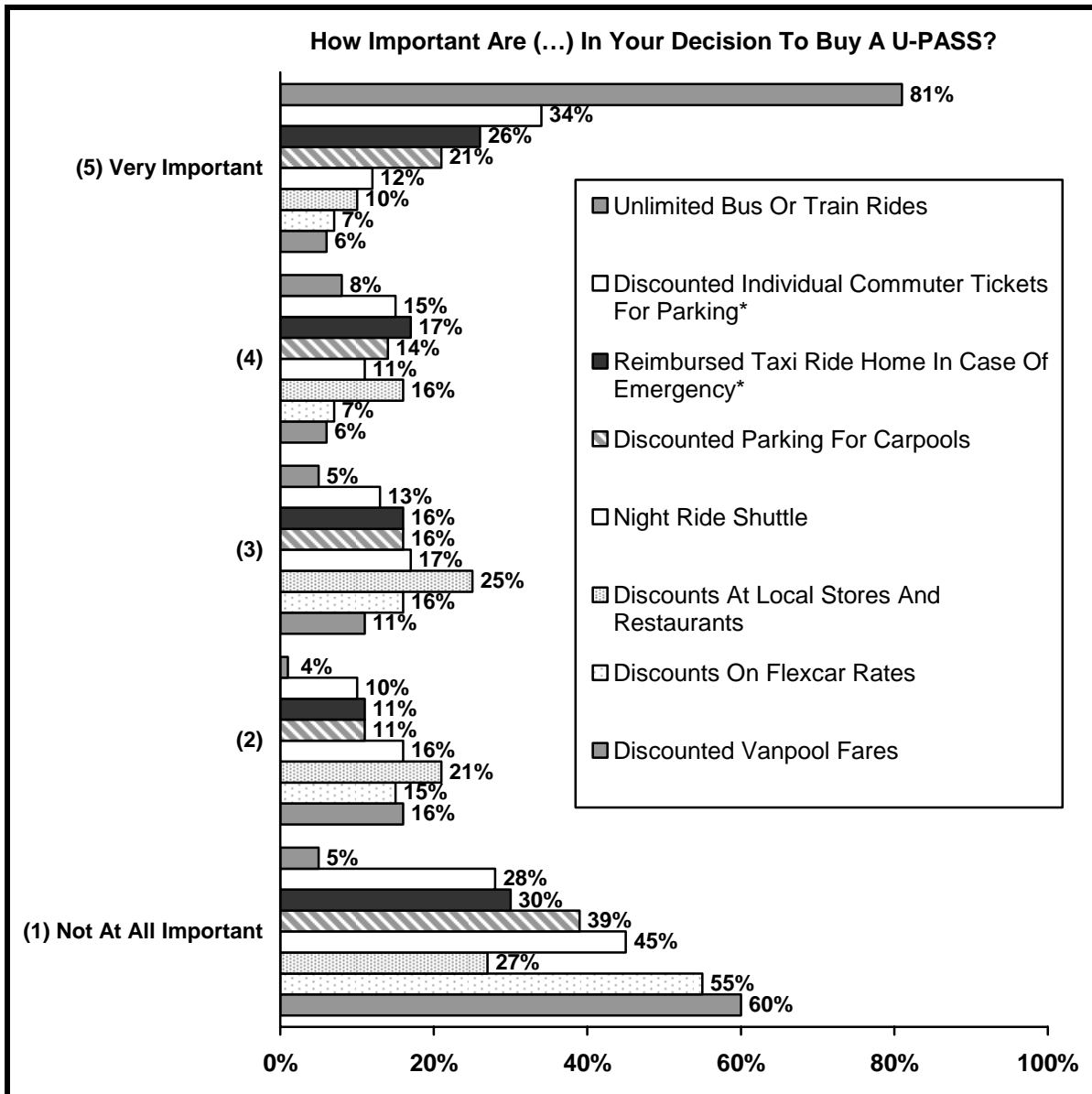
H18 – H25 - How Important Are The Following In Your Decision To Buy A U-PASS?

	Students n=523	Staff n=292	Faculty n=270	Total n(w)=1133
Unlimited Bus Or Train Rides	4.68	4.45	4.27	4.59
Discounted Individual Commuter Tickets For Parking (Staff & Faculty Only)	-	3.27	2.96	3.18
Reimbursed Taxi Ride Home In Case Of Emergency (Staff & Faculty Only)	-	3.13	2.66	2.99
Discounted Parking For Carpools	2.67	2.77	2.43	2.67
Discounts At Local Stores And Restaurants	2.73	2.51	2.02	2.62
Night Ride Shuttle	2.39	2.11	1.91	2.29
Discounts On Flexcar Rates	1.94	2.08	2.00	1.98
Discounted Vanpool Fares	1.78	2.03	1.56	1.82

The following figure shows the importance ratings for each of the eight U-PASS features measured in the survey.

Figure 28: Importance of Features In Decision To Buy U-PASS

[BASE: Current U-PASS Holders (n_w=1133)]



* These two questions were only asked of UW employees.

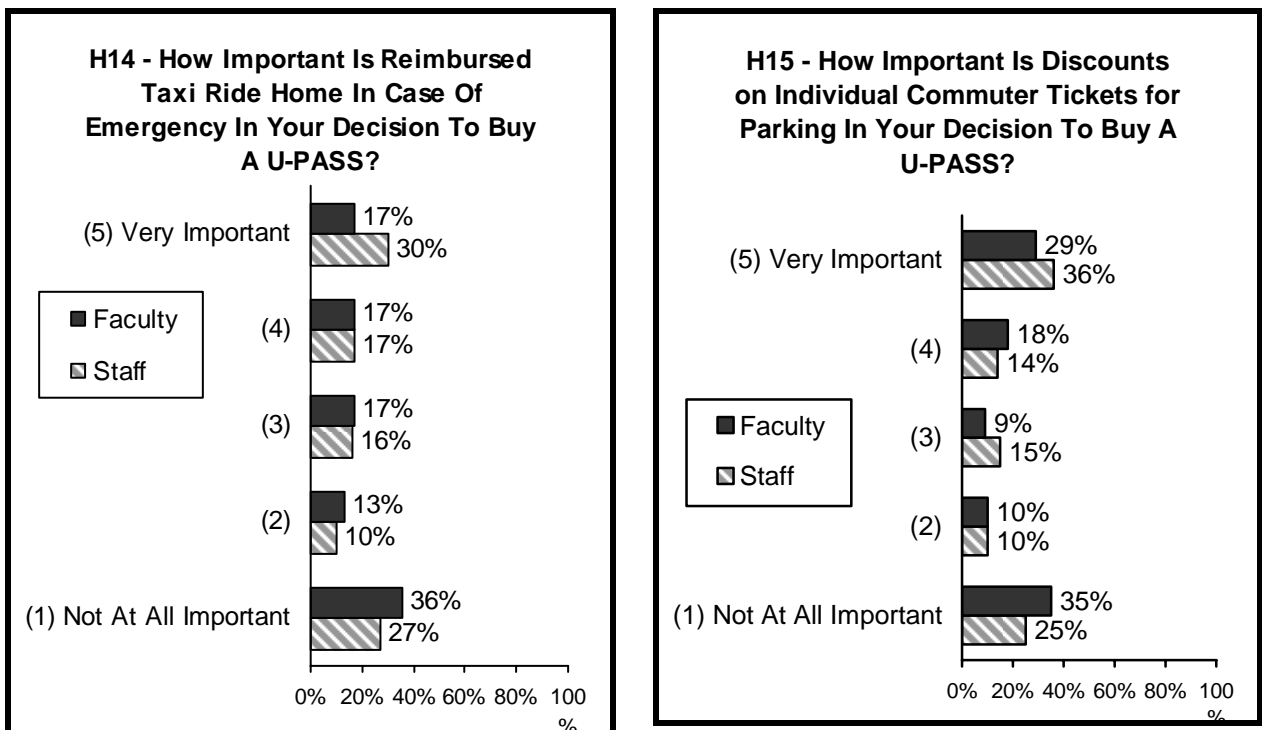
Importance of U-PASS Features Among UW Employees

Two U-PASS features are only available to UW employees: discounted individual commuter parking tickets and reimbursed taxi ride home. Only UW employees were asked to rate these U-PASS program features in terms of how important they are when making the decision to purchase a U-PASS.

Overall ratings on these features among UW employees are neutral, a mean rating of 3.18 for discounted individual commuter tickets for parking and 2.99 for reimbursed taxi ride home in case of emergency.

- When comparing the results by type of employee, staff members rate both features significantly higher than faculty members. Staff gave a mean rating of 3.27 to discounted tickets for parking compared to 2.96 among faculty and a mean rating of 3.13 for reimbursed taxi ride home in case of emergency compared to 2.66. As the average commute distance for staff members is almost twice as long as faculty members (13.26 miles compared to 7.44 miles, respectively), this might contribute to these differences.
- UW employees who live in South King County and Snohomish County rate the importance of reimbursed taxi ride home significantly higher (a mean rating of 3.48 and 3.47, respectively) than those who live in Seattle, north of the Ship Canal and east of I-5 (2.78), Seattle, south of the Ship Canal (2.77), and East King County (2.69). Forty-three percent (43%) of employees in Snohomish County rate this attribute “very important.”
- Employees in Snohomish County and Seattle, north of the Ship Canal and west of I-5 rate discounted individual commuter tickets for parking significantly higher (a mean rating of 3.51 and 3.64, respectively), compared to those in Seattle, south of the Ship Canal (2.81) and East King County (2.80).

Figure 29: Importance of Features Available to Staff and Faculty In Decision To Buy U-PASS
 [BASE: Staff And Faculty Who Purchased Their Current U-PASS (n_w=292)]



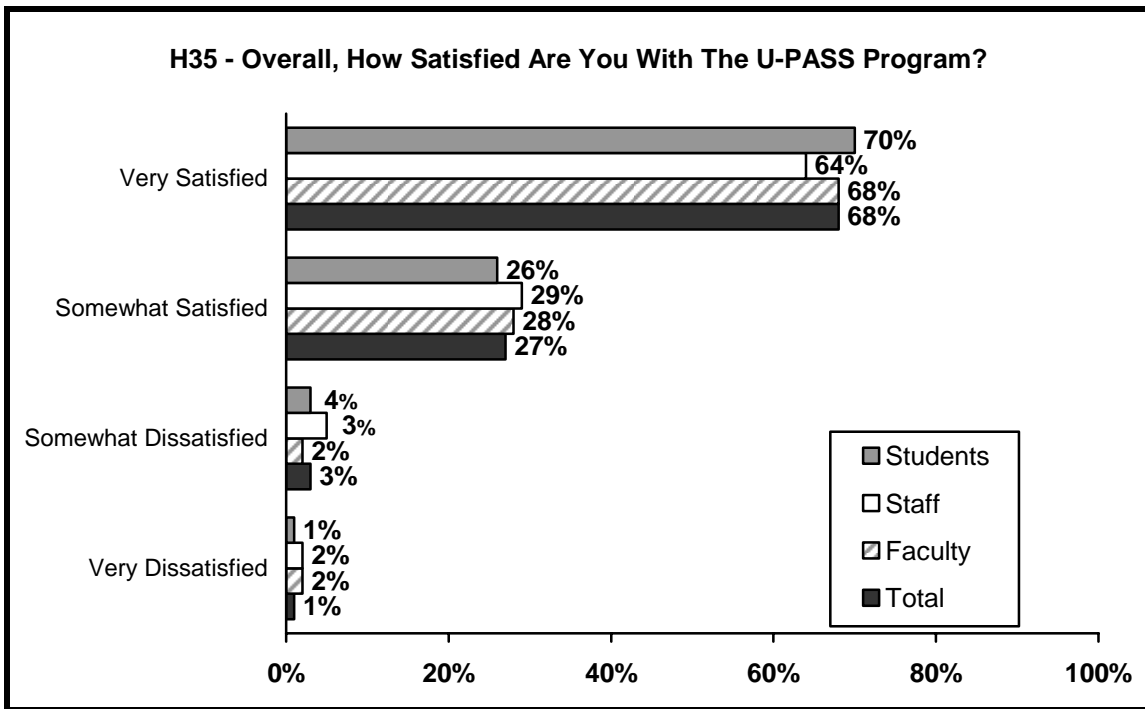
Overall Satisfaction with U-PASS

Overall, the majority of respondents are satisfied with the U-PASS program – 68% report being very satisfied and another 27% report being somewhat satisfied. The proportion of respondents who report being “very satisfied” with the U-PASS program has increased significantly from 2004 (62%).

- With very little variation between students, staff and faculty members at the UW, the majority of respondents (68%) are “very satisfied” with the U-PASS program. More than one in four (27%) respondents are “somewhat satisfied” with the program, leaving a very small portion of respondents who report dissatisfaction with the U-PASS program (2% are “somewhat dissatisfied”, 1% are “very dissatisfied”).
- The proportion of students who report they are “very satisfied” has increased significantly in 2006 (70% compared to 61% in 2004).

Figure 30: Overall Satisfaction with U-PASS

[BASE: All Respondents (n_w=1446)]

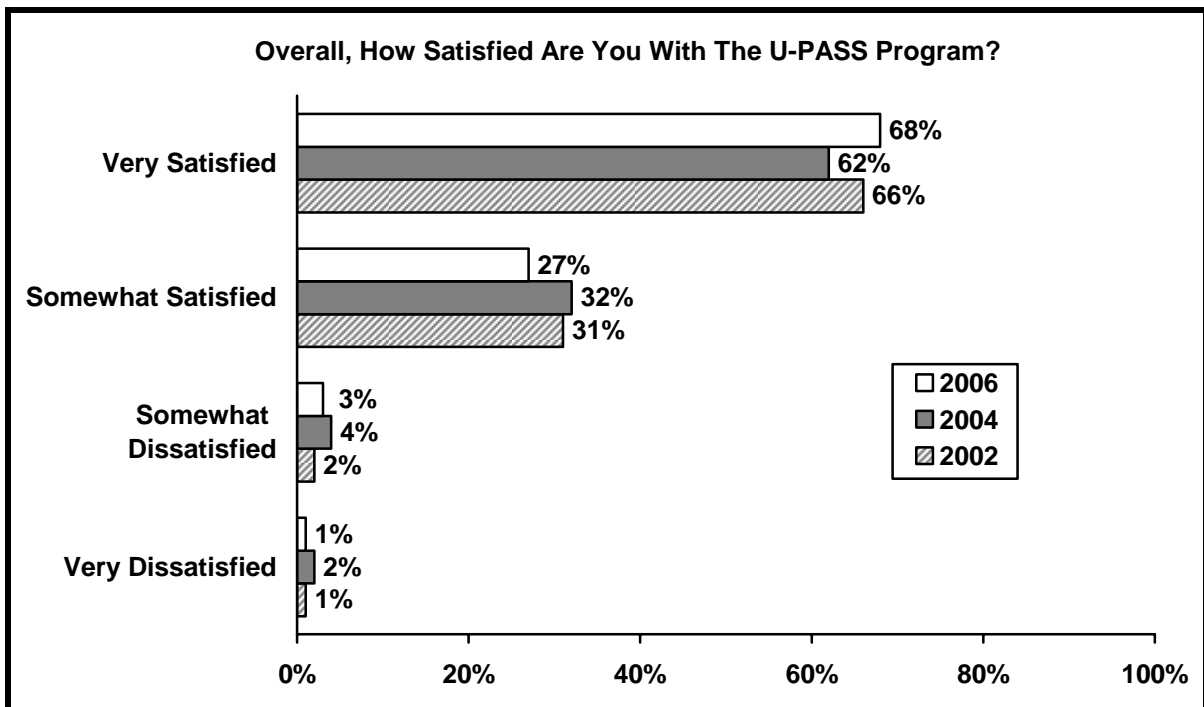


Satisfaction with U-PASS Program 1996-2006

Significantly more respondents are very satisfied with the U-PASS program in 2006 compared to 2004 (68% compared to 62%, respectively).

Figure 31: Tracking Overall Satisfaction with U-PASS

[BASE: All Respondents]



Respondent Profiles

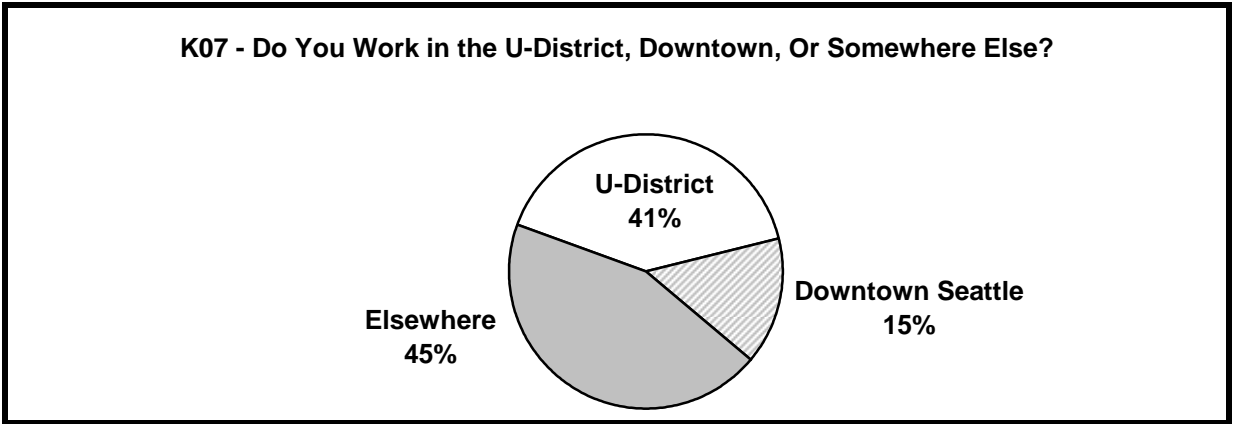
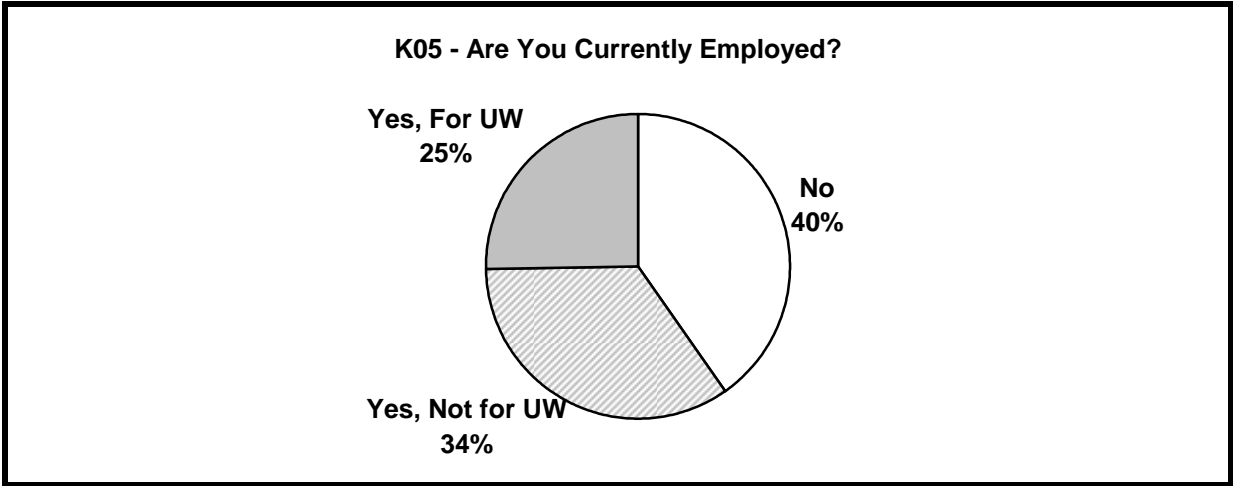
Demographics

Employment Status: Students

More than half of all students report they are currently employed – 25% report they work for the University of Washington and an additional 34% report they work for someone else. The remaining forty percent (40%) of students report they are not currently employed.

Among those students who are currently employed, forty-one percent (41%) work in the University District, and an additional fifteen percent (15%) work in Downtown Seattle. The remaining forty-five percent (45%) work in some other area.

Figure 32: Student Employment
[BASE: All Students (n=897)]



Geographic Location

Most respondents reside in King County (86%). The largest proportion of respondents live near the University. Many live in Seattle, north of the Ship Canal and east of I-5 (40%), followed by Seattle, south of the Ship Canal (16%) and north of Ship Canal and west of I-5 (13%). Fewer than one in ten respondents live in East King County (9%), Snohomish County (9%), and South King County (7%).

- In particular, the highest concentrations of students and faculty are found in Seattle, north of the ship canal and east of I-5 (48% of students, 37% of faculty from the sample). Staff members are more evenly distributed between the aforementioned area (22%), north Seattle west of I-5 (18%) and south Seattle (16%).
- A significantly greater proportion of staff members live in Snohomish County (18%) compared to students (6%) and faculty (5%).
- More than two in five (44%) U-PASS holders live in Seattle, north of the Ship Canal and east of I-5, significantly more than among non-U-PASS holders (28%). This might be explained by the large proportion of students among U-PASS holders who tend to live closer to campus.

Table 46: Home Geographic Location

[BASE: All Respondents (n_w=1446)]

K08 - What is your home zip code?

	Students n=620	Staff n=419	Faculty n=407	Total n(w)=1446	U-PASS n(w)=1133	No U- PASS n(w)=305
King County (net)	89%	76%	93%	86%	87%	84%
North of Ship Canal, East of I-5	48%	22%	37%	40%	44%	28%
North of Ship Canal, West of I-5	11%	18%	16%	13%	12%	18%
Seattle, South of Ship Canal	15%	16%	26%	16%	16%	18%
East King County	9%	11%	10%	9%	9%	11%
South King County	6%	9%	3%	7%	6%	9%
Snohomish County	6%	18%	5%	9%	9%	9%
Other Counties	5%	6%	3%	5%	5%	7%

Demographic Characteristics

The following table illustrates the demographic characteristics of survey respondents.

Table 47: Demographic Characteristics

[BASE: All Respondents]

Age	Students n=620	Staff n=419	Faculty n=407	Total n(w)=1446	U-PASS n(w)=(113)	No U- PASS n(w)=305
16-19	23%	<1%	0%	15%	17%	7%
20-24	34%	5%	0%	23%	27%	7%
25-34	29%	22%	21%	27%	25%	30%
35-44	6%	27%	26%	14%	11%	23%
45-64	4%	28%	23%	13%	11%	18%
65+	1%	16%	23%	8%	7%	9%
Mean Age	25.99	42.47	46.60	32.59	30.99	38.14

Gender	Students n=620	Staff n=419	Faculty n=407	Total n(w)=1446	U-PASS n(w)=(113)	No U- PASS n(w)=305
Male	43%	33%	55%	42%	41%	46%
Female	57%	67%	45%	58%	59%	54%

Gender Differences

While the actual gender split among the 2006 UW student population is 48% male and 52% female, this U-PASS study more heavily represents female (42% male vs. 58% female). The following significant differences were observed overall between male and female groups in this study.

- Male respondents reports they commuted to the UW significantly more often between Monday and Friday in the previous week than female respondents (an average of 4.13 days vs. 4.00 days).
- The average number of days arriving at the UW campus between 6 and 9 AM among female respondents is significantly more than that among male respondents (2.84 days vs. 2.64 days).
- The use of bike as the primary mode of commute to the UW campus is significantly greater among male respondents (13% vs. 3%).
- Male respondents who do not currently have a U-PASS cite they bike, drive or walk to campus as their reason for not having a U-PASS significantly more than female respondents (29% vs. 19%). While a significantly greater proportion of female respondents without a U-PASS report they would like to have a U-PASS (11% vs. 4% of male respondents without a U-PASS).
- Female employees are significantly more likely than male employees to report using a U-PASS to purchase individual commuter tickets for parking (39% vs. 24%).

- In addition, female employees rate the ability to use a U-PASS to purchase individual commuter tickets for parking a very important feature, significantly higher than male employees (38% very important vs. 26%).
- A significantly greater proportion of female respondents rate the following U-PASS features very important compared to male respondents:
 - Reimbursed taxi ride home in case of emergency (33% vs. 13%);
 - Discounted parking for carpools (23% vs. 17%);
 - Night Ride shuttle (16% vs. 6%);
 - Discounts at local stores and restaurants (14% vs. 6%); and
 - Discounts on Flexcar rates (10% vs. 4%).
- Overall female respondents are significantly more satisfied with the U-PASS (72% very satisfied vs. 63% of male respondents).

Appendix

Weighting

Northwest Research Group completed a total of 1,446 interviews – 620 interviews with students, 419 interviews with staff, and 407 interviews with faculty. The data was then weighted to reflect the actual proportions in the overall UW population. This weighting process does not change the total sample size.

The final data from the base survey and the proportions of each group in the UW database are shown below. The weight is calculated by dividing the population proportion for each group by its proportion of interviews.

Table 48: 2006 U-PASS Commute Survey – Base Weight Calculation

Group	# of Population	% of Population	# of Interviews	% of Interviews	Weight
Students	39,524	62%	620	43%	1.446
Staff	16,795	26%	419	29%	0.897279
Faculty	7,437	12%	407	28%	0.426339

The data for the base and the supplemental surveys were combined for the Sound Transit and the Community Transit rider analyses. The following weights are used to correctly represent the proportion of the three respondent segments in those analyses.

Table 49: 2006 U-PASS Commute Survey – Combined Weight Calculation

Group	% of Population	# of Interviews	% of Interviews	Weight
Students	62%	793	33%	1.859218
Staff	26%	821	35%	0.753082
Faculty	12%	764	32%	0.373508

Telephone Survey Instrument – 2006 FINAL

Survey Outline

Scr1 – A21	CTR questions
A22	UPASS possession
B01 – B11	Metro ridership questions
B07- B09	Metro transfer questions
C01 – C04	CT ridership questions
D01 – D05	ST ridership questions
E01 – E05	Souder ridership questions
F01 – F07	CP commuter questions
G01 – G02	SOV commuter questions
H06 - H25	UPASS use questions
H35	UPASS satisfaction
K01 – Gender	Demographic questions

NWRG Survey Instrument Style Conventions:

- 1) Text in ALL CAPS is not read to the respondent – these are generally interviewer instructions.
- 2) Text in parenthesis regardless of case is read to the respondent as necessary.
- 3) Text in sentence or lowercase is always read to the respondent.
- 4) Text in bold found in question text indicates interviewer emphasis.

Screener

SAMPLE DESIGNATION: STUDENT/ STAFF/ FACULTY

INTRO May I speak with **[INSERT RESPONDENT NAME]**?

Hello, my name is _____ calling on behalf of the University of Washington.
(Today)/(Tonight) we are conducting a study about transportation to and from campus.

- 1 CONTINUE WITH RESPONDENT
 - 2 RESPONDENT NOT AVAILABLE – SCHEDULE CALLBACK
 - 3 REFUSED [SKIPTO THANK8 – DISPOS = 8]
- SCR1 Our records indicate that you are a [(student attending classes)/ (staff member working at UW owned or leased buildings in the U-District) / (faculty member working at UW-owned or leased buildings in the U-District)]. Is that correct?
- 1 Yes
 - 2 No
 - 3 NO, NOT CURRENTLY WORKING OR ATTENDING UW [**SKIPTO THANK1 – DISPOS = 14**]
 - 4 NOT ON UW CAMPUS OR IN U-DISTRICT [**SKIPTO THANK2 – DISPOS = 15**]
 - 9 DON'T KNOW or REFUSED [**SKIPTO THANK8 – DISPOS = 8**]
- SCR2 ENTER RESPONDENT-IDENTIFIED DESIGNATION (R)
- 1 STUDENT(R) [SKIP TO A03]
 - 2 STAFF(R)
 - 3 FACULTY(R)

GENERAL COMMUTING BEHAVIOR – ALL RESPONDENTS

A01 **[ASK IF FACULTY OR STAFF = 1]** Do you usually work 35 or more hours per week for the UW in a position intended to last 12 months or more?

- 1 YES
- 2 NO
- 8 DON'T KNOW
- 9 REFUSED

A02 **[ASK IF FACULTY OR STAFF = 1]** Are you scheduled to work for the UW five days a week, or do you work an alternative schedule such as 4 days per week or 9 days in 2 weeks?

[IF NOT 5 DAYS PER WEEK, CLARIFY SCHEDULE IF THEY SAY THEY DO NOT WORK ON CAMPUS, ASK IF THEY WORK IN THE U-DISTRICT. IF YES, RE-ASK QUESTION]

- 1 (1 day per week)
- 2 (2 days per week)
- 3 (3 days per week)
- 4 (4 days per week)
- 5 (5 days per week)
- 6 (6 days per week)
- 7 (7 days in 2 weeks)
- 8 (9 days in 2 weeks)
- 10 (Varies/Never the same)
- 11 OTHER: SPECIFY:
- 12 **FACULTY WITH VARYING SCHEDULES BY ACADEMIC QUARTERS**
- 13 **RARELY/OCCASSIONALLY WORK IN U-DISTRICT**
- 14 **WORK MORE THAN 6 DAYS PER WEEK**
- 15 **ALSO WORK NIGHTS AND/OR WEEKENDS**
- 97 DO NOT WORK IN THE U DISTRICT
- 98 DON'T KNOW
- 99 REFUSED

A03 Do you **eliminate** traveling to the UW at least one "day" every other week because you **[IF STUDENT = 1, SHOW "study" / IF FACULTY or STAFF =1, SHOW "work"]** from home or telecommute?

[IF NEEDED: Telecommuting is when you work or take classes from home, at a telecommute center or at a satellite office less than one-half as far from your home as your usual work/school location.]

- 1 YES
- 2 NO **[SKIPTO A05]**
- 8 DON'T KNOW **[SKIPTO A05]**
- 9 REFUSED **[SKIPTO A05]**

A04 **[ASK IF A03=1]** In the past **two** Monday through Friday work weeks, how many "days" did you not travel to campus because you **[IF STUDENT = 1, SHOW "studied" / IF FACULTY or STAFF =1, SHOW "worked"]** from home or telecommuted?

- [PROGRAMMING NOTE: MAX RESPONSE (OTHER THAN 98 OR 99) IS 10]
- ENTER NUMBER OF DAYS
 - 00 NONE, ZERO
 - 98 DON'T KNOW / NOT SURE
 - 99 REFUSED

A05 One way, how many miles do you commute from home to the UW campus?
[IF DON'T KNOW, PROBE: Just give me your best estimate.]

___ ENTER ONE-WAY MILES

- 000 LESS THAN 1 MILE
- 998 DON'T KNOW / NOT SURE
- 999 REFUSED

A06 **[SKIP IF FACULTY / STAFF; SKIP IF A05>10]** Do you live. . .

- 1 In UW housing in the U-District, [SKIPTO A08]
- 2 In UW housing outside the U-District, [SKIPTO A08]
- 3 In a fraternity or sorority, [SKIPTO A08]
- 4 Or in other housing?
- 8 DON'T KNOW [SKIPTO A08]
- 9 REFUSED [SKIPTO A08]

A07 **[SKIP IF FACULTY / STAFF] [ASK IF A06=4 or A05>10]** Did you move to that location because you are attending the UW?

- 1 YES
- 2 NO
- 8 DON'T KNOW
- 9 REFUSED

A08 During the last Monday through Friday week of classes, how many days did you go to the University District to work, attend classes or study at the University of Washington?

- 1 (None) **[SKIPTO B01]**
- 2 (One)
- 3 (Two)
- 4 (Three)
- 5 (Four)
- 6 (Five)
- 8 DON'T KNOW
- 9 REFUSED

A09 During that same Monday through Friday, how many days did you arrive **[IF STUDENT = 1, SHOW "on campus" / IF FACULTY/STAFF = 1, SHOW "at work"]** between 6 and 9 a.m.?

[IF A09 > A08 REASK]

- 1 (None)
- 2 (One)
- 3 (Two)
- 4 (Three)
- 5 (Four)
- 6 (Five)
- 8 DON'T KNOW
- 9 REFUSED

A10 Last week, what time did you typically arrive [IF STUDENT = 1, SHOW "on campus" / IF FACULTY/STAFF = 1, SHOW "at work"]?

[EXAMPLE: 9:30, ENTER: 0930, 12:30, ENTER: 1230]

_____ ENTER TIME
9997 VARIES [SKIPTO A12]
9998 DON'T KNOW [SKIPTO A12]
9999 REFUSED [SKIPTO A12]

A11 [ENTER '1' FOR AM OR '2' FOR PM]

1 AM
2 PM

A12 During the last Monday through Friday week of classes, how many days did you leave [IF STUDENT = 1, SHOW "campus" / IF FACULTY/STAFF = 1, SHOW "work"] between 3 and 6 p.m.?

1 (None)
2 (One)
3 (Two)
4 (Three)
5 (Four)
6 (Five)
8 DON'T KNOW
9 REFUSED

A13 What type of transportation did you take "most often" to get to the UW campus last week?

[IF MORE THAN 2 MODES IN ONE DAY, SAY: Which one covered the MOST miles?]
[IF CARPOOL, PROBE: Is that with at least one other person 16 or older? IF NO, CODE 01, DRIVE ALONE.]
[IF BUS, PROBE: Is that Metro, Community Transit or Sound Transit?]
[IF SEATTLE EXPRESS, USE CODE 6]
[IF CAR: Did you drive alone or with at least one other person age 16 or older?]
[IF FERRY: What type of transportation did you take to the ferry terminal?]

1 (Drive alone)
2 (Carpool (2 or more adults))
3 (Vanpool)
4 (Riding Metro)
5 (Riding Community Transit (CT))
6 (Riding Sound Transit (ST) buses)
7 (Riding the Train (Sounder Commuter rail))
8 (Motorcycling/Moped)
9 (Bicycling)
10 (Walking)
11 OTHER TRANSIT (SPECIFY:)
12 OTHER (SPECIFY)
98 DON'T KNOW / NOT SURE [SKIP TO B01]
99 REFUSED [SKIP TO B01]
15 ***UW SHUTTLES BETWEEN UWMC, HARBORVIEW HOSPITAL, AND FHCRC***

A14 During the last Monday through Friday week of classes, how many days did you commute to the UW by **[SHOW A13 RESPONSE]**?

- 1 (One)
- 2 (Two)
- 3 (Three)
- 4 (Four)
- 5 (Five)
- 8 DON'T KNOW
- 9 REFUSED

[CALCULATE (A08 – A14) = SEC]

[IF (SEC<0), REASK A14]

[IF (SEC = 0) SKIPTO A25] ELSE CONTINUE

- [IF (A13 = 4), CALCULATE (KCMRIDER = 1)]
- [IF (A13 = 5), CALCULATE (CTRIDER = 1)]
- [IF (A13 = 6), CALCULATE (STRIDER = 1)]
- [IF (A13 = 7), CALCULATE (SCRRIDER = 1)]
- [IF (A13 = 11), CALCULATE (OTRIDER = 1)]

A15 How did you commute to the UW on the other **[SEC]** days?

- [IF MORE THAN 2 MODES IN ONE DAY, SAY: Which one covered the MOST miles?]
- [IF CARPOOL, PROBE: Is that with at least one other person 16 or older? IF NO, CODE 01, DRIVE ALONE.]
- [IF BUS, PROBE: Is that Metro, Community Transit or Sound Transit?]
- [IF SEATTLE EXPRESS, USE CODE 6]
- [IF CAR: Did you drive alone or with at least one other person age 16 or older?]
- [IF FERRY: What type of transportation did you take to the ferry terminal?]

[PROGRAMMER NOTE: CLEAR A13 RESPONSE]

NOTE: WILL NOT ALLOW DUPLICATE RESPONSE FROM PREVIOUS QUESTION

- 1 (Drive alone)
- 2 (Carpool (2 or more adults))
- 3 (Vanpool)
- 4 (Riding Metro)
- 5 (Riding Community Transit (CT))
- 6 (Riding Sound Transit (ST) buses)
- 7 (Riding the Train (Sounder Commuter rail))
- 8 (Motorcycling/Moped)
- 9 (Bicycling)
- 10 (Walking)
- 11 OTHER TRANSIT (SPECIFY:)
- 12 OTHER (SPECIFY)
- 98 DON'T KNOW / NOT SURE **[SKIP TO A25]**
- 99 REFUSED **[SKIP TO A25]**

A16 During the last Monday through Friday week of classes, how many days did you commute to the UW by **[SHOW A15 RESPONSE]**?

- 1 (One)
- 2 (Two)
- 3 (Three)
- 4 (Four)
- 5 (Five)
- 8 DON'T KNOW **[SKIPTO A25]**
- 9 REFUSED **[SKIPTO A25]**

CALCULATE [A08 – (A16 + A14) = SUB]

[IF SUB = 0 SKIPTO A25] ELSE CONTINUE

- [IF SUB < 0, REASK]
- [IF (A15 = 4), CALCULATE (KCMRIDER = 1)]
- [IF (A15 = 5), CALCULATE (CTRIDER = 1)]
- [IF (A15 = 6), CALCULATE (STRIDER = 1)]
- [IF (A15 = 7), CALCULATE (SCRRIDER = 1)]
- [IF (A15 = 11), CALCULATE (OTRIDER = 1)]

A17 How did you commute to the UW on the other **[SHOW SUB]** days?

- [IF MORE THAN 2 MODES IN ONE DAY, SAY: Which one covered the MOST miles?]
- [IF CARPOOL, PROBE: Is that with at least one other person 16 or older? IF NO, CODE 01, DRIVE ALONE.]
- [IF BUS, PROBE: Is that Metro, Community Transit or Sound Transit?]
- [IF SEATTLE EXPRESS, USE CODE 6]
- [IF CAR: Did you drive alone or with at least one other person age 16 or older?]
- [IF FERRY: What type of transportation did you take to the ferry terminal?]

[PROGRAMMER NOTE: CLEAR A13 & A15 RESPONSES]

NOTE: WILL NOT ALLOW DUPLICATE RESPONSE FROM PREVIOUS QUESTION

- 1 (Drive alone)
- 2 (Carpool (2 or more adults))
- 3 (Vanpool)
- 4 (Riding Metro)
- 5 (Riding Community Transit (CT))
- 6 (Riding Sound Transit (ST) buses)
- 7 (Riding the Train (Sounder Commuter rail))
- 8 (Motorcycling/Moped)
- 9 (Bicycling)
- 10 (Walking)
- 11 OTHER TRANSIT (SPECIFY:)
- 12 OTHER (SPECIFY)
- 98 DON'T KNOW / NOT SURE **[SKIP TO A25]**
- 99 REFUSED **[SKIP TO A25]**

A18 During the last Monday through Friday week of classes, how many days did you commute to the UW by **[SHOW A17 RESPONSE]**?

- 1 (One)
- 2 (Two)
- 3 (Three)
- 4 (Four)
- 5 (Five)
- 8 DON'T KNOW **[SKIPTO A25]**
- 9 REFUSED **[SKIPTO A25]**

CALCULATE [A08 – (A18 + A16 + A14) = SUB1]

[IF SUB1 = 0 SKIPTO A25] ELSE CONTINUE

- [IF (SUB1 < 0), REASK]
- [IF (A17 = 4), CALCULATE (KCMRIDER = 1)]
- [IF (A17 = 5), CALCULATE (CTRIDER = 1)]
- [IF (A17 = 6), CALCULATE (STRIDER = 1)]
- [IF (A17 = 7), CALCULATE (SCRRIDER = 1)]
- [IF (A17 = 11), CALCULATE (OTRIDER = 1)]

A19 How did you commute to the UW on the other **[SHOW SUB1]** days?

- [IF MORE THAN 2 MODES IN ONE DAY, SAY: Which one covered the MOST miles?]
- [IF CARPOOL, PROBE: Is that with at least one other person 16 or older? IF NO, CODE 01, DRIVE ALONE.]
- [IF BUS, PROBE: Is that Metro, Community Transit or Sound Transit?]
- [IF SEATTLE EXPRESS, USE CODE 6]
- [IF CAR: Did you drive alone or with at least one other person age 16 or older?]
- [IF FERRY: What type of transportation did you take to the ferry terminal?]

[PROGRAMMER NOTE: CLEAR A13 & A15 & A17 RESPONSES]

NOTE: WILL NOT ALLOW DUPLICATE RESPONSE FROM PREVIOUS QUESTION

- 1 (Drive alone)
- 2 (Carpool (2 or more adults))
- 3 (Vanpool)
- 4 (Riding Metro)
- 5 (Riding Community Transit (CT))
- 6 (Riding Sound Transit (ST) buses)
- 7 (Riding the Train (Sounder Commuter rail))
- 8 (Motorcycling/Moped)
- 9 (Bicycling)
- 10 (Walking)
- 11 OTHER TRANSIT (SPECIFY:)
- 12 OTHER (SPECIFY)
- 98 DON'T KNOW / NOT SURE **[SKIP TO A25]**
- 99 REFUSED **[SKIP TO A25]**

A20 During the last Monday through Friday week of classes, how many days did you commute to the UW by **[SHOW A19 RESPONSE]**?

- 1 (One)
- 2 (Two)
- 3 (Three)
- 4 (Four)
- 5 (Five)
- 8 DON'T KNOW **[SKIPTO A25]**
- 9 REFUSED **[SKIPTO A25]**

CALCULATE [A08– (A20 + A18 + A16 + A14) = SUB2]

[IF SUB2 = 0 SKIPTO A25] ELSE CONTINUE

[IF (SUB2 < 0), REASK]

[IF (A19 = 4), CALCULATE (KCMRIDER = 1)]

[IF (A19 = 5), CALCULATE (CTRIDER = 1)]

[IF (A19 = 6), CALCULATE (STRIDER = 1)]

[IF (A19 = 7), CALCULATE (SCRRIDER = 1)]

[IF (A19 = 11), CALCULATE (OTRIDER = 1)]

A21 How did you commute to the UW on the other **[SHOW SUB2]** days?

[IF MORE THAN 2 MODES IN ONE DAY, SAY: Which one covered the MOST miles?]

[IF CARPOOL, PROBE: Is that with at least one other person 16 or older? IF NO, CODE 01, DRIVE ALONE.]

[IF BUS, PROBE: Is that Metro, Community Transit or Sound Transit?]

[IF SEATTLE EXPRESS, USE CODE 6]

[IF CAR: Did you drive alone or with at least one other person age 16 or older?]

[IF FERRY: What type of transportation did you take to the ferry terminal?]

NOTE: WILL NOT ALLOW DUPLICATE RESPONSE FROM PREVIOUS QUESTION

[PROGRAMMER NOTE: CLEAR A13 & A15 & A17 & A19 RESPONSES]

- 1 (Drive alone)
- 2 (Carpool (2 or more adults))
- 3 (Vanpool)
- 4 (Riding Metro)
- 5 (Riding Community Transit (CT))
- 6 (Riding Sound Transit (ST) buses)
- 7 (Riding the Train (Sounder Commuter rail))
- 8 (Motorcycling/Moped)
- 9 (Bicycling)
- 10 (Walking)
- 11 OTHER TRANSIT (SPECIFY:)
- 12 OTHER (SPECIFY)
- 98 DON'T KNOW / NOT SURE
- 99 REFUSED

[IF (A21 = 4), CALCULATE (KCMRIDER = 1)]

[IF (A21 = 5), CALCULATE (CTRIDER = 1)]

[IF (A21 = 6), CALCULATE (STRIDER = 1)]

[IF (A21 = 7), CALCULATE (SCRRIDER = 1)]

[IF (A21 = 11), CALCULATE (OTRIDER = 1)]

A25 **[ASK IF (KCMRIDER OR CTRIDER OR STRIDER OR SCRRIDER OR OTRIDER = 1)]** When you took the bus to the UW last week, how did you get to your first bus? Did you. . .

[READ OPTIONS 1 – 5] [SELECT ALL THAT APPLY]

- 1 Drive to a park and ride lot/ transit center
- 2 Drive closer to the University and catch a bus,
- 3 Get dropped off at the bus stop or park and ride,
- 4 Walk directly to the bus stop,
- 5 Or did you use some other way? (SPECIFY)
- 8 DON'T KNOW
- 9 REFUSED
- 10 RIDE THE BIKE**
- 11 FIRST TOOK THE FERRY, THEN WALKED TO THE BUS STOP**

AD1 Was the last week a typical week for commuting due to the weather?

- 1 YES
- 2 NO
- 9 DON'T KNOW / REFUSED

METRO RIDERS

B01 **[ASK IF (KCMRIDER <= 1)]** Have you taken any rides on Metro buses in the last week?

- 1 YES
- 2 NO **[SKIP TO C01]**
- 8 DON'T KNOW **[SKIP TO C01]**
- 9 REFUSED **[SKIP TO C01]**

B02 I'm going to ask you about the number of rides you took on Metro last week. Count a round trip as two rides. Transfers between buses count as only one ride. Don't count rides taken entirely within the downtown ride free area.

[PRESS ANY KEY TO CONTINUE]

B03 Last week, how many Metro bus rides did you take Monday through Friday?

[IF DON'T KNOW/NOT SURE, SAY: Just give me your best estimate.]

- ENTER NUMBER OF BUS RIDES
- 00 NONE
- 98 DON'T KNOW
- 99 REFUSED

B04 How many Metro bus rides did you take last Saturday?

[IF DON'T KNOW/NOT SURE, SAY: Just give me your best estimate.]

- ENTER NUMBER OF BUS RIDES
- 00 NONE
- 98 DON'T KNOW
- 99 REFUSED

B05 How many Metro bus rides did you take last Sunday?
[IF DON'T KNOW/NOT SURE, SAY: Just give me your best estimate.]

— ENTER NUMBER OF BUS RIDES
00 NONE
98 DON'T KNOW
99 REFUSED

****[CALCULATE, SUM = B03+B04+B05]****

B06 How many of those **[SHOW SUM]** rides you took last week included getting to or from the UW campus area?

— ENTER NUMBER OF BUS RIDES
00 NONE
98 DON'T KNOW
99 REFUSED

B7 How many of those **[SHOW SUM]** rides you took last week included a transfer between Metro buses?

— ENTER NUMBER OF BUS RIDES
00 NONE
98 DON'T KNOW
99 REFUSED

B8 How many of those **[SHOW SUM]** rides you took last week included a transfer between a Metro bus and another transit agency's buses or trains?

[IF NEEDED: Other transit agencies include Community Transit, Pierce Transit, Sound Transit or Sounder Commuter Rail.]

— ENTER NUMBER OF BUS RIDES
00 NONE **[SKIP TO B12]**
98 DON'T KNOW **[SKIP TO B12]**
99 REFUSED **[SKIP TO B12]**

B9 [ASK IF B8>0] How many of those **[SHOW # FROM B08]** transfers last week were between Metro and Sound Transit buses or Sounder Commuter Rail?

— ENTER NUMBER OF TRANSFERS
00 NONE
98 DON'T KNOW
99 REFUSED

B10 How many of those **[SHOW # FROM B08]** transfers last week were between Metro and Community Transit buses?

[IF NEEDED: That is the Snohomish County Bus system.]

— ENTER NUMBER OF TRANSFERS
00 NONE
98 DON'T KNOW
99 REFUSED

B11 [IF (B9+B10) NE B8, ASK]:You said you made [SHOW # FROM B8] transfers between Metro and other transit agencies last week. So far, you have a total of [SHOW # (B9+B10)] transfers, including

[INSERT # FROM B9] transfers between Metro and Sound Transit or the Sounder Commuter Rail, and

[INSERT # FROM B10] transfers between Metro and Community Transit buses.

What other agencies did you transfer to or from when riding Metro last week for the remaining [SHOW THE REMAINING # (B08-B09-B10)] transfers?

- 1 (Everett Transit)
- 2 (Island Transit)
- 3 (Kitsap Transit)
- 4 (Pierce Transit)
- 5 (Sound Transit)
- 6 (Community Transit)
- 7 OTHER, SPECIFY _____
- 8 DON'T KNOW [SKIPTO B12]
- 9 REFUSED [SKIPTO B12]

B11A-B11F [ASK IF B11=1-5] How many of those [SHOW REMAINING #] transfers last week were between Metro and [TRANSIT AGENCY] buses?

- ENTER NUMBER OF TRANSFERS
00 NONE
98 DON'T KNOW
99 REFUSED

- A Everett Transit
- B Island Transit
- C Kitsap Transit
- D Pierce Transit
- E Sound Transit
- F Community Transit
- G Other

[IF B8<>B9+B10+B11A-E, REASK THE QUESTIONS]

B12 When you ride Metro buses, how do you usually pay your fare?

[IF "PASS", PROBE: Is that a U-PASS or another type of pass?]

[DO NOT READ LIST]

- 1 U-PASS
- 2 ANOTHER TYPE OF PASS (PUGET PASS, FLEX PASS, **SENIOR CITIZEN, PREPAID**)
- 3 TICKETS
- 4 CASH (BILLS OR COINS)
- 5 ANY COMBINATION
- 6 OTHER (SPECIFY:)
- 8 DON'T KNOW / NOT SURE
- 9 REFUSED

B13 Overall, how satisfied are you with Metro's bus service? Would you say you are satisfied or dissatisfied?

PROBE: Would that be very or somewhat (satisfied)/(dissatisfied)?

- 1 VERY SATISFIED
- 2 SOMEWHAT SATISFIED
- 3 SOMEWHAT DISSATISFIED
- 4 VERY DISSATISFIED
- 5 NO OPINION
- 8 DON'T KNOW
- 9 REFUSED

COMMUNITY TRANSIT RIDERS

C01 **[ASK IF (CTRIDER <> 1)]** Have you taken any rides on Community Transit buses in the last week?

[IF NEEDED: That is the Snohomish County Bus system.]

- 1 YES
- 2 NO **[SKIP TO D01]**
- 8 DON'T KNOW **[SKIP TO D01]**
- 9 REFUSED **[SKIP TO D01]**

C02 Last week, how many rides did you take on Community Transit? Please count a round trip as two rides, and transfers between buses count as only one ride.

[IF DON'T KNOW/NOT SURE, SAY: Just give me your best estimate.]

- ENTER NUMBER OF BUS RIDES
- 00 NONE **[SKIP TO D01]**
- 98 DON'T KNOW **[SKIP TO D01]**
- 99 REFUSED **[SKIP TO D01]**

C03 How many of those **[SHOW C02 RESPONSE]** rides you took last week included getting to or from the UW campus area?

- ENTER NUMBER OF BUS RIDES
- 00 NONE
- 98 DON'T KNOW
- 99 REFUSED

C04 **[IF C02 NE C03]** How many of those **[SHOW C02 RESPONSE]** rides were on Community Transit's local service entirely within Snohomish County?

- ENTER NUMBER OF BUS RIDES
- 00 NONE
- 98 DON'T KNOW
- 99 REFUSED

C05 How many of those **[SHOW C02 RESPONSE]** rides you took last week included a transfer between a Community Transit bus and another transit agency's bus or trains?

[IF NEEDED: The bus could have been operated by Metro, Sound Transit, Pierce Transit, Everett Transit or Kitsap Transit]

- ___ ENTER NUMBER OF BUS RIDES
- 00 NONE [SKIPTO D01]
- 98 DON'T KNOW [SKIPTO D01]
- 99 REFUSED [SKIPTO D01]

C06 [ASK IF C05>0] Which agency's buses did you primarily transfer to or from when riding the Community Transit last week?

- 1 Metro Transit
- 2 Sound Transit
- 3 Pierce Transit
- 4 Everett Transit
- 5 Kitsap Transit
- 6 OTHER (SPECIFY)
- 8 DON'T KNOW **[SKIP TO C06B]**
- 9 REFUSED **[SKIP TO C06B]**

C06A How many of those [SHOW # FROM C05] transfers last week were between Community Transit and [SHOW C06 RESPONSE] buses?

- ___ ENTER NUMBER OF TRANSFERS
- 00 NONE
- 98 DON'T KNOW
- 99 REFUSED

C06B [ASK IF C06A<>C05] What other agency's buses did you transfer to or from when riding the Community Transit last week?

[HIDE E05 RESPONSE]

- 1 (Metro Transit)
- 2 (Sound Transit)
- 3 (Pierce Transit)
- 4 (Everett Transit)
- 5 (Kitsap Transit)
- 6 OTHER (SPECIFY)
- 8 DON'T KNOW [SKIPTO D01]
- 9 REFUSED [SKIPTO D01]

C06B1-B6 How many of those [SHOW REMAINING #] transfers last week were between Community Transit and [SHOW TRANSIT AGENCY] buses?

- ___ ENTER NUMBER OF TRANSFERS
- 00 NONE
- 98 DON'T KNOW
- 99 REFUSED

- B1 Metro Transit
- B2 Sound Transit
- B3 Pierce Transit
- B4 Everett Transit
- B5 Kitsap Transit
- B6 Other

[IF C05<>C06A+C06B1-B7, REASK THE QUESTIONS]

SOUND TRANSIT RIDERS

D01 **[ASK IF (STRIDER <> 1)]** In the last week, have you taken any rides on Sound Transit's Express buses?

[IF NEEDED: That is the buses with the blue waves.]

- 1 YES
- 2 NO **[SKIP TO E01]**
- 8 DON'T KNOW **[SKIP TO E01]**
- 9 REFUSED **[SKIP TO E01]**

D02 Last week, how many rides did you take on Sound Transit's Express buses? Please count a round trip as two rides and transfers between buses as only one ride.

[IF DON'T KNOW/NOT SURE, SAY: Just give me your best estimate.]

- ENTER NUMBER OF BUS RIDES
- 00 NONE **[SKIP TO E01]**
- 98 DON'T KNOW **[SKIP TO E01]**
- 99 REFUSED **[SKIP TO E01]**

D03 How many of those **[SHOW D02 RESPONSE]** rides you took last week were part of your commute to or from the UW campus area?

- ENTER NUMBER OF BUS RIDES
- 00 NONE
- 98 DON'T KNOW
- 99 REFUSED

D04 How many of those **[SHOW D02 RESPONSE]** rides you took last week included a transfer between a Sound Transit bus and another transit agency's bus?

[IF NEEDED: Other transit agencies include Metro, Community Transit, Pierce Transit, Everett Transit, and Kitsap Transit]

- ENTER NUMBER OF BUS RIDES
- 00 NONE **[SKIP TO D06]**
- 98 DON'T KNOW **[SKIP TO D06]**
- 99 REFUSED **[SKIP TO D06]**

D05 Which agency's buses did you primarily transfer to or from when riding the Sound Transit last week?

- 1 Community Transit
- 2 Metro Transit
- 3 Pierce Transit
- 4 Everett Transit
- 5 Kitsap Transit
- 6 OTHER (SPECIFY)
- 8 DON'T KNOW **[SKIP TO D05B]**
- 9 REFUSED **[SKIP TO D05B]**

D05A How many of those [SHOW # FROM D04] transfers last week were between Sound Transit and [SHOW D05 RESPONSE] buses?

- ENTER NUMBER OF TRANSFERS
- 00 NONE
- 98 DON'T KNOW
- 99 REFUSED

D05B [ASK IF D05A<>D04] What other agency's buses did you transfer to or from when riding the Sound Transit last week?

[HIDE D05 RESPONSE]

- 1 (Community Transit)
- 2 (Metro Transit)
- 3 (Pierce Transit)
- 4 (Everett Transit)
- 5 (Kitsap Transit)
- 6 OTHER (SPECIFY)
- 8 DON'T KNOW [SKIP TO D06]
- 9 REFUSED [SKIP TO D06]

D05B1-6 How many of those [SHOW REMAINING #] transfers last week were between Sound Transit and [SHOW TRANSIT AGENCY] buses?

- ENTER NUMBER OF TRANSFERS
- 00 NONE
- 98 DON'T KNOW
- 99 REFUSED

- B1 Community Transit
- B2 Metro Transit
- B3 Pierce Transit
- B4 Everett Transit
- B5 Kitsap Transit
- B6 Other

[IF D4<>D05A+D05B1-B6, REASK THE QUESTIONS]

D06 Overall, how satisfied are you with Sound Transit's bus service? Would you say you are satisfied or dissatisfied?

PROBE: Would that be very or somewhat (satisfied)/(dissatisfied)?

- 1 VERY SATISFIED
- 2 SOMEWHAT SATISFIED
- 3 SOMEWHAT DISSATISFIED
- 4 VERY DISSATISFIED
- 5 NO OPINION
- 8 DON'T KNOW
- 9 REFUSED

SOUNDER RIDERS

E01 **[ASK IF (SCRRIDER <= 1)]** In the last week, have you taken any rides on the Sounder Commuter Train?

[IF NEEDED: That is the regional transit system that provides commuter rail service between Tacoma or Everett and downtown Seattle.]

- 1 YES
- 2 NO **[SKIP TO F01]**
- 8 DON'T KNOW **[SKIP TO F01]**
- 9 REFUSED **[SKIP TO F01]**

E02 Last week, how many rides did you take on the Sounder Commuter Train? Please count a round trip as two rides.

- ENTER NUMBER OF TRAIN RIDES
- 00 NONE **[SKIP TO F01]**
- 98 DON'T KNOW **[SKIP TO F01]**
- 99 REFUSED**[SKIP TO F01]**

E03 How many of those **[SHOW E02 RESPONSE]** rides you took last week were part of your commute to or from the UW campus area?

- ENTER NUMBER OF TRAIN RIDES
- 00 NONE
- 98 DON'T KNOW
- 99 REFUSED

E04 How many of those **[SHOW E02 RESPONSE]** rides you took last week included a transfer between a Sounder Train and a bus?

[IF NEEDED: The bus could have been operated by Metro, Community Transit, Pierce Transit , Sound Transit., Everett Transit or Kitsap Transit]

- ENTER NUMBER OF BUS RIDES
- 00 NONE **[SKIP TO F01]**
- 98 DON'T KNOW **[SKIP TO F01]**
- 99 REFUSED **[SKIP TO F01]**

E05 Which agency's buses did you primarily transfer to or from when riding the Sounder last week?

- 1 Community Transit
- 2 Metro Transit
- 3 Sound Transit
- 4 Pierce Transit
- 5 Everett Transit
- 6 Kitsap Transit
- 7 OTHER (SPECIFY)
- 8 DON'T KNOW **[SKIP TO E05B]**
- 9 REFUSED **[SKIP TO E05B]**

E05A How many of those [SHOW # FROM E04] transfers last week were between a Sounder and [SHOW E05 RESPONSE] buses?

- ENTER NUMBER OF TRANSFERS
- 00 NONE
- 98 DON'T KNOW
- 99 REFUSED

E05B [ASK IF E05A<>E04] What other agency's buses did you transfer to or from when riding the Sounder last week?

[HIDE E05 RESPONSE]

- 1 (Community Transit)
- 2 (Metro Transit)
- 3 (Sound Transit)
- 4 (Pierce Transit)
- 5 (Everett Transit)
- 6 (Kitsap Transit)
- 7 OTHER (SPECIFY)
- 8 DON'T KNOW [SKIP TO F01]
- 9 REFUSED [SKIP TO F01]

E05B1-B7 How many of those [SHOW REMAINING #] transfers last week were between a Sounder and [SHOW TRANSIT AGENCY] buses?

- ENTER NUMBER OF TRANSFERS
- 00 NONE
- 98 DON'T KNOW
- 99 REFUSED

- B1 Community Transit
- B2 Metro Transit
- B3 Sound Transit
- B4 Pierce Transit
- B5 Everett Transit
- B6 Kitsap Transit
- B7 Other

[IF E04<>E05A+E05B1-B7, REASK THE QUESTIONS]

CARPOOLERS only

IF (A13 & A15 & A17 & A19 & A21 <> 2) SKIPTO G01

F01 When you carpoled last week, were you the driver or a passenger?

[IF BOTH, ASK: Which did you do most often?]

- 1 DRIVER
- 2 PASSENGER
- 3 BOTH EQUALLY
- 8 DON'T KNOW
- 9 REFUSED

F02 Including yourself, how many people 16 and older were typically in your carpool last week?

- ENTER NUMBER OF PEOPLE 16 AND OLDER
- 98 DON'T KNOW
- 99 REFUSED

F03 Did all the carpool members go to UW-owned or leased buildings in the U-District?

- 1 YES **[SKIP TO F05]**
- 2 NO
- 8 DON'T KNOW **[SKIP TO F05]**
- 9 REFUSED **[SKIP TO F05]**

F04 [ASK IF F03=2] Were others dropped off somewhere else other than at UW-owned or leased buildings in the U-District, or were you dropped off?

[ENTER UP TO 2 RESPONSES]

- 1 OTHERS DROPPED OFF ELSEWHERE
- 2 RESPONDENT DROPPED OFF AT UW
- 3 OTHER (SPECIFY:)
- 8 DON'T KNOW / NOT SURE
- 9 REFUSED

F05 Are you a member of a carpool with a UW plastic hang-tag parking permit?

- 1 YES
- 2 NO
- 8 DON'T KNOW
- 9 REFUSED

F06 [ASK IF F04 NE 2] When you carpoled to campus last week, where did you park?

[READ ALL OPTIONS] [SELECT ALL THAT APPLY]

- 1 On the street, **[SKIP TO G01]**
- 2 In a private or city lot or garage, **[SKIP TO G01]**
- 3 In the Montlake daily lot, / Student parking lot
- 4 In another university lot or garage, / underground, Odegaard, Padelford or Husky Stadium
- 5 Or somewhere else? [SPECIFY] **[SKIP TO G01]**
- 98 DON'T KNOW / NOT SURE
- 99 REFUSED **[SKIP TO G01]**
- 8 OFF CAMPUS**

F07 [ASK IF F06=3 OR 4] Did you pay cash or did you get discounted parking with a U-PASS?

[SELECT UP TO 2 RESPONSES]

- 1 PAID CASH
- 2 DISCOUNTED PARKING WITH U-PASS / ID CARD
- 3 PARKING PERMIT
- 4 DEDUCTED FROM PAYCHECK
- 5 OTHER (SPECIFY:)
- 98 DON'T KNOW / NOT SURE
- 99 REFUSED

|SOV COMMUTERS SKIPTO H01 IF (A13 & A15 & A17 & A19 & A21 <> 1)

G01 When you drove alone to campus last week, where did you park? Was it...

IF YES, PROBE: Did you park anywhere else?

[SELECT ALL THAT APPLY]

- 1 On the street
- 2 In a private or city lot or garage
- 3 In the Montlake daily pay lot
- 4 In another University lot or garage
- 5 Or somewhere else (SPECIFY:)
- 98 Don't Know
- 99 Refused
- 8 OFF-CAMPUS (HOSPITAL PARKING LOT/GARAGE NOT IN U-DISTRICT)**

G02 [IF G01 = 3, 4, OR 5 ASK] When you drove to campus last week, how did you pay to park? Did you:

- 1 Use a UW plastic hang tag parking permit
- 2 Use a UW individual commuter ticket
- 3 Use Pay Per Use Parking at the West Campus Garage
- 4 Pay Cash **OR CREDIT CARD**
- 5 Use your Husky Debit Card
- 8 or did you pay some other way
- 98 Don't Know
- 99 Refused
- 9 STAFF PAYROLL DEDUCTION**
- 10 FREE-DID NOT PAY**

U-PASS USAGE

A22 Do you have a current U-PASS?

- 1 YES
- 2 NO [SKIP TO A24]
- 8 DON'T KNOW [SKIPTO A24]
- 9 REFUSED [SKIPTO A24]

A23 [ASK IF A22=1] Did you purchase the U-PASS or did you receive a complimentary U-PASS with your parking permit?

- 1 PURCHASED U-PASS / CAME WITH REGISTRATION / PART OF TUITION
- 2 RECEIVED WITH PARKING PERMIT
- 3 OTHER (SPECIFY:)
- 8 DON'T KNOW / DON'T REMEMBER
- 9 REFUSED
- 6 RECEIVED COMPLIMENTARY AS A VANPOOL DRIVER/COORDINATOR**

A24[**SKIP IF A22 = 1**] Why don't you have a U-PASS?

[OPEN END]

[PROBE AND CLARIFY]

- 1 **DON'T NEED IT. UPASS NOT PRACTICAL FOR MY COMMUTING NEEDS / DON'T RIDE THE BUS**
- 2 **DON'T NEED IT. HAVE ANOTHER TYPE OF BUS PASS**
- 3 **DON'T NEED IT (NOT SPECIFIED).**
- 4 **DON'T WANT IT.**
- 5 **DON'T SEE BENEFITS/VALUE FROM UPASS.**
- 6 **COST FACTOR**
- 7 **DON'T KNOW HOW TO GET A UPASS/ DO NOT KNOW IF I QUALIFY / WANT ONE BUT DIDN'TGET ONE.**
- 8 **OTHER (SPECIFY)**
- 9 **BIKE, DRIVE, OR WALK TO WORK/CLASS**
- 10 **RECEIVE SENIOR CITIZEN DISCOUNT ON BUSES**
- 88 **DON'T KNOW**
- 99 **REFUSED**

U-PASS HOLDERS [IF A22 <>1, SKIPTO H35]

[ROTATE ORDER H06 – H13]

H06 Have you ever used your U-PASS to . . .Ride a Metro bus?

H07 Ride a Community Transit bus? **[IF NEEDED: That is the Snohomish County Bus system.]**

H08 Ride a Sound Transit bus?

H09 Ride the Sounder Commuter rail?

H10 Ride in the Night Ride shuttle?

H11 Carpool to the UW?

H12 Vanpool to the UW?

H13 Get discounts from local stores or restaurants who participate in the U-PASS program?

- 1 YES
- 2 NO
- 3 DON'T USE A U-PASS AT ALL
- 8 DON'T KNOW
- 9 REFUSED

H14 **[ASK ONLY IF FACULTY OR STAFF=1]** Have you ever used the Reimbursed Ride Home Program to take a taxi?

- 1 YES
- 2 NO
- 8 DON'T KNOW
- 9 REFUSED

H15 **[ASK ONLY IF FACULTY OR STAFF=1]** Have you ever used your U-PASS to purchase discounted individual commuter tickets for parking?

- 1 YES
- 2 NO
- 8 DON'T KNOW
- 9 REFUSED

H16 What do you use your U-PASS for most often?

[DO NOT READ LIST]

[IF BUS, PROBE: Is that Metro, Community Transit or Sound Transit?]

[IF USE MORE THAN 2 MODES EQUALLY, ASK: Which one covered the MOST miles?]

- 1 METRO BUS
- 2 COMMUNITY TRANSIT BUS
- 3 SOUND TRANSIT BUS
- 4 SOUNDER COMMUTER RAIL
- 5 CARPOOLING
- 6 VANPOOLING
- 7 RIDEMATCH SERVICES
- 8 REDUCED RATE COMMUTER TICKETS
- 9 REIMBURSED RIDE HOME TAXI SERVICE
- 10 NIGHT RIDE
- 11 MERCHANT DISCOUNTS
- 12 PARKING
- 13 OTHER (SPECIFY:)
- 14 NONE MORE THAN OTHERS/ALL EQUAL
- 97 DON'T USE
- 98 DON'T KNOW/NOT SURE
- 99 REFUSED
- 18 IMA**

H17INT How important are the following features of the U-PASS program in your decision to buy a U-PASS? Please base your answer on a five point scale where 1 means not at all important and five means very important. You can use any number in between-

(How important is...)

[ROTATE ORDER H18 – H25]

- H18 Unlimited bus or train rides
- H19 Discounted parking for carpools
- H20 Discounted vanpool fares
- H21 Discounts at local stores and restaurants
- H22 Night Ride shuttle
- H23 Discounts on Flexcar rates
- H24 **[SKIP IF STUDENT]** Reimbursed taxi ride home in case of emergency
- H25 **[SKIP IF STUDENT]** Discounted individual commuter tickets for parking

- 1 NOT AT ALL IMPORTANT
- 2
- 3
- 4
- 5 VERY IMPORTANT
- 7 DID NOT BUY A U-PASS/ COMPLIMENTARY
- 8 DON'T KNOW
- 9 REFUSED

H35 Overall, how satisfied are you with the U-PASS Program?
Would you say you are satisfied or dissatisfied?
PROBE: Would that be very (satisfied)/(dissatisfied) or somewhat (satisfied)/(dissatisfied)?

- 1 VERY SATISFIED
- 2 SOMEWHAT SATISFIED
- 3 SOMEWHAT DISSATISFIED
- 4 VERY DISSATISFIED
- 5 NO OPINION
- 8 DON'T KNOW
- 9 REFUSED

ALL RESPONDENTS

K01INT Finally, I have some background questions which will be used to help group your answers with those of other people similar to yourself.

K05 **[ASK ONLY IF STUDENT = 1]** Are you currently employed?

[IF NEEDED: For the purposes of this study being a student only is not employed.]

- 1 YES
- 2 NO [SKIPTO K08]
- 8 DON'T KNOW
- 9 REFUSED [SKIPTO K08]

K06 **[K05=1]** Do you work for the UW?

- 1 YES
- 2 NO
- 9 REFUSED

K07 **[K05=1]** Do you work in the U-District, downtown or somewhere else?

- 1 (Employed in the U-District)
- 2 (Employed in downtown Seattle)
- 3 (Employed elsewhere)
- 9 REFUSED

K08 What is your age?

- _____ ENTER RESPONDENT'S AGE
- 99 REFUSED

K09 **[IF K08 = 99]** Is that...

- 1 16 to 19,
- 2 20 to 24,
- 3 25 to 34,
- 4 35 to 44,
- 5 45 to 54,
- 6 55 to 64,
- 7 Or 65 or older?
- 9 REFUSED

K10 What is the zip code where you are currently living?

- _____ ENTER ZIP CODE
- 99998 DON'T KNOW
- 99999 REFUSED

GENDR RECORD GENDER [DO NOT ASK]
1 MALE
2 FEMALE

INT01 That concludes this survey. Thank you for participating in the University of Washington's Commuter Study.

THANK1 Thank you for your time. Our study only includes people employed at or attending the University of Washington. **[DISPOS = 14]**

THANK2 Thank you for your time. Our study only includes people employed at or attending the University of Washington in the U-District. **[DISPOS = 15]**

THANK3 Thank you for your time, but we have already completed the number of interviews needed in your category.
[IF STUDENT, DISPOS = 24]
[IF STAFF, DISPOS = 25]
[IF FACULTY, DISPOS = 26]

THANK8 Thank you for your time, but we cannot continue without that information.
[DISPOS = 8]