

University of Washington

2014 Transportation Survey

Final Report

March 2015

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Executive Summary

Overview

The U-PASS program, implemented at the University of Washington 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 students, staff, and faculty. 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. In 2014, the University of Washington conducted the study independently for the first time without participation from King County Metro.

As in previous years, the 2014 survey was administered using both telephone and online methodologies. The 2014 research effort resulted in 1,568 completed interviews during the survey period: 580 students, 761 staff, and 227 faculty members.

Key Findings

Travel Behavior

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

- As in previous years, students and staff are on campus the most number of days while faculty are on campus the least number.

Table 1: Number of Days Spent on Campus

Full Week					
	All	Employees	Faculty	Staff	Students
One	4%	4%	4%	3%	4%
Two	6%	6%	9%	5%	7%
Three	10%	13%	13%	13%	9%
Four	17%	18%	18%	19%	17%
Five	57%	51%	46%	54%	61%
Six	3%	6%	7%	6%	1%
Seven	2%	2%	4%	1%	2%
Mean	4.35	4.34	4.28	4.37	4.36
Weekdays Only					
	All	Employees	Faculty	Staff	Students
One	4%	4%	4%	4%	4%
Two	7%	7%	10%	5%	7%
Three	11%	13%	15%	12%	9%
Four	18%	20%	19%	20%	17%
Five	61%	56%	53%	58%	64%
Mean—2010	4.20	4.01	3.66	4.18	4.31
Mean—2012	4.21	4.11	4.02	4.16	4.28
Mean—2014	4.25	4.17	4.06	4.22	4.31

Source: Respondent Data

Base: All Respondents

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)

Based on the number of days respondents travelled to campus, UW employees and students make at least 293,684 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.

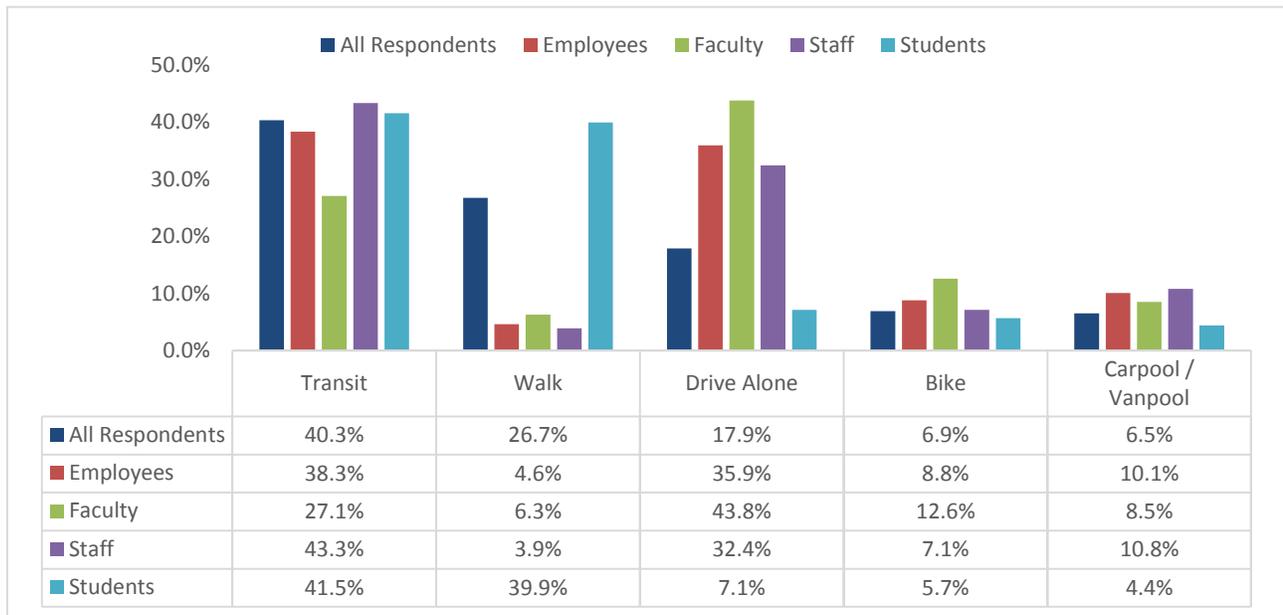
Nearly all trips are made during the week (Monday through Friday).

More than twice as many weekday trips (Monday through Friday) to campus are transit trips than drive-alone vehicle trips.

- Transit trips are most prevalent among students and staff.
- 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.
- Staff are somewhat more likely to use transit than drive.
- Two out of five faculty member trips are drive-alone trips—compared to just over one out of four transit trips. A significant percentage of faculty trips are bicycle trips.

Mode Share

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



Source: Trip Data File—Trips take Monday through Friday

Base: All selected respondents

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.

There has been little change in the primary travel mode used for trips to campus over the past decade.

Table 2: Percent of Transit and Drive-Alone Trips 2002—2014

		2002	2004	2006	2008	2010	2012	2014
Transit	Faculty	24%	13%	27%	23%	25%	25%	27%
	Staff	36%	28%	37%	45%	44%	43%	43%
	Students	39%	31%	42%	39%	43%	46%	42%
Drive Alone	Faculty	43%	45%	44%	47%	44%	43%	44%
	Staff	38%	31%	39%	34%	33%	33%	32%
	Students	16%	14%	13%	12%	10%	7%	7%

2012-2014 Source: Trip Data File—Trips taken Monday through Friday
 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

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 of respondents claim to have direct service from their home to the UW using public transportation.
 - Direct service is defined as having no need to transfer or use a park-and-ride lot
 - Faculty and students are more likely than staff to have direct service available from where they live to campus.

Four out of five of those with service available say that service generally meets or exceeds their expectations.

- Ratings of service are significantly higher for affordability and safety and lower for travel time, reliability, and availability of seats.

Transit use has declined slightly from 2012, primarily due to a decline in student use. At the same time, the average number of trips taken by Metro riders has increased slightly among all riders except staff.

Table 3: Transit Use

	Percent Using Transit		Average Number of One-Way Trips on KC Metro in the Past 7 Days			
	All Respondents		All Respondents		Those Who Have Ridden Metro in the Past 7 days	
	2012	2014	2012	2014	2012	2014
All	70%	67%	4.43	4.38	7.02	7.30
Employees	57%	58%	3.09	3.19	6.51	6.69
Faculty	49%	50%	2.26	2.56	5.33	6.17
Staff	61%	61%	3.48	3.48	6.98	6.89
Students	78%	73%	5.26	5.11	7.23	7.57

Source: Respondent Data

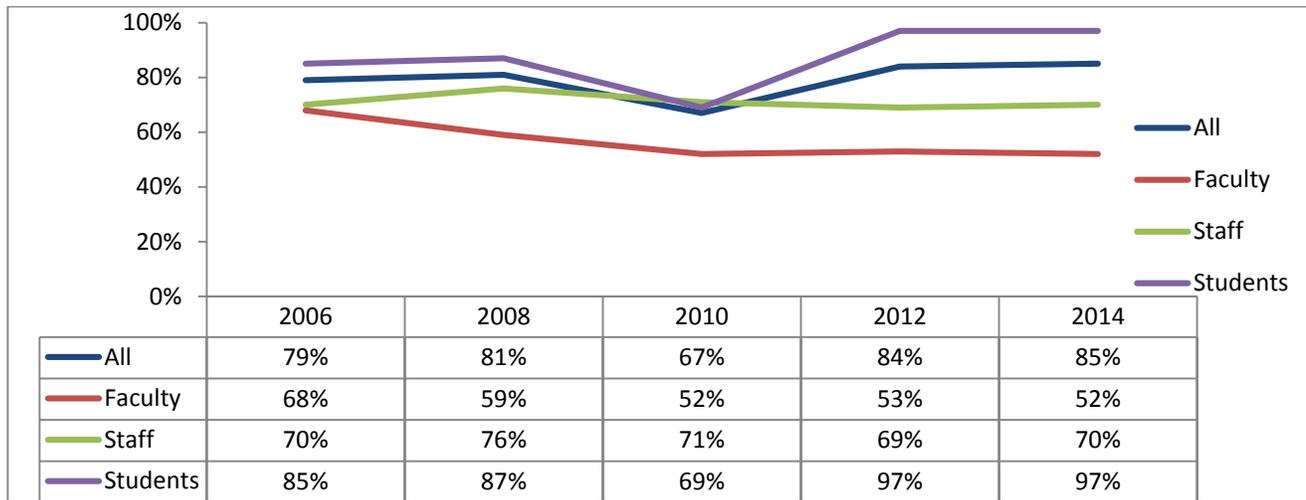
Base: All Respondents

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?

After dropping sharply in 2010, the percentage of all respondents with a valid U-PASS rebounded in 2012 and has continued to increase slightly in 2014.

- 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.
- The increase in respondents with a U-PASS between 2012 and 2014 is entirely due to a greater percentage of faculty and staff who now have a valid U-PASS.
- Two-thirds (65%) of all employees (faculty and staff) have a valid U-PASS.

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



Source: Respondent Data

Base: All Employees (Weighted by EmployeeWT)

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 in 2014.
- Students are more likely to claim they are very satisfied with the U-PASS program.

Table 4: Trends in Satisfaction with the U-PASS Program

	2006	2008	2010	2012	2014
Total Satisfied	95%	94%	85%	90%	93%
Very Satisfied	68%	67%	51%	63%	61%
Somewhat Satisfied	27%	28%	34%	27%	32%
Dissatisfied	5%	5%	15%	10%	7%

Source: Respondent Data

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 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 ridematch 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.

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-respondents to the invitation were contacted by phone. The survey instrument remained the same over the years, with the addition of new questions to address changes to programs and services or new priorities.

The basic methodology was retained:

- The UW provided NWRG International 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.

The survey instrument went through a large revision in 2012 but has remained the same for the 2014 survey.

The survey length was significantly longer for those completing the survey online (22 minutes) compared to those completing by telephone (17 minutes).

Extensive outreach was used to increase response rates including:

- Invitation and reminder e-mails sent from UW Transportation Services to those selected to take the survey
- Mail notifications sent from UW Transportation Services to campus mail boxes of faculty and staff selected to take the survey
- E-mails sent by the Provost Office:
 - Original e-mail sent to faculty and staff selected to take the survey
 - Follow-up e-mail to faculty selected to take the survey who had not yet responded

The UW provided a list of 71,810 faculty, staff, and students. Northwest Research Group drew a random sample within each group to achieve the required number of completed interviews.

Table 5: Sample Plan (2014)

	Total	Employees	Faculty	Staff	Students
Original Plan	1,600	1000	300	700	600
Final Sample	1,568	988	227	761	580

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

- Enrolled as a student for Fall Quarter 2014 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 22, 2014, and December 11, 2014.

- Holiday schedules: The holiday schedule in 2014 allowed for an extended data collection period. Data collection is stopped during the major holiday period in order to gather travel data for an entire week. In 2014, Veteran’s Day fell on November 11 and the Thanksgiving holiday fell on November 24. To ensure that travel data did not include holiday weeks, data collection was halted from November 11 through November 18 and again from November 27 through December 3.

An overall response rate of 38% was achieved. The primary decrease in the response rate versus 2012 (49% response rate) was a significant decrease in student responses.

- Initially, NWRG invited 1,200 students to participate in the survey, but due to the lack of responses an additional 1,200 students received invitations. Out of a total 2,400 students, only 580 completed the survey.
 - It should be noted that nearly as many students dropped out of the survey as completed it. We believe that there are two reasons for this large drop-rate.
 - Survey length—most students dropped at around 10 minutes, indicating that they were getting fatigued.

- Lack of mobile optimization—while the survey was hosted using mobile friendly services, the overall design and complexity of the survey made it very difficult to complete on mobile devices.
- Three-quarters of all surveys were completed online. This would be expected as nearly everyone sampled has access to the Internet, and due to the convenience of completing the study on their own schedule.

Table 6: Sample Plan and Response Rates

	Total	Employees	Faculty	Staff	Students
Number in Sample Frame	71,810	26,515	7,441	19,074	45,295
Number of Sample Elements Selected	4,400	2,000	600	1,400	2,400 (1,200 initially then 1,200 extra)
Total Disqualified*	281	221	59	162	41
Number of Qualified Respondents	4,119	1,779	541	1,238	2,359
Total Number of Completed Surveys	1,568	988	227	761	580
Online	1183	847	193	654	336
Phone	385	141	34	107	244
Response Rate	38%	56%	42%	61%	25%
* 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 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 are oversampled relative to their overall incidence in the UW population. Weighting is applied so that the total responses accurately reflect the UW population. 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.

Table 7: Weighting

	Population	Percent of Population	Completed Interviews	Percent of Completed Interviews	Weight
Total	71,578	100.00%	1,568	100.00%	
Faculty	8,741	10.36%	227	14.48%	0.8435323875
Staff	18,516	26.56%	761	48.53%	0.5330022156
Students	44,321	63.08%	580	36.99%	1.673971

In addition, an expansion weight was computed in order to project some data (e.g., trip data) to the total population.

Table 8: Expansion Weight

	Completed Interviews	Weight	Population
Total	1,568	n.a.	71,578
Faculty	227	38.5066079295	8,741
Staff	761	24.3311432326	18,516
Students	580	76.4155172414	44,321

Table 9: Final Sample Size

Group	Obtained	Weighted	Margin of Error* 95% Confidence Level
Total	1,568	1,568	2.38%
Faculty	227	191	6.47%
Staff	761	406	3.48%
Students	580	971	4.01%

Margin of error is computed based on obtained sample sizes.

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 course of the project and is documented in this report for consideration during the next wave of the survey.

Sampling

The CTR data requires a 50% response rate among employees. At the same time, the project goal was a total of 1,600 completed surveys (300 faculty, 700 staff, 600 students). While in the end a response rate of 56% was achieved among all employees, the study did not hit the target number of completed surveys. This is due to several invited participants being disqualified or removed from the sample for various reasons during data collection. The recommendation for future studies is to oversample the population so that even with disqualifications, the planned for number of surveys will be obtained.

Questionnaire Design—Service from Home to the UW

One of the questions in the questionnaire asks what type of bus or rail service the respondent has from their home to UW. If the respondent indicates that they have some type of service (either direct service, service through transferring, or service from a park-and-ride lot), the respondent was asked a follow-up question regarding the public transit system(s) used to get from home to the UW. Some respondents indicated that they had direct service but indicated they used systems that do not serve the UW campus area (such as Pierce Transit or Sounder Train).

It is recommended that this series of questions be modified for future studies to reduce the possibility of respondents reporting direct service through systems that do not offer it. One method that can be used is to change the question order to the following:

- Q1: Do you have bus or rail service available from where you live to the UW? (yes/no)
- Q2: (if yes) If you were to use the bus or rail service currently available, which system(s) would you have to use?
- Q3: (systems chosen in Q2 serve the UW campus) Which of the following best describes the bus or rail service available from where you live to the UW? (direct service, service with transfer, service through park and ride)

Questionnaire Design—Telecommuting

During the reporting phase of this project, it was asked if NWRG could estimate the mode share of telecommute trips. Unfortunately, that data could not be calculated as respondents were not asked about telecommuting during the commute trip series of questions. It is recommended that during the next phase of research modifications to the questionnaire be made in order to gather this data. The figure below shows one recommendation for how the questionnaire can be modified to get this data.

Figure 3: Example Telecommute Question for Future Surveys

Q9A Which of the following days did you **[WORK / ATTEND CLASSES]** 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"/>

ASK Q9A_1 FOR EACH DAY NOT SELECTED IN Q9A

Q9A_1 You indicated that on **[INSERT DAY]** that you did not **[WORK / ATTEND CLASSES]** at the UW main campus or in the U District. Did you telecommute or **[WORK / ATTEND CLASSES]** online that day?

Questionnaire Design—Drop-out Rate

There were a high number of partially completed surveys, particularly among students. Nearly half of all students who started the survey did not complete it. Analysis of the disposition reports has identified two possible reasons for the large drop-rate:

- Survey length—most students dropped at around 10 minutes, indicating that they were getting fatigued.
- Lack of mobile optimization—while the survey was hosted using mobile-friendly services, the overall design and complexity of the survey made it very difficult to complete on mobile devices.

Our recommendation is to streamline the next iteration of the survey in regards to length and optimization for mobile devices.

Table 10: Survey Completion Status by Type

	Started Survey	Completed	Dropped	Screened Out
Total	2,465	1,568	616	281
Faculty	356	227	64	65
Staff	1,049	761	116	172
Students	1,060	580	436	44

Analysis and Reporting Conventions

Data

Two types of data result 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 initial 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.
- Where possible both unweighted and weighted cell sizes (respondents or trips) are reported throughout the report.
- 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 boldfaced 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 percents are used. Percents are rounded to the nearest whole number. Some columns may sum to more or less than 100% because of 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.
- Statistical testing (at the 95% confidence level) was performed throughout the report and statistically significant differences are indicated in two ways.
 - Red/green—some tables (e.g., Table 11) use red and green to indicate significant differences. A red cell indicates that the result is significantly less than other groups. A green cell indicates that the result is significantly greater than other groups.
 - Letter designations—some tables (e.g., Table 17) and most of the figures use letter designations to indicate significant differences. The letter is followed by either a “+” or a “-” symbol. The plus or minus indicates the finding is significantly higher (+) or lower (-) than the group indicated by the letter.

Respondent Characteristics

Demographics

Faculty:

- More likely to be male than female.
- Older than staff
- Nearly all have access to a vehicle, and just over one-third have a bicycle.

Staff:

- Twice as likely to be female than male.
- Like faculty, nearly all have access to a vehicle. Bicycle ownership is similar.

Students:

- More likely to be female than male.
- While the majority have a driver's license, less than half personally have a vehicle. One out of four students have a bicycle. More than two out of five has neither a vehicle nor bike.

Table 11: Respondent Characteristics

		All Employees	Faculty	Staff	Students
Gender	Male	39%	55%	31%	46%
	Female	61%	45%	69%	54%
Age	16 to 17	0%	0%	0%	1%
	18 to 24	1%	0%	2%	64%
	25 to 34	20%	13%	23%	29%
	35 to 44	21%	21%	21%	4%
	45 to 54	22%	18%	24%	1%
	55 to 64	27%	28%	26%	0%
	65 or older	9%	19%	4%	0%
Valid driver's license	Yes	98%	99%	98%	84%
Available for commute	Vehicle	84%	89%	82%	44%
	Bicycle	31%	36%	28%	25%
	Nothing available	9%	4%	12%	43%
Base		597	191	406	971
Base unweighted		988	227	761	580

Source: Respondent Data

Base: All respondents

D1 What is your age?

D2 Are you male or female?

D3 Do you have a valid driver's license?

Q7 Do you personally have any of the following (car or truck, motorcycle or scooter, bicycle) available for your commute?

Work / Class Schedules

Over four out of five UW employees are employed full-time (35 or more hours per week). This is the same as in 2012.

Seven out of ten UW employees report working 5 days per week.

- Staff are significantly more likely than faculty to work 5 days per week.

Nearly two out of three students report being on campus 5 days a week.

- Only one in ten students telecommute; this is the lowest figure in recent years.

Table 12: Faculty ,Staff, and Student Work/Class Schedules

	All Employees	Faculty	Staff	Students
1 day a week	1%	1%	0%	2%
2 days a week	1%	2%	1%	5%
3 days a week	4%	3%	5%	10%
4 days a week	8%	6%	9%	13%
5 days a week	69%	54%	76%	63%
6 days a week	8%	19%	3%	1%
7 days a week	3%	8%	1%	2%
9 days in 2 weeks	1%	0%	1%	0%
7 days in 2 weeks	0%	0%	0%	0%
It varies / never the same	3%	6%	2%	1%
Base	597	191	406	971
Base unweighted	988	227	761	580

Source: Respondent Data

Base: All respondents

Q2 Which of the following best describes your work/ class/ work and class] schedule for the current quarter?

Numbers may not sum to 100% due to rounding

Residence

Proximity of Home to Campus

Respondents were asked how many miles they live from the UW campus.

Just over half of all respondents live more than 5 miles from campus.

One-quarter of students either live in UW-provided housing or in a fraternity or sorority. Of those who live off campus, the majority live within five miles of campus.

UW staff have the longest commutes—two out of five UW staff live more than 10 miles from campus.

Table 13: Student Housing Types

	Student living situation
UW housing, on campus	16%
UW housing, off campus	4%
A fraternity or sorority	3%
Non-UW housing	77%

Source: Respondent Data
Base: Students Only
Q4A Do you live in . . .

Table 14: Distance from Home to Campus

	All Employees	Faculty	Staff	Students
0.01 – 1 mile	3%	4%	3%	42%
1.01 – 2 miles	9%	11%	8%	12%
2.01 – 5 miles	35%	43%	32%	19%
5.01 – 10 miles	18%	18%	19%	8%
More than 10 miles	34%	26%	39%	18%
Mean	11.38	10.08	11.78	7.48
Median	6.50	5.00	7.55	3.00
Base	597	191	405	797
Base unweighted	987	227	760	476

Source: Respondent Data
Base: All respondents
Q5A How many miles is it from where you live to the UW Main campus

Overall, distance from campus has decreased slightly from 2012.

- There is a noticeable decrease in distance from campus among students.

Table 15: Change in Commute Trip Lengths 2012–2014

	Faculty		Staff		Students	
	2012	2014	2012	2014	2012	2014
1 mile or less	4%	4%	2%	3%	39%	43%
1.01–5.0 miles	53%	53%	40%	40%	32%	31%
5.01–10.0 miles	19%	18%	18%	19%	9%	8%
> 10 miles	23%	26%	40%	39%	20%	18%
Median	5.6	5.0	7.8	7.6	4.8	3.0
Change	-0.6		-0.2		-1.8	

Source: Respondent Data
 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

Those living near campus are significantly less likely to have a vehicle.

Table 16: Vehicle Ownership by Distance from Home to Campus

	Distance from Home to Campus				
	1 mile or less	1.01–2.0 miles	2.01–5.0 miles	5.01–10.0 miles	> 10 miles
	% with Vehicle*				
All	20%	57%	69%	84%	85%
Faculty	43%	91%	84%	94%	98%
Staff	36%	73%	77%	86%	90%
Students	19%	47%	56%	77%	77%

Source: Respondent Data
 Base: All Respondents
 Q7 Do you personally have a car, truck, motorcycle, or scooter available for your commute?*

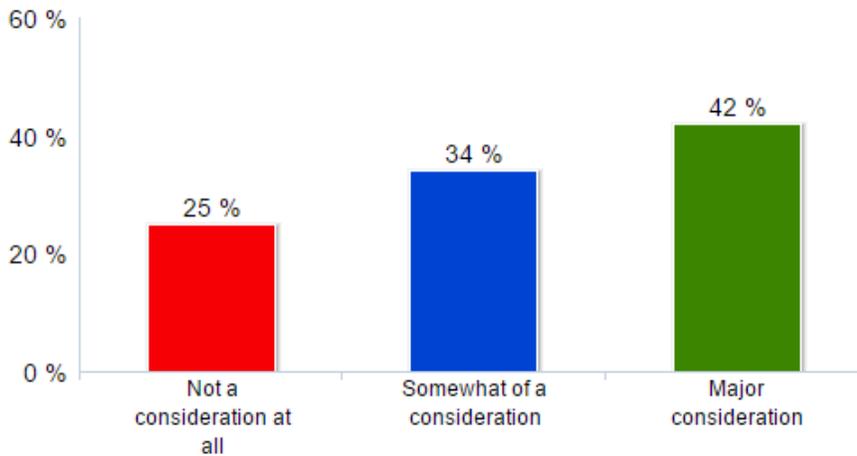
Vehicle includes car, truck, motorcycle, or scooter
 Numbers may not sum to 100% due to rounding

Respondents were asked the extent to which the fact that they work or go to school at the UW influenced their choice of where to live. In previous years this question was a simple “yes” or “no” response. In 2012 the question was changed to a three-point scale: not a consideration at all, somewhat of a consideration, or a major consideration. This format was also used in 2014.

Proximity to campus is a major consideration for more than two out of five respondents.

As in the past, faculty and students are more likely than staff to suggest that that proximity to campus influenced their decision where to live.

Figure 4: Consideration for Housing Location



Source: Respondent Data
 Base: All respondents
 Q5A1 To what extent did the fact that you work / attend classes at the UW influence your choice of where you live?

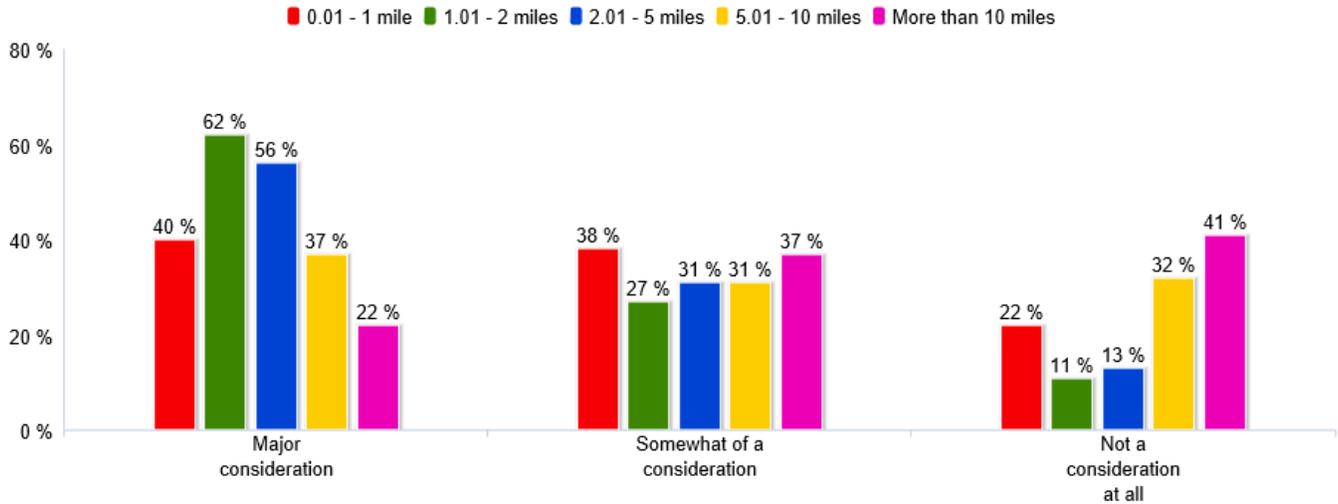
Table 17: Housing Consideration by Type

	(a) Faculty	(b) Staff	(c) Students
Major consideration	49% (b+)	36% (a-,c-)	43% (b+)
Somewhat of a consideration	30%	34%	34%
Not a consideration at all	21% (b-)	30% (a+,c+)	23% (b-)

Source: Respondent Data
 Base: All respondents
 Q5A1 To what extent did the fact that you work / attend classes at the UW influence your choice of where you live?

It is clear that those choosing to live near campus are more likely to say that proximity to campus was a major influence in their housing location. Over three out of five UW commuters who live within 2 miles of campus suggest that proximity to campus was a major consideration in their choice of where to live.

Figure 5: Influence of Work Location on Proximity to Campus



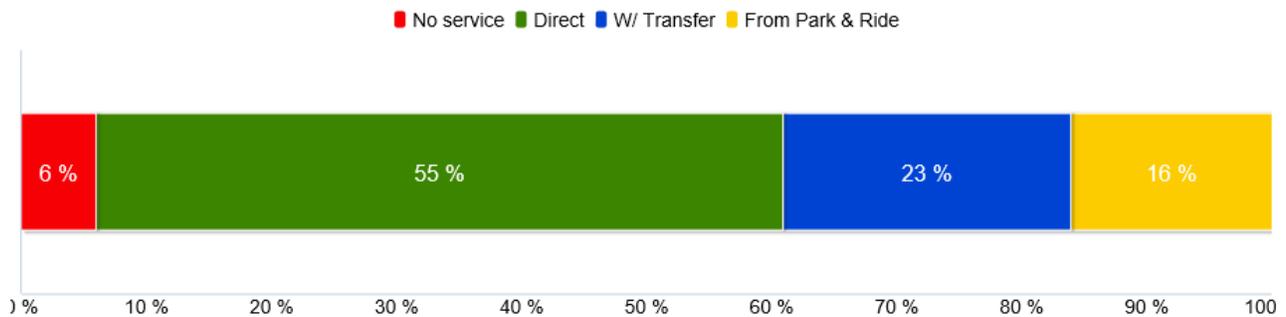
Source: Respondent Data
Base: All respondents
Q5A1 To what extent did the fact that you work / attend classes at the UW influence your choice of where you live?

Access to Transit

New questions were added in 2012 to measure the extent to which UW commuters have access to public transportation services from their home to the UW.

The vast majority of UW faculty, staff, and students have access to public transportation services that would get them from their home to the UW campus. Nearly half have direct service.

Figure 6: Access to Transit from Home to UW—All Respondents



Source: Respondent Data
Base: All respondents
Q5B Is there bus or rail service available from where you live to the UW?

Table 18: Access to Transit from Home to UW—by Type

	All Employees	Faculty	Staff	Students
No service	5%	5%	5%	8%
Direct	48%	55%	45%	61%
W/ Transfer	29%	25%	31%	18%
From P&R	18%	15%	19%	14%
Base	581	186	395	700
Base unweighted	962	220	742	418

Source: Respondent Data
Base: All respondents
Q5B Is there bus or rail service available from where you live to the UW?

Nearly all respondents with service available from where they live to the UW report that they would use Metro for at least one leg of their trip.

Sound Transit is the second most accessible service for accessing public transit. Just over one in ten can use Sound Transit to access UW with a transfer, and slightly over one-quarter can access campus using Sound Transit from a park and ride.

One-third can access campus using Community Transit via a park-and-ride lot.

As noted in the Future Recommendations section, some respondents indicated that there was direct service available using transit systems that do not serve UW. In this table, the Link Light Rail, Sounder Train, and Community Transit systems do not serve the UW campus.

Table 19: System(s) Those with Service Available Would Use

	Direct	W/ Transfer	From P&R
King County Metro	95%	91%	56%
Sound Transit Bus	6%	12%	29%
Link Light Rail	3%	8%	3%
Sounder Train	1%	8%	3%
Community Transit	2%	8%	32%
Other Systems	1%	6%	2%
Base	692	290	191
Base unweighted	699	352	220

Source: Respondent Data
 Base: Respondents with service available from home to UW
 Q5C If you were to use the service available, which system(s) would you have to use?
 Q5B Is there bus or rail service available from where you live to the UW?
 Other includes Everett Transit, Pierce Transit, Kitsap Transit, and Seattle Streetcar

Those with service available from their home to UW were asked to rate how well the available transit service meets their expectations.

In general, those with service available suggest that service meets their expectations.

- Affordability is seen as a clear benefit of the transit service available.
- While still receiving high ratings, travel time, reliability, and availability of seats are rated lowest.

Table 20: Ratings of Transit Service from Home to UW

	Total Meets + Exceeds	Exceeds Needs and Expectations	Meets Needs and Expectations
Frequency of Service	75%	9%	66%
Number of Transfers Required	82%	24%	59%
Travel Time	72%	9%	63%
Cost	92%	20%	72%
Reliability	73%	7%	66%
Safety	93%	17%	76%
Availability of Seats	73%	7%	65%

Source: Respondent Data

Base: Respondents with service available from home to UW

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

In general, King County Metro receives higher ratings for service from the respondent’s home to UW.

- This is particularly true for frequency of service, where ratings are significantly higher than those for Link Light Rail, Community Transit, and other systems.
- Sounder Train receives significantly lower ratings than other systems for the number of transfers required.

Table 21: Ratings of Transit Service from Home to UW by System Available

	Total Meets + Exceeds					
	King County Metro	Sound Transit Bus	Link Light Rail	Sounder Train	Community Transit	Other Systems
Frequency of Service	76%	68%	57%	73%	67%	50%
Number of Transfers Required	82%	82%	65%	61%	80%	69%
Travel Time	73%	70%	60%	70%	64%	62%
Cost	92%	96%	94%	94%	95%	82%
Reliability	73%	81%	83%	86%	74%	73%
Safety	93%	94%	86%	99%	92%	87%
Availability of Seats	73%	74%	71%	60%	70%	71%

Source: Respondent Data

Base: Respondents with service available from home to UW

Q5B Is there bus or rail service available from where you live to the UW?

Q5C If you were to use the service available, which system(s) would you have to use?

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

Other includes Everett Transit, Pierce Transit, Kitsap Transit, and Seattle Streetcar

Those with direct service from their home to campus rate the service significantly higher than do those who have to transfer and, to a lesser extent, those who would use a park-and-ride lot.

- The number of transfers required is the primary factor differentiating the three groups, followed by travel time.

Table 22: Ratings of Transit Service from Home to UW by Type of Service Available

	Total Meets + Exceeds		
	(a) Direct	(b) W/ Transfer	(c) From Park & Ride
Frequency of Service	86% (b+,c+)	52% (a-,c-)	70% (a-,b+)
Number of Transfers Required	97% (b+,c+)	44% (a-,c-)	87% (a-,b+)
Travel Time	88% (b+,c+)	37% (a-,c-)	70% (a-,b+)
Cost	94% (b+)	87% (a-,c-)	96% (b+)
Reliability	75% (b+)	67% (a-,c-)	75% (b+)
Safety	96% (b+)	85% (a-,c-)	95% (b+)
Availability of Seats	76% (b+)	65% (a-)	72%

Source: Respondent Data

Base: Respondents with service available from home to UW

Q5B Is there bus or rail service available from where you live to the UW?

Q5D How well does the transit service from wher you live to the UW meet you meeds and expectations?

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. The same question methodology was used in 2014.

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

Two-thirds of UW employees and students work or attend classes on campus 5 to 7 days a week.

- While students, faculty, and staff spend nearly the same number of days on campus, faculty spend slightly fewer days than students and staff.
- While staff average more days on campus than faculty members, they are less likely to be there 6 or 7 days per week.

The overall average number of days on campus is similar to 2012 and 2010.

Table 23: Number of Days on Campus

Full Week					
	All	Employees	Faculty	Staff	Students
One	4%	4%	4%	3%	4%
Two	6%	6%	9%	5%	7%
Three	10%	13%	13%	13%	9%
Four	17%	18%	18%	19%	17%
Five	57%	51%	46%	54%	61%
Six	3%	6%	7%	6%	1%
Seven	2%	2%	4%	1%	2%
Mean	4.35	4.34	4.28	4.37	4.36
Weekdays Only					
	All	Employees	Faculty	Staff	Students
One	4%	4%	4%	4%	4%
Two	7%	7%	10%	5%	7%
Three	11%	13%	15%	12%	9%
Four	18%	20%	19%	20%	17%
Five	61%	56%	53%	58%	64%
Mean—2010	4.20	4.01	3.66	4.18	4.31
Mean—2012	4.21	4.11	4.02	4.16	4.28
Mean—2014	4.25	4.17	4.06	4.22	4.31

Source: Respondent Data

Base: All respondents

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)

Total Number of Commute Trips to Campus

Based on the number of days respondents travelled to campus, UW employees and students make at least 293,684 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 trips are made Monday through Friday.

Table 24: Total Number of Trips to Campus

		All	Employees	Faculty	Staff	Students
Total Weekly Trips to Campus	Respondent Trips	6,433	2,448	765	1,683	3,986
	Population Trips	293,684	111,739	34,925	76,813	181,945
Total Weekday Trips to Campus	Respondent Trips	6,266	2,344	723	1,621	3,922
	Population Trips	286,057	107,016	33,000	74,015	179,042
Weekday Trips as a Percentage of Total Weekly Trips		97%	96%	95%	96%	98%
<i>Source: Trip Data</i>						
<i>Base: All Respondents</i>						

Arrival Times on Campus

Less than half of the trips to campus reported have an arrival time on campus between peak commute hours of 6:00 and 8:59 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 8:59.

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

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

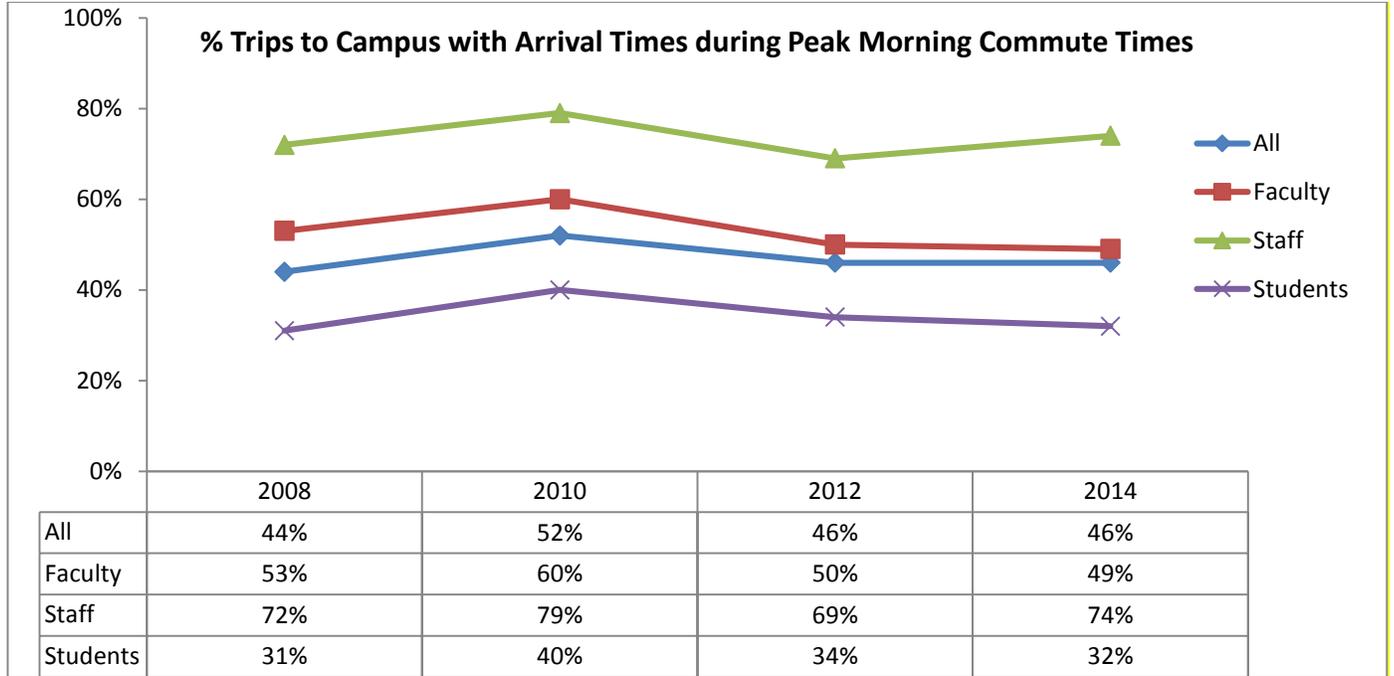
		All	Employees	Faculty	Staff	Students
Arrive before 6:00 a.m.	Respondent Trips	72	27	6	21	45
	Population Trips	3,306	1,243	270	973	2,063
	% of Arrivals	1%	1%	1%	1%	1%
Net Arrive 6:00 a.m. to 8:59 a.m.	Respondent Trips	2,567	1,569	364	1,206	998
	Population Trips	117,177	71,633	16,596	55,037	45,544
	% of Arrivals	46%	65%	48%	72%	31%
<i>Arrive 6:00 a.m. to 6:59 a.m.</i>	<i>Respondent Trips</i>	<i>268</i>	<i>212</i>	<i>44</i>	<i>168</i>	<i>55</i>
	<i>Population Trips</i>	<i>12,213</i>	<i>9,691</i>	<i>2,002</i>	<i>7,689</i>	<i>2,522</i>
	<i>% of Arrivals</i>	<i>5%</i>	<i>9%</i>	<i>6%</i>	<i>10%</i>	<i>2%</i>
<i>Arrive 7:00 a.m. to 7:59 a.m.</i>	<i>Respondent Trips</i>	<i>722</i>	<i>529</i>	<i>110</i>	<i>419</i>	<i>193</i>
	<i>Population Trips</i>	<i>32,942</i>	<i>24,154</i>	<i>5,006</i>	<i>19,149</i>	<i>8,788</i>
	<i>% of Arrivals</i>	<i>13%</i>	<i>22%</i>	<i>14%</i>	<i>25%</i>	<i>6%</i>
<i>Arrive 8:00 a.m. to 8:59 a.m.</i>	<i>Respondent Trips</i>	<i>1,578</i>	<i>828</i>	<i>210</i>	<i>618</i>	<i>750</i>
	<i>Population Trips</i>	<i>72,022</i>	<i>37,788</i>	<i>9,588</i>	<i>28,200</i>	<i>34,234</i>
	<i>% of Arrivals</i>	<i>28%</i>	<i>34%</i>	<i>28%</i>	<i>37%</i>	<i>24%</i>
Arrive 9:00 a.m. to 9:59 a.m.	Respondent Trips	1,229	466	208	259	763
	Population Trips	56,119	21,273	9,473	11,801	34,845
	% of Arrivals	22%	19%	27%	16%	24%
Arrive 10:00 a.m. and later	Respondent Trips	1,738	364	182	182	1,374
	Population Trips	79,351	16,614	8,317	8,297	62,737
	% of Arrivals	31%	15%	24%	11%	43%

Source: Trip Data
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.

The percentage of trips taken by UW faculty, staff, and students that have arrival times on campus during peak morning commute times have held fairly steady since 2012.

- There is a slight increase in the percent of trips taken by staff that arrive during peak morning commute times.

Figure 7: Trends in Percentage of Trips to Campus with Arrival Times during Peak Morning Commute Times



Source: Trip Data

Peak morning commute is defined at 6:00 a.m. to 8:59 a.m.

Base: All respondents

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 5:59 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
Depart before 3:00 p.m.	Respondent Trips	1,267	186	59	127	1081
	Population Trips	57,851	8,486	2,695	5,791	49,364
	% Departing	23%	8%	8%	8%	34%
Net Depart 3:00 p.m. to 5:59 p.m.	Respondent Trips	2,871	1,589	390	1,199	1,282
	Population Trips	131,069	72,535	7,621	54,745	58,534
	% Departing	51%	66%	52%	72%	41%
<i>Depart 3:00 p.m. to 3:59 p.m.</i>	<i>Respondent Trips</i>	<i>643</i>	<i>205</i>	<i>46</i>	<i>158</i>	<i>439</i>
	<i>Population Trips</i>	<i>29,365</i>	<i>9,344</i>	<i>2,118</i>	<i>7,226</i>	<i>20,021</i>
	<i>% Departing</i>	<i>12%</i>	<i>8%</i>	<i>6%</i>	<i>9%</i>	<i>14%</i>
<i>Depart 4:00 p.m. to 4:59 p.m.</i>	<i>Respondent Trips</i>	<i>885</i>	<i>538</i>	<i>116</i>	<i>423</i>	<i>347</i>
	<i>Population Trips</i>	<i>40,388</i>	<i>24,570</i>	<i>5,275</i>	<i>19,295</i>	<i>15,818</i>
	<i>% Departing</i>	<i>16%</i>	<i>22%</i>	<i>15%</i>	<i>25%</i>	<i>11%</i>
<i>Depart 5:00 p.m. to 5:59 p.m.</i>	<i>Respondent Trips</i>	<i>1,343</i>	<i>846</i>	<i>228</i>	<i>618</i>	<i>497</i>
	<i>Population Trips</i>	<i>61,316</i>	<i>38,621</i>	<i>10,397</i>	<i>28,224</i>	<i>22,695</i>
	<i>% Departing</i>	<i>24%</i>	<i>35%</i>	<i>30%</i>	<i>37%</i>	<i>16%</i>
Depart 6:00 p.m. to 6:59 p.m.	Respondent Trips	672	369	176	193	303
	Population Trips	30,687	16,856	8,048	8,808	13,831
	% Departing	12%	15%	23%	12%	10%
Depart 7:00 p.m. and later	Respondent Trips	768	279	132	148	489
	Population Trips	35,060	12,747	6007	6740	22313
	% Departing	14%	12%	17%	9%	15%
<i>Source: Trip Data</i>						
<i>Base: All respondents</i>						
<i>Q9C What time did you depart campus on these days? (Monday–Friday)</i>						
<i>Percentage is based on number of trips departing campus during specified time periods.</i>						

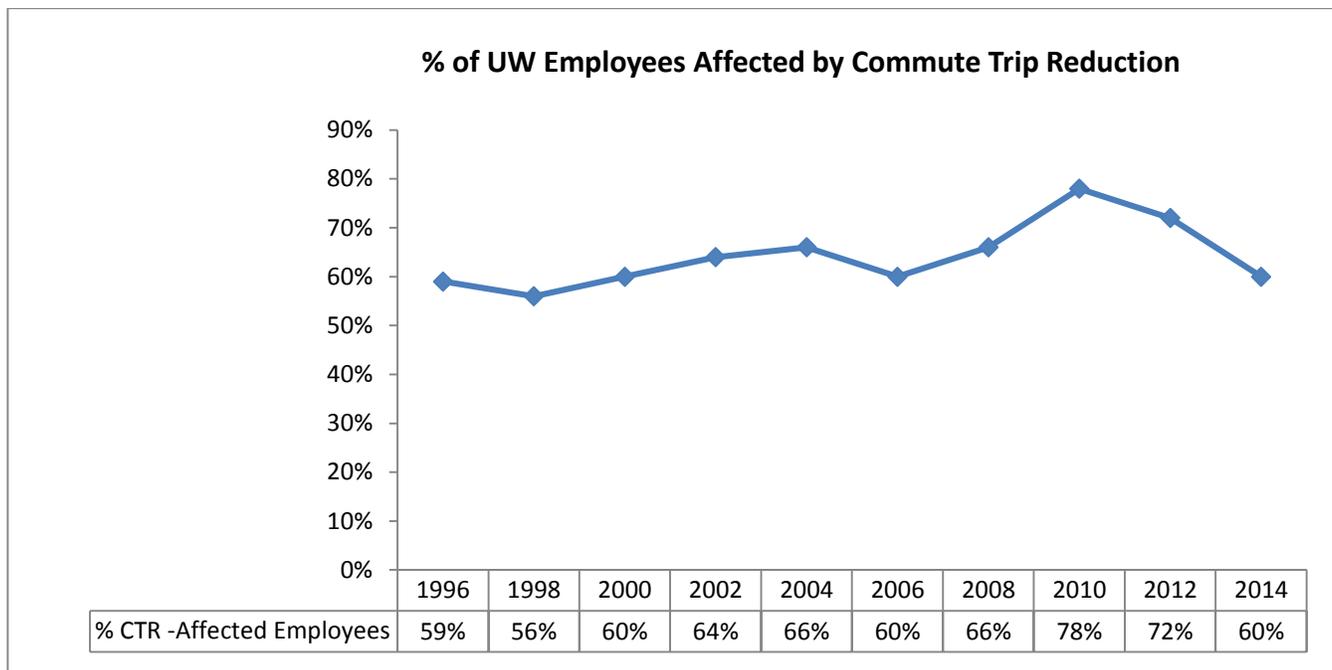
CTR-Affected Employees

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

After increasing significantly between 2006 and 2010, the percentage of CTR-affected employees decreased in 2012 and continued to decrease in 2014. The percentage of CTR-affected employees is now back to the same levels as in 2000.

- While the percentage of both faculty and staff who are CTR-affected has decreased, UW staff are significantly more likely than faculty to be CTR-affected employees—65% compared to 49%, respectively.
 - CTR Affected Faculty: 2012—69%, 2014—49%
 - CTR Affected Staff: 2012—73%, 2014—65%

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



Source: Respondent data;

Base: All faculty and staff; weighted by EmployeeWt

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 used 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 [first, second, etc.] part of your commute to the UW	Leg 1	Leg 2 . . .	Last Leg
Trip Finished (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)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
[ASK IF CARPOOL]			
# of people 16 and older in carpool (including yourself)	—	—	—
Vanpooled	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
[ASK IF VANPOOL]			
# of people 16 and older in vanpool (including yourself)	—	—	—
Motorcycle / Moped / Scooter	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
[ASK IF MOTORCYCLE] # of people 16 and older on motorcycle / moped / scooter	—	—	—
Bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
[ASK IF TOOK BUS]			
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	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
[ASK IF USED LINK]			
At which station did you board the Link?			
[ASK IF USED LINK]			
At which station did you get off the Link?			
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"/>
Other [specify]	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

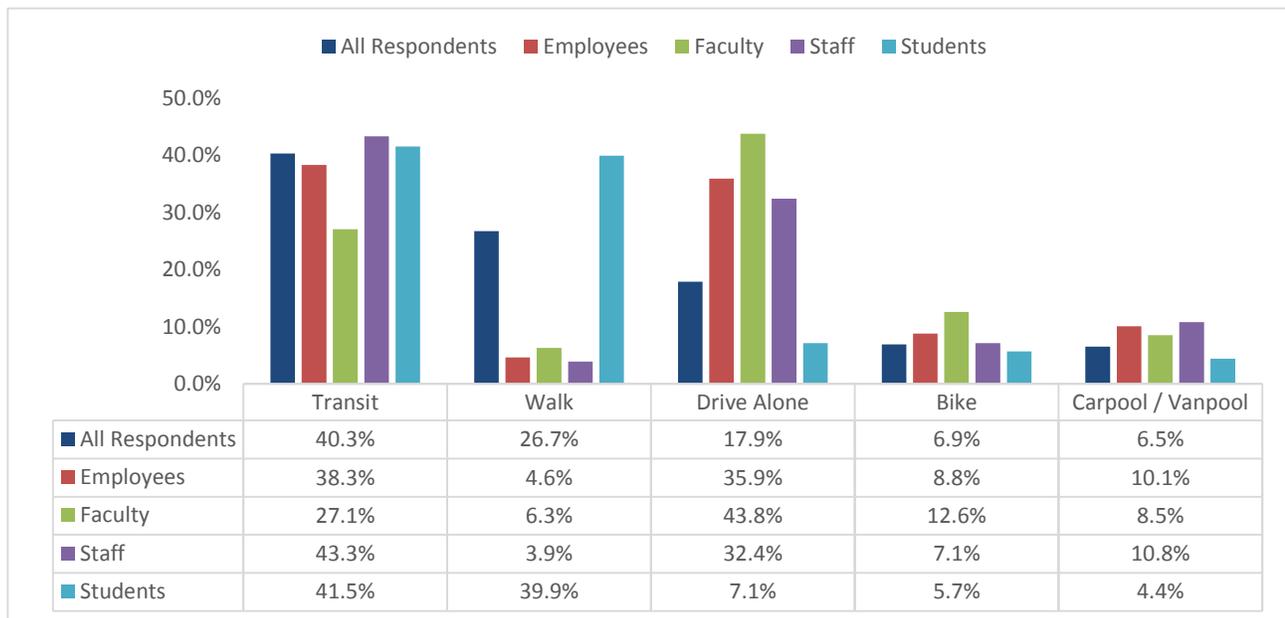
Those using more than one mode were asked a follow-up question to identify their primary mode, defined as the mode used for the longest part (based on miles traveled) of their trip. This allows for comparisons to previous years when respondents only provided a single mode.

Mode Share for Commute Trips to Campus

More than twice as many weekday trips (Monday through Friday) to campus are transit trips than drive-alone vehicle trips.

- Transit trips are most prevalent among students and staff.
- 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.
- Staff are somewhat more likely to use transit than drive.
- Two out of five faculty member trips are drive-alone trips—compared to just over one out of four transit trips. A significant percentage of faculty trips are bicycle trips.

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



Source: Trip Data File—Trips taken Monday–Friday among selected respondents

Base: All Respondents

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.

Details on Trips

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

Seven out of ten trips to campus are single-mode trips. This is down significantly from 2010 when 84% of trips were single mode.

- Trips made by faculty are significantly more likely than those made by staff or students 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 Trip to Get from Home to UW

	All	Employees	Faculty	Staff	Students
Monday through Friday					
% Single Mode	73%	74%	84%	70%	72%
Average # of Modes	1.41	1.37	1.22	1.44	1.43
Saturday / Sunday					
% Single Mode	83%	91%	86%	94%	72%
Average # of Modes	1.25	1.14	1.24	1.07	1.44
Source: Trip Data					
Base: All respondents					
Percent shown is percent of trips taken					

Driving Alone

The vast majority of those who drive alone as their primary travel mode report that they drive for their entire trip. Students are the most likely to use a combination of driving and transit as part of their commute.

Table 28: Percent Drive Alone as Primary Mode (Monday through Friday)

	All	Employees	Faculty	Staff	Students
Drove Alone	18%	36%	44%	32%	7%
Source: Trip Data					
Base: All respondents					
Percent shown is percent of trips taken					



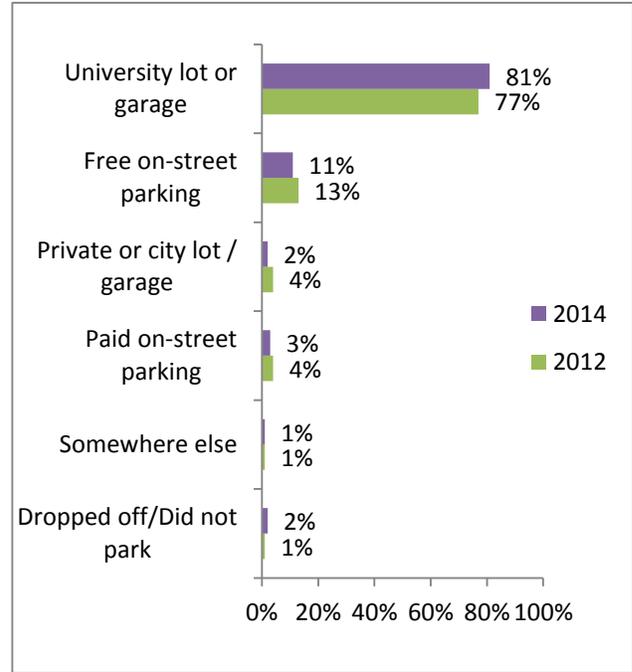
Table 29: Percent of Drive-Along Trips that Are Entirely by Car versus Combined with Other Modes (Mon–Fri)

	% Drive Entire Trip*	% Drive + Transit	% Drive + Other Mode**
All	91%	8%	1%
Employees	93%	6%	2%
Faculty	96%	4%	0%
Staff	91%	7%	2%
Students	86%	14%	1%
* 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			
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			

Four out of five drive-alone commuters park in a university lot or garage.

Faculty are significantly more likely, and staff are more likely, than students to park in a university lot or garage. Students are most likely to use paid on-street parking.

Figure 10: Drive-Along Parking



Source: Respondent Data
Base: Primary trip is drive alone
Q18 When you drive alone to campus, where do you typically park?

Table 30: Drive-Along Parking Locations

	(a) All Respondents	(b) Faculty	(c) Staff	(d) Students
A University lot or garage	81% (b-,d+)	92% (a+,c+,d+)	79% (b-)	72% (a-,b-)
Paid on-street parking	3% (b+,c+,d-)	1% (a-,d-)	1% (a-,d-)	9% (a+,b+,c+)
Free on-street parking	11% (b+)	4% (a-,c-)	15% (b+)	12%
In a private or city lot or garage	2%	2%	4%	0%
Somewhere else	1%	0%	0%	2%
Didn't park / got dropped off	2% (d-)	0% -	1%	5% (a+)

Source: Respondent Data
Base: Respondents whos primary trip mode (q10b) is drive alone
Q18 When you drive alone to campus, where do you typically park?

Carpooling / Vanpooling

Seven percent (7%) or a total of 19,276 commute trips per week to campus are primarily carpool or vanpool trips.

- Nine out of 10 carpool trips are two-person carpools.

Table 31: Number in Carpool / Vanpool

		All	Faculty	Staff	Students
Carpool	% 2-Person	90%	83%	93%	89%
	Mean	2.13	2.17	2.08	2.15
Vanpool	Mean	6.54	5.00	6.66	None

Source: Trip Data
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

The percent of carpoolers who state they are more likely to be passengers has continued to increase from 2010.

- Staff are significantly more likely than faculty to say they share the responsibility equally.

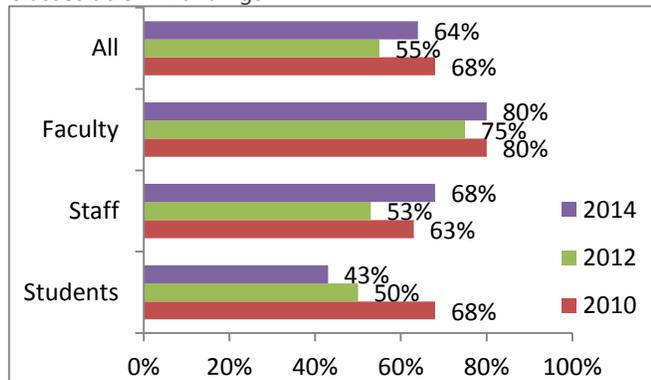
Table 32: Role in Carpool—by Type

	(a) Faculty *	(b) Staff	(c) Students *
The driver	44%	32%	21%
The passenger	50%	43%	58%
Shared equally	6%	25%	21%

Warning base <25

Source: Respondent Data
Base: Respondents whose primary trip mode carpool or vanpool
Warning: Very small base sizes
Q19 When you carpool are you typically. . .

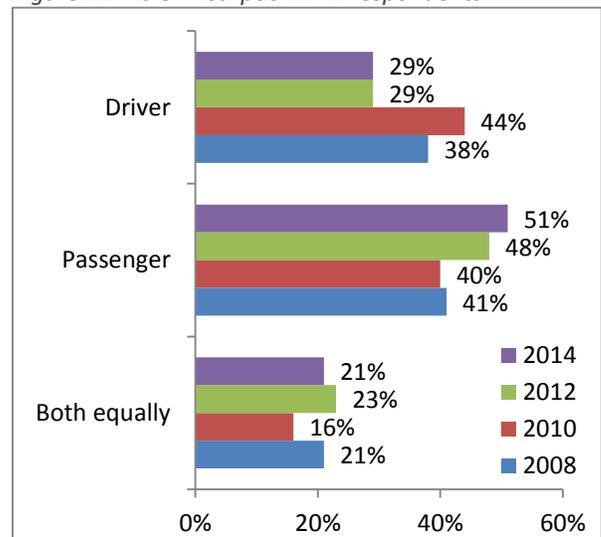
Figure 11: Percent of Carpools Where All Members Work / Attend Classes at UW Buildings



Source: Respondent Data

Q20: Do all members of your carpool work or attend classes at UW owned or leased buildings on the main campus or in the U-District?
Base: Respondents who carpool for any part of the trip

Figure 12: Role in Carpool—All Respondents



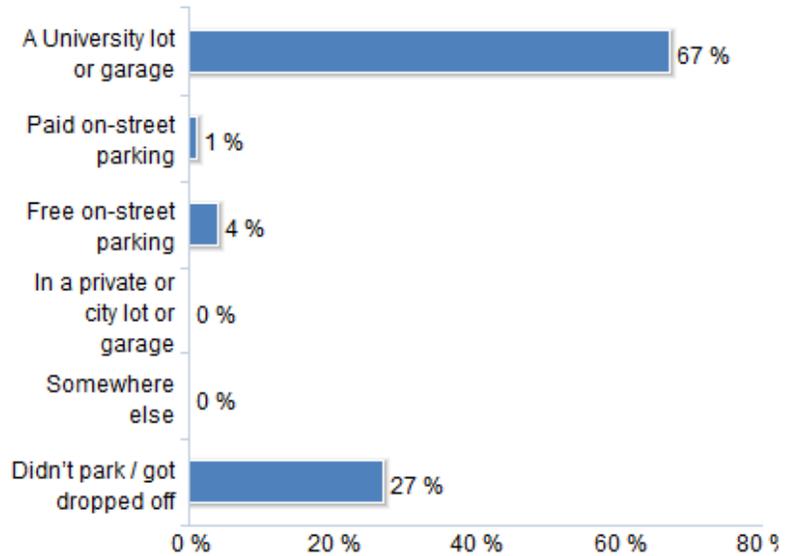
Source: Respondent Data
Q19 When you carpool are you typically. . .
Base: Respondents whose primary trip mode is carpool or vanpool

The percentage of those who carpool where all members work or attend classes at UW buildings has increased in 2014 and is similar to 2010.

- Students are the least likely to have everyone attend class at the UW when they carpool. This has decreased year over year and is significantly lower than for faculty and staff.

One out of four carpoolers does not park—that is, they were dropped off by someone else—and two-thirds of those who carpool park in a university lot or garage.

Figure 13: Carpool Parking

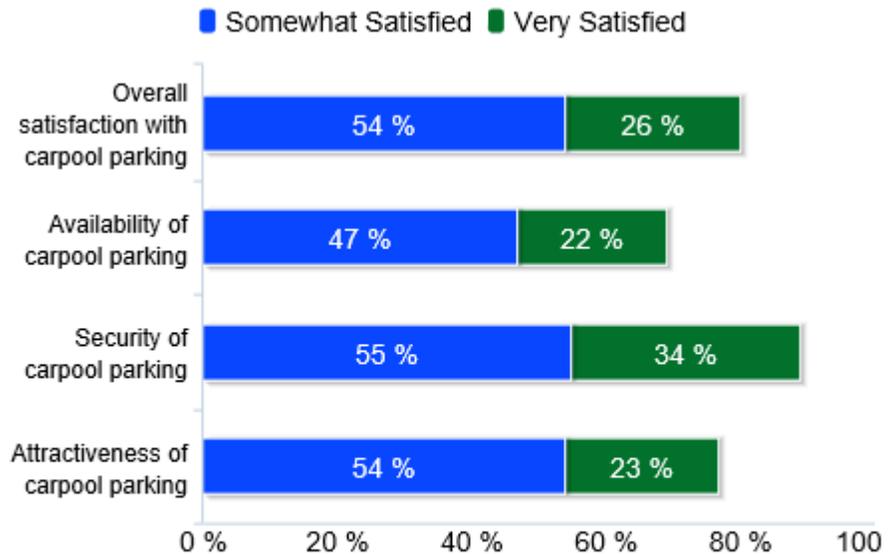


Source: Respondent Data
Base: Respondents who carpool for any part of the trip.
Q18 When you carpool to campus where do you typically park?

Four out of five carpoolers are satisfied with available carpool parking.

Carpoolers are most satisfied with the security of carpool parking.

Figure 14: Satisfaction with Parking



Source: Respondent Data
Base: Respondents who carpool for any part of the trip
Q22 How satisfied are you with each of the following aspects of carpool parking?

Bicycling

Seven percent (7%) or a total of 20,088 commute trips per week are primarily bicycle trips. An additional 1% of trips use a bicycle as part of the trip in conjunction with another mode that is their primary mode (longest distance).

Table 33: Bike Parking

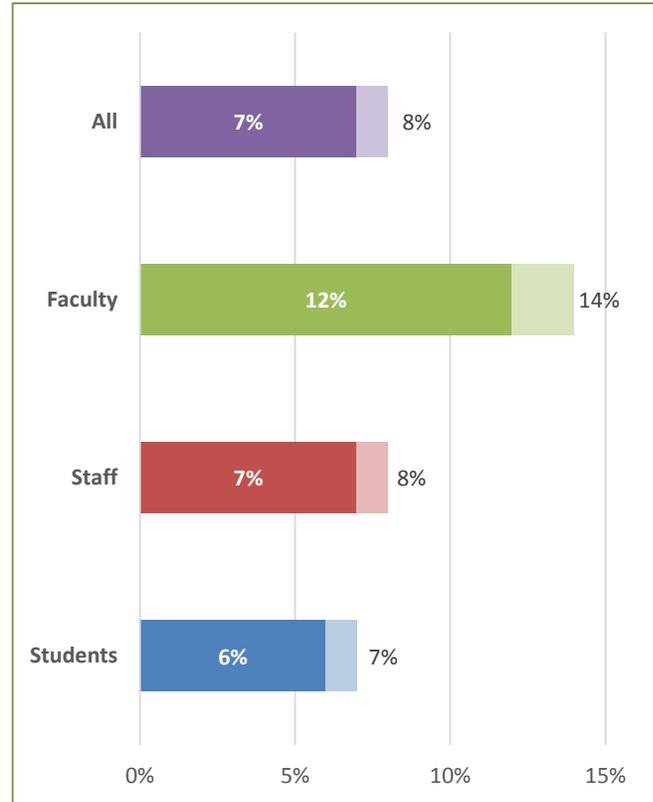
Bike Rack on UW Campus	70%
Bike Locker on UW Campus	12%
In My Office	9%
Dedicated Storage Room on UW Campus	4%
Fenced, Locked Bike Enclosure	4%
In a parking garage	2%
Someplace else	0%

Source: Respondent Data

Base: Respondents bike for any part of their trip

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

Figure 15: Percent of Trips Using Bicycle for Some / All of the Trip



Source: Trip Data

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

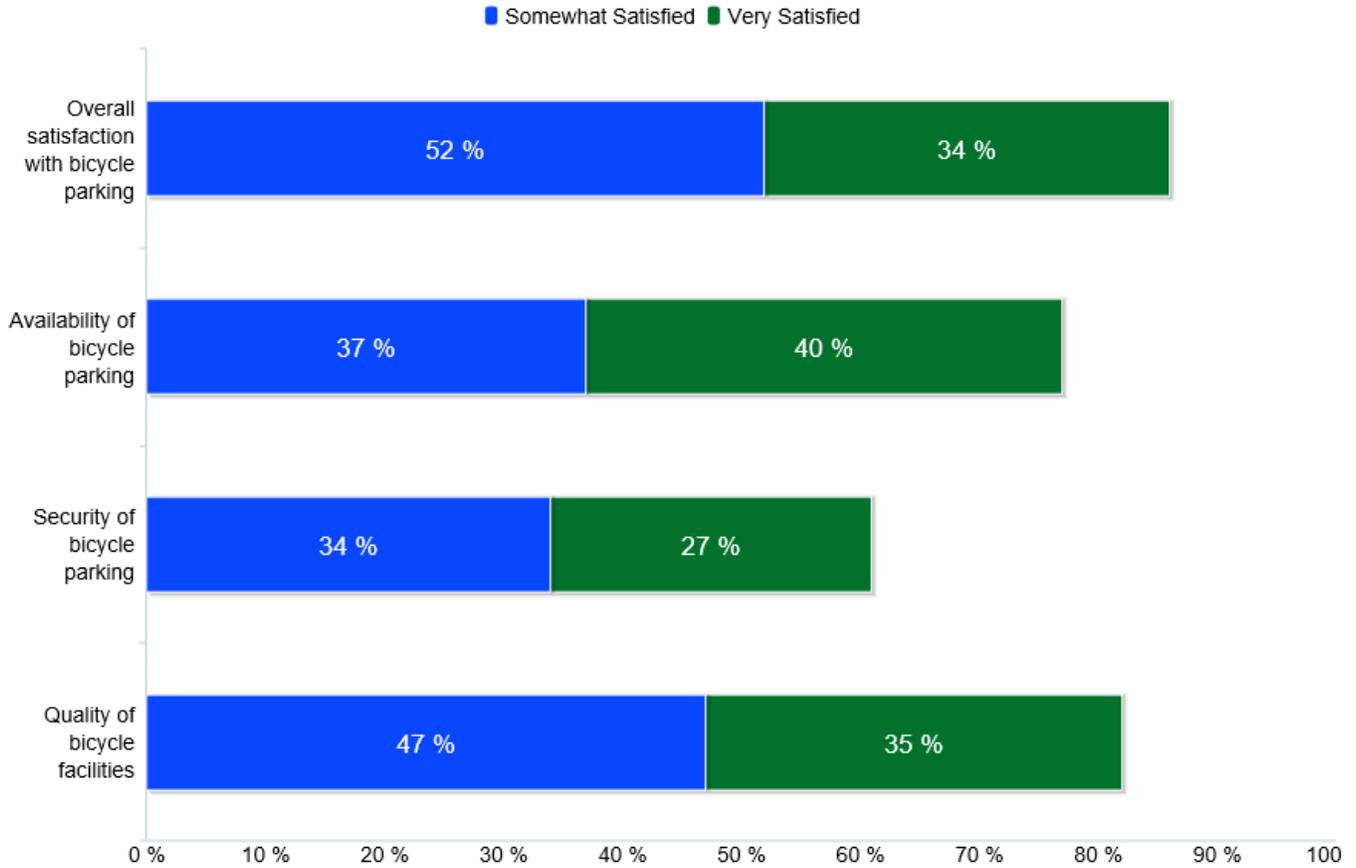
More than four out of five respondents who parked a bicycle on campus were satisfied with bicycle parking, an increase from 2012. Overall satisfaction with bicycle parking increased from 2012. However, it continues to be the case that more cyclists were just somewhat satisfied than very satisfied.

Table 34: Trends in Overall Satisfaction with Bicycle Parking

	2012	2014
Total Satisfied	79%	86%
Very Satisfied	32%	34%
Somewhat satisfied	47%	52%

Source: Respondent Data
Base: Respondents who parked bike on UW campus
Q16 How satisfied are you with each of the following . . .

Figure 16: Satisfaction with Bicycle Parking



Source: Respondent Data
 Base: Respondents who park their bike at the UW
 Q16 How satisfied you with each of the following...

Those parking a bicycle are least satisfied with the security of bicycle parking.

- Those parking their bicycles at a bike rack are less satisfied overall, and significantly less satisfied with bicycle security.

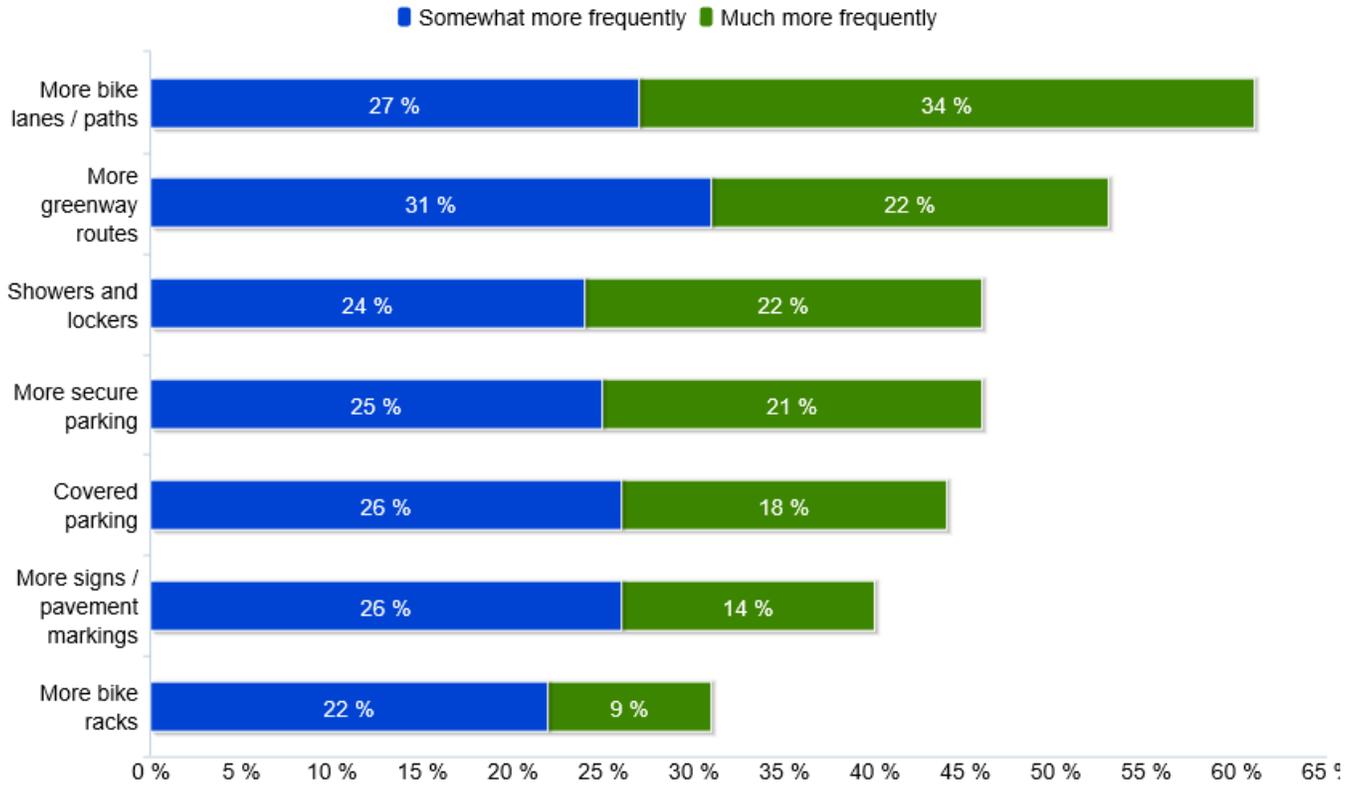
Table 35: Satisfaction with Bicycle Parking by Place Parked

	Total Satisfied			
	(a) Bike Rack on UW Campus	(b) Bike Locker on UW Campus	(c) Dedicated Storage Room on UW Campus	(d) Fenced, Locked Bike Enclosure
Overall satisfaction with bicycle parking	86%	97%	65%	74%
Availability of bicycle parking	78%	74%	65%	74%
Security of bicycle parking	54% (b-,d-)	90% (a+)	56%	100% (a+)
Quality of bicycle facilities	80%	95%	81%	64%

Source: Respondent Data
 Base: Respondents who park their bike at the UW
 Q16 How satisfied you with each of the following...

Route improvements—more bicycle lanes and more greenway routes—are the greatest incentives to encourage bicycle commuting.

Figure 17: Incentives to Encourage More Bicycle Commuting



Source: Respondent Data
 Base: Respondents who have a bicycle or bicycled for any leg of their trip
 Q17 If the following changes were made, how often would you bicycle to campus?

Students are more likely than faculty and staff to be incentivized by some of these programs, notably:

- More bicycle lanes
- Covered bicycle parking
- More signs and share lane pavement markings
- More bicycle racks in general

Telecommuting

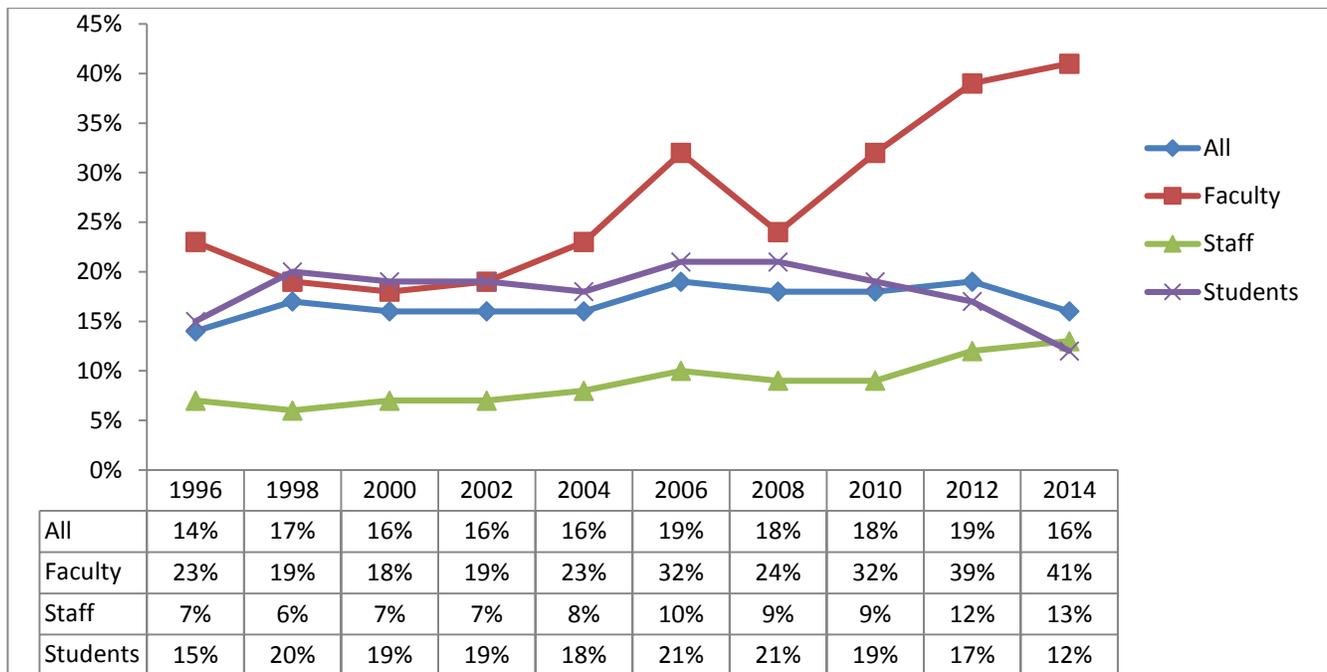
More than one out of seven UW faculty, staff, and students reported that they worked from home or attended classes at home at least one full day in the previous two weeks.

- This figure has dropped slightly from the past few survey cycles.

As in previous years, faculty are more likely than students or staff to telecommute.

- The percentage of faculty telecommuting has increased significantly since 2008 and is now at its highest level ever.
- There has been a steady decline since 2008 in the percent of students who telecommute.
- At the same time the proportion of employees, specifically faculty, has continued to increase over the past several survey cycles.
- More than one in five (22%) of employees telecommute at least one full day in two weeks.

Figure 18: Percentage of Faculty, Staff, and Students Who Telecommute



Source: Respondent Data

Base: All respondents

Q3 On average did you telecommute at least one full day in the last two weeks?

For faculty and staff, telecommuting is defined as working a full day at home or another location and not going to a usual work location on the UW campus or in the U-District that day.

For students, telecommuting is defined as accessing the university's classes or other educational resources remotely and not commuting to the UW campus at all on that day.

The majority of telecommuters report that they generally work or attend classes at home one to two days per two-week period.

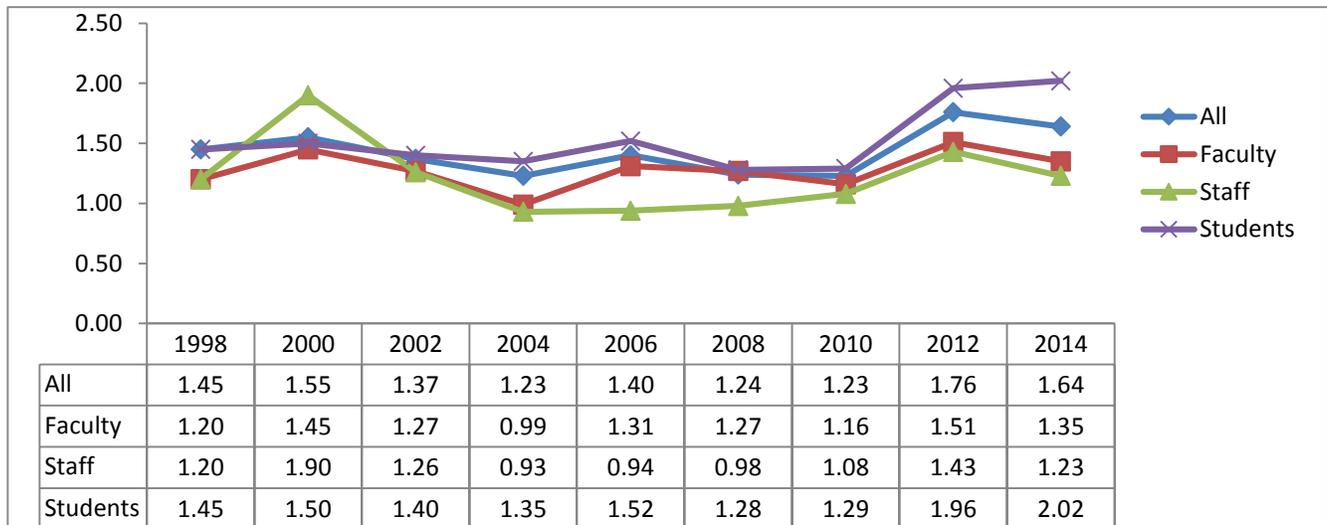
Table 36: Number of Days Telecommuted

	All	Employees	Faculty	Staff	Students
All Respondents					
% Telecommute	16%	22%	41%	13%	12%
Average Number of Days in a Two-Week Period (All Respondents)	.52	.57	1.1	.32	.49
Telecommuters					
1 Day	20%	30%	28%	32%	9%
2 Days	33%	36%	33%	39%	30%
3-4 Days	22%	21%	24%	16%	23%
5 or More Days	25%	14%	14%	13%	38%
Average Number of Days in a Two-Week Period (Telecommuters)	3.28	2.59	2.69	2.45	4.03
Average Number of Days in a One-Week Period (Telecommuters)	1.64	1.30	1.35	1.23	2.02

Source: Respondent data
 Base: All respondents
 Q3A How many days did you telecommute in the last two weeks?

After increasing between 2010 and 2012, the average number of trips avoided due to telecommuting has levelled off in 2014.

Figure 19: Number of Trips Avoided (Telecommuters)



Source: Respondent data

Base: All respondents

Q3A How many days did you telecommute in the last two weeks? Number is the two week mean divided by two.

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. 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.

The survey format was changed in 2012 to use a table layout. The 2014 survey used the same format but eliminated questions regarding the number of trips taken on Monday through Friday, on Saturday, and on Sunday. Respondents provided data for all systems.

Transit Use

Seven out of ten UW faculty, staff, and students made at least one trip on one of the region’s transit systems in the previous 7 days.

- Transit use has decreased slightly among students and increased slightly among faculty.

Table 37: Trends in Overall Transit Use

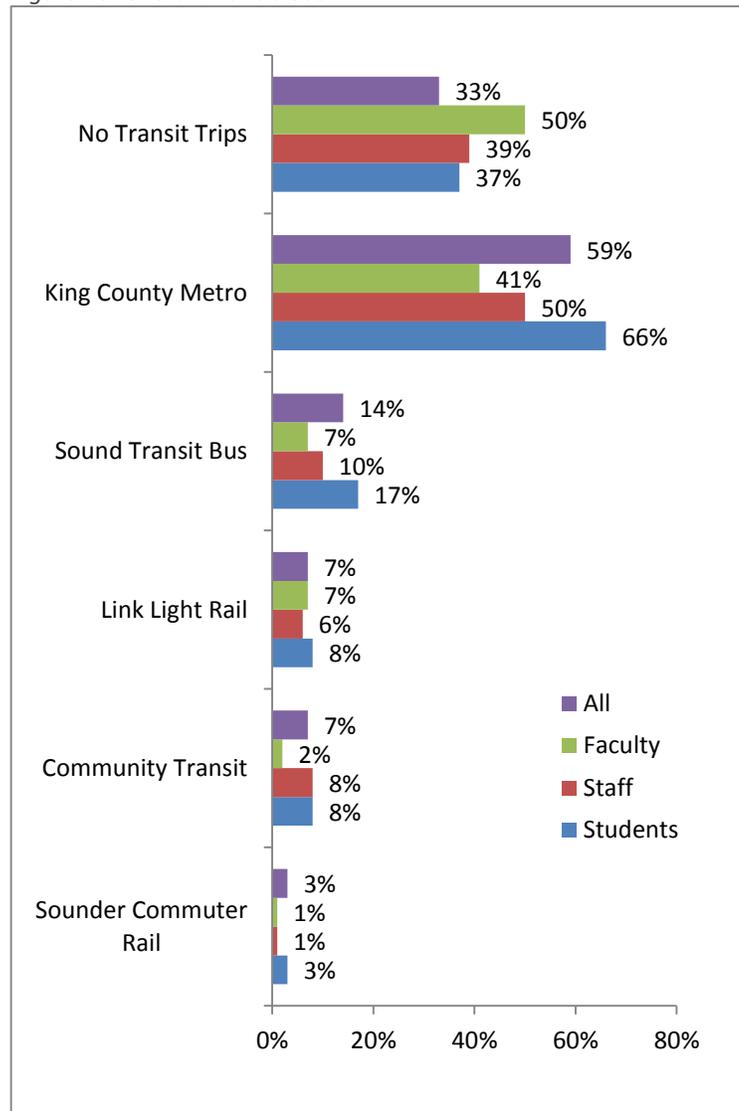
	2012	2014
All	70%	67%
Faculty	49%	50%
Staff	61%	61%
Students	78%	63%

Source: Respondent Data

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

Figure 20: Overall Transit Use



Source: Respondent Data

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)?

Respondents reported taking a total of 8,962 trips on one or more of the region’s transit systems in the previous 7 days.

- This equates to more than 409,125 total trips for the entire population or the equivalent of 5.83 one-way trips per person, up from 5.7 one-way trips in 2012.

Trips on Metro account for three out of four transit trips.

- The average number of weekly transit trips on Metro increased again between 2012 and 2014. This is despite a decrease since 2012 in the percent of respondents who have ridden Metro in the past 7 days.
- Among Metro riders, the average number of weekly transit trips decreased, reflecting the fact that the U-PASS became a universal student benefit in fall 2011 instead of an opt-in benefit. This added more new riders who are less frequent riders.

Table 38: Total Metro Transit Trips 2012–2014

	2012	2014
Average # of One-Way Trips / All Respondent		
All Transit	5.70	5.83
King County Metro	4.43	4.38
Faculty	2.26	2.56
Staff	3.48	3.48
Students	5.26	5.11
Average # of One-Way Trips on Metro / Metro Riders		
All Riders	7.02	7.30
Faculty	5.33	6.17
Staff	6.98	6.89
Students	7.23	7.57

Table 39: Total Transit Trips in Previous Week

	Respondents	UW Population	% of Transit Trips
Total Weekly Transit Trips			
Total Transit Trips	8,962	409,125	100%
King County Metro Trips	6,728	307,124	75%
Net Trips on Other Systems	2,234	102,001	25%
ST Bus	915	41,785	10%
CT	565	25,805	6%
Link	233	10,615	3%
WSF	225	10,255	3%
Souder	155	7,078	2%
Streetcar	49	2,257	<1%
KC Water Taxi	28	1,299	<1%
PT	26	1,174	<1%
Kitsap	19	869	<1%
Everett	19	865	<1%

Source: Respondent Data (Weighted by 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 40: Total Transit Trips 2012–2014

Average # of One-Way Transit Trips / All Respondents		5.83
King County Metro	Average # of Trips on KC Metro / All Respondents	4.38
	Faculty	2.56
	Staff	3.48
	Students	5.11
	Average # of Trips on KC Metro / Metro Riders	7.30
	Faculty	6.17
	Staff	6.89
Students	7.57	
Sound Transit	Average # of Trips on Sound Transit / All Respondents	0.60
	Faculty	0.41
	Staff	0.54
	Students	0.66
	Average # of Trips on Sound Transit / ST Riders	4.26
	Faculty	6.07
	Staff	5.40
Students	3.84	
Community Transit	Average # of Trips on CT / All Respondents	0.37
	Faculty	0.12
	Staff	0.51
	Students	0.36
	Average # of Trips on CT / Community Transit Riders	4.86
	Faculty	6.50
	Staff	6.64
Students	4.12	

Central Link Light Rail	Average # of Trips on Link Light Rail / All Respondents	0.15
	Faculty	.013
	Staff	0.14
	Students	0.16
	Average # of Trips on Link Light Rail / Link Light Rail Riders	2.07
	Faculty	1.75
	Staff	2.34
Students	2.04	
Washington State Ferries	Average # of Trips on WSF / All Respondents	0.15
	Faculty	0.29
	Staff	0.26
	Students	0.07
	Average # of Trips on WSF / Washington State Ferry Riders	3.70
	Faculty	4.33
	Staff	4.49
Students	2.67	
Sounder Commuter Rail	Average # of Trips on Sounder Rail / All Respondents	0.10
	Faculty	0.02
	Staff	0.09
	Students	0.12
	Average # of Trips on Sounder Rail / Sounder Rail Riders	3.83
	Faculty	2.00
	Staff	7.10
Students	3.40	

Metro Ridership

Number of Trips

Respondents reported a total of 6,783 one-way rides on Metro. When projected to the entire UW population this equates to more than 310,000 weekly transit trips.

UW faculty account for only 7% of all one-way trips on Metro. Moreover, they average the fewest number of one-way trips per respondent.

Students account for 72% of all one-way trips on Metro. On average, students took 5.11 one-way trips in the 7 days prior to the survey.

Table 41: Number of Weekly One-Way Trips on Metro

	All	Faculty	Staff	Students
	Respondents			
Total # of Weekly One-Way Trips	6,728	479	1,396	4,853
	Expanded to Population			
Total # of Weekly One-Way Trips	307,124	21,872	63,723	221,529
% of Total Weekly Trips		7%	21%	72%
Average # of Weekly One-Way Trips / Person	4.38	2.56	3.48	5.11
<i>Source: Respondent Data</i>				
<i>Base: All respondents</i>				
<i>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)?</i>				

More than four out of five trips on Metro are trips to and from campus. This holds true for all segments.

Nearly one-quarter of Metro trips are intracampus 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 intracampus trips.
- It should be noted that respondents were allowed to provide answers for both to/from and intracampus 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 into the UW campus proper may be counted twice. Thus the sums in the table below may not sum to 100%.

Table 42: Types of Metro Trips

		Total Metro Trips	To / From Campus	Intra-Campus
All	# One-Way Trips*	6,728	5,498	1,536
	% of Total Metro Trips*		82%	23%
Faculty	# One-Way Trips*	479	423	93
	% of Total Metro Trips*		88%	19%
Staff	# One-Way Trips*	1,396	1,188	201
	% of Total Metro Trips*		85%	14%
Students	# One-Way Trips*	4,853	3,887	1,242
	% of Total Metro Trips*		80%	26%
<p>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> <p>How many of those trips you took last week included getting to or from the UW campus area?</p> <p>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.)</p> <p>*Percentages sum to 100% across the rows. May not sum to 100% due to questionnaire logic allowing multiple types of trips.</p> <p>Base: All respondents; respondent data</p>				

Trip Purpose(s)

New questions were added in 2012 to better understand the purpose of trips taken on each transit system. The same questions were kept in 2014 and are illustrated below.

	Part of Commute to UW	Shopping / Errands	Visit Family / Friends	Recreation / Fun	Appointments (e.g., medical)	Work (off-campus location)	Something Else (SPECIFY)	NONE OF THESE (DO NOT SHOW)
King County Metro	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

The majority of UW’s Metro riders only use Metro for a single trip purpose.

- Students are more likely than faculty and staff to use Metro for more than one type of trip.

Nearly three out of four Metro riders use Metro as part of the respondent’s regular commute trips.

Table 43: Trip Purpose: Metro Trips

	All	Employees	Faculty	Staff	Students
% Use for Single Trip Type	70%	75%	77%	74%	69%
Part of commute trip	75%	82%	78%	84%	71%
Shopping / errands	20%	15%	14%	15%	23%
Recreation / fun	19%	12%	8%	14%	21%
Work (off-campus location)	15%	9%	15%	7%	17%
Visit family / friends	11%	7%	2%	8%	13%
Appointments	8%	13%	11%	14%	6%
Other	3%	3%	4%	3%	3%

Source: Respondent Data
Base: Ridden Metro in previous 7 days
Q41 What was the primary purpose(s) of the trips you took on Metro?
Columns sum to more than 100%; multiple responses allowed.

Fare Payment

The vast majority of those riding Metro use a U-PASS to pay their fare.

Reflecting 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.

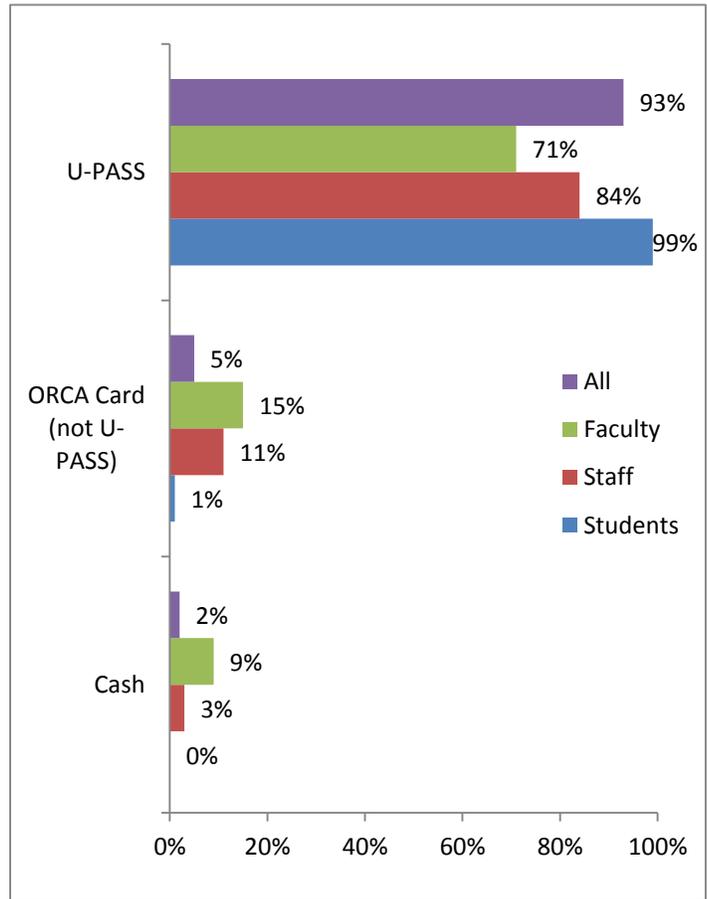
While overall use of the U-PASS when riding Metro is the same as in 2012, use increased slightly among students and staff.

Table 44: Trends in U-PASS Use for Fare Payment 2012-2014

	2012	2014
All	89%	93%
Faculty	69%	71%
Staff	79%	84%
Students	94%	99%

Source: Respondent Data
Base: Ridden Metro in previous 7 days
 Q42A When you rode Metro, how did you pay your fare?

Figure 21: Fare Payment



Source: Respondent Data
Base: Ridden Metro in previous 7 days
 Q42A When you rode Metro, how did you pay your fare?

Satisfaction with Riding Metro

UW faculty, staff, and students who ride Metro are generally satisfied with Metro service.

- Nearly nine out of ten are satisfied. This is the same as the overall satisfaction score noted for all riders in the 2012 KC Metro Rider Survey.
- Students are more satisfied overall than faculty and staff riders.
- There has been an increase in satisfaction for faculty members, yet at the same time a decrease in satisfaction among staff.

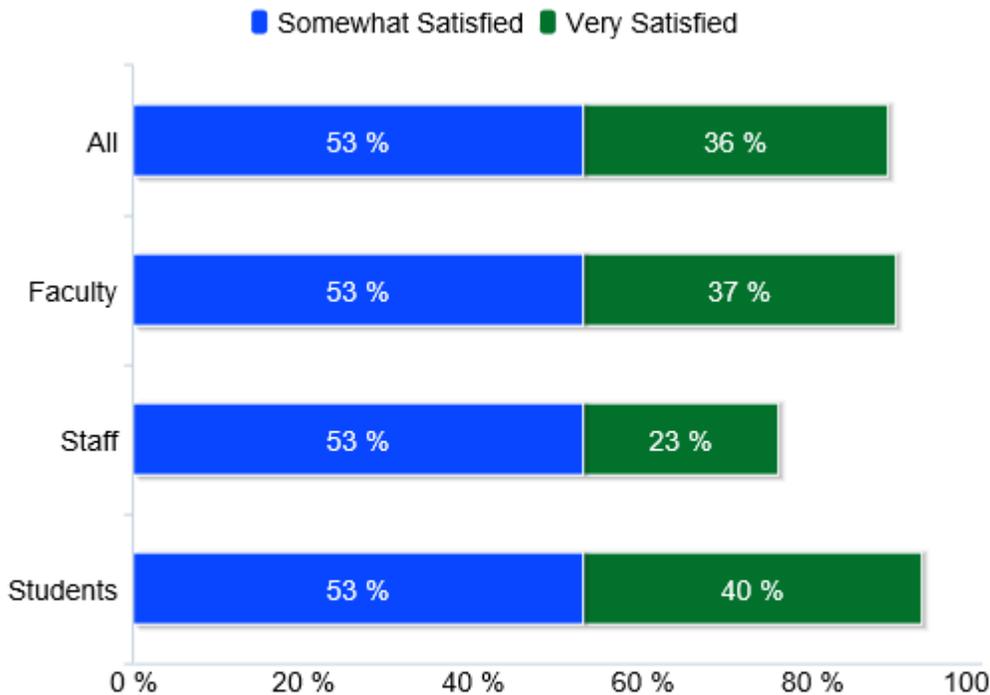
Satisfaction with Metro has not changed significantly from 2012.

Table 45: Trends in Rider Satisfaction (2012–2014)

	All	Faculty	Staff	Students
2012	89%	85%	85%	91%
2014	89%	90%	76%	93%

*Sources: Respondent Data
Base: Ridden Metro in previous 7 days
Q44 Overall, how satisfied are you with service on Metro?*

Figure 22: Satisfaction with Metro



*Source: Respondent Data
Base: Respondents who have ridden Metro in previous 7 days
Q44 Overall, how satisfied are you with service on Metro*

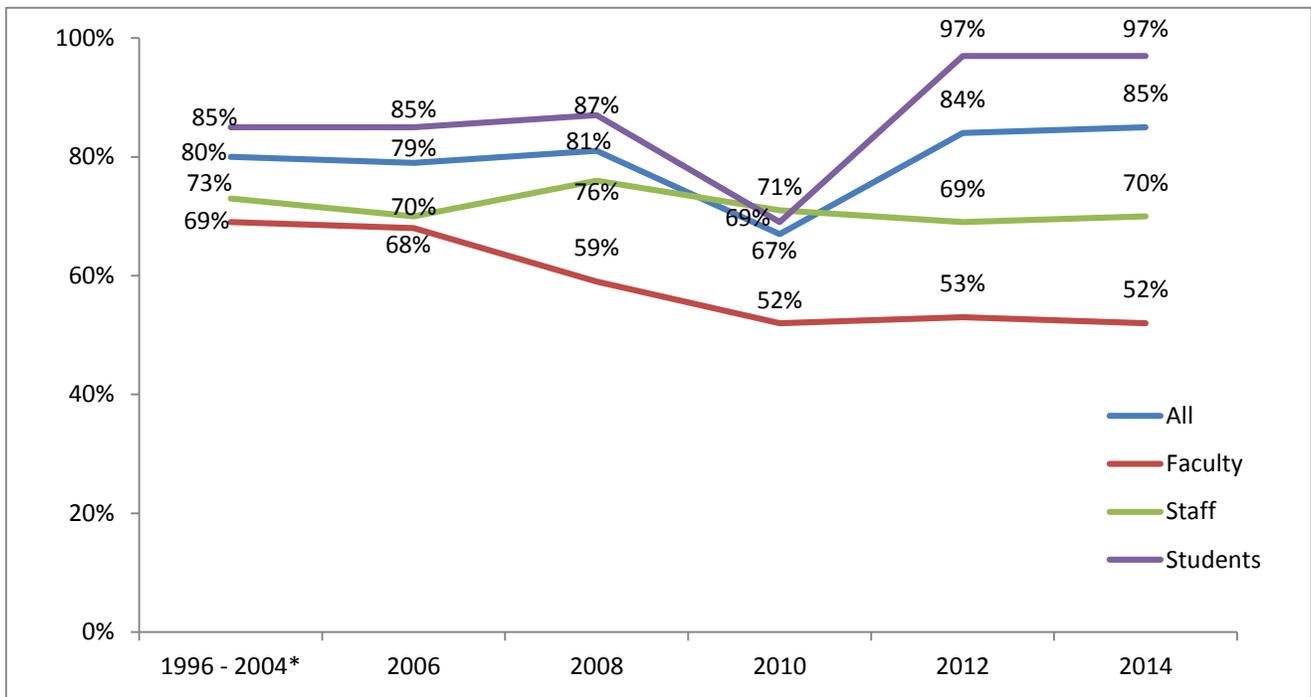
Key Findings: U-PASS

U-PASS Acquisition

After dropping sharply in 2010, the percentage of all respondents with a valid U-PASS rebounded in 2012 and has continued to increase slightly in 2014.

- 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.
- The increase in respondents with a U-PASS between 2012 and 2014 is entirely due to a greater percentage of faculty and staff who now have a valid U-PASS.
- Two-thirds (65%) of all employees (faculty and staff) have a valid U-PASS.

Figure 23: Percent with Valid U-PASS



Source: Respondent Data

Base: All respondents

Q23 Do you have a U-PASS that is valid for Fall Quarter 2012?

*Weighted average based on number of years averaged.

Over two-thirds have had their U-PASS for at least a year.

- Two out of three faculty members and over half of staff members have had their U-PASS for more than 5 years.

Nearly one out of three students are new members—that is, Fall Quarter 2014 is the first quarter they have had a U-PASS.

- As would be expected, the percentage of new members is related to class standing.

It should be noted that combined, graduate students and freshman make up nearly half 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 46: Percent New Members by Class Standing

	New User
Professional	26%
Graduate	33%
Senior	3%
Junior	28%
Sophomore	11%
Freshman	80%

Source: Respondent Data

Base: Students who are new members

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

Table 47: Length of Time Had U-PASS

	All	Faculty	Staff	Students
First quarter I have used	24%	7%	4%	32%
Less than one year	7%	4%	9%	7%
1 to 2 years	30%	10%	16%	37%
3 to 5 years	19%	14%	17%	20%
More than 5 years	19%	65%	54%	3%

Source: Respondent Data

Base: Respondents with a Valid U-PASS

Q25 How long have you had a U-PASS?

Source: Respondent Data

Base: Respondents with a U-PASS

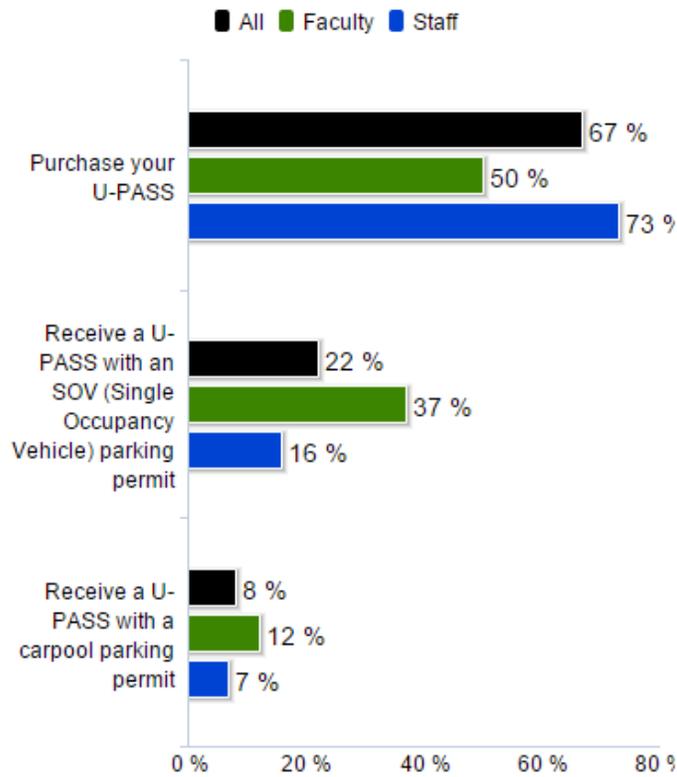
Q25 How long have you had a U-PASS?

Faculty and staff can obtain a U-PASS along with a parking permit or through outright purchase. Students pay for the U-PASS as part of their student fees or through outright purchase.

More than two out of three faculty and staff with a U-PASS purchased their pass.

- UW faculty are more likely than staff to receive their pass with a single-occupancy vehicle parking permit.
- A total of 2% of employees receive their U-PASS with a carpool or motorcycle parking permit

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



Source: Respondent Data
Base: Employees with a Valid U-PASS
Q26A How did you get your U-PASS?

Weighted by EmployeeWt

Table 48: Trends in Faculty / Staff U-PASS Acquisition

	2012	2014
% Purchase		
All	66%	67%
Faculty	53%	50%
Staff	72%	73%
% Receive with Parking Permit*		
All	32%	30%
Faculty	46%	49%
Staff	26%	23%

Source: Respondent Data

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?

*Includes SOV and carpool parking permit

The percentage of faculty and staff purchasing their U-PASS outright remained steady between 2012 and 2014.

Using the U-PASS

Respondents were asked about their use of U-PASS for a variety of different activities. Respondents were asked to use a frequency scale as illustrated below.

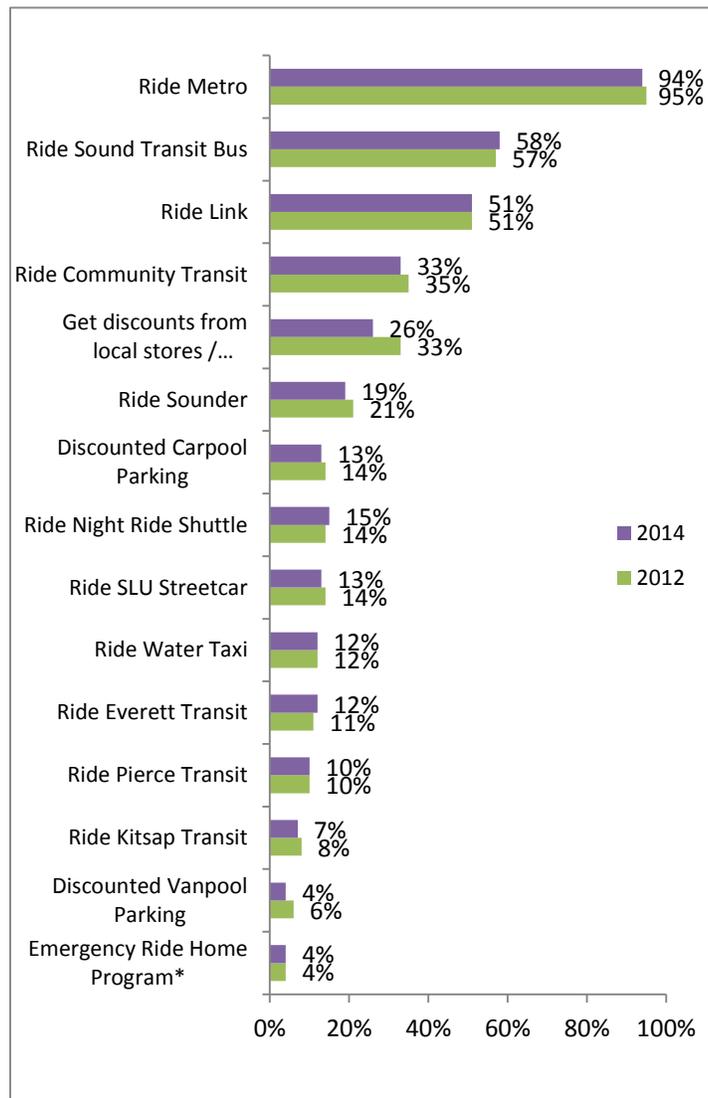
Q27 How often have you used your U-PASS to . . .

	Frequently	Sometimes	Rarely	Never	PREFER NOT TO ANSWER
Ride a King County Metro bus	○	○	○	○	○

U-PASS members primarily use their pass to ride Metro. Secondary uses include:

- Riding Sound Transit buses and Link
- Riding Community Transit
- Obtaining discounts from participating stores and restaurants

Figure 25: How Members Use U-PASS



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

Source: Respondent Data

Base: Respondents with a U-PASS

Key differences:

- King County Metro: faculty and staff are more likely to be occasional users.
- Sound Transit Buses: students are most likely to be occasional users of Sound Transit buses; faculty are least likely to use their U-PASS on Sound Transit buses.
- Discounts: Three out of four faculty and students never use their U-PASS for discounts.
- Community Transit: UW staff are the most likely to frequently use their U-PASS on Community Transit buses.

Table 49: Primary Uses of U-PASS by Segment

		Never	Rarely	Sometimes	Frequently
Ride Metro	(a) Faculty	10%	15%	27%	47% (c-)
	(b) Staff	5%	17% (c+)	20%	58%
	(c) Students	6%	11% (b-)	25%	58% (a+)
Ride Sound Transit Bus	(d) Faculty	51% (f+)	22%	17%	10%
	(e) Staff	47% (f+)	27%	15% (f-)	11%
	(f) Students	40% (d-,e-)	25%	20% (e+)	14%
Ride Community Transit	(g) Faculty	78% (h+,i+)	12%	8%	3% (h-)
	(h) Staff	67% (g-)	18%	5% (i-)	10% (g+)
	(i) Students	65% (g-)	15%	12% (h+)	8%
Ride Link Light Rail	(j) Faculty	42%	25%	29% (l+)	4%
	(k) Staff	47%	30%	20%	4%
	(l) Students	50%	26%	19% (j-)	5%
Discounts from businesses	(m) Faculty	77% (n+)	17%	6%	0% -
	(n) Staff	62% (m-,o-)	26% (o+)	10%	2%
	(o) Students	77% (n+)	12% (n-)	9%	2%

Source: Respondent Data

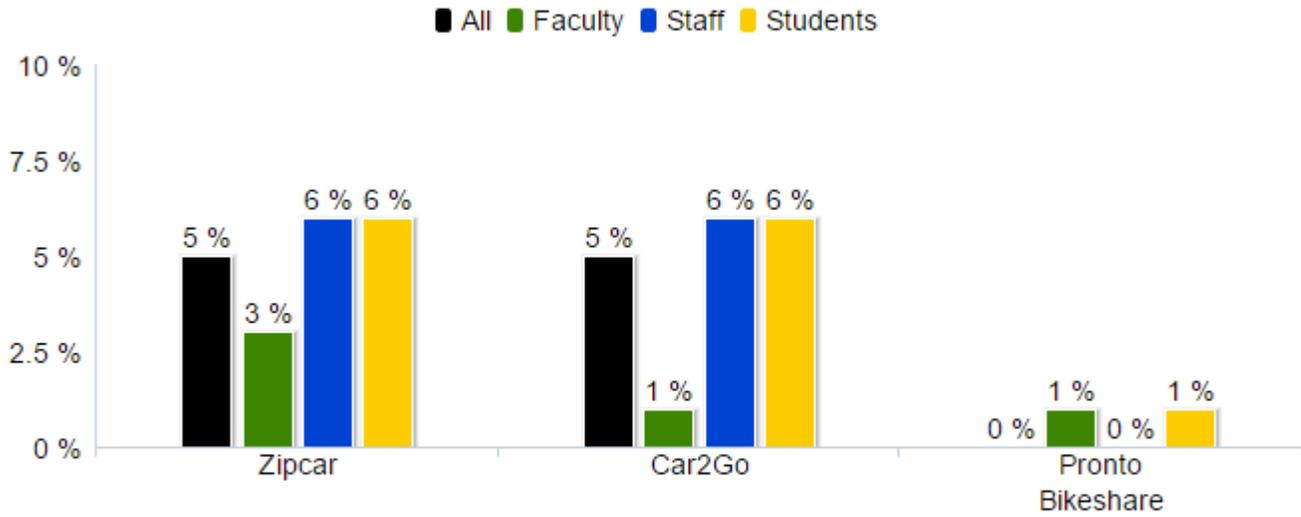
Base: Respondents with a Valid U-PASS

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

Percentages sum across rows. May not sum to 100% due to rounding.

Only one out of 20 U-PASS members has used their pass to join Zipcar or Car2Go. Very few have used their U-PASS to join Pronto Bikeshare. However, the bikeshare program launched on October 13, 2014, while data collection occurred October 22, 2014, through December 11, 2014.

Figure 26: Use of U-PASS to Benefit Programs



Source: Respondent Data
 Base: Respondents with a Valid U-PASS
 Q27A Have you used your U-PASS to join any of the following at a reduced rate?

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.

After dropping sharply in 2010, satisfaction with the U-PASS program increased in 2012 and again slightly in 2014.

Table 50: Trends in Satisfaction with U-PASS

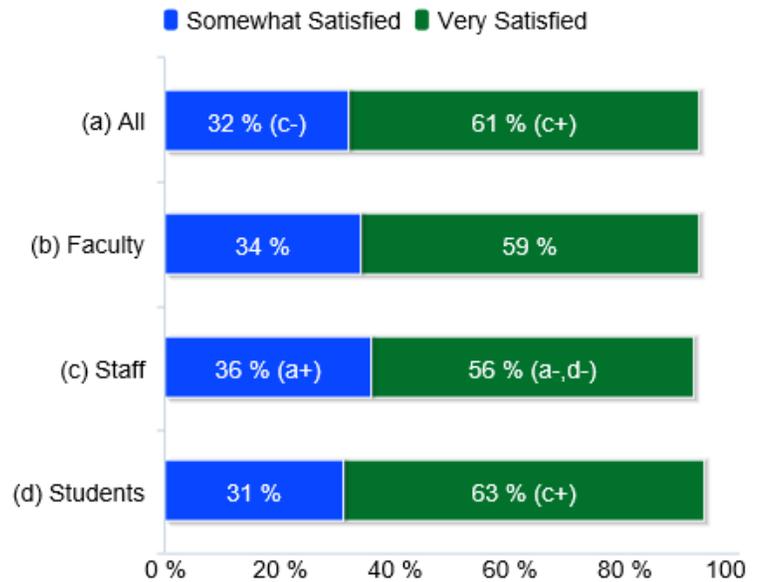
	2008	2010	2012	2014
Total Satisfied	94%	85%	90%	93%
Very Satisfied	67%	51%	63%	61%
Somewhat Satisfied	28%	34%	27%	32%
Dissatisfied	5%	15%	10%	7%

Source: Respondent Data

Base: Respondents with a Valid U-PASS

Q28A Overall, how satisfied are you with the U-PASS program

Figure 27: Overall Satisfaction with the U-PASS Program



Source: Respondent Data

Base: Respondents with a Valid U-PASS

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

Impact of U-PASS on Students

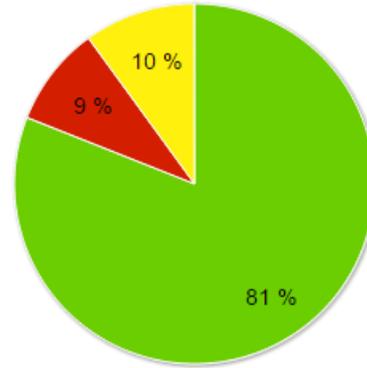
Students were asked if the U-PASS makes it easier for them to attend classes at the University of Washington.

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 do not live in nearby UW housing or fraternities and sororities.

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

■ Agree ■ Disagree ■ Neither Agree nor Disagree



Source: Respondent Data
Base: Students with a Valid U-PASS
Q30 Do you agree or disagree aht the U-PASS makes it easier for you to attend classes at the UW?

Impact of Incentives on Use of U-PASS

Faculty and staff with a U-PASS were asked whether they would use the U-PASS less or the same amount if some services and incentives that are part of the U-PASS were no longer included.

Unlimited bus and train rides are clearly the primary benefit of the U-PASS, and elimination of this benefit would have a significant impact on membership.

Table 51: Impact of Incentives on Faculty / Staff Use of U-PASS

	Faculty			Staff		
	(a) Stop Using U-PASS Entirely	(c) Use U-PASS Less	(e) Use U-PASS the Same Amount	(b) Stop Using U-PASS Entirely	(d) Use U-PASS Less	(f) Use U-PASS the Same Amount
Unlimited bus/train rides	58%	21%	21%	53%	23%	24%
Discounted carpool parking	8%	12%	80%	11%	11%	78%
Discounted vanpool fares	3%	6%	91%	9%	7%	84%
Night Ride shuttle	3%	8%	89%	7%	9%	84%
Emergency ride home	6%	9%	85%	9%	11%	81%
ZipCar membership	2% (b-)	9%	90%	7% (a+)	9%	85%
Car2Go membership	2% (b-)	7%	91% (f+)	7% (a+)	10%	83% (e-)
Pronto bikeshare membership	2%	8%	91%	6%	8%	86%
Discounts at local businesses	2% (b-)	9%	90% (f+)	7% (a+)	14%	79% (e-)

Source: Respondent Data
Base: Faculty/Staff with a Valid U-PASS
Q29 IF the following were not included as part of the U-PASS program would you continue to use your U-PASS. . .

Use of U-PASS on Transit

Transit vehicles require riders to tap their U-PASS when boarding and, in the case of Link and Sounder, when boarding and deboarding. In the past, U-PASS members simply flashed their pass. A few questions are asked to determine the extent to which U-PASS members tapped their U-PASS on the ORCA reader.

Nearly all U-PASS members tapped their pass every time they boarded and departed from the Link Light Rail or the Sounder Train.

- Faculty are more likely than students and staff to tap every time they board and depart.

Table 52: Percent of U-PASS Members Who Tap Pass as They Board / Depart Link or Sounder

	All	Faculty	Staff	Students
% tapped ORCA reader	86%	91%	86%	86%

Source: Respondent Data
Base: Respondents who took more than one trip on the Sounder Train or Link Light Rail in the past 7 days
Q40E Did you tap your U-PASS on the ORCA reader every time you got on **and** off the Link Light Rail or Sounder Commuter Rail

U-PASS Non-Members

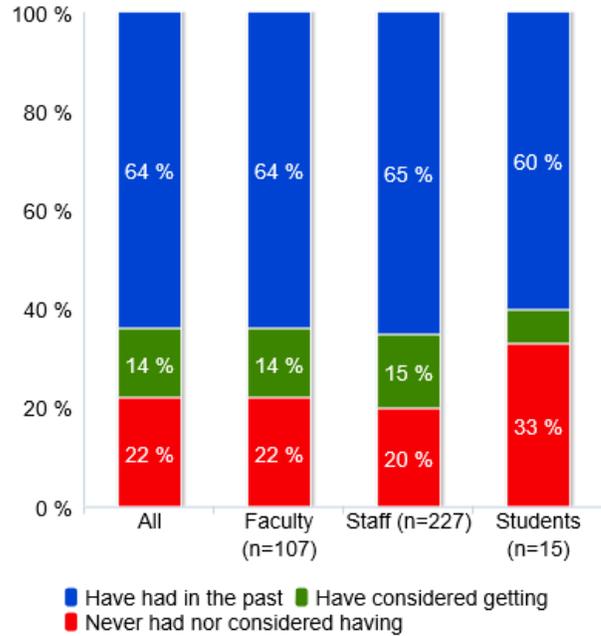
Only 15 out of the 580 students surveyed do not have a U-PASS.

Just under half of faculty do not have a U-PASS.

Thirty percent (30%) of staff do not have a U-PASS.

Two out of three respondents who currently do not have a U-PASS have had a U-PASS in the past. One in five have never considered getting a U-PASS; an even larger percentage of students have never considered getting a U-PASS.

Figure 29: Past Use or Consideration of U-PASS



Source: Respondent Data
Base: Respondents without a valid U-PASS
Q37 Have you ever had or considered having a U-PASS?

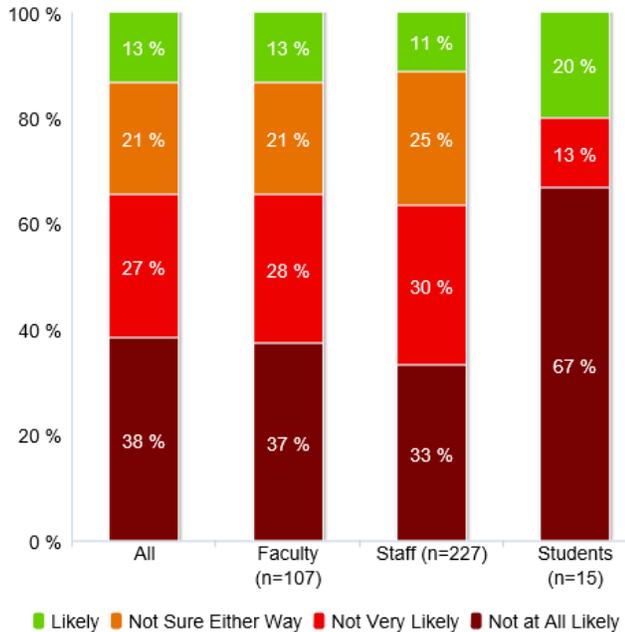
The majority of those who do not currently have a U-PASS indicate that they are unlikely to get a U-PASS in the future.

- While a very small segment, students are more likely than faculty or staff to state that they are not at all likely to get a U-PASS in the future.

One in five of those without a U-PASS say that lowering the cost would encourage them to get a pass.

- The same number say that nothing would encourage them to get a U-PASS.

Figure 30: Potential Use of U-PASS



Source: Respondent Data
Base: Respondents without a valid U-PASS
Q38 How likely are you to get a U-PASS in the future?

Appendix I: Methodology and Questionnaire

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 in an effort 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. In order 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 11, 2014.

Prior to data collection, UW sent an introductory letter to all faculty members, staff, and students that had been randomly selected to complete the survey. The letter introduced the survey and discussed the schedule and response options—telephone and online. The timing of the introductory letter 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 VI.

Outreach materials consisted of the following:

- E-mail from Provost Cauce to the faculty, staff, and student sample
- UW e-mail notifications
- Mail notifications—sent to on-campus mail boxes of faculty and staff only
- NWRG e-mail invitation and reminders
- FAQs for posting on websites, e-mailing to respondent, requests for additional information, etc.

Questionnaire

The questionnaire contained up to 64 possible questions, including subsets of questions specifically for students, employees, carpoolers, transit riders, bicyclists, single occupant vehicle (SOV) travelers, or U-PASS members.

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 10 to October 14, 2014. Full-scale data collection for staff, faculty, and students ran between October 22

and December 11, 2014. 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 V.

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 (student, staff, or faculty) the only qualifying statement that respondents needed to verify was whether or not 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.

Based on the desired quotas for each group, and limited by the state CTR response requirements, a random sample was drawn for each group. This process yielded 3,200 initial sample elements (1,200 students, 1,400 staff, and 600 faculty). In addition, 200 sample elements were randomly drawn for the pretest from each group. As a few changes to the questionnaire were made after the pretest, pretest interviews were not included in the final data file. Those respondents who were not contacted during the pretest were rolled over to the full-scale data collection effort and followed up within the following weeks.

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 8, 2014. 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 identified as a student or employee but was not available to be interviewed at the time the current call was placed, a callback interview was scheduled. Significant effort (including repeated callbacks) was made to reach the respondent at both the daytime work 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 53: Sample Dispositions

Disposition				
	Total	Faculty	Staff	Students
Total Sample Attempted	4,138	541	1,238	2,359
Completed Online Interviews	1,183	193	654	336
Completed Telephone Interviews	385	34	107	244
Total Completed Interviews	1,568	227	761	580
Telephone Sample Dispositions				
Total Telephone Sample Attempted	2881	311	619	1951
Unusable Sample	377	62	88	227
Business/Non-Working/Not UW/Other Screen Out/Bad Number/Caller ID Blocked/Did Not Ring/TriTone/Fastbusy/Failed/Line Is Silent	317	57	80	180
Targeted Respondent Not Available	60	5	8	47
Useable Sample	2491	276	766	1449
No Answer/Maximum Tries	932	55	77	800
Answering Machine	516	44	178	294
Records Not Dialed (NOT SELECTED=1)	1043	177	511	355
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
Usable Sample Contacted	60	14	14	32
Refusal	37	11	10	16
Mid-Terminate/Early Complete (Record Does Not Count)	23	3	4	16
Transfer to Web/Stopped	0	0	0	0
Willing to Cooperate	619	102	159	358
Communication Barrier	8	0	3	5
Agreed to Interview/Scheduled Callback	386	78	96	212
Transfer to Web	202	22	54	126
Respondent Stopped/Asked to be Called Back	23	2	6	15
Total Telephone Interviews Completed	385	34	107	244

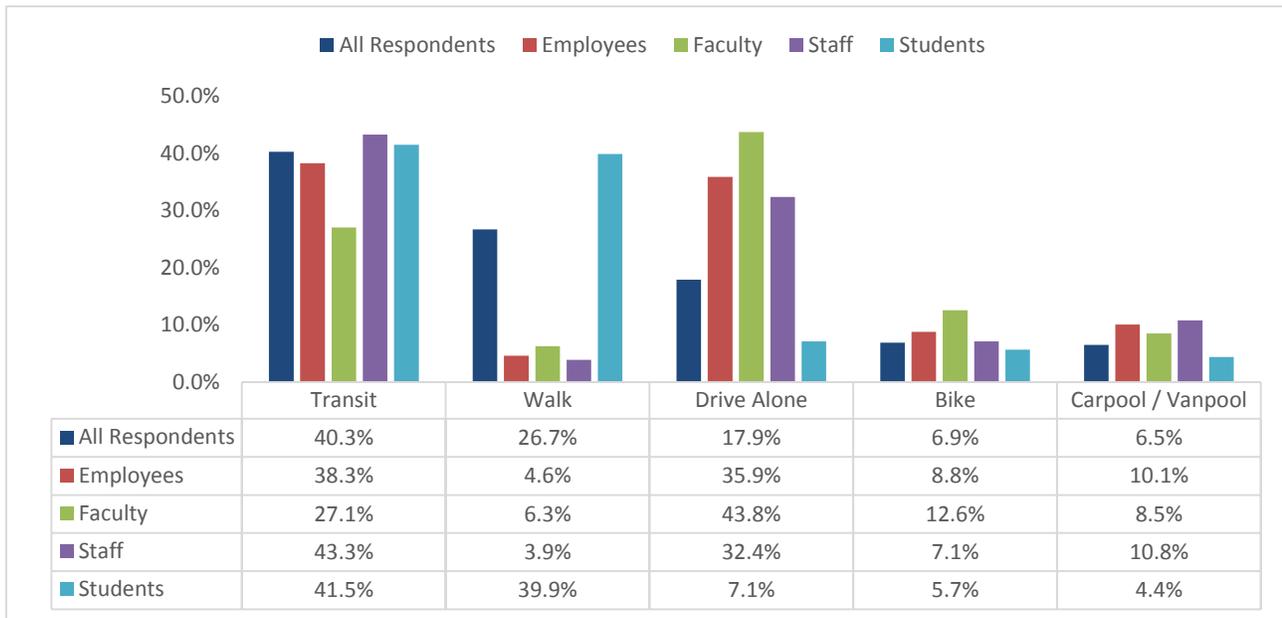
NWRG completed a total of 1,568 interviews (for a full breakdown of interviews by group, number resulting from weighting process, and the margins of error for each group, see Table 6). This number of interviews allows for sufficient subgroup cell sizes when inferring statistical reliability. The data 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.

Appendix II: Additional Cuts of Mode Share Data

There are multiple ways of looking at mode sharing. The method that has been reported in years past is of trips taken during weekdays (Monday through Friday). That is the mode share shown in Figure 1 of this report. The tables contained in this appendix provide mode share statistics for other cuts of the data including all trips during the week (weekday and weekend) and the CTR-eligible trips only. CTR-eligible trips are those taken by full-time faculty or staff whose position is intended to last at least 12 months, who arrive at work between 6 and 9 a.m., and who work at least two days during the week. The CTR Commute spreadsheet that is included in a different cover uses the CTR-eligible trip data.

Mode Share—Selected Sample

Figure 31: Mode Share of Trips Taken to Campus Monday through Friday—Selected Respondents



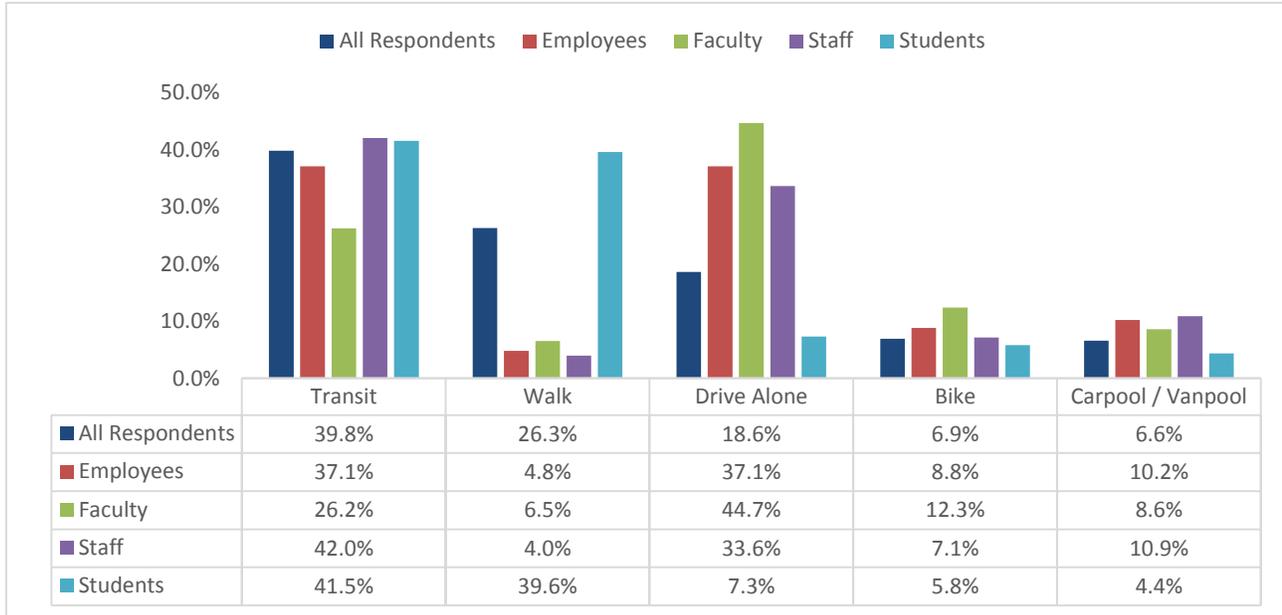
Source: Trip Data File—All trips taken in the past week among selected respondents

Base: All selected respondents

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.

This figure is the same as Figure 1 in the report

Figure 32: Mode Share of All Trips Taken to Campus in a Seven-Day Week—Selected Respondents

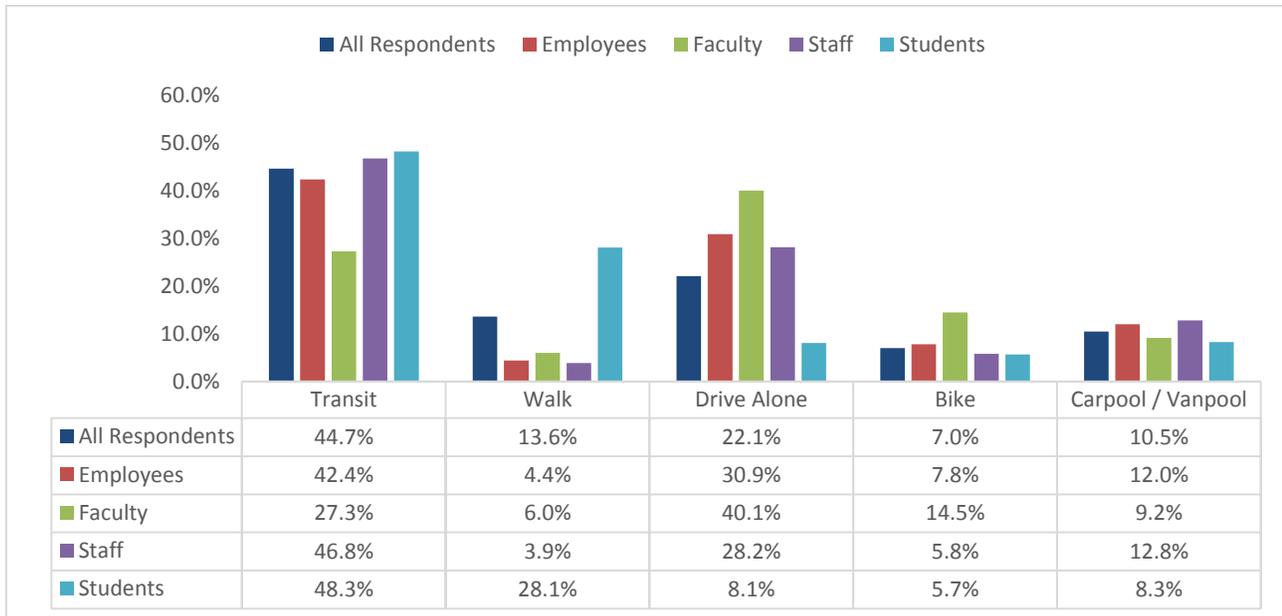


Source: Trip Data File—All trips taken in the past week among selected respondents

Base: All selected respondents

Percentages are based on total trips to campus in a seven day period 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.

Figure 33: Mode Share of Trips Taken to Campus Monday through Friday 6 to 9 A.M.—Selected Respondents

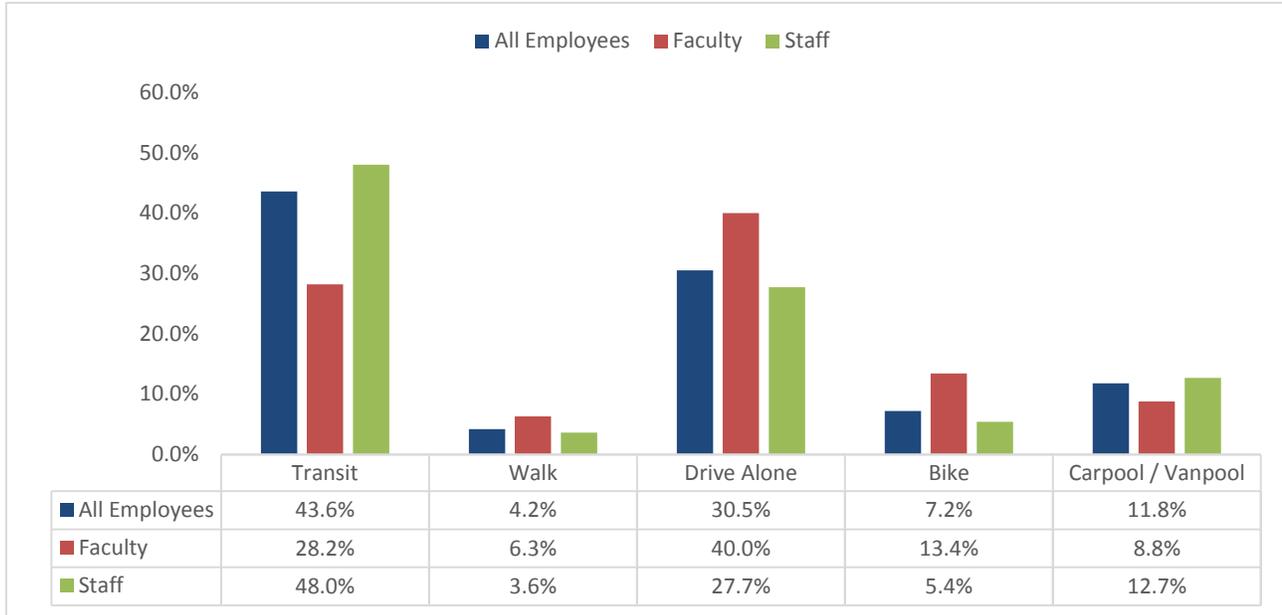


Source: Trip Data File—Trips taken Monday through Friday 6 to 9 a.m. among selected respondents

Base: All selected respondents

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.

Figure 34: Mode Share of CTR-Eligible Trips—Selected Respondents



Source: Trip Data File—CTR-eligible trips among selected respondents—Weighted by EmployeeWt

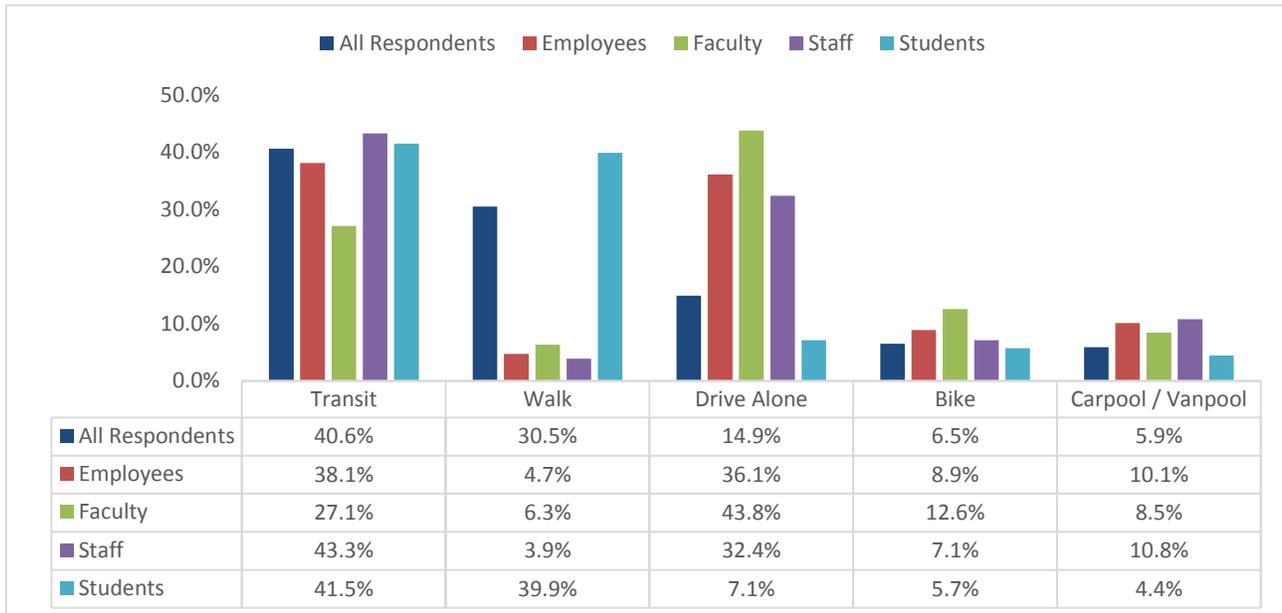
Base: Selected Respondents: Employees

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.

CTR-eligible trips are those taken by full-time faculty or staff whose position is intended to last at least 12 months, who arrive at work between 6 and 9 a.m., and who work at least two days during the week.

Mode Share—All Respondents

Figure 35: Mode Share of Trips Taken to Campus Monday through Friday—All Respondents

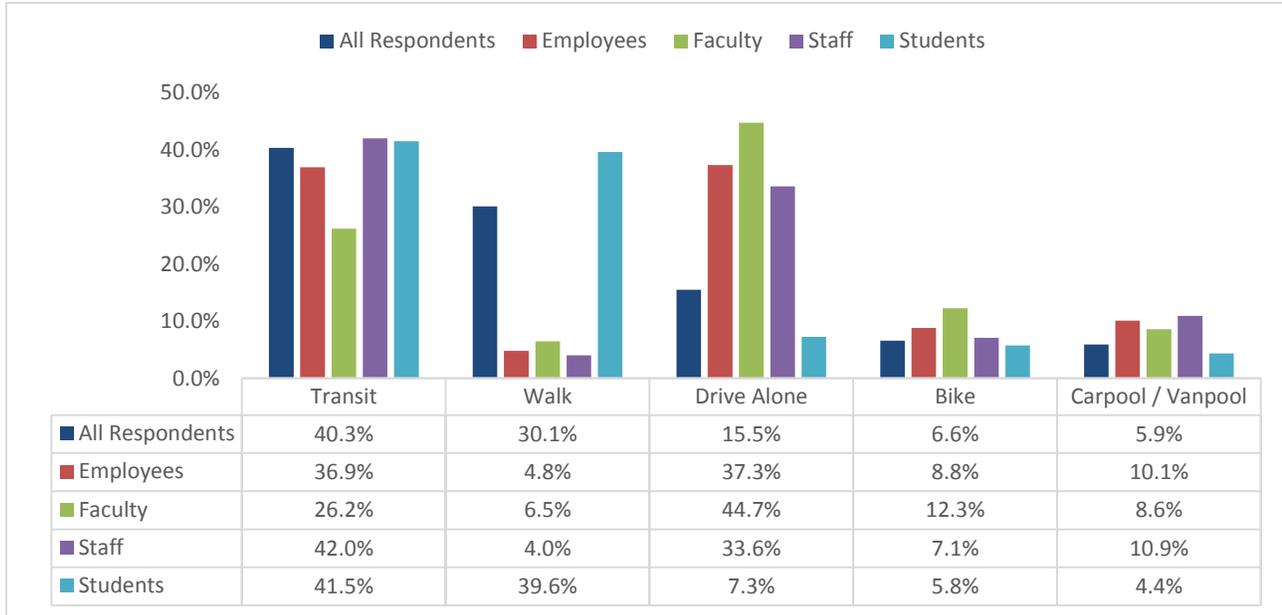


Source: Trip Data File—Trips taken Monday through Friday among all respondents

Base: All Respondents

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.

Figure 36: Mode Share of All Trips Taken to Campus in a Seven-Day Week—All Respondents

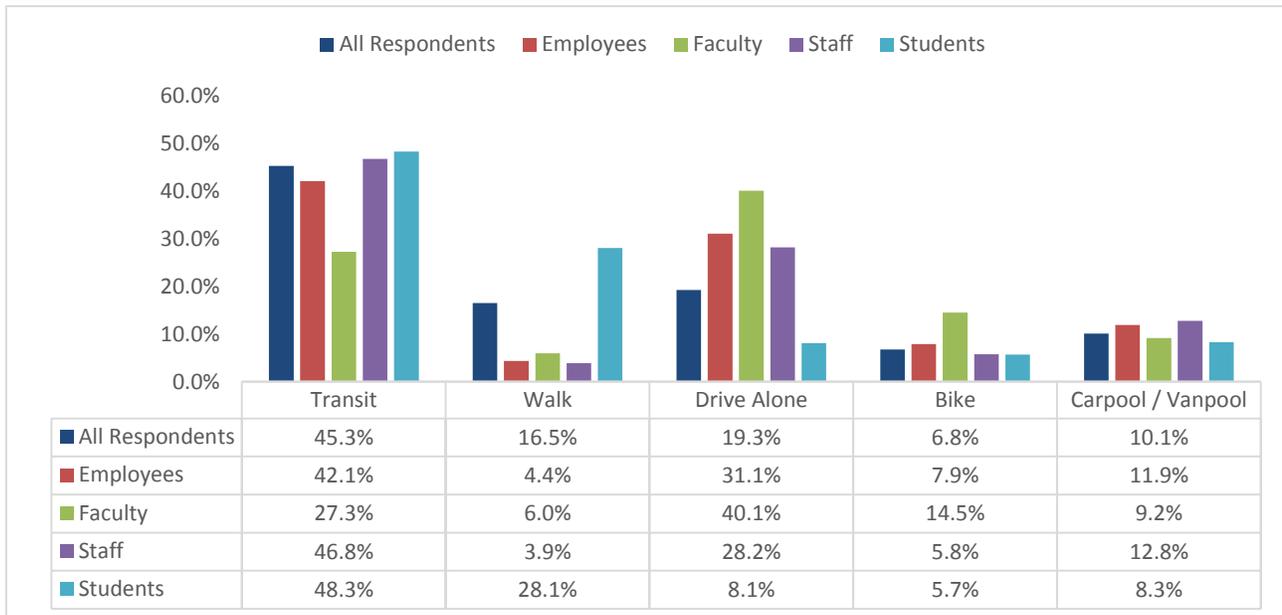


Source: Trip Data File—All trips taken in the past week among all respondents

Base: All respondents

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.

Figure 37: Mode Share of Trips Taken to Campus Monday through Friday 6 to 9 A.M.—All Respondents

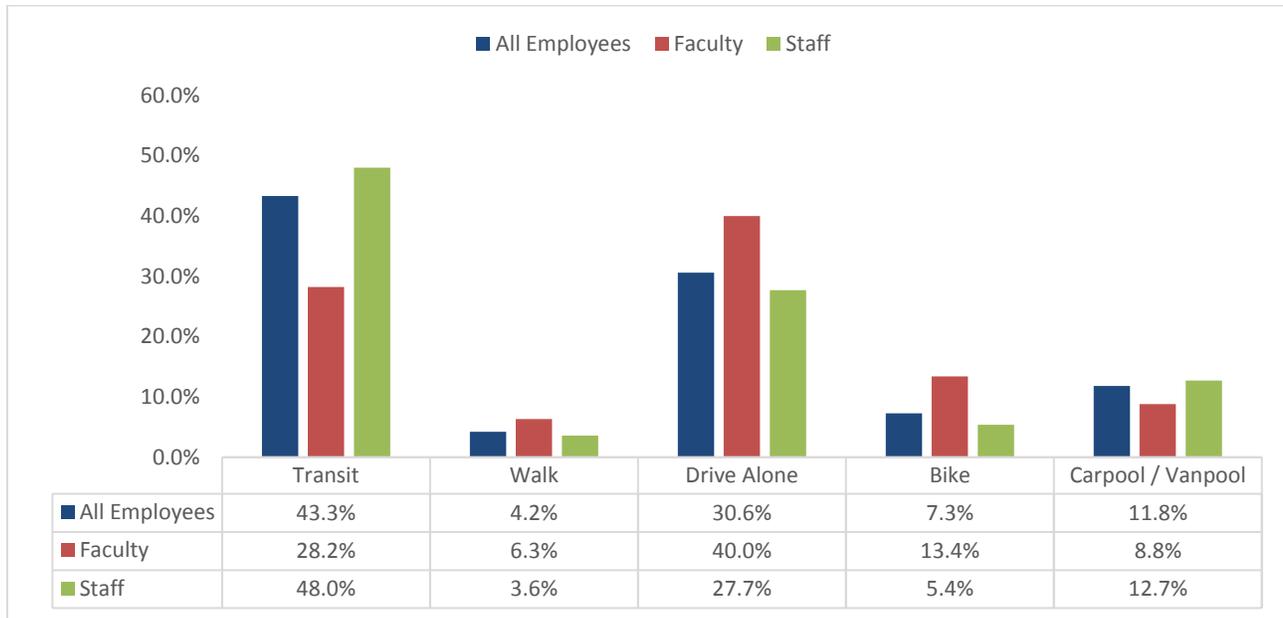


Source: Trip Data File—Trips taken Monday through Friday 6–9 a.m. among all respondents

Base: All respondents

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.

Figure 38: Mode Share of CTR-Eligible Trips—All Respondents



Source: Trip Data File—CTR-eligible trips among all respondents—Weighted by EmployeeWt

Base: All Respondents: Employees

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.

CTR-eligible trips are those taken by full-time faculty or staff whose position is intended to last at least 12 months, who arrive at work between 6 and 9 a.m., and who work at least two days during the week.

Appendix III: 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 54: 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

Appendix IV: 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 55: 2014 Sample Base Sizes

	Unweighted	Weighted by Weight	ExpansionWt	EmployeeWt
All respondents	1,568	1,568	71,578	-
All employees	988	597	27,257	988
Faculty	227	191	8,741	317
Staff	761	406	18,516	671
Students	580	971	44,321	-
All respondents with U-PASS	1,214	1,325	60,482	636
All respondents w/o U-PASS	349	236	10,790	350
Employees with U-PASS	652	384	17,537	636
Students with U-PASS	562	941	42,946	-
New student U-Pass members	221	370	16,888	-
Primary trip mode is drive alone	380	287	13,121	343
Primary trip mode is carpool/vanpool	122	99	4,511	94
Carpool for any part of trip	185	162	7,398	136
Bike for any part of trip	154	147	6,729	111
Parked a bike on UW campus	128	129	5,870	88
Have a bicycle or biked for any part of trip	450	439	20,028	305
Telecommute	263	250	11,415	217
Service available from home to UW	1,300	1,198	54,698	913
Respondents who have used transit in the past 7 days	1,005	1,055	48,153	571
Respondents who have ridden Metro in the past 7 days	855	921	42,056	464
Respondents who took a trip on Sounder or Light Rail in past 7 days	137	152	6,974	73

Appendix V: 2014 Questionnaire

UNIVERSITY OF WASHINGTON U-PASS / CTR SURVEY
NWRG Project Number: UWA_762767_2014_UPASS
DATE LAST MODIFIED: 10/17/2014

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

Text in Red Highlight indicates deleted question / response

Text in Green highlight indicates new question / response

Text in Yellow highlight indicates question is still being considered in conjunction with the client

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.

PHONE INTRODUCTION

[BASE: PHONE RESPONDENTS]

(ASK TO SPEAK TO INSERT PARTICIPANT NAME)

Hello, my name is _____, calling from Northwest Research Group. The University of Washington recently sent you an e-mail mentioning that we would be contacting you about an important study that provides information on how students, faculty and staff commute to campus. You were randomly selected to participate in the research effort. I can assure you that your responses will be kept confidential and only used in aggregate with others participating in this study.

IF MORE INFORMATION NEEDED:

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.

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 Celeste Gilman, the UW Commute Options Manager at cgilman@uw.edu or (206) 685-4380. If you have technical survey questions, please contact Nathan Wiggin, the project director at Northwest Research Group at nwiggin@nwresearchgroup.com or (206) 489-2363.

IF RESPONDENT REFUSES OR SAYS THEY ARE TOO BUSY, TRY TO SEND THEM BACK TO THE ONLINE SURVEY. ASK TO CONFIRM THEIR E-MAIL ADDRESS OR IF WE DON'T HAVE E-MAIL ADDRESS REQUEST IT AND SEND IMMEDIATE INVITATION.

WEB INTRODUCTION

[BASE: WEB RESPONDENTS]

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 Celeste Gilman, the UW Commute Options Manager at cgilman@uw.edu or (206) 685-4380.

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

SCREENER

[BASE: ALL RESPONDENTS]

[PROGRAMMING: SECTION FOR TIMING]

S1 Are you **currently**. . .
ENTER ALL THAT APPLY

- 01 Enrolled as a student (AS NEEDED: Fall Quarter 2014)
- 02 Employed as a faculty member
- 03 Employed as a staff member
- 997 None of the above
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

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

S1A **[ASK IF MULTIPLE RESPONSES GIVEN TO S1]** Are the majority of your hours spent as a . . .

- 01 Student (AS NEEDED: Fall Quarter 2014)
- 02 Faculty member
- 03 Staff member
- 997 None of the above
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

S1B **[ASK IF MULTIPLE RESPONSES GIVEN TO S1A]** Do you primarily consider yourself a Student, Faculty, or Staff member?

- 01 Student (AS NEEDED: Fall Quarter 2014)
- 02 Faculty member
- 03 Staff member
- 997 None of the above
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

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

IF MULTIPLE RESPONSES GIVEN TO S1B, THANK AND CONCLUDE.

CREATE VARIABLE: TYPE

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

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

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

IF TYPE EQ 01: RESTORE [ATTEND CLASSES OR OTHER SPECIFIED WORDING] WHERE SPECIFIED

IF TYPE EQ 02 OR 03: RESTORE [WORK] WHERE SPECIFIED

S2 Do you **[WORK / ATTEND CLASSES]** on the Seattle campus or in a UW owned or leased building in the University District?

- 00 NO, NEITHER
- 01 YES, ON SEATTLE CAMPUS
- 02 YES, IN THE UNIVERSITY DISTRICT
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

IF S2 EQ 01 CONTINUE

IF S2 EQ 00 THANK AND CONCLUDE "That is all the information we need from you today"

IF S2 EQ 998, 999 THANK AND CONCLUDE

ASK S3 AND S3A IF TYPE EQ 02 OR 03

- S3 Are you employed. . .?
- 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)
 - 998 DON'T KNOW
 - 999 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 DON'T KNOW
 - 999 PREFER NOT TO ANSWER

ASK S4 IF TYPE EQ 01

- S4 How many credits are you currently registered for this quarter?
- ___ Record number of credits **[RANGE 0 - 30]**
 - 998 DON'T KNOW
 - 999 PREFER NOT TO ANSWER

ASK S4A IF S4 EQ 998 OR 999

- S4A Are you a full-time or part-time student?
- 01 FULL TIME
 - 02 PART TIME
 - 998 DON'T KNOW
 - 999 PREFER NOT TO ANSWER

ASK S4B IF S4=0 OR (S4A=998) OR (S4A=999)

- S4B To clarify, are you currently a registered student at the University of Washington?
- 00 NO
 - 01 YES
 - 998 DON'T KNOW
 - 999 PREFER NOT TO ANSWER

IF S4B EQ 00 THANK AND CONCLUDE "That is all the information we need from you today"

IF S4B= 998 OR 999 THANK AND CONCLUDE

CREATE VARIABLE: FT STD

01 = PART TIME [S4 < 10] OR [S4A=02]

02 = FULL TIME [S4 >= 10] OR [S4A=01]

03 = OTHER [S4=0] AND [S4B=01]

GENERAL TRAVEL

[BASE: ALL RESPONDENTS]

[PROGRAMMING: SECTION FOR TIMING]

- Q2 Which of the following best describes your **[WORK] / [CLASS]** schedule for the current (Fall 2014) quarter? Do you **[WORK / ATTEND CLASSES]**
- 01 7 days a week
 - 02 6 days a week
 - 03 5 days a week
 - 04 4 days a week
 - 05 3 days a week
 - 06 2 days a week
 - 07 1 day a week
 - 06 **[SHOW ONLY IF TYPE=2 OR 3 (FACULTY OR STAFF)]** 9 days in 2 weeks (9 days / 80 hours)
 - 07 **[SHOW ONLY IF TYPE=2 OR 3 (FACULTY OR STAFF)]** 7 days in 2 weeks
 - 08 **[DO NOT READ]** It varies / never the same
 - 888 **[DO NOT READ]** Something else [Please describe]
 - 998 DON'T KNOW
 - 999 PREFER NOT TO ANSWER

- Q3 On average do you telecommute or **[WORK / ATTEND CLASSES]** online at least one **full day** in two weeks?

IF TYPE=01 SHOW: AS NECESSARY: That is you access the University's classes or other educational resources remotely and do not commute to the UW campus at all on that day.

IF TYPE=02 OR 03 SHOW: AS NECESSARY: That is work a **full day** at home or another location and **do not go to your usual WORK location** on the UW campus or in the U-District that day—that is you **do not** commute to the UW at all on that day.

- 00 NO
- 01 YES
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

ASK Q3A IF Q3 = 01

- Q3A How many days did you telecommute or **[WORK / ATTEND CLASSES]** online **in the last two weeks?**

___ Record number of days **[RANGE 0 - 14]**

- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

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

- _____ Record Zip Code **[MUST START WITH 98]**
- 99998 DON'T KNOW
- 99999 PREFER NOT TO ANSWER

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

- Q4A Do you live in. . .
- 01 UW housing, on campus
 - 02 UW housing, off campus
 - 03 A fraternity or sorority
 - 04 Non-UW housing
 - 888 Something else (please specify)
 - 998 DON'T KNOW
 - 999 PREFER NOT TO ANSWER

IF Q4A EQUALS 01/LIVE ON CAMPUS, SKIP TO Q5A1

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

[WEB ONLY SHOW: You may use whole and partial numbers by using a decimal point. For example if you live a half mile away, enter .5.

- _____ Record number of miles **[RANGE 0.1 TO 90 IF GREATER THAN 90 ENTER 90]**
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

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

[PHONE SHOW: Was it. . .]

- 01 Not a consideration at all
- 02 Somewhat of a consideration
- 03 Major consideration
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

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

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

the UW?

- 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 [DO NOT READ] I LIVE ON / NEAR CAMPUS
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

ASK Q5C IF Q5B EQUALS 01, 02, OR 03

Q5C If you were to use the bus or rail service currently available, which system(s) would you have to use?

[AS NEEDED: If the trip requires a transfer from one system to another or within the system, please explain each part or leg of the trip beginning with the system you ride first.]

[PHONE DISPLAY: INTERVIEWER NOTE: AFTER FIRST LEG/RESPONSE, ASK "DO YOU USE ANY OTHER PUBLIC TRANSPORTATION SYSTEMS AS PART OF YOUR COMMUTE" IF YES, ASK WHICH ONE, IF NO, SELECT "NO OTHER SYSTEMS"]

Part 1	Part 2	Part 3
✘ King County Metro Bus	✘ Link Light Rail	✘ King County Metro Bus
✘ Sounder Train	✘ King County Metro Bus	
✘ Community Transit Bus	✘ King County Metro Bus	

[PHONE ONLY DISPLAY: [ONLY READ LIST IF NECESSARY: RESPONDENT SHOULD BE ABLE TO ANSWER WITHOUT MUCH PROMPTING]

[WEB: DISPLAY ENTIRE LIST AS DROP DOWN FOR EACH PART, MAXIMUM OF 10 PARTS. SHOW "NO OTHER SYSTEMS AT THE TOP BEGINNING WITH PART 2]

Which system would you use for the [INSERT first, second, ETC.] part of your commute to the UW?	Part 1	Part 2	Part 3	Part 4-10
No Other Systems (shown for Leg 2 and onwards)		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
KING COUNTY METRO	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
SOUND TRANSIT EXPRESS BUS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
LINK LIGHT RAIL	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
SOUNDER COMMUTER RAIL	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
COMMUNITY TRANSIT	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Which system would you use for the [INSERT first, second, ETC.] part of your commute to the UW?	Part 1	Part 2	Part 3	Part 4-10
EVERETT TRANSIT	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
PIERCE TRANSIT	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
KITSAP TRANSIT	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
SEATTLE STREETCAR	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
KING COUNTY WATER TAXI	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WASHINGTON STATE FERRIES	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
UW SHUTTLE	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
PRONTO CYCLE SHARE	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
ISLAND TRANSIT	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
NONE OF THESE [SPECIFY] _____				
OTHER [SPECIFY]	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Post-codes:

Car/carpool/drive

Walk

Bicycle

Park and Ride

Seattle Metro

None

Don't know

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 SHOW: Does it ... (READ RESPONSE OPTIONS)

	Does Not Meet Needs and Expectations	Meets Needs and Expectations	Exceeds Needs and Expectations	DON'T KNOW	PREFER NOT TO ANSWER
--	--------------------------------------	------------------------------	--------------------------------	------------	----------------------

Frequency of Service	<input type="radio"/>				
# of Transfers Required	<input type="radio"/>				
Travel Time	<input type="radio"/>				
Cost	<input type="radio"/>				
Reliability (on-time)	<input type="radio"/>				
Perception of safety	<input type="radio"/>				
Availability of seats	<input type="radio"/>				

Q7 Do you personally have any of the following regularly available for your commute?
[WEB DISPLAY: Enter all that apply]

- 01 Car or truck
- 02 Motorcycle or scooter
- 03 Bicycle
- 97 None of the above
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

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 6:00 p.m. (Pacific).
 Otherwise grid would start with Current Day – 1.*

Q9A Which of the following days did you **[WORK / ATTEND CLASSES]** at the UW main campus or in the U District?

*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"/>

*USE SAME GRID BUT ONLY SHOW RADIO BUTTON FOR APPLICABLE DAYS.
 SHOW Q9B AND Q9C ON SAME SCREEN AS Q9A*

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

Q9B **[WEB DISPLAY:** 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 DISPLAY: What time did you **arrive** on campus on **[INSERT MOST RECENT DAY THEN READ LIST BACKWARDS (E.G. TUESDAY, MONDAY, ETC.)]** **INTERVIEWER NOTE (DO NOT READ):** Enter actual time (e.g. 8:30) and then check whether a.m. or p.m. Enter time in standard format, for example: 3:30 (using a colon)]

	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 DISPLAY:** 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 DISPLAY: What time did you **leave** campus on **[INSERT MOST RECENT DAY THEN READ LIST BACKWARDS (E.G. TUESDAY, MONDAY, ETC.)]** **INTERVIEWER NOTE (DO NOT READ):** Enter actual time (e.g. 8:30) and then check whether a.m. or p.m. Enter time in standard format, for example: 3:30 (using a colon)]

	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"/>

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.

Q10A For the next questions think about how you traveled to the UW campus/ U-District each day during the past week.

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 DISPLAY: 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.

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

[PHONE DISPLAY: AS NECESSARY 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.

[IF Q4A=1 DISPLAY If you live on campus, please tell me how you get from your home to where you work/attend class on campus]

[PHONE DISPLAY: INTERVIEWER NOTE: 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 “NO OTHER SYSTEMS”]

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 [first, second, etc.] part of your commute to the UW? (READ LIST IF NECESSARY, CLARIFY)	Leg 1	Leg 2 . . .	Last Leg
Trip Finished (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) [ASK IF CARPOOL] Including yourself, how many people 16 and older were in your carpool?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vanpooled [ASK IF VANPOOL] Including yourself, how many people 16 and older were in your vanpool?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Motorcycle / Moped / Scooter [ASK IF MOTORCYCLE] Including yourself, how many people 16 and older were on the motorcycle/moped/scooter?"	<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"/>
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"/>
<i>Health Sciences Express Shuttle</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other [specify]	<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 > 0 DISPLAY ONLY THE MODES SELECTED IN Q10A

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

[DISPLAY ON THE MODES SELECTED IN Q10A]

- 01 Alone in car (or with children under 16)
- 02 Carpool
- 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
- 888 Other
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

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

IF DON'T KNOW PROMPT WITH: Please give us your best estimate.

- ___ Record number of minutes [RANGE 0 TO 180]
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

Q10D On [RESTORE NEXT TRAVEL DAY], did you use the same mode of travel as [RESTORE PREVIOUS TRAVEL DAY]?

- 00 NO
- 01 YES
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

*IF Q10D EQUALS 01, POPULATE A10A THROUGH Q10C WITH SAME VALUES AS PREVIOUS DAY. ASK Q10D
IF Q10D EQUALS 00, REPEAT QUESTION Q10A THROUGH Q10D FOR NEXT TRAVEL DAY*

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)

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?

[WEB DISPLAY: IF LESS THAN ONE MINUTE, ENTER "0"]

[PHONE DISPLAY: INTERVIEWER NOTE: IF LESS THAN ONE MINUTE, ENTER "0"]

- ___ **Record number of minutes walked, enter 0 for less than one minute [RANGE 0 – 60]**
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

BICYCLE

[BASE: ALL RESPONDENTS]

[PROGRAMMING: SECTION FOR TIMING]

ASK Q15 IF ANY PART OF Q10A EQUALS BICYCLE

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

- 01 At a transit center 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 Somewhere else {specify}
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

ASK Q16 IF Q15 > 02 AND < 07

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

[PHONE SHOW: Are you ... (READ RESPONSE LIST LIST)]

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

	Very Dissatisfied	Somewhat Dissatisfied	Somewhat Satisfied	Very Satisfied	[DO NOT READ] NO OPINION
Overall	<input type="radio"/>				
Availability	<input type="radio"/>				
Security	<input type="radio"/>				
Quality of Facility	<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 SHOW: (READ RESPONSE LIST LIST)]

[RANDOMIZE ORDER SHOWN]

	The Same Amount	Somewhat More Frequently	Much More Frequently	[DO NOT READ] 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"/>

PARKING /CARPOOLING/VANPOOLING

[BASE: IF ANY LASTLEG VARIABLE = 01 OR 02 OR 03 OR 04 (DRIVE ALONE, CARPOOL, VANPOOL, MOTORCYCLE/MOPED)]
[PROGRAMMING: SECTION FOR TIMING]

Q18 When you **[DRIVE / CARPOOL / VANPOOL]** to campus, where do you **typically** park?
[PHONE DISPLAY: 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 [specify]
- 96 **[DO NOT READ]** Didn't park / got dropped off
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

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

[WEB DISPLAY: IF LESS THAN ONE MINUTE, ENTER "0"]

[PHONE DISPLAY: INTERVIEWER NOTE: IF LESS THAN ONE MINUTE, ENTER "0"]

- ___ **Record number of minutes walked, enter 0 for less than one minute [RANGE 0 – 60]**
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

ASK Q19 IF ANY Q10 LEG EQUALS CARPOOL

Q19 When you carpool are you typically. .

- 01 The driver
- 02 The passenger
- 03 Share driving responsibility equally
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

ASK Q20 IF ANY Q10 LEG EQUALS CARPOOL

Q20 Do all members of your carpool work or attend classes at UW owned or leased buildings on the main campus or in the U-District?

- 00 NO
- 01 YES
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

ASK Q20A IF Q20 EQUALS 00

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?

[PHONE SHOW: READ LIST IF NECESSARY]

[ENTER ALL THAT APPLY]

- 01 I was dropped off somewhere else
- 02 Other members of the carpool were dropped off
- 03 No one dropped off [MUTUALLY EXCLUSIVE – IF THEY CHECK THIS THEY CANNOT CHECK ANY OTHERS]
- 888 Something else (please describe)
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

ASK Q21 IF ANY Q10 LEG EQUALS CARPOOL

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

[PHONE SHOW: Was it. . .]

- 01 Not a consideration at all
- 02 Somewhat of a consideration
- 03 Major consideration
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

ASK Q22 IF ANY Q10 LEG EQUALS CARPOOL

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

[PHONE SHOW: Are you ... (READ RESPONSE LIST LIST)]

ROTATE Q22B Q22C Q22D – AVAILABILITY, SECURITY, AND ATTRACTIVENESS

	Very Dissatisfied	Somewhat Dissatisfied	Somewhat Satisfied	Very Satisfied	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					

UPASS USERS

[BASE: Q24=01 (YES)]

ASK Q24 OF ALL PARTICIPANTS

Q24 Do you have a U-PASS that is valid for Fall Quarter 2014?

- 00 NO
- 01 YES
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

Q25 How long have you had a U-PASS?

[PHONE DISPLAY: INTERVIEWER NOTE: DO NOT READ LIST UNLESS RESPONDENT SAYS DON'T KNOW]

- 01 FIRST QUARTER I HAVE HAD ONE [INTERVIEWER NOTE: CHOOSE THIS IF ISSUED AFTER SEPT 01, 2014]
- 02 LESS THAN ONE YEAR
- 03 1 TO 2 YEARS
- 04 3 TO 5 YEARS
- 05 MORE THAN 5 YEARS
- 888 OTHER (PLEASE DESCRIBE)
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

ASK Q26A IF TYPE EQ 02 OR 03 (FACULTY OR STAFF)

Q26A Did you . .

- 01 Purchase your U-PASS
- 02 Receive a U-PASS with an SOV (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 [describe]
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

ASK Q26B IF TYPE EQ 01

Q26B Did you . .

- 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** [DO NOT READ] Purchased as a staff / employee
- 888 Something else [describe]
- 998 DON'T KNOW

999 PREFER NOT TO ANSWER

Q27

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

[PHONE DISPLAY: [INTERVIEWER NOTE: READ SCALE FOR FIRST ATTRIBUTE, THEN READ ONLY IF NECESSARY]]

	Never	Rarely	Sometimes	Frequently	DO NOT READ PREFER NOT TO ANSWER
Ride a King County Metro bus	<input type="radio"/>				
Ride a Sound Transit bus	<input type="radio"/>				
Ride a Community Transit bus	<input type="radio"/>				
Ride an Everett Transit bus	<input type="radio"/>				
Ride a Pierce Transit bus	<input type="radio"/>				
Ride a Kitsap Transit bus	<input type="radio"/>				
Ride the Link Light Rail	<input type="radio"/>				
Ride the Sounder Train	<input type="radio"/>				
Ride the Seattle Streetcar	<input type="radio"/>				
Ride the King County Water Taxi	<input type="radio"/>				
Ride the Night Ride shuttle	<input type="radio"/>				
Get an emergency ride home [SHOW FOR TYPE EQ 02,03 ONLY]	<input type="radio"/>				
Get discounted parking for carpools	<input type="radio"/>				
Get discounted fares for vanpool	<input type="radio"/>				
Get discounts from local stores or restaurants who participate in the U-PASS program	<input type="radio"/>				
Have never used my U-					

	Never	Rarely	Sometime s	Frequentl y	DO NOT READ PREFER NOT TO ANSWER
PASS					

Q27a Have you used your U-PASS to join any of the following at a reduced rate?

[SELECT ALL THAT APPLY]

- 00 None of these
- 01 Zipcar
- 02 Car2Go
- 03 Pronto Bikeshare
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

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

[PHONE SHOW: Would you say you are (READ SCALE)]

Very Dissatisfied	Somewhat Dissatisfied	Somewhat Satisfied	Very Satisfied	DO NOT READ Prefer not to answer
<input type="radio"/>				

ASK Q29 IF TYPE EQ 02, 03 (FACULTY / STAFF)

Q29 If the following were not included as part of the U-PASS program would you continue to use your U-PASS the same amount, use it less or stop using U-PASS entirely?

[PHONE SHOW: (READ LIST; REPEAT SCALE ONLY IF NEEDED)]

	Stop Using U-PASS Entirely	Use U- PASS Less	Use U- PASS the Same Amount	PREFER NOT TO ANSWER
Unlimited bus and train rides	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Discounted parking for carpools	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Discounted vanpool fares	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Night Ride Shuttle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Emergency Ride Home Program [INCLUDE FOR TYPE EQ 02,03 ONLY]	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	Stop Using U-PASS Entirely	Use U-PASS Less	Use U-PASS the Same Amount	PREFER NOT TO ANSWER
Discounts on ZipCar memberships	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Discounts on Car2Go memberships	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Discounts on Pronto Bikeshare memberships	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Discounts at local stores and restaurants	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

ASK Q30 IF 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 SHOW: FOLLOW UP WITH: Would that be strongly or somewhat Agree/Disagree?]

Strongly Disagree	Somewhat Disagree	Neither Agree nor Disagree	Somewhat Agree	Strongly Agree	DO NOT READ 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?

- 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 DON'T KNOW
- 999 PREFER NOT TO ANSWER

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

[PHONE SHOW: Would you say you are (READ SCALE)]

Not at All Likely	Not Very Likely	Not Sure Either Way	Somewhat Likely	Very Likely	DO NOT READ PREFER NOT TO ANSWER
<input type="radio"/>					

Q39 What would encourage you to get a U-PASS? [INTERVIEWER NOT ALLOW ONE RESPONSE]

Open-ended question

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/community transit 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*
- 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 **[DISPLAY THIS FOR PHONE AND WEB:** 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?

[AS NEEDED: A round trip counts as 2 trips.]

[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.]

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

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?

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?

[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.]

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?

[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]

	A	B	C	D
	Total # of One-Way Trips	# of One-Way Trips to / from UW Campus	# of One-Way Trips between 2 points on the UW campus or in the U-District	# of One-Way Trips between 2 Points in Downtown Seattle
King County Metro	—	—	—	—
Sound Transit Express Buses	—	—	—	—
Community Transit	—	—	—	—
Everett Transit	—	—	n/a	n/a
Pierce Transit	—	—	n/a	n/a
Kitsap Transit	—	—	n/a	n/a
Link Light Rail	—	—	n/a	—
Souder Commuter Rail	—	—	n/a	n/a
King County Water Taxi	—	—	n/a	n/a
Seattle Streetcar	—	—	n/a	n/a
Washington State Ferries	—	—	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 Sounder 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 Sounder Commuter Rail?

- 00 NO
- 01 YES EVERY TIME
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

ASK Q40F AND Q40G IF Q40E = 00

KEEP Q40F AND Q40G ON SAME SCREEN AS Q40E (POPUNDER)

Q40F How many times did you **not** tap your U-PASS on the ORCA card reader **before** boarding the Link Light Rail or Sounder Commuter Rail?

[AS NEEDED: Your best guess is fine.]

- ___ Number of times U-PASS **not** tapped **before** entering **[RANGE = 0-VALUE OF LINK_SOUNDER]**
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

Q40G How many times did you **not** tap your U-PASS on the ORCA card reader **after** exiting the Link Light Rail or Sounder Commuter Rail?

[AS NEEDED: Your best guess is fine.]

- ___ Number of times U-PASS **not** tapped **after exiting** **[RANGE = 0-VALUE OF LINK_SOUNDER]**
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

ASK Q41 IF TRANSIT_SUM GE 1

ON Q41, ONLY SHOW TRANSIT SYSTEMS WHERE NUMBER OF TRIPS IN Q40A IS GE 1

Q41 What was the **primary** purpose(s) of the trips you took on **[INSERT TRANSIT TYPE, ASK FOR**

EACH SYSTEM WHERE Q40A > 0]?

[DO NOT READ LIST UNLESS RESPONDENT SAYS DON'T KNOW OR YOU NEED TO CLARIFY]

Enter all that apply.

	Part of Commute to UW	Shopping / Errands	Visit Family / Friends	Recreation / Fun	Appointments (e.g., medical)	Work (off-campus location)	Something Else (SPECIFY)	NONE OF THESE (DO NOT SHOW)
King County Metro	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sound Transit Express Buses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Community Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Everett Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pierce Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Kitsap Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Link Light Rail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Souder Commuter Rail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
King County Water Taxi	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Seattle Streetcar	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Washington State Ferries	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Post-codes:

School related activity

Classes / off-campus classes / lecture

Home / returning home

Jury duty

Volunteer work

Transfer / travel to bus / other transportation

Downtown / around downtown (unspecified)

To / from airport

Church

No Answer

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?

[INTERVIEWER NOTE: DO NOT READ LIST UNLESS RESPONDENT SAYS DON'T KNOW]

- 01 ORCA Card
- 02 Cash
- 03 Tickets
- 04 DO NOT READ/SHOW U-PASS**
- 05 DO NOT READ/SHOW Senior pass**
- 06 DO NOT READ/SHOW Free ticket**
- 888 Other [specify]
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

ASK 42B IF Q42A 01

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

[INTERVIEWER NOTE: READ LIST. WAIT FOR YES OR NO FOR EACH.]

Enter all that apply.

- 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 (describe)
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

Q44 Overall, how satisfied are you with service on each of the following transit systems? **[DISPLAY EACH SYSTEM WHERE Q4A GE 1 AND Q40A LESS THAN 98]?**

[PHONE DISPLAY: Are you ... (READ SCALE)]

	Very Dissatisfied	Somewhat Dissatisfied	Somewhat Satisfied	Very Satisfied	DO NOT READ NO OPINION
King County Metro	<input type="radio"/>				

Sound Transit Express Buses	<input type="radio"/>				
Community Transit	<input type="radio"/>				
Everett Transit	<input type="radio"/>				
Pierce Transit	<input type="radio"/>				
Kitsap Transit	<input type="radio"/>				
Link Light Rail	<input type="radio"/>				
Souder Commuter Rail	<input type="radio"/>				
King County Water Taxi	<input type="radio"/>				
Seattle Streetcar	<input type="radio"/>				
Washington State Ferries	<input type="radio"/>				

D5 How satisfied are you with UW Transportation Services? [READ ANSWERS]

- 01 Very dissatisfied
- 02 Somewhat dissatisfied
- 03 Somewhat satisfied
- 04 Very satisfied
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

Q8 Please take a moment to imagine that each of the following transportation options were available for you to commute to the UW [PRONOUNCED U-DUB]. If these options were available to you **and distance was not a factor**, please rate how appealing you think it would be for you to commute using each of the following.

[PHONE SHOW: Would that be ... **(READ RESPONSE OPTIONS)**

RANDOMIZE Q8

	Not At All Appealing	Not Very Appealing	Somewhat Appealing	Very Appealing	NO OPINION
Walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Carpooling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vanpooling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Transit	<input type="radio"/>				
Driving alone	<input type="radio"/>				
Ferry	<input type="radio"/>				
Motorcycle/moped/scooter	<input type="radio"/>				
Teleworking/working from home	<input type="radio"/>				

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.

ASK POV01 IF TYPE=01 (student)

POV01 Do you live with family for at least part of the year?

AS NEEDED: Family is anyone that you are related to such as parents, spouse, or siblings.

- 00 NO
- 01 YES
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

ASK POV02 IF POV01=1

IF POV1=00 AUTOCODE POV02=01

POV02 When you live with your family, including yourself how many people live in your household?

AS NEEDED: For the purposes of this survey, "household" is defined as "family members living with you" Please do **not** include house mates, roommates, or dorm mates.

- ___ Enter number ? (RANGE=02-97)
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

ASK POV02A IF TYPE=02 OR 03

POV02A How many people live in your household?

AS NEEDED: For the purposes of this survey, "household" is defined as "family members living with you" Please do **not** include house mates, roommates, or dorm mates.

- ___ Enter number ? (RANGE=01-97)

- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

COMPUTE VARIABLE "HHSIZE" USE POV02 AND POV02A TO COMPUTE THE VARIABLE. HHSIZE IS EQUAL TO EITHER POV02 OR POV02A, WHICHEVER QUESTION THE PARTICIPANT WAS ASKED

- D1 What is your age?
- ____ Enter number ? (RANGE=16-97)
- 998 DON'T KNOW
 - 999 PREFER NOT TO ANSWER

ASK IF D1 EQUALS 998 OR 999

- D1A Are you . . .
- 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 DON'T KNOW
 - 999 PREFER NOT TO ANSWER

- D2 **[WEB SHOW]** Are you . . .
- [PHONE] RECORD GENDER, IF UNSURE ASK. . .**"I know this sounds strange, but I have to ask, are you. . .
- 01 Male
 - 02 Female
 - 03 OTHER
 - 998 DON'T KNOW
 - 999 PREFER NOT TO ANSWER

- D3 Do you have a valid driver's license?
- 00 NO
 - 01 YES
 - 998 DON'T KNOW
 - 999 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 DON'T KNOW
- 999 PREFER NOT TO ANSWER

POV03 **[ASK IF HHSIZE=01]** is your total household annual income [IF TYPE=01 DISPLAY “excluding any need based financial aid”] above or below \$23,340?

[SHOW IF TYPE=01] AS NEEDED: Household income includes any job earnings, social security income, veterans benefits, interest or stock earnings, or any assistance from outside the household such as scholarships or assistance from parents or family members not currently living with you.

- 01 ABOVE
- 02 BELOW
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

POV04 **[ASK IF HHSIZE=02]** Is your total household annual income [IF TYPE=01 DISPLAY “excluding any need based financial aid”] above or below \$31,460?

[SHOW IF TYPE=01] AS NEEDED: Household income includes any job earnings, social security income, veterans benefits, interest or stock earnings, or any assistance from outside the household such as scholarships or assistance from parents or family members not currently living with you.

- 01 ABOVE
- 02 BELOW
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

POV05 **[ASK IF HHSIZE=03]** Is your total household annual income [IF TYPE=01 DISPLAY “excluding any need based financial aid”] above or below \$39,580?

[SHOW IF TYPE=01] AS NEEDED: Household income includes any job earnings, social security income, veterans benefits, interest or stock earnings, or any assistance from outside the household such as scholarships or assistance from parents or family members not currently living with you.

- 01 ABOVE
- 02 BELOW
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

POV06 **[ASK IF HHSIZE=04]** Is your total household annual income [IF TYPE=01 DISPLAY “excluding any need based financial aid”] above or below \$47,700?

[SHOW IF TYPE=01] AS NEEDED: Household income includes any job earnings, social security income, veterans benefits, interest or stock earnings, or any assistance from outside the household such as scholarships or assistance from parents or family members not currently living with you.

living with you.

- 01 ABOVE
- 02 BELOW
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

POV07 **[ASK IF HHSIZE=05]** Is your total household annual income [IF TYPE=01 DISPLAY “excluding any need based financial aid”] above or below \$55,820?

[SHOW IF TYPE=01] AS NEEDED: Household income includes any job earnings, social security income, veterans benefits, interest or stock earnings, or any assistance from outside the household such as scholarships or assistance from parents or family members not currently living with you.

- 01 ABOVE
- 02 BELOW
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

POV08 **[ASK IF HHSIZE=06]** Is your total household annual income [IF TYPE=01 DISPLAY “excluding any need based financial aid”] above or below \$63,940?

[SHOW IF TYPE=01] AS NEEDED: Household income includes any job earnings, social security income, veterans benefits, interest or stock earnings, or any assistance from outside the household such as scholarships or assistance from parents or family members not currently living with you.

- 01 ABOVE
- 02 BELOW
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

POV09 **[ASK IF HHSIZE=07]** Is your total household annual income [IF TYPE=01 DISPLAY “excluding any need based financial aid”] above or below \$72,060?

[SHOW IF TYPE=01] AS NEEDED: Household income includes any job earnings, social security income, veterans benefits, interest or stock earnings, or any assistance from outside the household such as scholarships or assistance from parents or family members not currently living with you.

- 01 ABOVE
- 02 BELOW
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

POV10 **[ASK IF HHSIZE=08]** Is your total household annual income [IF TYPE=01 DISPLAY “excluding any need based financial aid”] above or below \$80,180?

[SHOW IF TYPE=01] AS NEEDED: Household income includes any job earnings, social security income, veterans benefits, interest or stock earnings, or any assistance from outside the household such as scholarships or assistance from parents or family members not currently

living with you.

- 01 ABOVE
- 02 BELOW
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

POV11 **[ASK IF HHSIZE=09]** Is your total household annual income [IF TYPE=01 DISPLAY “excluding any need based financial aid”] above or below \$88,300?

[SHOW IF TYPE=01] AS NEEDED: Household income includes any job earnings, social security income, veterans benefits, interest or stock earnings, or any assistance from outside the household such as scholarships or assistance from parents or family members not currently living with you.

- 01 ABOVE
- 02 BELOW
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

POV12 **[ASK IF HHSIZE=10]** Is your total household annual income [IF TYPE=01 DISPLAY “excluding any need based financial aid”] above or below \$96,420?

[SHOW IF TYPE=01] AS NEEDED: Household income includes any job earnings, social security income, veterans benefits, interest or stock earnings, or any assistance from outside the household such as scholarships or assistance from parents or family members not currently living with you.

- 01 ABOVE
- 02 BELOW
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

POV13 **[ASK IF HHSIZE=11]** Is your total household annual income [IF TYPE=01 DISPLAY “excluding any need based financial aid”] above or below \$104,540?

[SHOW IF TYPE=01] AS NEEDED: Household income includes any job earnings, social security income, veterans benefits, interest or stock earnings, or any assistance from outside the household such as scholarships or assistance from parents or family members not currently living with you.

- 01 ABOVE
- 02 BELOW
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

POV14 **[ASK IF HHSIZE GE 12]** Is your total household annual income [IF TYPE=01 DISPLAY “excluding any need based financial aid”] above or below \$112,660?

[SHOW IF TYPE=01] AS NEEDED: Household income includes any job earnings, social security income, veterans benefits, interest or stock earnings, or any assistance from outside the

household such as scholarships or assistance from parents or family members not currently living with you.

- 01 ABOVE
- 02 BELOW
- 998 DON'T KNOW
- 999 PREFER NOT TO ANSWER

COMPUTE VARIABLE "POVERTY"

IF POV 03 THROUGH POV08=01 (ABOVE) POVERTY=0 "ABOVE 200% POVERTY". IF ANY POV03 THROUGH POV08=02 (BELOW) POVERTY=01 "BELOW 200% POVERTY".

- D6 And finally, in which building do you **[WORK] / [ATTEND THE MAJORITY OF YOUR CLASSES]**?
[PROMPT FOR SINGLE BUILDING USED MOST OFTEN IF POSSIBLE]
Open end

Thank you for participating in this important study. The information you provided today will help the UW better serve your transportation needs.

Appendix VI: Outreach Materials

NWRG E-mail Invitation

Subject line: Please help improve campus transportation

Hi **[INSERT NAME]**:

Every two years, 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 to and around the U-District. Additionally, it provides data to help the UW meet state and city regulatory requirements.

You have been randomly selected to participate in this study. In addition to shaping future transportation programs for campus, for each completed survey, researchers at Northwest Research Group (NWRG) will donate \$1 to a University of Washington undergraduate scholarship fund; if response rates are greater than 50 percent, a total donation of \$1,600 will be made to the fund.

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.

Please help the scholarship fund and the UW's transportation system by participating in this important study.

To begin, please click on the link below.

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

http://s.....

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.

If you have questions, contact Zachary Howard with UW Transportation Services, at znhoward@uw.edu or (206) 616-6087.

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

Thank you for your participation in this important research.

First Reminder E-mail (NWRG)

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

Hi **[INSERT 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 e-mail.

This study is conducted every two years 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 data to help the UW meet state and city regulatory requirements.

You have been randomly selected to participate in this study. In addition to shaping future transportation programs for campus, for each completed survey, Northwest Research Group (NWRG) will donate \$1 a University of Washington undergraduate scholarship fund; if response rates are greater than 50 percent, a total donation of \$1,600 will be made to the fund.

Please help the scholarship fund and the UW’s transportation system by participating in this important study.

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

<http://survey5.....>

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, contact Zachary Howard with UW Transportation Services, at znhoward@uw.edu or (206) 616-6087.

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

Thank you for your participation in this important research.

Second Reminder E-mail (NWRG)

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

Hi **[INSERT NAME]**:

This is it...

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 e-mail.

This study is conducted every two years 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 data to help the UW meet state and city regulatory requirements. Even if you do not drive or take public transportation, your responses are important as it will help us develop a comprehensive picture of how people move around the University.

You have been randomly selected to participate in this study. In addition to shaping future transportation programs for campus, for each completed survey, Northwest Research Group (NWRG) will donate \$1 to a University of Washington undergraduate scholarship fund; if response rates are greater than 50 percent, a total donation of \$1,600 will be made to the fund.

Please help the scholarship fund and the UW's transportation system by participating in this important study.

To begin, please click on the link below.

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

<http://survey5.....>

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, contact Zachary Howard with UW Transportation Services, at znhoward@uw.edu or (206) 616-6087.

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

Thank you for your participation in this important research.

Special Reminder for Q9B/C Drops (NWRG)

Subject line: Please finish this important survey for the University of Washington

Hi **[INSERT NAME]**:

Recently, you were asked to take part in the University of Washington's transportation study. According to our records you had stopped mid-way through the survey. It was brought to our attention that the method used to collect data about arrival and departure times may have prevented some participants from completing the survey, and you may have been impacted by this. We listened to the feedback and improved the survey. If you encountered this error, we apologize for the inconvenience and encourage you to log back in and complete the survey. Most respondents at this point in the survey finish within 10 minutes.

Clicking the link below will take you directly to where you left off.

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

<http://survey5.....>

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.

This study is conducted every two years 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 data to help the UW meet state and city regulatory requirements.

You have been randomly selected to participate in this study. In addition to shaping future transportation programs for campus, for each completed survey, Northwest Research Group (NWRG) will donate \$1 a University of Washington undergraduate scholarship fund; if response rates are greater than 50 percent, a total donation of \$1,600 will be made to the fund.

Please help the scholarship fund and the UW's transportation system by participating in this important study.

If you have questions, contact Zachary Howard with UW Transportation Services, at znhoward@uw.edu or (206) 616-6087.

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

Thank you for your participation in this important research.

Final Reminder Post Provost Message (NWRG) To be sent 11/18/2014

Subject line: Important! Last chance to complete the online survey for the University of Washington

Hi **[INSERT NAME]**:

We had recently invited you to take part in the University of Washington's biennial transportation study and according to our records you have not yet done so. Please click on the link below and complete the online survey—it should only take 15 minutes of your time. This is the last opportunity you will have to complete the survey online. This study is very important to the University of Washington and **every voice counts** so we may call to ask you to complete the survey over the phone if you do not do so online.

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

<http://survey5.....>

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.

This study is conducted every two years 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 data to help the UW meet state and city regulatory requirements.

You have been randomly selected to participate in this study. In addition to shaping future transportation programs for campus, for each completed survey, Northwest Research Group (NWRG) will donate \$1 a University of Washington undergraduate scholarship fund; if response rates are greater than 50 percent, a total donation of \$1,600 will be made to the fund.

Please help the scholarship fund and the UW's transportation system by participating in this important study.

If you have questions, contact Zachary Howard with UW Transportation Services, at znhoward@uw.edu or (206) 616-6087.

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

Thank you for your participation in this important research.

