



# University of Washington

2017 Transportation Survey

Final Report

Updated - March 2018

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# Executive Summary

## Overview

The U-PASS program, implemented at the University of Washington (UW) during Fall Quarter 1991, was developed to provide a range of commute options for the university population with the goal of decreasing the number of vehicles that travel to and from the campus. The U-PASS program offers a wide variety of services.

The University of Washington has used a biennial survey to evaluate awareness of, use of, and satisfaction with the U-PASS program among university faculty, staff, and students. In 2015 the study was switched to an annual survey to gather information more frequently. Findings from the survey are also used to develop mode-split estimates as well as to meet the university’s reporting requirements under the Washington State Commute Trip Reduction (CTR) Law.

The 2017 survey was administered using both telephone and online methodologies. The research effort resulted in 1,699 completed interviews during the survey period: 606 students, 307 faculty members, and 786 staff.

## Key Findings

### Travel Behavior

On average UW students, faculty, and staff work or attend classes on campus just over four days a week.

- As in previous years, faculty are on campus the least number of days.

Table 1: Number of Days Spent on Campus

	All	Employees	Faculty	Staff	Students
None	5%	6%	8%	4%	5%
One	5%	4%	5%	3%	5%
Two	6%	7%	8%	7%	6%
Three	9%	12%	11%	12%	8%
Four	17%	19%	15%	20%	16%
Five	48%	44%	39%	47%	51%
Six	5%	6%	9%	4%	5%
Seven	4%	3%	5%	2%	4%
Mean	4.12	4.05	3.97	4.08	4.17
<b>Weekdays Only</b>					
	All	Employees	Faculty	Staff	Students
None	6%	6%	8%	5%	6%
One	5%	4%	5%	4%	5%
Two	7%	9%	10%	8%	6%
Three	9%	12%	12%	12%	7%
Four	17%	18%	13%	20%	17%
Five	56%	51%	52%	51%	59%
Mean—2017	3.95	3.85	3.73	3.91	4.01
Mean—2016	4.13	4.08	3.92	4.15	4.16
Mean—2015	4.28	4.30	4.11	4.39	4.27
Mean—2014	4.25	4.17	4.06	4.22	4.31
Mean—2012	4.21	4.11	4.02	4.16	4.28

Source: Respondent Data (OverallWt) Base: All Respondents

Q9A Which of the following days did you work/attend classes at the UW main campus or in the U-District? ("0" removed from base)

Based on the number of days respondents travelled to campus, UW employees and students make at least 307,926 trips to campus in a typical week (Monday through Sunday).

- Students account for 62%, staff 26%, and faculty 12% of all trips taken to campus in a typical week.

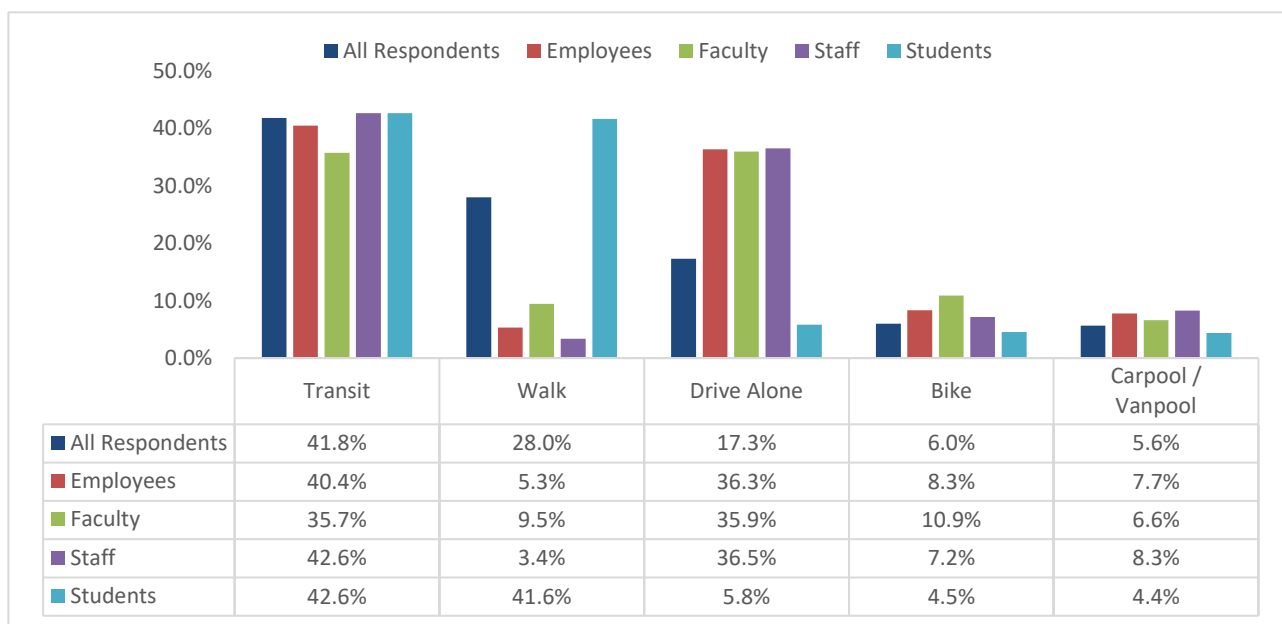
Nearly all (96%) trips are made during the week (Monday through Friday).

For weekday trips (Monday through Friday), transit accounts for two and a half times as many trips as driving alone (transit n=123,341 vs. drive alone n=50,971).

- Transit trips continue to be the most common weekday commute mode among all respondents.
- Two-in-five trips made by students are walking trips. This is about the same as the percent of students who live within a mile of campus.

## Mode Share

Figure 1: Mode Share of Trips Taken to Campus Monday through Friday



Source: **Trip Data**—Trips taken Monday through Friday Base: All respondents (**OverallWt**)

Percentages are based on total weekday trips to campus and in those instances where multiple modes were reported for a single trip (in the case of linked trips) reflect the mode used for the longest portion of the trip. (Excludes Telecommute)

After increasing significantly from 2015 to 2016, transit trips among faculty have remained steady in 2017.

Table 2: Percent of Transit and Drive-Along Trips 2002—2016

		2004	2006	2008	2010	2012	2014	2015	2016	2017
<b>Transit</b>	<b>Faculty</b>	13%	27%	23%	25%	25%	27%	24%	35%	36%
	<b>Staff</b>	28%	37%	45%	44%	43%	43%	40%	44%	43%
	<b>Students</b>	31%	42%	39%	43%	46%	42%	38%	40%	43%
<b>Drive Alone</b>	<b>Faculty</b>	45%	44%	47%	44%	43%	45%	45%	32%	36%
	<b>Staff</b>	31%	39%	34%	33%	33%	32%	36%	36%	37%
	<b>Students</b>	14%	13%	12%	10%	7%	7%	9%	6%	6%

2012-2016 Source: **Trip Data**—Trips taken Monday through Friday (**OverallWt**)

Percentages are based on total **weekday** trips to campus (Monday – Friday) and in those instances where multiple modes were reported for a single trip (in the case of linked trips) reflect the mode used for the longest portion of the trip.

Mode split numbers from 2002 to 2010 were pulled from previous reports. See Appendix II for reference information



## Transit Access and Use

Three quarters of UW faculty, staff, and students have access to public transportation services that would get them from their home to the UW campus.

- Forty-three percent (43%) claim to have direct service from their home to the UW—the same as 2016 (44%).
  - Direct service is defined as having no need to transfer or use a park-and-ride lot.
  - Faculty continue to be the most likely group to have direct service to campus.

Table 3: Transit Availability

	Total	All Employees	Faculty	Staff	Student
<b>No Service</b>	5%	5%	5%	6%	4%
<b>Direct service</b>	43%	47%	62%	39%	40%
<b>Service with Transfer</b>	19%	27%	20%	30%	14%
<b>Service via park-and-ride</b>	14%	19%	9%	24%	10%
<b>Live on/near campus</b>	20%	2%	4%	2%	32%

Source: [Respondent Data \(OverallWt\)](#) Base: All Respondents

Q5B: Which of the following best describes the bus or rail service available from where you live to the UW?

Generally speaking, transit service meets needs and expectations.

- Ratings of service are significantly higher for the number of transfers required, cost, and safety.
- Ratings are lowest regarding travel time.

Table 4: Transit Ratings

	Frequency of Service	Number of Transfers Required	Travel Time	Cost	Reliability (on-time)	Perception of Safety	Availability of Seats
<b>Exceeds Needs and Expectations</b>	12%	26%	10%	25%	10%	19%	10%
<b>Meets Needs and Expectations</b>	66%	58%	61%	68%	66%	73%	64%
<b>Does Not Meet Needs and Expectations</b>	22%	16%	30%	8%	25%	9%	26%

Source: [Respondent Data \(OverallWt\)](#) Base: All Respondents

Q5B: Which of the following best describes the bus or rail service available from where you live to the UW?

While the percent of respondents riding Metro in any given week has increased compared to 2014, the average number of trips taken per week decreased between 2014 and 2016, and has remained steady in 2017.

Table 5: Transit Use

	All Respondents / % who have use Transit			Average # of one-way trips on Metro - All Respondents			Average # of one-way trip on Metro - Those Who Have Ridden Metro in the Past 7 days		
	2014	2016	2017	2014	2016	2017	2014	2016	2017
<b>All</b>	67%	73%	71%	4.38	3.95	3.81	7.30	6.60	6.89
<b>Employees</b>	59%	63%	61%	3.19	3.38	2.94	6.69	7.12	6.85
<b>Faculty</b>	50%	64%	57%	2.56	3.01	3.03	6.17	6.43	7.12
<b>Staff</b>	61%	66%	63%	3.48	3.55	2.90	6.89	7.44	6.72
<b>Students</b>	63%	78%	78%	5.11	4.32	4.37	7.57	6.79	6.91

Q40 Thinking about all of your travel over the past 7 days, how many one-way trips did you take on each of the following transit systems?

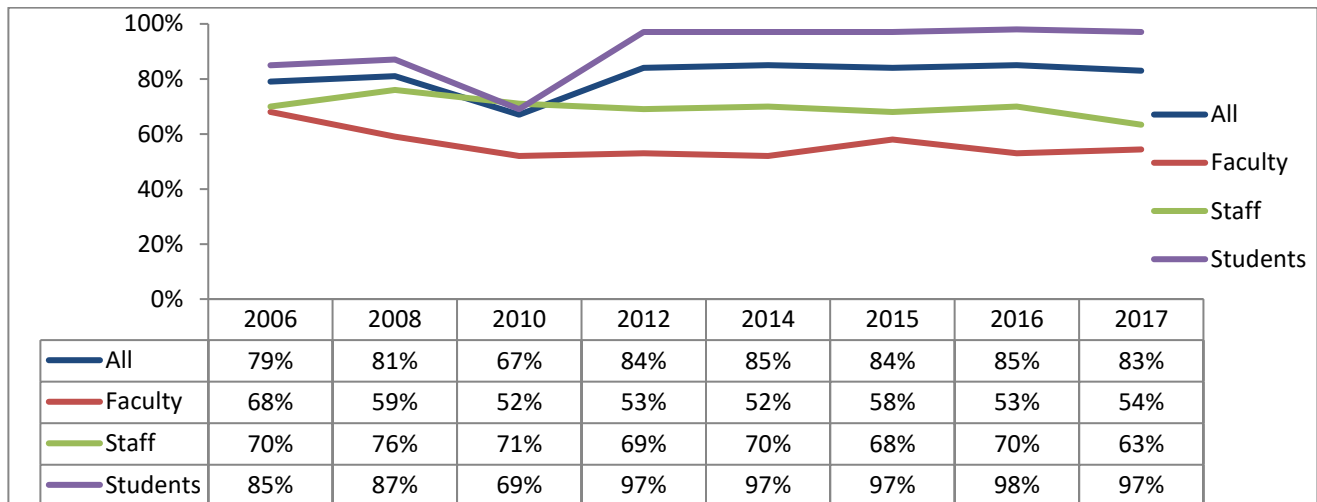
Source: [Respondent Data](#) Base: All Respondents (OverallWt)

## U-PASS Access and Satisfaction

After dropping sharply in 2010, the percentage of all respondents with a valid U-PASS rebounded in 2012 and has remained the same since.

- In 2010, the cost of the U-PASS increased, so use went down. In 2011, students made the U-PASS a universal benefit, so use among students increased.
- Sixty-percent (60%) of all employees (faculty and staff) have a valid U-PASS. This is down slightly from 2016. The decrease is primarily due to a significant decline in staff with a valid U-PASS.

Figure 2: Percent of UW Students, Faculty, and Staff with a Valid U-PASS



Source: [Respondent Data \(OverallWt\)](#) Base: All Respondents

More than nine out of ten U-PASS members are satisfied with the program. This holds true for faculty, staff, and students.

- After dropping sharply from 2008 to 2010, satisfaction with the U-PASS program increased in 2012 and remained relatively steady ever since.
- Students are more likely to claim that they are very satisfied with the U-PASS program.

Table 6: Trends in Satisfaction with the U-PASS Program

	2008	2010	2012	2014	2015	2016	2017
<b>Total Satisfied</b>	94%	85%	90%	93%	93%	93%	94%
<b>Very Satisfied</b>	67%	51%	63%	61%	71%	63%	65%
<b>Somewhat Satisfied</b>	28%	34%	27%	32%	22%	30%	30%
<b>Dissatisfied</b>	5%	15%	10%	7%	7%	7%	6%

Source: [Respondent Data \(OverallWt\)](#)

Base: Respondents with U-PASS

Q28 Overall, how satisfied are you with the U-PASS program?

# Background and Methodology

## Study Background

The University of Washington (UW) represents a major destination for commuters (faculty, staff, and students). In 1991, the university launched the U-PASS program to provide a range of commute options for the university population with the goal of decreasing the number of vehicles that travel to and from the campus. The U-PASS program offers a wide variety of services including full bus fare on King County Metro Transit, Pierce Transit, Everett Transit, Kitsap Transit, Community Transit, and Sound Transit. It also covers full fare on the Sounder Commuter Train and the Link Light Rail. U-PASS members have free use of the NightRide Shuttle and they receive merchant discounts, discounted carpool parking, and subsidized vanpool fares. The U-PASS program provides university employees who are U-PASS members with an emergency ride home service. The University of Washington offers bicycle facilities and ride match services for carpooling and vanpooling to the entire UW community whether or not they have a U-PASS.

Since 1991, UW and King County Metro have collaborated on a biennial study to evaluate awareness of, use of, and satisfaction with the U-PASS program among university students, staff, and faculty and to develop ridership factors for use in transit contracts. In 2014, UW conducted the study independently as the survey is no longer relied on for major factors in the university's transit contract and switched to an annual survey.

Findings from the survey are also used to meet the university's reporting requirements under the Washington State Commute Trip Reduction (CTR) Law.

## Methodology

The study began in 1991 as a telephone survey. In 2002, an online survey component was added to the methodology. Sampled faculty, staff, and students were sent an e-mail invitation asking them to complete the survey online. Non-responders to the invitation were contacted by phone. The survey instrument has remained similar over the years, with minor changes to address changes to programs and services or new priorities.

The basic methodology was retained:

- The UW provided Northwest Research Group with a current sample of all UW faculty, staff, and students.
- Northwest Research Group drew a random sample from within each segment to achieve the desired number of completed surveys (assuming an overall response rate of 50%).
- All those sampled with an e-mail address were sent an e-mail from the UW inviting them to complete the survey online.
- Those with an e-mail address that did not respond were contacted by phone.
- Phone contacts were continued until the minimum response rate (50%) was achieved.
- All those without an e-mail address were contacted by telephone.
- A \$5 coffee card was offered as an incentive for all respondents who participated online.

The survey instrument is similar to the one used in 2014 and 2016. Several cuts were made for the 2015 survey then re-introduced in 2016. For this reason, there are several places where 2015 data are not available for trending. The 2017 survey added new questions regarding ride hailing services (such as Uber), ride sharing services (such as Car2Go) and bike sharing services (such as Lime Bike).

The survey averaged 13.5 minutes and was slightly longer for those completing via phone (15 minutes) compared to those completing online (13 minutes).

Extensive outreach was used to increase response rates including:

- Pre-notification and reminders emails were sent from UW Transportation Services to students, faculty, and staff who were selected to take the survey.
- Incentives were offered to those who completed the survey online. This substantially raised the online response rate and was vital in achieving the required 50% employee response rate.

The UW provided a list of 62,673 faculty, staff, and students. Northwest Research Group drew a random sample within each group to achieve the required number of completed interviews.

Table 7: Sample Plan

	Total	Employees	Faculty	Staff	Students
<b>Original Plan</b>	1,625	1,025	325	700	600
<b>Final Sample</b>	1,699	1,093	307	786	606

To qualify, those contacted were required to meet the following criteria:

- Enrolled as a student for Fall Quarter 2016 or employed as faculty or staff.
- Working or attending classes on the UW campus or in a UW owned or leased building in the University District.

Data collection was completed between October 17 and December 12, 2017.

- Holiday schedules: Data collection is stopped during holidays as these time frames cause disruption in normal travel. Data collection was paused from November 10 through November 17 to account for Veteran’s day, and again November 22 through December 4 for the Thanksgiving break. The link was still active during these time periods, but no emails were sent, and no phone calls were made.

An overall response rate of 49% was achieved—significantly higher than 2015 and 2014, and similar to the 2016 response rate (48%).

- Eighty-two percent (82%) of all surveys were completed online—similar to 2016 and a significant increase from previous years.

Table 8: Response Rates Trended

	2012	2014	2015	2016	2017
<b>Total</b>	49%	38%	38%	48%	49%
<b>Employees</b>	53%	56%	39%	53%	53%
<b>Faculty</b>	63%	61%	48%	58%	46%
<b>Staff</b>	42%	25%	37%	41%	56%
<b>Students</b>	38%	42%	24%	44%	43%

Table 9: Sample Plan and Response Rates

	Total	Employees	Faculty	Staff	Students
<b>Number in Sample Frame</b>	62,673	21,216	7,129	14,087	41,457
<b>Number of Sample Elements Selected</b>	3,750	2,250	750	1,500	1,500
<b>Total Disqualified*</b>	292	187	79	108	105
<b>Number of Qualified Respondents</b>	3,458	2,063	671	1,392	1,395
<b>Total Number of Completed Surveys</b>	1,699	1,093	307	786	606
<b>Online</b>	1,386	1010	262	748	376
<b>Phone</b>	313	83	45	38	230
<b>Response Rate</b>	49%	53%	46%	56%	43%
* Respondents disqualified or opted out via e-mail or phone because they were not currently enrolled as a student or employed as a faculty or staff member or they did not work or attend classes on the UW campus or in a UW owned or leased building in the University District.					

To ensure the ability to analyze results within the key subgroups (faculty, staff, and students) and to meet CTR requirements, faculty and staff were oversampled relative to their overall incidence in the UW population. Weighting was applied so that the total responses accurately reflect the UW population as sampled (see [Appendix J](#)). Weights are calculated by dividing the population proportion for each group by the proportion of interviews for each group. The population numbers used for weighting were provided by the University of Washington after data collection had finished and thus differ from the population numbers provided for sampling.

Table 10: Weighting

	Population	Percent of Population	Completed Interviews	Percent of Completed Interviews	Weight
<b>Total</b>	74,992	100.00%	1699	100.00%	
<b>Students</b>	46,165	61.56%	606	35.67%	1.72591204
<b>Faculty</b>	9,466	12.62%	307	18.07%	0.6985645896
<b>Staff</b>	19,361	25.82%	786	46.26%	0.5580635811

In addition, an ExpansionWt was computed in order to project some data (e.g., [Trip Data](#)) to the total population.

Table 11: ExpansionWt

	Completed Interviews	Weight	Population
<b>Total</b>	1699	n.a.	74,992
<b>Students</b>	606	76.17986799	46,165
<b>Faculty</b>	307	30.8338762215	9,466
<b>Staff</b>	786	24.6323155216	19,361

Table 12: Final Sample Size

Group	Obtained	Weighted	Margin of Error* 95% Confidence Level
<b>Total</b>	1699	1,699	2.35%
<b>Students</b>	606	1,046	3.95%
<b>Faculty</b>	307	214	5.48%
<b>Staff</b>	786	439	3.40%
<i>Margin of error is computed based on obtained sample sizes.</i>			

All work was completed according to ISO 20252—Market Research Standards. ISO 20252 establishes globally recognized terms, definitions, and service requirements for project management in research organizations. Processes outlined in ISO 20252 are designed to produce transparent, consistent, well-documented, and error-free methods for conducting and managing research projects.

### Future Recommendations

A list of recommendations was compiled during the project and is documented in this report for consideration during the next wave of the survey.

#### Sampling

In 2017, the total population figures were changed compared to previous years. Many buildings that were considered part of the “UW Main Campus” in the past were excluded in the 2017 data pull. The result is a net decrease in the total population, mainly from a reduction in the number of employees, in the sample universe. Due to this change in population base, expansion weights were calculated using more accurate population data that better reflects the sample universe. While the change in population may result in some changes when compared to previous years, these changes should primarily show up when data weighted by ExpansionWt are presented (e.g. table 25).

The table below shows the differences in “universe” population between the 2016 and 2017 surveys. More Information is included in the “Changes to Sample Selection and Management” portion of [Appendix I](#).

It is recommended that the 2018 survey expand the survey population to include Seattle, Non-Campus and include questions on worksite locations to sort out Non-UW Seattle Employees.

Table 13: 2016 vs. 2017 Population Comparisons

	2016 Population	2017 Population*
<b>Total</b>	74,365	74,992
<b>Students</b>	45,182	46,165
<b>Faculty</b>	9,298	9,466
<b>Staff</b>	19,885	19,361
<b>*Modified March, 2018</b>		

## Analysis and Reporting Conventions

### Data

Two types of data resulted from this research.

1. The first is the **Respondent Data** file, which includes responses to all questions for each respondent. Each respondent represents a line of data. When using this data, results are reported as the percentage of respondents who gave the response. For example, “nearly all faculty members have access to a vehicle and nearly half have a bicycle”.
2. The second data file provides information on the commute trip to campus each respondent took for each day travelled in the past week. Each trip represents a line of data. When using this data, results are reported as the percentage of trips having a specific characteristic. For example, “less than half of the trips reported have an arrival time on campus between peak commute hours of 6:00 and 8:59 a.m.”.

The footnote in each table identifies which type of data is being reported (designated as **Respondent Data** or **Trip Data**).

### Reporting Conventions

The following notes describe the reporting conventions used in this report.

- The report is organized by major topic area. Tables and charts provide supporting data.
- Information about the overall results for each topic area is generally reported first, followed by relevant, statistically and practically significant differences between years and/or key subgroups. The probability level for determining statistical significance is less than .05 (unless otherwise noted). When testing for significant associations and/or differences between groups in the base, unweighted sample sizes should be used. When significant differences (assuming a 95 percent confidence level) were observed, they are noted in the written text of the report and bold-faced and notated in the accompanying tables.
- Except where noted, tables and charts provide information from respondents who offered a valid opinion to a question. “Don’t know” and “Refused” are counted as missing values unless “Don’t know” is a valid or meaningful response.
- In most charts and tables, unless otherwise noted, column percent is used. Percent is rounded to the nearest whole number. Some columns may sum to more or less than 100% due to rounding, the permissibility of multiple responses for specific questions, or based on presentation of abbreviated data.
- Comparisons with research from prior years are provided where appropriate.

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# Respondent Characteristics

## Demographics

Faculty:

- All are 25 or older.
- Three out of four have access to a car or truck and 39% have access to a bicycle.

Staff:

- Significantly more likely to be female.
- Nearly all have access to a vehicle and one-quarter have access to a bicycle.

Students:

- While nine out of ten have a driver’s license only half have a vehicle.
- One out of four students have a bicycle.
- One third do not have any personal mode of transportation available for their commute.

Table 14: Respondent Characteristics

		Total	All Employees	Faculty	Staff	Students
Gender	Male	42%	39%	49%	34%	44%
	Female	58%	61%	51%	66%	56%
Age	16 to 17	1%	0%	0%	0%	1%
	18 to 24	43%	3%	0%	5%	69%
	25 to 34	25%	25%	31%	22%	25%
	35 to 44	12%	24%	25%	23%	4%
	45 to 54	8%	20%	16%	23%	1%
	55 to 64	8%	20%	16%	21%	0%
	65 or older	3%	8%	11%	6%	0%
Valid Driver's License	Yes	91%	98%	97%	98%	87%

D1: What is your age? D2: Are you male or female? D3: Do you have a valid driver’s license?

Source: [Respondent Data](#) Base: All Respondents (OverallWt)

		Total	All Employees	Faculty	Staff	Students
Available for Commute	Car or truck	65%	82%	75%	86%	51%
	Motorcycle	2%	2%	2%	3%	2%
	Bicycle	27%	30%	39%	25%	25%
	Nothing	25%	11%	15%	9%	36%

Q7: Do you personally have any of the following regularly available for your commute?

Source: [Respondent Data](#) Base: Respondents who commute (OverallWt)

Table 15: Availability of Commute Transportation Options (not asked in 2015)

	Available for Commute								
	Vehicle			Bicycle			Nothing		
	2014	2016	2017	2014	2016	2017	2014	2016	2017
All Employees	84%	86%	84%	31%	32%	30%	9%	10%	11%
Faculty	89%	80%	77%	36%	46%	39%	4%	8%	15%
Staff	82%	88%	89%	28%	26%	25%	12%	10%	9%
Students	44%	48%	53%	25%	25%	25%	43%	40%	36%

## Residence

### Proximity of Home to Campus

Two-thirds of respondents live within 5 miles of campus (this includes those who live on campus).

- While eight in ten students live off-campus, they live close to campus with an average distance of 7 miles.
- Staff have the longest commute, averaging over 13 miles each-way.

Table 16: Student Housing Types

Student Living Situation	
UW housing, on campus	18%
UW housing, off campus	4%
A fraternity or sorority	4%
Non-UW housing	73%

Q4A: Do you live in. . .

Source: [Respondent Data](#) Base: Students (OverallWt)

Table 17: Distance from Home to Campus

	Total	All Employees	Faculty	Staff	Students
On Campus	11%	0%	0%	0%	19%
One mile or less	18%	3%	5%	2%	27%
1.01 up to 2 miles	10%	10%	19%	5%	10%
2.01 up to 5 miles	24%	31%	39%	27%	19%
5.01 up to 10 miles	13%	20%	17%	21%	8%
More than 10 miles	25%	37%	20%	45%	17%
Mean	8.80	11.12	7.07	13.10	7.00

Q5: How many miles is it from where you live to the UW main campus?

Source: [Respondent Data](#) Base: All Respondents (OverallWt)

Overall, the median distance from campus has remained similar over the previous two years.

Table 18: Change in Commute Trip Lengths 2015–2017

	All Respondents			Faculty			Staff			Students		
	2015	2016	2017	2015	2016	2017	2015	2016	2017	2015	2016	2017
1 mile or less	28%	30%	19%	7%	4%	5%	4%	2%	2%	43%	47%	46%
1.01–5.0 miles	35%	33%	34%	52%	59%	58%	39%	35%	32%	31%	28%	29%
5.01–10.0 miles	14%	11%	13%	19%	18%	17%	20%	17%	21%	10%	8%	8%
> 10 miles	23%	26%	25%	22%	20%	20%	37%	46%	45%	17%	18%	17%
Median	3.5	4.0	3.7	4.5	4.0	4.3	7.0	10.0	5.0	2.0	3.0	3.2
Change in Median (2015-2017)	+0.2 miles			-0.2 miles			-2 miles			+1.2 miles		

Source: [Respondent Data](#) (OverallWt) Base: All Respondents

Q5A How many miles is it from where you live to the UW main campus?

Numbers may not sum to 100% due to rounding

## Vehicle Ownership by Proximity to Campus

There is a clear relationship between vehicle access and distance to campus. Those living within two miles of campus are nearly half as likely as those who live more than two miles away to have a vehicle.

Table 19: Percent of Respondents with Vehicles by Distance from Home to Campus

	0.01 - 1 mile	1.01 - 2 miles	2.01 - 5 miles	5.01 - 10 miles	More than 10 miles
<b>Total</b>	31%	40%	68%	80%	89%
<b>All Employees</b>	41%	70%	74%	87%	94%
<b>Faculty</b>	14%	64%	73%	85%	95%
<b>Staff</b>	67%	80%	75%	87%	94%
<b>Students</b>	30%	22%	61%	69%	83%

Q5: How many miles is it from where you live to the UW main campus? Q7: Do you have any of the following regularly available for your commute?

Source: [Respondent Data](#) Base: All Respondents (OverallWt) Vehicle includes: Car, Truck, Motorcycle, Scooter

## Impact of Commuting to UW on Household Location

Commute options are a major consideration for half of respondents, most notably among faculty.

Table 20: Housing Consideration by Type

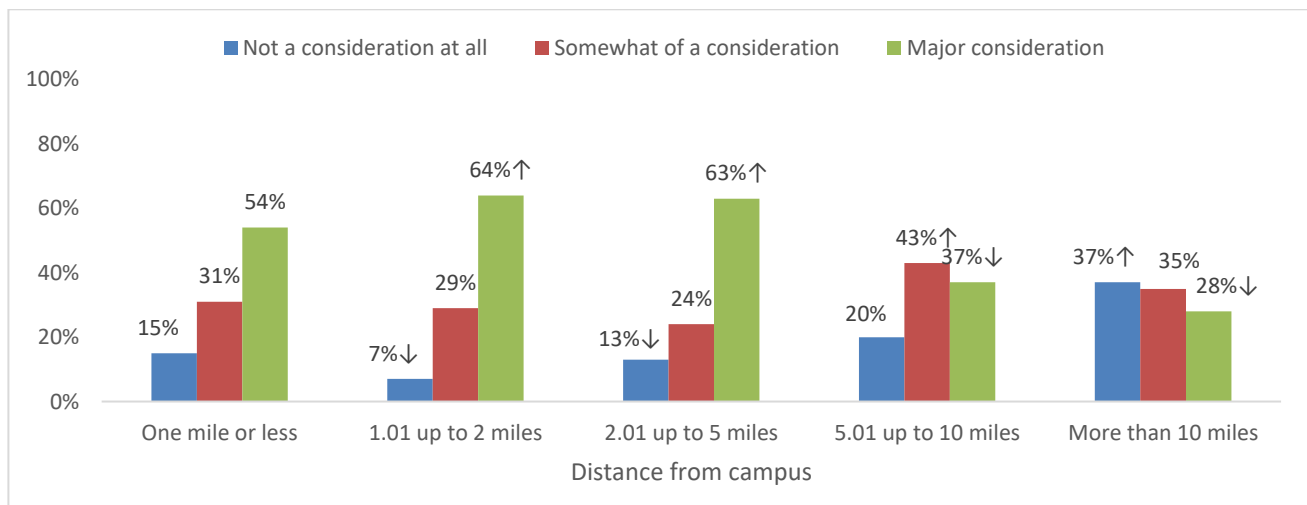
	Total	All Employees	Faculty	Staff	Students
<b>Not a consideration at all</b>	20%	22%	11%	27%	19%
<b>Somewhat of a consideration</b>	32%	32%	28%	33%	32%
<b>Major consideration</b>	48%	46%	60%	39%	49%

Q5A1: To what extent did your options for commuting to the UW influence your choice of where you live?

Source: [Respondent Data](#) Base: Respondents who do NOT live on campus (OverallWt)

Those choosing to live near campus are more likely to say that proximity to campus was a major influence in their choice of housing location. Sixty percent (60%) of UW commuters who live within 5 miles of campus suggest that proximity to campus was a major consideration in their choice of where to live as opposed to 31% who live more than 5 miles away.

Figure 3: Influence of Work Location on Proximity to Campus

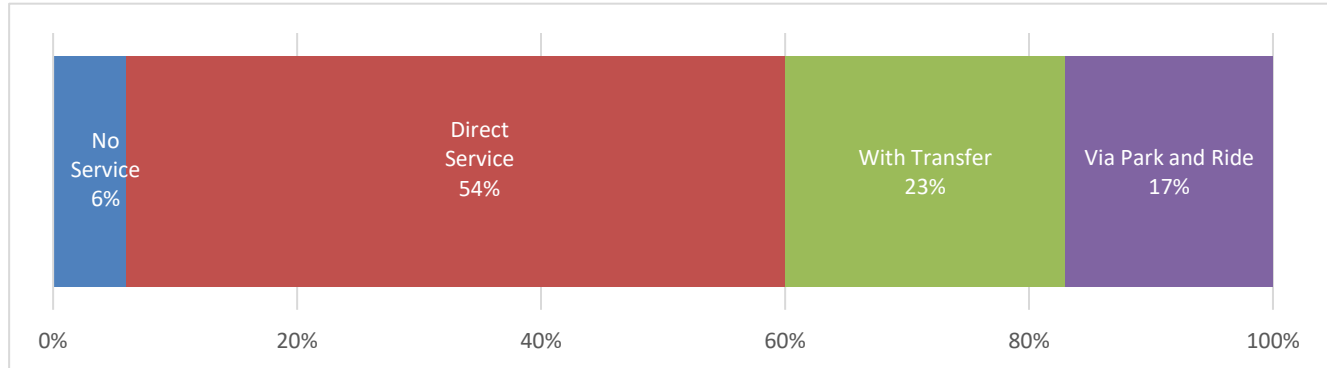


Q5: How many miles is it from where you live to the UW main campus? Q5A1: To what extent did your options for commuting to the UW influence your choice of where you live? Source: [Respondent Data](#) Base: Respondents who do NOT live on campus (OverallWt)

## Access to Transit

Nearly all UW faculty, staff, and students have access to public transportation services that would get them from their home to the UW campus—over half have direct service to campus. Note, respondents who live on campus are excluded from this statistic.

Figure 4: Access to Transit from Home to UW—All Respondents



Q5B: Which of the following best describes the bus or rail service available from where you live to the UW?

Source: [Respondent Data](#) Base: [Respondents who do NOT live on campus \(OverallWt\)](#)

While nearly all staff have access to the UW by transit, they are less likely than faculty and students to have direct service. Among students who do not live on or near campus, 59% have direct transit service.

Table 21: Access to Transit from Home to UW for Those Who Do Not Live on Campus—by Type

	Total	All Employees	Faculty	Staff	Student
<b>Among those who do NOT live on or near campus</b>					
No Service	6%	5%	5%	6%	6%
Direct service	54%	48%	65%	39%	59%
Service with Transfer	24%	28%	21%	31%	20%
Service via park-and-ride	17%	19%	9%	24%	15%
<b>% of those who do live on/near campus</b>	<b>20%</b>	<b>2%</b>	<b>4%</b>	<b>2%</b>	<b>32%</b>

Q5B: Which of the following best describes the bus or rail service available from where you live to the UW?

Source: [Respondent Data](#) Base: [Respondents who do not live on campus \(OverallWt\)](#)

Generally speaking, transit service meets needs and expectations.

- Ratings of service are significantly higher for the number of transfers required, cost, and safety.
- Ratings are lowest regarding travel time.

Table 22: Transit Ratings Among Those Who Have Access to Transit

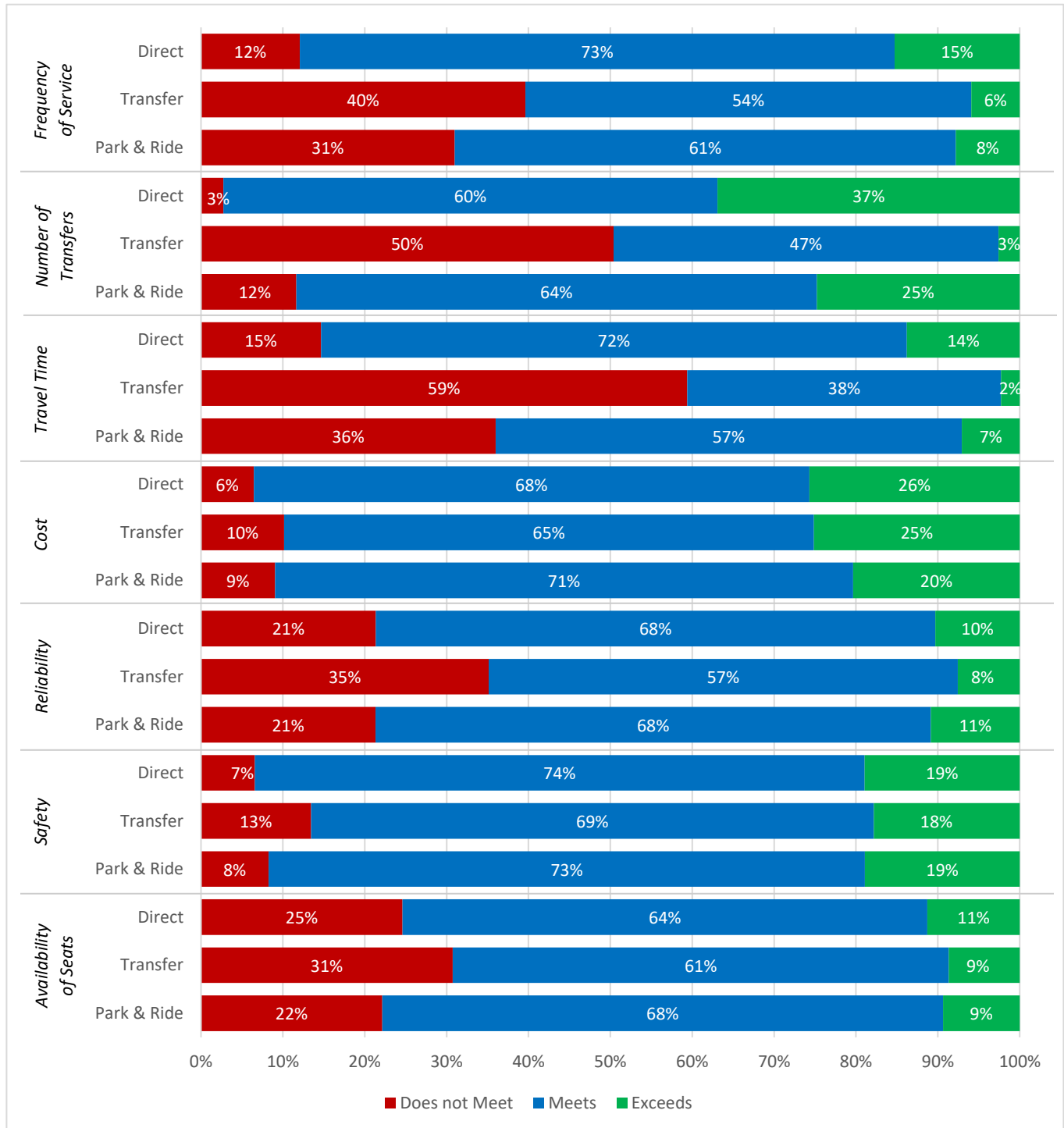
	Frequency of Service	Number of Transfers Required	Travel Time	Cost	Reliability (on-time)	Perception of Safety	Availability of Seats
<b>Exceeds Needs and Expectations</b>	12%	26%	10%	25%	10%	19%	10%
<b>Meets Needs and Expectations</b>	66%	58%	61%	68%	66%	73%	64%
<b>Does Not Meet Needs and Expectations</b>	22%	16%	30%	8%	25%	9%	26%

Q5B: Which of the following best describes the bus or rail service available from where you live to the UW?

Source: [Respondent Data](#) Base: [Respondents with Access to Transit \(OverallWt\)](#)

Those with direct service provide significantly higher ratings than do those who must transfer and, to a lesser extent, those who use a park-and-ride lot.

Figure 5: Ratings of Transit Service from Home to UW by Type of Service Available



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## Detailed Findings—Travel Behavior

### Prior 7 Days of Travel

Beginning in 2012, the U-PASS survey instrument was changed to be more consistent with the data gathered by Washington State’s Commute Trip Reduction surveys—that is, respondents were asked to record data for commute trips taken over the previous 7 days rather than weekdays only as in the past. In addition, the web survey technology had respondents start with the day of the survey (if completing after 5:00 p.m. on that day) or the day immediately prior to the day of the survey. Respondents then recorded data for the previous 7 days starting with the most recent day, as shown below.

**Q9A Today is [RESTORE CURRENT DAY OF WEEK AND DATE; E.G., Monday, September 24]**

Which of the following days did you [WORK / ATTEND CLASSES OR DO SCHOOLWORK/ WORK, ATTEND CLASSES OR DO SCHOOLWORK] at the UW main campus or in the U District?

CURRENT DAY OR YESTERDAY	START DAY - 1	START DAY - 2	START DAY - 3	START DAY - 4	START DAY - 5	START DAY - 6
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Subsequent questions asked for arrival and departure times. Initially, programming checks ensured that departure times were later than arrival times. However, several e-mails were received from staff who work graveyard shifts at the UW Medical Center. To accommodate these participants, start/end time checks were removed.

**Q9B What time did you arrive and depart on campus on these days?**  
Enter actual time (e.g. 8:30) and then check whether a.m. or p.m.

	CURRENT DAY OR YESTERDAY	START DAY - 1	START DAY - 2	START DAY - 3	START DAY - 4	START DAY - 5	START DAY - 6
ENTER START TIME	__:__	__:__	__:__	__:__	__:__	__:__	__:__
A.M.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
P.M.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
ENTER DEPARTURE TIME	__:__	__:__	__:__	__:__	__:__	__:__	__:__
A.M.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
P.M.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## Number of Days on Campus

On average, UW students, faculty, and staff work or attend classes on campus just over four days a week.

- As in previous years, faculty are on campus the least number of days.

The overall average number of days on campus is similar to previous years.

Table 23: Number of Days on Campus

	Full Week				
	All	Employees	Faculty	Staff	Students
None	5%	6%	8%	4%	5%
One	5%	4%	5%	3%	5%
Two	6%	7%	8%	7%	6%
Three	9%	12%	11%	12%	8%
Four	17%	19%	15%	20%	16%
Five	48%	44%	39%	47%	51%
Six	5%	6%	9%	4%	5%
Seven	4%	3%	5%	2%	4%
Mean	4.12	4.05	3.97	4.08	4.17

	Weekdays Only				
	All	Employees	Faculty	Staff	Students
None	6%	6%	8%	5%	6%
One	5%	4%	5%	4%	5%
Two	7%	9%	10%	8%	6%
Three	9%	12%	12%	12%	7%
Four	17%	18%	13%	20%	17%
Five	56%	51%	52%	51%	59%
Mean—2017	3.95	3.85	3.73	3.91	4.01
Mean—2016	4.13	4.08	3.92	4.15	4.16
Mean—2015	4.28	4.30	4.11	4.39	4.27
Mean—2014	4.25	4.17	4.06	4.22	4.31
Mean—2012	4.21	4.11	4.02	4.16	4.28

Q9A Which of the following day did you work/attend classes at the UW main campus or in the U-District? ("0" removed from base)

Source: [Respondent Data](#) Base: All Respondents (OverallWt)



## Total Number of Commute Trips to Campus

Based on the number of days respondents travelled to campus, UW employees and students make at least 307,926 trips to campus in a typical week (Monday through Sunday).

- Students account for 62%, staff 26%, and faculty 12% of all trips taken to campus in a typical week.

Nearly all (96%) trips are made during the week (Monday through Friday).

Table 24: Total Number of Trips to Campus

		All	Employees	Faculty	Staff	Students
<b>Total Weekly Trips to Campus</b>	Respondent Trips	6,976	2,637	849	1,789	4,339
	Population Trips	307,926	116,410	37,463	78,947	191,516
<b>Total Weekday Trips to Campus</b>	Respondent Trips	6,687	2,510	798	1,712	4,177
	Population Trips	295,140	110,784	35,212	75,572	184,355
<b>Weekday Trips as a Percentage of Total Weekly Trips</b>		96%	95%	94%	96%	96%
<i>Source: Trip Data (OverallWt) and (ExpansionWt)</i> <i>Base: All Respondents (excludes telecommute)</i>						

## Arrival Times on Campus

Over half (57%) of all weekday trips have an estimated arrival time on campus during peak commute hours of 6:00 and 9:00 a.m.

- Trips taken by UW staff are significantly more likely than those taken by faculty or students to have arrival times during the peak period.

The majority of arrival trips during the peak morning commute time occur between 8:00 and 9:00

- This is most notable for trips taken by faculty and, to a lesser extent, staff.

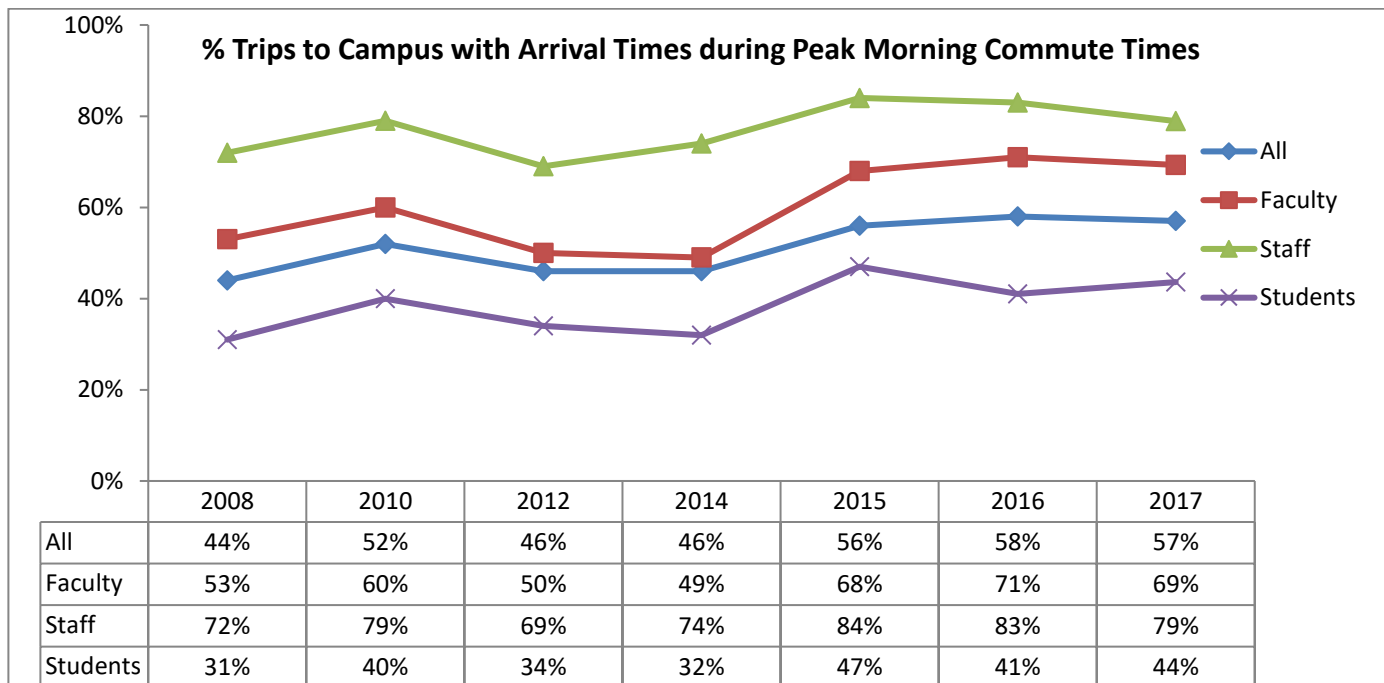
Table 25: Number and Percentage of Weekday Trips Arriving on Campus during Morning Peak Commute Hours

		All	Employees	Faculty	Staff	Students
<b>Arrive before 6:00 a.m.</b>	Respondent Trips	118	66	3	63	52
	Population Trips	5,198	2,913	154	2,759	2,285
	% of Arrivals	2%	3%	0%	4%	2%
<b>Net Arrive 6:00 a.m. to 9:00 a.m.</b>	<b>Respondent Trips</b>	<b>3,318</b>	<b>1,886</b>	<b>550</b>	<b>1,335</b>	<b>1,433</b>
	<b>Population Trips</b>	<b>146,472</b>	<b>83,242</b>	<b>24,297</b>	<b>58,945</b>	<b>63,229</b>
	<b>% of Arrivals</b>	<b>57%</b>	<b>76%</b>	<b>69%</b>	<b>79%</b>	<b>44%</b>
<i>Arrive 6:00 a.m. to 6:59 a.m.</i>	<i>Respondent Trips</i>	<i>380</i>	<i>297</i>	<i>39</i>	<i>258</i>	<i>83</i>
	<i>Population Trips</i>	<i>16,763</i>	<i>13,107</i>	<i>1,727</i>	<i>11,380</i>	<i>3,657</i>
	<i>% of Arrivals</i>	<i>7%</i>	<i>12%</i>	<i>5%</i>	<i>15%</i>	<i>3%</i>
<i>Arrive 7:00 a.m. to 7:59 a.m.</i>	<i>Respondent Trips</i>	<i>717</i>	<i>534</i>	<i>147</i>	<i>387</i>	<i>183</i>
	<i>Population Trips</i>	<i>31,645</i>	<i>23,570</i>	<i>6,475</i>	<i>17,095</i>	<i>8,075</i>
	<i>% of Arrivals</i>	<i>12%</i>	<i>21%</i>	<i>18%</i>	<i>23%</i>	<i>6%</i>
<i>Arrive 8:00 a.m. to 9:00 a.m.</i>	<i>Respondent Trips</i>	<i>2,222</i>	<i>1,055</i>	<i>365</i>	<i>690</i>	<i>1,167</i>
	<i>Population Trips</i>	<i>98,063</i>	<i>46,565</i>	<i>16,095</i>	<i>30,470</i>	<i>51,498</i>
	<i>% of Arrivals</i>	<i>38%</i>	<i>42%</i>	<i>46%</i>	<i>41%</i>	<i>36%</i>
<b>Arrive 9:01 a.m. to 9:59 a.m.</b>	Respondent Trips	775	190	101	89	585
	Population Trips	34,206	8,381	4,440	3,941	25,825
	% of Arrivals	13%	8%	13%	5%	18%
<b>Arrive 10:00 a.m. and later</b>	Respondent Trips	1,560	345	140	205	1,215
	Population Trips	68,862	15,231	6,167	9,065	53,631
	% of Arrivals	27%	14%	18%	12%	37%
<p>Source: <i>Trip Data (OverallWt)</i> and <i>(ExpansionWt)</i>                      Base: All respondents                      Q9B What time did you arrive and depart campus on these days? (Monday–Friday)                      Percentage is based on number of trips arriving on campus during specified time periods.</p>						

Over half of all trips to campus arrive during peak commute hours between 6:00 a.m. and 9:00 a.m.

- The percentage of trips taken by UW faculty, staff, and students that have arrival times on campus during peak morning commute times has remained consistent since 2015.
- Prior to 2015, this chart included times from 6:00 a.m. to 8:59 a.m. Beginning in 2015, the chart included 9:00 a.m. in the calculation for peak morning commute times. This difference in calculation explains the large jump in the percent of trips.

Figure 6: Trends in Percentage of Trips to Campus with Arrival Times during Peak Morning Commute Times



Source: [Trip Data \(OverallWt\)](#) Base: All respondents

Peak morning commute is defined at 6:00 a.m. to 9:00 a.m.

Q9B What time did you arrive on campus on these days? (Monday–Friday)

Percentage is based on number of trips arriving during specified time periods.

## Departure Time from Campus

The majority of weekday trips have a departure time during peak afternoon and evening commute hours (3:00 p.m. to 6:00 p.m.).

- A greater percentage of trips made by staff and, to a lesser extent, faculty have departure times during peak afternoon and evening commute hours compared to students.

Table 26: Number and Percentage of Weekday Trips Departing Campus during Afternoon and Evening Peak Commute Hours

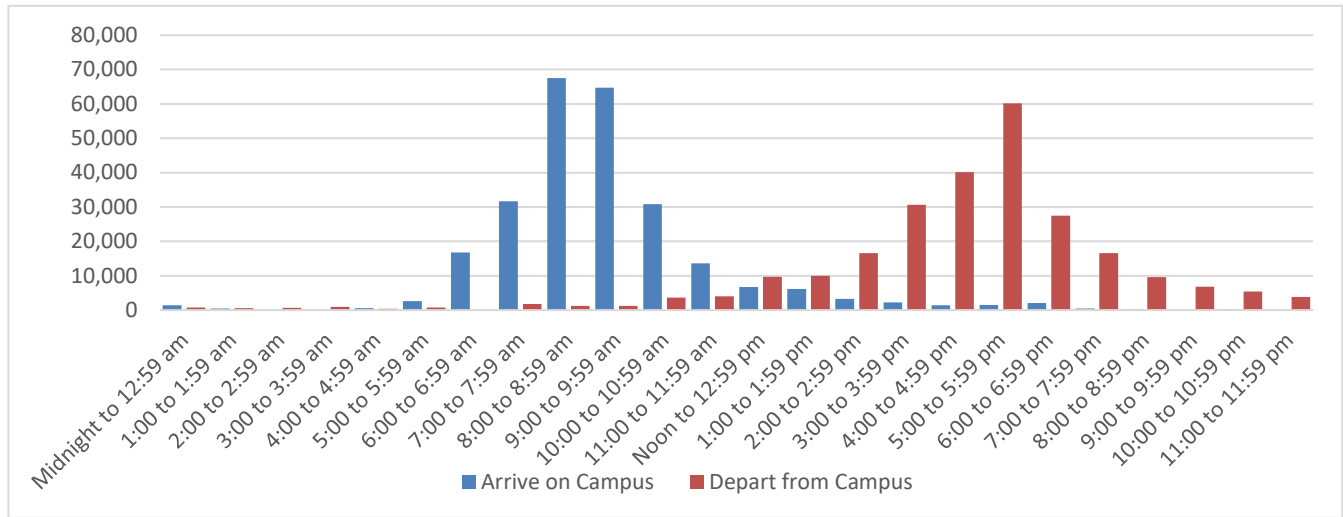
		All	Employees	Faculty	Staff	Students
<b>Depart before 3:00 p.m.</b>	Respondent Trips	1,185	260	73	188	925
	Population Trips	52,316	11,483	3,207	8,276	40,832
	% Departing	21%	11%	9%	11%	28%
<b>Net Depart 3:00 p.m. to 6:00 p.m.</b>	Respondent Trips	<b>3,338</b>	<b>1,747</b>	<b>521</b>	<b>1,226</b>	<b>1,591</b>
	Population Trips	<b>147,357</b>	<b>77,119</b>	<b>23,002</b>	<b>54,117</b>	<b>70,238</b>
	% Departing	<b>58%</b>	<b>71%</b>	<b>66%</b>	<b>73%</b>	<b>49%</b>
<i>Depart 3:00 p.m. to 3:59 p.m.</i>	Respondent Trips	694	276	43	233	418
	Population Trips	30,619	12,183	1,912	10,272	18,436
	% Departing	12%	11%	6%	14%	13%
<i>Depart 4:00 p.m. to 4:59 p.m.</i>	Respondent Trips	910	496	122	374	414
	Population Trips	40,183	21,900	5,396	16,504	18,283
	% Departing	16%	20%	16%	22%	13%
<i>Depart 5:00 p.m. to 6:00 p.m.</i>	Respondent Trips	1,734	975	356	619	759
	Population Trips	76,555	43,036	15,694	27,342	33,519
	% Departing	30%	40%	45%	37%	23%
<b>Depart 6:01 p.m. to 6:59 p.m.</b>	Respondent Trips	252	154	64	90	98
	Population Trips	11,139	6,796	2,806	3,990	4,342
	% Departing	4%	6%	8%	5%	3%
<b>Depart 7:00 p.m. and later</b>	Respondent Trips	954	297	126	170	658
	Population Trips	42,118	13,094	5,581	7,513	29,025
	% Departing	17%	12%	16%	10%	20%

Source: **Trip Data (OverallWt)** and **(ExpansionWt)**  
 Base: All respondents  
 Q9C What time did you depart campus on these days? (Monday–Friday)  
 Percentage is based on number of trips departing campus during specified time periods.

## Arrival and Departure Times Combined

The table below shows the number of trips arriving on and departing from campus during each hour of the day.

Figure 7: Hourly Number of Arrivals and Departures



Source: [Trip Data \(ExpansionWt\)](#)

Base: All respondents

Q9C What time did you depart campus on these days? (Monday–Friday)

Based on number of trips arriving campus during specified time periods.

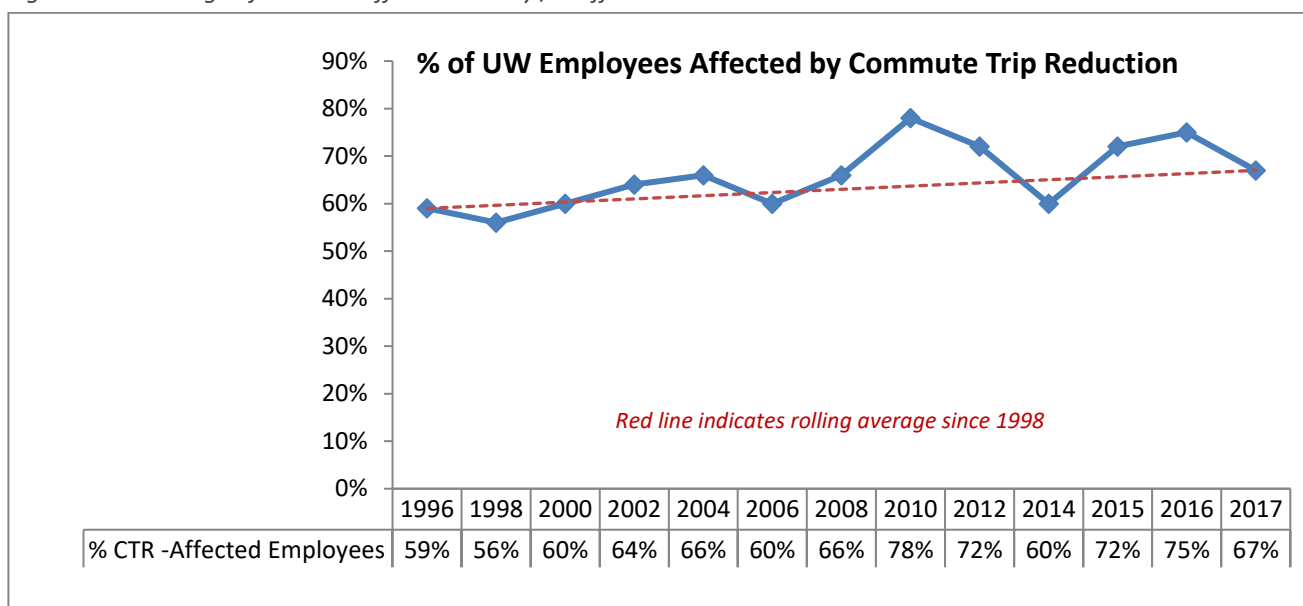
## CTR-Affected Employees

Washington State’s CTR law defines CTR-affected employees as regular, full-time employees who arrive at work between 6:00 and 9:00 a.m. at least two days during the Monday to Friday work week.

After increasing in 2015 and 2016 (possibly as a result in the change from 8:59 to 9:00 a.m.) the percent CTR-affected employees has decreased in 2017. It is unclear if this decrease is an actual decrease or is a result of the different, smaller, population pull used in 2017. See the “Changes to Sample Selection and Management” section of [Appendix I](#) for more details.

- Break outs by employee type are:
  - CTR Affected Faculty: 66%.
  - CTR Affected Staff: 68%.

Figure 8: Percentage of UW CTR-Affected Faculty / Staff



Source: [Respondent Data](#); ([EmployeeWt](#))

Base: All faculty and staff;

A CTR trip is defined as a trip taken by faculty or staff members Monday–Friday between 6 a.m. and 9 a.m.

## Commute Mode(s) Used

The Puget Sound metropolitan area offers a complex, multimodal transportation system. To better understand travel behavior, respondents were asked to describe what types of transportation they use to get from home to campus or the U-District. If the respondent used more than one mode, they were asked to enter each type used in the order of their trip, starting from where they live until they reached their destination, as illustrated below:

Type of transportation used for the <b>[first, second, etc.] part</b> of your commute to the UW	Leg 1	Leg 2 . . .	Last Leg
<b>Trip Finished</b> (shown for Leg 2 and onwards)		<input type="radio"/>	<input type="radio"/>
Drove alone (or with children under 16)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Carpooled (2 or more people) <b>[ASK IF CARPOOL]</b> # of people 16 and older in carpool (including yourself)	<input type="radio"/> —	<input type="radio"/> —	<input type="radio"/> —
Vanpooled <b>[ASK IF VANPOOL]</b> # of people 16 and older in vanpool (including yourself)	<input type="radio"/> —	<input type="radio"/> —	<input type="radio"/> —
Motorcycle / Moped / Scooter <b>[ASK IF MOTORCYCLE]</b> # of people 16 and older on motorcycle / moped / scooter	<input type="radio"/> —	<input type="radio"/> —	<input type="radio"/> —
Bus <b>[ASK IF TOOK BUS]</b> Which bus system?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
King County Metro	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sound Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Community Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Everett Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pierce Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Kitsap Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other bus system (specify)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Link Light Rail <b>[ASK IF USED LINK]</b> At which station did you <b>board</b> the Link? <b>[ASK IF USED LINK]</b> At which station did you <b>get off</b> the Link?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Seattle Streetcar	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
King County Water Taxi	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Souder Commuter Rail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Washington State Ferries	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycled	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walked	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other [specify]	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

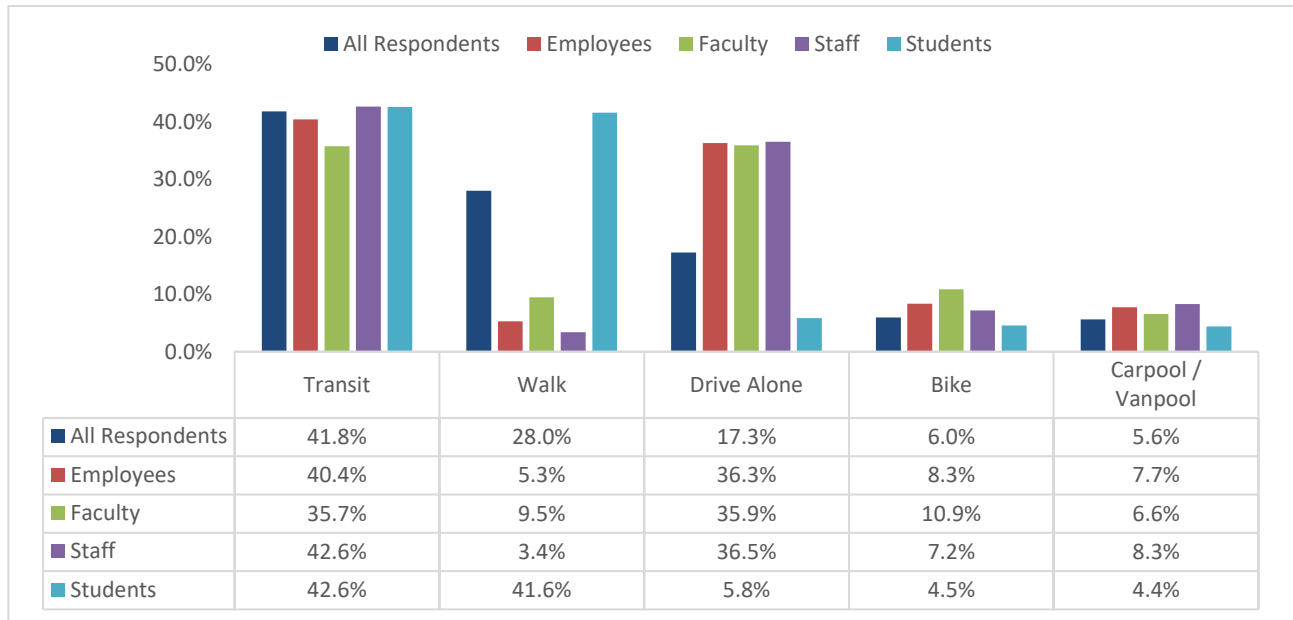
Those using more than one mode were asked a follow-up question to identify their primary mode, defined as the mode used for the longest part (based on miles traveled) of their trip. This allows for comparisons to previous years when respondents only provided a single mode.

## Mode Share for Commute Trips to Campus

For weekday trips (Monday through Friday), transit accounts for two and a half times as many trips as driving alone (transit n=123,341 vs. drive alone n=50,971).

- Transit trips continue to be the most common weekday commute mode among all respondents.
  - Though faculty are equally as likely to drive alone as ride transit
- Two-in-five trips made by students are walking trips.
  - This is about the same as the percentage of students who live within a mile of campus.
- A notable percentage of faculty trips are bicycle trips.

Figure 9: Mode Share for Commute Trips to Campus (Weekdays)



Source: **Trip Data**—Trips take Monday through Friday Base: All respondents (**OverallWt**)

Percentages are based on total weekday trips to campus and in those instances where multiple modes were reported for a single trip (in the case of linked trips) reflect the mode used for the longest portion of the trip. (Excludes Telecommute)



## Number of Transportation Modes Used on Commute Trip from Home to Campus

Six out of ten weekday trips are single-mode trips. While this has slowly decreased over the years, it is the same as reported in 2016.

- Peaking in 2010, 84% of weekday trips consisted of a single mode.
- In 2014, 73% of weekday trips used a single mode.
- Trips made by faculty are significantly more likely than those made by staff to be single-mode trips.

Weekend trips to campus are significantly more likely than weekday trips to use a single mode of transportation.

Table 27: Number of Transportation Modes Used Per Commute Trip

	All	Employees	Faculty	Staff	Students
<b>Monday through Friday</b>					
<b>% Single Mode</b>	59%	55%	62%	52%	62%
<b>Average # of Modes</b>	1.64	1.70	1.53	1.78	1.60
<b>Saturday / Sunday</b>					
<b>% Single Mode</b>	71%	74%	74%	75%	68%
<b>Average # of Modes</b>	1.44	1.36	1.38	1.35	1.49
<i>Source: Trip Data (OverallWt)</i> <i>Base: All respondents</i> <i>Percent shown is percent of trips taken</i>					

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## Details on Trips

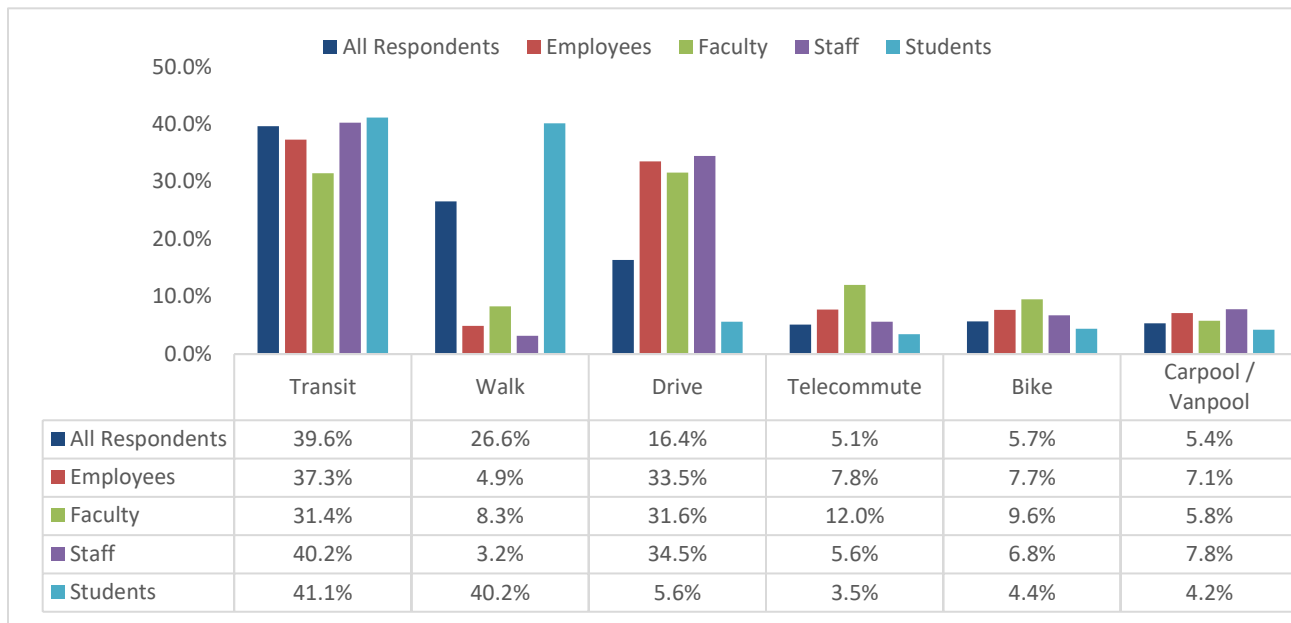
### Telecommuting

One-in five of respondents have telecommuted at least once in the past week.

- Telecommuters telecommute an average of 2.1 days per week.
- There is little difference in telecommuting habits between faculty, staff, and students.

When taken into the trip count Telecommuting accounts for five percent (5%) of weekday trips to campus—accounting for 15,945 “trips”.

Figure 10: Mode Share of Trips Taken to Campus Monday through Friday – Including Telecommute



Source: **Trip Data**—Trips take Monday through Friday Base: All respondents (**OverallWt**) INCLUDES TELECOMMUTERS

Percentages are based on total weekday trips to campus and in those instances where multiple modes were reported for a single trip (in the case of linked trips) reflect the mode used for the longest portion of the trip.

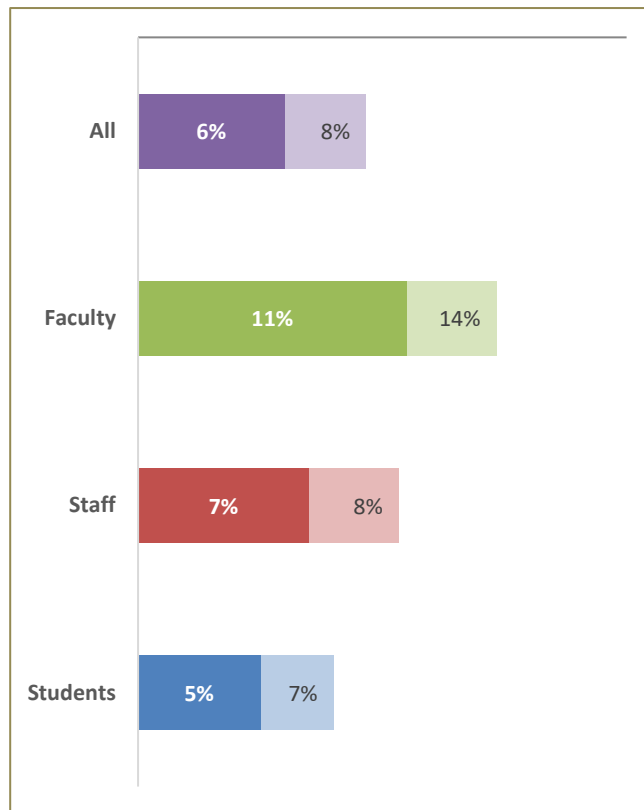
## Bicycling

Six percent (6%) or a total of 17,622 commute trips per week are primarily bicycle trips. An additional 2% of trips use a bicycle as part of the trip in conjunction with another mode that is their primary mode (longest distance).

On average, bicycle commuters ride just under four miles as part of their commute.

- Students have the shortest bike commute and staff have the longest.

Figure 11: Percent of Trips Using Bicycle for Some / All of the Trip



Source: **Trip Data (OverallWt)** Base: All respondents  
 Darker color indicates percentage of respondents who biked for their entire trip  
 Lighter color indicates percentage of respondents who biked for all or part of their trip (Monday thru Friday)

Table 28: Riding Distance for Cyclists

	<1 mile	1 < 2 miles	2 < 3 miles	3 < 4 miles	4 < 5 miles	5 < 10 miles	10+ miles	Average
<b>Total</b>	5%	26%	20%	16%	10%	17%	8%	3.95
<b>All Employees</b>	0%	12%	14%	19%	19%	29%	7%	4.75
<b>Faculty</b>	0%	16%	18%	26%	16%	24%	0%	3.45
<b>Staff</b>	0%	10%	11%	14%	21%	33%	12%	5.60
<b>Students</b>	9%	36%	24%	13%	2%	7%	9%	3.25

Source: **Respondent Data (OverallWt)** Base: Respondents who took a bike to campus  
 Q13: When you use a bicycle as part of your commute, how far do you ride?

## Bicycle Parking

Over half of bike commuters park at a bike rack on campus.

Overall satisfaction with bicycle parking on campus has remained steady over the past three survey cycles.

Table 29: Trends in Overall Satisfaction with Bicycle Parking – NOT ASKED IN 2015

	2014	2016	2017
<b>Total Satisfied</b>	86%	83%	86%
<b>Very Satisfied</b>	34%	33%	37%
<b>Somewhat satisfied</b>	52%	50%	49%

Table 30: Bike Parking

<b>Bike rack on campus</b>	52%
<b>In office</b>	23%
<b>Bike locker campus</b>	10%
<b>Fenced, locked bicycle enclosure</b>	5%
<b>Dedicated storage on campus</b>	3%
<b>Parking garage</b>	1%
<b>Someplace else</b>	4%

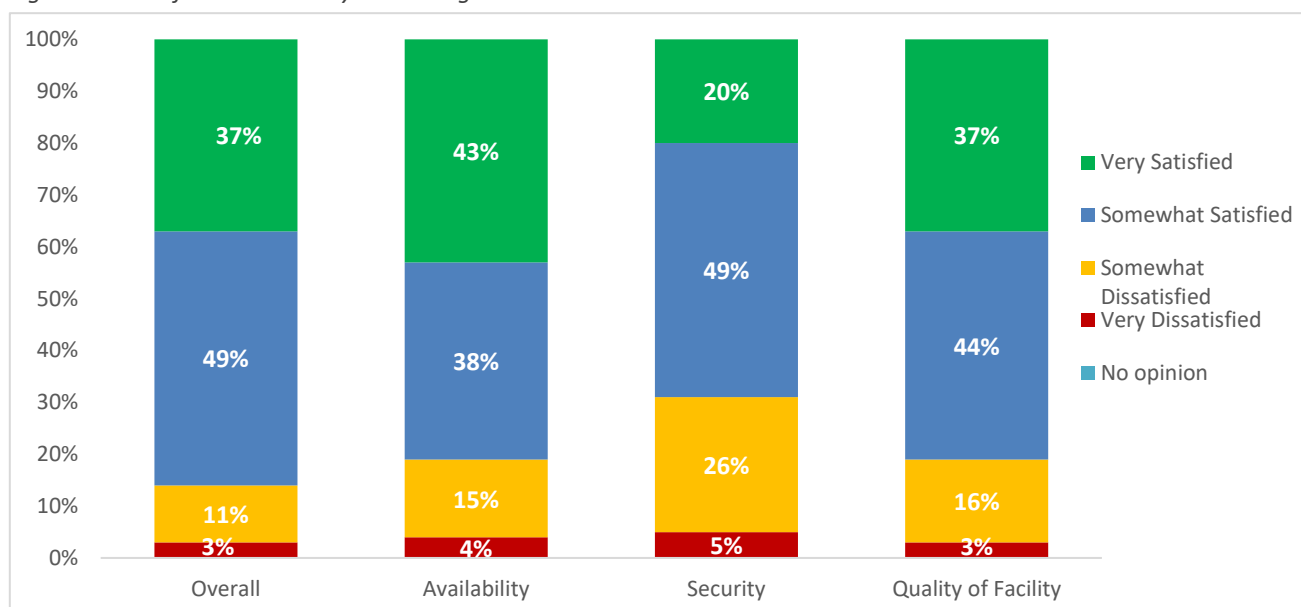
Source: [Respondent Data \(OverallWt\)](#)

Base: Bicycle respondents

Q15: When you use your bike as part of your commute trip, do you typically park your bike. .

Cyclists are most satisfied with the availability and least satisfied with the security of bicycle parking.

Figure 12: Satisfaction with Bicycle Parking



Source: [Respondent Data \(OverallWt\)](#) Base: Respondents who parked bike on UW campus Q16 How satisfied are you with each of the following . . .

Too few respondents park their bikes in bike lockers, bike enclosures and bike storage facilities to perform reliable analysis among these groups. The table below is for information only and should not be relied upon for decision making.

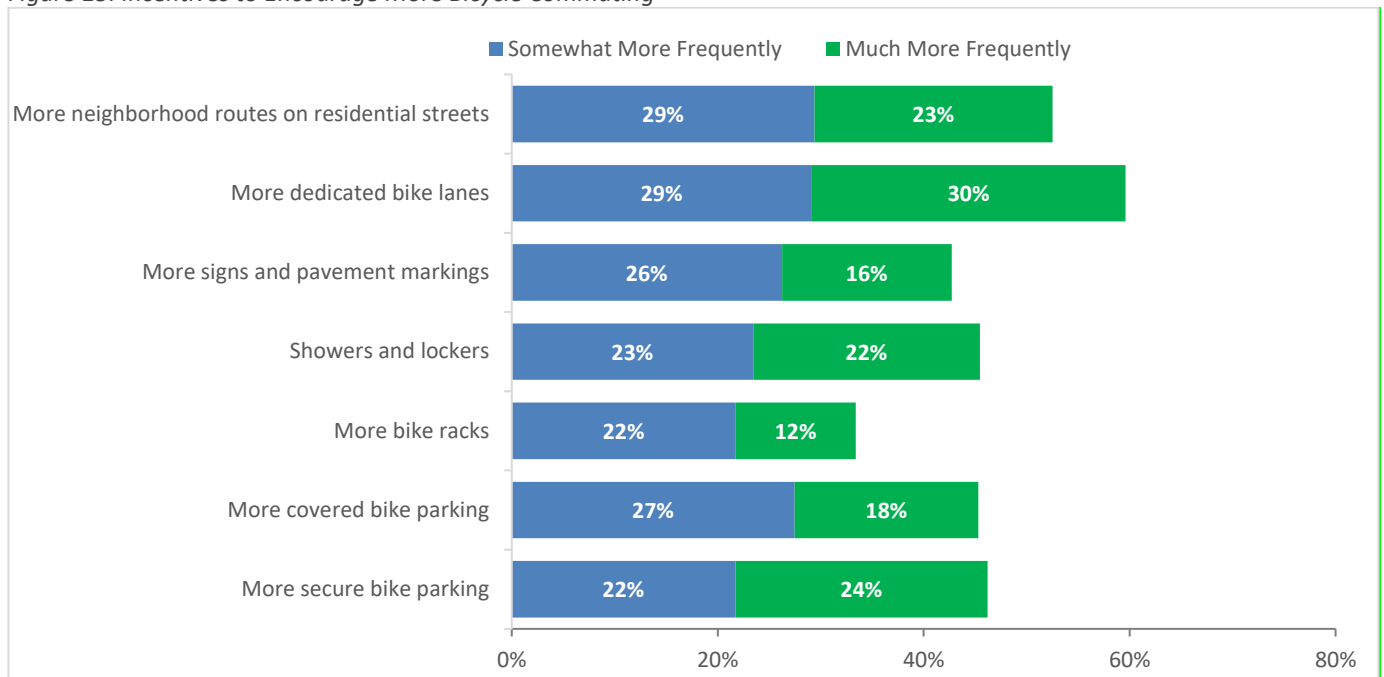
Table 31: Net Satisfaction with Bicycle Parking by Place Parked

	<b>Bike Rack</b> (n=95)	<b>Bike Locker</b> (n=14)	<b>Bike Enclosure</b> (n=6)	<b>Bike Storage</b> (n=4)
<b>Overall</b>	84%	100%	67%	100%
<b>Availability</b>	79%	100%	67%	75%
<b>Security</b>	78%	100%	67%	75%
<b>Quality of Facility</b>	100%	100%	67%	100%

### Bike Infrastructure Improvements

Route improvements such as dedicated bike lanes would serve as the greatest incentive to encourage more bicycle commuting.

Figure 13: Incentives to Encourage More Bicycle Commuting



Source: Respondent Data (Overall Wt) Base: Respondents who have a bike or took a bike to campus  
Q17: If the following changes were made, how often would you bike to campus?

## Bike Sharing

Nine out of ten bike commuters use a personal bike for their commute.

- However, 20% of students claim to use a bike share.

Overall satisfaction with bicycle parking on campus has remained steady over the past three survey cycles.

Table 32: Use of Bike Share

	Personal Bike	Bike Share
<b>Overall (n=159)</b>	87%	13%
<b>Employees (n=113)</b>	95%	5%
<b>Faculty (n=40)</b>	93%	8%
<b>Staff (n=73)</b>	97%	3%
<b>Students (n=46)</b>	80%	20%

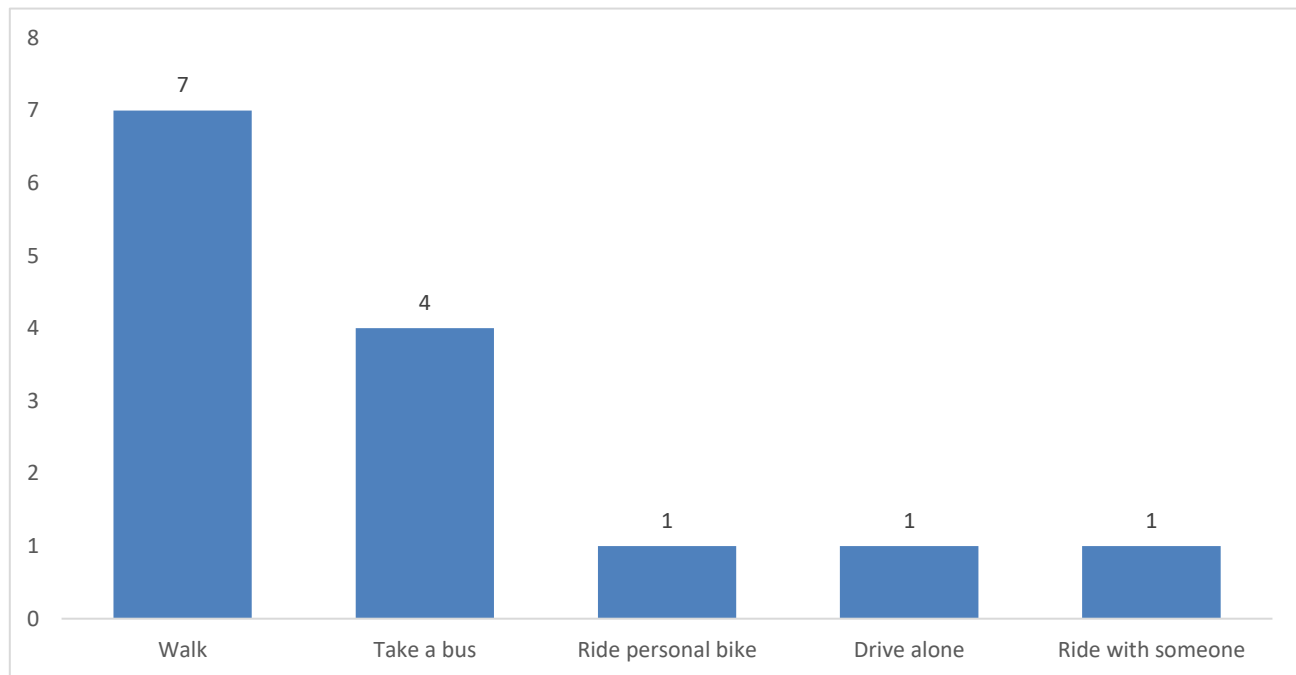
Source: [Respondent Data \(OverallWt\)](#)

Base: Respondents who took a bike to campus

Q14: When you use a bicycle as part of your commute trip, do you use a personal bike or a Bike Share program such as Lime Bike, Spin, or Ofo?

Only n=14 respondents used a bike share as part of their commute. The chart below shows the raw (unweighted) number of respondents regarding other mode choices had bike share not been available.

Figure 14: Alternatives to Bike Sharing



Source: [Respondent Data \(OverallWt\)](#) Base: Respondents who used a bike share as part of their commute  
Q14A If the bike share were not available, how would you have made that portion of your commute trip?

## Driving Alone

The clear majority of those who drive alone as their primary travel mode report that they drive for their entire trip.

Table 33: Percent Drive Alone as Primary Mode (Monday through Friday)

	All	Employees	Faculty	Staff	Students
<b>Drove Alone</b>	17%	36%	36%	37%	6%

Source: [Trip Data \(OverallWt\)](#) Base: All respondents  
Percent shown is percent of trips taken (Excludes Telecommuters)



Table 34: Percent of Drive-Along Trips that Are Entirely by Car versus Combined with Other Modes (Mon–Fri)

	% Drive Entire Trip*	% Drive + Transit	% Drive + Other Mode**
<b>All</b>	95%	3%	2%
<b>Employees</b>	95%	4%	2%
<b>Faculty</b>	97%	1%	2%
<b>Staff</b>	94%	5%	2%
<b>Students</b>	96%	1%	4%

\* Includes trips with a single trip leg (drive alone) or drive alone and walk to final destination.  
\*\* Includes carpool, vanpool, motorcycle, bicycle, shuttle, etc.

Source: [Trip Data \(OverallWt\)](#)  
Base: Respondents whose primary mode is drive alone; cell sizes represent number of respondents providing [Trip Data](#)  
May not add to 100% due to rounding



## Carpooling / Vanpooling

Six percent (6%) or a total of 16,644 commute trips to campus per week are primarily carpool or vanpool trips.

- Eight out of ten carpool trips are two-person carpools.

Table 35: Number in Carpool / Vanpool

		All	Faculty	Staff	Students
<b>Carpool*</b>	% 2-Person	81%	90%	89%	73%
	Mean	2.22	2.05	2.13	2.32
<b>Vanpool**</b>	Mean	4.07	1.00	4.42	n/a

Source: [Respondent Data \(OverallWt\)](#)  
 Q10A\_Carpool\_Vanpool: Number of people 16 and older in carpool (including yourself)  
 Base: Primary trip is carpool or vanpool; base sizes is number of respondents from [Respondent Data](#)  
 \*Note, small sample sizes for carpool data (all=165, faculty=31, staff=85, students=49)  
 \*\*Note, small sample sizes for vanpool data (all=13, faculty=1, staff=12, students=0)

Six out of ten (57%) of carpool / vanpool respondents state they are the passenger.

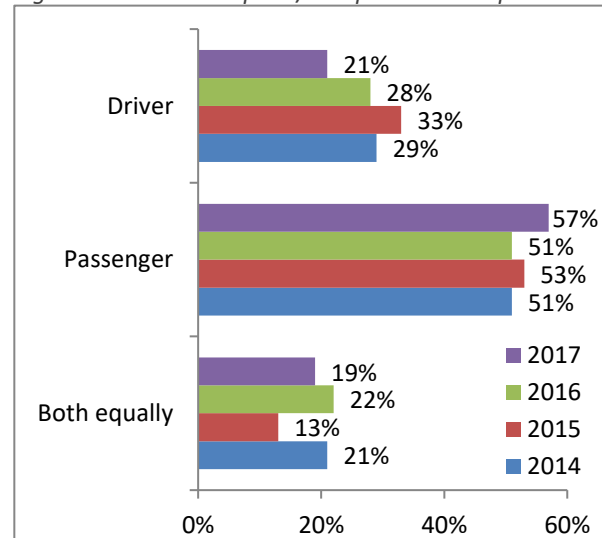
- There are no significant differences in carpool use based on respondent type.

Table 36: Role in Carpool—by Type\*

	Total	All Employees	Faculty	Staff	Student
<b>Driver</b>	21%	28%	42%	22%	14%
<b>Passenger</b>	57%	50%	26%	62%	63%
<b>Both equally</b>	19%	18%	29%	13%	20%

\*Note, small sample sizes for carpool data (all=147, faculty=18, staff=37, students=92) Excludes respondents who indicated that every time they carpool it was in a ride sharing/hailing service (n=4).

Figure 15: Role in Carpool / Vanpool—All Respondents



Source: [Respondent Data \(OverallWt\)](#)

Q19 When you carpool are you typically. .

Base: Respondents whose primary trip mode is carpool or vanpool  
 Excludes respondents who indicated that every time they carpool it was in a ride sharing/hailing service (n=4)

## Parking

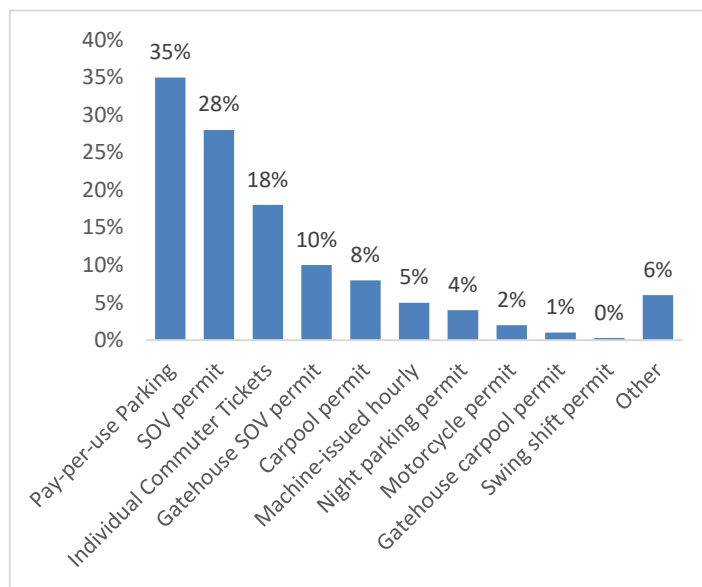
Three out of four respondents who take a vehicle park in a UW lot or garage.

- Faculty are the most likely to park in a university run spot. Students are the most likely to use paid on-street parking.

On average, it takes just over 7 minutes for respondents to walk from their parking spot to their final destination.

Most people who park use a pay-per-use or SOV permit.

Figure 16: Parking Permits Used



Source: [Respondent Data \(OverallWt\)](#)

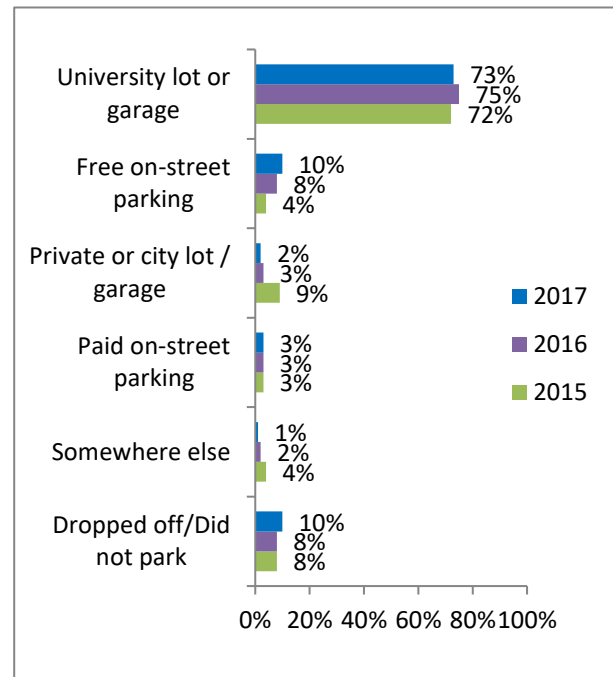
Base: Last leg to campus is drive/carpool/vanpool/motorcycle

Q18C Which of the following parking products do you use when parking on campus?

Table 37: Parking Locations by Type

	Total	All Employees	Faculty	Staff	Student
<b>A University lot or garage</b>	75%	83%	94%	79%	55%
<b>Free on-street parking</b>	9%	7%	2%	9%	15%
<b>In a private / city lot / garage</b>	2%	2%	1%	2%	3%
<b>Paid on-street parking</b>	2%	1%	0%	1%	6%
<b>Did not park</b>	10%	5%	2%	7%	20%
<b>Other</b>	1%	1%	1%	1%	0%

Figure 17: Parking Locations



Source: [Respondent Data \(OverallWt\)](#)

Base: Last leg to campus is drive/carpool/vanpool/motorcycle

Q18 When you drive alone to campus, where do you typically park?

## Carpool Parking

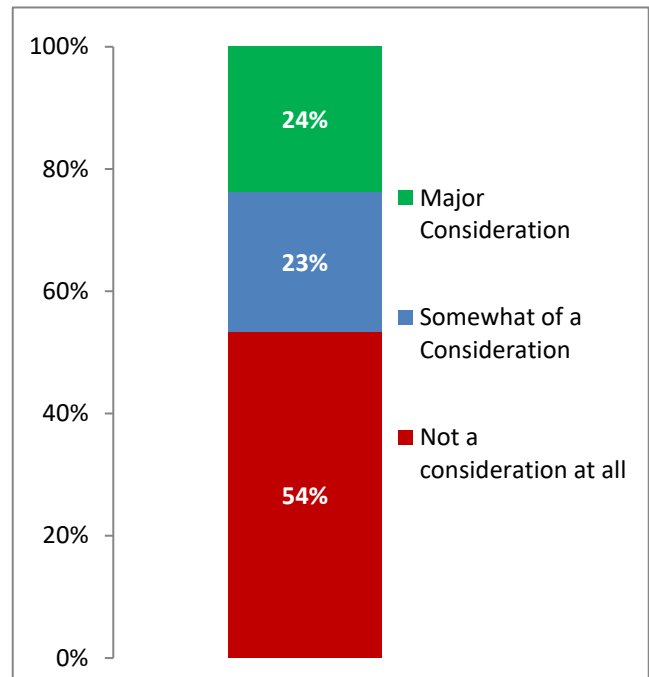
Discounted parking factored into the mode choice decision for just under half of respondents who carpooled.

- It was a “major” consideration for one-quarter of car-poolers.

Just over half of car-poolers are satisfied with parking.

While still high (58% satisfied), the availability of carpool parking receives the lowest rating.

Figure 18: Extent of discount parking on decision to carpool

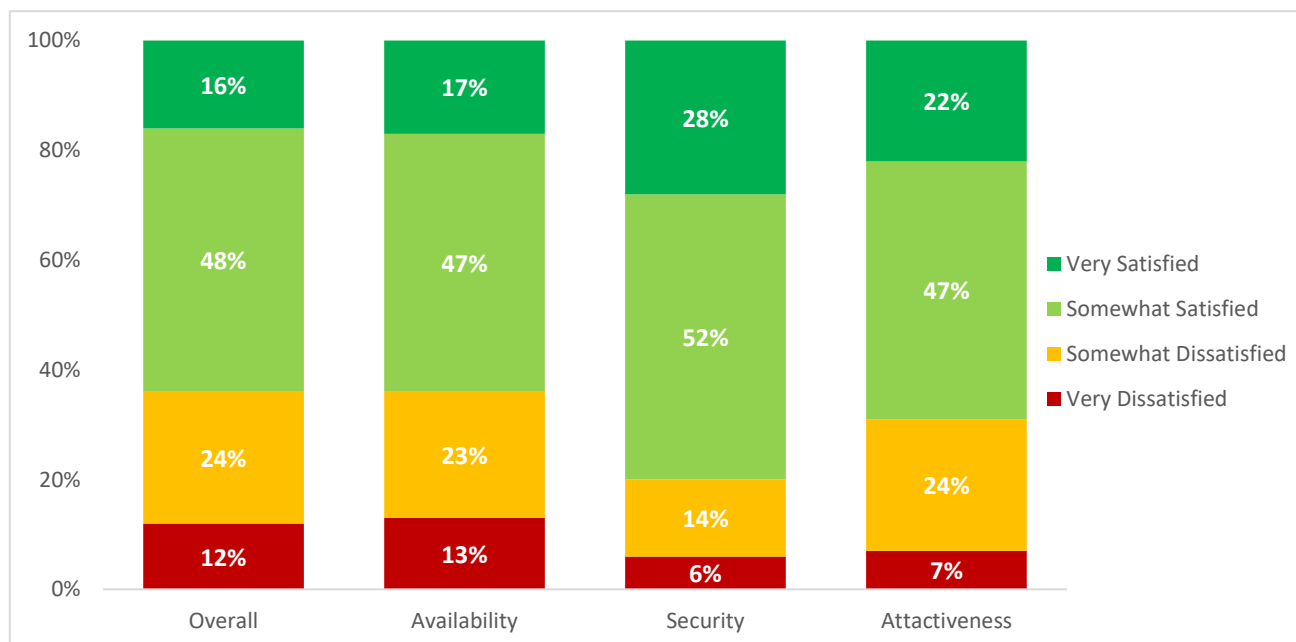


Source: [Respondent Data \(OverallWt\)](#)

Base: Last leg to campus is carpool/vanpool

Q21: To what extent was discounted carpool parking fees a factor in your decision to carpool

Figure 19: Satisfaction with Carpool Parking



Source: [Respondent Data \(OverallWt\)](#)

Base: Last leg to campus is carpool/vanpool

Q21: How satisfied are you with each of the following aspects of carpool parking on campus. Excludes respondents with “no opinion (9% n=11)

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## Key Findings: Overall Transit Use

Three transit systems serve the University of Washington Seattle campus directly: King County Metro Transit, Community Transit, and Sound Transit (both express bus and link light rail). Link Light Rail started serving the University of Washington in mid-2016 with the opening of the station near the UW Medical Center and Football Stadium.

Other systems covered by the U-PASS include the Sounder Commuter Rail, Link Light Rail, Everett Transit, Kitsap Transit, and Pierce Transit. Trips on these systems require a transfer to reach the UW Seattle campus.

### Transit Use

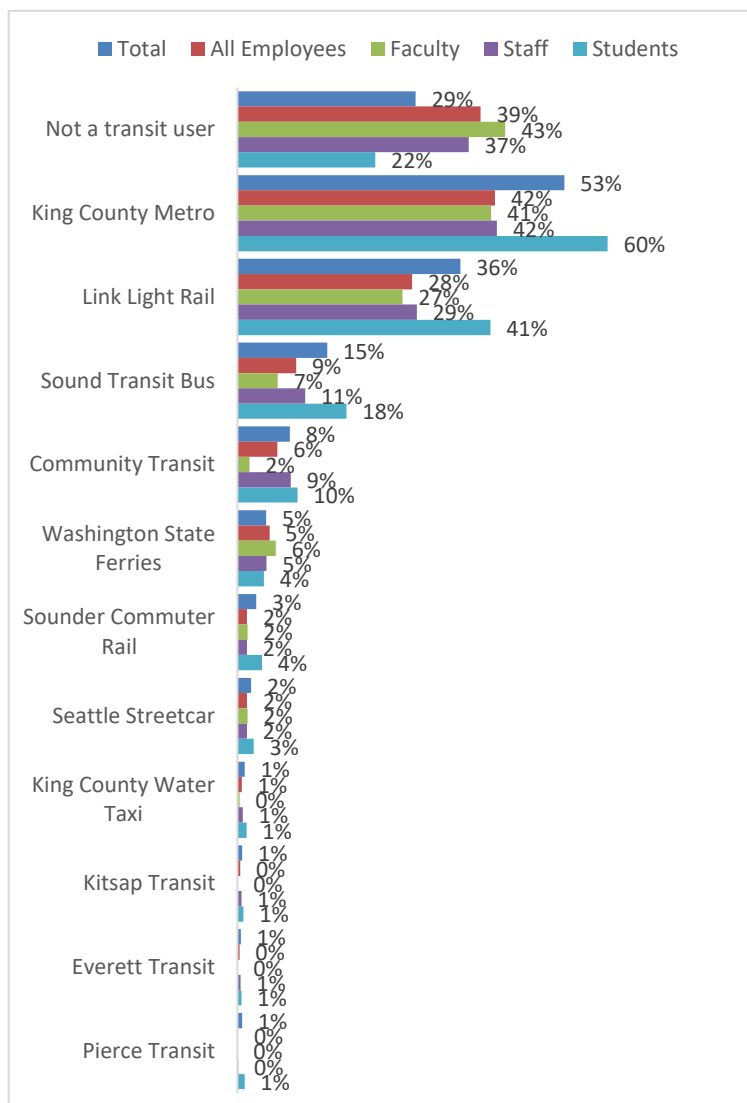
Seven out of ten respondents made at least one trip on one of the region’s transit systems in the previous 7 days.

- Transit use increased between 2014 and 2016 and has remained steady in 2017 (not asked in 2015).
- The increase from 2014 to 2016 was primarily due to a 10-fold increase in Link Light Rail trips (from 10,615 in 2014 to 103,602 in 2016).

Table 38: Trends in Overall Transit Use

	2014	2016	2017
<b>Total</b>	67%	73%	71%
<b>All Employees</b>	59%	63%	61%
<b>Faculty</b>	50%	64%	57%
<b>Staff</b>	61%	66%	63%
<b>Students</b>	63%	78%	78%

Figure 20: Overall Transit Use



Source: Respondent Data (OverallWt) Base: All respondents  
 Q40 In the past 7 days, how many one-way trips did you take on each of the following for any purpose (not just getting to or from work or school)?

## Number of Trips

Respondents reported taking a total of 11,181 trips on one or more of the region’s transit systems in the previous 7 days.

- This equates to more than 493,511 total trips for the entire population—the equivalent of 6.89 one-way trips per person. Up from 2014 and similar to 2016 (not asked in 2015).

Trips on Metro account for over half of transit trips.

- In 2014 Metro accounted for 75 percent of all transit trips. As mentioned on the previous page, the decrease is most likely due to riders switching to Link Light Rail.
- The average number of weekly transit trips on Metro decreased between 2014 and 2016 and remained the same in 2017 (not asked in 2015).

Light rail now accounts for 102,897 trips—that is one-fifth of all transit trips taken by UW faculty, staff and students.

Table 39: Average Weekly Metro Transit Trips 2014–2017

	2014	2016	2017
<b>Average # of One-Way Trips / All Respondent</b>			
All Transit	5.83	6.71	6.89
King County Metro	4.38	3.95	3.81
All Employees	3.19	3.38	2.94
Faculty	2.56	3.01	3.03
Staff	3.48	3.55	2.90
Students	5.11	4.32	4.37
<b>Average # of One-Way Trips on Metro / Metro Riders</b>			
All Riders	7.30	6.60	6.89
All Employees		7.12	6.85
Faculty	6.17	6.43	7.12
Staff	6.89	7.44	6.72
Students	7.57	6.79	6.91

Table 40: Total Transit Trips in Previous Week

	Respondents	UW Population	% of Transit Trips
<b>Total Weekly Transit Trips</b>			
<b>Total Transit Trips</b>	11,181	493,511	100%
<b>King County Metro Trips</b>	6,190	273,226	55%
<b>Net Trips on Other Systems</b>	4,991	220,309	45%
<b>Link Light Rail</b>	2,331	102,897	21%
<b>ST Bus</b>	1,058	46,679	9%
<b>Community Transit</b>	795	35,112	7%
<b>Souder Rail</b>	239	10,571	2%
<b>Washington State Ferries</b>	227	10,011	2%
<b>Seattle Streetcar</b>	106	4,664	1%
<b>Everett Transit</b>	95	4,199	1%
<b>KC Water Taxi</b>	68	2,997	1%
<b>Kitsap Transit</b>	44	1,935	<1%
<b>Pierce Transit</b>	28	1,244	<1%

Source: Respondent Data (Weighted by OverallWt and (ExpansionWt)

Base: All respondents

Q40 In the past 7 days, how many one-way trips did you take on each of the following for any purpose (not just getting to or from work or school)?

Table 41: Total Transit Trips on Most Used Systems

<b>Average # of One-Way Transit Trips / All Respondents</b>		6.89
King County Metro	<b>Average # of Trips on KC Metro / All Respondents</b>	3.81
	Faculty	3.03
	Staff	2.90
	Students	4.37
	<b>Average # of Trips on KC Metro / Metro Riders</b>	6.89
	Faculty	7.12
	Staff	6.72
Students	6.91	
Central Link Light Rail	<b>Average # of Trips on Link Light Rail / All Respondents</b>	1.44
	Faculty	1.03
	Staff	1.31
	Students	1.57
	<b>Average # of Trips on Link Light Rail / Link Light Rail Riders</b>	3.81
	Faculty	3.71
	Staff	4.39
Students	3.65	
Sound Transit	<b>Average # of Trips on Sound Transit / All Respondents</b>	0.65
	Faculty	0.32
	Staff	0.62
	Students	0.74
	<b>Average # of Trips on Sound Transit / ST Riders</b>	4.29
	Faculty	4.75
	Staff	5.48
Students	3.94	

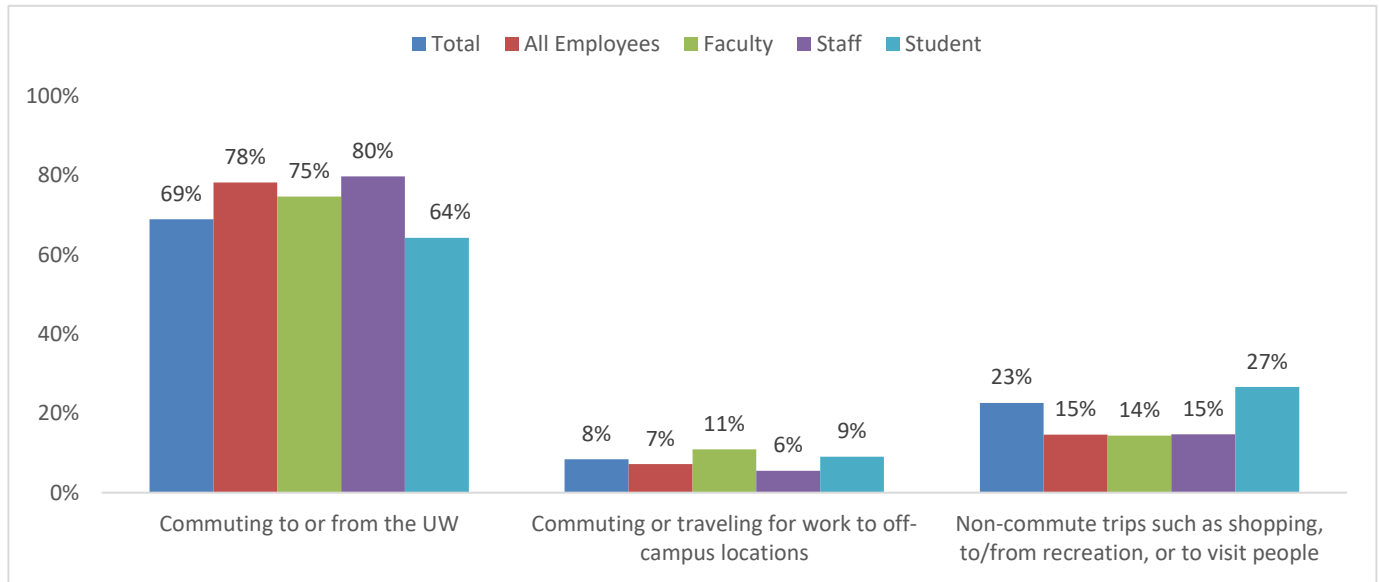
<b>Average # of Trips on Community Transit / All Respondents</b>		0.49
Community Transit	Faculty	0.11
	Staff	0.59
	Students	0.52
	<b>Average # of Trips on Community Transit / Community Transit Riders</b>	5.53
	Faculty	5.67
	Staff	6.65
	Students	5.10
Sounder Commuter Rail	<b>Average # of Trips on Sounder Rail / All Respondents</b>	0.15
	Faculty	0.04
	Staff	0.09
	Students	0.20
	<b>Average # of Trips on Sounder Rail / Washington Sounder Rail Riders</b>	4.64
	Faculty	2.20
	Staff	5.75
Students	4.67	
Washington State Ferries	<b>Average # of Trips on WSF / All Respondents</b>	0.14
	Faculty	0.23
	Staff	0.18
	Students	0.10
	<b>Average # of Trips on WSF / WSF Riders</b>	2.88
	Faculty	3.53
	Staff	3.70
Students	2.31	

## Trip Purpose(s)

Two-thirds of transit users indicate that commuting to or from the UW is their primary purpose when using public transportation.

- Staff are the most likely group to primarily use transit for their commute.
- Students have the most varied reasons for using transit—over one-quarter of them use transit for non-commute purposes.

Figure 21: Trip Purpose: Metro Trips



Source: Respondent Data (Overall/Wt) Base: Respondents who rode public transit in the past 7 days  
Q41NEW: What is the primary purpose for the trips that you take on public transportation?



## Metro Ridership

### Number of Trips

Respondents reported a total of 6,190 weekly one-way rides on Metro. When projected to the entire UW population this equates to more than 273,226 weekly transit trips.

- UW faculty account for only 10% of all one-way trips on Metro.
- Students account for 70% of all one-way trips on Metro. On average, students took 4.37 one-way trips in the 7 days prior to the survey.

Table 42: Number of Weekly One-Way Trips on Metro

	All	All Employees	Faculty	Staff	Students
	Respondents				
<b>Total # of Weekly One-Way Trips</b>	6,190	1,863	627	1,237	4,327
	Expanded to Population				
<b>Total # of Weekly One-Way Trips</b>	273,226	82,243	27,658	54,585	190,983
<b>% of Total Weekly Trips</b>		30%	10%	20%	70%
<b>Average # of Weekly One-Way Trips / Person</b>	3.81	2.94	3.03	2.90	4.37
<p>Source: <a href="#">Respondent Data (OverallWt)</a> and <a href="#">(ExpansionWt)</a>            Base: All respondents            Q40 In the past 7 days, how many one-way trips did you take on each of the following for any purpose (not just getting to or from work or school)?</p>					

More than half of Metro trips are to or from campus. This holds true for all segments.

Twenty-eight percent (28%) of Metro trips are intra-campus trips—that is, trips between two points on the campus and/or the U-District.

- Students are more likely than staff and faculty to use Metro for intra-campus trips.
- It should be noted that respondents could provide answers for both to/from and intra-campus trips. While writing the questionnaire the decision was made to not force the sum of these trips to equal the total number of trips taken. This means that a trip where a respondent may have travelled from some point within the U-District onto the UW campus proper may be counted twice. Thus, the percentages in the table below may not sum to 100%.

Table 43: Types of Metro Trips

		Total Metro Trips	To / From Campus	Intra-Campus
<b>All</b>	# One-Way Trips*	6,160	3,476	1,748
	% of Total Metro Trips*		56%	28%
<b>All Employees</b>	# One-Way Trips*	1,863	1,258	230
	% of Total Metro Trips*		68%	12%
<b>Faculty</b>	# One-Way Trips*	627	428	66
	% of Total Metro Trips*		68%	11%
<b>Staff</b>	# One-Way Trips*	1,237	831	164
	% of Total Metro Trips*		67%	13%
<b>Students</b>	# One-Way Trips*	4,327	2,218	1,517
	% of Total Metro Trips*		51%	35%

Source: [Respondent Data \(OverallWt\)](#) Base: All respondents

Q40 In the past 7 days, how many one-way trips did you take on each of the following for any purpose (not just getting to or from work or school)?

How many of those trips you took last week included getting to or from the UW campus area?

How many of those trips you took last week were between two points in the U District? (The U-District is defined as east of I-5, north of Portage Bay and Montlake cut, south of Ravenna Boulevard and west of Mary Gates Drive.)

\*Percentages sum to 100% across the rows. May not sum to 100% due to questionnaire logic allowing multiple types of trips.

## Fare Payment

Nearly all those riding Metro use a U-PASS to pay their fare.

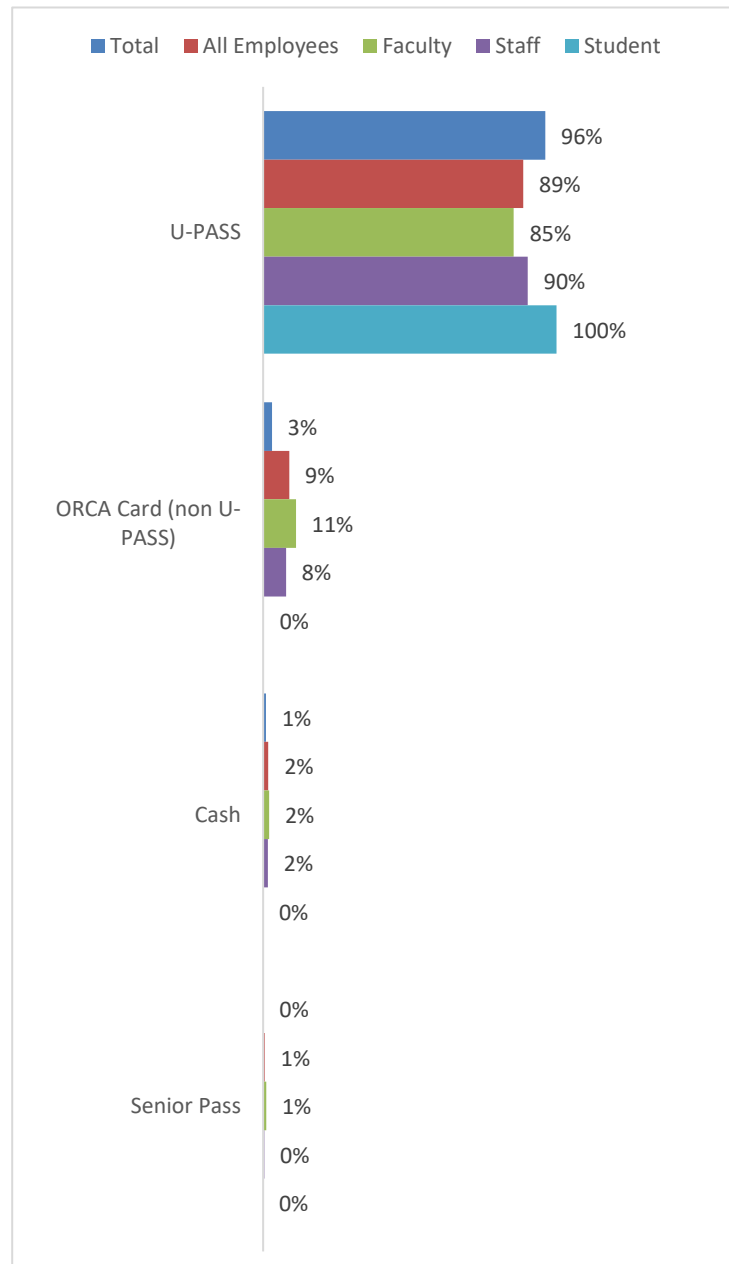
Reflecting the lower penetration of the U-PASS in these segments, faculty, and to a lesser extent staff, are less likely than students to use a U-PASS.

Overall use of the U-PASS when riding Metro has increased between 2014 and 2016 and remained steady in 2017 (not asked in 2015).

Table 44: Trends in U-PASS Use for Fare Payment 2014-2017

	2014	2016	2017
<b>Total</b>	93%	96%	96%
<b>All Employees</b>	80%	89%	89%
<b>Faculty</b>	71%	81%	85%
<b>Staff</b>	84%	92%	90%
<b>Students</b>	99%	100%	100%

Figure 22: Fare Payment



Source: Respondent Data (OverallWt)

Base: Ridden Metro in previous 7 days

Q42A When you rode Metro, how did you pay your fare?

[Blank page inserted for pagination purposes.]

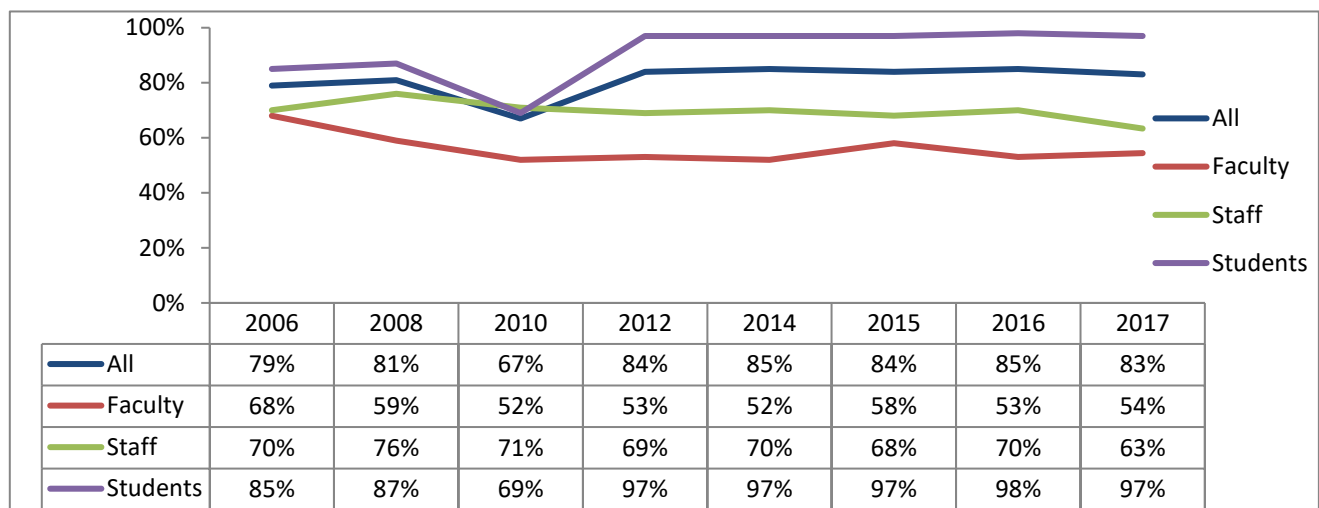
# Key Findings: U-PASS

## U-PASS Acquisition

After dropping sharply in 2010, the percentage of all respondents with a valid U-PASS rebounded in 2012 and has remained the same since.

- In 2010, the cost of the U-PASS increased, so use went down. In 2011, students made the U-PASS a universal benefit, so use among students increased.
- Sixty-percent (60%) of all employees (faculty and staff) have a valid U-PASS. This is down slightly from 2016. The decrease is primarily due to a significant decline in staff with a valid U-PASS.

Figure 23: Percent with Valid U-PASS



Source: Respondent Data (OverallWt)

Base: All respondents

Q23 Do you have a U-PASS that is valid for Fall Quarter 2016?

Seventy-percent (70%) of U-PASS holders have had their U-PASS for at least a year.

- Seven out of ten employees have had their U-PASS for three years or longer.

Thirty-percent (30%) of students are new users—that is, Fall Quarter 2017 is the first quarter they have had a U-PASS.

- The proportion is the same for undergraduate and graduate students.
- Among undergraduate students, the percentage of new members is related to class standing.

It should be noted that combined, graduate students and freshman make up 54% of the students who completed the survey. The high rate of new U-PASS members among these two groups greatly impacts the total percentage of students who are new U-PASS members.

Table 45: Percent New Members by Class Standing

	New User
<b>Total</b>	30%
<b>NET: Under Graduate</b>	<b>31%</b>
<b>Freshman</b>	87%
<b>Sophomore</b>	4%
<b>Junior</b>	22%
<b>Senior</b>	1%
<b>NET: Graduate Student (incl prof.)</b>	<b>29%</b>
<b>Graduate</b>	30%
<b>Professional</b>	24%

Source: [Respondent Data \(OverallWt\)](#)

Base: Students who are new members

\*New member is defined as the first quarter that respondent has used U-PASS.

Table 46: Length of Time Had U-PASS

	Total	All Employees	Faculty	Staff	Students
<b>New User</b>	29%	13%	18%	10%	36%
<b>1-2 Years</b>	32%	15%	13%	16%	38%
<b>3+ Years</b>	38%	70%	67%	71%	25%

Source: [Respondent Data \(OverallWt\)](#)

Base: Respondents with a U-PASS

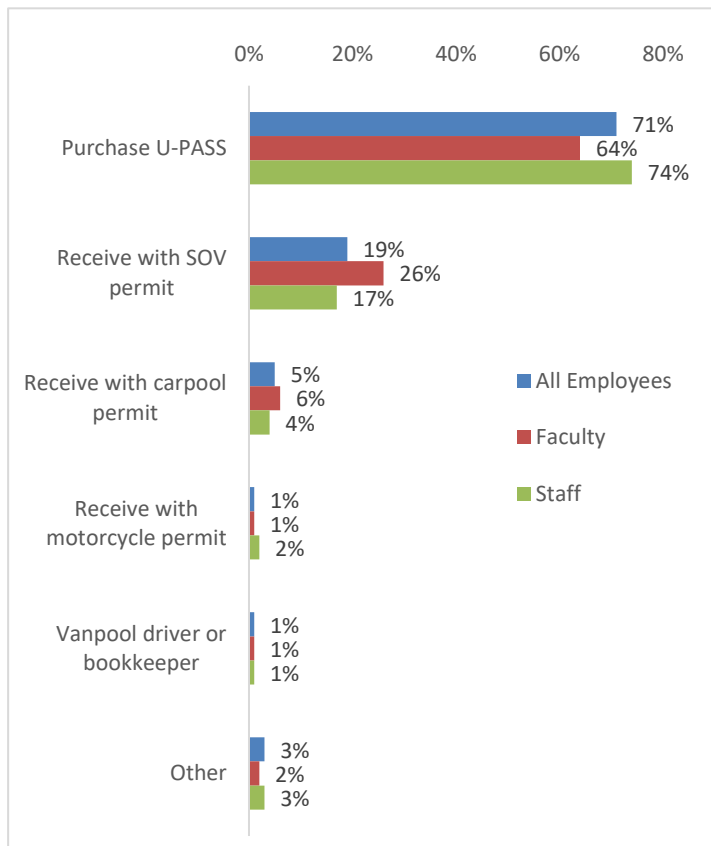
Q25 How long have you had a U-PASS?

Faculty and staff can obtain a U-PASS along with a parking permit or through an outright purchase.

Seventy-one percent (71%) of employees purchased their U-PASS.

- One-fifth received their U-PASS along with the purchase of a parking permit.

Figure 24: Acquisition of U-PASS (Faculty and Staff)



Source: Respondent Data (EmployeeWt)

Base: Employees with a U-PASS

Q26A Did you purchase your U-PASS, receive a U-PASS with an SOV parking permit, a carpool parking permit, receive a motorcycle parking permit or because you are a vanpool driver or bookkeeper, or something else?

Table 47: Trends in Faculty / Staff U-PASS Acquisition

	2014	2015	2016	2017
<b>% Purchase</b>				
<b>All Employees</b>	67%	70%	75%	71%
<b>Faculty</b>	50%	57%	72%	64%
<b>Staff</b>	73%	75%	76%	74%
<b>% Receive with Parking Permit*</b>				
<b>All Employees</b>	30%	26%	23%	26%
<b>Faculty</b>	49%	41%	28%	34%
<b>Staff</b>	23%	20%	21%	22%

Source: Respondent Data (EmployeeWt) Base: Employees with a U-PASS

\*Includes SOV, carpool, and motorcycle permit

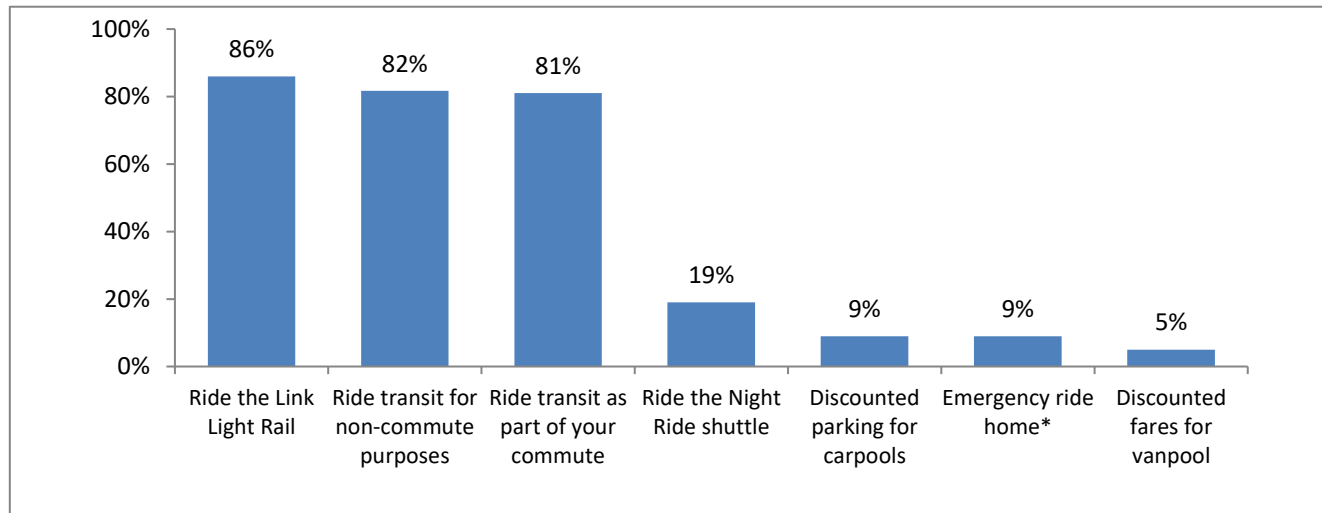
The percentage of faculty purchasing their U-PASS outright has remained relatively steady from 2015 onward.

## Using the U-PASS

As expected, the primary use of the U-PASS is for transit.

- Riding the light-rail is the most common use for the U-PASS.

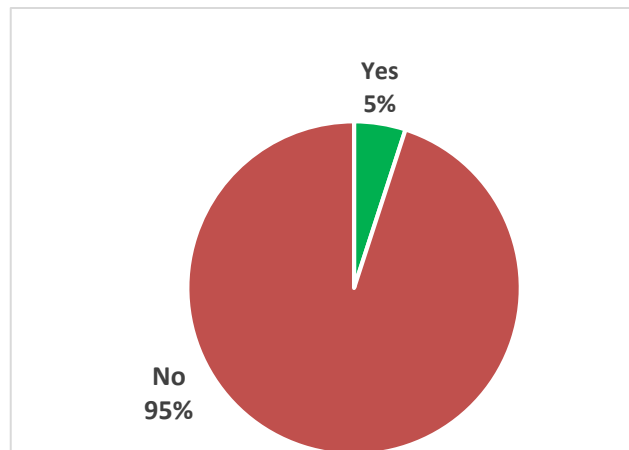
Figure 25: Uses of U-PASS



Source: [Respondent Data \(OverallWt\)](#) Base: Respondents with a U-PASS  
 Q27: How often have you used your U-PASS to do each of the following?  
 \* Emergency ride home program is available to faculty and staff only.  
 Includes Rarely, Sometimes, Frequently

Five percent of (5%) respondents have received personalized trip planning service through Commute Options Services.

Figure 26: Use of Commute Options Service



Source: [Respondent Data \(OverallWt\)](#)  
 Base: Respondents with a U-PASS  
 Q27\_B: Have you used the Commute Options Service to receive personalized commute assistance to campus?



There are differences in the uses of the U-PASS based on segment.

- Students are the most likely to ride the Night Ride Shuttle.
- Employees use their U-PASS more frequently than students for commute trips.

Table 48: Primary Uses of U-PASS by Segment

		Total	All Employees	Faculty	Staff	Students
Ride the Link Light Rail	Never	14%	14%	13%	15%	13%
	Rarely	21%	26%	26%	25%	19%
	Sometimes	38%	37%	42%	35%	38%
	Frequently	27%	23%	19%	25%	29%
Ride the Night Ride shuttle	Never	81%	96%	95%	96%	76%
	Rarely	11%	3%	4%	3%	14%
	Sometimes	5%	1%	1%	1%	7%
	Frequently	3%	0%	1%	0%	4%
Emergency ride home	Never	91%	91%	94%	90%	N/A
	Rarely	7%	7%	3%	8%	N/A
	Sometimes	2%	2%	3%	1%	N/A
	Frequently	0%	0%	0%	0%	N/A
Discounted parking for carpools	Never	91%	92%	92%	92%	90%
	Rarely	5%	4%	3%	5%	6%
	Sometimes	2%	2%	2%	2%	3%
	Frequently	2%	2%	3%	1%	2%
Discounted fares for vanpool	Never	95%	97%	98%	97%	94%
	Rarely	2%	1%	1%	1%	3%
	Sometimes	1%	1%	1%	0%	2%
	Frequently	2%	1%	0%	2%	2%
Ride transit as part of your commute	Never	19%	13%	13%	12%	21%
	Rarely	12%	10%	12%	9%	13%
	Sometimes	15%	14%	17%	12%	16%
	Frequently	54%	64%	57%	66%	50%
Ride transit for non-commute purposes	Never	18%	17%	19%	16%	19%
	Rarely	18%	26%	21%	27%	15%
	Sometimes	35%	39%	44%	36%	34%
	Frequently	28%	19%	16%	20%	32%

Source: [Respondent Data \(OverallWt\)](#) Base: Respondents with a U-PASS

Q27: How often have you used your U-PASS to do each of the following?

\* Emergency ride home program is available to faculty and staff only.

## Satisfaction with U-PASS Program

Nine out of ten U-PASS members are satisfied with the program. There are no differences in satisfaction across the different segments or across different class levels.

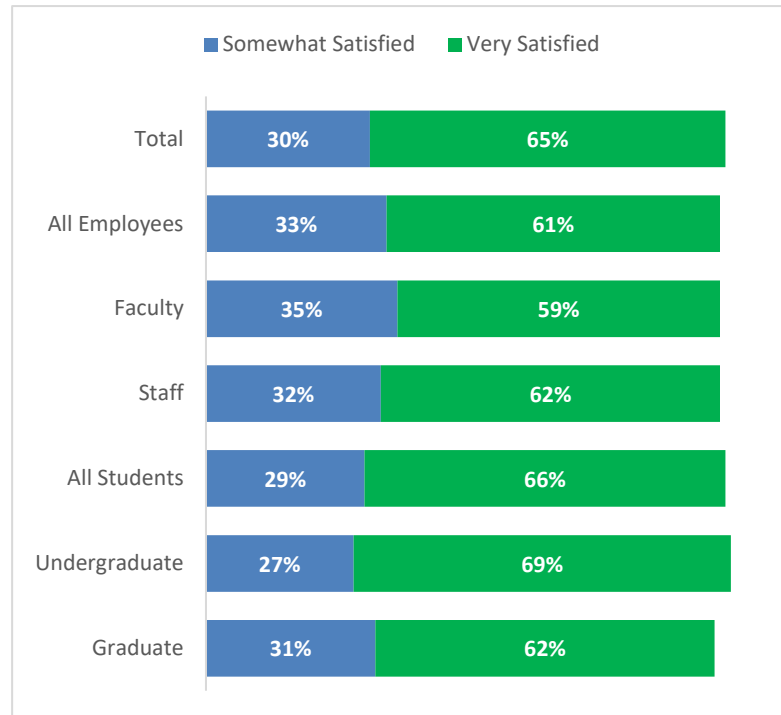
Satisfaction with the U-PASS program has remained high over the past several years.

Table 49: Trends in Satisfaction with U-PASS

	2014	2015	2016	2017
<b>Total Satisfied</b>	93%	93%	93%	94%
<b>Very Satisfied</b>	61%	71%	63%	65%
<b>Somewhat Satisfied</b>	32%	22%	30%	30%
<b>Dissatisfied</b>	7%	7%	7%	6%

Source: [Respondent Data \(OverallWt\)](#)  
 Base: Respondents with a Valid U-PASS  
 Q28 Overall, how satisfied are you with the U-PASS program

Figure 27: Overall Satisfaction with the U-PASS Program



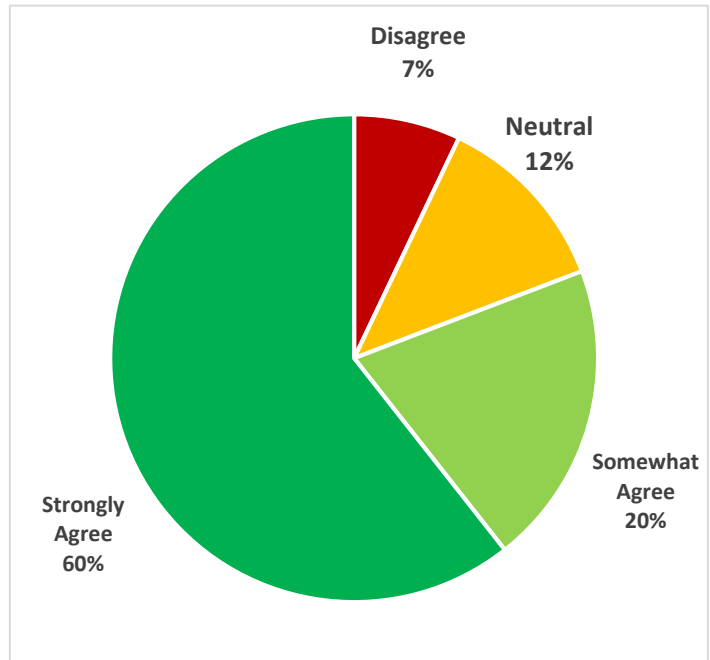
Source: [Respondent Data \(OverallWt\)](#)  
 Base: Respondents with a Valid U-PASS  
 Q28 Overall, how satisfied are you with the U-PASS program

## Impact of U-PASS on Students

Approximately four out of five students agree that the U-PASS makes it easier for them to attend classes at the university.

- This is particularly true for those who live off-campus.
- There are no differences based on class level.

Figure 28: Agreement / Disagreement that U-PASS Makes It Easier for Student to Attend Classes



Source: [Respondent Data \(OverallWt\)](#)

Base: Students with a Valid U-PASS

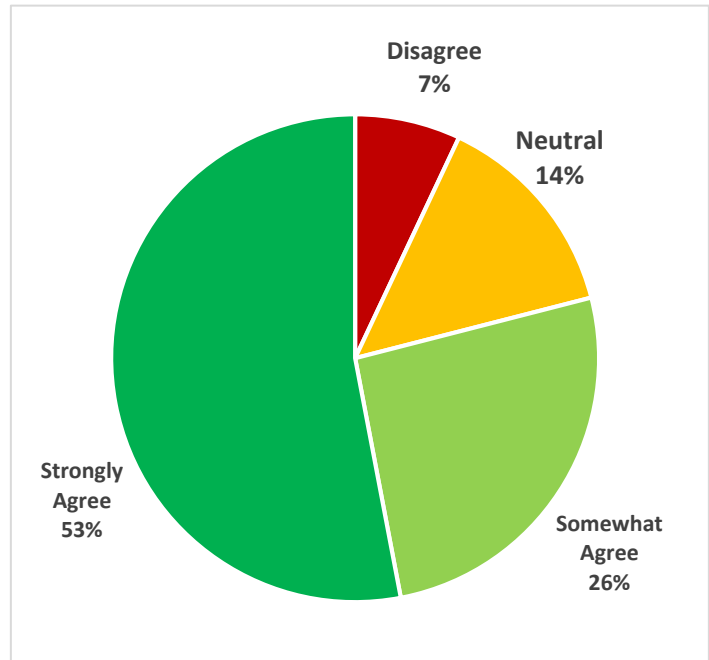
Q30: Do you agree or disagree that the U-PASS makes it easier for you to attend classes at the University of Washington?

## U-PASS as Employee Benefit

Nearly four out of five employees agree that the U-PASS is a benefit of working at the University of Washington.

- There are no differences between faculty and staff.

Figure 29: Agreement / Disagreement that U-PASS is a benefit of working at the UW



Source: *Respondent Data (EmployeeWt)*

Base: *Employees with a Valid U-PASS*

Q31: *Do you agree or disagree that the U-PASS is a benefit of working at the University of Washington?*

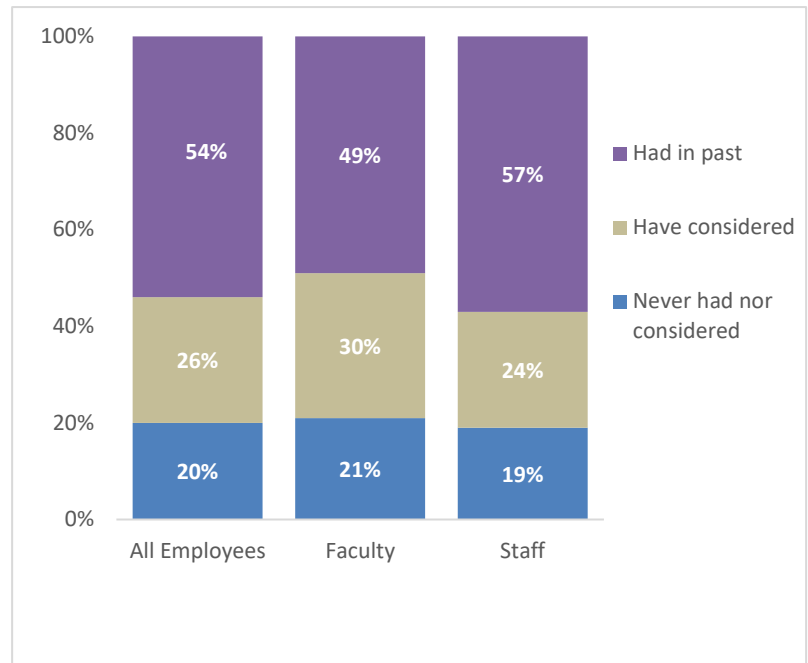
## U-PASS Non-Members

Half of all employees have had a U-PASS in the past.

One in five employees have never had nor would consider getting a U-PASS.

Only 18 students (unweighted) surveyed do not have a U-PASS so that data is not shown.

Figure 30: Past Use or Consideration of U-PASS



Source: Respondent Data (EmployeeWt)

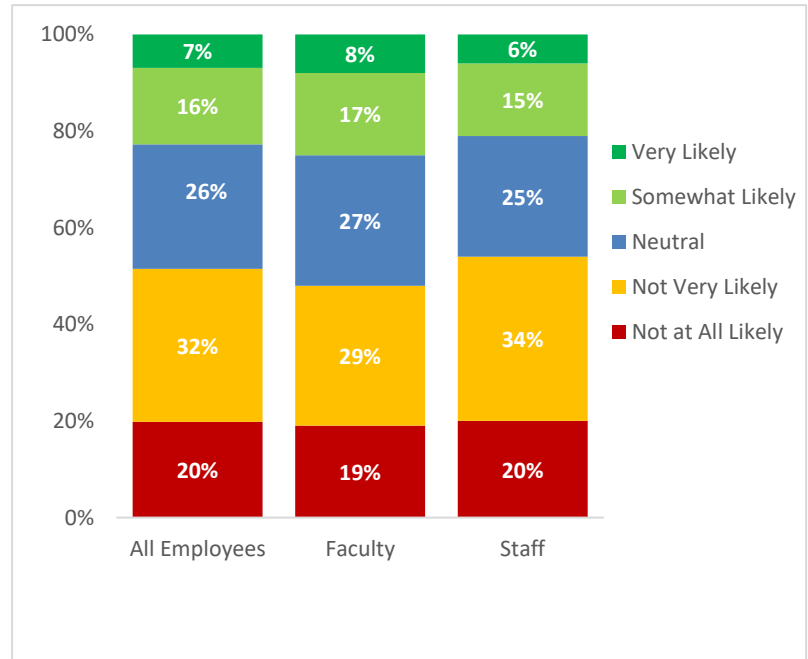
Base: Respondents WITHOUT a U-PASS

Q37: Have you ever had or considered having a U-PASS?

The majority of those who do not currently have a U-PASS indicate that they are unlikely to get a U-PASS in the future.

- One-in-five say they are “not at all likely” to get one.

Figure 31: Potential Acquisition of U-PASS



Source: Respondent Data (EmployeeWt)

Base: Respondents WITHOUT a U-PASS

Q37: Have you ever had or considered having a U-PASS?

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## Appendix I: Detailed Methodology

This survey was conducted via mixed modes—using a web-based survey and a computer-assisted telephone interviewing (CATI) methodology that mirrored the web survey. Staff, faculty, and students who did not have an e-mail address were streamed into the telephone survey. Those who were initially contacted via e-mail but 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 to obtain a higher response rate (50–55% is required) from faculty and staff for the State of Washington’s Commute Trip Reduction measurements and to accommodate respondent requests from previous years.

Data collection was conducted over an eight-week period to provide representative data of commute travel patterns throughout UW’s fall quarter. To ensure that data was collected over the entire four-week period, the sample was introduced in successive batches, rolling the 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 7 days. Data collection was completed by December 12, 2017.

Prior to data collection, UW sent an introductory email to all faculty members, staff, and students that had been randomly selected to complete the survey. The email introduced the survey and discussed the schedule and response options—telephone and online. The timing of the introductory email was approximately a few days before respondents received their personalized login code in their e-mail inbox. Awareness of the survey effort was also made known through the outreach materials listed below. Full text of the outreach materials is in Appendix V.

Outreach materials consisted of the following:

- UW e-mail notifications
- NWRG e-mail invitation and reminders
- FAQs for posting on websites, e-mailing to respondent, requests for additional information, etc.

### Questionnaire

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 rotated or randomized in both the online and telephone versions of the survey.

NWRG conducted a pretest of the telephone and online survey instruments with staff, faculty, and students from October 11 to October 12, 2017. Full-scale data collection for staff, faculty, and students ran between October 17 and December 12, 2017. Telephone interviewing was conducted during the weekday hours of 8 a.m. to 9 p.m., Saturdays from 9:00 a.m. to 7:00 p.m., and Sundays from 11:00 a.m. to 9:00 p.m.

A copy of the questionnaire is included in Appendix IV.

## Sample Selection and Management

The UW provided two databases to NWRG for sampling: the student database and a database including all types of UW employees (staff and faculty), drawn from UW's payroll and personnel system.

The combined UW databases were stratified into three main groups—faculty, staff, and students. Because the sample was already designated (faculty, staff, and students) the only qualifying statement that respondents needed to verify was whether they worked or attended classes at a UW owned or leased building. Respondents were also asked to confirm their sample designation. This verification revealed a very close match with the sample information. Prior to data collection, an analysis of the student sample was conducted to ensure accurate representation of class standing within the student sample universe. After data collection was complete, class standing analysis was conducted to verify representative distribution of class standing for survey respondents and found that representation was fairly close (within +/-5% of actual class distribution).

Based on the desired quotas for each group, and limited by the state CTR response requirements, a random sample was drawn for each group. Historically, approximately 20% of the randomly selected sample has been disqualified from the survey—generally for not working or attending classes at the main University District campus in Seattle, WA. This was considered for the final sample pull of 3,750 sample elements (1,500 students, 1,500 staff, and 750 faculty).

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

If the respondent did not complete the online survey during their time allotment, the sample record was transferred to the telephone interview sample. NWRG conducted telephone surveys between October 30 and December 12, 2017. Interviewers made up to five attempts to reach respondents by phone.

At the beginning of the interview, respondents were screened and identified as members of one of three groups—faculty, staff, or student. Respondents who did not qualify for the survey were immediately screened out. If a respondent was qualified to take the survey 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 and the evening residence numbers. In addition, respondents with e-mail addresses who were not reached during the initial three waves were re-invited to complete the online survey in two additional online survey waves. These were simultaneous to the telephone follow-up efforts.



Table 50: Sample Dispositions

	Total	Faculty	Staff	Students
<b>Total Sample Attempted</b>	<b>3,750</b>	<b>750</b>	<b>1,500</b>	<b>1,500</b>
Completed Online Interviews	1,386	262	748	376
Completed Telephone Interviews	313	45	38	230
<b>Total Completed Interviews</b>	<b>1,699</b>	<b>307</b>	<b>789</b>	<b>606</b>
<b>Telephone Sample Dispositions</b>				
<b>Total Telephone Sample Attempted</b>	<b>1474</b>	<b>401</b>	<b>247</b>	<b>826</b>
<b>Unusable Sample</b>	<b>342</b>	<b>76</b>	<b>90</b>	<b>176</b>
Business/Non-Working/Not UW/Other Screen Out/Bad Number/Caller ID Blocked/Did Not Ring/TriTone/Fastbusy/Failed/Line Is Silent	105	20	11	74
Targeted Respondent Not Available	237	56	79	102
<b>Useable Sample</b>	<b>2766</b>	<b>459</b>	<b>1045</b>	<b>1262</b>
No Answer/Maximum Tries	593	151	98	344
Answering Machine	195	26	43	126
Records Not Dialed	1978	282	904	792
Fast Busy Record Slated for Redial (Not Recalled)	0	0	0	0
Silent—No Interviewer Available When Dialer Called, Dialer Hung Itself Up—Record Slated for Redial (Not Recalled)	0	0	0	0
<b>Usable Sample Contacted</b>	<b>33</b>	<b>4</b>	<b>11</b>	<b>18</b>
Refusal	30	4	9	17
Mid-Terminate/Early Complete (Record Does Not Count)	3	0	2	1
Transfer to Web/Stopped	0	0	0	0
<b>Willing to Cooperate</b>	<b>39</b>	<b>22</b>	<b>4</b>	<b>13</b>
Communication Barrier	4	1	0	3
Agreed to Interview/Scheduled Callback	23	15	2	6
Transfer to Web	0	0	0	0
Respondent Stopped/Asked to be Called Back	12	6	2	4
<b>Total Telephone Interviews Completed</b>	<b>306</b>	<b>44</b>	<b>37</b>	<b>225</b>

NWRG completed a total of 1,699 interviews (for a full breakdown of interviews by group, number resulting from weighting process, and the margins of error for each group, see Table 10). This number of interviews 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 weighted data combined.

## Changes to Sample Selection and Management

In 2017, the total population figures were changed compared to previous years. Many buildings that were considered part of the “UW Main Campus” in the past were excluded in the 2017 data pull. The result is a net decrease in the total population, mainly from a reduction in the number of employees, in the sample universe. Due to this change in population base, expansion weights were calculated using more accurate population data that better reflects the sample universe. While, the change in population may result in some changes when compared to previous years, these changes should primarily show up when data weighted by ExpansionWt are presented (e.g. table 25).

The table below contains a list of buildings historically included in the population universe but were not included in the 2017 survey population. It is recommended that these building should be included in the 2018 survey population.

• 4545 Building	• Facilities Services	• Roosevelt Commons West
• Applied Physics Laboratory	• Fisheries Building	• Schmitz
• Arcade Building- KUOW	• IMA	• Tower
• Center for Urban Horticulture	• Jack Straw Building	• University District Building
• CHDD	• Ocean Teaching Building	• Washington Commons
• CoMotion Innovation Center	• PCH	• Washington Sea Grant
• Condon Hall	• Roosevelt Commons East	• WSECU Building, Center for Study of Health and Risk Behaviors

## Appendix II: Sources for Previous Year Mode Share Data

Prior to 2012, the mode share data was calculated using a different methodology. The previous data files are either unavailable or do not contain the variable or calculation used to determine mode-share. The mode share numbers from 2002 through 2010 have been imported from the previous reports. The table below provides the table number from which the mode share data was imported for each of the previous years.

*Table 51: Sources for Mode Share Data from 2002 to 2010*

Year	Source
2002	Final Report—Table 13
2004	Final Report—Table 13
2006	Final Report—Table 18
2008	Final Report—Table 17
2010	Final Report—Table 21

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## Appendix III: Sample Size Tables

Below is a table showing the sample sizes for each base throughout the report. Sample sizes are provided for unweighted counts as well as weighted counts for each weight. Unless specified, Weight is the default weight used throughout the report. ExpansionWt is used when results are projected to a total number (e.g., total number of weekly trips). When reporting percentages, there are no differences between Weight and ExpansionWt. EmployeeWt is only used when specifically looking at employees only or when comparing faculty to staff only. The use of EmployeeWt is noted during each instance.

Table 52: 2014 Sample Base Sizes

	Unweighted	Weighted by OVERALLWT	EXPANSIONWT	EMPLOYEEWT
All respondents	1,699	1,699	74,992	-
All employees	1,093	653	28,827	1,093
Faculty	307	214	9,446	359
Staff	786	439	19,631	734
Students	606	1,046	46,165	-
All respondents with U-PASS	1,253	1,409	62,210	660
All respondents w/o U-PASS	446	290	12,782	433
Employees with U-PASS	665	395	17,416	660
Students with U-PASS	588	1,015	44,794	-
New student U-Pass members	178	366	16,150	-
Primary trip mode is drive alone	389	269	11,862	352
Primary trip mode is carpool/vanpool	93	82	3,621	68
Carpool for any part of trip	166	154	6,807	117
Bike for any part of trip	159	149	6,581	114
Parked a bike on UW campus	119	116	5,115	81
Have a bicycle or biked for any part of trip	458	432	19,088	328
Transit service available from home to UW	1,394	1,269	56,017	1,006
Respondents who have used transit in the past 7 days	1,137	1,209	53,365	663
Respondents who have ridden Metro in the past 7 days	819	899	39,667	456
Respondents who took a trip on Sounder or Light Rail in past 7 days	565	620	27,377	313

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## Appendix IV: 2014 Questionnaire

**2017 UNIVERSITY OF WASHINGTON U-PASS / CTR SURVEY**  
**NWRG Project Number: TBD**  
**DATE LAST MODIFIED: 09/27/2017**

### TEXT CONVENTIONS

**BOLD, PURPLE TEXT DENOTES STYLE-GUIDE INSTRUCTIONS**

**RED TEXT DENOTES PROGRAMMING INSTRUCTIONS**

**GREEN TEXT DENOTES INTERVIEWER INSTRUCTIONS**

TEXT IN ALLCAPS IS NOT READ TO RESPONDENTS

### WEB PROGRAMMING INSTRUCTIONS

Do not show “DON’T KNOW” or “PREFER NOT TO ANSWER” response options unless respondent attempts to skip question

Show “PREFER NOT TO ANSWER” instead of “REFUSED”

Show “unread” response options, and use Sentence Case (Capitalize first letter of word / phrase only)

Rating scales must be shown in the format below

	Much Worse Than Other Communities										Much Better Than Other Communities
	0	1	2	3	4	5	6	7	8	9	10
Easy to get around by car	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public transportation available to where I need to go	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

### SECTION HEADER INSTRUCTIONS

**[BASE: LIST THE BASE FOR THE SECTION – IS IT ALL RESPONDENTS OR A SUBSECTION OF RESPONDENTS?]**

**[PROGRAMMING: SECTION FOR TIMING] – MOST SECTIONS SHOULD HAVE A NEW SECTION FOR TIMING**

### SAMPLE PLAN

**SEE THE PROJECT WORK PLAN FOR QUOTA INSTRUCTIONS**

## RESPONSE OPTION NUMBERING

“OTHER (SPECIFY)” RESPONSES: SHOULD BE 888.

“DON’T KNOW” RESPONSES: SHOULD BE 998.

“REFUSED / PREFER NOT TO ANSWER” RESPONSES: SHOULD BE 999.

FOR “YES / NO” QUESTIONS: “YES” SHOULD BE 01; “NO” SHOULD BE 00

SCALE QUESTIONS SHOULD ALWAYS GO LOW TO HIGH WHERE THE LOW NUMBER INDICATES A LOWER LEVEL OF SATISFACTION / AGREEMENT, ETC., AND THE HIGHER NUMBER INDICATES A HIGHER LEVEL OF SATISFACTION / AGREEMENT, ETC. WHEN SHOWN ON A SCREEN, THE LOWER LEVEL SHOULD BE SHOWN ON THE LEFT SIDE AND THE HIGHER NUMBER ON THE RIGHT SIDE.

## INTRODUCTION

[BASE: ALL RESPONDENTS]

[PROGRAMMING: SECTION FOR TIMING]

### [DISPLAY FOR PHONE ONLY]

IsCallin

**(DO NOT READ) INTERVIEWER:** Did this respondent call-in to do the survey?

**IF YOU ARE NOT SURE, CODE “NO” BELOW.**

- |    |   |
|----|---|
| 01 | Yes, respondent called in                               |
| 02 | No, regular outbound dialing <b>[DEFAULT SELECTION]</b> |

### [PHONE NOTATION] (READ THIS SCREEN IF YOU HAVE A NEW RESPONDENT ON THE PHONE, OTHERWISE PRESS >> TO GET INTO THE SURVEY)

Thank you for agreeing to participate in this important study for the University of Washington. The information gathered in this study will be used to help improve transportation in and around the U-District. Additionally, it provides data to help the University meet State and City regulatory requirements. You have been randomly selected to participate in the research effort and all of your responses will be kept confidential and only used in aggregate with others participating in this study.

This important survey. . .

1. Provides information on travel behavior that the University uses for long-range development plans.
2. Provides data required by the State of Washington’s Commute Trip Reduction Law. Major employers are required, by this law, to provide data on their employees’ commuting choices as determined by the survey. (<http://www.wsdot.wa.gov/Transit/CTR/overview.htm>)
3. Provides important information on the effectiveness of the University’s U-PASS program and potential program improvements.

If you have program or general questions, please contact Jacob A. Brett, Transit Program Operations Specialist at [JABrett@uw.edu](mailto:JABrett@uw.edu) or (206) 658-7926.

If you have technical survey questions, please contact Nathan Wiggin, the project director at Northwest Research Group at [nwiggin@nwresearchgroup.com](mailto:nwiggin@nwresearchgroup.com) or (206) 489-2363.



## SCREENER

[BASE: ALL RESPONDENTS]  
[PROGRAMMING: SECTION FOR TIMING]

S1 Are you currently . . .

**[WEB NOTATION]** (Select all that apply)

**[PHONE NOTATION]** (READ LIST. SELECT ALL THAT APPLY)

- 01 Enrolled as a student (Fall Quarter 2017)
- 02 Employed as a faculty member
- 03 Employed as a staff member
- 997 None of the above **[MUTUALLY EXCLUSIVE]**
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know **[MUTUALLY EXCLUSIVE]**
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer **[MUTUALLY EXCLUSIVE]**

*IF S1 EQ 997, 998, 999 THANK AND CONCLUDE  
IF MULTIPLE RESPONSES GIVEN TO S1 ASK S1A*

---

**[ASK IF MULTIPLE RESPONSES GIVEN TO S1; DISPLAY OPTIONS SELECTED AT S1 AS WELL AS 997/998/999]**

S1A Are the majority of your hours spent as a . . .

**[WEB NOTATION]** (Select all that apply)

**[PHONE NOTATION]** (READ LIST. SELECT ALL THAT APPLY)

- 01 Student (Fall Quarter 2017)
- 02 Faculty member
- 03 Staff member
- 997 None of the above **[MUTUALLY EXCLUSIVE]**
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know **[MUTUALLY EXCLUSIVE]**
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer **[MUTUALLY EXCLUSIVE]**

**[ASK IF MULTIPLE RESPONSES GIVEN TO S1A; DISPLAY OPTIONS SELECTED AT S1A AS WELL AS 997/998/999]**

S1B Do you primarily consider yourself a...

**[PHONE NOTATION]** (READ LIST.)

- 01 Student (Fall Quarter 2017)
- 02 Faculty member
- 03 Staff member
- 997 None of the above
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

*IF S1A OR S1B EQ 997, 998, 999 THANK AND CONCLUDE*

*CREATE VARIABLE: TYPE*

*01 = STUDENT (S1 EQ 01 ONLY) OR (S1A=01 ONLY) OR (S1B=01)*

*02 = FACULTY (S1 EQ 02 ONLY) OR (S1A=02 ONLY) OR (S1B=02)*

*03 = STAFF (S1 EQ 03 ONLY) OR (S1A=03 ONLY) OR (S1B=03)*

---

*IF TYPE EQ 01: RESTORE [ATTEND CLASSES OR OTHER SPECIFIED WORDING] WHERE SPECIFIED  
IF TYPE EQ 02 OR 03: RESTORE [WORK] WHERE SPECIFIED*

---

*CREATE VARIABLE: TYPE\_GROUP  
01 = STUDENT (TYPE=01)  
02 = FACULTY/STAFF (TYPE=02 or 03)*

---

*SHOW INT\_STUDENT IF TYPE=1  
IF TYPE=2 OR TYPE=3 SKIP TO S2*

---

INT\_STUDENT This survey is interested in travel made to campus for any reason associated with your status as a student. This could include attending classes, studying, group projects, or academic employment such as teaching or research. For simplicity's sake, the term "attend classes" will be used to cover all of these activities.

S2 Do you [work / attend classes] on the Seattle campus or in a UW owned or leased building in the University District?

**[MUTLI-SELECT: ALLOW 01/02 TO BE SELECTED IN COMBINATION]**

- 00 No, neither **[MUTUALLY EXCLUSIVE]**
- 01 Yes, on Seattle campus
- 02 Yes, in the University District
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know **[MUTUALLY EXCLUSIVE]**
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer **[MUTUALLY EXCLUSIVE]**

*IF S2 EQ 01, 02 CONTINUE TO S3 BASE LOGIC  
IF S2 EQ 00, 998, 999, ASK S2A*

---

*ASK S2A IF TYPE EQ 02 OR 03 AND S2=00, 998, 999*

---

S2A Where do you work?

*Open-ended question*

---

*IF S2 EQ 00, 998, 999, THANK AND CONCLUDE: "That is all the information we need from you today"*

---

ASK S3 AND S3A IF TYPE EQ 02 OR 03

---

S3 Are you employed...?

**[PHONE NOTATION] (READ LIST)**

- 01 Full-time (35 hours or more per week)
- 02 Part-time (20 to 34 hours per week)
- 03 Part-time (less than 20 hours per week)
- 888 Something else (please describe) **[FORCE SPECIFY]**
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

*IF S3 EQ 998, 999 THANK AND CONCLUDE*

---

S3A Is your position intended to last 12 months or more?

- 00 No
- 01 Yes
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

ASK S4 IF TYPE EQ 01

---

S4 How many credits are you currently registered for this quarter?

\_\_\_ Number of credits, if more than 30 enter '30' **[RANGE 0 - 30]**

- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

**[ASK S4A IF S4=998/999]**

S4A Are you a full-time or part-time student?

- 01 Full time
- 02 Part time
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

**CREATE VARIABLE: FT STD**

**01 = PART TIME [S4 < 10 (and not 998/999) OR S4A=02]**

**02 = FULL TIME [S4 >= 10 (and not 998/999) OR S4A=01]**

**03 = UNKNOWN [S4A=998/999]**

---

## GENERAL TRAVEL

[BASE: ALL RESPONDENTS]  
[PROGRAMMING: SECTION FOR TIMING]

Q4 What is the zip code associated with your current residence [IF S1 EQUALS 01 SHOW “while attending the UW”]?

\_\_\_\_\_ Zip Code

998 [PHONE NOTATION: (DO NOT READ)] Don't know

999 [PHONE NOTATION: (DO NOT READ)] Prefer not to answer

[ZIP CODE MUST START WITH '98'. IF ZIP CODE IS INVALID DISPLAY, “This is not a zip code in the Puget Sound region. What is the zip code associated with your current residence while attending class at the University of Washington.”]

ASK Q4A IF TYPE=01 AND Q4 EQUALS 98105 OR 98115 OR 98195

Q4A Do you live in...

[PHONE NOTATION] (READ LIST)

01 UW housing, on campus

02 UW housing, off campus

03 A fraternity or sorority

04 Non-UW housing

888 Something else (please describe) [FORCE SPECIFY]

998 [PHONE NOTATION: (DO NOT READ)] Don't know

999 [PHONE NOTATION: (DO NOT READ)] Prefer not to answer

IF Q4A EQUALS 01/LIVE ON CAMPUS, SKIP TO Q9A

Q5A How many miles is it from where you live to the UW main campus? Your best estimate is fine.

[PHONE NOTATION: (INTERVIEWER)] You may use whole and partial numbers by using a decimal point. For example if [PHONE: they / WEB: you] live a half mile away, enter .5.

[PHONE NOTATION] (INTERVIEWER – IF RESPONDENT IS HAVING A TOUGH TIME) What are your cross streets, I can look up the mileage for you.

[WEB DISPLAY: If not sure, please use the link below to calculate the mileage. The link is in no way connected to the survey, we will not have any access to what you type into the address field in Google Maps. It will just give you an accurate mileage number to type into the survey]

[GOOGLE LINK TO POP OPEN IN NEW TAB/WINDOW]

<https://www.google.com/maps/dir//47.6559845,-122.3092919/@47.6581308,-122.3147636,16z>

\_\_\_\_\_ Number of miles. If greater than 90, enter 90. [RANGE 0.1 TO 90]

998 [PHONE NOTATION: (DO NOT READ)] Don't know

999 [PHONE NOTATION: (DO NOT READ)] Prefer not to answer

Q5A1 To what extent did your options for commuting to the UW influence your choice of where you live?

**[PHONE TEXT] Was it... (READ LIST)**

- 01 Not a consideration at all
- 02 Somewhat of a consideration
- 03 Major consideration
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

*IF Q4A EQUALS 01/LIVE ON CAMPUS, SKIP Q5B AND AUTOCODE AS 997 [I LIVE ON/NEAR CAMPUS]*

**[DISPLAY OPTION 997 FROM THE GET-GO FOR WEB RESPONDENTS]**

Q5B Which of the following best describes the bus or rail service available from where you live to the UW?

**[PHONE NOTATION] (READ LIST)**

- 00 No service available
- 01 There is direct service from where you live to the UW
- 02 There is service available from where you live to the UW but requires transferring
- 03 There is direct service available from a park-and-ride lot to the UW
- 997 **[PHONE NOTATION: (DO NOT READ)]** I live on/near campus
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

*ASK Q5D IF Q5B EQUALS 01, 02, OR 03*

Q5D How well does the transit service from where you live to the UW meet your needs and expectations for each of the following?

**[PHONE TEXT] (READ EACH ITEM THEN REPEAT SCALE AS NECESSARY: Does it not meet needs and expectations, meet needs and expectations, or exceed needs and expectations?)**

	Does Not Meet Needs and Expectations	Meets Needs and Expectations	Exceeds Needs and Expectations	<b>[PN: (DO NOT READ)]</b> Don't Know	<b>[PN: (DO NOT READ)]</b> Prefer Not to Answer
Frequency of Service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
# of Transfers Required	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Travel Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cost	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reliability (on-time)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Perception of safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Availability of seats	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q7 Do you personally have any of the following regularly available for your commute?

**[WEB NOTATION]** (Select all that apply)

**[PHONE NOTATION]** (READ LIST. SELECT ALL THAT APPLY)

- 01 Car or truck
- 02 Motorcycle or scooter
- 03 Bicycle
- 97 None of the above **[MUTUALLY EXCLUSIVE]**
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know **[MUTUALLY EXCLUSIVE]**
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer **[MUTUALLY EXCLUSIVE]**

**CTR TRAVEL BEHAVIOR**

**[BASE: ALL RESPONDENTS]**

**[PROGRAMMING: SECTION FOR TIMING]**

*Base grid based on the day of the week respondent starts the survey*

*Include current day if respondent starts survey after 8:00 p.m. server time (6:00pm PST).*

*Otherwise grid would start with Current Day – 1.*

Q9A Which of the following days did you **physically** [work / attend classes] at the UW main campus or in the U District?

**[PHONE NOTATION]** (READ LIST AND SELECT EACH DAY THE RESPONDENT INDICATES)

**SHOW LIST STARTING WITH CURRENT DATE IF RESPONDENT STARTS SURVEY AFTER 6:00 P.M. (PACIFIC). HEADINGS FOR GRID SHOULD BE DAY AND DATE**

CURRENT DAY OR YESTERDAY	START DAY - 1	START DAY -2	START DAY -3	START DAY -4	START DAY -5	START DAY -6
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

996 **[PHONE NOTATION: (DO NOT READ)]** I telecommuted to the UW or the University district each day that I [worked / attended classes] during the past week

997 **[PHONE NOTATION: (DO NOT READ)]** I did not commute to UW or the University district during the past week

998 **[PHONE NOTATION: (DO NOT READ)]** Don't know

999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

**IF Q9A=996, 997, 998, 999 SKIP TO Q9F**

FOR Q9B AND Q9C USE SAME GRID, BUT ONLY SHOW RADIO BUTTON FOR APPLICABLE DAYS (AND DO NOT DISPLAY 997-999 OPTIONS).

SHOW Q9B AND Q9C ON SAME SCREEN

IF Q4A EQUALS 01 (STUDENT LIVING ON CAMPUS), SKIP TO Q10A

**Q9B** [WEB TEXT] What time did you **arrive** on campus on each of the days below? Enter the time and then check AM or PM (e.g. 8:30 AM).

[PHONE TEXT] What time did you **arrive** on campus on...

[PHONE NOTATION: (READ IF NECESSARY)] Your best estimate is fine.

[PHONE NOTATION] (READ EACH DAY LISTED AND ENTER ACTUAL TIME IN HOURS AND MINUTES AND THEN CHECK EITHER A.M. OR P.M.)

[ADJUST SO THAT RESPONDENT TYPES IN TIME, THEN SELECTS AM/PM CHECKBOX. ALLOW FIELDS TO BE LEFT BLANK.]

	CURRENT DAY OR YESTERDAY	START DAY - 1	START DAY - 2	START DAY - 3	START DAY - 4	START DAY - 5	START DAY - 6
ENTER TIME	__:__	__:__	__:__	__:__	__:__	__:__	__:__
A.M.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
P.M.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**Q9C** [WEB TEXT] What time did you **leave** campus on each of the days below? Enter the time and then check AM or PM (e.g. 8:30 AM).

[PHONE TEXT] What time did you **leave** campus on...

[PHONE NOTATION: (READ IF NECESSARY)] Your best estimate is fine.

[PHONE NOTATION] (READ EACH DAY LISTED AND ENTER ACTUAL TIME IN HOURS AND MINUTES AND THEN CHECK EITHER A.M. OR P.M.)

[ADJUST SO THAT RESPONDENT TYPES IN TIME, THEN SELECTS AM/PM CHECKBOX. ALLOW FIELDS TO BE LEFT BLANK.]

	CURRENT DAY OR YESTERDAY	START DAY - 1	START DAY - 2	START DAY - 3	START DAY - 4	START DAY - 5	START DAY - 6
ENTER TIME	__:__	__:__	__:__	__:__	__:__	__:__	__:__
A.M.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
P.M.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q9D Did your time **[WORKING / ATTENDING CLASS]** on campus extend past midnight on any day last week?

- 00 No
- 01 Yes
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

**DISPLAY Q9E IF Q9D=01 (YES)**

Q9E On which days did you stay past midnight?

**[PHONE NOTATION] (READ LIST AND SELECT EACH DAY THE RESPONDENT INDICATES)**

**[WEB DISPLAY]** Select the day that you arrived on campus before midnight to indicate you stayed past midnight that evening...

**[ONLY DISPLAY DAYS SELECTED IN Q9A, MULTIPLE SELECT]**

CURRENT DAY OR YESTERDAY	START DAY - 1	START DAY - 2	START DAY - 3	START DAY - 4	START DAY - 5	START DAY - 6
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**DISPLAY Q9F IF ANY DAY WAS NOT SELECTED IN Q9A**

Q9F You indicated, that you did **not [WORK / ATTEND CLASSES]** at the UW campus or in the University District on the following days. Did you telecommute or **[WORK / ATTEND CLASSES]** from a remote location for any of these days?

**[PHONE NOTATION] (READ EACH OF THE DAYS AND CHECK WHICH ONES THE RESPONDENT INDICATES HE/SHE TELECOMMUTED)**

**[WEB DISPLAY]** Check each day that you did not travel to the UW campus or the University district but did telecommute

**[ONLY DISPLAY DAYS NOT SELECTED IN Q9A, MULTIPLE SELECT. IF Q9A=996, DISPLAY ALL DAYS FOR SELECTION.]**

CURRENT DAY OR YESTERDAY	START DAY - 1	START DAY - 2	START DAY - 3	START DAY - 4	START DAY - 5	START DAY - 6
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

- 997 **[PHONE NOTATION: (DO NOT READ)]** I did not telecommute to UW or the University district during the past week
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer



**IF Q9A=996 (TELECOMMUTED ALL DAYS) AUTOCODE EACH Q10A/B SERIES AS “TELECOMMUTE”**

Q10\_INT For the next few questions, think about how you traveled to the UW campus/ University District in the previous week. You will be asked to describe your commute for each day you went to campus. Your trip may have been very straightforward, like walking to campus, or you may have used a number of different types of transportation. For these questions think of all the different ways you traveled as a “leg” of each day’s commute.

**[WEB DISPLAY / INTERVIEWER INSTRUCTION]** The final leg will be “Trip Finished”.

**[WEB DISPLAY / EXAMPLES FOR INTERVIEWERS AS NEEDED]**

**[PHONE NOTATION] (READ THE FOLLOWING EXAMPLES AS NEEDED)**

For example, a person who walks all the way from home to campus would select:

- Leg 1: Walk
- Leg 2: Trip finished

For example, a person with a more complex commute might choose the following:

- Leg 1: Drive alone
- Leg 2: Link light rail
- Leg 3: Metro bus
- Leg 4: Walk
- Leg 5: Trip finished

**Q10 SERIES ASKED FOR EACH DAY RESPONDENT RECORDS TRAVELING TO CAMPUS FOR WORK / TO ATTEND SCHOOL (FROM Q9A)  
REPEAT Q10A THROUGH Q10D.**

**SHOW FIRST THREE PARAGRAPHS FOR FIRST QUESTION SERIES ONLY.  
FOR EACH DAY SELECTED IN Q9F AUTOCODE THE Q10A SERIES AS “TELECOMMUTE”**

10A Thinking about your travel **from where you live to the UW** on **[RESTORE CURRENT OR MOST RECENT DAY TRAVELED TO CAMPUS]**, how did you get to **[work / class]**?

**[WEB TEXT]** If you used more than one type of transportation, please list each type you used in the order of your trip, starting from where you live until you reached your destination.

**[WEB TEXT: DISPLAY IF Q4A=1]** If you live on campus, please list how you get from your home to where you **[work / attend class]** on campus.

**[PHONE TEXT: DISPLAY IF Q4A=1]** How do you get from where you live to where you need to go on campus?

**[PHONE TEXT] (IF RESPONDENT USED MORE THAN ONE TYPE, READ:)** If you used more than one type, please tell me about each type you used in the order of your trip, starting from where you live until you reached your destination.

**[PHONE TEXT: (AFTER EACH LEG/RESPONSE, ASK) Did you use any other method of transportation to get to campus?” (IF YES, ASK WHICH ONE. IF NO, SELECT “TRIP FINISHED”)]**

**[PROGRAMMING, HERE IS AN EXAMPLE OF WHAT TRAVEL COULD LOOK LIKE:]**

Leg1	Leg 2	Leg 3	Leg 4	Leg 5-10
✘ Drove Alone	✘ Trip finished			
✘ Walked	✘ Bus	✘ Walked	✘ Trip finished	
✘ Bicycled	✘ Link Light Rail	✘ Bus	✘ Walked	✘ Trip finished
✘ Drove Alone (to a Park and Ride Lot)	✘ Bus	✘ Walked	✘ Trip finished	
✘ Walked	✘ Trip finished			

What type of transportation did you use for the <b>[first, second, etc.]</b> part of your commute to the UW? <b>[PHONE NOTATION] (CLARIFY FROM THE LIST AS NEEDED. DO NOT READ LIST UNLESS RESPONDENT SAYS DON'T KNOW)</b>	Leg 1	Leg 2. . .	Last Leg
Trip Finished <b>[SHOWN FOR LEG 2 AND ONWARDS]</b>		<input type="radio"/>	<input type="radio"/>
Drove alone (or with children under 16)  <b>[ASK IF DRIVE ALONE]</b> Did you use a Car Share service such as Car2Go, Reach Now, or Zipcar? 00 No 01 Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Carpooled - includes ride-hailing services such as Uber, Lift, or Taxi (2 or more people)  <b>[ASK IF CARPOOL]</b> Did you use a Ride-hailing service such as Uber, Lyft, or Taxi? 00 No 01 Yes  <b>[ASK IF CARPOOL AND THEY DID NOT USE A RIDE SHARE SERVICE. IF USED RIDE SHARE THEN AUTOCODE THIS AS 00]</b> Did you use a Car Share service such as Car2Go, Reach Now, or Zipcar? 00 No 01 Yes  <b>[ASK IF CARPOOL]</b> Including yourself, how many people 16 and older were in the vehicle? <b>[IF THEY USED A RIDE SHARE SERVICE DISPLAY]</b> <i>Please do not include the driver of the Ride-hailing service.</i> <b>[REQUIRE A RESPONSE GE 1]</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vanpooled <b>[ASK IF VANPOOL]</b> Including yourself, how many people 16 and older were in your vanpool? <b>[REQUIRE A RESPONSE GE 1]</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Motorcycle / Moped / Scooter <b>[ASK IF MOTORCYCLE]</b> Including yourself, how many people 16 and older were on the motorcycle/moped/scooter?" <b>[REQUIRE A RESPONSE GE 1]</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Bus <b>[ASK IF TOOK BUS]</b> Which bus system did you ride?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>[PHONE NOTATION] (READ LIST IF NECESSARY)</b>			
King County Metro	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sound Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Community Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Everett Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pierce Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Kitsap Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other bus system ( <b>specify</b> )	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>[PHONE NOTATION: (DO NOT READ)]</b> Bus System Unknown	99	99	99
Link Light Rail <b>[ASK IF USED LINK]</b> At which station did you <b>board</b> the Link?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>[PHONE NOTATION] (READ LIST IF NECESSARY)</b>			
SeaTac Airport	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tukwila / International Blvd	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rainier Beach	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Othello	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Columbia City	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mount Baker	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Beacon Hill	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
SODO	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Stadium	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
International District / Chinatown	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pioneer Square	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
University Street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Westlake	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Capitol Hill	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
University of Washington	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>[ASK IF USED LINK]</b> At which station did you <b>get off</b> the Link?			
<b>[PHONE NOTATION] (READ LIST IF NECESSARY)</b>			
SeaTac Airport	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tukwila / International Blvd	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rainier Beach	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Othello	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Columbia City	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mount Baker	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Beacon Hill	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
SODO	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Stadium	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
International District / Chinatown	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pioneer Square	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	University Street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Westlake	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Capitol Hill	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	University of Washington	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Seattle Streetcar		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
King County Water Taxi		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sounder Commuter Rail		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Washington State Ferries		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycled		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walked		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Health Sciences Express Shuttle		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>[DO NOT DISPLAY FOR PHONE OR WEB]</b> Telecommute			<input type="radio"/>	
Other (please describe) <b>[FORCE SPECIFY IF SELECTED]</b>		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**COMPUTE / STORE VARIABLE: NUMLEGS. THIS IS THE NUMBER OF LEGS USED TO GET TO CAMPUS. COMPUTE THIS VARIABLE EACH TIME THE PARTICIPANT GOES THROUGH THE Q10A SERIES.**  
**ASK Q10B IF NUMLEGS > 1**  
**IF NUMLEGS=1, AUTOCODE LEG FROM Q10A AT Q10B.**  
**DISPLAY ONLY THE MODES SELECTED IN Q10A**  
**IF Q10A=TELECOMMUTE, AUTOCODE TELECOMMUTE AT Q10B**

Q10B Which part of your trip covered the longest distance, based on miles traveled?

**[PHONE NOTATION] (READ LIST)**

**[DISPLAY ONLY THE MODES SELECTED IN Q10A]**

- 01 Alone in car (or with children under 16)
- 02 Carpool (includes ride-hailing services such as Uber, Lyft, or Taxi)
- 03 Vanpool
- 04 Motorcycle/Moped/Scooter
- 05 King County Metro bus
- 06 Sound Transit Express bus
- 07 Community Transit
- 08 Everett Transit
- 09 Pierce Transit
- 10 Kitsap Transit
- 11 Other bus
- 12 Link Light Rail
- 13 Seattle Streetcar
- 14 King County Water Taxi
- 15 Sounder Commuter Rail
- 16 Washington State Ferries
- 17 Bicycle
- 18 Walk
- 19 Health Sciences Express Shuttle
- 20 **[DO NOT DISPLAY FOR PHONE OR WEB]** Telecommute / Telework
- 888 Other (please describe) **[FORCE SPECIFY]**
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

*IF Q10A=TELECOMMUTE SKIP Q10C AND Q10D*

---

Q10C How long in minutes did your entire commute take from leaving your home to arriving at your final UW destination?

**[PHONE NOTATION]** (IF DON'T KNOW PROMPT WITH: Please give us your best estimate.)

- \_\_\_ Number of minutes **[RANGE 0 TO 180]**
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

Q10D On **[RESTORE NEXT TRAVEL DAY (BACKWARDS IN TIME)]**, did you use the same mode of travel as **[RESTORE PREVIOUS TRAVEL DAY (BACKWARDS IN TIME)]**?

- 00 No
- 01 Yes
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

*IF Q10D EQUALS 00, REPEAT QUESTION Q10A THROUGH Q10D FOR NEXT TRAVEL DAY  
IF Q10D EQUALS 01, POPULATE A10A THROUGH Q10C WITH SAME VALUES AS PREVIOUS DAY AND ASK Q10D FOR THE NEXT PREVIOUS DAY.  
IF Q10D=998/999, SKIP OUT TO Q18B BASE LOGIC  
ASK Q10D IN A LOOP UNTIL YOU GET "NO" OR UNTIL YOU GET THROUGH ALL DAYS TRAVELED.*

*REPEAT UNTIL ALL TRAVEL DAYS COMPLETED  
CREATE VARIABLES TO REFLECT LAST LEG NAMES; LASTLEGMODE  
IF LAST LEG EQUALS WALK THEN USE PREVIOUS LEG THAT IS DRIVE ALONE, CARPOOL, VANPOOL, MOTORCYCLE / MOPED, TRANSIT, ETC.  
CREATE UP TO TWO LASTLEG VARIABLES – ONE FOR TRANSIT AND ONE FOR ALL OTHERS  
IF RESPONDENT QUALIFIES WITH MORE THAN ONE FOR DRIVE/CARPOOL/VANPOOL/MOTORCYCLE, USE MOST RECENT DAY TRAVELED  
01 = DRIVE ALONE  
02 = CARPOOL  
03 = VANPOOL  
04 = MOTORCYCLE / MOPED  
05 = TRANSIT (BUS ONLY)  
06 = RIDE-HAILING SERVICE (TAXI / LYFT / UBER)*

---

*ASK Q18B IF LAST LEG = 05 (BUS TRANSIT)*

---

Q18B When you take the bus to campus, how long does it **typically** take you to walk from where you got off the bus to your final destination?

- \_\_\_ Record number of minutes walked, enter 0 for less than one minute **[RANGE 0 – 60]**
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

## BICYCLE

[BASE: ALL RESPONDENTS]  
[PROGRAMMING: SECTION FOR TIMING]

### ASK Q13 IF ANY PART OF Q10A EQUALS BICYCLE

Q13 When you use a bicycle as part of your commute, how far do you ride?

\_\_\_\_\_ Number of Miles **[ACCEPT UP TO 2 DECIMAL PLACES]**

998 **[PHONE NOTATION: (DO NOT READ)]** Don't know

999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

### ASK Q14 IF ANY PART OF Q10A EQUALS BICYCLE

Q14 When you use a bicycle as part of your commute trip, do you use a personal bike or a Bike Share program such as Lime Bike, Spin, or Ofo?

**[MULTIPLE RESPONSE]**

01 Personal bike

02 Bike Share

998 **[PHONE NOTATION: (DO NOT READ)]** Don't know

999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

### ASK Q14A IF (Q14=2)

Q14A If the bike share were not available, how would you have made that portion of your commute trip?

01 Walked

02 Rode my own bike

03 Taken a bus

04 Gotten a ride from someone (includes ride-hailing services such as Uber, Lyft, and Taxi)

05 Driven myself (includes car sharing services such as ReachNow, Car2Go, and Zipcar)

888 **[PHONE NOTATION: (DO NOT READ)]** Some other way **(please describe)**

997 **[PHONE NOTATION: (DO NOT READ)]** I would not have made the trip

998 **[PHONE NOTATION: (DO NOT READ)]** Don't know

999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

**ASK Q15 IF ANY PART OF Q10A EQUALS BICYCLE**

---

Q15 When you use a bike as part of your commute trip, do you typically park the bike...

**[PHONE NOTATION] (READ/CLARIFY FROM LIST AS NECESSARY)**

- 01 At a transit center, park and ride or train station
- 02 At the ferry terminal
- 03 At a bike rack on the UW campus
- 04 In a bicycle locker on the UW campus
- 05 In a dedicated storage room on the UW campus
- 06 In a fenced, locked bicycle enclosure (e.g., in the UW tower garage)
- 07 In your office
- 08 In a parking garage/bike rack in parking garage
- 888 Someplace else (please describe) **[FORCE SPECIFY]**
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

**Q15A IF Q15=1**

---

Q15A At which transit center, park and ride or train station do you park your bike?

**[OPEN END]**

**ASK Q15B IF Q15=2**

---

Q15B At which ferry terminal do you park your bike?

**[OPEN END]**

**ASK Q16 IF Q15 > 02 AND < 07**

---

Q16 How satisfied are you with each of the following aspects of bicycle parking on campus?

**[PHONE TEXT] Are you... (READ LIST)**

**ROTATE Q16B Q16C Q16D – AVAILABILITY, SECURITY, AND QUALITY OF FACILITY**

---

	Very Dissatisfied	Somewhat Dissatisfied	Somewhat Satisfied	Very Satisfied	<b>[PN: (DO NOT READ)]</b> No Opinion
Overall	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Availability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Security	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality of Facility	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**ASK Q17 IF Q7 EQ 03 (HAVE A BICYCLE) OR IF BICYCLED FOR ANY LEG IN Q10A**

Q17 If the following changes were made, how often would you bike to campus?

**[PHONE NOTATION] (READ LIST)**  
**[RANDOMIZE ORDER SHOWN]**

	The Same Amount	Somewhat More Frequently	Much More Frequently	<b>[PN: (DO NOT READ)]</b> No Opinion
More secure bicycle parking (e.g. lockers, enclosures, rooms)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More covered bicycle parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More bicycle racks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Showers and clothes lockers at your destination	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More signs and shared lane pavement markings (“sharrows”)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More bicycle lanes, separated cycle tracks, and off-street paths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More neighborhood greenway routes on residential streets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**SKIP BIKE1 AND AUDOCODE AS 01 (YES) IF Q14=2 (BIKE SHARE)**

**OTHERWISE, ASK OF EVERYONE ELSE.**

- BIKE1 In the past month, have you used any bike share services such as Lime Bike, Spin, or Ofo?
- 00 No
  - 01 Yes
  - 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
  - 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

- BIKE2 **[ASK IF BIKE1=1]** How many times do you use bike share services in a typical week?
- \_\_\_\_ **[NUMERIC – RANGE: 0-99]**
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
  - 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

- BIKE3 **[ASK IF BIKE1=1]** For what reasons do you typically use Bike Share?
- [PHONE NOTATION] (READ/CLARIFY FROM LIST AS NECESSARY)**  
**[MULTIPLE SELECT]**
- 01 Travel around campus
  - 02 Travel between home and campus
  - 03 Travel between campus and nearby businesses
  - 04 Travel to or from a bus stop or Link Light Rail Station
  - 05 Travel that does not involve campus or public transportation
  - 888 **[PHONE NOTATION: (DO NOT READ)]** Other (please describe)
  - 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
  - 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer



**PARKING /CARPOOLING/VANPOOLING**

[BASE: IF ANY LASTLEG VARIABLE = 01 OR 02 OR 03 OR 04

**[SKIP IF THEY ALWAYS USE A TAXI OR RIDE SHARE SERVICE AS INDICATED IN Q10A SERIES]**

(DRIVE ALONE, CARPOOL, VANPOOL, MOTORCYCLE/MOPED)]

[PROGRAMMING: SECTION FOR TIMING]

Q18 When you **[drive / carpool / vanpool]** to campus, where do you **typically** park?

**[PHONE NOTATION] (READ LIST IF NECESSARY)**

- 01 A University lot or garage
- 02 Paid on-street parking
- 03 Free on-street parking
- 04 In a private or city lot or garage
- 888 Somewhere else (**please describe**) **[FORCE SPECIFY]**
- 96 **[PHONE NOTATION: (DO NOT READ)]** Didn't park / got dropped off
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

Q18A How long does it **typically** take you to walk from where you left your vehicle to your final destination?

- \_\_\_ Record number of minutes walked, enter 0 for less than one minute **[RANGE 0 – 60]**
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

*ASK Q18C IF Q18 EQ 01*

*SKIP IF ANY LASTLEG VARIABLE = 04 VANPOOL*

Q18C Which of the following parking products do you use when parking on campus?

- 01 SOV permit
- 02 Individual Commuter Tickets or ICTs
- 03 Carpool permit
- 04 Night parking permit
- 05 Pay-per-use Parking or PPUP **[PHONE NOTATION: (PRONOUNCED "PUP")]**
- 06 Swing shift permit
- 07 Motorcycle permit
- 08 Gatehouse-issued daily parking permit
- 09 Gatehouse-issued carpool parking permit
- 10 Machine-issued hourly parking permit
- 11 Other (**please describe**) **[FORCE SPECIFY]**
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

**ASK Q19 IF ANY Q10 LEG EQUALS CARPOOL**

---

Q19 When you carpool are you typically...

**[PHONE NOTATION] (READ LIST)**

- 01 The driver
- 02 The passenger
- 03 Share driving responsibility equally
- 04 Each time I carpoled in the past week as part of my commute I used a ride sharing service **(AS NEEDED: such as Uber, Lyft, or a Taxi)**
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

**ASK Q20A IF (Q19=1) OR (Q19=2) OR (Q19=3) OR (Q19=998) OR (Q19=999)**

---

Q20A Were you or some other members of your carpool dropped off at somewhere other than a UW owned or leased building on the main campus or in the U-District?

**[WEB NOTATION]** *(Select all that apply)*

**[PHONE NOTATION] (READ LIST IF NECESSARY. SELECT ALL THAT APPLY)**

- 01 I was dropped off somewhere else
- 02 Other members of the carpool were dropped off
- 888 Something else **(please describe) [FORCE SPECIFY]**
- 03 No one dropped off **[MUTUALLY EXCLUSIVE]**
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know **[MUTUALLY EXCLUSIVE]**
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer **[MUTUALLY EXCLUSIVE]**

**ASK Q21 IF (Q19=1) OR (Q19=2) OR (Q19=3) OR (Q19=998) OR (Q19=999)**

---

Q21 To what extent was discounted carpool parking fees a factor in your decision to carpool?

**[PHONE TEXT] Was it... (READ LIST)**

- 01 Not a consideration at all
- 02 Somewhat of a consideration
- 03 Major consideration
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

**ASK Q22 IF (Q19=1) OR (Q19=2) OR (Q19=3) OR (Q19=998) OR (Q19=999)**

---

Q22 How satisfied are you with each of the following aspects of carpool parking on campus?

**[PHONE TEXT] Are you... (READ LIST)**

ROTATE Q22B Q22C Q22D – AVAILABILITY, SECURITY, AND ATTRACTIVENESS

	Very Dissatisfied	Somewhat Dissatisfied	Somewhat Satisfied	Very Satisfied	<b>[PN: (DO NOT READ)]</b> No Opinion
Overall	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Availability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Security	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Attractiveness	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**UPASS USERS**

**[BASE: ALL PARTICIPANTS]**

**[PROGRAMMING: SECTION FOR TIMING]**

- Q24 Do you have a U-PASS that is valid for Fall Quarter 2017?
- 00 No
  - 01 Yes
  - 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
  - 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

ASK Q25 IF ANY Q24=1

- Q25 How long have you had a U-PASS?
- [PHONE NOTATION] (CLARIFY FROM THE LIST AS NEEDED. DO NOT READ LIST UNLESS RESPONDENT SAYS DON'T KNOW)**
- 01 First quarter I have had one **[PHONE NOTATION (INTERVIEWER: CHOOSE IF ISSUED AFTER SEPT 1, 2017)]**
  - 02 Less than one year
  - 03 1 to 2 years
  - 04 3 to 5 years
  - 05 More than 5 years
  - 888 Other (please describe) **[FORCE SPECIFY]**
  - 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
  - 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

ASK Q26A IF Q24=1 AND IF TYPE EQ 02 OR 03 (FACULTY OR STAFF)

---

Q26A Did you...

**[PHONE NOTATION] (READ LIST)**

- 01 Purchase your U-PASS
- 02 Receive a U-PASS with an SOV **[PHONE NOTATION: (Single Occupancy Vehicle)]** parking permit
- 03 Receive a U-PASS with a carpool parking permit
- 04 Receive a U-PASS with a motorcycle parking permit
- 05 Receive a U-PASS because you are a vanpool driver or bookkeeper
- 888 Something else **(please describe) [FORCE SPECIFY]**
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

ASK Q26B IF Q24=1 AND IF TYPE EQ 01

---

Q26B Did you...

**[PHONE NOTATION] (READ LIST)**

**[DISPLAY OPTION 4 FROM THE GET-GO FOR WEB RESPONDENTS]**

- 01 Receive a U-PASS with your tuition and fees
- 02 Purchase a U-PASS from UW Professional and Continuing Education
- 03 Purchase a U-PASS from UW Transportation Services
- 04 **[PHONE NOTATION: (DO NOT READ)]** Purchased as a staff / employee
- 888 Something else **(please describe) [FORCE SPECIFY]**
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

Q27 How often have you used your U-PASS to do each of the following...

**[PHONE NOTATION] (READ SCALE FOR FIRST ATTRIBUTE, THEN READ ONLY IF NECESSARY: Would you say never, rarely, sometimes, or frequently?)**  
**[INCLUDE A DO NOT READ/UNDISPLAYED OPTION FOR “Have Never Used U-PASS” THAT WILL NOT REQUIRE GRID RESPONSES TO BE FILLED]**  
**[RANDOMIZE LIST]**

<b>[NUMBER FOR DATA/ INTERNAL TRACKING]</b>		Never	Rarely	Sometimes	Frequently	<b>[PN: (DO NOT READ)]</b> Prefer Not to Answer
Q27_7	Ride the Link Light Rail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Q27_11	Ride the Night Ride shuttle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Q27_12	<b>[DISPLAY FOR TYPE EQ 02,03 ONLY]</b> Get an emergency ride home	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Q27_13	Get discounted parking for carpools	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Q27_14	Cover up to \$80 per month of your vanpool fare	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Q27_16	Ride transit as part of your commute	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Q27_17	Ride transit for other / non-commute purposes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Q27_00	I have never used my U-PASS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q27\_B Have you used the Commute Options service to receive personalized commute assistance to campus?

- 00 No
- 01 Yes
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

**ASK Q28 IF Q24=1**

---

Q28 Overall, how satisfied are you with the U-PASS program?

**[PHONE TEXT]** Would you say you are... **(READ SCALE)**

Very Dissatisfied	Somewhat Dissatisfied	Somewhat Satisfied	Very Satisfied	<b>[PN: (DO NOT READ)]</b> Don't Know	<b>[PN: (DO NOT READ)]</b> Prefer Not to Answer
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**ASK Q30 IF Q24=1 AND TYPE EQ 01**

---

Q30 Do you agree or disagree that the U-PASS makes it easier for you to attend classes at the University of Washington?

**[PHONE TEXT]** **(WAIT FOR RESPONSE THEN ASK)** Would that be strongly or somewhat Agree/Disagree?

Strongly Disagree	Somewhat Disagree	Neither Agree nor Disagree	Somewhat Agree	Strongly Agree	<b>[PN: (DO NOT READ)]</b> Prefer Not to Answer
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**ASK Q31 IF TYPE EQ 02 OR 03 (REGARDLESS OF Q24 RESPONSE)**

---

Q31 Do you agree or disagree that the U-PASS is a benefit of working at the University of Washington?

**[PHONE TEXT]** **(WAIT FOR RESPONSE THEN ASK)** Would that be strongly or somewhat Agree/Disagree?

Strongly Disagree	Somewhat Disagree	Neither Agree nor Disagree	Somewhat Agree	Strongly Agree	<b>[PN: (DO NOT READ)]</b> Prefer Not to Answer
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**NON-UPASS USERS**

[BASE: Q24=00 (NO)]

[PROGRAMMING: SECTION FOR TIMING]

Q37 Have you ever had or considered having a U-PASS?

**[PHONE NOTATION] (READ LIST)**

- 00 No, have never had nor considered having a U-PASS
- 01 Yes, have considered getting a U-PASS
- 02 Yes, had a U-PASS in the past
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

Q38 How likely are you to get a U-PASS in the future?

**[PHONE TEXT] Would you say you are... (READ SCALE)**

Not at All Likely	Not Very Likely	Not Sure Either Way	Somewhat Likely	Very Likely	<b>[PN: (DO NOT READ)]</b> Prefer Not to Answer
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q39 What would encourage you to get a U-PASS?

**[PHONE NOTATION] (PROBE TWICE OR UNTIL UNPRODUCTIVE AND CLARIFY AS NEEDED. WE'RE LOOKING FOR AT LEAST TWO RESPONSES)**

*Open-ended question – codes below are for post coding reference only*

**Post-codes:**

- 1 Cheaper/lower price
- 2 If it was free
- 3 Cheaper/discounted rates for less frequent/occasional/sporadic use
- 4 Lower Senior rate
- 5 Cheaper/free for staff/employees/part-time employees
- 6 Discounted/free parking
- 7 Lower price/discount for bicyclists
- 8 Ability to pay per use/pay as you go
- 9 Easier/more convenient (unspecified)
- 10 Reliable/on time service
- 11 Faster commute/less travel time
- 12 Better connections (unspecified)
- 13 Direct routes/no transfers
- 14 More frequent buses/bus service
- 15 If I worked different hours/if bus schedule fit my schedule/work schedule
- 16 Earlier/early morning service
- 17 Later evening/night service
- 18 Less crowded buses/evening buses
- 19 If buses were more comfortable
- 20 Safety/security
- 21 More options (unspecified)
- 22 Better bus service (unspecified)
- 24 If service was closer to my home
- 25 Distance/if I lived further away/out of walking/biking distance
- 26 If I couldn't walk/ride my bike
- 27 If I needed to use the bus more often
- 28 If I couldn't drive/carpool/didn't have a vehicle/car broke down
- 29 Better service to/from West Seattle
- 30 When light rail terminal is finished/light rail to/from Capitol Hill is complete
- 31 Other specified parking mentions
- 32 Need to know more about it
- 33. Need my car for emergencies/family reasons
- 94. Other Cost mentions
- 888 Other
- 997 Nothing/don't need it
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

## TRANSIT SYSTEM USE

[BASE: ALL PARTICIPANTS]

[PROGRAMMING: SECTION FOR TIMING]

Q40A Thinking about all of your travel over the past 7 days, how many one-way trips did you take on each of the following transit systems for any purpose?

**[PHONE NOTATION] (AS NEEDED)** A round trip counts as 2 trips.

**[PHONE NOTATION] (IF NECESSARY)** If your trip included transfers between buses on the same system, count it as 1 trip on that system. If your trip included transfers from one transit system to another, count 1 trip for each transit system used. For example, if you transferred from a King County Metro bus to another King County Metro bus, that would count as one trip on King County Metro – but if you transferred from a King County Metro bus to a Sound Transit bus, that would count as one trip on each system, one trip for King County Metro and one trip for Sound Transit.

**[PHONE NOTATION] (READ LIST AND RECORD NUMBER OF TRIPS FOR EACH)**

*IN THE IDEAL WORLD, THE GRID SHOWS UP ONE ROW AT A TIME, BUT ON THE SAME SCREEN.*

*SHOW COLUMN A FIRST*

*RESPONDENT MUST ENTER A NUMBER FOR EACH SYSTEM IN COLUMN A. IF NO TRIPS THEY WOULD ENTER 0. DO NOT ALLOW BLANKS. ALLOW A "DON'T KNOW" (98) OR "REFUSED" (99) OPTION IF NEEDED.*

*IF COLUMN A > 0, DISPLAY COLUMNS B THROUGH D*

*RESPONDENT MUST ENTER A NUMBER IN EACH COLUMN (B-D). IF NOT TRIPS THEY WOULD ENTER 0. DO NOT ALLOW BLANKS. ALLOW A "DON'T KNOW" (98) OR "REFUSED" (99) OPTION IF NEEDED.*

*SUM OF B, C, AND D SHOULD BE EQUAL TO OR LESS THAN A (FOR EACH ROW)*

---

*PHONE DISPLAY THE Q40B THROUGH Q40D TO POPULATE THE TABLE*

---

Q40B How many of the trips you took last week on each of the following public transportation systems were to or from the UW campus or U-District?

**[PHONE NOTATION] (READ LIST AND RECORD NUMBER OF TRIPS FOR EACH. PREVIOUS TRIPS/TOTALS SHOWN FOR REFERENCE ONLY.)**

Q40C How many of the trips you took last week on each of the following public transportation systems were between two points in the U-District?

**[PHONE NOTATION: (AS NEEDED)]** The U-District is defined as east of I-5, north of Portage Bay and the Montlake cut, South of Ravenna Boulevard and West of Mary Gates Drive.

**[PHONE NOTATION] (READ LIST AND RECORD NUMBER OF TRIPS FOR EACH. PREVIOUS TRIPS/TOTALS SHOWN FOR REFERENCE ONLY.)**



Q40D How many of the trips you took last week on each of the following public transportation systems were between two points in Downtown Seattle?

**[PHONE NOTATION: (AS NEEDED)]** Downtown Seattle is defined between Battery St. on the north end and S. Jackson St. on the south end of town which includes the International District Station and between Interstate 5 and west of I-5 to the waterfront

**[PHONE NOTATION] (READ LIST AND RECORD NUMBER OF TRIPS FOR EACH. PREVIOUS TRIPS/TOTALS SHOWN FOR REFERENCE ONLY.)**

**[ONLY ALLOW OPTIONS WITH DATA AT Q40A TO BE ANSWERED AT Q40B, Q40C, AND Q40D]**

	A	C	B	D
	Total # of One-Way Trips	# of One-Way Trips entirely within the U-District	# of One-Way Trips to / from UW Campus	# of One-Way Trips entirely within Downtown Seattle
King County Metro	___	___	___	___
Sound Transit Express Buses	___	___	___	___
Community Transit	___	___	___	___
Link Light Rail	___	n/a	___	___
Seattle Streetcar	___	n/a	n/a	___
Everett Transit	___	n/a	n/a	n/a
Pierce Transit	___	n/a	n/a	n/a
Kitsap Transit	___	n/a	n/a	n/a
Souder Commuter Rail	___	n/a	n/a	n/a
King County Water Taxi	___	n/a	n/a	n/a
Washington State Ferries	___	n/a	n/a	n/a

**CREATE A NEW VARIABLE TRANSIT\_SUM. THIS IS THE SUM OF ALL ONE-WAY TRIPS TAKEN ON ALL SYSTEMS IN Q40A**

**CREATE A NEW VARIABLE LINK\_SOUNDER THAT IS THE SUM OF Q40A FOR LINK LIGHT RAIL AND SOUNDER COMMUTER RAIL.**

**ASK Q40E IF LINK\_SOUNDER IS GREATER THAN 1**

Q40E You indicated you took **[RESTORE VALUE FROM LINK\_SOUNDER]** one-way trips on Link Light Rail or Souder Commuter Rail in the past 7 days. Did you tap your U-PASS on the ORCA reader every time you got on **and** off the Link Light Rail or Souder Commuter Rail?

- 00 No
- 01 Yes, every time
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

ASK Q41NEW IF TRANSIT\_SUM GE 1

---

Q41NEW What is the **primary** purpose(s) for the trips that you take on public transportation?

- 01 Commuting to or from the UW
- 02 Commuting or traveling for work to off-campus locations
- 03 Non-commute trips such as shopping, to/from recreation, or to visit people
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

IF Q24=1 (U-PASS HOLDER) SKIP Q42A AND AUTOCODE AS 04 U-PASS

ASK Q42A IF Q40A (KCMETRO) IS GE 1 AND LESS THAN 97 AND Q24 NE 01

---

Q42A When you rode Metro, how did you pay your fare?

**[PHONE NOTATION] (CLARIFY FROM THE LIST AS NEEDED. DO NOT READ LIST UNLESS RESPONDENT SAYS DON'T KNOW)**

**[DISPLAY OPTIONS 4-6 AND 888 FROM THE GET-GO FOR WEB RESPONDENTS]**

- 01 ORCA Card
- 02 Cash
- 03 Tickets
- 04 **[PHONE NOTATION: (DO NOT READ)]** U-PASS
- 05 **[PHONE NOTATION: (DO NOT READ)]** Senior pass
- 06 **[PHONE NOTATION: (DO NOT READ)]** Free ticket
- 888 Other (**please describe**) **[FORCE SPECIFY]**
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

ASK 42B IF Q42A 01

---

Q42B Which of the following products do you have on your ORCA Card?

**[WEB NOTATION] (Select all that apply)**

**[PHONE NOTATION] (READ LIST. GET A YES OR NO AFTER EACH)**

- 01 Monthly pass that you purchased yourself
- 02 Monthly pass purchased by someone else (e.g., employer)
- 03 E-Purse
- 04 Day pass
- 888 Something else (**please describe**) **[FORCE SPECIFY]**
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know **[MUTUALLY EXCLUSIVE]**
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer **[MUTUALLY EXCLUSIVE]**

- D5 How satisfied are you with UW Transportation Services?  
**[PHONE NOTATION] (READ LIST)**
- 01 Very dissatisfied
  - 02 Somewhat dissatisfied
  - 03 Somewhat satisfied
  - 04 Very satisfied
  - 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
  - 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

**WRAP UP**  
**[BASE: ALL PARTICIPANTS]**  
**[PROGRAMMING: SECTION FOR TIMING]**

These final questions will help us group your answers with others. Please let us assure you that all of your responses will remain completely confidential.

- D1 What is your age?  
 \_\_\_\_\_ Enter number **[RANGE=16-97]**
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
  - 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

**ASK IF D1 EQUALS 998 OR 999**

---

- D1A Are you...  
**[PHONE NOTATION] (READ LIST)**
- 01 Under the age of 18
  - 02 Between 18 and 24
  - 03 Between 25 and 34
  - 04 Between 35 and 44
  - 05 Between 45 and 54
  - 06 Between 55 and 64
  - 07 65 or older
  - 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
  - 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

**[DO NOT DISPLAY OPTION 3 TO WEB RESPONDENTS UNLESS/UNTIL THEY TRY TO SKIP THE QUESTION]**

- D2 Do you identify as...
- 01 Male
  - 02 Female
  - 03 **[PHONE NOTATION: (DO NOT READ)]** Other
  - 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
  - 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

D3 Do you have a valid driver's license?

- 00 No
- 01 Yes
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

D4 Do you have access to a Smartphone or similar handheld internet-capable device that you use while on campus?

- 00 No
- 01 Yes
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

**DISPLAY COFFEE FOR WEB RESPONDENTS AND INBOUND PHONE RESPONDENTS ONLY**

COFFEE Would you like to receive your free \$5 Starbucks gift card as a "thank you" for completing this survey?

- 00 No
- 01 Yes
- 998 **[PHONE NOTATION: (DO NOT READ)]** Don't know
- 999 **[PHONE NOTATION: (DO NOT READ)]** Prefer not to answer

**SHOW COFFEE1P IF COFFEE=1 (YES) AND COMPLETING VIA INBOUND PHONE**

COFFEE1P The gift card will be sent electronically, via email, at the end of the study. Can you please tell me the email address to which you would like the gift card sent?

**(INTERVIEWER: VERIFY THE SPELLING OF THE EMAIL ADDRESS BEFORE CONTINUING)**

ENTER EMAIL ADDRESS: \_\_\_\_\_

- 998 **(DO NOT READ)** Don't know
- 999 **(DO NOT READ)** Prefer not to answer

**SHOW COFFEE1 IF COFFEE=1 (YES) AND COMPLETING ONLINE**

COFFEE1 The gift card will be sent electronically, via email, at the end of the study. Please confirm that the email address below is the email address you would prefer we send the gift card.

**[DISPLAY EMAIL ADDRESS FROM SAMPLE]**

- 00 No, I would prefer that you send the gift card to a different email address than the one above
- 01 Yes, this is the email address to send the gift card to
- 998 Don't know
- 999 Prefer not to answer

**SHOW COFFEE2 IF COFFEE1=00 (NO)**

COFFEE2 Please provide the email address to which you would like the gift card sent.

ENTER EMAIL ADDRESS: \_\_\_\_\_

RE-ENTER EMAIL ADDRESS TO CONFIRM: \_\_\_\_\_

- 998 Don't know
- 999 Prefer not to answer

## Appendix V: Outreach Materials

### UW Email Notification – pre-notification of selection – Sent from UW

Subject line: How do you get to campus?

Dear **[Preferred\_Name]**:

Every year, the University of Washington conducts an important study to gather information regarding how students, faculty and staff commute to campus. The information gathered in this study is used to help improve transportation to, from, and around the U-District. Additionally, it provides the data needed to assist the University in complying with State and City regulatory requirements associated with reducing congestion and managing traffic throughout campus.

You have been randomly selected to participate in this study. The survey results will be used to shape future transportation programs for the University of Washington Seattle campus.

In the next few days, you will be contacted by Northwest Research Group (NWRG) with instructions for participants and a link to the online questionnaire. NWRG is working with the UW to complete this survey. All survey responses will remain confidential, although anonymous, summarized data will be available to the public sometime next year.

To show our appreciation, participants who complete the survey online will receive a \$5 coffee card. If we do not receive a response online, NWRG interviewers will follow-up with participants via telephone.

You can and will help the UW better understand the campus community's transportation needs. If you have questions, please contact Jacob Brett with UW Transportation Services, at [JABrett@uw.edu](mailto:JABrett@uw.edu) or (206) 685-7926 for assistance.

Thank you in advance for your participation.

#### **JACOB A. BRETT**

Transit Program Operations Specialist  
UW Transportation Services

Transportation Services Building Box 355360  
1320 NE Campus Parkway, Seattle, WA 98105  
[jabrett@uw.edu](mailto:jabrett@uw.edu) / Desk: (206) 685-7926 / Cell: (206) 954-4783  
[transportation.uw.edu](http://transportation.uw.edu) / [facilities.uw.edu/blog](http://facilities.uw.edu/blog) / [facebook.com/uwtransportation](https://facebook.com/uwtransportation)

**W** UNIVERSITY of WASHINGTON

## UW Campus Mail Notification (Faculty and staff only – no e-mail) – PRINTED BY UW AND STUFFED IN BOXES

Dear **[Preferred\_Name]**:

Every year, the University of Washington conducts an important study to gather information on how students, faculty, and staff commute to campus. The information gathered in this study will be used to help improve transportation in and around the U-District. Additionally, it provides the data needed to assist the University in complying with State and City regulatory requirements associated with reducing congestion and managing traffic throughout campus.

You have been randomly selected to participate in this study. Survey results will be used to shape future transportation programs for campus.

In the next few weeks, you will receive a phone call from Northwest Research Group (NWRG) with instructions on how to participate in this study and a link to the online questionnaire. NWRG is working with the UW to complete this survey. All survey responses will remain confidential, although anonymous, summarized data will be available to the public sometime next year.

Please help the UW better understand its transportation needs. If you have questions, please contact Jacob Brett with UW Transportation Services, at [JABrett@uw.edu](mailto:JABrett@uw.edu) or (206) 685-7926.

Thank you in advance for your participation.

### JACOB A. BRETT

Transit Program Operations Specialist  
UW Transportation Services

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 UNIVERSITY of WASHINGTON

UW Campus Mail Notification (Faculty and staff only – no phone, no e-mail) – PRINTED BY UW  
AND STUFFED IN BOXES

Dear **[Preferred\_Name]**:

Every year, the University of Washington conducts an important study to gather information on how students, faculty, and staff commute to campus. The information gathered in this study will be used to help improve transportation in and around the U-District. Additionally, it provides the data needed to assist the University in complying with State and City regulatory requirements associated with reducing congestion and managing traffic throughout campus.

You have been randomly selected to participate in this study. Survey results will be used to shape future transportation programs for campus. Northwest Research Group (NWRG) is working with the UW to complete this survey. All survey responses will remain confidential, although anonymous, summarized data will be available to the public sometime next year.

To begin your participation in the study, please transcribe the following link into your browser.

**[INSERT SURVEY LINK HERE with unique ID appended to end]**

To show our appreciation, upon completion of the survey, you will receive a \$5 coffee card (instructions on receiving your card will be e-mailed to you after the study is complete in December). Please help the UW better understand its transportation needs by participating in this important study.

If you have questions, please contact Jacob Brett with UW Transportation Services, at [JABrett@uw.edu](mailto:JABrett@uw.edu) or (206) 685-7926.

If you have technical survey questions, contact Nathan Wiggin, Project Director at NWRG, at [nwiggin@nwresearchgroup.com](mailto:nwiggin@nwresearchgroup.com) or (206) 489-2363.

Thank you in advance for your participation in this important research.

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**W** UNIVERSITY of WASHINGTON

## Vendor Email Invitation – SENT BY NWRG

**Subject line:** Please help improve campus transportation

Dear **[Preferred\_Name]**:

Recently, the UW sent you a notification that you have been randomly selected to participate in an important study to shape future transportation programs for campus. Northwest Research Group (NWRG) is working with the UW to complete this research. All survey responses will remain confidential, although anonymous, summarized data will be available to the public sometime next year.

To begin your participation in the study, please click on the link below.

**[INSERT SURVEY LINK HERE with unique ID appended to end]**

If the above link does not work, please copy the link and paste it into your browser, then press “enter” to begin taking the survey.

In addition to shaping future transportation programs for campus, upon completing the survey online, you will receive a \$5 coffee card (instructions on receiving your card will be e-mailed to you after the study is complete in December). If we do not receive a response online, NWRG interviewers will be following up via telephone.

If you have questions, please contact Jacob Brett with UW Transportation Services, at [JABrett@uw.edu](mailto:JABrett@uw.edu) or (206) 685-7926.

If you have technical survey questions, contact Nathan Wiggin, Project Director at NWRG, at [nwiggin@nwresearchgroup.com](mailto:nwiggin@nwresearchgroup.com) or (206) 489-2363.

Thank you in advance for your participation in this important research.

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**W** UNIVERSITY of WASHINGTON



## 1st Reminder Email (Northwest Research Group) – SENT BY NWRG

**Subject line:** We want to hear from you – please help improve campus transportation

Dear **[Preferred\_Name]**:

You were selected to take part in the University of Washington’s transportation study, but according to our records, have not yet taken the survey. The survey should only take about 10 minutes to complete; will you please take the survey at your earliest convenience? If you have already completed the survey, you may disregard this email.

This study is conducted every year to collect information on how students, faculty, and staff commute to campus. The information gathered in this study will be used to help improve transportation to and around the U-District. Additionally, it provides the data needed to assist the University in complying with State and City regulatory requirements associated with reducing congestion and managing traffic throughout campus.

You have been randomly selected to participate in this study. To show our appreciation, upon completing the survey online, you will receive a \$5 coffee card (instructions on receiving your card will be e-mailed to you after the study is complete in December). If we do not receive a response online, NWRG interviewers will be following up via telephone.

Please help the UW transportation system by participating in this important study.

**[INSERT SURVEY LINK HERE with unique ID appended to end]**

If the above link does not work, please copy the link and paste it into your browser and then press enter to begin taking the survey.

If you have questions, please contact Jacob Brett with UW Transportation Services, at [JABrett@uw.edu](mailto:JABrett@uw.edu) or (206) 685-7926.

If you have technical survey questions, contact Nathan Wiggin, Project Director at NWRG, at [nwiggin@nwresearchgroup.com](mailto:nwiggin@nwresearchgroup.com) or (206) 489-2363.

Thank you in advance for your participation in this important research.

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**W** UNIVERSITY of WASHINGTON

## 2nd Reminder Email (Northwest Research Group) – SENT BY NWRG

**Subject line:** Your transportation feedback helps in more ways than one

Dear **[Preferred\_Name]**:

You were selected to take part in the University of Washington's transportation study but according to our records, have not yet taken the survey. The survey should only take about 10 minutes to complete; will you please take the survey at your earliest convenience? If you have already completed the survey you may disregard this email.

This study is conducted every year to collect information on how students, faculty, and staff commute to campus. The information gathered in this study will be used to help improve transportation to and around the U-District. Additionally, it provides the data needed to assist the University in complying with State and City regulatory requirements associated with reducing congestion and managing traffic throughout campus.

You have been randomly selected to participate in this study. To show our appreciation, upon completing the survey online, you will receive a \$5 coffee card. If we do not receive a response online, NWRG interviewers will be following up via telephone.

Please help the UW transportation system by participating in this important study.

To begin your participation in the study, please click on the link below.

**[INSERT SURVEY LINK HERE with unique ID appended to end]**

If the above link does not work, please copy the link and paste it into your browser and then press enter to begin taking the survey.

If you have questions, please contact Jacob Brett with UW Transportation Services, at [JABrett@uw.edu](mailto:JABrett@uw.edu) or (206) 685-7926.

If you have technical survey questions, contact Nathan Wiggin, Project Director at NWRG, at [nwiggin@nwresearchgroup.com](mailto:nwiggin@nwresearchgroup.com) or (206) 489-2363.

Thank you in advance for your participation in this important research.

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**W** UNIVERSITY of WASHINGTON

## UW E-mail survey reminder – Sent by NWRG on behalf of UW

**Subject line:** FINAL REMINDER! Campus Transportation Survey

Dear **[Preferred\_Name]**:

We are very close to hitting our target response rates for the annual UW Transportation Survey, but still need more participants to complete and finalize their surveys before we can conclude the process.

Click Here! to complete the Survey and receive your \$5 coffee card.

(or copy and paste this link into your browser: [PASTE LINK HERE])

This survey gathers information about how students, faculty, and staff commute to campus. Additionally, it provides data to help the University meet State and City regulatory requirements associated with reducing congestion and managing traffic throughout campus. You were randomly selected to participate in this study and can help us reach our response rate goals.

Even if you do not drive or take public transportation, your completed survey responses are important as they will help the University of Washington develop a comprehensive picture of how people travel to and around the campus. Please help us with the success of this study by participating in this survey.

Northwest Research Group (NWRG) is conducting the survey via email or telephone. Individual survey results are kept anonymous and will be used to shape future transportation programs for campus. To show our appreciation, participants who complete the survey online will receive a \$5 coffee card. If we do not receive a response online, NWRG interviewers will follow-up with participants via telephone.

Thank you in advance for your participation.

### **JACOB A. BRETT**

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FAQs – for posting on website(s), emailing to respondents requesting additional information, etc.

Q: What is the purpose of this research?

A: The UW conducts this study every year. The research will:

- a. Gather information on travel behavior that the University uses for long-range development plans.
- b. Provide data required by the State of Washington’s Commute Trip Reduction Law. Major employers are required by this law to provide data on their employees commuting choices as determined by the survey. (<http://www.wsdot.wa.gov/Transit/CTR/overview.htm>)
- c. Provide important information on the effectiveness of the UW’s transportation programs and potential program improvements.

Q: Who is Northwest Research Group?

A: Northwest Research Group (<http://www.nwresearchgroup.com/>) is a full-service research firm that is working with the UW to support this research study. Northwest Research Group has extensive experience with transportation research and has worked with on many transportation surveys locally as well as across the country. Northwest Research Group is based in Renton.

Northwest Research Group is hosting the survey on their secure servers to maintain respondent confidentiality. All work is conducted in accordance with ISO 20252—Market Research Standards. Northwest Research Group is a member of the Council of American Survey Research Organizations (CASRO) and is bound by their strict business and ethical guidelines (<http://www.casro.org/?page=TheCASROCode>).

Q: Why was I selected?

A: A sample of approximately 3,000 students, faculty, and staff were randomly selected from all enrolled students as well as faculty and staff on payroll for Fall Quarter 2017. Northwest Research Group drew the sample. Your survey responses are kept completely separate from any individual data that would identify you personally, such as your email address, address, phone, etc.

Northwest Research Group has agreed to abide by the University of Washington’s strict data confidentiality and security standards.

The CASRO Code of Ethics states:

Since individuals who are interviewed are the lifeblood of the survey research industry, it is essential that survey research organizations be responsible for protecting from disclosure to third parties—including clients and members of the public--the identity of individual respondents as well as respondent-identifiable information, unless the respondent expressly requests or permits such disclosure.

Our goal is to collect at least 1,624 completed surveys. We are required under the Commute Trip Reduction reporting requirements to achieve at least a 50 percent response rate; it is very important for those selected to respond so as to ensure that results represent the entire university.

To encourage responses, you will receive a \$5 coffee card if you complete the survey online. Instructions on receiving your card will be e-mailed to you after the study is complete in December – you will have a chance to enter a different e-mail address than the one where you received the survey invitation.

The coffee card incentive is only offered to those who complete the survey online.

Q: Who do I contact at the UW if I need more information?

A: Jacob Brett with UW Transportation Services, at [JABrett@uw.edu](mailto:JABrett@uw.edu) or (206) 685-7926.

Q: Who do I contact at Northwest Research Group if I need more information or the survey link does not work?

A: Nathan Wiggin, Project Director at Northwest Research Group, at [nwiggin@nwresearchgroup.com](mailto:nwiggin@nwresearchgroup.com) or (206) 489-2363.